

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.

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KASK Annual Subscription

\$25 single membership
(\$75 for 3 years; \$125 for 5 years)
\$30 family membership.
\$35 overseas

A subscription form can be downloaded from the KASK website. Cheques should be made out to:

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LRB3 - KASK HANDBOOK

For a copy (or trade orders) of this mother of all sea kayaking handbooks, contact Paul Caffyn, RD 1, Runanga, 7854. West Coast.

e-mail: kayakpc@xtra.co.nz

Price: \$24.00

New members: gratis

Make cheques out to KASK (NZ) Inc.

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

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THANKS

To the contributors, and Vanessa Hughes and Jill Cotton for helping with the mailout.

**DEADLINE for No. 113
15 November 2004**

EDITORIAL

After six month's torrid gestation, a KASK safety initiative has finally rolled off the printing presses. Titled 'A Basic Guide to Safe Sea Kayaking', this six page glossy brochure aims to foster safe and enjoyable ocean kayaking for all New Zealand paddlers.

The brochure's cover (n/l page 1) has a cracker Max Grant's pic of Melanie Grant off Cape Egmont. With content and design produced by the committee and a grant from WSNZ for printing, KASK is aiming for widespread distribution of this brochure:

- included with every new sea kayak sold in New Zealand.
- supplied to every student at poly-technic outdoor courses
- to EOTC sea kayak courses

The first two pages detail kayak and equipment terms, what clothing should be worn, and what emergency signalling devices should be carried. Two pages then list what skills are necessary both before launching and on the water. The final page backgrounds KASK and its 146 page 'Manual for Sea Kayaking in New Zealand'. Contact details for KASK are listed with relevant and informative websites.

Ordering Information is as follows:
Brochure copies are available at no charge from Water Safety NZ.
Fax orders to: (04) 801 9599
Email orders to:
wsnz@watersafety.org.nz
or order via their website:
www.watersafety.org.nz

KASK will be advising manufacturers and retailers of the brochure's availability, but you can do your bit by promoting it and the KASK handbook to your local kayak shop.

2005 KASK FORUM/AGM

An Easter 2005 date is suggested, venue in the Marlborough Sounds - Friday lunchtime to Monday lunchtime.

Feedback is urgently sought on the suitability of this date - emails to president Susan Cade:
susan.cade@xtra.co.nz

RENEWAL FORM / QUESTIONNAIRE

The Subscription renewal form has been included again as a reminder that Subs. are long overdue.

This will be the final newsletter for those who do not send off a cheque to Vanessa.

New members who joined between April to July, please fill in the questionnaire and mail to Vanessa.

GISBORNE DROWNINGS

Following the drowning of two fishermen while setting a net from a sit-on-top kayak off the mouth of the Waipaoa River, near Gisborne, news clippings and a television report had MSA's director Russell Kilvington claiming there had been an alarming rise in kayaking accidents over the past few years. He noted four confirmed fatalities this year, compared with four for the whole of 2003 and two each in 2002 and 2001. He also expressed concern at the failure of the fishermen to wear lifejackets. Concern about lifejackets is fine, but Mr Kilvington is incorrect with his dramatic statistics. In my incident database, compiled in collaboration with both MSA and WSNZ, I note only one sea kayaking fatality for 2003, that of the German paddler who went missing in a recreational plastic kayak on the north coast of Stewart Island. I believe whitewater and sea kayaking fatalities have been combined for the media statistics.

What also marks is that same weekend, I had meetings with four MSA staff at their Wellington Office, a meeting with WSNZ on the following Monday, and attended a drowning prevention workshop hosted by ACC on the Tuesday. What with the release of the Safe Sea Kayaking Brochure, and safety initiatives evolving from study of the incident database, I feel KASK is strongly pushing the safety message to its members. It is how to get the message out to all those purchasers of plastic kayaks and sit-on-tops that is critical.

PRESIDENT'S REPORT

September 2004

by Susan Cade

It has certainly been a busy time since the last newsletter, for both the KASK Committee and Vanessa Hughes, our Administrator. Current projects taking a lot of time have been:

- a new safe sea kayaking brochure
- a website upgrade
- updating the incident data base,
- refining financial and administration processes, and standard operating procedures for KASK
- planning for the March 2005 KASK AGM/Forum, in the Marlborough Sounds.

AWARDS & ASSESSORS

Firstly an update on the 'Sea Kayaking Proficiency Award'. This has certainly been a long and very frustrating road for KASK and its members. I have been liaising with Gareth Hare from ATTTO (Aviation, Tourism & Travel Training Organization), who has been working with KASK. ATTTO is now solely responsible for the registration of sea kayak unit standards with the New Zealand Qualification Authority (NZQA). This is a significant change in that formerly Sports Fitness and Recreation Industry Training Organization (SFRITO) did have responsibility for the Minimum Assessors Requirements (MARS) and registration of units in this area. This will make it easier to proceed.

When KASK put this project on hold, it was due to funding issues because assessors needed to get funding to get their qualification, and also funding issues for those sea kayakers that wished to be assessed formally, (for NZQA units). We were informed after the assessor training, that assessors had to be employed by KASK with a relevant signed contract, therefore requiring coverage by OSH and ACC requirements, to access funding. As far as the current KASK Committee was concerned, KASK wasn't in a position to do that, however this doesn't mean that it isn't possible in

the future to proceed, with the Assessors not being employee's of KASK. The assessor's training is still relevant.

The registering of the units for NZQA has been incredibly slow, taking over three years. KASK has had no control over that. Gareth told me that proficiency units are going to be live on the NZQA website soon. This is still a live project. John Kirk-Anderson also gives further information about this process in his article.

KASK was also getting messages from members that there was more interest in training rather than assessment. This certainly doesn't invalidate the skill sets that have been identified in the proficiency award and their usefulness for people judging their skill base. The KASK Committee has also identified that we needed a very clear mandate from members as to what they want. The current survey will help with this.

My belief, and I know others on the committee strongly agree, is that sea kayak training is very important and that KASK supports this. The issues raised about assessment of skills is another question which needs to be worked through. I am aware of very active training going on around the country within networks and clubs.

MEETINGS

I have attended a number of meetings representing KASK, as have Paul Caffyn and John Kirk-Anderson. Both Paul Caffyn and I attended the Outdoors New Zealand (ONZ) Forum in Christchurch on 10 - 11 September 2004. Paul will report back on Maritime Safety Authority's presentation.

ONZ Conference

ONZ was established in 1997 to work at a national level to service interests of outdoor recreation organisations. It is currently funded significantly by SPARC (Sport & Recreation New Zealand), which itself is government financed.

ONZ's identified objectives are:

- To represent the various outdoor groups, particularly on issues and op-

portunities in the outdoors

- To encourage and support safe, quality participation in the outdoors
- To lead the outdoors in a more unified future and promote and enhance quality outdoor experiences and opportunities.

KASK isn't currently a member of ONZ but it has been considering joining. I was aware that, at previous ONZ forums, there were some relevant issues presented of interest to recreational sea kayakers. There were also very useful opportunities to network with other organisations.

SPARC and ONZ mentioned early in proceedings, the 2001 'Graham Report', which was the result of a Ministerial Task Force on Sport Fitness and Leisure. It set a vision and identified problems in the sport and physical recreation sector.

The report spoke about a number of serious issues in the outdoor sector:

1. There is no common vision
2. Fragmented structures, lacking integration, coordination and leadership
3. That organization and delivery need to change at national levels
4. That coaching is in urgent need of support and development
5. That the education sector approach was inadequate
6. Participation was too low and many New Zealanders are unable to participate
7. That the Government provided insufficient direction and funding
8. That local Government needs to play a more cooperative role with regional recreation agencies
9. That there is a lack of coordination, dissemination and use of research in recreation.

The Taskforce recommended for national recreation organisations, key areas of work must include plans and programs for:

1. Participation
2. Regional development
3. Volunteer support
4. Maori
5. Ethnic Groups
6. People with disabilities
7. Interagency links
8. Instructor development

9. Safety and risk management
10. Environmental stewardship
11. Facilities development

There was an emphasis upon national outdoor recreation organisations providing vision, leadership and robust national programs. Annual funding allocations should be going to organisations with robust management practices, with measurable results and accountability. Because SPARC is taking an investment approach, they need clear returns. ONZ has been addressing some of these issues, getting a number of very independent outdoor organisations to come together and look at issues in the outdoors in a more cohesive way.

Mike Sims from ONZ mentioned the following achievements:

- ROSA - an established Register of Outdoor Safety Auditors
- The Outdoors Mark - a quality assurance scheme for outdoors recreation. It was launched on 1 March 2004, providing an independent process for assessing the robustness of safety procedures within participating organisations. It is a development of the UK's Adventure Activities Licensing Authority Scheme
- Outdoors Policy development
- Safe Outside Website
- Submissions on Various bills and Policy drafts.

Stu Allan reported back on the research from discussions with others on the potential strengths and weaknesses of ONZ. Stu mentioned the earlier achievements that Mike mentioned. Other points he noted were:

- That the website has been getting up to 80,000 hits per month
- That various alliances and efficiencies are happening naturally
- That its diversity of organizational members can be seen as strength
- That it is flexible enough to review its options
- There was the question raised whether it had full sector representation. It did seem to be more presented by outdoor education and professional and adventure industry, rather than directly recreational groups like ourselves.

As usual the strengths could be flipped over and also be viewed as weaknesses in another perspective, however the overall perspective presented was that ONZ was having a useful impact.

A presentation was made by SPARC (whose roots were the Hillary Commission and Sports NZ). As mentioned earlier, their work is reflective of the Graham Report findings and recommendations.

The SPARC identified goal stated is that by 2006, NZ will be recognized as a world leader in our approach to sport and recreation as measured:

- by being the most active nation
- having the most effective sport and physical recreation systems
- having athletes and teams winning consistently in events that matter to New Zealanders.

SPARC presenters spoke of how they aimed to meet this goal, to benefit the whole outdoor community. One of their tools was an evaluation of physical activity. More on this can be seen on their website.

