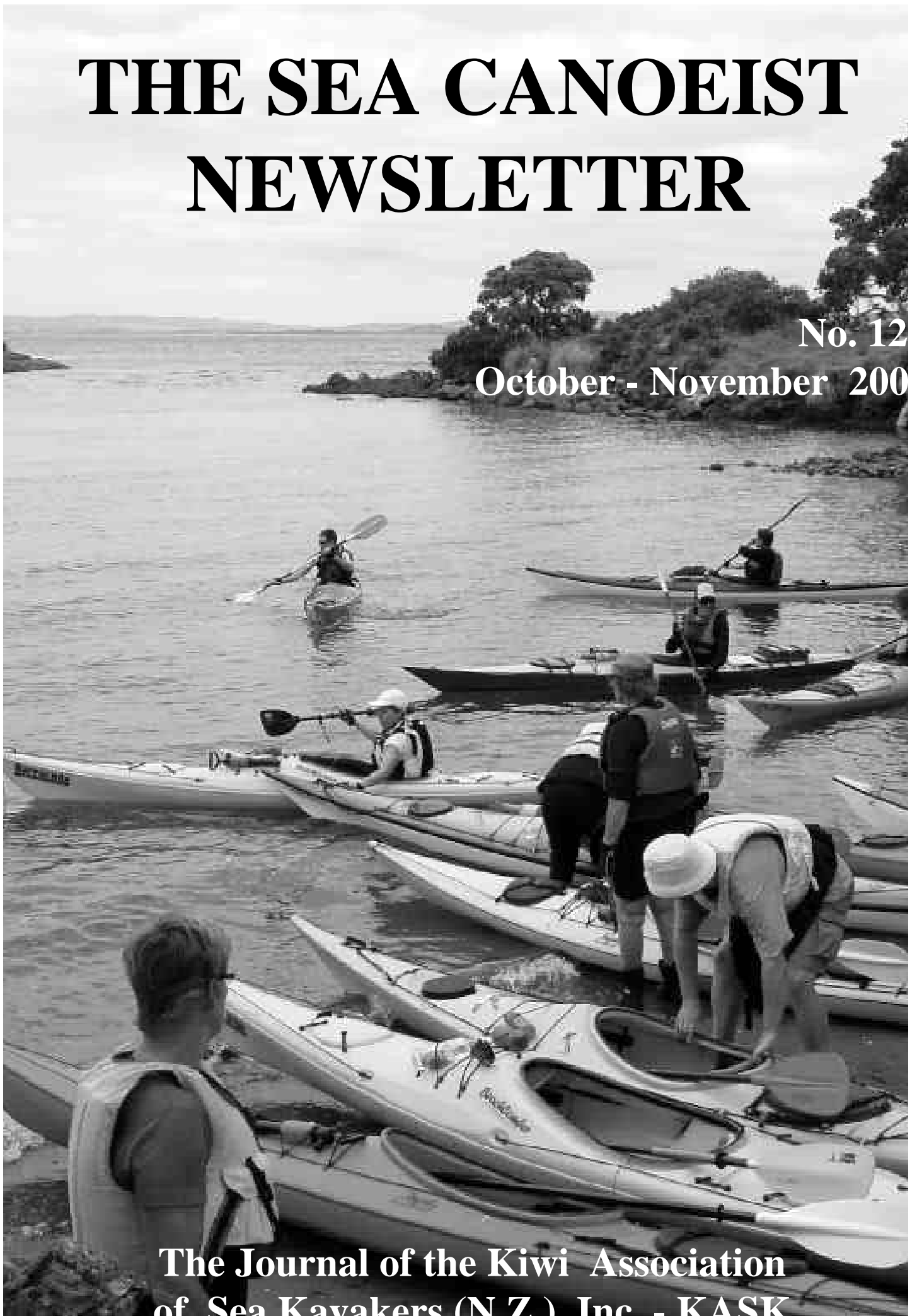


THE SEA CANOEIST NEWSLETTER

No. 12

October - November 2000



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

KASK

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

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

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

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

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KASK Annual Subscription

\$35 single membership
(\$105 for 3 years; \$175 for 5 years)
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4th. Ed. KASK HANDBOOK Updated to July 2006

For a copy (or trade orders) of this mother of all sea kayaking handbooks, contact Paul Caffyn, RD 1, Runanga, 7873, West Coast.

e-mail: kayakpc@xtra.co.nz
RRP: \$ 34.90 including post & packing
New members: gratis
Make cheques out to KASK (NZ) Inc.

The fourth edition of the KASK Handbook, 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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COVER PHOTO

Paddlers attending the Northland Forum, about to launch for the Saturday paddle out around Whangarei Heads. Photo: Paul Caffyn

THANKS

Especially to Cathye Haddock and John Kirk-Anderson for their time and effort in preparing the Tory Channel Incident Review Report; to those paddlers who continue to sent the terrible jokes, and those folk who I leaned on for information via phone calls; also to Sandy Ferguson for prompt web searches and expedition updates, when I still can't get hooked up to broadband.

DEADLINE FOR NEXT NEWSLETTER
16 January 2007

EDITORIAL

Only on the West Coast

Linda Ingram, our very efficient KASK admin. person, recently dropped her partner off at the Greymouth airport for a flight to Wellington, with what we locals call the 'God squad'. Actually the airline, called Air West Coast, is run by the Lake Haupiri Christian community. The airport terminal, which is rented off the Greymouth Aero Club, has a waiting room, office and outside toilets. Not all that grand or spacious.

With only the weekday early morning flight to Wellington, and return flight early evening, the place is deserted during the day. The pilot had boarded the passengers on the Piper Chieftain, and then to Linda's delight, said to her, "If you are going to wait for the plane to take off, dear, would you mind turning off the television and lights, then locking the door." Linda had to email home to Canada with this story.

KASK Subscription Forms

For all those who emailed Linda Ingram or myself re the dreaded PINK subscription notice, it was clearly labelled 'second and final notice'. The pink notice is sent out to all KASK members, even if you have already sent the first (YELLOW) subscription notice back with your money.

The RED slip is only for those tardy folk who either are very late in opening their mail, or chose to ignore the first notice.

So please rest assured, if you paid on the YELLOW notice, just ignore the dreaded PINK slip. However I will endeavour to make this absolutely as clear as crystal for the 2006/07 subscription notices.

Northland Forum

The Northland Canoe Club/KASK Mini-forum was brilliant. Hopefully this event will be scheduled on a regular basis in future, so plenty of notice can be included in the newsletter. See separate full report and photos on page 13.

Safe Sea Kayaking Brochures

If you can help ensure your local kayak retailer, commercial operator etc. has copies of the KASK/WSNZ brochure 'A Basic Guide to Sea Kayaking' to give away, please get in touch, and I can mail or courier you with a supply. Also for distribution, copies of the new KASK Membership brochure.

KASK AGM & Graham Eggar Paddle Trophy Awards

FIRST CALL FOR NOMINATIONS/ MOTIONS

Saturday 24 February 2007, prior to the evening nosh, the KASK AGM will be held.

If there are any motions, these need to be submitted to the KASK administrator, a minimum of 30 days ahead of the date of the AGM. Fire any motions, with mover, seconder etc. to Linda Ingram at either the admin. email address, or via the KASK PO address on page 2.

If you are willing to stand for nomination of the 2006/07 KASK committee, or willing to dob someone in, who is a good team player and not just full of words of what they promise they will do, please have a nomination in 30 days before the AGM.

And the two lovely Graham Egarr annual paddle trophy awards. One is for the paddler(s) who has (have) made a better than average contribution to New Zealand sea kayaking in the past 12 months, the second is for the best contribution to *The Sea Canoeist Newsletter* in the past 12 months. Current award holders respectively are, Graham Charles, Mark Jones and Marcus Waters for their rather chilly first circumcission of South Georgia, and Bob Wishhart for an excellent account of a trip down the outside coast of Fiordland.

(Continued on page 16)

SAFETY

Tory Channel Incident Review Report 1 January 2006

This report confines itself to the Tory incident trip on New Year's Day 2006.

1.0 REVIEW TEAM

The review was conducted by:

- Cathye Haddock, author of *Outdoor Safety - Risk management for outdoor leaders*, Convenor of NZMSC Risk Management Committee, past KASK safety officer.

- John Kirk-Anderson, NZOIA Sea Kayak 2, BCU Level 4 Coach, past KASK instruction officer, NZMSC Outdoor First Aid Instructor.

2.0 REVIEW PROCESS

2.1 Review of incident report in the KASK newsletter No 122, April- May 2006, with supporting information supplied by Susan and Mike.

2.2 Review of the gear used on the trip.

2.3 Weather information obtained from NIWA by David Fisher.

2.4 Tidal information obtained from the *Nautical Almanac* by Diane Morgan.

3.0 SCOPE

The scope of the review is to look at the following aspects:

- Preparation by Mike and Sue for a trip of this nature
- Sue and Mike's understanding of the risks involved
- Paddling and judgement skills of party members for a trip of this nature and ability to deal with emergencies
- Sue and Mike's seeking of external feedback on the incident and lessons learned
- Recommendations and lessons learned for the party, KASK, and the wider sea kayaking community as result of the findings.

4.0 BACKGROUND

4.1 Two experienced multi-day paddlers set out to circumnavigate Arapawa Island in a clockwise direction. The pair had done a number of trips together and with larger groups in the past, including Cook Strait, and the South Coast of Wellington.

4.2 Both paddlers were well-equipped and familiar with the kayaks they were paddling. Both had taken part in formal sea kayak training – at an intermediate level. Both are committed to developing their skills.

4.3 Both paddlers had done many trips in the Marlborough Sounds.

5.0 INCIDENT SEQUENCE OF EVENTS

The following sequence of events is based on information in the KASK Newsletter report and additional information provided by Mike and Sue.

6am – 6.30am Breakfast.

7.30am - on the water; set off from Blumine Island. Paddled 17 kms to Ngaturuturu Rocks in misty light rain on a tranquil flat sea. Marine forecast for 15 knot Southerly.

9am - on water break – Ngaturuturu Rocks, brief snack in boats. Mike had a muesli bar and a drink, then nothing else for the remainder of the day.

They did a final check, also had discussion about:

- whether to do a Trip Intention Report (TR) to Maritime Radio on the VHF radio. Mike made the decision not to, Sue did not agree but wasn't assertive enough
- the tidal stream timing at Tory Channel and also along the coast - Mike voiced concern
- the wind being more than 15 knots.

10 - 11am - at Cape Koamaru (Northern tip of Arapawa Island)

Conditions were:

15 knots S headwind, wind and sea were increasing, raining steadily, and they were paddling against the tide.

1-2 hours later, they observed a possi-

ble landing site. Discussion on whether to land, neither felt it necessary to land at this stage. Both wanted to carry on to get the best conditions for Tory Channel. Decided to continue without landing.

Discussion whether to turn back; wind and sea had both increased and they identified that if they turned around they would have a following sea. Both were comfortable in conditions, and had paddled rougher conditions. Sue paddled close to shore, Mike further out to sea, which affected their communication.

Sue was concerned about a potential rescue in case Mike capsized. She called Mike closer to shore.

They wondered what conditions would be like at Perano Head. They saw a helicopter.

They approached Perano Head where the waves were bigger and breaking. Mike was getting cold. Sue braced to stop capsizing immediately in front of him.

