

THE SEA CANOEIST NEWSLETTER

A woman with reddish-brown hair and sunglasses is smiling while kayaking in a narrow stream. She is wearing a blue life vest over a light blue shirt and is holding a black and white paddle. The kayak is yellow. The stream is surrounded by tall, thin trees and dense green foliage, creating a lush, forested environment. The water is dark and reflects the surrounding greenery.

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Top: Paddlers on Lyttelton Harbour during the Nigel Foster training weekend. Photo: Susan Cade

Bottom right: The Auckland training session. Photo: Susan Cade

Bottom left: Sandy Ferguson with the Graham Egarr Paddle Trophy Award for 2007. Photo: John Kirk-Anderson

Bottom left: Sandy Ferguson with the Graham Egarr Paddle Trophy Award for 2007. Photo: John Kirk-Anderson



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EDITORIAL**Calendar**

Dates have been set well in advance for three North Island sea kayak symposiums next year, Coastbusters, a kayak builder's get together and the KASK Forum (see p.19 for dates). KASK endeavours to alternate its forums in the North and South islands, and in some ways it is unfortunate that Coastbusters and the KASK Forum will both be in the North Island the same year, but almost two months will elapse between the two, and I am sure there will be plenty to offer paddlers at both gatherings.

Coastguard Home Study Courses

The recent development of home study courses by Coastguard Boat- ing Education (p. 6) offers an ideal way for paddlers to study the necessary material or text books at home, prior to sitting course examinations; in particular for paddlers who live outside of the major cities and towns where CGBE courses are offered. I have received both Day Skipper and the GPS home study packs, and will offer further feedback on these courses in the next newsletter.

This is the Sea 3

The promised review of Justine Curgenven's latest DVD, *This is the Sea 3*, has not arrived, however the DVD is now available in New Zealand from the North Island Canoe and Kayak Stores, at a retail price of \$49.95. For mail order, add \$2.50 for up to two DVDs. Contact details: email: info@canoe&kayak.co.nz website: www.canoe&kayak.co.nz (in the products section)
 Page 13 of the previous newsletter has a description of the content.

SAFETY**Marine Searches**

KASK paddler and Nelson Police- man Hamish Blanch has penned an excellent article on how marine search and rescue operations are conducted in New Zealand, with examples from searches Hamish has been involved with. The advice he makes with respect to improving visibility, bright colours for clothing, paddles and a safety sausage should be seriously considered, just in case you ever have an out of boat experience. And the last section of Hamish's report focuses on emergency communication equipment to allow a call for rescue.

Mountain Radios

Max and Melz Grant recently made a stunning trip in Fiordland, paddling south from Jackson Bay to Big Bay, portage through to Pike Stream, then down the Hollyford River, out to sea and then a paddle south into Milford Sound. Max hired a Mountain Radio set from the North Island, and he now stresses that if you are planning a trip to Fiordland or Stewart Island, you need to hire a Mountain Radio set from either the Invercargill or Te Anau radio base stations, as it is the locals who have 'local knowledge.' If you need the contact details, get in touch with the editor.

Court Cases

The collision between the RNZYS vessel and Auckland paddler Stuart Chrisp led to a fine being imposed on the boat driver. Details of the court judgement appear on page 5, and I sought a response from Stuart to the penalties. Also the jet boat driver who was booked on Lake Te Anau at a speed of 144kmh has appeared in the Invercargill District Court.

A big thanks to all the contributors.

Contributions of articles photos are requested for the next newsletter - please. A paddling highlight such as Robyn's orca encounter (p.11), a equipment review, trip report or your very first kayak adventure, such as Grahame Sisson's first epic paddle (p.14), or an opinion piece on some aspect of sea kayaking.

*Cover photo: Canadian paddler Maureen Beamish on Lake Brunner.
 Photo: P. Caffyn*

NEXT NEWSLETTER DEADLINE
16 JULY 2007

NETWORK REPORTS

BASK Network Report by Evan Pugh

January 7: Four of us left Pilot Bay in Tauranga and, with the current, headed 20kms up to the middle of the harbour, to stop for lunch in the heat of the day before heading back with the outgoing tide. Unfortunately two of us stayed near the Matakana shoreline and, even though the tide was nearly fully out, we had a major struggle to pass across the entrance and around the point, to our finish spot, much to the joy of our wiser companions who took the inner harbour route.

January 13: Only three of us, as the rest thought it was going to rain, and pulled out of a leisurely trip on lake Matahina, near Whakatane. Our progress was stopped by a rapid, as the lake was very low and the river flow into it, created a rapid where in past trips we had just kept on going. A scenic lake, we only managed 8kms each way, but with higher water levels, many more kilometres of river can be paddled.

The following weekend after the KASK Forum at Anakiwa, 12 of us took part in the Nigel Foster training weekend at Tauranga, which was a great two days with a great instructor teaching the dynamics of some very different strokes.

March 10: Four of us decide to paddle upstream from Cambridge to Karapiro on the Waikato River since the water level was low. It is only 6 kms but hard work against the current, and I have reversed my rudder cables as per different instructor's suggestions. Several times, my built in memory takes over and I veer totally the wrong way but I will get used to it as time goes on. We get to within a few hundred metres of the dam and have to turn back with the fast flowing current, before a short stop back at Cambridge then on to Hamilton which was meant to be a sprint but two of us including myself had not a lot of

energy left and sauntered along, total today 38kms.

March 24-25: Matakana Island – six of us left Tauranga, paddled 29kms up the outside coast, then over the bar to camp near Bowentown; no incidents on the bar but Neville fell off his sleeping mat during the night, which was a bit of a scare for him and lucky he wasn't injured.

The next morning, 34kms back to Tauranga up the harbour and a bit early reaching the middle before high tide so fairly shallow, with a couple of stops we had a really good trip and some nice weather. Matakana Island is long and thin, only about 2kms wide in most places with lovely sandy beaches but not advisable to use as a camp spot since it is private land.

Easter: Steve, John, two Mikes and I, a four day lap of Taupo in perfect conditions; sunny no rain, hardly any wind - a really great trip.

