



Editorial

Paul Hewson

This month's Up the Creek newsletter paddles in a lively mix of fresh faces, and a current of club achievements: Kyle splashes in as a keen new recruit (page 2), members rack up Paddle UK awards faster than you can say "kayak-ulate success" (page 3) and Vicki proves she's really on a roll (or at least a very steady stroke) (page 4). There's a deep dive into DBS checks because nothing says fun like paperwork afloat (page 5) before the pièce de résistance: an estuary trip report that's equal parts wind, water, and *train-ing* enthusiasm, complete with mud that nearly dragged the day under but ultimately left spirits buoyant (page 7). There's an account of a trip round a

river that was so full of tidal water maybe it should be called the River Eight (page 10. Add in a Chronicle (page 17) bursting with paddles (some cancelled, some *current-ly* excellent), and you've got a newsletter that truly goes with the flow; occasionally against the tide, but always oar-some¹.

As always, comments, questions, material to include in future editions: newsletter@ppca.org.uk. Now that we've had a couple of new member introductions recently maybe a few more people will be encouraged to send in a couple of sentences about them.

¹Yes, I know, I'd run out of energy to think of anything better by the time I got here





Welcome New Members

Hi, my name is Kyle. I took part in the Intro course at the end of the summer holidays last year and I really enjoyed my time kayaking around Plymouth Sound. Everyone was really welcoming and supportive throughout the day. I couldn't wait to join PPCA as a member and over the winter, experienced members of the PPCA have been helping me to develop my

skills in Ivybridge swimming pool. I can't wait to be back out on open water again soon where I'm hoping to see more of the coast line and local Sealife. I want to say a big thank you to everyone at PPCA for their warm welcome, encouragement and support! It would be great to see more teenagers and younger children join us this season.



Kyle



Rapid Reads

Explore Congratulations

Andy Kittle

Congratulations are in order to two more club members, Anita Maidment and Lesley Hitchen, who both recently passed the Paddle UK Explore certification. To those that remember, this is the equivalent to the old Two Star award. These people have worked extremely hard in training, practice and learning theory. It is not an easy award to achieve, so well done to you. This was measured by them having various skills and knowledge signed off by all

the coaches who helped them through it, along with all the session helpers. Big thank you to them all. The club, last year has adopted a 'Passport' system (paper log copy), that coaches sign off as and when these people achieved the required standards. For anyone else who aspires to getting this award, there are Passports in the club shed. Please take one and start your journey.



Lesley



Anita



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Sea Kayak Award Congratulations

Adam Coulson

Congratulations go to Vicki Blackmore for attaining her Sea Kayak Award. We have been running training sessions since February in a group. Vicki has proved her knowledge, skills and techniques meet the criteria required by

the award on assessment. Well done Vicki! If anybody is interested in working towards this award and/or being assessed, then please talk with me.



Vicki



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Disclosure and Barring Service - DBS

Alan Ede

If you require a DBS certificate for a role within the club you can apply by contacting the Club Welfare Officer, (CWO), - Alan Ede.

As a volunteer the service is free. Due to the unpredictable nature of those you may be helping, leading, supervising or coaching you should complete the application for both 'Adult Workforce' and 'Child Workforce' and choose the 'Enhanced Check'. Once your DBS certificate is issued you are encouraged to subscribe to the DBS Update Service and also to complete a DBS Status Check Authorisation Form.

DBS Update Service

The DBS Update Service is a free online government service which, once subscribed to, allows your DBS certificate to be kept up to date for as long as you are subscribed to the service.

Individuals should receive their certificate within 5-10 working days of verification. To subscribe to the update service, an individual must complete the online form within 30 days from the date of issue on the certificate. The DBS Update Service lasts for one year after which you should receive an email to remind you to re-subscribe. The online form will have a checkbox for 'automatic renewal'. This will mean you don't have to subscribe again every 12 months.