Mike saw a small beach near Raukawa Rock, and considered landing but decided against it, as it was exposed to wind and weather. He did not discuss this with Sue.

The conditions were OK, so they paddled between Arapawa Island and Raukawa Rock.

Sue asked if Mike was OK. He replied "Yes".

After passing through the gap, Mike indicated that he was going to pass directly across Bay (2.4kms). Sue couldn't see the destination, through the mist, and was going to follow the coastline but was concerned about her distance from Mike.

Sue followed Mike, losing sight of him in the waves. She cursed and realised they had a small safety margin. Each was basically paddling alone.

Mike was paddling in terrible conditions, up breaking waves, with his

hands seized on the paddle and shivering. His chest felt really cold and his right arm was seizing up.

Sue slowed down after Perano Head so Mike went further out in rougher water trying to use energy to keep warm. He was still paddling below his normal pace. His arm freed up but his fingers were still semi seized.

Both braced into breaking waves. As she approached East Head, Sue sighted Mike.

Mike sheltered by a large rock at East Head waiting for Sue. Tide was coming out of Tory Channel.

3.30pm - the area just inside Tory Channel entrance looked calm and flat. There was no indication of rough seas. They saw a large passenger ferry going into Tory Channel.

They had a discussion on route. Mike advocated a sheltered shore line route. Sue suggested they paddle straight across the bay. The latter was chosen, exposing them to the full effect of the outgoing tidal stream. They cut the corner and paddled against the tidal stream.

Both thought and acted as if they were 'home and dry'. Mike took off. He was surfing in on a large swell.

Sue looked back and saw a very large, steep-faced wave heading towards her. She paddled forward, but unskilled in big breaking waves, she capsized. She calmly wet exited.

Mike was hit by three breaking waves (probably the same one/s that capsized Sue). He survived, broached, and carried on paddling towards shore.

Sue's capsize was witnessed by someone ashore, and the Heberley's set out to assist in their fishing boat.

Sue prepared for a paddle float self rescue. She attempted self rescue but was unsuccessful.

Sue removed her nightlight and attempted another self rescue which was also unsuccessful. She realised she was being swept out of Tory Channel towards Cook Strait.

The fishing boat stopped alongside Mike and asked him about other kayaks. He said he did not know what they were talking about. After the fishing boat left, Mike looked around and realised that Sue was no longer there and wondered how they knew she was missing when he didn't. Mike then turned and paddled back to sheltered water just inside the entrance to Tory Channel.

Sue was swept towards and then past rocks. She maintained hold of her boat and paddle. Sue saw the fishing boat coming towards her. She was recovered onto the vessel, followed by her kayak.

Mike waited just inside the entrance to Tory Channel until he saw the rescue vessel come back in. He waved to Sue then paddled to the jetty and landed. He could not immediately stand up after getting out of his boat.

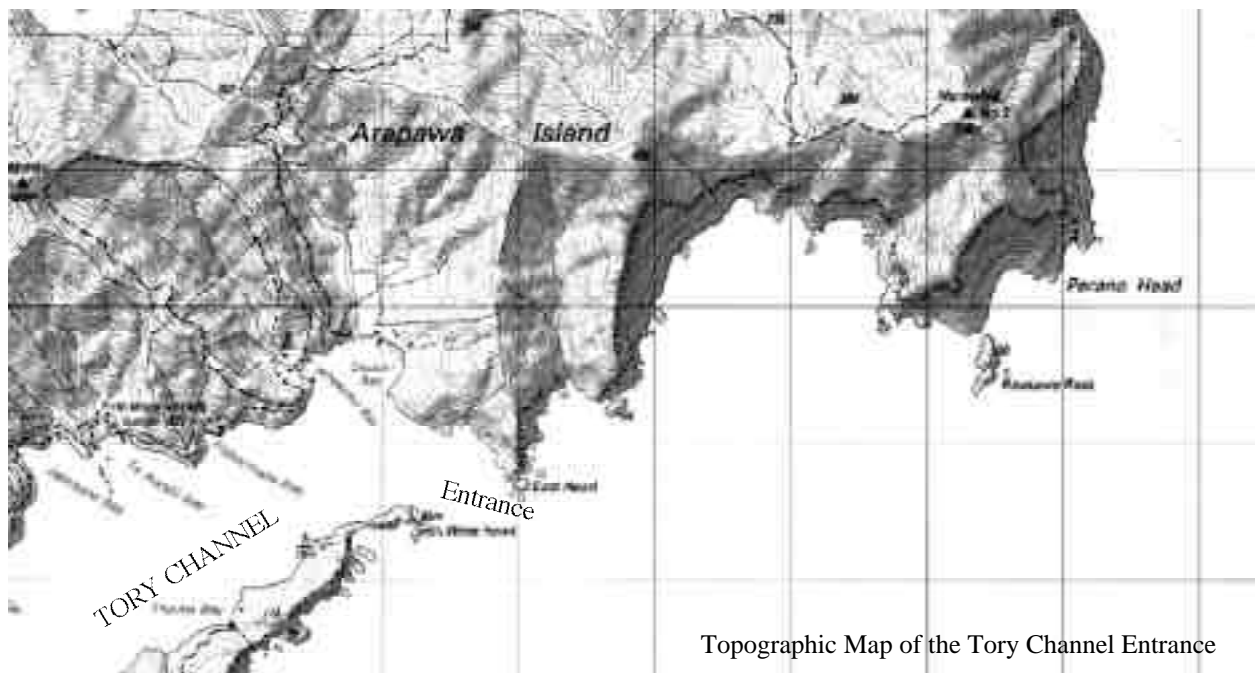
4.30pm - the fishing boat landed by the jetty and Sue was taken up to the house by quad bike. When Mike arrived, the Heberleys also took him by quad bike up to the house, for food and a shower. Mike almost fell off the bike on the way up, trying to hang on to his gear and the bike.

6.0 PLANNING & PREPARATION FOR THE TRIP

6.1 Weather and tide information
Sue and Mike obtained a VHF radio weather report prior to departure. A 15 knot Southerly was forecast.

They also had tide information: high tide was due at 1pm at Tory Channel.

According to the *Nautical Almanac*, the tidal stream began ebbing (flow-



Topographic Map of the Tory Channel Entrance

ing eastward out of Tory Channel) at 1330 on 1 Jan 2005. Four days after a new moon, the tidal range was 1.2 metres. The chart of the area indicates that tidal stream flow in Tory Channel can reach speeds of up to 7 knots.

NIWA wind speed records from the Brothers islands, four kilometres east of Cape Koamaru, are as follows:

0800 - 20kts
0900 - 18kts
1000 - 20kts
1100 - 15kts
1200 - 26kts
1300 - 31kts
1400 - 32kts.

These winds were blowing from the south. Important note: the Brothers automatic weather station is 68 metres above sea level, and the wind speed on the sea surface would have been much lower.

6.2 Preparation/Prior Experience

Both paddlers had paddled into Tory Channel (Mike once, and Sue twice) before and were aware of the exposed conditions of the coastline. Both were experienced multi-day paddlers and were familiar with their kayaks.

6.3 Gear Carried

They were both well equipped, carrying paddle float, spare paddles, kayak repair gear. Mike carried a GPS.

6.4 Signalling Devices Carried

Both carried flares in the boat. Mike carried a VHF marine radio on the boat and a whistle in his lifejacket pocket attached on a string. Sue carried an EPIRB in her boat and a whistle attached to her lifejacket.

6.5 Clothing

Mike was wearing a short sleeved polypro top, a paddle jacket and an oil-skin hat.

Sue wore a long sleeved polypro top and paddle jacket with a canvas brimmed hat.

6.6 Food Consumption

Both had breakfast about 6.30am. Sue had a Tararua biscuit and scroggin. Mike had muesli. At Ngaturuturu

Rocks, Mike had one muesli bar and a drink then nothing for the rest of the day. Sue had scroggin, a food bar and minimal drink.

6.7 Competence

Operation Zones Model

(see appendix 2)

Mike reports:

“From Raukawa Rock to Tory would be about peak experience may be just in C zone. While conditions looked bad and needed to be treated with caution, I never felt even close to losing control. The kayak felt stable and safe. I had time to be pro-active with my bracing and did have the odd buzz, also did look at some waves and think, bloody hell! But I seemed to cope well with them. The last stretch, I was concerned about seizing up with the cold. In Tory Channel I was in zone A as it was like glass, then when the waves came in zone peak experience. After realising Sue had capsized still zone A as I knew Joe was now in charge of the rescue. Was still in zone A when I paddled back out to the entrance then when I saw Sue was safe then paddled back in to the jetty. This time paddling back seemed effortless. At this stage I felt like I was in a day dream”.

Sue reports:

First hour of trip B zone. Across the big bay B zone

Coming into Tory Channel C-D zone. I was aware I could have serious problems if I had to rescue myself and I could offer no help to Mike from the big bay crossing to inside the head to just inside Tory. Even though I felt within my paddle comfort zone.

During capsize B-P zone. I am very comfortable about exiting the boat. Sea conditions appeared flatfish. Wish I had thought to roll. Didn't realise the paddle float rescue was going to be so bad.

After capsize, C or D zone. I had some skill, some anxiety, but was focused in addressing the situation. I was aware at some level of the seriousness but not the full risk

during the event. Wished Mike was present but no time to focus on Mike, was addressing the immediate.

7.0 COMMUNICATION

(during the trip)

7.1 Lodging a trip report

At Ngaturuturu Rock Sue and Mike discussed whether to put in a trip report (their intentions) via VHF marine radio. They had different views on this.

Mike recalls:

I was reluctant to place a TR because of the difficulty using a VHF radio in rough conditions and I did not want to cause an emergency call out if we were overdue.

Sue recalls:

I wasn't assertive with my view at the time as I didn't agree but chose to let it go. I think I was keen to keep going and maybe not create dissonance.

Timing for slack water in Tory Channel

Sue:

I don't think we were absolutely clear at the best timing for this; there was a difference in our understanding. I think Mike was clearer than me.

Taking a break to reassess conditions
Mike:

... queried whether to stop.

Sue:

Wanted to carry on to get the best conditions for Tory Channel. She wondered if Mike might have put more clothes on if they had stopped.

Both:

Discussed whether to turn around or keep going. Both said they had paddled in worse conditions and they felt comfortable.

Sue:

I asked Mike if he was OK and he said yes.

7.2 Too Far Apart to Communicate

Sue called Mike in a bit closer at one point but he eased out again.

After passing through the gap Mike indicated from a distance he was going to pass directly across the Bay (2.4 kms). Sue couldn't see their destination through the mist and would have liked to follow the coastline but was concerned about her distance from Mike if she did this.

At this point Sue felt she had no choice but to follow Mike. She soon lost sight of him in the waves. Cursing and realising they both had a small safety margin, Sue felt each of them was basically paddling alone.

Sue:

My concerns were that we both now had a very small safety margin ... at this point I was in effect a solo paddler and I had a large concern about Mike and my own safety. If anything happened to either of us, we could offer no support or even know where the other person was. If either of us came out, it would be like spotting coconuts in the water ... I think almost impossible in the turbulent sea.

Mike:

We were quite a distance from each other as I was out in the rougher water trying to use more energy to keep warm. I felt my only option was to speed up and go ahead to Tory before I got any worse. I did this without discussion as we were too far apart to communicate.