April 22: A shocker, so bad I had to cancel surf training. The weather was so good there was no surf, not an ounce of the stuff. So instead six of us agreed to paddle the 12kms offshore from Papamoa out to Motiti Island then the 15kms around the island in really calm conditions, enjoying rock gardening and seals.

Over Queens Birthday Weekend (June 2-4)

I am organising a two nighter on Taupo, camping at Waihaha; leaving from Kinloch anyone interested, get in touch with me (email below). You must be of reasonable fitness and be able to paddle 10kms without landing. Weather dependent this is a great trip with steep cliffs and some ripper waterfalls to check out.

Anyone in the central North Island who is keen to join our local club (BASK), based at Tauranga, please get in touch as we have a variety of trips planned for every second weekend.
Evan Pugh
sheepskinsnstuff@xtra.co.nz

TECHNICAL

From Evan Pugh Paddle Float Valve

A few months ago, when I used my paddle float during a rescue practice, the valve came off. Great, you need the valve to keep the air in. If had dropped it, I would have been stuffed in a real situation, and not been able to blow the darn thing up. All I had to do was glue it back on with good adhesive, but it goes to show the need to check your gear from time to time.

Crossing Rudder Cables by Evan Pugh

Also those that spent time learning with Nigel Foster during the Forum or outside of it would have had the suggestion of reversing your rudder cables from Nigel. The reason for this is to turn left, you should lean the kayak right and have you left knee up and right leg flat. Right leg flat is good if you are depressing the foot pedal on the right side to turn left. Confused? Well John Kirk-Anderson had mentioned reversing cables in an earlier training session but I never did so

After a couple of days with Nigel, I swapped the cables over. Some 350kms later and a few wrong turns at important times, as muscle memory is hard to change after thousands of kilometres, but I had persevered until last night, when I put them back to normal and paddled today.

Whoa! I was all over the place to start with, as my automatic reflexes were now used to the new system, but I turned and leaned and tried all kinds of things till after 15kms, we stopped and I put them back in the reverse (right foot down goes left) as I do like it and find if you persevere, reversed cables have some fairly good benefits with turning your kayak. Different kayaks will react differently and some turn better than others, depending on the kayak length and rocker. For anyone thinking about doing this, give it a go but for quite a while, so you get a chance to reap the benefits.
Evan Pugh.

TECHNICAL (continued)

Fibreglass Repairs By David Winkworth

Just had a browse through the 4th Edition of the KASK Handbook. It's a mighty effort from all contributors and all KASK members should be really proud of it! There's just nothing like this in Australia - yet!

I'd like to make a couple of comments about the Repairs, Maintenance and Storage section by Peter Sullivan:

Peter is spot on in being reluctant to carry resins etc on sea kayaking trips. I've carried them in the past in multi-layered vacuum-sealed bags without the smell getting out to foodstuffs. However if you ever have to breach the seal, and use the stuff, you will never be able to adequately seal up the package again, and resin-tasting food will result. My advice is also to leave it at home and rely on a roll or two of duct tape and some ice cream lids. One day we should compile a list of what can be done with duct tape!

I build *Nadgee* sea kayaks in Australia and fit them out with VCP hatches exclusively. Occasionally, paddlers come to me for replacement hatches after theirs have perished and cracked. I'm happy to supply them with replacement items but with just a little bit of effort, they would never need replacing! Always store kayaks out of the sun with hatch lids OFF. A regular spray of the lids (inside and out) with 'ArmorAll' or a similar product will make them last forever! ArmorAll is loaded with silicones - you will have to remove all trace of that to do any repairs around the hatch area.

Speaking of repairs, I differ slightly from Peter and also Grahame Sisson in my resin recommendation for repairs. I believe paddlers should stick to the resin type used in the manufacture of their kayak for any repair job, although I've found no incompatibility in repairing polyester resin boats with vinyl ester resins which I use exclusively.

The key to any repair job is preparation of the surfaces. I use 36 grit sandpaper first and cut right into the laminate, abrading glass and aramid fibres in the process. I use a strong magnifying glass to closely check my work before wiping the repair area with acetone (gloves and mask people!) and continuing with the job.

The thoroughness of preparation for the repair is made all the more important due to the fact that some manufacturers use waxed resins.

Let me explain: un-waxed resins and gelcoats take a long time to cure fully in the presence of air. It's not really a problem for gelcoats because the air is excluded once the laminate is applied over it in the kayak mould and the gelcoat cures fully.

However, in an open moulding situation, the resin is fully exposed to air and may, depending upon type, additives and brand, stay tacky for quite some time. If the boat is to be quickly whisked off to the showroom it could be a problem.

Resin manufacturers supply a wax solution in a styrene solution, which can be added to resin and gelcoat at around the 3% ratio. Added to gelcoat, it will exclude the air and provide a hard durable cured surface in about 2-3 hours depending on a few factors. It's usually called 'flowcoat' and is often used to cover the laminate inside cockpits. Wax-in-Styrene added to resin will ensure a cured resin surface pretty quickly which can be sanded easily without clogging of the sandpaper.

To my knowledge there is no way you can tell whether a waxed resin has been used, simply by looking at the cured surface, so it's a safe bet to prepare that surface really well for any repair.

Cheers
David Winkworth

SAFETY

KAYAK - RIB COLLISION WESTHAVEN

Top Yacht Club Man Fined for Running Down Kayaker NZPA 8 April 2007

A senior member of Auckland's prestigious Royal New Zealand Yacht Squadron is believed to be the first person to have been prosecuted for colliding with a kayaker.

Ross Albert Masters, 48, rear commodore of the RNZYS, has pleaded guilty in Auckland District Court to failing to keep a proper lookout and failing to consider the obligations of the vessel he was in charge of.

Kayaker Stuart Chrisp was left in "bloody agony" when Masters hit him on Waitemata Harbour last September, the Herald on Sunday reported today. Mr Chrisp, a recruitment company owner and father-of-three, said he waved his bright yellow paddle and shouted a warning when Masters was 60m away from him, steering a Squadron-owned powerboat near Westhaven Marina.