DBS Status Check Authorisation Form

To allow the DBS Update Service to be utilised by the club, you are encouraged to complete the DBS Status Check Authorisation Form. This lasts for 3 years. After this you will need to complete the online form again to give Paddle UK your authorisation. This form allows Paddle UK to carry out a status check on your DBS certificate when requested, usually by the CWO.

How to subscribe to the Update Service and Status Check Authorisation.

- Go online and type in 'Paddle UK'
- Click on the Paddle UK website.
- Once on the website you will see a small search box, near the top on the left hand side.
- Type 'Disclosure and Barring' into the search box and click the magnifying glass symbol.
- You will come to a page with 7 blue boxes on the left side of the page.
- Click on 'Update Service'.



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- You will see text describing the service and a link, in blue, to take you to the government update service. Complete this form and submit. (You will need your DBS certificate number).

The Status Check Authorisation Form is at the bottom of the text which contains the link to the update service. Complete this and submit.

It is important to record your DBS certificate number and also, when completing your Update Service subscription, the Update Service ID number. One or both of these will be required if you have any queries with the DBS Service at a later date.

Cheers Alan



Trainspotting

Clive Ashford

They say that using a catchy title will get more readers, so I'm sure that calling this little missive "Trainspotting" will make it go viral. (That's 21 st century speak for being very popular, don't you know?) The second estuary paddle of the "summer" season took place on Sunday 10 May. The forecast was for a force 4 ENE wind, and the prediction was that the further east you went, the higher the likelihood of rain. So, the choice was to go to the Dart estuary to shelter from the wind but maybe get wet, or go to the Lynher estuary and stay dry but get beaten up by the wind. I decided that staying dry was my preferred option, so 11 intrepid explorers set off from Wacker Quay on a cool, blustery but dry Sunday morning. Unusually, with the benefit of hindsight this proved to be a good decision. Like many of our local beauty spots, Wacker Quay is described as "historic". There is a leaflet published by the Tamar Community Trust which uses words like "Possibly" and "Perhaps" to describe the quay's use in the late 18th century. Said leaflet mentions the lime kiln and a tidal corn mill. The leaflet is more definite when informing us about the quay's use as a supply route for the building and servicing of the nearby Scraesdon and Tregantle forts in 1859. Between 1886 and 1893 the Wacker Quay Military Railway was constructed for the same purpose. Part of this railway can be followed on foot into Antony. That was informative, wasn't it?



Photo: Clive Smith ²

The "Visit Saltash" website informs us that the water is inaccessible at low tide due to dangerous mud flats. I had organised this trip to launch at half tide, so we may have had a lucky escape. We paddled down the short creek before turning left into the main Lynher estuary. I was pleasantly surprised to find that we soon lost the worst of the pantomime wind. (Pantomime wind because it was behind us. Thank you.) I was even more surprised to see a bunch of people swimming from the disused quay below Erth Hill. I have since found out that the nearby Erth Barton House is a "Wellness Retreat." I'm not very sure what a wellness retreat is, but it obviously involves swimming in waters that are very definitely not of blue flag quality. We carried on and soon spotted the railway viaducts that carry the main line over the Lynher and Tiddy estuaries. Chairman Mark and I were very excited to see two trains cross the Tiddy viaduct. I'm sure

²The photograph of Notter Viaduct was taken by Clive Smith and copied directly from his flickr account. I haven't found any contact details for Clive so I don't have permission to use this photo



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that we instilled an equal level of excitement into our fellow paddlers, although maybe their enthusiasm wasn't tinged with a hint of sarcasm. Joy took a photo but I have found a better one on the internet. We paddled under the viaduct that crossed the Lynher which, on investigation, I find is actually called the Notter Viaduct. You now have to decide if that is informative, or just down right nerdy. As with the Tamar estuary paddle of last month, we paddled through an abandoned industrial landscape, but instead of the historic mining landscape of the Tamar Valley we were paddling past disused quarries. I've not been able to find out very much about these quarries, but it would be very strange if they didn't use the river to export their stone. There was plenty of evidence to support this.



