

No. 108 December 2003 - January 2004

# THE SEA CANOEIST NEWSLETTER



Tokomaru Bay wharf  
See East Cape Trip Report on page 9.  
photos from Max Grant

**The Journal of the Kiwi Association  
of Sea Kayakers (N.Z.) Inc. - KASK**

## KASK

**KASK, the Kiwi Association of Sea Kayakers (N.Z.) Inc., a network of New Zealand sea kayakers, has the objectives of:**

1. promoting and encouraging the sport of sea kayaking
2. promoting safety standards
3. developing techniques & equipment
4. dealing with issues of coastal access and protection
5. organizing an annual sea kayak forum
6. publishing a bimonthly newsletter.

**The Sea Canoeist Newsletter is published bimonthly as the official newsletter of the Kiwi Association of Sea Kayakers (N.Z.) Inc.**

Articles, trips reports, book reviews, equipment reviews, new techniques, letter to the editor, and moments when the word 'Bugger!' was said singularly or often {referred to by some as incidents} are sought to enliven the pages of the newsletter.

Send in a plain brown envelope, or via cybermail to:

**Editor: P Caffyn,  
RD 1, Runanga,  
West Coast .N.Z.  
Ph/Fax: (03) 7311806  
E Mail address:  
kayakpc@xtra.co.nz**

**KASK Annual Subscriptions are:**

\$25 single membership  
\$30 family membership.  
\$35 overseas

Cheques should be made out to:  
K.A.S.K. (NZ) Inc. & sent to the

**KASK Treasurer:  
Max Grant, 71 Salisbury St.  
Ashhurst, 5451  
Ph: (06) 326 8527 home  
Fax: (06) 326 8472  
email: mgrant@inspire.net.nz**

**Correspondence to the Secretary:**

Maurice Kennedy  
PO Box 11461  
Manners St.,  
Wellington.  
e-mail: eurotafts@xtra.co.nz

**KASK Website: www.kask.co.nz**

## LRB3 - KASK HANDBOOK

For a copy of this mother of all sea kayaking handbooks, contact KASK Treasurer, Max Grant,  
71 Salisbury St. Ashhurst, 5451  
Ph: (06) 326 8527 home  
Fax: (06) 326 8472  
email: mgrant@inspire.net.nz

### **COST:**

New members: gratis  
Existing members: \$22  
Non-members: \$24.95  
Make cheques out to KASK (NZ)  
Inc. Trade enquiries to Max Grant.

THE LRB3, or the Little Red Book 3rd. Edition, is a mammoth compilation on all aspects of sea kayaking in New Zealand, by many of the most experienced paddlers in the Universe. Following a brief introduction, the handbook is divided into six sections:

- Kayak, Paddle & Equipment
- Techniques & Equipment
- The Elements
- Trips and Expeditions
- Places to Go
- Resources

Each section contains up to nine separate chapters. The Resources section, for example has chapters on:

- guide to managing a sea kayak symposium
- Paddling Literature
- Author profiles
- Guides and Rental Operators
- Network Addresses
- Sea Kayaks in NZ listing

## SEA KAYAKING NETWORK ADDRESSES

### NORTH ISLAND

#### **NORTHLAND**

**NORTHLAND CANOE CLUB**  
PO Box 755, Whangarei.

email: brian.maree@clear.net.nz

#### **AUCKLAND CANOE CLUB**

PO Box 147-282

Ponsonby, Auckland.

email: auckland-canoe-club  
owner@yahoo.com.

#### **HAURAKI Kayak Group**

Pelham Housego

PO Box 46-146, Herne Bay, Auckland

#### **WAIKATO**

Evan Pugh, RD2, Putaruru

sheepskinsnstuff@xtra.co.nz

Ph: (07) 883 6898

#### **RUAHINE Whitewater Club**

71 Salisbury St., Ashhurst.

Ph: 06 326 8667 Fax: 06 326 8472

http://

ruahinewhitewater.orcon.net.nz

#### **BAY OF PLENTY**

Alan Hall

Ph: 07 579 2922 Fax: 07 579 2923

email: alanhall11@hotmail.com

#### **ROTORUA/TAUPO Area**

Emma Haxton

email: Emma.haxton@wairiki.ac.nz

Phone: 07 357 4660

#### **NEW PLYMOUTH Contact**

Bob Talbot,

10 Ranfurly St., Waitara.

Ph: 06 754 4191(H) or 0274 457038

email: ecobiz@xtra.co.nz

#### **WELLINGTON Sea Kayak Network**

Christine Coshan, PO Box 26052,  
Newlands, Wellington

Ph: (04) 971 2141

email: wellseak@hotmail.com

Website:

http://www.wskn.wellington.net

## SOUTH ISLAND

#### **MARLBOROUGH**

Helen Woodward

Ph: (03) 579 5669

h.woodward@xtra.co.nz

#### **NELSON**

Martin and Karen Clark

Tel (03) 548 5835

kmclark@xtra.co.nz

#### **CANTERBURY Sea Kayak Network**

Andy & Deirdre Sheppard

53 Kent Lodge Ave

Avonhead, Christchurch. 8004

Ph: (03) 342 7929

email: d\_sheppard@clear.net.nz

Website:

www.CanterburySeaKayak.orcon.net.nz

#### **OTAGO**

Rob Tipa

(03) 478 0360

robtipa@clear.net.nz

#### **SOUTHLAND**

Stan Mulvany

03 215 7263

eiger@xtra.co.nz

#### **SKOANZ**

Sea Kayak Operators Assn. NZ

Suzanne Dent, Administrator

42 Burdon Road, RD 21,

Woodbury, Geraldine

Ph/fax: (03) 692 2912

email: skoanz@xtra.co.nz

Website: www.skoanz.org.nz

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**THANKS**

Max Grant for printing, Maurice Kennedy for distribution, and all the contributors.

**EDITORIAL**

**Proposed Dusk to Dawn Ban on Paddling in the Sounds**

Following the 'Cause for Alarm' note in newsletter 107, where Ian Calhaem heard an interview on National Radio which mentioned a proposed Marlborough District Council bylaw on banning kayaking in the Marlborough Sounds from one hour before sunset to one hour after sunrise, I got in touch with KASK past president Helen Woodward, who also was a former employer of the council. Helen talked with the MDC harbour master who knew nothing of the bylaw, but further digging with the assistant harbour master revealed the following proposed Draft Amendment to the Navigation Bylaws 2002. Under section 2.11 Ships to be Licenced, clause (viii) stated: 'No person may operate a kayak on the water between the hours of one (1) hour before sunset to one hour (1) after sunrise.'

Well, as this proposed draconian bylaw would have a major detrimental affect for recreational paddling pleasure and safe kayaking, I worked up a strong four page submission with input from Helen Woodward, the Marlborough KASK network contact. The submission takes issue with the MDC for not consulting either KASK or Helen

Issues raised included:

1. Wind - dawn and dusk are often the calmest in terms of wind and sea conditions
2. Boat Traffic - Dawn and dusk represent the times of least boating traffic in terms of power boats, yachts and jet skis
3. North Island paddlers - arrive after dark on a Friday and paddle to a campsite in the dark
4. Time constraints on paddlers could lead to landing on exposed coastlines
5. Safety Rules for paddlers and recommended equipment of night paddling were noted, plus the chapters on Navigation and Night Paddling in the KASK Handbook.

An example was given of the late November night paddle from Picton to Blumine Island for the pilgrimage, where all kayaks had either fixed all round white lights, tuna line float lights or headlamps. A VHF radio was used

to check boat traffic before the crossing of Tory Channel entrance. Only one barge and one ferry were sighted in this paddle between 9.20pm and 1.20am.

The background information supporting the proposed bylaw seemed to be focused on a growth in commercial operators and rental kayaks, such as has occurred with the Abel Tasman National Park, but it is obvious that no thought was given whatsoever to the ramifications to recreational paddlers. The submission requested speaking rights for KASK at a hearing, and a response from the 'Democratic Service Co-ordinator' of the MDC notes the date, venue of the hearing will be made closer to the time.

**GRIM SUMMER**

Two sea kayaking fatalities this summer, the first an inexperienced German paddler on the north coast of Stewart Island and the second, a paddler killed in a collision with a power boat at Okiwi Bay, north of Nelson. I have covered both these tragic deaths plus a near miss in Golden Bay for two women in some detail (p. 19 - 20).

**FORESHORE ISSUES**

In mid-December the government's foreshore ownership policy was announced in a 100+ page document, with ownership vested in all New Zealanders as 'public domain.' Current provisions in the law will be replaced with a public domain title. Open access will be subject to cultural sensitivity or safety and biosecurity issues around working ports.

**RANGI JOKE**

Opinion on the Rangi and Cultures jokes in the last newsletter was strongly divided. Some (see letters to the editor) thought the jokes were offensive and racist, while others noted the contrary. I would suggest Kiwis have lost the ability to laugh at themselves and that this politically correct climate is dividing New Zealand, almost like the Springbok tour did. The jokes will continue. However I am most amenable to having the weighty reins of newsletter editorship taken off me by an enthusiastic new editor.

## COMMITTEE COLUMN

by Vincent Maire

For me 2003 ended and 2004 started in my sea kayak. With a group of friends from the Auckland Canoe Club we undertook a six-day paddle from Coromandel Harbour to Whangapae. At first the weather was not the best and we were stranded in Fantail Bay for three nights by 30 - 35 knot westerly winds. But once the front passed over and we made it round to the eastern side of the peninsula, the trip became one of those never-to-be-forgotten adventures complete with fresh fish and many wonderful evenings around the camp stove (fires prohibited).