The 8m vessel, Squadron 2, was travelling at 16 knots.

"The defendant did not see Mr Chrisp or the kayak and ran over the kayak just behind the seat," according to the summary of facts presented to the court. "The back third of the kayak was severed."

"I was under his boat, I am so lucky I wasn't sliced up by the two motors," Mr Chrisp said.

He thought his "life was over". With severe bruising, and "unable to move in any way because my back locked up", he was treated at Auckland Hospital and released six hours later.

RNZYS Commodore John Crawford has since apologised over the incident

but Mr Chrisp said he wanted to hear from the squadron earlier. "I'm really disappointed in their response." Masters' prosecution – which followed a Maritime New Zealand investigation – was believed to be the first of its kind, said Crown prosecutor Alysha McClintock.

The sentencing judge said Chrisp had done "nothing wrong". It was the responsibility of Masters, in the more powerful vessel, to avoid crashing. Masters, third-most senior member of the RNZYS, was ordered to pay Chrisp \$1900 – \$1400 in medical costs and \$500 for emotional harm.

The club is now tightening rules about senior members being allowed to use squadron boats in their own time.

RESPONSE FROM STUART CHRISP AFTER THE COURT CASE

My issue isn't really with Ross Masters as he did everything he could to assist me and followed up with me 4-5 times after the accident to see how I was doing. He impressed me as being a decent guy who realised he'd make a serious mistake. My issue has always been with the RNZYS and their arrogant, evasive attitude. I really believe if they had done as I requested and proactively undertaken a safety and awareness programme with their members around the need to be constantly vigilant and aware that MNZ may not have prosecuted Masters i.e. the RNZYS attempts to sweep the incident under the mat and their (particularly Crawford's) refusal

to even meet or discuss the issue was a major reason MNZ decided to make an example of Masters.

The day after the court case I did receive a letter of apology from Crawford - about 6 months too late by my estimation!

As to the fine - when added to the reparations this totalled \$2,400 against a maximum of \$5,000, so I guess the judge figured that this was almost 50% of the maximum. I wonder what it would have been if I'd been seriously injured or killed!

Anyway Paul, I'm alive and back out kayaking, completed the Coast to Coast again in February so I guess I'm bloody lucky.
Regards, Stuart

SAFETY

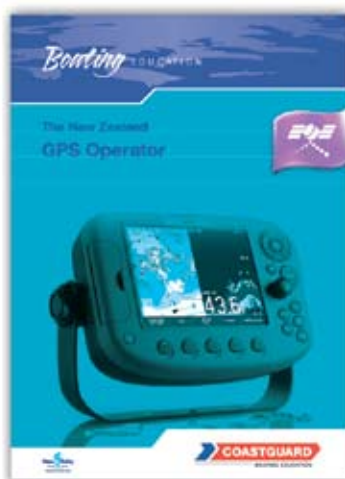
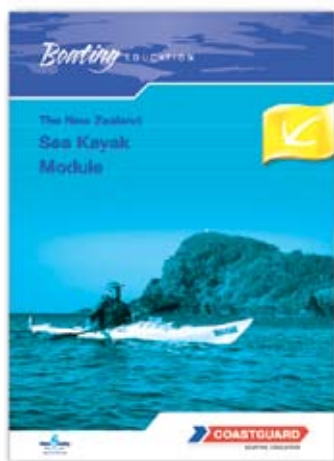
Coastguard Boating Education Media Release

Kayakers wishing to improve their knowledge and safety with a Coastguard qualification can now do it in the comfort of their own home, through a series of Home Study courses recently launched by Coastguard Boating Education.

In association with KASK, a short Sea Kayak module has been released as a home study course, alongside a range of other popular Coastguard Boating Education courses, now available as home study options.

Home Study courses now include Sea Kayak; NZ Day Skipper; NZ Boatmaster; Marine VHF Radio Operator; RRTOC Radio Operator; GPS Operator; Outboard Engine Maintenance; and Inboard Engine Maintenance.

"We are very pleased to introduce these new options to the market", says Mark Bright, General Manager of Coastguard Boating Education. "They provide greater access to kayakers and boaties who want to learn but have difficulty getting to a tutorial. Now there is no excuse not to up-skill!"



The Home Study Packs include a study guide; the necessary manuals and /or textbooks; practice examinations; and instructions for when the candidate is ready to sit the exam.

The courses are reasonably priced at:

- \$ 25 for Sea Kayak
- \$ 85 for NZ Day Skipper
- \$ 35 for Marine VHF Operator
- \$180 for NZ Boatmaster
- \$ 42 for RRTOC Radio Operator
- \$ 45 for GPS Operator
- \$ 45 for Outboard Engine Maintenance
- \$ 60 for Inboard Engine Maintenance.

Examinations are included in the price.

To order a Home Study Pack or to view the full range of Coastguard courses and timetables please contact Coastguard Boating Education:
Phone 0800 40 80 90
or visit
www.cbcs.org.nz.

Mailing address:
Coastguard Boating Education
PO Box 91322
AucklaMail Centre, Auckland 1142
Phone: (09) 489

TRAINING

Today Tauranga Harbour – Tomorrow the World Training Report by Wendon Hutchins

Instructors: Nigel Foster & Kristin Nelson

Saturday March 4, 8am – we gathered – about a dozen of us including our trainers, on the beach at Pilot Bay. ‘This is cool’ I muttered to myself. ‘The best trainers in the world in little old Tauranga.’

“When you are paddling forward,” Nigel explained, “the bow digs into the water, resisting moving sideways, and the water around the stern is turbulent, so moves sideways more easily. A side wind will thus move the stern in the direction of the wind, giving the impression of turning the bow into the wind.”

The rest of the training over the next two days was built around this information; namely, how to control the kayak by either using or counteracting this principle.

“OK” said Nigel in his quiet way, “let’s head for the training spot.” And then we were off, around the Pilot Bay side of the Mount, past the warrior statue, and into the outgoing tidal race. “Oh my God!” I screamed silently, quickly abandoning my resolve to not use my rudder. “No bloody way Hosay! God this is turbulent,” with no time to pray. ‘Nearly went over’ ‘Just keep paddling forward.’ Kristin quietly explained, “And use your stern sweep to turn.” She looked amazingly confident and competent, whilst I looked and felt amazingly inept.