Photo: Joy Ashford

Recently restored two masted sailing vessel. The river narrowed and trees encroached until we were paddling through a tunnel of green. The water changed colour from "opaque estuary" to "clear" on the Ashford water definitions colour chart. We were now paddling against the flow of fresh water entering the head of the estuary, accompanied by swans. On spring tides, it is possible to paddle past

the Notter Bridge Inn, but today was very much neaps. As a result, we got to the beginning of the campsite just downstream on Notter Bridge. Earlier I had spied a suitable beach that was going to act as our lunch spot. The beach consisted of a combination of rocks and a bit of mud. Unlike our normal lunch stops these rocks hadn't been eroded into nicely rounded forms, but instead were a bit jagged. Also, unlike our normal lunch spots, this beach was overhung by trees. By now the sun was shining and we sat eating lunch in dappled sunlight. People seemed to approve. (I would cite meticulous planning, but I would be lying.) No-one went swimming. It occurs to me that it's a good job I hadn't advertised this as a wellness paddle.



Photo: Joy Ashford

Suitably refreshed we re-launched and potted back down the estuary. We stopped to look at what was obviously a recently restored two masted sailing vessel, which was a splendid sight. Below Notter Viaduct the Lynher Estuary opens out. There is a channel marked by poles. As we were paddling on an outgoing neap tide, we found that straying very far out of this channel involved digging one's paddle into somewhat gloopy estuary mud. We very



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quickly learnt not to stray too far. As we approached Wacker Quay the wind let us know that it hadn't abated. It very definitely wasn't a pantomime wind now, (oh no it wasn't) so I am unable to classify the last half mile of paddling as gentle. Never the less we all arrived back at Wacker Quay, maybe a bit tired but probably quite happy. I can report that the dangerous mud flats didn't get us.

Finally, I will smugly note that on a weekend when the Saturday paddle had to be cancelled due to the wind, we managed to have a very pleasant trip that (as a bonus) included a bit of train spotting. Our next estuary paddle is a fib. It will take place on June 28th , but due to unsuitable tide times it will take place on the Exe Canal. Details will be published in the normal way closer to the time.



The Severn Estuary

Chris Yalland



Photo: Chris Yalland

Clive's telling in the last newsletter about the club's first Estuary Paddle of the season struck a chord with me and I thought I would share the Plan A, Plan B and Plan C iterations of our own recent estuary peer paddle.

Over the years we've visited all four islands in the Severn Estuary: Chapel Rock, Denny Island, Flat Holm and Steep Holm ... and normally done so while playing with some big tides. I recall running a 17+ metre (50+ feet) 'super tide' from Sharpness Docks down to

Portishead in 2017 or 18 but on this occasion we only had about 12 metres to work with as we moved towards Spring Tides.

As is often the case the original plan was conceived over a pint of beer: would it be possible to run one tide cycle from Flat Holm or Steep Holm all the way to Sharpness, a distance of approximately 60km in about 6½ hours or the opposite way in closer to 5½ hours ... from there it was only a small step to think about visiting all four islands in one trip, a



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distance of about 90km. To make either of the trips work we needed a reasonably big tide but, more fundamentally, we needed to have clear diaries!

After consulting the tide tables for Avonmouth in search of bigger tides and our respective diaries in search of free days we settled on 15th, 16th and 17th April. The plan was to take Wednesday's rising tide from Clevedon to Chapel Rock (approximately under the original Severn Bridge just downstream from Beachley) and to sleep over. On Thursday we would take the falling tide and paddle the 40-ish km to Flat Holm with a leg stretch on Denny Island about a third of the way there. The campsite wouldn't officially be open on Flat Holm but we had implied permission to stay over and a promise that the toilets would be unlocked for us. Sometimes it's as much about who you know as what you know. We would have to wait for the rising tide on

We've often discussed placing a bet on there being bad weather on the dates we put in our diaries for paddling, such is our ability to make plans only to see them trashed by the weather... or, more truthfully, the weather forecast: so many times we haven't even left home on account of the forecast so we have little idea what actually happened at the planned location.