I made two interesting discoveries on the trip. Firstly cooking pikelets is a great way to bring a group together. I took a bag of pikelet mix in the kayak and it was put to good use at Fantail Bay to keep everyone's spirits up. The second great discovery comes courtesy of my good friend Rebecca Heap, and is a simple towelling bag with a drawstring top that works as a very effective fridge. I had fresh butter all week! Once ashore, wet the bag and hang it in the shade of a tree and it cools the contents as it evaporates. For more details refer to pp.103-106 of *The KASK Handbook*.

The other event that has been keeping me busy is my involvement with the 2004 Coastbusters Sea Kayak Symposium planning committee. This event just seems to get better and better and this year we are delighted that John Dowd, founder of *Sea Kayaker* magazine, the author of *Sea Kayaking: A Manual for Long-Distance Touring*, a pioneer ocean paddler and ex-pat Kiwi, will be with us as a keynote speaker.

For the first time ever KASK will be holding the AGM at Coastbusters. This is also the first time the organisation's AGM has been held in Auckland and will give northern members the opportunity to hear first hand some of the many important activities the organisation is involved with on be-

half of sea kayakers nationally. The AGM will take place between 4 and 5pm on Saturday afternoon on March 6th at Coastbusters, which is being held in Orewa.

The Coastbusters programme and registration form is enclosed with this issue of the *Sea Canoeist Newsletter*. If you want additional copies visit the Events page on the KASK website [www.kask.co.nz](http://www.kask.co.nz) and download it from there. You will note that KASK members have a discount on their Coastbusters registration fee.

As I write this, Coastbusters registrations have hit the 40 mark, and in all my years on the committee, I can never recall this mark being breached six weeks out from the event. Numbers are limited so my advice is to book early so as not to miss out.

On the matter of the KASK website I was delighted to discover that if you go into Google and do a search for 'sea kayak New Zealand', KASK ranks number two. Currently the KASK site is getting some 20,000 hits a month and 700 to 800 visitors. The subscriber list has also exceeded 200 names. Having the Coastbusters programme on the website has also proven to be very popular with more than 300 people downloading the PDF in the first six weeks.

These improvements and developments have come about as a result of the membership survey we conducted in 2002. The results showed that the site was not highly thought of by members so we have added more pages and features and the effort and investment has paid off. If there is something you would like to see on the site, please email the webmaster.

Looking ahead to 2004, your committee will have its work cut out on the following projects:

(1) Introducing the KASK proficiency award. This has been a huge task, much bigger than any of us ever imagined. But progress is being made and sub-committee chair, Susan Cade, will be leading a workshop on the award at Coastbusters.

(2) DoC has called for submissions from individuals and organisations on how best to invest funds for recreational use over the next ten-years. Paul Caffyn and I, in the absence of anyone, else, have to run with this one. It is vital that sea kayakers needs are recognised when it comes to spending taxpayer funds on camping sites etc.

(3) Publishing continues to be an important part of what KASK is all about. As well as the bi-monthly *Sea Canoeist Newsletter*, there are two other projects in the pipeline including a sea kayak safety booklet, which is being funded by Water Safety New Zealand.

(4) And perhaps the biggest challenge currently faced by the committee is how best to manage an organisation run by a bunch of enthusiastic volunteers that has in excess of 500 members. WATCH THIS SPACE  
Vincent Maire  
KASK President

QUOTE: "Sea kayaking has almost unlimited potential for people who like putting things in bags and sealing them tightly." — John Dowd.

### KASK WEBSITE UPDATE

There are two new pages on the KASK website - [www.kask.co.nz](http://www.kask.co.nz) - one dealing with Conservation issues and the other providing information and contact details on sea kayak clubs and networks around NZ. If you are involved in club leadership please check that we have your details correct. If your club or network is NOT listed then please send the information to the webmaster. We are also interested in providing any further information on clubs and networks such as paddling nights, location, etc. Please forward them to the webmaster. If you are interested in Conservation issues you may be prepared to take on an advisory role to the KASK committee on matters affecting coastal issues. Details are on the Conservation page.  
Vincent Maire

## **Kiwi Association of Sea Kayakers (NZ) inc.** **Notice of Annual General Meeting**

The 2004 Annual general meeting of the Kiwi Association of Sea Kayakers (NZ) inc. will be held at 4.00pm on Saturday 6 March 2004 at Coastbusters, Orewa, Auckland in conjunction with the 15th Annual KASK forum.

All notices of motion/remits/apologies etc. should be forwarded to the KASK Secretary:

Maurice Kennedy, P O Box 11461, Manners Street Wellington

**Email:** eurotafts@xtra.co.nz      **Phone:** 04 970 7154 Pvt.      04 499 7559 wk      04 473 1603 fax

It is a requirement of KASK's constitution for all notices of motion and remits to be in the hands of the secretary 30 days prior to the start of the meeting. The AGM will also elect officers of the association, these are, President, Secretary, Treasurer, Safety Officer, Conservation Officer, Instruction Officer, Publications Officer, and Forum Organiser. Nominations for Officers must be submitted by members in writing, signed by proposer, seconder, and nominee prior to the AGM. Nomination forms are available from the secretary at the above address.

Maurice Kennedy, KASK Secretary.

Make your contribution to KASK and recreational seakayaking by having your say at the AGM. A great opportunity to contribute to KASK's annual programme - have your say on issues facing the recreational sea kayaker, and to influence the future direction on national initiatives for sea kayaking like training and conservation.

Nominations are also requested for the two annual Graham Egarr Memorial paddle trophies:

- in recognition for services to sea kayaking in New Zealand
- in recognition of outstanding contributions to the KASK Newsletter

These beautifully crafted trophies were built by John Dobbie, laminated wooden blades on a stand.

### CALENDAR

#### **Canterbury Sea Kayak Network Okains Bay Miniforum**

14-15 February 2004

Our annual get-together at Okains with a bit of instruction (lots). Free except for camping fee. Some may wish to go over on the Friday night.

Sessions start 9.30 a.m.

Either come each day or camp for the weekend. There are showers (\$2 hot water) and kitchen facilities.

Be prepared to get wet, rescues and surfing (if there is any). Contact:

Andy & Deirdre Sheppard

Ph: (03) 342 7929

email: d\_sheppard@clear.net.nz

The network now has a new website:

[www.CanterburySeaKayak.orcon.net.nz](http://www.CanterburySeaKayak.orcon.net.nz)

### The 2004 Coastbusters Symposium

The programme and registration form for the 10th. Coastbusters Sea Kayak Symposium is now on the EVENTS page of the KASK website – [www.kask.co.nz](http://www.kask.co.nz) The symposium will take place over the weekend of March 5 to 7 and once again the venue is Puriri Park at Orewa, with the Sunday paddle at Sullivans Bay. Guest speakers include world-renowned sea kayaker and author John Dowd. Born in NZ, John has spent most of his life in Vancouver and his on-water journeys include expeditions through the Caribbean and the Indonesian archipelago. He is also founding editor of 'Sea Kayaker' magazine. Also from North America is Shawn Baker, an ACA kayak instructor from Montana and a member of Qajaq USA, a club devoted to Greenland style kayaks. Shawn will be demonstrating Greenland paddling and rolling techniques in the pool.

The event will open on Friday evening with long distance solo sea kayaker Kerry Howe giving a presentation on

Pacific exploration and settlement. Kerry is a professor of History at Massey University, the author of a number of books including the highly acclaimed 'The Quest for Origins', and a world authority on the those intrepid maritime explorers, the Austronesians. Workshop presenters include Steve Levett on navigation; Steve Knowles on weather; Dr Mark Johnston on health and injury prevention; John Kirk-Anderson on risk management and the KASK Bugger File; Gerry Maire on paddles and paddling techniques plus a presentation from the KASK Assessor & Training Committee on the new KASK proficiency award. There will also be a showcase of DIY kayaks. The event is limited to 120 participants and bookings will be on a first in first served basis.

Cost for KASK members \$97, non-members \$115

Return the registration form to:

Coastbusters 2004

PO Box 101-257

NSMC

## MATANAKA MISS TERRY SOLVED

Thanks to Joyce, Judith and Mark, the mystery of the location of the Matanaka Caves has been solved. They are not on a Pacific Island, but just north of Dunedin.

Subject: Matanaka Caves

Hi Paul

A quick Google search turned up the Matanaka Caves near Waikouaiti in East Otago. The web site is:

<http://www.otagocharternz.com/kayaking/packages/>

Hope this solves the mystery.

Cheers

Joyce Singleton

Subject: Matanaka Caves

From: Judith Beuth

Hi Paul, Just looked up my Mobil N.Z. Travel Guide and it mentions Matanaka Peninsula at the northern end of Waikouaiti Bay which is 42 km NNE of Dunedin in North Otago.

That might be helpful..... Great magazine. My husband and I have just completed a trip around Lake Waikaremoana using John Flemming's trip account he wrote a couple of years ago. Things have changed slightly with one of the DoC huts replaced and huts and campsites have to be prebooked now. John goes there quite regularly so I will ask him to do a recent trip report for your mag. Judith Beuth

Subject: Matanaka Caves

Hi Paul

A group of us paddled the caves about a year ago, I haven't paddled many caves, but this was an amazing trip. It's only about 15 minutes paddle to the first cave, then they just keep coming. I'm not sure about the total number; I think something like 10 to 15 separate caves. Access is only possible to some on really good days (next to no swell that is), others are more protected - the whole stretch is partially protected by a series of rock shelves which you paddle on the inside of most of time.