“There’s a bloody ship coming in!” someone shouted – “Keep together and keep driving forward,” we were instructed. “Bugger! I’ll just have to go for it,” I reproved myself through gritted teeth and tight underpants. So on I went, ignoring the cries that someone had been tipped out of their

kayak. I knew this corner of Matakana Island – I’d been bowled over there before. So with all my strength I plunged on, making it into calmer water, but not game to pull into the island, until I felt safe.

“My goodness that Kristin is so positive,” I said to myself through my guilt and adrenalin. “It’s better to stick together,” she quietly explained. “We can raft up for stability.” So back I went to join the others, somewhat shamefacedly.

In the mean time, the person who had been tipped out, had entered a stable whirlpool, at the Corner of Matakana, created by the tide race. There she was revolving in the centre of the pool, kayak rotating around her, along with her paddle, other odds and ends, and a muesli bar. Nigel entered the whirlpool and proceeded to carry out a rescue with significant skill and consummate ease. One by one, he rescued the paddle, the floating debris, then our paddler reentered her kayak by climbing on board from between the two kayaks, feet first into the cockpit, followed by the rest of her, pulling the kayaks together as she completed the manoeuvre. It worked like a charm.

The rest of the day was spent in an eddy along the side of Matakana. We practiced a range of paddle techniques and kayak manoeuvres aimed at giving us more and more confidence and skill, for turning, resisting turning, going forwards, and going backwards.

For each step along the way, Nigel explained the reasons or the physics of what he was showing us:

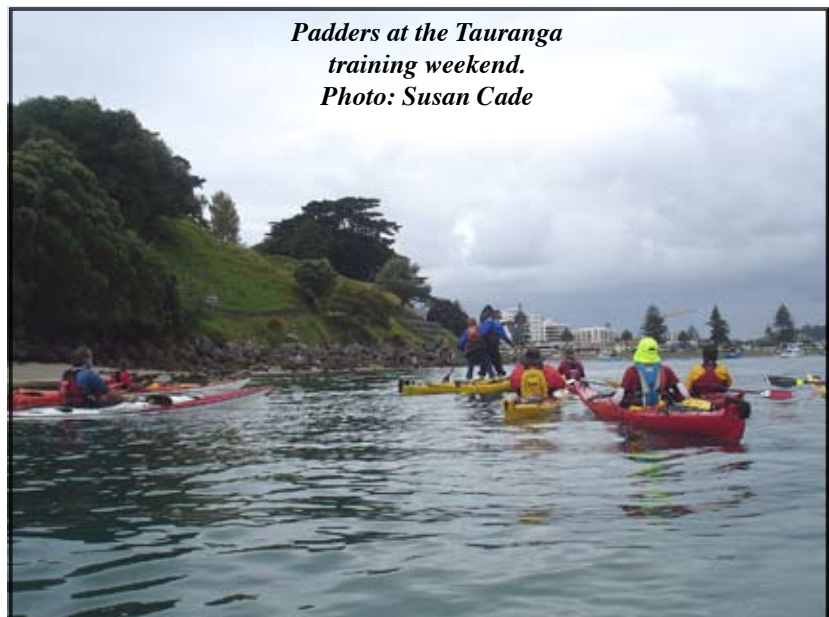
- How to edge, which way, and why and in what conditions
- How to paddle forwards with the least turbulence, the least effort and the greatest thrust
- How to sweep to get maximum turn
- Bow and stern rudders
- Bow and stern draws

Nigel showed us how to enter the tide flow from the eddy, getting maximum turn, both up stream and down stream. At all stages he explained what was happening and why our kayaks wanted to behave the ways they did.

Throughout, Kristin kept us motivated and on track with suggestions, encouragement and feedback. We learnt in spite of ourselves and our historically rehearsed bad habits.

The first day finished by re-crossing a much calmer harbour entrance, back to Pilot Bay. At the final debriefing we were encouraged to think about and record our learnings for the day, and to bring these thoughts back the next morning for the second day of training.

‘My God we have to cross that tidal race again’ I swore under my breath, but this time the group confidence was evident, and the skills were markedly improved. Even after only one day.



***Paddlers at the Tauranga
training weekend.
Photo: Susan Cade***

Back to our favourite eddy for a similar day, adding to our knowledge and skills, anchored by understanding the reasons why.

Day 2 culminated in a sortie out the harbour entrance, to practice our new skills, round a rock, in the turbulence of an incoming swell. "No bloody way am I doing that!!" I rejoined to anyone who would listen. But I think we all managed, with Nigel just bobbling in total control next to the shore, and Kristin at the ready should a rescue be needed. I admit I used the F word as I rounded the rock, just as a swell threatened to beach me – but habit came to the rescue, and around I went. Smiles all round, "GIG JAM" I muttered (God I'm Good, Just Ask Me). "I can do it."

Well I thought I could – but no. Half way back through the entrance, and yes I got too close to the shore, and yes, I'd done this in this spot before, and no I couldn't remember what to do when a wave come from my side, and yes I was bowled over. With injured pride, standing in two feet of water, with Kristin's help I was rescued. The water was quite warm.

Round the statue heading home – but not quite yet. Time for some silly bugger stuff:

- Paddling at speed without moving forward
- Standing up in your kayak
- Joining a colleague and standing up in two kayaks
- Practicing a rescue

The Conclusions?

- Was it good training ?
You betcha!
- Are Nigel and Kristin the best trainers in the world?
Show me someone better
- Did I learn something?
My bloody oath
- Was it worth doing?
Yes, yes, yes, yes.

The Future?

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Wendon Hutchins,
Renowned exponent
of the half Eskimo roll

*The Nigel Foster training weekend at Tauranga. Nigel ensures Evan Pugh is safely back in his cockpit after an out of boat experience.
Photos: Wendon Hutchins*



NEW ZEALAND TRIP REPORTS

ONE LAKE, ONE WOMAN

By Linda Pugh

Lake Taupo, the largest lake in Australasia with 616 square kilometres of water and 167 km of shoreline. Now that's got to be one of those trips that sea kayakers think they must do that one day.