Nigel Stirling, a lawyer, spoke about liability and law, presenting a new Standards NZ handbook on 'Risk Management'. He spoke about the impact of the 1998 Queenstown Classic race, where several spectators on a grass verge watching the car race, were killed by a vehicle. He also spoke of the 2001 Le Race where a cyclist was killed when she crossed to the oncoming side of the road. There was confusion by the participants as to whether the road was closed or not, and she was hit by an oncoming vehicle.

Nigel stated that if you are in charge of something, or operate something that could be a danger to people, then you have to take reasonable care to avoid that danger. He mentioned that the courts currently will more readily ascribe knowledge to those that breach their duties, whether you have that knowledge or not. This is reflected as to what would be common knowledge in their peer group in that role. Also that people have a right to be informed of the risk, that is risk aware-

ness. He spoke about the legislation that impacted on liability and risk.

Since this presentation the Astrid Anderson Le Race Case conviction, has been overturned. One of the important things resulting from these two cases is that organizations and recreationists have seriously looked at risk issues in a different way, with one positive being the development of safer practice processes.

From Education Outside Of The Classroom (EOTC)

Cathy Haddock spoke about the Safety and EOTC – a good practice guide for New Zealand schools. She reporting the significant impact it has made, with no student deaths since November 2001.

Cathy covered the lessons learned about the causes of previous deaths and the targeted professional development for schools to follow the guidelines and increase liability awareness. She also spoke about the up-date of the publication 'Outdoor Pursuits – Guidelines for Educators'. The Ministry of Education has committed some funds towards this revision. Education Outdoors New Zealand (EONZ) has submitted a funding proposal to SPARC for the rest of the money. The publication contains best practice guidelines for about 30 different outdoor pursuits, including sea kayaking. The national organisations responsible for each outdoor activity provide their best practice guidelines for the book.

I believe KASK has made an excellent stand for safe practice with the development of the KASK Handbook, for use by its members and for purchase by the public.

Mention was made of a National Incident database that Mountain Safety Council (MSC) is hosting. KASK may be involved in a pilot for this. The identified purpose is to provide information on incidents, about all recreational sports that are non-motor powered. Also to provide coordinated statistics that will help indicate and support safety measures to reduce serious incidents.

At the ONZ forum, there was also the opportunity for informal networking with a number of organisations that KASK works with currently, as well as those we would like to establish increased links with. In common with KASK, some other similar organisations were attending the forum to see whether ONZ would be of benefit to them.

Water Safety AGM

On 14 September I attended the WSNZ AGM, held in Wellington. KASK is a full member of WSNZ. A number of the presentations made were of relevance to KASK.

ACC is developing 'A Drowning and Near Drowning Prevention Strategy' which is to be presented to parliament in June 2005. This is a priority area identified in the NZ Injury Prevention Strategy, (which has a vision of NZ becoming injury free, with a positive safety culture, as well as creating safe social and physical environments). Planned Drowning Prevention Strategy sector workshops were mentioned, to discuss framework and provide feedback on the draft strategy. (Paul Caffyn subsequently attended the Wellington workshop in late September).

Surf Life Saving New Zealand reported on how they have streamlined their operations and broadened their base of funding. Also presented was 'Water Safety and the Curriculum', (Looking at the water safety mat and also Water safe Auckland Inc.) and 'Swim for Life' (Water safety initiatives to improve swimming abilities).

The forthcoming project areas supported by Water Safety NZ that are relevant for KASK, over the 2004/2005 year included:

- aquatic recreation with programs and projects related to Sea kayaking.
- an initiative from MSA Pleasure Boat Safety Group identifying education as its key focus, focusing on carrying of safety equipment, and increasing public awareness.

I was pleased to be able to report back that 'A Basic Guide to Safe Sea Kayaking' was being shortly printed, as

well as other continuing safety initiatives, such as the KASK Handbook, the newsletter 'Bugger!' File and incident data base.

So all in all a busy few months. Please don't forget to get your views back to KASK on the survey, with your subscription, as we value your views.

Summer is just around the corner and I have already heard of some exciting trips being planned. So good kayaking.

National Sea Kayak Instructor Award

by John Kirk Anderson

A long time ago in a galaxy far, far away....

For many years efforts have been made to develop a sea kayak training and assessment scheme, and KASK has often had an involvement in the process. Despite the energy expended, until recently there was little to show as many obstacles arose, not least that there were three separate organisations who had a vested interest and their own ambitions.

When a Memorandum of Understanding (MOU) was signed between KASK, the Sea Kayak Operators Association NZ (SKOANZ), and the NZ Outdoor Instructors Association (NZOIA), many of these obstacles were overcome and effort was focused on the main task.

Like all relationships, this merger was not without issues, and compromises had to be made by all parties. An important point for all to remember was that they had more in common than they had differences.

Who wanted what?

KASK sought a training scheme that would encourage recreational paddlers to develop their skills, without a requirement for formal assessment.

SKOANZ needed a similar scheme, with an assessment to provide validity for those seeking work as trainee guides. They were happy with their current Guides award, and didn't want to lose that.

NZOIA wanted an Instructor award on two levels, which would be similar to their existing award scheme.

The MOU agreed to a pathway from the Proficiency award, through the existing SKOANZ Guide award, to Levels One and Two National Sea Kayak Instructors awards, administered by NZOIA.

After much input from KASK, the Proficiency award was born, and there was an expectation that it would then be placed on the NZ Qualifications Authority framework. This would have allowed those interested to gain NZQA credits, and to that end, assessors within KASK were identified and trained. The Adventure, Tourism, and Travel Training Organisation (ATTTO), who were also the SKOANZ Industry Training Organisation (ITO), supported this process.

For several reasons, beyond KASK's control, the Proficiency Award has still not been loaded on the NZQA framework and inevitably there have been frustrations among those who volunteered their time and energy to become assessors.

What happened then?

With the Proficiency syllabus written, and the SKOANZ Guides award a reality for over ten years, it remained for the two levels of Instructor to be clarified, syllabi written, and potential instructors to be grandparented into the system.

Ten people applied for Level Two awards, and a Technical Sub-committee (TSC), drawn from the three organisations vetted their applications. Dave Watson represented SKOANZ, Steve Chapman did the work for NZOIA, and I represented KASK. As both Steve and I were also applying for the award we did not vet ourselves.

All of candidates were successful, and a deadline of April 2005 was decided on for any other applications, after which candidates will need to sit a formal assessment.

The same deadline will apply for those wishing to be grandparented into the Level One award - it is open to those instructors who already hold a SKOANZ Guides award, have a further 35 days logged personal sea kayaking experience, and a further 30 days instructing sea kayaking, to include rescues and rolling. They must also hold a Boatmaster certificate and an Outdoor First Aid certificate. These are minimum requirements, but it is realised that there will be other pathways into the scheme.

Any applications within this time will be vetted by the TSC, and after this deadline has passed, candidates will need to sit a formal assessment.

So, in short, what has happened?

Despite the frustrations, the Proficiency award has been written up. Polytechs are starting to use it, and there is nothing to stop recreational paddlers from training using the contents as a guide. ATTTO and SFRITO has resolved their differences about "ownership" of the award and it should, hopefully, soon be on the NZQA framework. KASK members should be encouraged to consider what their peers have identified as the skills and knowledge a proficient sea kayaker should have.

The SKOANZ Guide award may be renamed as the Sea Kayak Leader award, and marketed to groups who have not thought it relevant, i.e. school outdoor education teachers.

Applications are coming in for the National Sea Kayak Instructor, Level One, and there are currently ten Level Two Instructors developing the system.

What's in it for KASK, and why should we support it?

Proficiency is a skill-set that has been developed with KASK input, and it

has been adopted by the industry as the cornerstone of sea kayaking skill and knowledge. The cost of this was not borne by KASK.

KASK is a partner in the evolving of a truly national award scheme, a scheme that would have been developed regardless of any KASK input. The MOU ensures an equal voice, while the administration will be done by those best in a position to handle it

There is now a clear pathway for any recreational paddler seeking to move into the professional arena, and their perspective will be valued.

KASK is now part of a very large force involved with sea kayaking in NZ, which can only add weight in any challenges in the future.

What next?

Assessments for the Level One award will be held next year and a syllabus is currently being developed.

There is continuing debate over the relationship between the current Guides award and the Instructor award, and there may be changes in that area.

It is likely that some KASK members who currently work as instructors will seek the new awards.

Interested further?

I am happy to discuss this award scheme further with those interested. Contact me at jka@netaccess.co.nz

Applications for National Sea Kayak Instructor Award, Level One or Level Two, should be made via email to Andy Thompson:

ANDYT@tekotago.ac.nz

John Kirk-Anderson
Instruction Officer

TECHNICAL TOOL KITS

Hi Paul,

Could you find someone to supply a tool kit list for your kayak and for those that do not paddle all year round a things to check, tighten, spray etc on fibreglass and plastic kayaks before summer. This would be handy for general kayakers. And good in the newsletter. Thanks, Evan Pugh

Re: Tool kit and checklist From: Sandy Ferguson

1. Duct tape
2. Chinese multi-tool
3. Chinese Swiss army knife (Chinese so that if you lose it, it doesn't cost much and all SS (stainless steel) rusts so you can afford a new one regularly).

For those that do not paddle all year round, things to check, tighten, spray etc., on fibreglass and plastic kayaks before summer:

1. If fibreglass especially, check if there are any pop-riveted fitting and replace with nuts (nylock) and bolts. Should replace them (rivets) anyway.
2. Check rudder lines. If frayed SS, replace with 2 mm Spectra.
3. If the seat touches the bottom of the hull, check for wear under it.
4. Check bulkhead integrity - fill through the hatches and look for water in the cockpit. Lean the hull over and look for water on the outside seam (each side).
5. Check rudder blade for cracks near the bottom of the supported bit, the cheeks that support the blade and that it pivots in. Check whether the pivot bolt needs tightening.
6. General look over the bottom of the hull for cracks or deep grooves. If glass, at a minimum, drop a bit of epoxy in the groove to stop water getting through the gel coat.
7. Check all neoprene (hatch covers and sprayskirt) for wear and holes. Check the stitching of the sprayskirt 'pull-off' strap/webbing.