7.3. Comment

Sue and Mike did not communicate effectively on this trip. At times it was impossible for them to talk at all as they were too far apart to communicate as the conditions worsened. Effectively, they were solo paddlers, as they were too far apart to communicate or to support one another if either got into difficulty.

Kayakers need to communicate clearly with each other, especially in rough conditions.

- Stay in range to communicate with

and to support each other in an emergency.

- Communicate honestly about how you are feeling in the conditions, about your body temperature, energy levels and any injuries.

- Discuss and revise your plans as you progress. Conditions can change quickly and you need to constantly reassess your route and options.

- Make decisions that are within each party member's capabilities at the time.

8.0 RISK MANAGEMENT PROCESS UNDERTAKEN

8.1 Sue and Mike's risk management process was good in preparation for the trip.

However, as the trip progressed, they did not reassess their plans and goals in response to conditions, time delays and energy levels changing as the trip went along. Mike and Sue seemed goal orientated and in a mindset to keep going to get to Tory Channel. Their limited communication focused on their goal rather than responding to the worsening conditions, time delays, deteriorating body temperature and personal comfort zones.

9.0 EMERGENCY RESPONSE

When asked if they had a plan for if one person came out of their boat, and did they discuss the plan for this trip or any other?

Mike reported:

"No, ... as we practise together and know what to do. Procedure worked well at Mana when Sue capsized."

Sue reported:

"We have used buddy rescue and that would be the plan, though not discussed on this trip. We have done a quick T rescue and were familiar with a between boat rescue. I also could do a paddle float rescue but clearly not competently enough in the Nordkapp with other gear on back of boat in conditions."

The following sequence of events occurred when Sue capsized:

- Calm wet exit, with no thought about rolling.

- Attempted paddle-float re-entry (once or twice).

- Did not inflate lifejacket – did not even think about it.

- Rescued by fishing vessel.

10.0 POST INCIDENT COMMUNICATION

Communication between Mike & Sue

10.1 After the incident, they discussed the event.

External communication (with experienced instructor/friends)

10.2 Mike and Sue sought external feedback and advice as part of the incident review process.

- They contacted JKA who conducted two incident debriefs at the KASK Anakiwa Forum. One was an operational sequence of events debrief. The second and more important debrief was a Traumatic Incident Stress Debrief. As a lay person, JKA did a little research on the subject and was careful to point out that they should seek professional help if they felt the need.

- They thanked people involved in the rescue.

- Sue called a friend immediately after the incident to talk about it.

- Mike discussed the incident with friends.

- Each wrote a personal report about the incident.

- They collaborated on an article for the KASK newsletter.

11.0 INCIDENT CAUSAL FACTORS

11.1 Research shows that incidents usually have multiple factors that combine to cause them. Some factors are immediate causes influencing the outcome just prior to the incident, while

basic (or root) causes underlie the immediate causes. Most incidents can be traced back to basic (or root) causes.

11.2 The following is a summary of the immediate and basic (or root) causes of this incident. See Appendix 1 (page 11) for an incident causal sequence. The analysis also shows pathways between each stage of the incident, where actions could potentially change the outcome of an incident. These actions are included in the recommendations section of this report.

11.3 Immediate Causes

People Factors

- Lack of effective communication
- Distance apart – preventing communication at critical times and preventing assistance with rescue after capsize
- Lack of effective team work, effectively they were two solo paddlers
- Lack of regular reassessment of risks, comfort levels (operation zones), and decisions as the trip progressed and conditions changes
- Lack of auto-response skills to brace and roll in the big breaking wave
- Lack of ability to carry out a paddle float rescue in rough conditions
- Mike was recovering from the flu and still on antibiotics (risk factor for hypothermia)

Equipment Factors

- Inadequate warm clothing for the conditions (Mike)
- Lack of adequate food and drink intake for the length of trip, conditions and energy output required
- Lack of auto-response to inflate inflatable life vest after capsize
- Night light got in the way during paddle float rescue

Environment Factors

- Long stretch of exposed coast with few landing options along the North

Eastern coast of Arapawa Island

- Conditions along the North Eastern coast, against tide, head wind and raining (hard at times)

- Paddled past two landing options

- They arrived at Tory Channel when the tide was already going out (missed slack water period by 1.5 to two hours)

- Conditions going into Tory Channel

- tidal stream going out, large swell coming in, wind against tide making for rougher conditions

- Combination of wet, wind and cold

- Cooling effect leading to hypothermia if not adequately clothed (Mike) and fed (Sue & Mike) or had recent flu (Mike)

- Rough seas out from coastline – Mike wanted to expend more energy to warm up. Mike said he felt warmer once arriving at Tory Channel entrance, after speeding up .

11.4 Basic (or root) Causes

- Mike lacked adequate knowledge and understanding of the effects of wind, cold and wet (can lead to hypothermia) and the importance of adequate warm, waterproof and wind proof clothing. Being cold would have affected his judgement and decision-making skills, and made him intent on getting to shore (get-home-itis).

- Belief they were ‘home and dry’ once they reached Tory Channel – this is an example of ‘dropping your guard’ and ‘get-home-itis’

- Sue had done most of her training in a more stable boat, so was less skilled at bracing and rolling her Nordkapp. She lacked bracing and rolling training and experience in rough sea conditions.

- Goal orientated – punching on regardless approach to the trip – lack of reassessment of conditions and comfort levels as the trip progressed (get-home-itis).

- Lack of full understanding of effects of tidal stream after slack water.

- Lack of auto-response to roll after capsize and inflate life vest once out of boat.

- Risk shift – Mike and Sue did this trip together, yet operated as solo paddlers for critical parts of the trip. However, the level of risk they took due to being together probably exceeded the level of risk each would have taken had they truly been on their own (risk shift).

12.0 COMMENT & CONCLUSIONS

12.1 While Sue and Mike operated as solo paddlers, if either had attempted that trip on their own, their rough water paddling and recovery skills would have to be at a higher level.

12.2 At the outset of the trip they were probably relying on the support of the other person. However, that support was not there as the trip progressed as they were effectively solo paddlers.

12.3 Risk shift – taking a higher level of risk in the group of two than if they had each been on their own. This is a leading cause of incidents in the outdoors.

12.4 The effect of wet, wind and cold was apparent in this incident. Mike’s lack of adequate clothing for the exposed conditions and Mike and Sue’s lack of adequate food intake for a physically demanding trip in rough conditions, probably affected their performance and judgement. Mike’s descriptions of his awareness and physical condition are indicative of cold exhaustion/mild hypothermia.

12.5 Paddling too far apart to communicate effectively prevented them from making decisions they were both comfortable with. It also limited their ability to adapt their plans to the conditions as they went along, and support one another in an emergency.

12.6 While inflatable jackets meet the required standard of floatation when inflated, they have no buoyancy when not inflated. The wearer has to inflate it. Wearers may be reluctant to prac-

tise inflating the jacket due to the cost of expending the 'one shot' CO2 cartridge. Jackets can be inflated using the mouthpiece, but this takes time. The bulkiness of a fully inflated jacket can also make paddle float rescues awkward. When jacket inflation is not practised often, it is not drilled as an automatic response after capsizing. This creates a heightened level of risk for those wearing these jackets. There is a lack of mention of this type of buoyancy vest and associated risks in sea kayak guidelines.

12.7 Sue felt she needed to remove her nightlight from her aft-deck to get the best chance of success for a paddle float rescue. Her nightlight strapped around the hull of the boat would have increased the amount of friction whilst paddling, and slowed her paddle rate slightly. For these reasons, it would be best not to paddle during daylight hours with her night light erected.

12.8 There is no evidence that equipment failed in any way.

13.0 COMMENDATIONS

Mike & Sue are to be commended for:

13.1 Their openness in writing the incident report for the KASK newsletter.

13.2 Seeking external debrief and feedback straight after the incident.

13.3 Seeking incident analysis for themselves and the KASK newsletter.

13.4 Their commitment to training both before and since the incident. Also training in the boat used most on trips and in conditions likely to be encountered.

13.5 Their preparations for the trip and choice of kayak and rescue gear as these meet current, accepted practice for a sea kayak trip of this nature.

13.6 Making a donation to the Heberleys for rescuing Sue (the Heberleys gave the donation to the Marlborough Coastguard).

13.7 Presenting a book to the Heberleys and Mike Radon (rescuers).

13.8 Analysing their leadership and risk taking issues since the incident.

13.9 Greater awareness of safety margins and risk on trips and endeavouring to make good decisions based on sound judgement.

14.0 KEY RECOMMENDATIONS

14.1 Train in the boat you use mostly on trips. If you train in a training boat, make sure you transfer these skills to the boat you use most on trips.

14.2 Practise in realistic conditions in the sea - in the likely conditions you may capsize in.

14.3 Continue to train in order to refine and maintain your skills.

14.4 If you are relying on support from each other, keep within a reasonable distance of one another to allow effective communication, especially in adverse conditions.

14.5 While paddlers often rely on mutual support in an emergency, in adverse conditions kayakers are often effectively solo paddlers. Therefore, ensure you have the skills and judgements to match your trip or do a different trip.

14.6 Have ready access to food, fluid and additional warm clothing when paddling along coastlines with limited landing opportunities.

14.7 Ensure you consume adequate calories for the physical demands placed on the body, especially in cold conditions.

14.8 If the conditions involve wet, cold and wind, ensure you are wearing sufficient clothing before departing.

14.9 Carry flares, VHF radio and/or other signalling devices on your body/PFD, in case you are separated from your boat.

14.10 Plan trips of this nature carefully. Assess your position and progress regularly against a time plan to reach critical points (such as Tory entrance) at the optimum time, in this case, during slack water. Be prepared

to adjust your plan if necessary.

16.0 RECOMMENDATIONS FOR KASK

16.1 Produce technical articles on inflatable buoyancy vests and hypothermia for paddlers in the KASK Newsletter.

16.2 Consider including information on inflatable vests in relevant guidelines.

16.3 Support an environment in which paddlers feel free to discuss incidents for the bugger file.

16.4 Reinforce the importance of paddlers being realistic about their skills matching the conditions they choose to paddle in.

16.5 Reinforce the importance of staying in reasonable range of each other for effective communication and support in an emergency.

16.6 Reinforce the importance of adequate clothing and food intake to maintain efficient performance and a good safety margin on paddling trips.

17.0 RECOMMENDATIONS FOR THE WIDER SEA KAYAKING COMMUNITY

17.1 Publish technical articles on inflatable buoyancy vests and hypothermia for paddlers in relevant sea kayak and outdoor publications.

17.2 Support an environment in which paddlers feel free to discuss incidents.

17.3 Reinforce the importance of paddlers being realistic about their skills matching the conditions they choose to paddle in.

17.4 Reinforce the importance of paddlers staying in reasonable range of each other for effective communication and support in an emergency.

18.0 ACKNOWLEDGEMENTS

18.1 The review team would like to acknowledge the openness of Sue and Mike in the review process.

18.2 Special acknowledgement to Mike and Sue for sharing their experience.

rience in the KASK Newsletter and with the wider sea kayaking community.

18.3 Thanks to David Fisher and Diane Morgan, for researching the wind speed, weather, and tidal information.

18.4 The lessons from this incident will help improve KASK's technical articles and future safety management practices and resources designed to assist sea kayakers with their planning and practice.

18.5 We sincerely hope this incident analysis encourages other sea kayakers to share their incidents, and the lessons they learned, with others.