I had planned the trip with a group but for one reason or another they all pulled out. The date set was 7 May 2007 and the weather was just too good to stay home, so I made a snap decision to go on my own.

My plan was to go anti-clockwise and spend 4-5 days out, armed with a map of campsites thanks to Evan who has explored every nook and cranny.

So off I went from Wharewaka Point at 6.50am. I was excited and up for the challenge. In no time I skipped over to Te Karaka Point and cruised around to the rock carvings, impressive. Still pumped up with adrenaline, I scooped into Whakaipo Bay and out to Whangamata Bluffs - there was just a slight breeze on the lake. So I went straight over to Te Kauwae Point and then over to Boat Harbour for some well earned lunch. Feeling energized, I carried on to Waihaha to camp at 4pm. Beaut campsite but you need permission from Waihaha Trust to camp there.

Next morning, about 8am, I shot across to Cherry Bay then it was around the Karangahape Cliffs, towering above so grand. The easterly wind was picking up, so a gentle surf into Te Hapua bay for lunch was necessary; a nice sheltered spot. Then it was out to do battle with the wind down to Kuratau where I studied the map. I was heading for the Tongariro Delta. Easy to spot on the map, not so easy on the water. I changed my mind on which direction a few times as I was heading over. But

as soon as I picked up the white pole signalling a river outlet I knew I was on the right track. Whew! But the next challenge was finding the campsite. Evan's words, 'You'll see when you get there,' came to mind. Nothing was jumping out at me. I saw an old tin shack and thought, 'I'll land and have another look at the map'.

But as I was getting out, I got swamped by a small wave. So there I was soaking wet with a cockpit full of water. Right about then, I used a few choice words and wondered why I was doing this. I regained my composure and bearings and pulled up right at the beginning of Stump Bay at the delta and had a walk around. I came across a small track into the blackberry which led to a campsite, Evan was yet to discover, complete with Picnic table. It was about 3.45pm and things were looking up.

Day three served up a morning frost and a warm sunny day. Got away 8am and went straight to Motuoapa Peninsula. I took a compass map bearing as mist rolled in, only to roll out 10 minutes later. I just meandered along the lake, which was like a millpond. I had a stop at Mission Bay for a snack and at Motutere Campground for water. My camp was under White Cliffs on the sand. I pulled in at 1.30pm and spent the afternoon swimming and resting in the sun. It was like a reward for my efforts. The day ended with a stunning sunset.

Day four a straightforward paddle along Rotongaio Bay to the finish. As I was getting closer, the grin on my face widened, Yes I made it.

Day One: Wharewaka Point – Waihaha 39km

Day two: Waihaha – Tongariro Delta 38km

Day three: Delta – White Cliffs 28km

Day four: Cliffs – Wharewaka 15.5 km

Glad I took: Shewee, for an in kayak pee; available on Trade me.

Wish I took: more photos

Linda Pugh

PORT PEGASUS, STEWART ISLAND by Chris Manuel

Rachel, Marianne, Sharon, Lynda and Chris headed south for a beach holiday this year to explore the delights of Stewart Islands southern areas from the safety of the relatively sheltered Port Pegasus. The logistics of organising the trip are relatively complex for a trip in New Zealand, with flights, accommodation, hut bookings, boat charter, water taxi pick-ups, and route descriptions to name a few of the obstacles. That said, a lot of the fun can come from a good bit of planning and this was no exception.

As ever, the flight to Stewart Island was a wee bit bouncy, and the girls put most of the blame for that onto the co-pilot, Chris! Not much space for passengers with our weeks supply of food and Rachel's body bag of extra's! After a night of relaxing we joined Aurora for a potentially nauseous 3hr journey to Port Pegasus but had calm sunny weather most of the way and arrived in a gift of a day for our first paddle in our sea kayaks. In such calm conditions it was clear that we should head out to sea, and so we circumnavigated Anchorage Island before visiting another group at the other hut on the island and nabbing some bait for a spot of fishing.

We were lucky in finding an empty and unbooked hut to stay in for our time in the area. Camping would have been okay, but the hut gave us a chance for a better sleep and a refuge from the sandflies. The problem though was that the beach in front of the hut was occupied by a sea lion. We had a fairly major stand off on our first landing and established that the beach was very definitely the sea lions territory and not ours! We managed after that by always sneaking in on one side of the beach, but even then the little blighter would swim along side and snort at us. Sea lions have big teeth and smelly breath.

A couple of mornings we were storm bound by strong winds but still got out in the afternoons. When a good day

arrived we did pack in a big trip... A kayak round the base of Bald Cone, followed by an ascent of the peak gives for the best of the area. Fantastic rock formations after easy, but stunning walking. Great views. The weather was still good so we headed for Gog and Magog. This was a much longer walk, from the other hut, but we got to Magog in good time before the weather closed in and rain drove us back to the hut for the night after a 10hr day.

The final mission was to paddle to the start of the track up the Tin Range and to walk back to Patterson Inlet. Again we started on a good day and so continued to walk until the cloud surrounded us and darkness fell. We had walked up the track to the ridge via the old dam after a detour to the south end of the ridge (unplanned), and then traversed some spectacular peaks to camp in a small boggy area at a tarn below Mt Allen. What a day. The next day was clouded in, but we navigated our way along to Table Hill, with the girls catching a glimpse of a kiwi on the tops, before it cleared once more to give the stunning views of the northern part of the island. Just a few more hours of mud to get to Rakiahua hut for the night. An easy walk out to be met by a water taxi was hampered only by the fact that the water was not deep enough for the boat. 30 minutes of pushing the boat sorted that problem and we were then reunited with showers and comfortable beds as well as good coffee!

A great trip; thoroughly recommended. A big thanks to Paul Caffyn for advice and descriptions of the area.