TECHNICAL

At the Outdoors New Zealand (ONZ) conference in Christchurch, Dave Ellis presented an excellent slide show titled 'Confessions of an Outdoor Gear Freak' which was a mixture of his climbing career and changes to outdoor clothing and equipment over the years. During final proofing of the KASK Safe Sea Kayaking brochure, I needed clarification on what underwear is best worn for sea kayaking. I had to phone a friend for clarification. Dave Ellis, manager and owner of Christchurch based outdoor clothing manufacturing company Earth Sea Sky, wrote the following update:

Next-to-Skin Thermals by Dave Ellis

In terms of warmth and comfort, the most efficient insulation for thermal underwear is a thin, dry layer next to the skin. Underwear from natural fibres like wool, silk and cotton absorb moisture and hold on to it. Cotton is extremely bad. While it is wet it becomes very cold, and instead of insulating, it draws heat away, contributing to a significant heat loss.

Most active outdoor enthusiasts now wear synthetic garments as their 'next-to-skin' clothing. The advantage with these fibres is that they transport (wick) moisture from the skin and they dry quickly. The faster the fibres touching your skin dry, the faster they start insulating (bouncing heat back to you instead of drawing it away).

There are two main types of synthetic fibre used for thermal underwear, polypropylene and polyester. Both are very efficient at wicking moisture off the skin.

In the mid 1990's, chemical technology improved both the thermal and comfort properties of polyester fabrics. The treatment involved a permanent chemical alteration of the fibre's outer surface so it attracted moisture (hydrophilic) while the inner core repelled it (hydrophobic). Unlike polypropylene, this treated polyester not only wicked moisture off the skin

but it dispersed and spread it out to make it dry faster. The same treatment also polished the surface of each individual fibre, making it very smooth and soft to touch.

Using a combination of two different polyester yarns has also enhanced the dual wicking and dispersion action of treated polyester. Many brands market this construction as bi-component technology. In these fabrics, a soft spun yarn is used on the inside surface and a more durable filament yarn on the outside.

Unlike the surfaces of natural fibres, synthetic fibres have nowhere to hide or disguise odour-causing bacteria. During wear, odour bacteria will attach themselves to the outer surface of the fibre and will remain there till washed off. The surface of treated polyester is very smooth so the bacteria that temporarily attach during wear will be easily removed in a wash. In comparison the surface of polypropylene is very coarse. During wear, the odour bacteria start attaching themselves to each fibre in a way detergent or soap cannot remove them. In a short space of time the polypropylene fibres become permanently contaminated and will carry odour from previous use.

New technology has been developed over the past few years to combat the odour problem associated with polyester fabrics. By using pure silver fibres or silver based chemicals to emulate the silver fibres, all odour-causing bacteria can be eliminated from the fabric within an hour of exposure. This new extended wear technology will become increasingly available in the future. By applying this silver technology, synthetic yarn suppliers have solved a major hurdle in the performance of next-to-skin thermals.

David Ellis
Earth Sea Sky Equipment Ltd
September 2004

SAFETY

Introduction

On 16 May 2003 a meeting was convened by the Maritime Safety Authority (MSA) in Paihia to discuss the future management of safety in the commercial kayaking and canoeing sectors in the top half of the North Island.

Mark Hutson, Bay of Islands guide, instructor and contributing author to the KASK Handbook, made an email submission to John Marshall, MSA Manager, Safety and Environmental Standards. This was included as an annex with the seminar briefing notes.

With summer on its way, and more and more boats on the water - most human powered and other noisy, more powerful ones - Mark's suggestions are well worth reading.

(Reproduced with permission from both MSA and Mark Hutson)

Sea Kayaks Staying Out of Harms Way!

by Mark Hutson.

6 May 2003

Last year I discussed these points with a couple of the other sea kayak operators in the Bay of Islands. It was generally agreed that these concepts could be useful to commercial or private sea kayaking parties.

In a nut shell, I feel that paddlers need to understand when they are more at risk of not being seen by other boaters, and to have an idea of how to act accordingly. Just as importantly, skippers of yachts and power vessels need to keep a **constant** vigil when running their vessel. A short note to this effect is mentioned at the end.

SUGGESTIONS FOR KAYAKERS

KAYAKERS SHOULD RECOGNIZE WHEN THE REDUCED VISIBILITY OF THEIR SMALL CRAFT PUTS THEM AT EXTRA RISK.

There will be reduced visibility of kayakers when

- **SWELLS ARE LARGE OR THE WATER IS PARTICULARLY CHOPPY:**

In these circumstances, it will be helpful for kayaking groups to stay quite close together. This makes the entire group easier to spot for a start and gives the power vessel a clearer direction for avoiding the kayakers. Any “sea lane” or area of high usage should be crossed at right angles and as little time spent in that area as is possible.

- **THERE IS GLARE ON THE WATER FROM A LOW ANGLE SUN.**

For starters, a kayaker will do well to always monitor boat traffic in the opposite direction of the sun, as this is the side where oncoming vessels will potentially **not** see the kayaker **at all**. In this “sun glare” situation, kayakers should avoid high boat use areas and channels altogether. Locally, some obvious areas would be the ferry run between Paihia and Russell, or Opuā and Ōkiato; as well as the highly used water just off Tapeka Point and the Kerikeri Channel. In these circumstances, kayakers should stay close to the shoreline when possible, where powered vessels don’t operate. Even the inside water from the Albert Channel near Urupukapuka Island to Tapeka Point should be considered a high use boat area and avoided under these conditions. Also, a constant vigil should be kept in the direction for any traffic coming from the opposite side of the glare.

- **IN THE DARK:**

Paddling at night presents special problems due to the loss of depth of field and the possible confusion as to what any light presented by the kayak represents! Kayakers on the water at night should realize their particular

vulnerability and stick closer to shore whenever possible—away from potential boat traffic, and should, at the very least, carry a very bright torch. A hand held torch, such as a waterproof dive light (with fresh batteries!) is ideal for getting the attention of any oncoming boat by shining it alternately several times onto the surface of the kayak decks and the paddlers themselves and then flashing it in the direction of the oncoming boat and repeat this procedure several times. (Avoid shining a powerful light into the eyes of a skipper at close range once the boat recognizes your presence.)

It’s worth noting, that a single light attached to the kayak (as would be required by the Coast Guard) does not solve the problem due to the fact that depth of field is lost in the dark. For example, a white ‘running’ light on a kayak 100 metres away could conceivably be mistaken for a mast light or perhaps even a house light two or more kilometres away! Just paddling with a light on the kayak is often not sufficient for a skipper to understand what it represents. The urgency of a light being flashed alternately at it’s source and then at the oncoming vessel, is much more easily noticed and correctly interpreted—therefore much more useful as an effective night light for safety.

- **PADDLING AROUND WHARVES:**

Kayakers should, in general, avoid busy wharf areas entirely. The wharf at Paihia is a particular hazard. There is far too much traffic in the area to consider it a reasonable place to be with a kayak. This should also be considered a point of courtesy on a kayaker’s part. Boats coming and going have too much else to focus on without having to worry about where all the ‘little mosquitos’ are. Wharves and the pilings are almost an attraction for kayakers - Paihia, Russell and Opuā are certainly ones to stay away from at all hours.

- **PADDLING AROUND HEADLANDS:**

An approaching kayaker near the shoreline should keep in mind that

there could be a hidden boat coming at speed from the opposite side (fizz boats and the commercial “fast boats” often don’t following the 5knot/200 metre ruling). Caution and keeping a good lookout as one “noses” around the corner should allow the kayaker to keep out of harm’s way.

- **DEFENSIVE PADDLING:**

It may well be a good concept for all kayakers to adopt wherever they are paddling. In particular, all commercial kayak operators in the Bay of Islands, should impress the following onto their guides and, just as importantly, their rental customers. Concepts of defensive paddling are as follows:

- The shoreline should be recognized by paddlers as generally the safest area for paddling, assuming that the sea or weather conditions are not making it too hazardous.

- Recognise ahead of time, the areas that boats are most likely to be travelling in, especially commercial and ferry traffic. Once identified, these areas can be avoided altogether, or as little time as possible spent within those areas, lanes or channels.

- Consider your kayak for what it is...a small and potentially hard to see item in the water with little speed and manoeuvrability. Paddle with personal alertness to all the boats around you, by looking over your shoulder **often** for what’s potentially coming up from behind. In general, keep course and speed, as other boats are generally doing. Be predictable, whenever possible. This courtesy, is in general the safest.

- **UNDERSTANDING HOW TO DETERMINE A COLLISION COURSE:**

This should also be understood by kayakers. This is a basic navigational skill that every guide should have “wired”, and it’s also excellent knowledge for any paddler to have. A couple of minutes should get the concept across to most punters in rental situations. It’s easy...

Without getting into fancy navigation skills, a basic method is to line up any point on the vessel in question (the bow or a mast works well) with a fixed reference point in the background (it might be a noticeable tree, a house, a point on the ridge, a boat at anchor, etc.). If those two points stay lined up, then the kayak is on a collision course with that vessel. Initially, a collision course with a boat at a distance is not usually a problem, but it is a warning sign that tells a kayaker they must keep a close eye on the boat and keep monitoring the situation. An early change of the kayaker's course or stopping altogether might be advised if the collision course continues. Evasive manoeuvring, reversing or putting a paddle high in the air might be last ditch efforts to be considered!