One cave in particular is very dangerous even on the best of days, due to its shape - even the smallest swell gets compressed as it moves in and of course gets steeper, making getting back out very difficult - needless to say we didn't do that one.

We did the trip with the local operator who took us after we all met doing the KASK trip leader's course. We used his double sit on tops which was a good thing as there was quite a bit of bumping and scratching going on in some of the caves - not a place for glass boats.

The caves themselves vary hugely, from the open vaulted one, with its own beach, as pictured on the website, to a very narrow one that goes in about 200 metres with 'no exit' and 'no turning'.

The guy who showed us round, is Alan Anderson  
([allan.anderson@karitane.co.nz](mailto:allan.anderson@karitane.co.nz))

He is very protective of the caves, which comes mostly from a love of the area, but I guess partly he's protecting his business as well.

Hope all this helps, do get in touch if you're in the area.

Cheers

Mark Robertson.

Dunedin

## CONSERVATION

### White Flipped Penguin Survey

#### from Bianca Sullivan

Visitors to Otamahua/Quail Island may have wondered about all the activity, as DoC rangers and local runanga, Te Hapu of Ngati Wheke, together with volunteers from a 'Women in Conservation' project, wandered around the coastline, sticking their hands and heads into burrows. This keen group were carrying out the annual survey of white flipped penguin.

Last year 12 burrows were found, and that was a huge improvement on the

previous year, but this year over 30 burrows were found. Ranger in charge, Anita Spencer, thought there must have been some mistake, but each group reported the same improvement over last year.

With no predators around the island, the future for these special penguins is looking extra good. And just for the record - bird fleas do attack humans.

## WAIKATO REGION

### Lonely & Want someone to paddle with?

I have recently started organising trips around the Waikato and Rotorua areas and have a good list of paddlers that I keep in touch with for group paddles. If anyone out there in the central Waikato, Hamilton, Rotorua or nearby areas wants to be notified when we have a trip planned please email me and I will add you to the list.

Our trips are mainly on the Waikato River, Rotorua Lakes, Taupo, Waihou River etc. Also anyone wanting information on Taupo or the Waikato etc. get in touch and I should be able to help.

Evan Pugh

RD2, Putaruru

[sheepskinsstuff@xtra.co.nz](mailto:sheepskinsstuff@xtra.co.nz)

Ph: (07) 883 6898

### KASK NETWORK CONTACT CHANGE

Helen Woodward, the Marlborough region KASK contact, has advised of a contact phone number change to:  
Ph/fax: (03) 579 5669

## NEW ZEALAND TRIP REPORTS

### **Mokau River December 2003 by Evan Pugh**

We had been looking forward to this trip for a while as Phil, John and I had not been down the Mokau before but the time was here and my wife Linda and daughter Amanda would drop us off at the entry point and pick us up the next day.

The entry point is off SH3, 21 km east of Pio Pio, then 6km down Totoro Rd., which is sealed. We drove over the bridge and through a farm gate and down to the river's edge; this is private property and the farm house is just across the bridge so you should ask first. We sorted our boats and got ready to go, the river was flooded by probably a couple of feet and was flowing past pretty quick. We were off and past some nice limestone cliffs then through a 2 metre gap between trees that had fallen.

We did the first 23 km in 2 hours and had stopped for lunch on some farmland with no bulls on it, as many of the paddocks had them awaiting our arrival and we felt we didn't need the extra company. This first section had a variety of farmland and small limestone cliffs. We then got into native bush and what I would call small mountains, steep and bush covered all around us and sheltering us from whatever we needed to be sheltered from, as the river zig-zagged through them. There were many waterfalls mainly small and a huge slip in one area that had come down from a long way up; many side streams some waiting to be explored. I had been told that there would be lots of small rapids but as the river level was high, you could hardly notice them except for one which had foot high waves to dart through.

Panirau Island approx. 35km from the start was supposed to be our camp site but we carried on another 7 km and

camped on the true right bank. After dragging kayaks up the bank, we camped in a lovely flat grassy area and did some investigating of the area around some tracks and bush. The night went by and in the morning it was harder getting into the kayaks as the water had dropped a foot and it was now hard slippery mud on quite a slope to get in. There was not a lot of bird life - we saw a few wood pigeons and tuis and heard moreporks during the night; ducks were common on the water and would disappear and bob up all over the place.

Not far before our campsite from last night we had passed a cliff load of coal on the river which was very impressive - coal used to be barged down the river from this area but not for a long time as we could see no sign of a jetty or landing from days gone by. We had also seen goats which were fairly scatty, not being used to seeing many people, they darted away as we paddled past them.

The first day had been very humid, sunny and hot - the second was wet but not cold and we paddled on through the big valleys which eventually turned into lowland with big old dead trees in the river for a few kms. Then this seemed to clear away for the hundreds of small whitebait sheds along the way to the sea. I spotted an open sided whitebait shed which would be good for shelter in the rain while we had a snack - so we clambered up the slippery bank for 15 minutes and while we were in comfort the incoming tide from far off rose a foot and tried to steal one of the kayaks which was drifting in its parking spot as we clambered carefully back down.

We were away again with our progress now slowed and continued on and into a stiff headwind on the last 3km straight to the Mokau bridge. It is fairly shallow up here and we landed on the right hand bank to the sea side of the bridge where a good boat ramp and grassy area with loos are. We waited for a while in the drizzle until the van arrived, loaded up we went to the museum in the small settlement and studied some pictures of interest of the area.

The complete trip was 80km and we were lucky that the river was high as this enabled us to land with ease as normally mud is the main get-out obstacle. For us there were many very level and grassy camp sites, but you do need to drag your boats up a level or two for safety and care is needed getting in and out on the hard slippery banks. With a normal flow there should be many small rapids to pass with ease and this is a real gem of a river to paddle, a real good trip, easy and safe with no real hazards, as long as you are sensible and also leave no sign that you have been, you will enjoy this trip thoroughly  
Evan Pugh

### **BAY OF PLENTY Whale Paddler by Ryan Whittle**

(reprinted from the 'Auckland  
Canoe Club newsletter')

A trip to explore new territory in the Bay of Plenty was planned for the first week of December 2003. Colin in a Sea Bear, Matt and Ryan in Albattrosses, and Brian in a Barracuda, loaded gear and boats into a trailer in Auckland and drove to Whangamata to be joined by Graeme in his Barracuda from Roturua.

Leaving late morning with a gentle breeze on our backs and the sun in our eyes, a visit to the islands off the beach was made on the strength of stories about a tunnel. On the seaward side, an entrance through a 20m tunnel led into a bay on the inside of the donut shaped island. With dense vegetation covering the inside and room to spare for the five boats, it was a great way to start the trip.

A lunch break before too long by Whiritoa ensures we don't start off too fast. Mayor Island is near its closest to the mainland here, about 30km offshore and will keep us company for a while. Another tunnel after lunch, and an area of algal bloom gives the sea a muddy red colour, then its the first of the longer sandy stretches - 8km down Waihi Beach. The bar at the Kaitaki has the surf breaking well

offshore, but leaves a calm channel close in that allows us an untroubled landing at Bowentown for the first night's camping.

Another fine, calm day. Mt. Maunganui is hazy on the horizon and marks the end of the long sandy beach on the seaward side of Matakana Island. We paddle out past the breaking surf on the bar before heading south closer to shore. Reports of the locals patrolling the beach in vehicles come to nothing today. The car we see is parked with a family playing on the sand. An approach from a motor-boat for a nosy was the only other activity we saw while passing the island. It may not stay this tranquil for much longer, with property development plans being advertised on the internet.

The wind picked up steadily during the morning and on arrival at Mt. Maunganui for lunch, which meant that keeping warm onshore was a challenge. Around the Mount onto Papamoa Beach, the same wind is now at our backs and becomes a friend as it speeds us along. Mayor Island is well to our left now, and the tree tops are all that is visible of approaching Motiti Island, looking like the masts of tall ships from here. Its much more visible when we pause offshore from Papamoa Beach Campground, it must be low lying to change so quickly.

We decide to make the most of the following wind and continue down the rest of the beach, surfing around the boulder strewn Ohurie Point, and into Little Waihi estuary against the dropping tide. The camp manager tells us to camp for no charge, but Colin skilfully negotiates a fairer price to include hot showers. With the number of coastal campgrounds being sold to property developers, we have no wish to remove the financial incentive of staying from the owners.

Monday dawns with clear blue skies and calm seas. Its becoming addictive - and we want more. I wonder what the poor people are doing today? Motiti Island sinks quickly under the horizon as the day progresses, and Whale Island (Moutohora) off Whakatane grows larger and will watch over us

for the rest of the trip. The first European occupation of Moutohora came in the 1830's with an unsuccessful attempt to establish a shore-based whaling station. The venture failed without a single whale being captured. Forty years later came attempts to make money from sulphur. It was extracted and sold to a refinery in Auckland over a number of years but was of poor quality, and the venture was abandoned in 1895. The next phase of industrial activity came in 1915, when quarrying provided rock for the construction of the Whakatane harbour wall. A total of 26,000 tonnes of rock was removed over five years.