*Marianne, Sharon and Rachel head towards Bald Cone, in Port Pegasus.
Photo: Chris Manuel*

Lynda and Chris at Belltopper Falls



NEW ZEALAND TIDAL STREAM ATLAS from Bob Wellington

As mentioned at one of your Anakiwa KASK Forum sessions, the *New Zealand Tidal Stream Atlas* is produced by the Hydrographic Office, RNZN. The 1993 edition is available in Wellington, from the Map Shop, corner of Victoria and Vivian Streets, (or shops stocking charts and maritime books).

Phone: (04) 3851462

www.mapshop.co.nz.

The current price is \$6.00.

The atlas contains three sets of 13 charts showing tidal streams at hourly intervals commencing 6 hours before HW, based on the times of HW at Auckland, Wellington and Bluff respectively. Figures alongside arrows on the charts give a mean spring and neap rate in tenths of a knot.

I have corrected the Wellington HW to that of my own area of Kapiti, this has helped greatly with my understanding of the tidal flows along my own area of coast especially when paddling across

the Rotorangi Channel to cruise the Kapiti Island coastline.

Bob Wellington

Editor's note:

The charts give a broad picture of tidal stream flow around the New Zealand coastline, but lack the intimate detail that marine charts and the *New Zealand Pilot* provide on the position of tide rips, races and overfalls; for instance in the Cook and Foveaux straits, off the northern tip of D'Urville Island, and south coast of Stewart Island.

PADDLING HIGHLIGHTS

A Magic Moment in the Bay of Plenty by Robyn Berthelsen

One experience I'll never forget occurred on a crisp, sunny Sunday in October 2005. Allen, Tineke and myself decided to go for a short paddle around the Mount (Maunganui) and finish at Shark Alley. Allen and Tineke were in multisport kayaks while I was paddling my *Albatross*. As we settled into our rhythms heading out of Pilot Bay, Allen said, "I saw something straight ahead, just then." We looked, and saw several waterspouts go up in the air. Wow, it was either whales or dolphins about to travel through the entrance the same way we were going! We paddled as fast as we could to Tangaroa, the statue just on the inside to the entrance. We were right there with them now. They were traveling in a line close together. I counted seven and it was obvious they were

Orca by the shape of their dorsal fins. Some of the fins were huge, about a metre high. We paddled through the entrance with the Orca, making sure not to impede their journey. The larger males were to the outside while the females and several young were in the centre. They were cruising along leisurely and keeping a close eye on where we were.

Suddenly, one of the large Orca turned and swam underneath and surfaced two metres away. Its large eye studied us; It was roughly about six metres long and 1.5 metres wide. It was black, shiny and fat, just perfect looking. I did feel quite small. I trusted that it was just curious and I felt it was a fellow traveler. We all traveled along together for a short time, which seemed surreal. They then increased their speed and headed out to sea.

Twenty minutes later we were at the end of Leisure Island when the Orca reappeared and came straight towards us, then dived under our kayaks. Tineke and I decided to explore Rabbit Island while Allen chose to go in the same direction with the Orca. He followed

them along the coast close inshore. They began surfing the waves much to the astonishment of several surfers. Allen heard "SHARK" yelled! The next thing he noticed the Orca circling, and two stingrays were thrown into the air and eaten. The Orca cruised around Rabbit Island where seals were lazing on rocks very close to the water, but the Orca weren't interested in them. According to *Swimming with Orca*, by Ingrid Visser, they have lost their taste for seals in New Zealand. Their diet is made up of stingrays, squid, fish and dolphins. It was an amazing experience with the Orca close around you and enhanced my respect for the creatures of the ocean.

Robyn Berthelsen

2007 KASK FORUM FEEDBACK

Anakiwa Massage Workshop by Robyn Berthelsen

I was impressed with the KASK Forum held at Anakiwa this year as the workshops on offer were numerous and covered all matter of things. I chose the massage/stretching exercises for kayakers run by Pru Wellington. There were plenty of enthusiastic participants all ready to pair up for the massaging! But wait; first of all we learned exercises to strengthen our wrists to prevent tendonitis; stretches for our back, abs, butt and legs, the core to paddling success. Whoops don't forget the neck and shoulders. Too much of a particular exercise tires tissues and can cause damage, especially if not given enough time to recover. Sometimes injuries are caused by poor technique, cross training or the person in the wrong sport. Explanation was given about warm-ups and warm-downs plus the effect of age. Well now, I still think I'm young! The massaging felt great and was easy to learn using a perfumed wax. It was useful to learn when and when not to massage and the different strokes. I thoroughly enjoyed this workshop and recommend it for future forums.

*Robyn Berthelsen at Mistletoe Bay, during the KASK Forum,
with a fancy folding plate*



OVERSEAS EXPEDITIONS

Mackenzie River July 2006 by Bevan Walker

The Mackenzie River flows out of Great Slave Lake in Canada, and heads north – crossing the Arctic Circle – to flow into the Arctic Ocean, just east of the Alaskan-Canadian border. Great Slave Lake is the seventh largest lake in the world, and the Mackenzie is the seventh largest river by volume. The river's catchment is 7.5 times the size of New Zealand.

Back in 1789, Alexander Mackenzie was looking for a route to go west, for trade. He recorded seeing oil seeping out of a riverbank. The oil seeps were re-discovered in the early 1900s by geologists at Norman Wells.

The trip was first brought to my attention a few years ago, after having read Victoria Jason's excellent book *Kabloona in the Yellow Kayak*. The length of the river seemed the biggest attraction. So, a few years latter, Russell Davidson and I put our rented sea kayaks in at Hay River, a small town on the shore of Great Slave Lake. Our pullout place was Inuvik, 2,000kms to the north. We did the paddle in 18 days - our longest day was 19 hours, and our shortest, two hours.

The lake is huge, where we could see the curved horizon as we paddled to the outlet. Good campsites were hard to find initially, due to swampy shores teeming with mosquitoes. On day two, we turned our feathered paddles into the un-feathered position, to save our wrists. Russell kept his like that all the way, but I changed mine back near the end of the trip because of strong headwinds, and the need to slice the wind. We were doing 50 paddle strokes a minute, or 3,000 strokes an hour.