SUGGESTIONS FOR POWER VESSELS:

1. Power vessels underway should always keep a **constant** eye on the course ahead. (Autopilot is not for allowing a helmsman to leave the helm, but rather to reduce the need to actually have a hand on the wheel.)
2. Skippers should remember the 5 knots speed limit when within 200 metres of the shoreline or other vessels at anchor. This includes remote areas, not just the obvious areas around town.
3. To spot a kayaker, it is more helpful to notice the rhythmic cadence of the paddle movement, rather than sighting the kayak itself. Light coloured blades, especially white, are the most easily seen during the day (due to their reflective nature)

It is in the spirit of cooperation and respect for other boaters that these suggestions are made. As commercial kayak operators in the Bay of Islands, we are very interested in boating safety, but however realize it can only be achieved by knowledge and attentiveness at both the wheel and paddle. There will be no quick fix remedies, such as flagging on kayakers, that can solve the problem.

Also included as an annex in the seminar briefing notes, was a response from Jim Lott, MSA accident investigator and nautical adviser for recreational boating.

RESPONSE FROM JIM LOTT OF MSA

12 May 2003.

In response to Mark Hutson's letter and suggestions, I will address his bullet points in order.

- The need for visibility needs be addressed only in cases where kayakers are used in larger bodies of water; at sea, on the coast, or in larger lakes. Even a slight chop on the water renders kayakers invisible in many cases and even slow moving vessels have difficulty in seeing them in time to prevent a collision on many occasions. Certainly a group of kayakers is far more easily seen than individuals. Groups of kayakers also show on radar to some extent whereas individuals do not.

- Glare from a low altitude sun is a major problem, especially if there is a slight chop. The collision rules clearly state that in such circumstances vessels must slow down to a safe speed. Mark mentions Bay of Islands. Auckland Harbour is far worse.

- At night. Every vessel must carry the correct lights. The minimum for a kayak is a white light to exhibit in time to prevent a collision. This could be a torch. Better still, an all round white light. The minimum range such a light is visible is 2 miles, so it needs to be quite bright. In all cases a reasonably powerful waterproof torch should always be carried. Again, groups of kayakers show up on radar much more readily than single boats.

I do not agree with Mark's statement that a single white light "does not solve the problem". A sufficiently bright white light does work well; that is what is required for a stern light or anchor light. A white light means three possible things to a mariner. A sternlight, or an anchor light, or a small boat. In every case the larger boat alters course and keeps away.

- Some kayakers are in the habit of showing a weak light, some have a hat with flashing red neons, some have a strobe. All these are unacceptable and arguably dangerous.

- Kayak operators should consider carrying a hand held waterproof VHF and call any approaching craft on Ch. 16 to indicate their presence.

- Kayakers are not permitted to paddle around Auckland Commercial port wharves.

- Kayakers are normally close inshore in the 200 metre "safe zone". Both MSA and Regional councils will need to take a tougher line with those power vessels which disregard the rule: '5 knots within 200 metres of shore or 50 metres of another vessel'.

I agree with almost all of the points made by Mark, however, on page 3 he has a method for determining whether vessels are on a collision course. This method works 90% of the time but not always. It is therefore **unreliable**, but useful at times.

THE FOLLOWING POINTS MAY HELP IN DISCUSSION:

- Paddle blades should be brightly coloured. Manufacturers here could assist by making blades only in orange or yellow. It is not possible to get paint to stick the moulded plastic blades.

- Kayaker operators should take all practical steps to ensure they are highly visible including, bright coloured jackets and hats, bright paddle blades, a bright flag on a thin pole (Fergs are now doing this).

- The policing of speed in the 200 metre zone will need to be addressed. I have to say that 'Excitor' in Bay of Islands flagrantly disregards this requirement from my personal observations. There has already been one death due to this with another company. It must be made clear that all craft are required to slow down before entering the zone, not start slowing as they reach it.

Jim Lott

We are in the process of reviewing and clarifying our direction. The purpose of this questionnaire is to collect and analyse data, which will help the KASK Committee to know what members' thoughts are about the Constitution objectives, and what members want from their membership.

The objectives of KASK from the Constitution are:

- a) To promote and encourage sea kayaking.
- b) To collate and make available any relevant information pertaining to Sea Kayaking technique or equipment.
- c) To facilitate the production of instructional material and guides to the New Zealand coastline.
- d) To develop and promote a minimum impact code for sea kayakers.
- e) To actively promote the preservation of coastal waterways.
- f) To promote the highest standards of safety among sea kayakers.
- g) To promote a high standard of appropriate equipment.
- h) To assist commercial operators to develop their own guidelines.

<p>Q1. How well do you feel KASK is reaching the objectives in the constitution? (Circle your choice on the scale)</p> <table style="width: 100%; border: none;"> <tr> <td style="width: 60%;"></td> <td style="text-align: right;">Very well</td> <td style="text-align: right;">5</td> </tr> <tr> <td></td> <td></td> <td style="text-align: right;">4</td> </tr> <tr> <td></td> <td></td> <td style="text-align: right;">3</td> </tr> <tr> <td></td> <td></td> <td style="text-align: right;">2</td> </tr> <tr> <td></td> <td style="text-align: right;">Not at all well</td> <td style="text-align: right;">1</td> </tr> </table>		Very well	5			4			3			2		Not at all well	1	<p>Q2. Do you think the KASK constitutional objectives need revising? <input type="checkbox"/> No - Go to Q 3 <input type="checkbox"/> Yes - please give your ideas below</p>
	Very well	5														
		4														
		3														
		2														
	Not at all well	1														

<p>Q3. KASK has a role to promote safe Sea Kayaking which incorporates equipment & techniques. How would you like KASK to do this? (Circle any you agree with)</p>	<p>Training:</p> <p>01 Support training forums for members to share and develop skills</p> <p>02 Practical help to organise training sessions locally</p> <p>03 Organised training opportunities funded by attendees</p> <p>04 Support Workshops at Forums</p> <p>05 Leadership training</p> <p>06 Contact information about experienced trainers in New Zealand</p> <p>07 Supporting an assessment process of skills attained</p> <p>08 Supporting a formal KASK Training Scheme</p> <p>09 KASK should not get involved in training at all</p> <p>Collate & Share Information:</p> <p>10 Information about safety/skills/equipment</p> <p>11 Have a skills syllabus</p> <p>12 Collect, analyse and inform about sea kayak accident data</p> <p>13 Written information such as a KASK handbook & newsletter</p> <p>Other:</p> <p>14 Representing members on relevant issues e.g. MSA equipment requirements</p> <p>15 Access funding for the above through relevant organisations, e.g. Water Safety NZ</p> <p>16 Develop a members' discount card for outdoor equipment sales and services</p> <p>Any other comments (<i>please write in</i>)</p>
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<p>Q4. How do you rate the KASK newsletter? (Circle your choice on the scale)</p> <table style="width: 100%; border: none;"> <tr> <td style="width: 60%;"></td> <td style="text-align: right;">Excellent</td> <td style="text-align: right;">5</td> </tr> <tr> <td></td> <td></td> <td style="text-align: right;">4</td> </tr> <tr> <td></td> <td></td> <td style="text-align: right;">3</td> </tr> <tr> <td></td> <td></td> <td style="text-align: right;">2</td> </tr> <tr> <td></td> <td style="text-align: right;">Poor</td> <td style="text-align: right;">1</td> </tr> </table>		Excellent	5			4			3			2		Poor	1	<p>Q5. How could the KASK newsletter be improved?</p>
	Excellent	5														
		4														
		3														
		2														
	Poor	1														

<p>Q6. How do you rate the KASK Handbook? (Circle your choice on the scale)</p> <table style="width: 100%; border: none;"> <tr> <td style="width: 60%;"></td> <td style="text-align: right;">Excellent</td> <td style="text-align: right;">5</td> </tr> <tr> <td></td> <td></td> <td style="text-align: right;">4</td> </tr> <tr> <td></td> <td></td> <td style="text-align: right;">3</td> </tr> <tr> <td></td> <td></td> <td style="text-align: right;">2</td> </tr> <tr> <td></td> <td style="text-align: right;">Poor</td> <td style="text-align: right;">1</td> </tr> </table>		Excellent	5			4			3			2		Poor	1	<p>Q7. How could the KASK handbook be improved?</p>
	Excellent	5														
		4														
		3														
		2														
	Poor	1														

<p>Q8. The K A S K website is to be up-graded. What features would you like to see? (<i>Circle any number of codes</i>)</p>	<p>01 Add graphics and/or pictures 02 Back copies of newsletters 03 Committee activities, projects and roles 04 Conservation issues 05 Constitution 06 Current news 07 Information on planning trips 08 More information on a range of subjects 09 More links to other sites 10 References to books and magazine articles of interest 11 Safety information</p>	<p>Q9. KASK has supported Sea Kayaking Forums to provide a social meeting, educate, share knowledge and encourage discussion amongst sea kayakers. Please circle any activities which you think should be included.</p>	<p>01 AGM 02 Book display 03 Dinner 04 Discussion about recent accidents 05 Equipment displays or presentations 06 Forum at semi remote site needing travel by kayak to venue, 07 Fun activities, e.g. Paddle sports 08 Guest speakers 09 Incident workshops 10 Places to paddle in NZ 11 Local area information 12 Kayak trip in the area, pre or post forum 13 Practical skills training 14 Retailer displays 15 Trip planning 16 Women's session</p>
<p>Anything else?</p>		<p>Anything else?</p>	

Q 10. KASK is actively working to preserve and protect the environment for sea kayakers by making submissions to local council/politicians, submitting articles in national and local press and working through relevant organisations (e.g. DoC & MSA). Do you have any other suggestions for ways in which KASK might **perform** this task?

Q 11. Would you like KASK to become involved in advertising some kayak trips that are hosted by local networks around the country? Yes No

Q12. Do you have any ideas for the KASK Committee to consider for future projects or initiatives?