In 1965 Moutohora was declared a wildlife refuge and the island was bought by the Crown in 1984. Once the goats which had been introduced to the island were eradicated, a planting programme began and 12,000 plants covering 45 species are now established. Today Moutohora is covered with a mosaic of pohutukawa, mahoe, kanuka, bracken fern and grassland. There are 190 native and 110 introduced plant species. The island is now completely free of the goats, rats, cats and rabbits which previously devastated native plants and animals. The most significant feature of Moutohora's current fauna is the breeding colony of grey-faced petrels. Sooty shearwaters, little blue penguins, the threatened New Zealand dotterel and variable oystercatcher also breed on the island. Threatened species which are occasional visitors are the Caspian tern, the North Island kaka and New Zealand falcon. Other species present include common forest birds, captive-bred red crowned parakeets, three lizard species and fur seals. In March 1999 forty North Island saddleback (tieke) were transferred from Cuvier Island, off the coast of Coromandel, to Moutohora. Public access to Moutohora is restricted to permit holders and approved tour parties and school groups

Viewing from the water, the Norfolk pines planted at campgrounds stand out with their orderly planting positions, and make the campgrounds easier to spot over the dunes. We land

through dumping surf and walk through hot, hot, hot sand over the beach to the picnic tables at Pikowai campground for lunch. State Highway 2 and the forestry railway line run alongside the shore here.

After lunch, a short distance puts us in front of Matata Campground, which looks too good to pass by. We pitch our tents absolute beach front in the early afternoon, with a calm blue Pacific Ocean clear except for the outline of volcanic White Island on the horizon. Avocado trees are in fruit over the back fence, and a local fisherman gives us a demo of a battery powered torpedo/boat to set his long line that was featured on TV recently. A couple of us try a swim, and the water still has a bit of a bite to it.

We wake to another hit of blue skies, and launch with another gentle breeze at our backs. The weather gods have been receiving copious praise on this trip. Dumping surf on the sandy beach makes landing unfriendly, and passing the Tarawera River, it appears there is another case of algal bloom, but its the output delivered to the sea from the Kawerau Mill upstream. On a road bridge crossing the river, the graffiti labels it the "Black Drain". A local tells us that it has recently improved, with fish again able to live in the river. Don't imagine that there would be much of a view in that water.

Morning tea is taken after landing in the Rangitiaki River entrance, but the breeze is uncomfortable when you are damp and exposed, so its soon back on the water. The number of houses on the beachfront remains high. The BOP is reported as having the highest building activity in the country with 32 new houses a week. By the look of it, most of them are on the sand dunes along the beach.

The Whakatane River entrance appears too rough to go in. There is very little of Whakatane visible from the river mouth. It would be easy to pass by with the impression that its a very small settlement. Around Kohi Point into the lee, we land at one of the small sheltered beaches for lunch, and are provided with a view down Ohope



Beach. It seems a busy spot for a Tuesday.

At the southern end of Ohope Beach, one side of Ohiwa Harbour entrance is all white water, but the other side allows us a comfortable passage. The high tide allows us right up to the front door of the Ohiwa Motor Camp, and we are able to borrow their trailer to move our boats to the camp area where there is plenty of grass and an open cabana style kitchen. A very nice campground. A visit back to the landing spot after a few hours show there is NO water. We won't be leaving that way in the morning. The main beach resembles those on the West Coast, with a long walk over deep sand and driftwood to get to the water.

Using ant mode, making numerous small trips to get the gear and boats to the water before packing, the lesson that the hardest part of any trip is loading and unloading the boats at either end of the day, is reinforced. The amount of driftwood on the beach is increasing as we proceed. Many of the logs have chainsaw cut ends, so are probably man made. I wonder how much driftwood there would be if the forestry was not here? I get to ask a local who has been there all his life, and he thinks there was more when he was a child. Remembering wood piled metres high along the beach, only to have it all washed away on the next high tide. For all the wood on the beach, there is very little in the water.

We land on the beach before Opotiki to look for a geocache that Matt doesn't have on his list yet and all get to experience the thrill of the hunt. Back on the water, the Norfolk Pines again signal where Tirohanga Campground lies, and we stop for lunch. This was the starting point of Colin's earlier East Cape trip, and marks his completion of the East coast from East Cape to 90 mile beach.

The wind dies over lunch, and we cover the last of the long beaches - Waitotahi. The number of houses reduces the further down the beach we travel. An early stop at Opape campground which has its location

given away by the Norfolk Pines, allows us an afternoon lazing in the sun. The weather man says a front is coming and the wind turns to the Northwest to support his prediction. That's now a head wind and might mark the end of our golden spell of weather.

Overnight it drizzles down for a good 10 minutes, the only rain of the trip, and the golden weather is back in the morning. Colin likens it to Camelot, where it only ever rains at night. Rock gardening takes the place of long beaches, pohutakawa in flower and lush bush replace the sand dunes. Rocks are everywhere, many lurking just below the surface. Buildings are conspicuous in their absence on this part of the coast.

We come across another tunnel, which turns into a labyrinth with five exits and entrances in the rock formation. Dizziness and collision with the other kayakers become the biggest hazards. There are plenty of fisherman at the Motu River outlet. Attempts to paddle upstream are soon abandoned as the flow is too strong to make much headway. The cool river water is refreshing and its worth the effort.

We stop for lunch on a quiet beach just past the Motu. There is a rundown shack and a million dollar view. Whale Island is still clear across the bay, and White Island is coming into greater relief as we travel east.

Paddling up the Haparapara River for a look shows a few flat areas that would be worth making enquires about camping at in future, but we have become accustomed to hot showers every night at the campgrounds, and continue on to Te Kaha. It has a permanent population of 300, and a very accommodating camp manager who drives down with his trailer to carry our boats uphill about 800m to the campground.

We decide to end the trip here, quitting while we are ahead, and Brian catches a shuttle to Whakatane in the morning. The bus to Whangamata has already left when he arrives, so he uses his thumb before driving back to pick us up with the trailer in the after-

noon. A drive back to Rotorua to drop Graeme at home and camp on his back lawn overnight mean an unhurried return to Auckland for the rest of us on Saturday morning.

A very satisfying trip with contrasts between the long sandy beaches and rock gardens of the Bay of Plenty. Thanks to Kerry Howe, who has done it all before, to Colin for organising the trip, the weather gods for supplying great conditions, and Whale Island for watching over us for the week.

## **EAST CAPE TRIP** **by Ian Algie**

Bill had suggested that a four to five day trip around the East Cape from Te Araroa to Tolaga Bay during the end of November would be a good way to welcome in summer 2004. So he did a good prep job with daily paddling distances and possible camping spots, and Friday 7th Nov. saw four keen Sea Kayakers, Bill Anderson, Graeme McIntyre, Max Grant and Ian Algie set off for an overnight stop in Napier on our way to the East Cape.

Saturday saw us heading north, lunching at Gisborne, then on to Tolaga Bay, where we left Bill's car and transferred all the gear onto my trusty old Holden for the final leg to Te Araroa. A good campground was located, tents set up, then we checked out the local restaurant, where hearty portions were the order of the day. The local pub was handy, so it was a good chance to mix with the locals and take in a World Cup Rugby game.

Rising early we packed tents and gear into our kayaks together with a week's food and took up the offer from the camp owner to deliver us to the beach, then store my car while we were away. The weather was perfect, just a light breeze and clear skies, with short dumping waves on the beach giving a lesson in launch timing. I emerged very wet and had to recover my new hat, so was off to a shaky start.

Had a good trip along to East Cape and out to East Island, which reminded me a lot of Bear Island off Waimarama, where we managed to find a landing spot for lunch. After a circumnavigation of the island, our compasses showed we were on a southerly heading as we paddled down the barren looking coastline looking for possible campsites. Later in the afternoon we landed close to the outflow of Te Pito stream with Graeme giving a good demo of side surfing. The farmer/owner of the land was mustering his cattle off the beach and gave his OK to camp the night. A strong easterly wind had sprung up so after finding a sheltered spot we set up camp. A steep hill overlooking the beach provided a pre dinner challenge, climbing to the top through scrub enabled Max to get cell phone reception.

Next morning the wind had fortunately dropped off enabling us to make good progress, with many sea birds feeding off the small fish close to the surface. Passing the mouth of the Waiapu River, Port Awanui provided a picturesque lunch spot with Pohutukawa trees and sandy beach.

The afternoon paddle saw us land again at Tuparoa, which is the beach suburb of Ruatoria, where the friendly

locals allowed us to top up our water supplies. The weather was so good that we decided to carry on south around Waikahawai Point and late in the day found a good grassy campsite at Whareponga. Max declared he wasn't carrying his 3L cask of Volluto Rosso any further, so after polishing that off, a few suspect jokes being told and Graeme, or was it Bill giving a lesson in astronomy? T'was an evening to remember.

We awoke next morning to clear skies, light winds and a perfect marine forecast, so headed south averaging about 7km/hr to the historic Tokomaru Bay, where we inspected the old wharf and derelict buildings which were last used about 50 years ago. The afternoon paddle brought us to Anaura Bay, where there is a monument commemorating Captain Cook's landing there in 1769. We shared the good camping ground there with a large group of Gisborne school children. An entrée of crayfish given to us by some local fishermen, was cooked up by Max and provided the perfect evening for a most enjoyable days' paddling. (Max also ate most of them!)

A NW wind was forecast for the next day so headed off early on the last leg to Tolaga Bay with 4 dolphins checking us out just off Marau point. The

highlight of the day was the paddle around Pourewa Island and into Cook's Cove, where the amazing rock formations created many caves to explore.

Luckily the last leg into the now strong NW wind was fairly short and we landed back at Tolaga Bay right next to the wharf which juts out into the bay, and is reputed to be the longest in the southern hemisphere. The campground was handy so were able to carry our boats right to our camping spot, and have a welcome hot shower.

Bill and I set off on the four hour round trip back to Te Araroa to pick up my car, which had most of the petrol siphoned out of it. Luckily the local store opened up for us to fuel up, and return to Tolaga Bay.