Cathye Haddock
& John Kirk-Anderson

OPERATION ZONES MODEL

Figure 1 Below

The operation zones shown in Figure 1 are explained below for participants in a peer group:

A zone - Play: The skill level of the participant far exceeds the degree of difficulty of the activity. There is no challenge or excitement in the activity. This can lead to boredom, a lack of concentration and to incidents if participants decide to create excitement for themselves (eg. go into unpredictable sea caves).

B zone - Cruising: The skill level is above the degree of difficulty of the activity so participants can cope easily with challenges or emergencies. There is often enjoyment without stress.

P zone - Peak experience: People's competence matches the difficulty of the task. It is a zone where participants can experience the ultimate goal of an adventure experience.

C zone - Challenge: The degree of difficulty of the activity is above participants' skill levels. A lot of learn-

ing takes place in this zone as participants rise to the challenges. Maximum concentration is required; there may be some anxiety or excitement and there is potential for mishap. Support for participants should be readily available from peers, who should aim to be operating in A or B zones. All group members should not aim to be operating in C zone at once or for long periods.

The edge - The 'fine line' between C and D zones, between pushing your limits and being out of control. There is high negative stress bordering on panic.

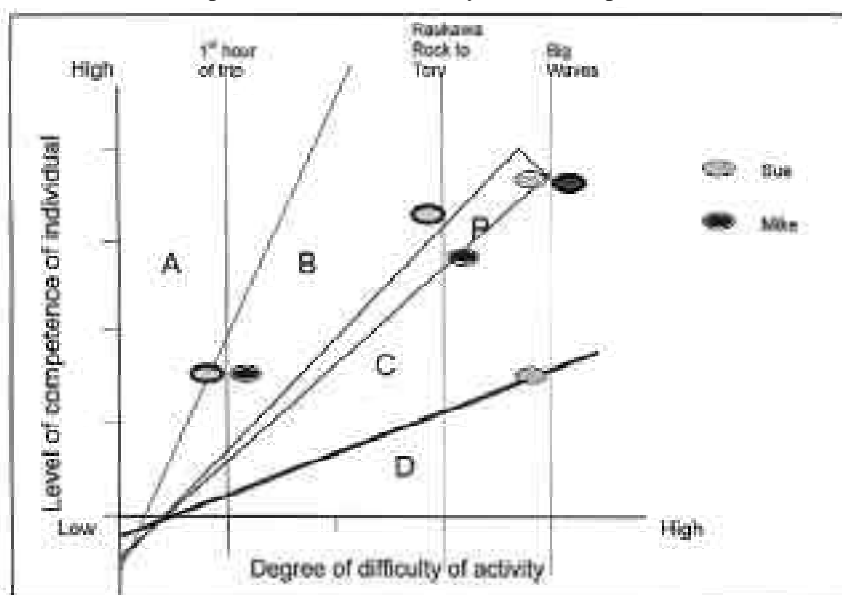
D zone - Distress: The degree of difficulty is way above the skill level of participants. Lack of skill, anxiety and fear can lead to mishaps, serious injury or death. A sudden change in weather or sea conditions can force a group out of A-C zones and into D zone quite suddenly. Participants should aim to keep themselves out of this zone.

TRIP REVIEW

The operation zones model can be used to review a trip and learn from it. Mike and Sue have used the model to determine the zones they felt they were operating in as the Tory trip progressed. The trip got more difficult as it went along, depicted by the different coloured lines indicating the degree of difficulty at different stages of the trip.

Mike and Sue assessed their operation zones at different stages of the trip. For the first hour of the trip they were both in B zone. From Raukawa Rock to Tory Channel, Sue was in B zone and Mike was in P to C zone. This reflects the different routes they took, with Mike further out to sea in rougher water while Sue was closer to shore in calmer conditions. Inside Tory Channel when they were hit by the big waves, Mike reported being in P zone. Sue reported she was in C to D zone prior to capsize, in P zone during the capsize, and in C to D zone again after the capsize when she realised the seriousness of her situation.

Figure 1: Operation zones model for adventure activities showing Sue and Mike's self-reported zones for the Tory Channel trip



**APPENDIX 1
INCIDENT CAUSAL SEQUENCE**

Systems	Conditions	Events	Outcome	Consequence
Lack of Control	Basic/Root Causes	Immediate Causes	Incident	Losses
<p>Sea Kayak current, accepted practice standards.</p> <p>Inadequate documentation re:</p> <ul style="list-style-type: none"> - pros and cons of inflatable life jackets - importance of staying together – to avoid a group becoming solo paddlers - hypothermia prevention 	<ul style="list-style-type: none"> - home and dry attitude, once in Tory Channel (dropping guard) - intent on getting to Tory Channel and then to the jetty regardless of conditions (get-home-itis) - taking higher level of risk due to paddling together, but distance apart meant they were solo paddlers (risk shift) - lack of communication and reassessment as trip progressed due to distance apart -lack of awareness of affects of cold, wind and wet, inadequate clothing, recent flu, lack of adequate food intake (Mike) - Sue had mostly trained in more stable boat, less skilled at bracing and rolling Nordkapp 	<ul style="list-style-type: none"> - missed slack water period at Tory entrance by 1 to 2 hours - weather tide (wind against tidal stream) - narrow entrance of Tory Channel, creating strong tidal stream influences - large set of waves hit Sue, and capsized her boat - lack of auto-response and skills to brace and roll in the big breaking wave - separation of paddlers, Mike not in proximity to assist Sue 	<ul style="list-style-type: none"> - Sue’s kayak capsized - no attempt to brace or roll - Unable to perform paddle float rescue due to the instability of the Nordkapp and its small cockpit - did not inflate lifejacket 	<ul style="list-style-type: none"> - Damage to Sue’s boat during the rescue. - Loss of body heat from cold water immersion (Sue) -Mild hypothermia (Mike) - Stress (post traumatic) for both Sue and Mike - Temporary loss of confidence in decision-making and rescue skills - Regret that they did not stay together
Modify Systems	Change Conditions	Block Events	Block Outcome	Block Consequence
<p>KASK to review sea kayak proficiency award and current, accepted practice documents for coverage of all points to change and block the events that led to this incident.</p> <p>Current, accepted practice documents include:</p> <ul style="list-style-type: none"> -Safe sea kayaking brochure -KASK newsletters -KASK Handbook -Outdoor Activities Guidelines for Leaders 	<ul style="list-style-type: none"> - Learn about the effects of wind, cold and wet and how to reduce the effects - Increase awareness of social and psychological factors eg, dropping your guard, risk shift, get-home-itis until the trip is over - take action to reduce effects of social and psychological factors - Practice in boat most likely to take on trips - Practice with life vest - Stay together so can communicate, reassess options as trip progresses and support each other in emergency - train in boat used most for trips (Sue) 	<ul style="list-style-type: none"> - plan to arrive in Tory entrance at slack water - develop competency in rough conditions (eg, brace, roll, self rescue in Nordkapp) - stay together so in position to assist with rescue - practice inflating lifejacket as part of emergency response 	<ul style="list-style-type: none"> - effective brace - effective roll - effective self rescue in rough conditions - stay together so in position to assist with rescue 	<ul style="list-style-type: none"> - brace effectively - roll effectively - effective self or assisted rescue - stay together so in position to rescue - wear adequate clothing for conditions (to prevent hypothermia and affect on judgement and decision making)

THE KASK HANDBOOK

4th Edition Corrections

SAIL CONSTRUCTION

During preparation of the new addition, David Fisher advised that there was no measurement for the top width of the sail, shown in the figure on page 66, in the 3rd. edition of the KASK Handbook, the chapter by Rebecca Heap on 'Construction of a Kayak Sail'

Well, I tried to contact Rebecca for the measurement, but I now understand she is currently undertaking a

glass bead making course in Europe. So page 88, in the new handbook remains without a measurement.

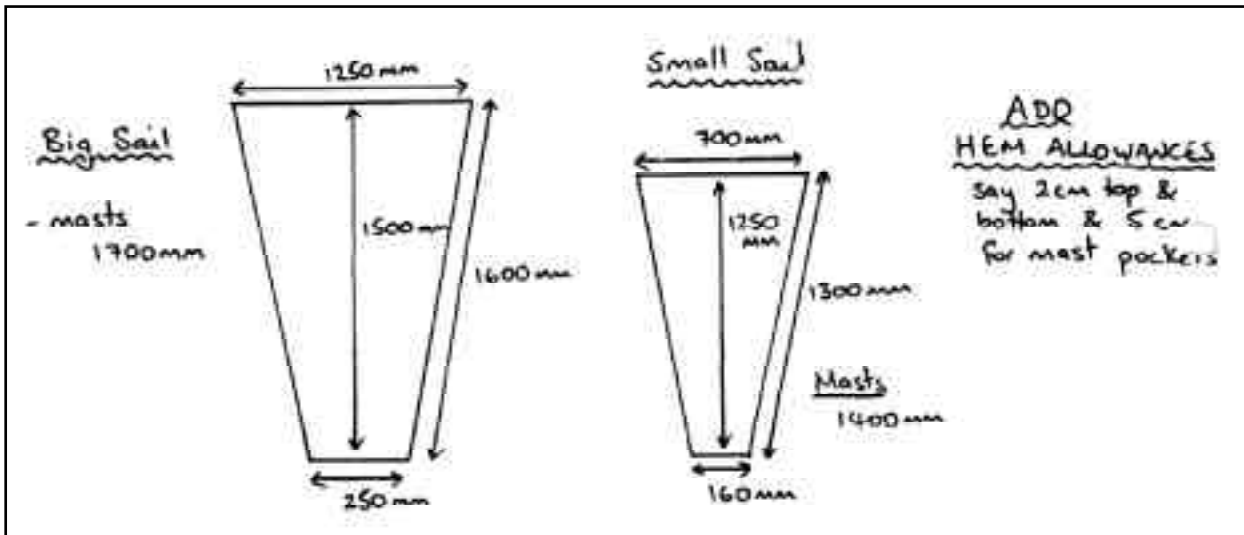
But hope was in hand during my recent sojourn in Whangarei for the Northland Canoe Club/KASK mini-forum. John Cook informed me that with the simple use of trigonometry, the missing width was easily calculated. (John was a surveyor up till quadruple bypass surgery at the age of 65 indicated it was time to retire and get serious about sea kayaking).

Back home I did get a width figure, as John suggested, which fortunately matched moderately closely with the original sail construction diagram

which Kevin Dunsford managed to track down in an old Auckland Sea Kayak Network newsletter. Kevin kindly scanned the two pages, and emailed them to me. I have included the sail diagram, as it includes dimensions for both a big sail and a small sail; the latter was not included in the KASK Handbook.

If you insist on using a sail on a kayak - remember sail is a four letter word - please amend page 88 of the fourth edition of the KASK Handbook with the measurement as shown in the diagram below.

My thanks to David Fisher, John Cook and Kevin Dunsford.



4th EDITION KASK HANDBOOK FEEDBACK

Date: 28 Oct 2006
From: Chris Hinkley

Hi Paul,
Received my copy of LRB4 recently and just wanted to say that it is excellent.

The new format, binding, colour etc work really well and the content is, as before, great.

Congratulations and thanks to you and the team who put it together.

Regards
Chris Hinkley

CALENDAR

2007 CSKN Okains Bay Weekend

Canterbury Sea Kayak Network Gathering 27 - 28 January 2007, Okains Bay, Bank Peninsula. Look for updates from Sandy Ferguson on the KASK web site.