In July, we lost the dark for 24 hour daylight. Most of the time our day

would start by 7am to get a fire going and cook porridge. On the water by 8, and have snack food during the day. For lunch we would land and get a fire going for a cook up, or sometimes continue to float on. For tea we would land and light a fire at about 8pm, then push off and paddle to about 11 or 12 midnight; occasionally we would paddle to about 3 am; then land and pitch tent and hit the sack. We collected and filtered our drinking water from side streams, as the main river carries about 10 million tonnes of sediment a year and is very discoloured. In places the river was slow flowing and this may have lasted 50kms. Then the current would pick up and go at a good running speed. One day we had a strong tail wind and covered 150kms in 15 hours.

Most of the time we paddled on long reaches of river, viewing kilometres in front and behind. Gentle sweeping curves would encourage us to swap from one side to the other to maintain a straight course. The river banks varied in height, but often one side would be higher than another – say 10 metres, with crumbling scarred faces due to ice chunks scraping during the spring thaw. Spruce, willow and poplar forest would top the banks. Campsites were easy to find, on flat pads of gravel or sand, between the river and trees.

About 11pm one day, not far below

Norman Wells, and we were getting close to finishing for the day. The river had narrowed to about 300m across and changed direction to the north. Ahead of us was the half kilometre long San Sault Rapids. We paddled down the rapid just to the left of the main flow, the roar of it very loud, with mean boil ups and pressure waves, although we were well clear of these, so no problem. We landed just downstream of the rapid on an island, to sleep.

Next day we tackled the Ramparts Rapid, about 80kms downstream, just above Fort Good Hope. The river narrows from about 2.5kms to about 250m across, and hurries through a 10km long canyon carved through a limestone plateau. At the highest, the canyon has 150m vertical walls. This was spectacular paddling.

There are no salmon in the river, but I did catch some Northern Pike. Their flesh is white and very good eating. We saw moose, black bear, porcupine, ling, wolf, beaver, caribou, and many birds, including pelicans. People traveling the river were few - a woman kayaking on her own; a man in a canoe with two dogs; and another small group in canoes; all having started down stream from where we'd put in. Sometimes there were runabouts with outboards, going between towns.

The start of the Mackenzie River trip, from Hay River, on Great Slave Lake.

Photo: Russell Davidson



In this part of Canada the land is very flat apart from the mountains, which rise to 1,500m. The horizon curvature is quite noticeable. Four times we were hit by rain and lightning storms; great sheets of forked lightening with ferocious winds. They would last about an hour, so we'd paddle to the bank, and stay in the kayaks. After one storm we noticed smoke and flames coming from a spruce forest, some distance from us, where there had been lightning strikes. Often there was evidence of old bush fires.

We passed five towns along the way, where we bought supplies from small supermarkets. New Zealand apples were always present. Apart from Inuvik, Norman Wells (population 800) was the biggest and tidiest town. It profits from oil, producing about 10 million barrels a year. Huge oil pumps were dotted amongst the buildings. All the riverside towns are supplied by big barges that travel the river in summer. In winter the river freezes over, enabling trucks to travel the river, or cross it. Aircraft are also used.

As we paddled north, the river became generally shallower, with more sand banks. Approaching Inuvik, we had to make sure we were in the right channel for fear of days of extra travel if we'd got it wrong. Further back, we'd had to back-paddle a few kilometres, having come to a dead end. The Canadian Coastguard mark the channels with buoys, and lift them every Autumn – there are 700 of them. But towards Inuvik, there was a lack of them, so we made sure we kept to the hard right bank, according to our maps. Inuvik, population 3500, is the centre of activity in the Western Arctic, and in the 1970s expanded to meet the demands of oil and gas exploration. We camped for three nights in the basic campground next to the river, rested, and visited some of the tourist facilities.

The weather on our trip was variable, and we dressed accordingly. Sunny days had us down to a light shirt, but on overcast days when the cold wind blew, we wore clothing suitable to NZ winter conditions. Insects weren't a big problem, the worst being around the outlet of Great Slave Lake, with

mosquitoes, horseflies, and no-see-ums. The middle reaches had fewer insects, with more closer to Inuvik.

After Inuvik, we flew back to Edmonton to catch a bus to the coastal town of Prince Rupert, in British Columbia. Our rest had recharged our enthusiasm to make the most of our last two weeks in Canada, by exploring some of the Queen Charlotte Islands. The southern island in particular, is a World Heritage site, and National Park. Sandspit is the main town on the southern island, where we rented a double fibreglass sea kayak.

From there we paddled south down the eastern side of the island and return, for 10 days, covering 350kms. Anthony Island was our destination, with the best collection of totem poles. Along

the way were other Haida cultural sites, where friendly wardens would show us around. Generally, sea conditions were not demanding, although we did have two stormy days. Scenically, the coast was beautiful, with channels, coves, gravelly beaches, islands, and sheltered landings. Dense forest covered the land. Often we spotted black bears, but these didn't pester us. Black-tailed deer (introduced), river otters, and whales were other notable wildlife. Occasionally we'd see small groups of kayakers that had been dropped off, to do a certain section of the coast.

Overall, this trip was in stark contrast to the Mackenzie, and quite a holiday, to finish off our six weeks in Canada.



Black bear on the coast of the Queen Charlotte Islands, off the coast of British Columbia. Photo: Russell Davidson

MY FIRST KAYAK TRIP

by Grahame Sisson

The sun was setting in the upper Wairau River valley and the temperature was plunging. It had previously been a warm spring day. The year was 1966. My friend Alan Eskric had just introduced me to the unknown sport of canoeing.

Our mutual sport was skiing, and Alan, the owner of two self-built PBK folding kayaks, was eager to encourage others into his summer pastime.

As our toes began to freeze, we realised that we were about to face the prospect of death for the second time that day. We were dressed in the sort of gear that you would wear to the beach. In the fading light, our kapok lifejackets looked very similar to strait jackets. All attempts to hitch a ride back to our car had failed. Many cars slowed down - then they would accelerate rapidly away. With the folding PBK kayaks stowed in their carry bags, we belatedly realised that we were projecting an image of escaped inmates - from the sort of public institution now closed down.