Thursday saw us packed up and on the homeward journey. The wind at Norsewood was so strong my roof rack bent and was lucky not to lose the boats onto the road.

Thanks to Bill, Graeme and Max for making the East Cape trip one to remember. Plans are already being made to return to Tolaga Bay and continue our journey south to Young Nicks Head, south of Gisborne.

Ian A.

Entrance to Cook's Cove



## SEA KAYAKING PILGRIMAGE

### Blumine Island - 11/03 Marlborough Sounds by Paul Caffyn

The Phantom (carefully disguised as Nelson paddler AJ) has been a tad tardy in recent annual pilgrimage organisation, particularly after the very successful stoning and burning of a jet ski replica at Pipi Beach, Pelorus Sound. Pressure from Wellington paddler, Cathye Haddock, led to a quick resolution of dates and a venue was set - the DoC campsite on the western side of Blumine Island in Queen Charlotte Sound. Notification of the pilgrimage was only sent out by email with no time for advertising in the KASK newsletter.

The Phantom and Nettie made the long drive out to Punga Cove Friday, in order to leave only a short paddle to Blumine Island, but were nailed by 35 knot+ southerlies, and had to wait until early evening for the wind to ease, before arriving at the DoC campsite on Blumine Island. Pete Simpson and Cathye Haddock left later in the day, also from Punga Cove, and made the RV by 8pm.

Driving up from the West Coast, Paul Caffyn with kidnapped Welsh paddler, Trys Morris (see note below), met the Wellington ferry at 8.30pm, with a noisy pod of paddlers departing Picton at 9.30pm. Light winds eased, and cloud cover slowly dissipated leaving a magic calm evening for the paddle to Blumine Island. Phosphorescence in the water, both off the bow waves and from each paddle stroke was almost mesmerising. Navigation, via the automatic lights and a brilliant half moon, was superb down to Kurakura Point where the moon set, leaving only a dark silhouette of Blumine Island. David Fisher's GPS helped during the paddle with distance remaining and a course to steer to the campsite. Closing on the western side of the island, it was impossible to differentiate between beach and cliffline, but bright headlamps revealed the a DoC campsite sign, and the yellow and black pilgrimage flag.

Although it was only 1.20am, we were disappointed not to be greeted by those already at the campsite. However it was difficult for the two sleeping parties not to be disturbed by our noisy arrival - particularly when several headlamp beams were pointed into their tents. Graciousness prevailed and Cathye brewed up a tea for the arrivals. I was so tired, particularly after a recent trip to Australia, that I had co-ordination problems inserting the poles into the tent fly.

Saturday, a morning chorus of birds and wekas racing between tents left little chance of sleeping in for those light sleepers, but the day was perfect, not a cloud in the sky and a heavy dew as evidence of no wind.

Following a leisurely breakfast, the pilgrims paddled around to the north-west side of the island to visit old gun emplacements built during WW2 to protect the South Island from the threat of Japanese invasion. At the first point, where a fresh north-easterly was building a whitecapping chop, we met Conrad Edwards who had paddled across Cook Strait, leaving his home Titahi Bay at 3.45am. Although a tad damp, from a wet crossing and experiencing strong tidal stream drift by The Brothers, he turned around and joined us along to a short section of gravel beach, where two rusty railway lines poke vertically out of the intertidal zone. Here we landed, parked the kayaks above the high water mark, and headed into the bushes. Apart from the rusty railway lines, there is only a blue piece of plastic strapping around a tree to mark the track start.

On a terraced bench in the regenerating bush, we passed a picnic table, water supply and toilet, with more of the blue plastic strapping marking the start of a benched track leading upwards to the north side of the island. The two massive concrete gun emplacements, magazines, and observation posts are in remarkable condition, with superb views of the approaches to the sound. Sixty years of regeneration has led to forest cover both on top of and in front of the emplacements.

Late Saturday, binoculars were brought out to identify the strong paddling style of a solo late arrival from Waikawa. KASK treasurer Max Grant had a marvellous time with a pod of common dolphins during his paddle, with one almost touching the side of his kayak.

Resident wekas kept pilgrims on their toes, with their attempts to steal food, even climbing on top of the picnic table. Wallace weka, was chased down the beach for some distance before dropping a large loaf of Vienna bread.

At 7pm, suits, ball gowns, top hats, bow ties and tiaras were donned for a sumptuous feed of appertizers, main meal and desert. Sue Cade brought out a candelabra, silver tray, and crystal wine glasses. The burning and stoning of a plastic sea kayak was thwarted on two counts, a DoC fire ban and the presence of Max Grant, probably the largest manufacturer of plastic boats in New Zealand - but it was a great enticement to ensure Max's presence at the pilgrimage.

Following a scratchy AJ tape recording of the National Anthem and a Haka, much mirth followed the playing of a series of AJ's answerphone messages. Those folk taped would prefer to remain anonymous - but be warned when you leave a funny message on AJ's answerphone. Following the very first Marlborough Sound's pilgrimage, when a replica of a river kayak was stoned and burnt, AJ related a story of incensed white water paddlers at a Murchison meet who burnt a fibreglass sea kayak. I hadn't heard this story before, but apparently sparks from the burning kayak left tent flies appearing that they had been blessed by the Pope himself, they were so holy.

The moonlit, calm evening, was a stunner. When Max related a story of why dolphins only approach some paddlers, skepticism was in the air. He told the pilgrims that dolphins can hear the heartbeat of paddlers on the water, and can pick up a second heartbeat of a pregnant woman. Apparently, two blokes were out chasing a pod of dolphins, which would not approach, but when they landed and a

pregnant lady paddled out, the pod could not get close enough to her. When she finally landed, and the blokes paddled out again, the dolphins would again not get close to them.

Sunday dawned without a breath of wind - not a cloud in the sky. After a leisurely hearty breakfast and drying off of dewy tents, boats were packed. Prior to departing, the pilgrimage flag was ceremonially lowered by AJ and Cathye, with the largo movement of Dvorak's New World Symphony being played by Paul Caffyn - well actually it is also known as the lilting Scottish melody 'Going Home' and was played without symphonic backing on a blues harp. AJ and Pete Simpson headed towards Punga Cove, while their ladies joined the others for a leisurely paddle back to Picton via a lunch stop at a DoC campsite in Ruakaka Bay. Nettie, who had never seen dolphins before, was overjoyed when both

pods of common and Hector's dolphins came close to the paddlers. Although all the lady paddlers claimed they were not pregnant, comment was in fact made as to what AJ and Nettie had been up to during the night!

A fresh north-easterly, drawing down the sound, led to loads of surfing runs, and a quick run back to Picton. A marvellous weekend - good camaraderie, good weather, and a lovely remote pristine campsite for the pilgrimage.

**Trys Morris**

Welsh BCU kayaking coach, Trys Morris, was kidnapped on the Friday, while she was honeymooning on the West Coast of the South Island. Biking with her fiance from Picton to Bluff, Trys and Simon met with Paul Caffyn for a feed, and Simon kindly allowed her to join the sound's pilgrimage. With a five star BCU coach certificate, Try is only the second Brit-

ish woman to attain that level of qualification. Based in Wales, she spends six months running BCU courses and assessing trainees, and helps run expeditions for the remainder of the year.

Trys and British paddler, Bob Timms, set out in 1999 for a long paddle from Folkestone, England, to Australia. In two single kayaks, Nigel Denis Explorers, they paddled across the English Channel, across France through locks and rivers, then around the south coast of France, the coast of Italy, ferried to Greece, but finally pulled the pin at Athens in 2002, when only two out of seven permits for paddling the middle eastern countries had come through. The kayaks were quite heavy, given the modern communication kit they were carrying; sat. phone, radios, cameras, solar panels for recharging batteries, but the paddling particularly in southern France and around Italy was most enjoyable, with friendly locals and good camping beaches.

Blumine Island



Trys paddled a Nordkapp over the weekend, and it was interesting to listen to her comments on instruction, coaching, rudders and certification in the UK. A high proportion of UK sea kayakers are male, and Trys suggested a more even balance with female paddlers could be achieved if the use of rudders was encouraged, with less emphasis on learning a wide range of paddling strokes. She went on, however, to note this could well see her without a paddle stroke coaching job!

### **Blumine Island Gun Battery History**

Peter Simpson provided the following website address which has a two page PDF file on the history of the Blumine Island gun battery, with map showing gun emplacement sites and a 1944 photo of the island:  
<http://www.doc.govt.nz/Publications/004~Science-and-Research/Pamphlets/pdf/blumine.pdf>

In late 1941, the British military recommended New Zealand establish coastal defences in the Marlborough Sounds to provide protection for a proposed secure anchorage for the US Navy. Two gun emplacements were planned for the northern aspect of Blumine Island. Two scows were used to transport material to the island, with a substantial wharf built to land workers and supplies. After delays caused by the island's steep slopes and soft rock, two massive concrete gun emplacements were constructed, each with a separate observation post and magazine. The guns had a range of about 13.5kms. A water supply, works camp and power supply were also established. The guns were ready for action in September 1942 and test fired on 9 March 1943. Two officers and up to 20 men were stationed on the island, but after the Battle of Midway in June 1942, the threat of Japanese invasion decreased and the guns were removed in October 1943.

An aerial photo of the access road and gun emplacements taken in 1944, shows the ravages of the construction access roads and also sheep farming. Bare slopes with remnants of low scrub make it difficult to picture the same island today, with 60 years of

regeneration now completely masking the access roads and emplacements. It would be difficult to spot the huge concrete structures today from a kayak, such is the substantial growth forest around them.