2007 Wooden Kayak Builder's Forum

9 - 11 February 2007 at Blue Lake, Rotorua.
<http://www.kask.co.nz/Events.shtml>

2007 NATIONAL KASK FORUM

23 - 25 February 2007
Outward Bound School, Anakiwa, Marlborough Sounds.
Registration form in KASK Newsletter No. 124
also on the website: www.kask.co.nz

**THE
NORTHLAND
CANOE CLUB
KASK MINI-
FORUM
by Paul Caffyn**

**From: Paddle News November 2006
by Editor Jane Barr
(NCC Newsletter)**

'10 - 12 November 2006. Another grand weekend spent at Taurikura at the Baptist Church Camp. There were 45 kayakers: 50% local club members and 50% visitors from other clubs. Over 48 hours, starting on Friday evening, we were entertained by speakers: had a sing-a-long with guitars and accordion: enjoyed 4 hours vigorous dancing, in which everyone joined: ate some good food: paddled to Whangarei Heads and return in perfect conditions (two even went round Guano Rocks): and walked over Mt. Aubrey and Limestone Island and up Mt. Manaia, the last before breakfast. On Sunday morning one of the visitors was heard to say, "your club certainly knows how to party". It was a perfect mix of education, entertainment, socialising and good paddling, enjoyed by everyone present. Many thanks to all those who helped with the organising.'

**From the Auckland Canoe Club
November 2006 Newsletter**

Rona Patterson wrote a full page report on the forum, and I have included some of her comments:

'.. We arrived as things were about to get underway. No time to settle in, the symposium started off just above the beach with a talk from a very colourful, local gentleman who gave a some history of the local area. He stood on a bank with his back to the sea, a lantern beside him, and an accordion at the ready to sing us a song. Light was fading, giving the impression of a magical setting of some place a long time ago...'



An ancient Celtic ritual at Taurikura. From left: Jane Barr, Willie Bowmar, Douglas Chownes, Debbie & Kevin Dunsford. Kevin & Debbie seem to be retaking their marriage vows - however they about to have their noses painted blue, and then given a wee dram of whisky. Photo: P. Caffyn

This gentlemen, whose name I think is Douglas Chownes, gave a talk about early settlers to the area, Celtic folk who had migrated to the Cape Breton region of Nova Scotia, thence to Whangarei. From the watching paddlers, four volunteers were asked to kneel; they then had their noses painted blue, and were given wee drams of a fine Scotch whisky, by way of an ancient Celtic ritual. Douglas was a rather good story teller. One fine story about him and a mate leaving the Parua Bay pub in the wee hours, by rowing dinghy. His mate had been rowing for some 20 minutes in pitch darkness, but progress seemed exceedingly slow by the lights on shore. A check of this lack of progress from the pub was discerned to be due to the dinghy's painter still being attached to a jetty.

Rona: 'What a surprise when he turned up next day with a numbered print of a Whangarei Harbour painting, which he donated to NCC. It seems he is a well known painter. NCC in turn, put everyone's name in a hat to select a new owner for the print. Fortunately, the winner was a NCC member, so the painting will remain in the area.'

Up at the main hall, while late arrivals sought bunks free of potential snor-

ers, Bill Mason set up an old type blackboard easel, with a series of song sheets, complete with chords. For all the greybeards with poor eyesight, the A1 size sheets with felt pen printing were easily readable. Bill kicked off the communal singing, with himself, Greg Tucker and Sue Drake on guitars; Sue also on harmonica. The local identity, noted above by Rona Patterson, joined in on the accordion for a great jam session. At 12.30am, when the guitars were put to bed, voices were indeed rather croaky and Sue Drake was down to light whispers - there were a few of her NNC colleagues who thought this was indeed a bonus.

Douglas Chownes





*The jam session: From left, back row, : Warwick Drake, John Cook, Ralph Cummings, Gail Gresham-Cook, Robbie Banks
Front row: Barbara Leslie, Greg Tucker, Paul Caffyn, Sue Drake
Photo: Kevin Dunsford*

On Saturday morning, after breakfast and a briefing, nearly everyone set off for a trip to Whangarei Heads with a lunch stop at Peach Cove. I had been promised a kevlar kayak by Julie Reynolds for paddling at the forum, but while the poor kid was on the southern motorway on the Friday, a strong gust of wind lifted her roof rack and two kayaks off the car roof and deposited them on the side of the motorway. Both boats suffered damage to gelcoat and holes through the hull. Julie arrived at the camp Satur-

Mike Scanlan, with the base of plastic pill bottle as a waterproof lens cap.

Photo: Paul Caffyn



Ralph Cummings & Julie Reynolds. Ralph with his hand-built wooden kayak. Interesting rectangular waterproof middle hatch!

Photo: Paul Caffyn

day, minus kayaks, so we walked through to Smugglers Cove on the seaward side of the harbour and caught up with Vincent Maire and John Cook during a beach stop. I had forgotten how picturesque the coastline north of Whangarei is, and what glorious calm conditions were experienced over the weekend. This was after damaging gale/storm force winds through the Northland area on the Thursday.

Rona Patterson: ‘All meals were catered for and by the time we returned to the hall for a shower, the smell of roast lamb had permeated the whole building. The meal, accompanied by roast kumara, carrots, broccoli, cauliflower, gravy and mint sauce was delicious and there was plenty for everyone. The NCC members were very quick collecting plates, washing and putting away without even some of us aware that they were doing it.

‘By 7.30pm, the band was set up and dancing started. Everyone danced. The carpet was no deterrent, in fact may have encouraged some to dance in bare feet. I swore I wore out the sole of my feet. What a night! The NCC people really know how to put on a great event.

‘Sunday morning started off at 7.30am again with breakfast, during which a pod of dolphins put on a display in the bay for us. On the menu was freshly smoked fish which were caught by paddlers the previous day, and were accompanied by a sauce made by the caterers. This was followed by a speaker from Cornwall who talked on white water and injury prevention. This was accompanied with some very descriptive pictures on his PowerPoint presentation.

‘Paul Caffyn’s PowerPoint presentation followed (Greenland). What a privilege for us to see his pictures on

Neil & Christine Watson with PFD mounted chopper flags, with night lights, based on an idea of Paul Haywards. Photo: Paul Caffyn



some of his expeditions. We were spell bound for the duration.

‘It was now time to collect a packed lunch and clear out our gear out of the building and sort ourselves into three groups - two departing from the beach, the other to travel to Onerahi and paddle over to Limestone Island. Most of the Aucklanders were in the latter group. John Cook and Paul Caffyn travelled up in a double and escorted us over to the island and outlined the history to us. A wonderful ending to an excellent weekend.

‘A huge thanks to the NCC people who organised this very successful event, complete with first class speakers and a perfect venue.’

On behalf of KASK, I have asked the NCC if they are willing to host this forum on a regular basis, that is, held every three years or two, so that dates can be included in a long term KASK newsletter calendar, with plenty of time for paddlers to set time aside for the next one. And food for thought - what about the full Monty? The KASK Forum and AGM in 2008?

Special thanks to Louise Mason, Sue Drake and the rest of the forum organizing committee. The Northland Canoe Club achieves a superb mixture of paddling and socializing.

Paul Caffyn



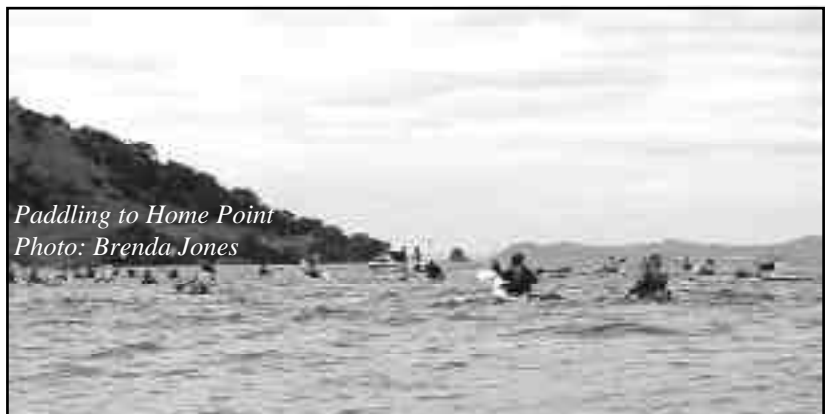
*Debbie Dunsford at Peach Cove.
Photo: Kevin Dunsford*



*Lunch at Peach Cove.
Shocked and stunned trampers forced to have their playlunch on a steep rock, after marauding kayakers captured the beach-head at Peach Cove.
Photo: Brenda Jones*



*Fishing for Sunday morning breakfast, off Smugglers Cove.
Northland Forum, Whangarei - 11 November 2006
Photo: Brenda Jones*



*Paddling to Home Point
Photo: Brenda Jones*

EDITORIAL (continued from page 3)

EXPEDITION NEWS

Mackenzie River & the Queen Charlottes, Canada

Bevan Walker and Russell Davidson spent 18 wonderful days paddling rental single sea kayaks 2,000km down the Mackenzie River in July this year. From New Zealand they flew via Vancouver to Edmonton, then on to Hay River on the south shore of Great Slave Lake. On July 12, Bevan and Russell headed west across the lake for where the Mackenzie River drains out of the lake, and begins its long passage north-westwards towards the Arctic Ocean.

With 24 hour daylight, they took only 18 days to complete the journey to Inuvik. Often with tailwinds, their best day was 150kms in 15 hours. Mossies were not too bad, and only noticeable at the lake and near Inuvik. Highlights included sighting a black bear, seven moose, and Bevan catching a northern Pike (fish). Bevan had a road map, and Russell an overall map of the river for navigation. Bevan reckoned the sheer scale of the river and its surroundings was one of the overall highlights.

From Inuvik, they flew back to Edmonton, and took a 22 hour Greyhound bus trip to Prince Rupert in British Columbia. Then out to the Queen Charlotte Islands, where Russell and Bevan rented a double kayak, fibreglass Necky, and paddled 350kms down the islands to Rose Harbour. Then a flight from Sand Spit direct to Vancouver and home.

Bevan has promised a trip report for the next newsletter.

TURKEY

Conrad Edwards and Alison Turner have just flown home after a 1,200km and five week paddling trip along the west and south-western coast of Turkey. As Gerry and Trish Maire did on their Turkish trip several years ago, Conrad put a lean on Grahame Sissons to build a lightweight take-apart double kayak. The weight of the kevlar Voyager double, apparently is less than the weight of two kevlar Nordkapps but heavier than one. No problems with the two sections, one 3.5m long, the other 3.2m, accompanying them on the flights to Turkey.

The trip commenced from the town of Ayvalik, where they hired a truck to transport the two sections of kayak to the sea, and finished at Antalya, where the boat was tied on top of a hired car for an airport trip. I found both these places on a small scale map of Turkey, if you want to look them up.

Highlights for Conrad were the coastal scenery, kebabs and copious quantities of red wine. The people were friendly. The weather was generally good, with mostly tailwinds and only two storms with rather wet nights. There were no problems with either customs or maritime authorities although good negotiation skills were required.

The most embarrassing moment occurred when a rudder cable snapped in biggish seas. Operator error to blame as Conrad installed the rudder and steering cables. The tidal range for this section of the Turkish coast is only six inches from low to high water at springs. The low point of the trip occurred one evening when a storm surge of 24 inches (two feet) submerged their campsite as the beach disappeared under a foot of water. The double, fortunately tethered, ended up with a scratched hull after being dragged to higher ground.