Friday before ferry gliding the 4km across to Steep Holm and using the 2nd and 3rd hours of the rising tide to get ourselves the other 20km back to Clevedon: what could possibly go wrong?



Photo: Chris Yalland

At least the tidal predictions are fairly accurate even a good while out - yes, there will be an amount of variation depending on the wind force and direction and the atmospheric pressure plays its part too - but they're not going to be wildly different... whereas the weather, well that's anyone's guess until much closer to the time!

As the dates approached we were keeping a close eye on the forecast. XC Weather was suggesting the plan would work but from a week out Windy was suggesting Thursday, Friday and Saturday would be the better days. There was only one thing stopping us from changing the dates - we were due to be delivering a Duke of Edinburgh Silver Expedition starting on the Saturday morning. It's always a bit frustrating when different weather services offer different forecasts and while there's a temptation to go and look for another service offering the forecast you want it's not a particularly safety conscious way of approaching the problem. This was clearly one



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of those trips where the final decision couldn't be made until closer to the time.

Days ticked by and discussions were had. The one consistency in the forecast was that the wind would be from the Southwest which meant Thursdays falling tide would create a wind over tide situation - sub-optimal on an average tide but a deal breaker on a 12 metre tide! A Plan B was needed - or as Clive calls it a Plan A version 2.

The question was, would it work to reverse the trip? Could we take the falling tide on Wednesday from Clevedon to Flat Holm, camp over on Flat Holm and wait for the rising tide at lunchtime on Thursday to ferry glide across to Steep Holm before the 40km paddle to Chapel Rock with the wind and the tide. If that worked then all that would remain to be done on the Friday would be the 25-ish kilometre paddle back to Clevedon on the morning's falling tide. Camping on Chapel Rock is always a bit stressful and it's definitely ill advised to sleep through a high tide much bigger than $11\frac{1}{2}$ metres unless there's a plan to see if the tents float - and there was a fair chance that the wind would cause high water to be on the higher side of the tide table data.

With the tide times re-worked and revised 'on the water' times calculated (Clevedon Slipway dries for the bottom half of the tide and it's very muddy if you don't make the slipway ... says the voice of experience) we decided that our Plan B was a workable solution but, by now the wind forecast had further deteriorated. On the Tuesday we had another phone conversation and agreed that the forecast 30kph of wind was enough for us to say we weren't paddling on Wednesday so what could

we salvage from the plan ... if anything?

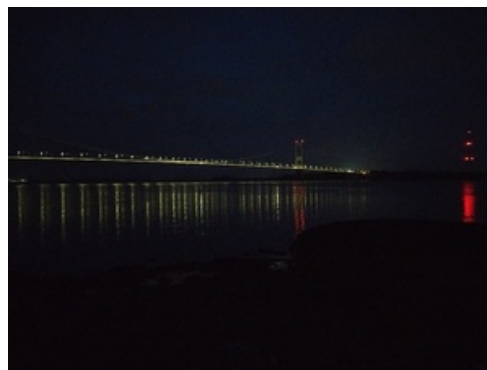


Photo: Chris Yalland

Some more tidal height juggling led us to Plan C (equivalent to Clive's Plan A v.3) which was to have a duvet day on Wednesday (well, an admin day in the office - but definitely not paddling) and to launch at Clevedon at half tide on Thursday's rising tide. We needed to be away from Clevedon at 1730 with 25km to paddle before High Water at 1951hrs and dusk at 2008hrs ... head torches were advisable additions to the kit list. There was just enough time to visit Denny Island on the upstream journey although the tide would be too high for an easy leg stretch - getting out mid-tide onto the rocks is another experience to be avoided. A proper visit needs to be within about ten minutes of HW when the water briefly pauses as it reverses direction or in the bottom hour of the tide when there's a small beach that's easily accessible.