From the beach landing, marked only by the two rusty remnants of the remains of the wharf structure, the start of the rising access track is reached above the picnic table and loo. Although overgrown, the track is easy to follow to the first magazine, where a fork to the left, leads down to one of the two emplacements. A further 15 - 20 minutes walk on the main track leads to a second magazine, with an observation post above, and a fork

track leading down to the second emplacement. Further east, along the track, a set of 215 concrete steps lead up to the old army campsite. The island is now administered as a scenic reserve by DoC.

For further reading on the island history, the PDF file refers to: 'The Price of Vigilance: the Building of Gun Emplacements in the Marlborough Sounds, 1942', Neal, K and Leov, N; 1999; privately printed, Nelson. 'Defending New Zealand', Defence Study Group, Wellington, pp 478 - 479, 851.

Paul Caffyn.



Peter Simpson & Cathye Haddock

Susan Cade and Trys Morris



## Reflections on the Gentle Art of Rock Gardening from Brian Strid

Wafting on a swell up a rock face and then back into the suck-hole, waiting for the next one while being jostled and buffeted by the surrounding white water or getting out quick. Eyes and mind never still, you're having a ball.

Then it's looking through a chute reading the water at the other end and sliding through an impossible gap depending on the incoming wave to make it work.

On top of a rock, falling, stabbing with the paddle hoping it doesn't break then letting it go because you've grabbed at the rock with your hands instead and realizing you shouldn't have but your buddy is right there.

In line astern through gaps, around the sharp bits, all the while watching warily and measuring the conditions and yourself and still keeping an eye on each other and being ready to assist. Sharing the moment, showing you can do it.

A big one comes. You turn quick enough to face it but the boat still stands on its end. The next one pushes

you sideways, skittering you towards a rock wall. You hope the cushion of water will minimize the impact while you keep the kayak between yourself and the hard bits.

You've had one of those moments that prove you are still alive but you back off for a while to get over it. Where is life without them?



## RESPONSIBILITY AND EDUCATION

by Alan Bye

reprinted from the Canterbury Sea Kayak Network Newsletter

Wartime, 1944 -1945. Fighter aircraft were required for ground attack in Normandy. North American "Mustang" single seaters were flown over the Atlantic in numbers. Extra fuel was carried in under-wing tanks. Those tanks, having helped the 'plane over, were dumped in great heaps in UK. The lightweight tanks were made of moulded plywood, teardrop shaped, circular section, 13 feet long and two feet diameter.

The "Cockleshell Heroes" offered the first sniff of victory when they attacked German shipping up the Gironde Estuary. This had great political value and their heroism was rightly praised. Many youngsters wanted to be canoeing heroes too. They wanted to have canoes. There were great heaps of 'canoe' shells at airfields all over UK. The shells were taken home, a cockpit hole cut in the

centre and there was a canoe, as stable in roll as a beachball. Some died.

In 1957 when I built my first (and only) PBK 20 I found myself in demand to help beginners to begin, on the river Wear by Durham Cathedral. "Can I have a go in your canoe, please, Alan?" Within a year the Central Council for Physical Recreation had me on their books as an instructor. I was assured that when I ran one of their courses for teachers and youth leaders, I was covered by their insurance. The canoe club in Durham had insurance for the fabric of the Old Mill where we stored canoes, and that was all.

Soon after that the British Canoe Union President and Chief Coach visited Durham and told me "So many youngsters are dying each year in so-called canoeing accidents that the Govern-

ment have told the BCU that if we don't do something about it pretty quick, canoeing will be made a criminal offence." Around 25 died each year in what I called then, "Cheap Floating Accidents". They were not canoeists. Canoeing was the solution, not the problem.

The President was the first "Senior Coach" appointed, I was the second. I had to acquire the qualifications PDQ. That included the Royal Lifesaving Award of Merit, which alone took dedication and three months hard work to obtain. EAR\* was not known then. Add to that I visited paddlers from Calshot to Berwick, N Wales to Essex, to ask them, who also did not have qualifications, to test me according to the BCU rules, which were sparse. We qualified one another at first.

After two years of enthusiastic effort and many thousands of miles in my Austin A 35 van, complete with family and tent, the rules were satisfied and I had my Senior Coach Award on genuine terms. I had earned my place and I tested men and women for years to satisfy the rules. During that time the rules developed. The annual coaching convention was at times hilarious and at times verged on violence. Personal scores were settled. Sporting politics hit the heart of the recreation. The sprint paddlers reckoned that everyone else was an encumbrance and they demanded and for a while got, the bulk of the meagre Governmental grants. People like myself struggled to acquire and to keep going (at our own expense) a motley collection of what passed for canoes. Lifejackets were a rarity. The death rate declined during these years from around 25 a year to 10 a year. Something was working. The BCU had made the effort, the Government took notice. Canoeing became an acceptable recreational activity.

Amateurs like myself, in Education, found ways to make the plugs and moulds for GPR kayaks. True canoes were very rare. Using fiery materials in school workshops we turned out a kayak a week. Parents were asked to provide paddles, spray deck and lifejackets. I was invited to turn my collection of duplicated sheets of advice into a book, "Living Canoeing" That made its way here to NZ in 1969 and two great NZ business ventures were started on the strength of that advice.

In 1968 I was appointed to a position as warden of the Riverside Centre in Oxford. We taught schoolchildren, we suffered vandalism, we made hundreds of canoes in the five years I was there, we bought an old ambulance with worn out kingpins, we took young people thousands of miles each year to great surfing spots and white water rivers. We lost none.

Around 1970 there was national concern that insurance for these activities was insufficient. Schools and Education Authorities were told when they applied as usual each year for insur-

ance, "Are your people qualified?" No qualifications, no insurance.

I was pig in the middle. On one hand I held my Senior Coach Award from the BCU, and upheld their standards, on the other hand my colleagues in Oxford were stating the obvious, that although they had taught youngsters for twenty or more years on a pond by the Cherwell stream, without trouble, now they had to have qualifications? What qualifications?

Back at BCU the national coach, Oliver Cock, with roots in the thirties and the 1936 Olympics, insisted that all tests be taken as for touring canoeing, with tent, repair kit, food, spare clothes, etc etc. Tell that to a teacher at Dragon School Oxford with a pond to play with and he asked plaintively, "Why do I need all that?" I was made to feel as welcome as a bad smell on a crowded bus. I offered my resignation as a Senior Coach to the BCU but the Chief Education Officer pointed out that without that, Oxford was unlikely to qualify for insurance.

John Kirk-Anderson's talk (17/09/03) showed me that the BCU has come a long way since I dropped out in 1984. It also became evident that kayaking and canoeing in NZ is at much the same pass as the BCU in 1960. The background conditions are vastly different, The gear is excellent, the variety of kayaks huge, the knowledge reliable, but the hazards of sea and river remain the same.

"What to do?" I hear. I suggest, as a Pom with no current qualifications but a lot of experience, that so-called blood chits and escape notes of that sort are without value. If anyone says "Lets go to the Sounds" and something goes seriously wrong, that person will be hauled in front of the coroner and be given some bloody awkward questions by experts in intimidation.

The route may be old, but it is reliable. Education, education, education.

Educate the novice paddlers, educate the Government officials. I for one would be afraid if we had to rely upon

a rescue service that failed to rescue the fishermen off Otago a few weeks ago. Some one out of touch apparently "Knew Best" and had the authority to make it stick while men died.

In May each year advertise winter pool paddling sessions under skilled instructors, using "BAT" pool kayaks, or something similar, learn all the stroke work, capsize drills, rescue techniques, where utter novices and tough old seadogs meet and swap experiences. It worked in my time and I suggest it will work here.

Alan Bye

\*EAR: expired air resuscitation. We were taught Holgar Neilson, moving the arms about and chest compression, release. EAR was just arriving. 1964, I think. I joined the police squad for 3 months of twice a week training. They put me in the water polo team after that.

## TECHNICAL

### Trailers and long loads

by Sandy Ferguson  
(reprinted from the 'Canterbury Sea Kayak Network Newsletter')

Check out-  
<http://www.lsta.govt.nz>

Any load which extends more than 1 metre behind the trailer must have a clearly visible white, red, orange or yellow fluorescent flag attached. The flag must measure 400 mm long by 300 mm wide. You might note that it doesn't say the flag has to be spread out, just a bit of cloth of those dimensions!!

Also there has been mention of additional lighting for loads extending more than one metre. Do a search on the web site using "projecting loads" or "Factsheet 13"

Basically, if the kayak extends more than 1 metre from the front and/or rear of the vehicle you will need to have lights on the kayaks. With one kayak, one light rear and at the front if it projects far enough there. Two lights if you have two kayaks as they will be more than one metre wide. Two half

metre wide kayaks and a bit of a gap between them will add up to more than one metre in total. Allowing that LEDs are now very bright, from the specification "visible at night for 200 metres" it should be possible to make a cheap, battery driven lighting system to clip on to your kayaks when carried at night.

Here is the relevant wording from Factsheet 13:

Loads which overhang the outside of the body or deck of the vehicle by more than one metre to the front or rear, or more than 200mm to the left or right side, need to carry special warning devices attached to the overhanging end(s) of the load.

During the hours of daylight, there must be either:

- a clean white, or fluorescent red, orange or yellow flag, at least 400 mm long by 300 mm wide, or
- a hazard warning panel, at least 400 mm long by 300 mm wide showing an orange diagonal stripe (200 mm wide) against a yellow green background, facing forwards or rearwards.