SOME INFORMATION ABOUT YOURSELF – please answer all sections

<p>Male <input type="checkbox"/> Female <input type="checkbox"/> Date of Birth? D____ M____ Y____ Current Age: _____</p>	<p>Types of paddling done in last 2 years? Day trips? Sheltered conditions <input type="checkbox"/> Exposed conditions <input type="checkbox"/> Multi-Day Trips? Sheltered conditions <input type="checkbox"/> Exposed conditions <input type="checkbox"/></p>	<p>No. of years Paddling: Sea kayaking: _____ Whitewater: _____ Canoeing: _____</p>
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What Skills Have You Achieved?
 (Circle Numbers Below)
01 Wet exit (capsizing in calm water and leaving the cockpit)
02 Unassisted deep-water self rescue (re-enter kayak in deep water without assistance e.g., paddle float rescue)
03 Assisted deep-water rescue (rescue capsized paddler e.g., using a T rescue)
04 Support strokes (right kayak from point of capsize e.g., using brace strokes without injury)
05 Eskimo roll (righting the kayak, without leaving cockpit, after capsizing)

Thanks for completing this questionnaire. The information you have provided will be treated confidentially and can be combined with any other responses to provide an understanding of what members want from KASK. Decisions regarding projects will depend on costs and organisational restraints. The results will be analysed and circulated in a newsletter before the end of the year.

Please send the completed questionnaire with your KASK membership Application/ Renewal, and most important, a cheque (not a Hungarian or a Pole), to the address below. Either fold on the dashed line and tape the edges, or include in a separate envelope.

LRB3 - KASK HANDBOOK ORDERS

For a copy of the latest print run of the mother of all sea kayaking Handbooks (updated to March 2004), add \$24 to your KASK subscription cheque and please fill in the postal delivery address box below:

Name: _____

Address: _____

**DIRECT TRADE ENQUIRES
(BULK ORDERS) TO THE
NEWSLETTER EDITOR:
kayakpc@xtra.co.nz**

Fold along dashed line

Fold along dashed line

From:

**TO: KASK ADMINISTRATOR
PO BOX 23
RUNANGA 7854
WEST COAST**

WEATHER

The following article appeared in the August 2004 'FMC Bulletin'.

Although winter is almost over, and the article is targeted to trampers, the table shows the critical importance of wind chill on a kayaker.

Note that the wind chill index measures heat loss from bare skin exposed to wind, not from wetsuits or from skin immersed in the sea.

Bob noted separately, a good web site re hypothermia for kayakers showing the HELP and HUDDLE positions: <http://www.seakayak.ws/kayak/kayak.nsf/NavigationList/NT00003C56>

CHILL CAN KILL From MetService Weather Ambassador Bob McDavitt!

Our weather forecasts don't mention wind chill. However, according to figures kept by David Walsh of the NZ Mountain Safety Council, in a 20 year period New Zealand had 64 deaths from hypothermia. This is on a par with river crossings (71) and about twice the number from avalanches (34) or skiing (30).

We are warm-blooded mammals and need to maintain our blood temperature at around 37° Celsius (C) to keep going. At that blood temperature our skin temperature is 33°C, but the environment we live in is usually cooler and helps stop us overheating.

We have evolved techniques and adapted clothing to be most comfortable when the air is at 15° to 25°C. Once the air temperature gets below 10°C our metabolism must work harder to cope. For any temperature below 33°C an increase in wind speed helps to cool us more, because the faster the air arrives and departs the more heat it removes. The extra chill that we sense when the wind increases is called **wind chill**. This does not cover wet conditions or the extra loss-of-heat to the night sky, factors which exacerbate the cooling sensation.

We humans make hopeless thermometers for measuring air temperature because our skin senses cooling from wind and warming from sunlight, while air temperature doesn't respond directly to either. Human feelings of hot and cold and response to stress from heating and chilling are very difficult to measure. They vary with our physical make up (age, height, weight, health and fitness), our metabolism and its ability to cope with stress, our acclimatisation, what we are wearing, what we are doing, and even with our mood or what we had for breakfast or how well we slept. These factors affect our susceptibility to hypothermia but they cannot be measured by instruments.

The amount of heat being lost from our skin to the wind can be related to air temperature and wind speed by a formula or **wind chill index**. It is based on research by Paul Siple and Charles Passel, who in 1940 measured how long a vial of water, originally at blood temperature, took to freeze in Antarctic winds of various speeds. This is a poor replica of the metabolism of a living human and the first-wind-chill-index overestimated the cooling power of wind on flesh so much that people started ignoring its predictions. More accurate measurement was needed.

In 2001 research scientists and weather specialists in Toronto developed a new wind chill index which was adopted by North America in late 2001. For more info, visit <http://www.mb.ec.gc.ca/air/wintersevere/windchill.en.html>.

The new index, based on human trials, accurately measures conditions that will cause frostbite and hypothermia in humans. It's based on loss of heat from the face, the part that's most exposed to severe weather. Volunteers were exposed to a range of temperatures and wind speeds in a refrigerated wind tunnel, wearing winter clothing with only faces exposed. To simulate other factors affecting heat loss they walked on treadmills and were tested with both dry and wet faces.

The wind chill index gives the **temperature-setting for (still) air in a freezer to duplicate the heat-loss from your skin in the wind**. It is NOT an actual temperature; that's why it is called an index. To underline this point, some users preface readings with "feels like" and may drop the "degrees". For example "Today it is 6°C, and the wind chill feels like zero."

Wind Chill Index (2001). This table is more accurate than 20th century wind chill tables.

	5°C	0°C	-5°C	-10°C	-15°C
5 km/h	4	-2	-7	-13	-19
10 km/h	3	-3	-9	-15	-21
15 km/h	2	-4	-11	-17	-23
20 km/h	1	-5	-12	-18	-24
25 km/h	1	-6	-12	-19	-25
30 km/h	0	-6	-13	-20	-26
35 km/h	0	-7	-14	-20	-27
40 km/h	-1	-7	-14	-21	-27
45 km/h	-1	-8	-15	-21	-28
50 km/h	-2	-8	-15	-22	-29
55 km/h	-2	-8	-15	-22	-29
60 km/h	-2	-9	-16	-23	-30
65 km/h	-2	-9	-16	-23	-30
70 km/h	-2	-9	-16	-23	-30
75 km/h	-3	-10	-17	-24	-31
80 km/h	-3	-10	-17	-24	-31

For the mathematically inclined the best fit formula for the Canadian 2001 wind chill is $13.12 + 0.6215T - 11.37 * V^{0.16} + 0.3965 * T * V^{0.16}$ where T is air temperature in °C and V is wind speed in kph.

At a wind chill index of -60, exposed skin can freeze in less than two minutes. Risk of frostbite begins at -25 if exposure is prolonged. In New Zealand such conditions are limited to the storms in alpine regions. However, if you ride a motor-bike at 50kph (left column of table) on a calm morning with air temperature at 5°C (top row of table) your face will feel as if it were in a freezer set to -2°C. You would need to slow to less than 30 kph to avoid a freezing sensation.. In the following table, wind chill index measures heat loss from skin in-the-wind, not from wet-suits or skin in-the-sea.

Signs of hypothermia: Shivering is the first and only recognisable sign that you are having problems keeping warm. This **mild hypothermia** is the signal to **seek warmth and shelter**.

Continued exposure will start cooling the blood. To combat this, the body stops shivering and begins to close down, restricting blood flow to the inner core. This is **moderate hypothermia**. The brain slows down and denies the problem. The victim becomes clumsy, feels drowsy and unmotivated, and finds it hard to think. Unless companions take avoiding action survival chances are slim. If skin temperature of the outer limbs drops to about zero then the victim will experience frostbite.

If the inner core blood temperature drops below 30°C the victim's brain will stop functioning causing unconsciousness, then breathing failure, then circulation failure and finally death. To stop this, keep the victim **awake**. Avoid anything like massage that

would take chilled blood back to the heart and brain. Instead, get the person out of the wind and **warm them slowly**. Hug them, wrap something around them, or go two to a sleeping-bag.

Send any queries to:
mcdavitt@metsservice.com



OVERSEAS TRIP REPORTS

CONRAD'S HOKKAIDO CIRCUMNAVIGATION by Paul Caffyn

In order to expedite a report on this trip, the following is based on an interrogation carried out by the editor under powerful spotlights at the Titahi Bay residence of 'reluctant to write anything' paddler Conrad Edwards.

In early August, Wellington paddler Conrad Edwards completed a successful solo, clockwise, unsupported circumnavigation of Hokkaido in 37 days.

**Total distance: 1,191 miles
(1,905 kms)**

Kayak: Kevlar Nordkapp (yellow)

Paddle: Wing & spare split paddle

Tent: North Face, 1 person or 2 really good friends

Cooker: MSR Whisperlite

Safety Equipment:

- paddle float
- safety sausage (orange, 6" diameter inflatable tube)
- large knife
- cellphone (bought in Japan for communication with Japanese Coastguard)
- inflatable lifejacket

Cameras: Leica Digilux, digital, non waterproof for landbased shots; Canon 'Sureshot' water proof deck camera

New Kit: Digital voice recorder for compiling a daily log at sea, which was transcribed at night onto paper.

Rationale for Trip:

1. June - July timing was acceptable
2. Wanted to visit for cultural reasons (interest in Akido as well)
3. P. Caffyn highly recommended Hokkaido as a mission
4. Conrad wanted a 2,000km fitness test

Tucker (Menu):

Conrad lost 8kg of body weight and ended up with a very spotty derriere.
Breakfast: pastries with lots of ocha (tea)

Lunch: noodles. if a village was handy

Dinner: noodles or fish/rice dish, washed down with one cup of saki

Trip Highlight: the culture and villages

Trip Lowlights:

1. The degree of concrete beach protection, and coastal roadworks
2. Absolutely diabolical speed of fishing boats. They were zooming around at 20 knots, and far too fast for kayak wash hanging!

Wellington paddlers are well aware of Conrad's passion for red kayaks. Yet the boat he paddled around Hokkaido is of the 'Yum Yum' yellow, a shark's favourite colour. Conrad maintains that Grahame Sisson used the wrong gelcoat colour, while Grahame maintains Conrad ordered yellow on the specifications sheet.