One of the downsides of this third iteration of our plan was that we had to sort all the same kit for one night of camping as we would have for the two nights of the original plan - hey ho - when the weather says 'No!' it's incumbent on us to listen and not to 'go'!



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Thursday arrived and with it bright blue sky and the lightest of breezes - happy days, a text message to confirm we were going and it was time to sort some kit! As we were only away for one night it made sense to have a decent meal at lunchtime and to take an evening meal that could be eaten cold. With everything sorted we headed to Clevedon - about 75 minutes drive around the motorway from home. I'd taken my Rockpool Menai since it was easy to pack the camping kit into the various hatches and contact with rocks was improbable - it was more likely to come back coated in estuarine mud!

With our boats loaded and passage plan logged with the coastguard all we needed to do was monitor Channel 16 and Avonmouth VTS on Channel 12 as far as the Second Severn Crossing, then swap to Channel 13 for Sharpness VTS upstream of the bridge.

The Severn Estuary never ceases to amaze me, or, more accurately, the tidal flow in the Severn never ceases to amaze me. We found ourselves getting on the water just as the tide touched the end of the slipway and by the time we had sorted our spraydecks and adjusted our kit the tide was rapidly covering the slipway already a foot or more higher!

As we paddled past Clevedon Pier fractionally after 1730 we reminded ourselves of the time when it was clad in scaffolding and how much easier it is to navigate safely through it now that the scaffolding has been removed. The pier is also a great landmark for finding our way back to the right place on our homeward journey.



Photo: Chris Yalland

Our Speed Over the Ground was already significantly faster than we could paddle given we were well into the fourth hour of the tide and as we pushed out into the main flow it would only accelerate. Given the height of HW it was surprising there weren't more commercial vessel movements going on but we were glad to be able to cross the main channel with our heading almost North and our Course Over the Ground East of Northeast. From a visible transit between a Welsh hill and Denny Island it soon became clear we would be swept by the Island if we maintained our current heading so we changed our heading to 330 degrees - we were almost pointing away from our destination!

As we approached Denny there was a significant eddy line streaming away from it's Westerly end requiring a full breakout in order to get into the eddy behind it. Curiously the Southern shoreline of the island is the boundary between England and Wales: had we gone 'north-about's' we would have been in Wales but as it was we were still in England, just! Once we were safely tucked into the eddy we enjoyed a snack sized Mars bar from the sweetie hatch and allowed our bodies to have a



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moment to recover before breaking back into the tide stream. From here it's easy to be swept up over the Welsh Grounds and Bedwin Sands which create a mass of turbulence but far better to get back into the main channel and to follow the leading line under the main span of the Second Severn Crossing. On the face of it we only seemed to be covering the ground at our normal speed and we started to get concerned that the flow was slowing and we might struggle to make our destination before the tide turned. In the event, as we were swept by the bridge piers we found ourselves commenting on what a remarkable feat of engineering it was to have built such a construction in the tidal water and for it to be able to withstand the inexorable rushing of water and flotsam without it noticeably degrading.

The next objective was Old Man's Hd West Cardinal which we positively hurtled past while admiring the wave train on the upstream side and then it was time to focus on our final 4 or 5km approach to Chapel Rock. There's a really helpful pylon on the foreshore at Beachley Point which sits away to the left of the Rock itself and I remember the first time I came here allowing the transit to close with the thought I would paddle the transit line to make the course to Chapel Rock. As it turned out that was a big mistake! By the time I was sufficiently upstream to close the transit I still had too far to go to get ashore and spent a hell-ish twenty minutes or so paddling back the way I had come at full speed while gradually edging my way towards the island. Thankfully I managed to make the back eddy but it was some while after others had arrived! With the benefit of that experience we held a course

much closer to the Welsh coast as we crossed the Wye Estuary allowing us to approach with the main flow. Arriving about ten minutes before local high water the flow was still significant: the tidal curve for Avonmouth is more of an inverted vee than the sinusoidal curve more commonly found on the South coast ports. Here there's no dwell at the top or the bottom of the tide - it's either flowing in or flowing out.