Cameras; a waterproof Pentax, and a digital Leica.

Maps/charts: Marine charts were downloaded from a Ukrainian website, for US\$3 a chart.

Other kayaks: only one Australian kayak was sighted, stored on a dock.

A more detailed report is planned when Conrad can be interrogated un-

Sisson built take apart Voyager, on the south-west coast of Turkey. Photo: Conrad Edwards



der powerful lights, and there apparently are more details of this Turkish trip on his website address: www.conradedwards.net

BOOKS

KASK Handbook

It was pleasing to see the response from KASK members with a rather good \$20 offer for the fourth edition of the mother of all sea kayaking handbooks. Thanks for your support with this, as the KASK coffers were stretched with the second payment for the handbook printing. As of the 30 November 2006, the handbook price will be the RRP of \$34.90, including postage and packaging.

Promotion of the new handbook is continuing. I am encouraged by the 300+ copies sold to date since printing. Matthew Cant kindly included a full page promotion of the handbook in Issue 38 of the NZOIA Quarterly magazine; this is the newsletter of the NZ Outdoor Instructors Assn. Also the Spring/Summer 2006/2007 Issue 35 of Waterwise, the Water Safety NZ newsletter included a half column note on the new handbook.

Cathy Haddock has kindly circulated the outdoor education groups, with two Nelson area high schools ordering sets of handbooks to date.

If you can help promote the handbook in your area, libraries, kayak retail shops, or guiding outfits, I can either send you a PDF colour flier via email, for printing on a colour printer or mail you copies. The flier has an image of the cover, ordering information, price etc.

Also if anyone is willing to distribute in your region the KASK/WSNZ brochure, 'A Basic Guide to Safe Sea Kayaking', and the new KASK membership brochure, please get in touch with the editor and I will mail them to you.

Corrections to the 4th Edition.

Ruth Henderson noted with respect to Kawau Island (page 176), that the Pah farm camping ground and lodge at Moores Bay have closed. See also page 12 of this newsletter for a miss-

ing sail measurement.

Kayak Dundee Books.

Both *Dark Side of the Wave* and *The Dreamtime Voyage* are out of print, but copies of the North Island trip, *Cresting the Restless Waves*, and the second edition of the South Island book, *Obscured by Waves*, are still available. The latter as both limpbound and signed/numbered casebound copies. A new and secondhand book *cattledog* is available via email; this includes a mint copy of the 1971 *New Zealand Pilot*.

New Books

For those paddlers with a fascination for lighthouses, *Lighting the Coast - A history of New Zealand coastal lighthouse system* has just been published by Canterbury University Press. Author Helen Beaglehole has carried out a labour of love with this well researched tome. Lots of photo and illustrations. Bit pricy at \$55, but well worth it.

PLANNED EXPEDITIONS SLAP

An unusual name for a major expedition; it stands for Sandy's Long Australian Paddle. Sandy Robson, who works as a Western Australian outdoor education co-ordinator, is planning to set off in December 2006 from the Mornington Peninsula, south of Melbourne, and head in an anticlockwise direction around Australia. She hopes to paddle 200 to 250km per week, in a Mirage 580 sea kayak. On a two page PDF file outlining the trip, Sandy's kayak has been rigged with a sail to take advantage of wind wherever possible.

Logistical support will be provided by a network of people including friends, family, sea kayak clubs and interested volunteers. The journey will be largely a solo undertaking, although Sandy will be supported at specific stages by fellow adventurous paddlers (paddling with her).

Sandy purchased her first sea kayak in 1999, and got into expedition sea kayaking through her work as an outdoor education leader. She became an active member of the WA Sea Kayak

Club, and she has undertaken some exciting journeys including Perth to Geraldton.

Under her reasons to undertake the trip, Sandy notes she has 'noticed a lack of women out there on the water.' She hopes to inspire more women to conquer their fears and to get involved with sea kayaking. Also, by undertaking the expedition, she will be pursuing her own personal goals and hoping to inspire others to live life to the fullest and chase their dreams.

TRANS - TASMAN CROSSING ATTEMPTS

Andrew McAuley

According to a late November clipping in The Press, Andrew McAuley has set off (the weekend of 25/26 November) from Port Arthur, on the east coast of Tasmania, in a 6m long kayak to paddle across to Milford Sound. Andrew has 60kg of high fat food and a small desalinator for fresh water supply. Travelling without support, he has estimated the paddle could take up to 30 days.

The kayak was specially built for the crossing, and includes a sleeping pod with a hard shell to pull over the cockpit when sleeping. Andrew stated, "It's been built to be very, very strong and to be able to withstand anything the Tasman can throw at it."

The following was a press release on 10 November, 2006.

Australian adventurer Andrew McAuley plans to start paddling from Tasmania later this month in an attempt to become the first kayaker to cross the Tasman Sea.

He plans to complete the 1600km voyage from Tasmania in 30 days, and to arrive at Milford Sound, the Blue Mountains Gazette newspaper reported. "My planned route from Tasmania is probably the shortest route between Australia and New Zealand," he said.

"It is also in the Roaring 40s. The weather can be wild. . . but it's generally favourable."

The weather has been blamed for the failure of earlier attempts to kayak across the Tasman. New Zealander Paul Caffyn, a West Coast geologist who completed the first kayak circumnavigation of the South Island, and kayaked 27,357km around the North Island, was stymied by bad weather on both of his attempts to kayak from Tasmania to New Zealand about 20 years ago.

Mr McAuley said he would navigate by both compass and GPS to hit Milford Sound, where his family would be waiting so that they could visit Fiordland together. "That will be emotional for sure," he said.

Mr McAuley was awarded Australian Geographic's Adventurer of the Year award in 2005 and has climbed in the Himalayas, paddled solo across the Gulf of Carpentaria, and recently kayaked down the coast of the Antarctic Peninsula. "The other trips have definitely been fantastic trips in themselves and just amazing experiences – but I've consciously been building my experience for the Tasman," said Mr McAuley, who used to commute to work in a kayak, a two-hour trip each way down Sydney Harbour.

"You have to be prepared for anything out there."

"They (the waves) can get very big," he said.

"They can get a lot bigger than the kayak."

His Mirage sea kayak has been modified, with a self-righting system and a bubble cover to allow him to batten down the hatches and sleep inside. He will carry all his food, half his water and will occasionally have to swim for extra provisions stored in the kayak's bow.

For the second half of his trip, he will also have to desalinate water – which he says is not much fun after paddling for 14 hours. "I've done a lot of tests to make sure the boat can handle all of that," he said.

Tassie Nov 26, 2006

Here in Tasmania we've been hanging out with some friends for a couple of days while completing departure formalities with the authorities. This process has taken a little longer than anticipated, but it's actually been great to have a little breathing space. Every expedition seems to be a mad rush before leaving, and this one has been no different. In amongst it all there's been a surprising amount of interest from the public. The good folk at the *Sydney Morning Herald* cobbled together a multimedia piece that you can view here. Kayak testing with Tasmanian SAR staff (photo at left - Andrew is on the left) was enjoyable and an eye-opener for both parties. They are great guys down here and have been a tremendous help. You'll notice that the cockpit cover has had a facelift and has a personality of its own now!

Website: www.andrewmcauley.com/tasman

Editor: Gosh if I paddled 27,357kms around the North Island, I must have gone around some 10 times before getting it right! Actual distance paddled was 2,720kms. I do wish Andrew the best of British luck, but as I emailed him, he needs to be aware that we are already subject to a nasty, nasty El Nino summer weather cycle. What this means is webbed feet and flattened heads, not to mention ashen pasty faces for West Coasters, as low pressure cells track further north across the Tasman Sea, and nice big, fat blocking highs are just a faint memory of summers past.

An El Nino cycle means a stronger westerly pressure gradient, isobars stacked more closely together than for a La Nina cycle, with a higher frequency of moisture laden westerly winds, not to mention the daily weather forecasts for the Puysegur region alternating between gale and storm warnings.

Granted, Andrew has achieved a 300 mile crossing of the Gulf of Carpentaria in six days, in a single kayak, but the wind blows from the south-east, day in day out without let

up, and when he reached the Arnhem land shore, his whole body was a festering mass of infected sores.

CROSSING the DITCH TEAM

James Castrission and Justin Jones are planning a Tasman crossing, commencing 9 December 2006, from Sydney Harbour to New Zealand. A double kayak has had 3m added to its stern, behind the aft paddler, which contains a 95cm high pod-like cabin, approx. one metre wide. A report in the September 2006 issue of the *NSW Sea Kayaker* notes the boat will have between 250-350l of water along the hull, to aid in the craft's self-righting ability, along with two desalinators to provide a budgeted five litres of water per person per day.

The expedition website:
www.crossingtheditch.com.au



(The 'Bugger!' File)

Launch Runs Over Auckland Paddler by Paul Caffyn

This recent serious incident occurred at 8.30am on Saturday 9 September 2006, when regular Auckland Harbour paddler, Stuart Chrisp, was run over by a Royal New Zealand Yacht Squadron (RNZYS) launch. Despite the fact that Stuart was in an Orange plastic *Storm* single kayak, using a yellow bladed paddle, wearing a yellow lifejacket and high visibility vest, the driver of the launch, RNZYS Vice Commodore Ross Masters, failed to see Stuart and thought the bump he felt was the launch running over submerged driftwood.

Quite a few yachts were heading out of the marina for the day. Conditions were good with a slight chop and visibility out to Rangitoto Island.

Stuart had been out training for the Coast to Coast race, and angling directly across the shipping channel. He was only 150 - 200m from the main entrance to the Westhaven Marine entrance, and had only 10 to 15 seconds to react when he saw the RNZYS launch heading towards him at an estimated 20 to 25 knots. When he realised he could not paddle out of the way, Stuart raised and waved his paddle. This had no affect, and he rolled his kayak away from the bow of the launch just before impact.

The RNZYS launch was a 28 foot RIB Protector, with twin 200hp outboard motors on the stern. Impact of the launch against Stuart's kayak hull, forced the cockpit coaming rim hard against his back, between the top of his pelvis and base of his rib cage. Fortunately the lifejacket absorbed some of the initial impact.

Stuart was pushed ridden over by the launch hull, and he was ever so lucky to pass cleanly between the twin propellers. His kayak, was cut cleanly in two pieces (by the aft hatch opening) by one of the propellers. Surfacing, the first emotion Stuart felt was of being really pissed off, that the launch operator had not seen him.

With only Ross Masters on board, the launch stopped 75m further on, and motored back. Ross helped Stuart onto the stern of the launch, and then they covered some floating kit. The launch then motored back into the Westhaven Marina, at a sedate 5 knots, where it was met by a policeman who had observed the collision.

By this time Stuart was lying down of the launch stern, with his back muscles in spasm, and beginning to exhibit symptoms of shock, shaking etc. An ambulance was called, as Stuart was slightly hypothermic as well, and after six hours in hospital, X-rays of his back, he was pumped full of painkillers and allowed to go home. Stuart was off work for 10 days.

What has happened subsequently? Ian Howden, of Maritime New Zealand, has undertaken an investigation of the incident. And you would expect that

the RNZYS would have not only apologised to Stuart, met with him to discuss how to avoid future such incidents occurring and done their level best to make sure his kayak and kit were replaced or covered by insurance.