During the hours of darkness, the flags or hazard panels must be replaced with lights attached to the load as follows:

- for loads over one metre wide and extending more than one metre from the rear of the vehicle, one red lamp (facing toward the rear) on each side of load
- for loads up to one metre wide and extending more than one metre from the rear of the vehicle, one red lamp (facing toward the rear) at the centre of load
- for loads over one metre wide and extending from the front of the vehicle, one white or amber lamp (facing toward the front) on each side of load
- for loads up to one metre wide and extending more than one metre from the front of the vehicle, one white or amber lamp (facing toward the front) at the centre of load
- for loads extending more than 200 mm beyond the side of the body of the vehicle, one red lamp (facing toward the rear) on each side of the load at the rear and one white or amber lamp (facing toward the front) on each side of the load at the front.

These lights need to be clearly visible in clear weather at a distance of at least 200 metres during the hours of darkness. This applies to all vehicles, no matter when they were first registered.

## Instruction Officer's Report by John Kirk-Anderson

The last three weeks have been busy, with an assessor training weekend on 1-2 November, observing on a SKOANZ Guide's assessment, 7-8 November, and a KASK, SKOANZ, NZOIA Instructor grandparenting meeting on 15 November.

Assessor training: Five participants were trained in Christchurch by Gareth Hare, and all felt it was very worthwhile. It was agreed in principle that, where possible, we would work together on assessments until the scheme was established and assessors' confidence had risen. After speaking with Gareth regarding the proposal to hold practical workshops for assessors, I phoned Tony Dumper in Auckland to discuss some issues he had raised. His main points were;

They want KASK to raise the profile of the proficiency course, through the newsletter and the website.

They want an assessors-only page on the website to facilitate discussion.

KASK needs to decide on a cost for the assessment.

A practical workshop was not needed.

As the Unit Standards are not yet on the NZQA framework, and hence credits can not be issued, they want KASK to issue a certificate for the Proficiency Course, signed by KASK, SKOANZ, and NZOIA.

Gareth also said that he doubted that money would be forthcoming from ATTTO for those who gained credits. I have since been told that this is the situation in the ski industry, and they are moving away from Unit Standards due to the cost.

I observed the personal skills day and a guided day on a SKOANZ Level 1 Guides Assessment, conducted by Chris Gully and Todd Jago in Christchurch. I was keen to do so as it is seven years since I did my guides course, and as the Proficiency Award will be a pre-requisite for this award, I wanted to know how it would stack up. I found the assessment to be of a high standard, and very fair. Two candidates passed, one was deferred, and one failed. A lack of candidate's preparation was evident, and Chris and Todd said that is always a problem. The Proficiency Award will address that.

I was also invited to attend a meeting between SKOANZ and NZOIA to discuss the proposed Sea Kayak Instructor One and Two awards. There were also present members of SKOANZ who would be reviewing the existing guide award.

The meeting was interesting, with different views aired. The scope of the proposed instructor awards was agreed upon, and suggestions were made as to changes to the guide award. It was decided that the Instructor One assessment would be two days in length, and would have the guide award as a pre-requisite. The Instructor Two award would probably take a further three years of instruction after that before a candidate was ready for assessment.

I did not stay for the second day, and I may have dropped the ball at that point.

The scope of the Instructor One was to train paddlers to Proficiency level. Speaking to Gareth Hare this week, he raised alarm bells that the other groups may then insist that this is a minimum requirement for those running this training, and could easily be part of the Minimum Assessor Requirement. He was very careful in what he said, as he obviously works for ATTTO, and therefore could be seen to have a conflict-of-interest issue.

If this becomes the case, those members of KASK who have just attended assessor training would not be able to assess, unless they gained this further



award. This is an issue that we will need to address.

Also this week I helped introduce the Proficiency Award concept to a meeting of the Canterbury Sea Kayak Network. The response was mixed!

The outcome was that we will be running an assessment, dependent on numbers, at our local mini-forum in February 2004. One month prior to that we will hold a pre-assessment training day to help candidates decide if they are ready. It is likely that some or all of the other South Island assessors will attend.

Watch this space.

JKA

## Letters to the Editor

I appreciate your anxiety about sea kayakers' access to foreshore, rivers and beaches, Paul, but in view of the fact that KASK is a national body of kayakers of many political persuasions, I think it both unwise and unacceptable for you as editor, to air your derisive views regarding Maori concerns about these issues under the banner of this magazine.

There are obviously polarised opinions on what you are pleased to call the 'Maori grievance industry' and you are perfectly entitled to yours. However, KASK and its magazine are not your personal fiefdom and I believe most Maori people would find your 'humour' both ignorant and offensive. I think your prejudices, were they to be widely circulated amongst Maori people, would only serve to ensure we were sent packing if we attempted to beach on their land.

I have never seen another national sea kayaking magazine editor indulging in this sort of partisan politicking and I am disappointed too that the elected KASK committee has not asked you to pull your head in, frankly.

Malcolm Geard  
29 November 2003.

Hi Paul,

I've just received my copy of the Sea Canoeist Newsletter and I'm a little concerned over the Humour articles.

While humour is of course very subjective, I don't believe the "Rangi" and "Cultures" articles should have been published in the newsletter. They may well be jokes you would email to people you know, but the Sea Canoeist is the mouthpiece for a national organisation, and as such is read by a diverse audience with very different perspectives.

The Rangi piece could easily be considered racist, and the last paragraph in the Culture joke reinforces that view.

I'm not being PC over this, but KASK is working hard to be recognised as the voice of recreational sea kayakers, which means we have to consider what we say. KASK is arguing that it should be included in many different arenas and discussions, but these articles risk us being seen as Red-Necks.

We will not be doing our members any good to be labelled as racist, and the Sea Canoeist to be seen as a soapbox.

There are enough people with a vested interest in sea kayaking who consider KASK to be a gathering of a lonely few. Let's not give them anymore ammunition.

Cheers  
JKA

Dear Sir

I enjoy the KASK newsletters for the great information they contain and like to send them to my friends overseas to let them know what is happening in the NZ kayaking scene. But there is one aspect of the newsletters that seem totally out of place in a kayak newsletter and is a constant embarrassment, the humour section.

I realize that humour is a very personal thing, but what passes for it here reminds me of the blokey smoko rooms I frequented as a mechanic 30 years ago. The item titled 'Rangi' in the last issue is a piece of bigoted diatribe that is not only devoid of humour but is downright offensive. If

you want to put across an opinion on the foreshore and seabed issue, please don't try and dress it up as humour. Keep this sort of garbage for talkback radio or the Barrytown pub.

Because humour is a very personal thing, it might be a good idea to drop this section from the newsletter and stick to the thing at hand, kayaking.

Paul Kerr  
Nelson

## HUMOUR

Warning: following racist joke may be found offensive.

### SHARK FISHING BAIT

On a tour in Australia, the Pope took a few days off to visit the coast for some sightseeing. He was cruising along the beach in the Pope-mobile when there was a frantic commotion just off shore. A helpless man, wearing an English rugby jersey, was struggling frantically to free himself from the jaws of a 25 foot shark. As the Pope watched in horror, a speedboat pulled up with three men wearing Wallaby's jerseys. One quickly fired a harpoon into the shark's side while the other two reached out and pulled the blue semiconscious English fan from the water.

Then, using long clubs, the three beat the shark to death and hauled it into the boat. Immediately the Pope shouted and summoned them to him. "I give you my blessing for your brave actions. I heard that there were some bitter hatred between Australian and English rugby fans, but now I have seen with my own eyes that this is not true."

As the Pope drove off, the harpooner asked his buddies, "who was that?" "It was the Pope" one replied. "He is in direct contact with God and has access to all of God's wisdom." "Well" the harpooner said, "he may have access to God and his wisdom, but he doesn't know anything about shark fishing. Is the bait holding up OK or do we need to get another one?"

## GRIM SUMMER

by Paul Caffyn

To my knowledge there have only been five fatalities involving sea kayaking prior to December 2003:

- a solo paddler off the Marlborough Sounds over a decade ago
- a solo paddler off the Firth of Thames in October 2000
- March 2000, paddler missing off Kakanui Beach, near Oamaru - possibly taken by shark
- January 2000, journalist Andrew Heal was found in an upturned kayak in Pakawau Estuary, Golden Bay. Possible result of an epileptic fit.
- solo paddler off Banks Peninsula in December 2002.

This summer, the statistics are grim with two fatalities and a near miss. In late December 2003, a 56 year old German paddler was missing on Stewart Island, and presumed drowned. Lawrence Rinitz was last seen at Bungaree Hut on December 9, and was travelling in a small green kayak towards the Christmas Village area. He had intended to climb Mt. Anglem and return but had left no clear instructions.

His pack liner and day pack were found washed up on the beach near the Christmas Village shelter hut but helicopter searches from Halfmoon Bay to Yankee River found no trace of him or his possessions. His sleeping bag and a change of clothes were found at Bungaree Hut on December 11.

Sergeant John De Lury, who was coordinating the search, said Rinitz was based at Innes Backpackers and frequently went off for days at a time, seldom returning when he said he would. Because it was not out of character for him to be overdue from such outings, the alarm was not raised until the weekend.

De Lury said Mr. Rinitz's most recent excursion had taken him into a rugged windswept part of the island with big seas and currents. "He was travelling

in a small kayak.... not made for travelling in the open seas."

Given the conditions in the area and the fact that his gear had been washed up, it was realistic to assume he had probably drowned. No more aerial searches would be conducted unless more of Rinitz's possessions were discovered. (Christchurch Press 23/12/2003).

Innes Dunstan, in a phone call 26/01/04, shed a little more light on what transpired, and noted that no trace of the kayak or Rinitz has been found. Rinitz bought a plastic recreational single kayak in Invercargill, paddle and sprayskirt. The kayak had no bulkheads or a rudder. He was planning to study plants for their medicinal properties on the island, and made two trips to the old whaling station in Patterson Inlet.