Knowing that we only had about twenty minutes before dusk it made sense to get the tents up and get ourselves sorted before enjoying a beer with our cold supper while sheltering behind the broken down wall of the derelict chapel. Curiously we both put on quilted jackets the breeze was stiffening as the sun dropped. We hadn't noticed it when it was on our backs and we were being swept along by the tide but now that we were stationery it was very apparent and considerably more than was forecast.

Rising a maximum of three metres above Mean High Water the Island was home to a 13th Century Chapel - hence it's name - while the existing tumbledown ruins are of a much later 16th Century Chapel dedicated to St Tecla. There are also some references to the island having it's own holy well which was purported to have healing powers - one possible explanation for building a chapel in the first place. Aside from that there's only a communications tower which includes a 'leading light' for the shipping channel to Sharpness Docks near Gloucester and space for a couple of lightweight tents.

We needed to be ready to be on the water at 0810hrs the following day and decided to set



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our alarms for 0600h in case the higher high tide came over the spot we had pitched on and soon we were off to the warmth of our sleeping bags. I was woken at about three by the tent flapping in the wind - it could no longer be described as a breeze - and I was a little concerned that my kayak was at risk of being blown away, should I get up and turn it into the wind? After a while I compromised and popped my head out of the tent; seeing that it was in a reasonably sheltered spot I snuggled back into my sleeping bag and went back to sleep.

I have the strange ability of waking up about ten minutes before my alarm is set to go off and Friday morning was no exception. By six o'clock I was dressed and stuffing my sleeping bag and mat into their respective stuff sacks and dry bags and shortly later I was pulling on my drysuit before exiting the tent and making my first brew.



Photo: Chris Yalland

The tide was still 'miles away' but it made sense to get the tent down and get everything stowed before having breakfast and a discussion about how much worse than the forecast the actual weather was. The forecast was for 12kph gusting to 16kph but reality was

probably plus 10 to 15kph on each of those and it was in exactly the opposite direction to the tidal flow we were planning to utilise.

Over a second cup of tea we discussed a couple of options: we were too late to take the end of the rising tide up to Sharpness but there was a possibility of taking it to Beachley where there's a slipway which sits perpendicular to the flow and forms something akin to a weir at mid-tide. Arriving there five to ten minutes either side of high water would allow a safe egress or the alternative was to follow through with our original plan and paddle back to Clevedon, with the tide but directly into wind.

Given that we had 5½ hours of falling tide we were content we could cover the distance even if it would be a little less comfortable than we had expected! It wasn't long before the tide that had been 'miles away' was lapping at the edge of the island and we decided it would be sensible to move the kayaks to higher ground. Shortly later the area we had camped on was awash and the tide still seemed to be flooding at a huge rate - presumably the effect of the SW wind pushing it into the estuary.

High Water time came and went and the tide was still, very definitely rising! Then, moments later, while the water close to the island was still heading inland the main flow, further out, reversed and started flowing out to sea again. Huge eddies formed where the two flows interacted and gradually the whole mass of water was flowing towards our destination: it was time to get in our boats and depart on the homeward leg. A few minutes later we were breaking into the ebb stream and moving rapidly away from our overnight home.



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Initially progress was fast and smooth but as we approached the Prince of Wales Bridge from upstream we started to encounter trains of standing waves. There's an area toward the English side of the river called The Shoots which squeezes and bends the main flow of the river and it seemed that this acceleration of the water interacting with the wind was creating some turbulence in the vertical plane! We had remained close together thus far, not that any conversation was possible given the strength of the wind, but now it became difficult for us to stay in visual contact given that we only had to be in the trough of successive waves to lose sight of each other. After a bit of a slog with waves breaking over our heads we were thoroughly wet but through the worst of it and heading towards Avonmouth in calmer waters.