As part of the trip planning, Conrad got in touch with the Japanese Coastguard, purchased a copy of the relevant volume of the Pilot, and borrowed copies of the editor's 'dear diary' and topographic maps of Hokkaido's coastline. When Conrad's partner Alison was viewing the map sections that Conrad had colour photocopied - she was totally unaware of the source - she was most impressed with the depth of detail Conrad had noted on the topo maps. Not only were the miles marked off, but his planned lunch stops and 'pee' stops were pre-marked!

As well as trying to learn some basic language skills, Conrad printed meishi (business) cards, English on one side, and Japanese on the other. The card noted a website set up for the trip, partly for the ease of sending and receiving emails while in Japan (www.conradedwards.net).

He also contacted the Japanese Coastguard to outline the trip and check if permission was needed for any areas. Indeed there was rule from three years earlier which banned kayaks entering fishing ports. An official letter in Japanese was provided to Conrad by the coastguard.

En route with his brand new kayak to Hokkaido, the only hitch came at Kansai airport (Osaka) when a do-

mestic flight to Hokkaido lacked storage room for the kayak. A freight flight next day took the boat to Chitose airport, where Conrad was met by a Miho, paddler and friend of experienced kayaker Shinya San, who Paul had met many years ago.

On 28 June Conrad launched from a small fishing port, Bikuni, near the tip of Shakotan Peninsula, and west of Sapporo. Miho accompanied Conrad for the first 20kms. The first week, paddling days were a maximum of 40kms, mainly due to the paucity of training back in New Zealand, apart from saki drinking. The scale of concrete sea wall construction was depressing.

At Wakkanai, near the very northern tip of Hokkaido, Conrad was weathered in for two days by a strong cold front, but was able to observe a matsuri or festival with ladies dressed in kimono, and also to sample the local beers.

Just west of Soya Misaki (Cape Soya) - the very northern tip of Japan - he was camped in a small roadside shelter to keep out of the rain. A fisherman saw a light in the shelter, phoned the Police and poor Conrad was arrested. Something to do with Russian neighbours to the north. Marched 50 yards down the road to the police station, Conrad's Coastguard letter and a

phone call remedied the situation quite easily.

From Soya Misaki, Conrad's daily averages picked up. At Omu, on a wet drizzly evening, he was invited to stay at a rhyokan or traditional Japanese Inn. Shiretoko Peninsula, the very scenic north-east corner of Hokkaido, he cruised around in a very long day.

On the home run now, he struck nasty conditions in very thick fog off Otsu River; a big messy wind swell, river mouth bar, high breaking seas and less than 5m visibility. Near Shiranuka, with the map indicating a sand beach and villages (only 1:250,000 scale), Conrad pushed on till sunset only to faced with rocky foreshore, continuous cliffs and the villages above. Just on darkness he found a very small break in the cliffline with a small beach. But it was a cold and miserable night.

Conditions were calm for the 35km crossing of Uchira Bay, apart from a 20 minute squall. The tide races of Tsugaru Kaikyo (Strait) were kind to Conrad. West of Hakodate, a prohibited access security zone around a coastal nuclear power station required a 5km (3 mile) detour out to sea.

Ahead of schedule for the flight home, Conrad eased into go slow mode. On the very last morning, with only the



Conrad carefully lifting his brand new kayak down a Hokkaido beach

tip of Shiretoko Peninsula to round, he thought he was home and hosed. Off a section of vertical cliffs, he experienced a huge onshore sloppy wind swell and wicked clapotis (back wash), and ended up over half a mile offshore to clear the worst of it.

He arrived back at Bikuni after 37 days. Conrad was most impressed by the clarity of the sea from Day One, and noted it was as clear as Cuban waters.

JAPAN CIRCUMNAVIGATION

Jeff Allen sent me the following email and the two photographs. He is aiming to complete a circumnavigation of Japan, and interestingly, he was following Conrad's path around Hokkaido.

30 Sep 2004

Thought I would take the opportunity to drop you a line to let you know how we are getting on at the moment - stuck in Kushiro, east coast of Hokkaido right now, typhoon moving through to the south and need a days R&R. We've had five typhoons since returning to Japan and four have affected our progress, the one before this hit us in Shakotan, caused quite a lot of damage. Anyway we have a month to make it back to Tokyo from here if we are going to make it around before our visa expires. Shiretoko was good - saw plenty of bears, which was a first for me. We took our time and soaked up the scenery for an extra day, then had headwinds for the next five days - sod's law!

Jeff Allen

skalybax@hotmail.com



Kayaker to the Rescue. The deer has a leg caught in the protective road works cable.

Photo: Jeff Allen

Heguma or Japanese bear on the coastline of Shiretoko Peninsula, Hokkaido.



NZ TRIP REPORTS

MARLBOROUGH SOUNDS

A Winter Wonderland by David Morison

13 August 2004 - Rowan Cordwell and I caught the 2.00pm ferry sailing to Picton, arriving about 5.00pm. Launching from Picton Beach, we started the 1hr 40min paddle to Whatamango Bay. It was not quite dark when we set off but by the time we got to The Snout (the point between Waikawa Bay and Picton Harbour) it was completely dark. A quick pause; we had an option to go on to Allports Is and then to Ratimera Bay instead. The final decision was no, particularly after Rowan commented that changing plans unnecessarily on the water and at night lead to uncertainty. That comment was something I couldn't disagree with.

In Whatamango Bay we had trouble finding the camp site. The site was in fact in the middle of a tidal reed area and we only found it by chance when my torch light flashed over a sign above a small 6 metre wide beach. The next morning we found you could also get to it by paddling a short way up a river. We did learn two things that night though. One, you should use the most powerful torches you have to make finding camp sites in the dark easier and two, if you have a GPS (which of course I did) you should put the location of any camp sites that you have never been to before into them, that also makes finding them a lot simpler.

For me, the most thrilling part of this section of the trip was the challenge of paddling in the dark with no moon and street lights to guide you. The other bit I enjoyed was watching the effect of the phosphorus on the water after each paddle stroke.

14 August. Up at 5.30am for a weather report, a storm warning with northerly winds raising to 55 knots (about 100 kph) around midday with an out-

look for more of the same. Our target was to reach Umungata Bay (more commonly known as Davies Bay) which is about half way down Grove Arm and on the other side of the sounds. We paddled out of the bay to Karaka Point and then straight across to Allports Island, arriving 7.45am. Already big black clouds were starting to come towards us. Taking a break at the island, we tossed about the idea of heading for the outer sounds but decided not to, which ultimately turned out to be the right decision.

From there we headed south and across to the other side of the sounds, the whole time the wind was slowly rising in strength and white caps littered the sea. Off to Ngatawhetawheta Point, I stopped paddling to change over my map, only to have the wind rip it out of my hands and dump it in the sea just out of reach, where it sank like a stone. Bugger! From there to Lockmara Bay, the wind is getting stronger. We decided the easiest way to get across the bay was to paddle up it for about half a mile and then back down to Hautahoro Point. From there to Davies Bay it was a much easier paddle due, I think, to getting some shelter from the wind by the land.

It took us about an hour to finally find a good camp site at the southern end of the bay. There we found an alcove with trees around three sides. Plenty of room to pitch our tents side by side and hang a tarp up over the front of them for added protection. All of this achieved by midday and thank the stars it was, for boy was it windy later. That night it bucketed down and the wind howled around our tents. Awake again at 5.30am for another weather report (not that I need it, I could hear it was still raining) - the report was for it easing at noon and turning to the south-east 35 knots (about 65kph). Getting up for a quick comfort stop I stepped out of the tent and into a puddle, well more of a lake really, ah well back to sleep.

After breakfast we decided that we needed to protect our camp site a little. With no shovel between us, Rowan used his stainless steel pot to dig the rain trench. Thanks mate, it

was appreciated. By 1.00pm the wind and rain stopped so we decided to paddle off shore and see if we could get cell phone cover. The reception is so poor south of Picton that we went over to Anakiwa, (would you believe in dead flat water) and then over to Momorangi Bay before we could pick up the cell phone network. By the time we went to return, the southerly had kicked in and the water was not as flat on the way back to Davies Bay.

One thing I did notice, was when going straight from a full kayak to an empty one, you got a real appreciation of the difference in handling- weight gives better stability. If the weather permitted next day we decided that we would paddle to Lochmara Lodge and stay there for our last night and dry out a little.

15 August. A very cold start to the day with ice on the boats, on the tarp and snow on the foot hills around the sounds. The weather at 5.30 and 7.30am was for 35 knots south-easterly winds with rain. We got to Lochmara Lodge in good time (Rowan's Seabear is definitely faster with a tail wind) only to find out the lodge was closed for the winter. And so it's on to Mistletoe Bay for the night. I guess that's one good advantage of starting early. There by 10.30am and another weather report - 'no change'. The bay was sunny so we set up camp and made the most of the opportunity to dry our gear.

With all the gear drying, coffee and lunch under way, it's on with the radio again for the 1.30pm weather report. Dear oh dear - storm warning from the south - 55 knots. I said, "I think that we should probably go to Picton. Rowan replied that he wasn't feeling so good and would prefer to stay. About 15 minutes later I said "Rowan, I really think we should consider going back" and within 45 minutes we were packed up and on our way back to Picton. Mistletoe Bay is very sheltered from the wind and it wasn't until we cleared the bay that we hit a 14 - 20 knot wind. It was hard work up to Torapapa Point and just before we got there, I had to put in multiple braces to stay upright. All that prac-

tice in the pool with Rowan trying to tip me out finally paid off. Of course his boat being a little heavier than mine, had no problems in the wind.

Past the point and the weather was a lot better. We got to Wedge Point without any further mishaps and had the last push to Picton into a headwind. We beached at Mabel Island for a break and to let a ferry go in, and arrived at Picton around 5.00pm. Rowan whipped off to see if we could get on the next ferry to Wellington only to find out that the fast ferry was not running and there were no vacancies until tomorrow.

16 August. What a wild trip home on the ferry - 65 knots winds and 5 metre sea. Thank the stars I didn't have to help clean up the ferry when we got to Wellington!