With no previous outdoor experience, and perhaps a total five hours of paddling in the inlet, he set off to climb Mt. Anglem via paddling along the exposed northern coast of Stewart Island. With clothes and kit only in plastic rubbish bags in the kayak, I would suggest this bloke was grossly ill prepared for such a trip. Innes considers he may have taken off the sprayskirt to retrieve something from a rubbish bag and was swamped by a wave.

With no bulkheads, no sealed storage bags for buoyancy, and no pump or paddle float, Rinitz would have needed to be a strong swimmer to reach the security of shore. Innes noted he has similar type kayaks for rentals in Halfmoon Bay for tourists, but they are strictly confined to within the bay. Not much else to say - this bloke was in the wrong kayak, the wrong place, inexperienced and ill-prepared.

On a more positive note, three Aussies made an eight day circumnavigation of Stewart Island between 6 - 14 January; John Jacobi, Andrew Maffett and Jim Bucirse. 'We had a great trip and paddled right around without any problems and were thoroughly spoilt with great weather. Our two days down the west coast were idyllic.'

## KAYAKER KILLED IN COLLISION WITH POWER BOAT

On 4 January, former Timaru man Richard Taylor, 30 years old, was killed when his kayak was struck by a powerboat that was apparently towing a sea biscuit (round inflatable tube, like an oversize inner tube). The accident occurred at 5pm, while Taylor was paddling a sit on top kayak, some 200m off shore, in Okiwi Bay, Croisilles Harbour, south of French Pass.

A local resident said the boat turned straight around, picked up the man and rushed him to shore. It was clear he had received a pretty nasty whack on the head. A team of medics and a nurse onshore administered first aid to the man who was semi-conscious when he was brought shore. Taylor died as he was about to be loaded on to the rescue helicopter. The resident said he understood the accident occurred in a area designated for power boats.

The 'Nelson Evening Mail' clipping (04/01/2004) noted that Maritime Safety Authority spokesman Bruce Maroc said he had spoken with police, but there was no decision as to whether the MSA would conduct its own investigation. A Blenheim constable said it was too early to say whether charges could be laid.

Ron Wastney, training and conservation officer for the Nelson Canoe Club was contacted by a Wellington newspaper for comments and unfortunately the clipping (Dominion Post 07/01/04) is headed, 'Kayak death gives push to ban'. It noted: 'The death of a kayaker in Okiwi Bay in the Marlborough Sounds is likely to put weight behind banning twilight paddling in the sounds, a canoe safety advisor says.' This heading and comment is unfortunate as Nelson sunset on the day of the collision was 9.03pm, four hours after the collision.

Ski towing craft should have a forward facing driver and additional observer as a minimum. The driver is

legally responsible to abide by collision rules and I find it difficult that no one on the power boat (there were four people apparently) saw Taylor on the kayak. I suggest that the boat driver should be charged with manslaughter for the death of Richard Taylor.

In August 1999, a jet skier was convicted of manslaughter for the crash of his ski into a wooden dinghy which resulted in the death of a Cambridge man. In November 1997, a Porirua youth was charged with manslaughter following the death of a 16 year old woman, who was on a kayak when struck by the youth's jet ski. So the precedent is there and there is no excuse for the police not to charge the boat driver in the recent collision.

## **COLLISION AVOIDANCE WHAT CAN PADDLERS DO**

### **1. Visibility of Kayaks**

Nelson paddler Bevan Walker was recently discussing kayak visibility with Marlborough Sounds mussel barge skipper, Chris Redwood. Chris noted it was particularly difficult to see kayaks, particularly when motoring into the sun. When the use of 'chopper flags' (metre high pole with triangular flag on kid's bikes) was discussed, Chris commented a flag that flutters is more visible than a rigid shape.

Both Bevan Walker and Christchurch paddler Peter Sullivan strongly recommend the use of chopper flags, mounted on deck aft of the cockpit, to improve kayak visibility particularly when paddling in high density boat traffic areas, or where water skiing is carried out. And a bright orange or hot pink colour for the flag seems to stand out best.

### **2. Paddle Visibility**

Paddle blades can be sprayed with hot pink or orange dazzle to improve visibility. And Bevan has attached reflective tape to his paddle tips, such as the white or yellow strips attached to the white, plastic roadside markers.

### **3. Clothing and Lifejacket**

Bright colours, reds or yellows, will stand out more than blue or black colour against a backdrop of the sea.

### **4. Early Course Changes**

Never assume a boat has seen you. On lumpy seas, when a kayak disappears into troughs, and particularly when the sun is low, a kayak can be extremely difficult to see. Take early action to avoid the path of all larger vessels. Page 57 of the KASK Handbook has two diagrams to show the what action should be taken when vessels are approaching.

### **5. Capsizing**

Lastly if a collision is unavoidable, capsize the kayak to present the hull to the boat's hull. Stay in the cockpit until the boat is past, as your body will be well below waterline and your head especially will be below propeller depth of most high speed launches. Talking with Grahame Sisson on this matter, he related a collision between a fishing boat and a plastic Puffin kayak during the 1990 Xerox Challenge. The weather in the Marlborough Sounds was appalling with strong winds and bad visibility. A fishing boat which was out searching for competitors failed to see the kayak, and the paddler had the foresight to capsize just before impact. The fishing boat ran over him keel to keel, but the paddler survived the collision.

## **GOLDEN BAY NEAR MISS**

(*'Greymouth Evening Star'* 29 December 2003)

Two tourists would have 'perished for sure' if they had not been rescued after being tipped out of their kayaks off Collingwood on 28 December, one of their rescuers said. The women, who went kayaking at about 2.30pm, were treated for mild hypothermia after being rescued last night.

A Collingwood backpacker hostel owner reported the pair missing just after 7pm and a search was begun. Takaka police asked Collingwood boatie Des Miller and friend Warren Iggo to check out a sighting by a Milnthorpe resident of an orange 'blob' in the water off Tukurua.

Mr. Miller said they came across the first kayaker "by pure luck," clinging to her upturned kayak about 7km off Tukurua Beach. They found the sec-

ond tourist, also clinging to her upturned kayak, 2km further on off Onekaka.

The women had apparently been caught on an outgoing tide, boosted by a recent flood in the Aorere River, and swept out into Golden Bay. Mr. Miller said the pair - a 22 year old French woman and a 25 year old Japanese woman - were "surprisingly chirpy" when they were found and boarded the rescue boat without help. "However they would not have wanted to be out there any longer."

Mr. Miller said the women, the second of whom was rescued just on nightfall, "would have perished in the night for sure" if they had not been rescued. They were wearing lifejackets.

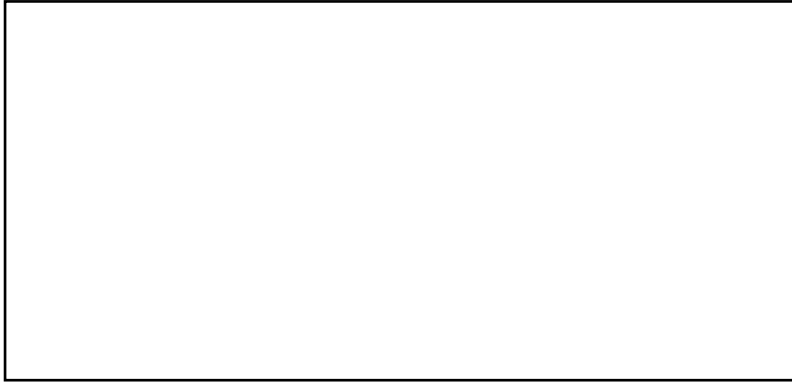
Reading between the lines, it seems likely the two women had rented kayaks from the backpacker hostel owner, who initially reported them missing. They certainly had luck on their side to be spotted by a resident on shore, after having been swept so far out to sea. Assuming that neither woman had previous paddling experience, they certainly did the right thing by each remaining with their overturned boats, as this made the job of the rescuers so much easier in locating the women.

## **MILD HUMOUR**

Subject: Only in Australia

Four youths from Canberra, Australia pulled off a trick of breathtaking bravado in order to gain revenge on a mobile speed camera van operating in the area. Three of the group approached the van and distracted the operator's attention by asking a series of questions about how the equipment worked and how many cars the operator could catch in a day. Meanwhile, the fourth musketeer sneaked to the front of the van and unscrewed its numberplate. After bidding the van operator good-bye, the friends returned home, fixed the number plate to their car and drove through the camera's radar at high speed - 17 times. As a result, the automated billing system issued 17 speeding tickets to itself. Go Aussies!!

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Maurice Kennedy, PO Box 11461, Manners St., Wellington. 6034

### **KASK MEMBERSHIP POLICY**

Current membership fees are:

- \$25 for ordinary membership
- \$30 for family or joint membership.
- new members receive a free copy of the handbook.
- members should endeavour to renew by the start of our new year which is 1 August, and runs to 31 July the following year.
- a subscription due notice and up to two reminders with red notices stickers etc., are sent out with the newsletters between June and October
- existing members who leave their renewal to months before the end of the year (that is during June and July) have their sub credited to the following year. They in effect get a membership of up to 14 months as an incentive.
- new members who join between 1 April and 31 July automatically get their membership credited to the following year. Again in effect receiving a membership of up to 16 months as an incentive.
- the KASK committee puts its emphasis confirming renewals from existing members from July to October; and promoting new KASK memberships from November to February.

Maurice Kennedy, KASK Secretary.