Shortly after Avonmouth we picked up from Avonmouth VTS that there were a couple of boats departing so we decided to stay to the North of the channel until they had passed us. Once we had visual on them they rapidly gained on our position and we dipped their sterns to cross to 'the English side' getting closer to home all the time. Denny Island which had seemed very close for a long time

disappeared astern and was suddenly a long way behind us perspective is a strange thing but we were also moving along at quite a pace.

There's a distinct lighthouse at Portishead that acts as a good day mark heading back to Clevedon so we were able to gauge our Course Over the Ground with reasonable accuracy and then Clevedon Peir comes into view. All too soon we were back at the slipway and at two hours and twenty minutes (for the 25km) we were a little too late for the slipway to be awash. Muddy feet were inevitable and lifting the kayaks up onto the slipway resulted in a muddy drysuit it would have to go in the bath once I was home as would I after working up a good sweat on both days.

All in all another successful trip but once again one where the weather dictated what could and couldn't be achieved. When we play with nature we do well to remember its in control, not us . . . all we can do is allow it to control the decisions we make: perhaps we should think of it as 'going with the flow' which is definitely what we had to do on those 12+ metre tides.



Creek Chronicle

Adam Coulson

Wet Recreational Events



- ~~Saturday 4th April~~: Cancelled due to wind



- Tuesday 7th April: Clive led the first recreational paddle of the new season on Tuesday 7 April. 6 intrepid paddlers braved the force 4 easterly wind to visit Bovisand Harbour. The forecast indicated that the wind would drop during the evening, which it did, but not until after we got home.

- ~~Saturday 11th April~~: Cancelled due to wind. Oh dear, there's a pattern forming here!

- Sunday 12th April: Clive led an estuary paddle on the Tamar estuary. 7 of us launched at Halton Quay and paddled upstream to Morwellham Quay with the tide before returning. The sun shone (mostly) but the force 4 WSW wind made the last mile of the 12 mile trip a bit of a bash. Oh, and the mud at Halton Quay remains of the highest quality.



- Tuesday 14th April: According to the calendar, thanks to Gavin for leading the

paddle on Tuesday.

- Saturday 18th April: A lucky 13 paddlers experienced near summer conditions. They paddled across the front of the Hoe in bright sunshine, crossed over from Devil's Point to Barn Pool during maximum spring tide flow, then pottered around the coast to dine on Sandway Beach. Our return to Mount Batten was via the Breakwater in a force 3 NW wind, which added to the navigational interest and which prevented anyone from overheating. Thanks to Clive.



- ~~Tuesday 21st April~~: All activity cancelled due to weather

- Saturday 25th April: Terry lead a nice leisurely rec paddle today. With some swell and surf forecast for outside the Sound. We headed over to Drakes island and then out to the breakwater. Then inside along to the eastern entrance. The plan was to have lunch at Crownhill bay but we could see the swell and surf breaking on the beach so headed over to Cable beach. Although calmer it was not very inviting to land so we carried on around into Jennycliff bay and managed to get 14 kayaks and paddlers onto the small beach near Wyatts way platform. A lovely sunny day out on the water.



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- Tuesday 28th April: Possibly Nigel had seven paddlers.

Dry Events

- 8th April Committee Meeting



The PPCA Committee

PPCA is a friendly Club, and we'd love to hear from you! The Club is run by a committee of unpaid volunteers, most of which work full-time. Contact details are listed below. For non-urgent enquiries, please email the person you require rather than telephoning.

If you are new to paddlesport or thinking of taking it up then please contact our Intro Coordinator who can point you in the right direction. Our Intro Coordinator can also answer any questions you may have about our Club, courses on offer etc, drop them an email at intro@ppca-canoe-club.org.uk

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Thank you to everyone who contributed material, especially the material we just stole from Facebook.

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