All in all, a great trip away, thanks Rowan for coming with us.
David Morison

**'BUGGER!'
FILE'
INVOLUNTARY
IMMERSIONS
from: Mike Scanlan**

The point of realization that you are going over is definitely a 'Bugger!' moment.

Among my paddling mates John and Bob, I am rapidly gaining a reputation for tipping over my sea kayak – seven times in the last little while. With over 900 km of coastline paddled in two years, and many hours spent surfing in my little Dagger kayak, it is getting a bit galling.

Since all these incidents occurred in surf of various types, a look at the circumstances may be informative or at least amusing. Bob and John seem to find it amusing.

• Tolaga Bay shooting gaps in the offshore islands – hit at an angle from behind by a wave part way through and tipped over in shallow water over

rocks. Self rescue by swimming the kayak to calmer water and re-entry.

Lesson – expect the unexpected and wear a helmet.

• Waipiro Bay landing in dumping surf on a steep gravel beach. Hit the beach on the back of a wave OK but exit from kayak too slow (it was as fast as I could) and the next wave threw my kayak at me. I was buried in the gravel expecting multiple fractures but only my pride was damaged. I hate those dumping waves.

Lesson – con someone else to go in first and grab your bow (I don't think I could have done it any better, and I jumped out on the seaward side of the kayak but it swung around in the receding water).

• Ohui beach on the Coromandel coast – woke up in the morning to find the swell had gone from fun to BIG. Dragged the kayaks 1km down the beach to a less intimidating area and launched. Hit by a big one and some time later was washed up on the beach. Emptied out and re launched. Waited in the white water for about 20 minutes before a lull came and got through.

Lesson – in the surf you are on your own. No one can help you. John could not see anything from outside the break. Patience in waiting for a lull should eventually pay off. If it looks too bad to swim in stay ashore.

• East Cape –early morning launch into a biggish messy swell in a laden kayak. Hit at an angle by big white water and surfed backwards and over - rolled up (surprise) tipped over by the next wave – rolled again (bigger surprise) and paddled out.

Lesson – John and Bob did not see a thing. You really are on your own in the surf. Heavy kayaks do not accelerate well and getting good momentum to get through the wave is not easy. Should have waited for a lull.

• Island off Anaura Bay – biggish swell. Instead of paddling around the island we paddled inside the surf sur-

rounding it, dodging rocks and riding over the white water. (If you paddled directly into the oncoming white water you would enter the impact zone so were going side on to the waves). One wave surfed me sideways (no problem) over a few rocks and into a bigger rock (problem) the kayak stuck and over I went. The paddle jammed in some rocks under water and the leash to the kayak went very tight. Managed to get down to the paddle and free it and re-entered. Tried to paddle to outside of surf break but was rolled again, this time in deeper water. Assisted rescue by Bob holding my kayak as it was full of water and breaking waves made emptying it over his kayak too risky. Pumped out and retreated to calmer water.

Lessons - wear a helmet if playing in these areas, keep my hyper- expensive knife on my PFD to cut leash (or whatever) if necessary. Probably a silly area to go into.

The above incidents probably just go with the territory – the annoying part is that it's not happening to John and Bob. Recognising the potential for a capsize and feeling comfortable with dealing with the consequences is probably the main thing.

Mike Scanlan
Gisborne Sea kayaking Club

**HISTORY
Oskar Speck
Oskar's story extended**

**by Alan Bye
02/07/04.**

In 1932 I was four years young. I knew nothing then of the voyage that Fridel Meyer made around the east coast of Britain. She left her Bavarian home town Kitzinger on the river Main age twenty four, with her UK built folding canoe, her tent and Wu Pei Fu her pet chow. Each day she paddled and camped by the banks of the Rhine to the North Sea. She continued until she could paddle across to England. Around South Foreland and up the Thames to London she went where she found lodging with friends and for a year taught German to English students. This first part of her voyage was 600 miles.

In 1933 a swaggering fellow, Jack Nolan, was promoted by the "Wide World" magazine, an 'adventure' magazine for men, to paddle a canoe right round Britain starting from the Westminster Steps. Fridel heard of this and turned up unannounced on the same day with her folding canoe on a trolley ready to go with her dog Wu Pei Fu. She stole Jack's thunder and he was not pleased. The national dailies made a lot of this 'race' between the plucky German girl and the Australian/Canadian/ self promoting Jack Nolan. He held the world long distance canoeing record of 3,450 miles. He said. Five years earlier Romer had sailed a canoe from Portugal to the Caribbean. The story is fascinating, followed assiduously by the national dailies. Copies of the "Wide World" can still be obtained from the British Museum Library, at a reasonable fee.

The magazine "Sea Kayaker" was established and edited by Kiwi John Dowd, from Auckland living in Vancouver in 1987. He asked me to research the life of Fridel as he had heard from USA and they had heard from Germany and they had read an item in the Harrogate Advertiser that Fridel had died in Harrogate. Did I know where Harrogate was? It still is 60 miles south of where we used to live in the North of England. I met Glen Dalling Hay, her widower and he gave me a great deal of personal information. Every year or so after that we visited Glen and he was a generous host. He died the night before we started our journey to Christchurch NZ on 2/10/01.

In 1933 Oskar Speck set off from Ulm on the Danube and made the long journey to the Black Sea, through the Dardanelles, out on to the Mediterranean, out to Cyprus, then on to the Lebanese coast. He took a bus there to Meskene on the Upper Euphrates, where he continued his voyage to Basra. He was shot at. He continued along the Persian Gulf and coasting to India and he was shot at again. He didn't like Persia. He reached Colombo in 1935. He was three years older than when he left Ulm.

His voyage took him right round India, coasting down to Singapore and on to Sourabaya, Northern Bali and Lombok where he was mugged big time. He escaped. He was ill and suffering from injuries. After hospital treatment for 4 months he was able to continue to Port Moresby and on to Saibai, an Australian island. The year was 1939 and he was arrested as an enemy alien. While interned, he learned to cut opals. Later he went to Coober Pedy and mined opals. He became an Australian and recently told this incredible story to the Australasian Post magazine. The NSW Kayak Club republished it in their magazine and I obtained this information at first from a TV series currently being shown and the NSW Kayak Club web site.

In 1973 I was appointed as workshop manager for Atlantic College at St. Donat's Castle in South Wales, UK. While there, I admired a drawing in "Bark Canoes and Skin Boats of North America" published by the Smithsonian in USA. It is of an Aleutian solo baidarka. My version was called the "Aleut" and was moderately successful as a kayak and as a surf ski used by the South Wales Beach Rescue Units. They won events in that as it brought K1 kayak racing design to their seagoing experience.

Around 1974 a tough, small, sun dried Australian school teacher found his way to my workshop where we built his "Aleut" He tried it out, found it was stern light so he fitted a rudder and it went fine from then on. Soon after that he set off from London across the Channel and up the canal system to Strasbourg where he met some monks with a lorry. They spent a week there then took him and his baidarka to their monastery in the hills. After another week there they launched him on the Danube. The current was with him but the weather wasn't. It rained very often.

At Budapest, or just a bit up river from there, he hit a cable strung across on a pontoon bridge. He thought he could nip over it but it rose up as he crossed it and it broke the back of the Aleut. Riding astride the buoyant but broken

remains, he drifted across the great Danube and came ashore miles from anywhere on the far shore. He then had to dry the hull in incessant rain. After three days he made a watertight repair and went on his way to Budapest where he met paddlers from one of the five kayak clubs there. They took him and his soggy Aleut in, they gave him rest and their boat builder repaired the Aleut as if new.

On ever on he went, writing every month or so to let me know of his progress. The sense of a man suffering came across strongly. He was given a thorough looking over by the Romanians and the Bulgarians. He arrived on the western shore of the Black Sea where he was imprisoned as a spy. He was carrying a SARBE beacon, a short wave receiver, a 22 revolver, a 410 shotgun for game, an underwater spear gun and all he lacked, he said, was the number "007" on the deck. The Bulgarians took him to a holiday camp which was empty bar him and his captors. He explained he intended to go along the southern shore of the Black Sea then find his way to the Euphrates, but they laughed, said he'd be dead in five minutes and returned him in time for Christmas, with all his gear to London. There that yarn ended.

Some years later in the 1980's I saw a BBC TV program on the Princess Flying Boat on the slipway at Calshot near Southampton. In 1964 I had visited Calshot Spit Adventure Centre with my family. The Princess had been mothballed, everywhere littered with sachets of chemical which dried the air. To walk about in the huge hull, three stories high, in the dead dry atmosphere was trying. We went up a winding staircase to the pilots' cockpit which was the size of a large office. We could see out of the windows which were a long way above the slipway on which it stood.

The Princess flying boat was the remaining one of three that had been built. It had six Bristol double bank radial motors which could not fly it commercially. It suffered the same problem as Howard Hughes' 'Spruce Goose' not enough power. It was a much enlarged version of the wartime

'Sunderland' flying boats which were designed prewar to cater for the Europe to Australia trade.

The programme showed a band of enthusiasts rebuilding the Princess. One of them was Pete Smith. They found the motors for it which were unused. They worked hard and restored the controls. They intended to fly it to Australia and it was filmed taking off and flying over Southampton Water. Whether or not Pete Smith ever returned to Australia I don't know but I have great respect for him, he tried.

Alan Byde

(alanbyde@xtra.co.nz)

BOOKS & MAGAZINES

1. August 2004 'Sea Kayaker' has an article titled '1888: The Early Allure of the Greenland Kayak,' by Flemming Sorvin. After the first successful crossing of Greenland's ice-cap, Fridtjof Nansen and his men missed the last boat home before winter. During the winter, he and four other members of his party had skin kayaks built for them by the locals. Sorvin describes his search for and survey of these kayaks, which Nansen took back to Norway in 1889. Wellington paddler Malcolm Gunn has a 'Mexican Therapy' article on paddling in the Baja area of Mexico. Also articles on kayaking British Columbia's Gulf Islands, and a rounding of Cape Horn.