That's what you would expect. But John Crawford, commodore of the RNZYS maintains that the launch was not on official squadron business - Ross Masters was going out to see the start of a yacht race - and in a letter of response to Stuart, noted that paddlers need to make themselves more visible. At this point, Stuart who wanted a heightened awareness raised of safety issues, went to the media, with a TVNZ Close-Up segment screened on Tuesday 28 November.

Paddlers with new fourth edition of the KASK Handbook, will have seen the photo on the rear cover. I included this picture and safety message in response to a request from Jim Lott of MNZ, to promote the 'Be Safe - Be Seen!' message. The caption on the photo continues, 'Use bright colours for the kayak, paddle blades, clothing and lifejacket.' Stuart, in my view, was following this safety message to the letter. What else could he have done, if there is a launch driver who is failing to keep a proper lookout?

My thanks to Stuart Chrisp for relating the details of this incident. I said to him on the phone, "That I was proud of the way he raised the visibility safety issue with the television segment." That segment has been screened throughout New Zealand, with far more benefit than a meeting with, or apologetic letter from, the RNZYS.

MARINE JUDDER BARS

Mike Scanlan, who attended the Northland Forum and who also wrote the article 'Cape Reinga to the Bay of Islands' in KASK newsletter number 122, was on a ferry returning from Kawau Island to the mainland. The ferry skipper described kayakers to Mike as 'marine judder bars!' Although he then added that chopper flags were really good for visibility.

CHOPPER FLAGS

Back in August, Jim Lott of MNZ, was out in the Hauraki Gulf on his vessel, when he observed objects on his seaward horizon. With the aid of binoculars, he observed a pod of paddlers all carrying kayak chopper flags. Although he was unable to see the kayakers with the naked eye, the movement of the flags caught his eye.

WHAT CAN PADDLERS DO?

1. Would the addition of a chopper flag have prevented this recent collision. If the skipper failed to see a waving yellow bladed paddle, in my view, no. The launch driver was not keeping a proper lookout.

However, I do like Paul Hayward's idea of using a PFD mounted chopper flag - see photo below - as the flag is raised at least 1.5m above its height when mounted on the aft deck of kayak. For seriously congested waters, I reckon this idea is well worth considering.

2. Stuart Chrisp made a snap decision to roll his kayak before impact. I suggest that this saved him from either loss of life or serious injury. The following quote is from page 72 of the new KASK Handbook:

'Lastly if a collision is unavoidable, capsize the kayak to present the kayak hull to the power boat hull. The paddler's body will then be below the waterline and the head especially will be below the propeller depth of most high speed launches.'



Christine Watson, with PFD mounted chopper flag. The flag height shows the elevation gain, in comparison to a deck mounted chopper flag.

HISTORY

Subject: PBK kayaks
From: Alan Bye

Paul invited me to write about Percy Blandford. When asking Google to find 'Percy Blandford' it came up with 91,500 sites. The first few pages had material I'd forgotten about Percy, Rope Splicing, Garden Tools, Metal Turning, Knots on Modern Ropes, Blacksmithing, Woodworking, Outdoor Furniture and much more. Then I refined the request and added 'Canoes' That produced 971 sites, the main one being 'Scouting'.

When I was Warden of the Riverside Centre at Oxford, my 95 mile commuting journey home during the first year passed Percy's house. I had a book by Percy with me so turned in to the gravel drive. The house had sheds and a large workshop beyond. I was then 46 and Percy would be 20 years on from that. By then I was stirring it by writing the article *Down with Canvas Canoes* - Percy quite enjoyed that but David Hirschfeld of Tyne Canoes at Twickenham near London was very upset and was really rather rude about my contribution. Tyne built beautiful folding slalom kayaks latterly designed by Jack Spuhler. Within a year Tyne produced a glass reinforced river kayak with the seat placed so far back if you didn't sit leaning forward the cockpit rim would wreck your back. I digress.

Percy showed me his workshops which by then were going back a bit. He made his income from writing books about almost everything. His primary interest was the Scouting movement in which he was highly placed. My first venture on the water in a canoe was in a PBK 20 which I built in the autumn and winter of 1957. I launched it on 11/01/1958 on the river Wear opposite Durham Cathedral West face. That was a life changing moment. My neighbour and I both had very young children and our night out was on Thursday when

we went to night class to improve wood-working skills. We'd become bored with coffee tables and kitchen cupboards, that was before flat packs. My neighbour suggested canoe building.

The PBK 20 required a great number of brass countersunk slot head screws to fix the stringers to the plywood frames. We didn't have jigsaws then or electric screwdrivers so we cut the sitka spruce stringers and drilled them and countersunk the clearance holes then drilled the tapping holes into the marine grade 5/8 plywood and then we twisted our wrists painfully for two hours every Thursday. Later when I was I/c workshops at Atlantic College I laminated and completed a sea going kayak in 8 hours, if pushed. That was in 1973- 76.

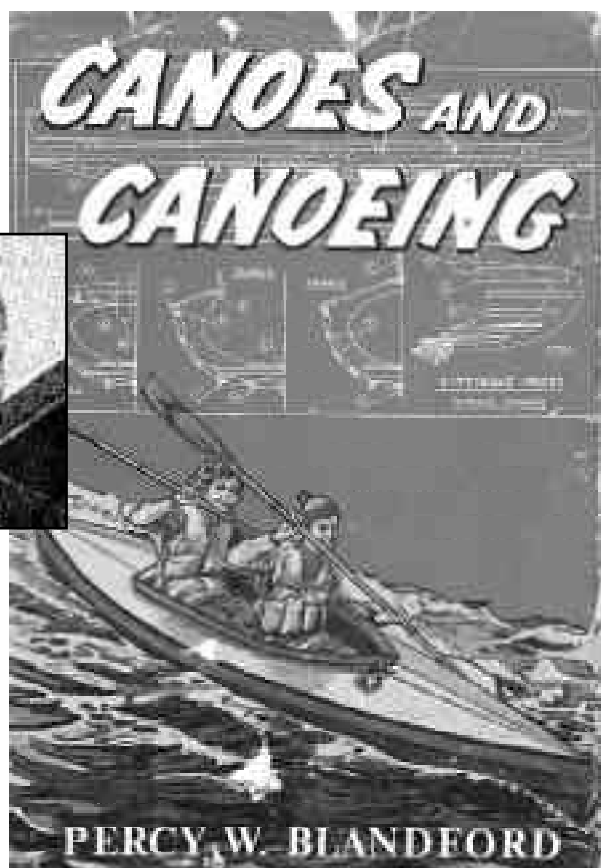
Back to Percy's PBK 20. It was a barge. I reckon it could carry half a ton. The windage was enormous and paddling it with my two small children in it on the sea one sunny afternoon, flat calm, gentle offshore breeze, about 50 feet out, it took me twenty minutes of very anxious effort to get near enough to shore to leap overboard and tow it ashore using a painter. The kids loved it.

That was the first summer, 1958. By autumn I had rigged a dagger board dead centre with bracing, made a mast, boom and gaff carrying a gunter rig, or high peak gaff, and made a rudder of plywood with a knock-up blade. It had a yoke which had lines one each side to pedals shaped like a letter 'G' slung on elastics from a forward frame. Buoyancy was provided by a car inner tube fore and aft, partially inflated, because a fully inflated tube wouldn't go right in and would pop out when capsized. I had to carry it down in bits to the water and assemble it on site. The underneath had a 1.5 inch square keel with two rubbing strakes each side. The grip it had on the water was extraordinary. The first time I sailed it was on a hill tarn near Hawes in the Pennines. I used parachute rigging cords. If you know parachutes you know the strings must be elastic to take the shock of deployment. When the gentle breeze filled the handmade sail the mast lay down to sleep.

Later with tougher rigging at Beadnell in the teeth of a gathering storm I launched and sailed out solo into moderate lumpy stuff, onshore wind.



Percy
Blandford



At the same time another chap sailed out in a beautiful "National Twelve" racing dinghy. He was reefed right down and my PBK 20 pointed 20 degrees sharper into wind than he did. My rig wouldn't reef it wasn't built to do that. The bedsheet jib was enough if it got naughty. I sailed away oblivious to the awful risk I ran without lifejacket or buoyancy in the boat. The Gods favour the mad, I am told. (Thought: How do you know when you are mad?) The freeboard on the PBK 20 was ample except when laid right over in gusts which was often. Naturally it was the lee gunwale that submerged and water raced along the varnished coaming. I could see that the general level of the North Sea was about 6 inches above the hole in the deck where I sat but by some miracle of dynamics I stayed dry, unsunk.

The PBK 20 was 16 feet long and 32 inches wide, that was when we had real Roman measurements, not this Johnny cum lately fancy frog metric confusion. I weighed about 14 stone then (Work it out) and by wedging my heels in the frames ahead and keeping the rudder controls on my toes, I survived a wild ride, went out to a point 2 miles away and returned from almost a mashing on rocks.

Even a barge is easily spun round when in the peak of a wave about to break. Blissful in my ignorance I took a broad reach way out in the bay until the wind was dead astern then ballooned in to the shore. There was nobody about. Running down a lump sea goose winged and surfing occasionally as I overtook the waves is something I did only once in my life. Looking back it was suicidal but I would not have missed it.

What to say about Percy? He was a man with a vision who designed canoes for the penurious masses and he started me and countless others away on a lifetime adventure. Out of the many that started that way, some continued to race K1, or to build in grp. I wrote books about it, following in Percy's footprints. I owe a lot to Percy.

Alan Bye
16 August 2006

In Magazines & Newspapers

Sea Kayaker
December 2006

This latest issue has a rather good mixture of articles, plus two expedition accounts from serious paddling conditions in the roaring forties. Justine Curgenvin, who was the after dinner speaker at the Auckland 2006 Coastbusters symposium, has a 10 page article of her trip with Trys Morris and Gemma Rawlings around Tasmania. Justine writes as well as she talks, about her trips, and reading this account, I could almost hear the infamous Curgenvin cackle, after which her filming company cackle TV is named. This first circumnavigation by women of Tasmania also features of Justine's DVD 'This is the Sea' vol. 2.

Still in the roaring forties, Mark Jones has a well written article of the trip that he, Marcus Waters and Graham Charles, did in Tierra del Feugo. After two nightmare weeks spent at Ushuaia, not only dealing with Chilean and Argentinian red tape but also trying to recover their stored kayaks from a domestic property dispute, they headed west in Beagle Channel in an ambitious loop around the Cordillera Darwin, the bulk by kayak and to complete the loop, a climb across the cordillera. An unusual photo layout adds to this excellent article.

On the technical front, Mary McClintock has a well researched article on what you can and can't take when you currently fly to an overseas destination with paddling clobber and expedition kit. Bias towards the USA as you would expect, but well worth a read if heading for Baja or Alaska.

Two articles relating to back pain, the first by Julie Hammonds of a solo trip in Southeast Alaska, describes how she was debilitated by back pain, when making a move she had made hundreds of times before, entering her cockpit to launch. The second article, by physical therapist Ellen Roth, deals with the causes of lower back pain and

suggests strengthening up the 'inner core' muscles to help avoid lower back pain.

In the history section, an account of an exploration of the Noatak River, Alaska, by baidarka in 1885, and in the DIY section, a guide to constructing a wooden Aleut paddler, penned by Wolfgang Brinck. Wolfgang is the author of *The Aleutian Kayak* which was published in 1995.

Of interest on the tips page, a nifty foam block attachment for holding a digital camera onto a paddle shaft for taking photos while paddling, and attaching a cheap waterproof watch to the grab loop of a sprayskirt - not only for keeping time, but in the event of a capsize, the weight of the watch makes the grab loop easier to find.

This is one of the best *Sea Kayaker* issues for ages, and I would recommend taking a copy away on the Xmas paddling trip. The magazine website: www.seakayaker.com

Sea Kayaker
October 2006

As more and more Kiwis are lured to Alaska as a paddling destination, there is a great account of a couple launching from Anacortes in Washington, then paddling up the coast of BC, then through the Inside Passage of Southeast Alaska to Skagway. And here I liked their sense of ethics, Melesa Hamer (article author) and Dave Snowbeg portaged their double folding kayak over Chilkoot Pass to the head of the Yukon River and paddled the 2,000 miles downriver to the Bering Sea. Although the ultimate aim was Nome, winter was coming on, and they pulled the pin in early September at Unalakleet, after 132 days of paddling.

A technical article on night paddling plus a review of the new breed of small but powerful flashlights were the only two other articles that I found of interest.

Atlantic Coastal Kayaker
Tauranga paddle, Steve Knowles, features in glorious colour on the cover of the September 2006 issue (and on

page 16). Editor. Tamsin Venn included my paddling profile on Justine Curgenvan.

The magazine website: www.atlanticcoastalkayaker.com

The November 2006 issue has a short article about the completion of an 'around America' trip by Swedish adventurer Renata Chulmsak. I think this was a paddle along the eastern and western sea boards of the USA, linked by push bike legs. For more information on this lass and her trip, information see: www.aroundamericaadventure.com

ISKA

Irish Sea Kayaking Assn. Newsletter

The Autumn 2006 issue has a report on a paddling trip to Prince William Sound, with a good resource section of when, where and how to go, also trips to Nova Scotia, Corsica and of course Irish trips.

The association website: www.irishseakayakingassociation.com

NSW Sea Kayaker

The September 2006 newsletter has trip reports on the Whitsundays (N.Qld) and a coastal trip from north of Sydney to Brisbane. Sue Webber has an article on the planning by two of the club members, Justine Jones and James Castrission, for their trans-Tasman double kayak crossing attempt. www.crossingtheditch.com.au

The New South Wales Sea Kayak Club website: www.nsw.seakayker.asn.au

Sea Trek

The newsletter of the Victorian Sea Kayak Club is all colour. The Autumn 2006 has a wide variety of trip reports, from Tasmania to the Whitsundays, plus how to build a double fibreglass kayak on a shoestring. Peter Costello does a marvellous job with the layout of the magazine.

The Victorian Sea Kayak Club website: www.vskc.org.au

Auckland Canoe Club Newsletter
Peter Sommerhalder has taken over

editorship of the club newsletter. The November 2006 newsletter has an advertisement for high visibility lightweight safety vests with reflective stripes, in fluoro orange or fluoro yellow colours. Sleeveless vests designed to be worn over PFDs, and available in sizes XL to XXXL. Price is \$5 to ACC members but sounds like a worthwhile safety addition for the crowded waters of the Auckland harbours. Contact: Alison at: merchandise@aucklandcanoeclub.org.nz.

Nice story, written by Peter Sommerhalder, about Colin Quilter's Seabear kayak reaching maturity on its 21st birthday, with two snippets catching my eye. The first from a 1989 Coromandel trip when Dave Robertson woken during the night by strange rustling and snuffling noises. He peered out of the tent to see an empty milk carton rushing in small circles through the grass. Close inspection revealed the carton jammed over the snout of a hedgehog, 'who understandably, was having some difficulty in finding his way home.'

And I had to smile at this story. 'On another trip in the Bay of Islands, we had a late afternoon stop after rounding Cape Karikari. Colin produced a photocopy of the pages from Paul Caffyn's book, when he travelled through the area. Colin read aloud that Paul had started early in the morning from such and such a place, and then got to such and such a place. We looked at the map and our day's progress so far. There was a good chance we would match Paul's effort easily, despite having made several rest stops on the way. We all felt great and complimented each other on our fitness. Then Colin continued reading the notes. The next paragraph started, "After lunch..."'

Rona Patterson has a good report on the Northland Canoe Club/KASK Mini-Forum.

Club website: www.aucklandcanoeclub.org.nz

NEWSPAPERS

The Press

8 November 2006 - Ships Cove
One of New Zealand's most historic sites has had a make-over that would make Captain James Cook and Maori explorer Kupe proud. Ships Cove, or Meretoto, in the Marlborough Sounds, was the main port of call for both legendary explorers and where Europeans and Maori formed their first relationships. Department of Conservation and iwi have just completed a major upgrade of the cove, installing information panels, a ware style visitor's building and a new commemorative bridge. A monument to Cook's visit was installed in 1913 but the site was also highly significant for Maori since Polynesian explorer discovered New Zealand more than 700 years ago.

The Press

27 November 2006
A Te Anau hotelier plunged into the chilly waters of Lake Te Anau, on 25 November, and rescued a 35 year old man who had tipped out of a kayak, only 20m from shore. The rescued man was neither wearing a PFD or a wetsuit. The man's daughter was fortunately watching from shore; after the capsize, she rang to raise the alarm. The hotelier, Rennie McRae, swam out and rescued the man.

HUMOUR

Idiot of the Year Competition Some of the entries:

Number 1

I am a medical student currently doing a rotation in toxicology at the poison control centre. Today, this woman called in very upset because she caught her little daughter eating ants. I quickly reassured her that the ants are not harmful and there would be no need to bring her daughter into the hospital. She calmed down and at the end of the conversation happened to mention that she gave her daughter some ant poison to eat in order to kill the ants. I told her that she better bring her daughter into the emergency room right away.

Number 2

Early this year, some Boeing employees on the airfield decided to steal a life raft from one of the 747s. They were successful in getting it out of the plane and home. Shortly after they took it for a float on the river, they noticed a Coast Guard helicopter coming towards them. It turned out that the chopper was homing in on the emergency locator beacon that activated when the raft was inflated. They are no longer employed at Boeing.

Number 3

A man, wanting to rob a downtown Bank of America, walked into the branch and wrote, "this iz a stikkup. Put all your munny in this bag."

While standing in line, waiting to give his note to the teller, he began to worry that someone had seen him write the note and might call the police before he reached the teller's window. So he left the Bank of America and crossed the street to the Wells Fargo Bank.

After waiting a few minutes in line, he handed his note to the Wells Fargo teller. She read it and, surmising from his spelling errors that he wasn't the brightest light in the harbour, told him that she could not accept his stick-up note because it was written on a Bank of America deposit slip and that he would either have to fill out a Wells Fargo deposit slip or go back to Bank of America. Looking somewhat defeated, the man said, "OK" and left.

He was arrested a few minutes later, as he was waiting in line back at Bank of America.

Number 4

A bloke walked into a little corner store with a shotgun and demanded all of the cash from the cash drawer. After the cashier put the cash in a bag, the robber saw a bottle of Scotch that he wanted behind the counter on the shelf. He told the cashier to put it in the bag as well, but the cashier refused and said, "Because I don't believe you are over 21." The robber said he was, but the clerk still refused to give it to him because she didn't believe him. At this point, the robber took his

driver's license out of his wallet and gave it to the clerk. The clerk looked it over and agreed that the man was in fact over 21 and she put the bottle of Scotch in his bag. The robber then ran from the store with his loot. The cashier promptly called the police and gave the name and address of the robber that he got off the license. They arrested the robber two hours later.

HOW DO YOU DECIDE WHO TO MARRY?

(written by kids)

1) You got to find somebody who likes the same stuff. Like, if you like sports, she should like it that you like sports, and she should keep the chips and dip coming.

Alan, age 10

2) No person really decides before they grow up who they're going to marry. God decides it all way before, and you get to find out later who you're stuck with.

Kristen, age 10

WHAT IS THE RIGHT AGE TO GET MARRIED?

(1) Twenty-three is the best age because you know the person FOREVER by then.

Camille, age 10

(2) No age is good to get married at. You got to be a fool to get married.

Freddie, age 6 (very wise for his age)

HOW CAN A STRANGER TELL IF TWO PEOPLE ARE MARRIED?

(1) You might have to guess, based on whether they seem to be yelling at the same kids.

Derrick, age 8

WHAT DO YOU THINK YOUR MOM AND DAD HAVE IN COMMON?

(1) Both don't want any more kids.

Lori, age 8

WHAT DO MOST PEOPLE DO ON A DATE?

(1) Dates are for having fun, and people should use them to get to know each other. Even boys have something to say if you listen long enough.

Lynnette, age 8 (isn't she a treasure)

(2) On the first date, they just tell each other lies and that usually gets them interested enough to go for a second date.

Martin, age 10

WHAT WOULD YOU DO ON A FIRST DATE THAT WAS TURNING SOUR?

(1) I'd run home and play dead. The next day I would call all the newspapers and make sure they wrote about me in all the dead columns.

Craig, age 9 (Hmmm Craig will probably have problems when he is older!)

WHEN IS IT OKAY TO KISS SOMEONE?

(1) When they're rich.

Pam, age 7

(2) The law says you have to be eighteen, so I wouldn't want to mess with that.

Curt, age 7

(3) The rule goes like this: If you kiss someone, then you should marry them and have kids with them. It's the right thing to do.

Howard, age 8

IS IT BETTER TO BE SINGLE OR MARRIED?

(1) I don't know which is better, but I'll tell you one thing. I'm never going to have sex with my wife. I don't want to be all grossed out.

Theodore, age 8

(2) It's better for girls to be single but not for boys. Boys need someone to clean up after them.

Anita, age 9 (bless you child)

HOW WOULD THE WORLD BE DIFFERENT IF PEOPLE DIDN'T GET MARRIED?

(1) There sure would be a lot of kids to explain, wouldn't there?

Kelvin, age 8

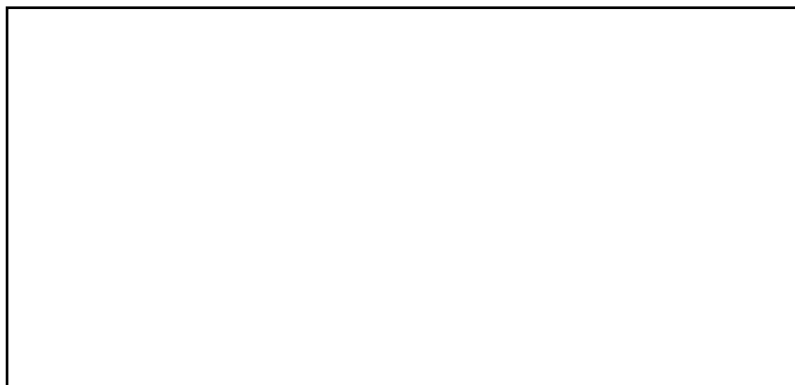
And the Favourite is.....

HOW WOULD YOU MAKE A MARRIAGE WORK?

(1) Tell your wife that she looks pretty, even if she looks like a truck.

Jimmy, age 9.

MAILED TO



**If undelivered, please return to:
KASK , PO Box 23, Runanga, West Coast. 7841**



KASK MEMBERSHIP POLICY

Current membership fees are:

- \$35 for ordinary membership
- \$40 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 30 September, 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.