2. October 2004 'Sea Kayaker' has an excellent article by Brian Day on 'Applying a Keel Strip.'

Keel strips are for when you have worn through the coloured gelcoat on the hull of your kayak, through too much dragging or landing or boulder beaches.

Onto about my fifth keel strip now, including one glassed on Chris Duff's boat during his South Island circumnavigation, I thought I was an expert. But I picked up several smart tips, particularly during the masking out stage. Brian recommends a two stage process, tape and resin followed by gelcoat with pigment and

microballoons. Accompanied by photos, it is an excellent how-to-guide for doing your own keel strip. But, the Kiwis are still well ahead with keel strip technology. The addition of a very fine grinding powder with the surface gelcoat means a keel strip is hard enough to abrade rocks! I found this out when using wet/dry sandpaper to remove a few imperfections from my latest keel strip. It was like watching grass grow!

Also a paddler profile on the Grand Dame of inflatable kayaks, Audrey Sutherland. Only discovering her first inflatable kayak in 1967, Audrey paddled/swam around the north-east coast of the Hawaiian island of Molokai. Her first book 'Paddling My Own Canoe' is a classic read. In 1980 Audrey discovered the magic Inside Passages of Alaska. This year, at the age of 83, she is planning her 24th Alaskan paddle. The profile also notes Audrey has served as a consultant for a NZ-based inflatable kayak manufacturer.

Trip accounts include a neat story by Jane Kubke on paddling part of the south coast of Cornwall, UK, and an account of rounding Cape Scott, the northern tip of Vancouver Island (British Columbia) by Dag Goering. His partner, Maria Coffey wrote a book 'Visions of the Wild' about this trip. Maria authored the lovely foldboating travel book, 'A Boat in Our Luggage.'

3. Latest 'Sea Trek' (Victorian Sea Kayak Club newsletter) and the 'NSW Sea Kayaker' newsletters are in glorious technicolour. The latter cost \$7.50 per person per edition to produce, and the club has just increased their annual subscription to A\$100. By comparison, the KASK n/l is costing out at \$2 per newsletter! The KASK sub. is equivalent to the increase in subs. by the NSW Sea Kayak Club.

4. October 2004 'Canoeist' has an article on the untold story of the wartime foldboat kayak raid on the Gironde Estuary raid, told in the book 'Cockleshell Heroes' by C.E. Lucas Phillips. The author, Tom Keene says this raid was described as the most outstanding Commando raid of WW2.

Of the Frankton Raid, of 10 paddlers in five doubles leaving the submarine, only two men survived, leader Blondie Hasler and Marine Bill Sparks. Eight strong young men were lost in tide races or executed by the Germans after reaching shore following cap-sizes in the tide races. Laver and Mills successfully attached their limpet mines to German shipping, but having no knowledge of the French language, indeed having never been abroad before the raid, were captured and excuted and shot by the Germans. It was a suicidal raid with only the exceedingly slim chance of survival for the raiders, an overland dash to Spain and ultimately Gibraltar.

Keene's article queries the human sacrifice - not only were the mined vessels soon afloat and back in service, but also SOE (Special Operations Executive) had planned a fully independent raid on shipping in the Gironde Estuary without any knowledge of Combined Operations, who had planned and put into place the foldboat raid. SOE, which had its headquarters in the same building as Combined Operations - no liaison between these two outfits - had on 20 November 1942, already dropped clam mines and plastic explosives for their French agents to use in a land-based operation against vessels docked in the Gironde.

In my view, Operation Jaywick was the outstanding commando raid of WW2. The sheer audacity of Ivan Lyons and his Antipodean crew in successfully attacking Japanese shipping in Singapore Harbour by folding kayaks. After an exceedingly long voyage in a commandeered fishing boat from Exmouth (NW Australia), this takes the absolute cake. Lots of nervous sweat was lost during this sustained raid, but not a single life.

NEW BOOK RELEASE

'The Frozen Coast; Sea Kayaking the Antarctic Peninsula' by Graham Charles, Mark Jones, Marcus Waters with Sarah Moodie. Published by Craig Potton Publishing. 119pp, RRP \$39.95

IN THE NEWSPAPERS

From 'The Press'
18 August 2004

Kayak sentence

A Wellington lawyer charged after the death of a kayaker in Croisilles Harbour in the Marlborough Sounds in January has been convicted and remanded for sentencing. John Clayton Meo, 55, a commercial lawyer, was remanded for sentencing on September 16 when the case was called in the Blenheim District Court. Meo, through a lawyer, admitted one charge, under the Maritime Transport Act that while being a master of a vessel he failed to ensure the vessel was navigated properly and failed to have a sufficient lookout. Richard Taylor, 30, died of injuries suffered when his kayak and Meo's power boat collided on January 4 in the Croisilles Harbour enclave.

FOR SALE

I built the kayak in the attached photo a couple of years ago and now wish to sell it. I have just been looking through your web site and noticed the Greenland Kayaking section. I wondered if maybe there would be someone that you may know of who may be interested in purchasing my kayak. It is a Panache design, 18 foot 6 inches long, weighing approx 17 kilos. It is built of imported Western Red Cedar, fibreglassed inside and out with a double fibreglass layer along the keel line for extra protection. Comes complete with a spray skirt and paddle. If you can help or know of anyone I can contact I would appreciate any help you can give.

Many thanks,
Carl Hoffman
158 Findlay Rd,
Invercargill
Phone:
(03) 217 4775



HUMOUR

WHAT DO RETIRED PEOPLE DO WITH ALL THAT TIME?...

Working people frequently ask retired people what they do to make their days interesting. Thought you might like to see what happened to me last week.

I went to the local department store the other day. I was only in there for about five minutes. When I came out there was a policeman writing out a parking ticket. I went up to him and said, "Come on, mate, how about giving a bloke a break?"

He ignored me and continued writing the ticket. I called him a Nazi. He glared at me and started writing another ticket for having worn tires. So I called him a piece of horse shit.

He finished the second ticket and put it on the windshield with the first. Then he started writing a third ticket. This went on for about 20 minutes. The more I abused him, the more tickets he wrote. I didn't give a shit. My car was parked around the corner. I try to have a little fun each day. It's important at my age.

SNEEZING

A man and a woman were sitting beside each other in the first class section of a plane. The woman sneezed, took out a tissue, gently wiped her nose and then shuddered quite violently for 10 or 15 seconds. The man went back to his reading.

A few minutes later, the woman sneezed again, took a tissue, gently wiped her nose and shuddered quite violently as before. The man was becoming more and more curious about the shuddering.

A few more minutes passed and the woman sneezed one more time. Again she took a tissue, gently wiped her nose and shuddered violently.

The man couldn't restrain his curiosity. He turned to the woman and said,

"You've sneezed three times, wiped your nose with a tissue, then shuddered violently! Are you all right?"

"I'm sorry if I disturbed you," the woman replied, "I have a rare condition; when I sneeze, I have an orgasm."

The man was a little embarrassed but even more curious and said, "I've never heard of that before. What are you taking for it?"

The woman looked at him and said, "Pepper."

GIRLS NIGHT OUT

The other night I was invited out for a night with "the girls."

I told my husband that I would be home by midnight, "I promise!"

Well, the hours passed and the champagne was going down way too easy. Around 3 a.m., rather inebriated, I headed for home.

Just as I got in the door, the cuckoo clock in the hall started up and cuckooed three times. Quickly, realizing my husband would probably wake up, I cuckooed another nine times. I was really proud of myself for coming up with such a quick-witted solution (even when drunk), in order to escape a possible conflict with him. Next morning my husband asked me what time I got in. I told him midnight. He didn't seem disturbed at all. Whew! Got away with that one!

Then he said, "We need a new cuckoo clock."

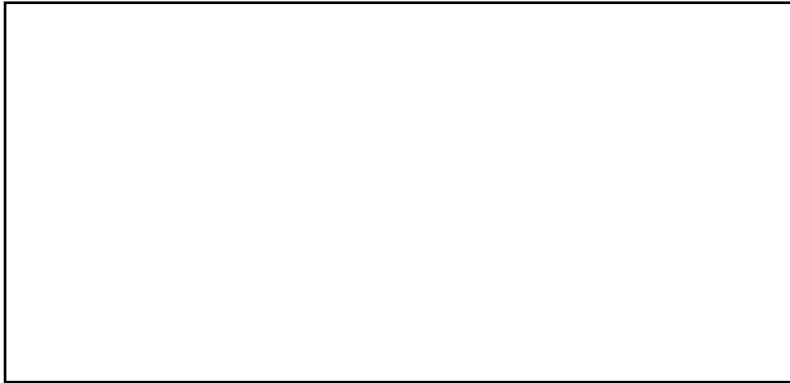
When I asked him why, he said, "Well, last night our clock cuckooed three times, then said 'oh shit,' cuckooed four more times, cleared its throat, cuckooed another three times, giggled, cuckooed twice more, and then tripped over the cat and farted."

Worth Noting!

With all the sadness and trauma going on in the world at the moment, it is worth reflecting on the death of a very important person, which almost went un-noticed last week. Larry LaPrise, the man who wrote "The Hokey Pokey", died peacefully at the grand old age of 93.

The most traumatic part for his family was getting him into the coffin. They put his left leg in. That's when the trouble started.....

MAILED TO



**If undelivered, please return to:
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KASK MEMBERSHIP POLICY

Current membership fees are:

- \$25 for ordinary membership
- \$30 for family or joint membership
- \$35 for overseas membership
- new members receive a free copy of the handbook
- members should endeavour to renew by 1 August
- the KASK financial year runs 1 August to 31 July the following year
- a subscription due notice and up to two reminders are sent out with the newsletters between June and October
- if a membership renewal is not received by 1 December, membership lapses
- new members who join between 1 June and 31 July automatically get their membership credited to the following year, receiving a 14 month membership
- the KASK committee puts its emphasis confirming renewals from existing members from July to October; and promoting new KASK memberships from November to February.

**Subscriptions for 2004 -
2005 are OVERDUE**