By partially reassembling the kayaks and literally placing them across the roadway we managed to hitch a ride back to our car and warmth.

The day had started badly. The promised on-water 'instruction' failed 100%. With Alan mumbling something about showing me a 'Fairy-Glide' - he entered the current and was gone - swept away. Knowing no better, and feeling abandoned, I followed him onto the high flowing Wairau River. My ignorance was bliss.

Around my neck I carried my Canon Dial 35 half-frame camera. Somehow this clockwork wonder survived the trip with zero water intake - and here are the photos to prove it.

*Photo #1 (below) records my triumph of catching up to Alan. Note how large the Wairau River was that day. Snowmelt - we could well have been skiing on this stuff the previous weekend, if Mt Robert had been in the same catchment area.



Photo #2 (below) shows the side profile of these great kayaks.



Despite Alan screaming to me "DON'T!" - I was already committed - Photo #3 (below) shows my chosen route-down-the-chute.



Unfortunately the flood channel through the manuka ended abruptly just around the corner. The flood channel was only half formed. At the bottom end was a deadly scrub 'strainer'.

Photo #5 (top right) shows Alan preparing to rescue me. I had somehow managed to tie my bow painter to a solitary mid-stream manuka bush only 10 metres from the foaming filter. A 'Fairy' Glide surely would have been a handy skill!



Getting ourselves back to the main river channel was an epic.

Photo #4 (below) shows how we partially dismantled (below) the canoes to drag them through the tightly packed manuka scrub. Note that Alan still smiled for the camera. You ask where was Alan's life jacket? Not sure. He must have carried it inside his kayak. He definitely wore it for warmth on the roadside as the sun set.



The rest of the trip was a buzz. Surfing standing waves, cutting into eddies and running the rapids. Bombproof! These PBK kayaks were - in hindsight - very forgiving. I was hooked!

My second real kayak trip was in 1974 using a Lettman Slipper. Total disaster. From Coal Creek to the Mangles River, on the Buller River, I tested my swimming skills 17 times. Many years after that first 1966 trip, I learned - the Glide is a 'Ferry'!

In 1967 I left Nelson for five years. At the time of leaving I was aware of nine other kayaks being built by Ski Club members. I had turned the ends of their dowering on my lathe. There is little doubt that Alan kick-started modern kayaking in Nelson - and for that he should be recognised. These days Alan gets his kicks from mountain-biking into extreme situations.

Grahame Sisson

EXPEDITION UPDATES

Sandy Robson & SLAP (Around Australia)

On 14 May, Sandy Robson arrived at Cairns, in North Queensland, during her attempt to paddle around Australia. She has taken a few days off to prepare for the next stage up to Cape York, where Sandy will have to send food parcels ahead to the Aboriginal communities.

In an email from Cairns, Sandy notes, 'I had a great Mexican feast last night here with lots of fresh vegies etc. and ice-cream and frozen raspberries for dessert. I am enjoying the fresh food and trying to get back to racing weight (ie. put on about 5kgs before I leave). I have not had too much trouble with losing weight lately, but it doesn't hurt to stock up on a few kilos after a few big 60 to 70 km days to get here.'

Sandy's Website

A few people have had problems accessing the site - the vast majority can access it daily. The problem seems to be accessing it from google, or via links from other sites.

The correct url is
<https://netstorage.penrhos.wa.edu.au/slap/>
(note that it begins https:
and not http:)



NEW COLD WATER BOATING BROCHURES

The following was a message from Gerald Stover, one of the overseas paddlers who attended the 2007 KASK Forum at Anakiwa, to Evan Pugh.

Dear Evan Pugh and
KASK leadership

Thanks for a great NZ visit and Forum at Anakiwa this past Feb 24-26. I have had no time to respond to your fine survey questions or file a report yet for the NYC kayaker regarding your KASK Forum of 2007. (we returned to the USA on March 15 - one day before our North East Corridor airports were closed for a snowstorm. Our trip to NZ was WONDERFUL)

In the mean time I have not forgotten any of the good memories or the excellent instruction, Charles Collie and I received during the KASK 2007 Forum.

A new brochure has been e-mailed on the NYC Kayaker list server for cold water safety - anyone is welcome to use it. Spring here in Pennsylvania is a particularly cold and dangerous time for kayakers - the air temperature is very warm but the water is still deadly cold.

Chuck Sutherland would be very pleased to learn of his brochure's use in any of your your NZ KASK safety training literature. Do not hesitate to contact him - he a very worthwhile chap and seasoned kayaker.
Gerald W Stover

Hi All,

After an excessively long period of development, I have finally finished producing a new cold water boating brochure. I invite anyone, or any club, interested in providing such information to the general public or to their own boating groups to feel free to copy and distribute this brochure. I have put the document on my website in PDF format at

<http://www.enter.net/~skimmer/cold-intro.html>

Best regards,
Chuck Sutherland

COLD WATER BROCHURE SEA KAYAKER

The following link from Paul Chaplow re cold water paddling and survival.

<http://www.seakayakermag.com/Resources/Safety/ColdBrochure.pdf>



Photos of Sandy Robson's paddle up the coast of Queensland.

Top left: scrubbed up for her sister's wedding; bottom left: Coffee break on the water; Top right: 12 May launching; Bottom right: Arriving at Yeppoon.



SAFETY

Marine Searches By Hamish Blanch

How Search and Rescue Works, and Some Thoughts on being visible on the Water.

The following is how the search process works. Search and Rescue (SAR) in New Zealand is divided into two parts, firstly Land and secondly Marine. Responsibility for Land SAR rests with the Police while Marine SAR rests with both Police and Rescue Co-ordination Centre New Zealand (RCC (NZ)).

Marine searching is split up into three classes with differing area's of responsibility:

- Class 1 search, run by the Police using Police resources.
- Class 2 search, run by Police using other resources such as, Coastguard, Surf Rescue, fixed wing planes (coastal air patrols), helicopter search and water rescue teams, Coast-watch personal, Marine radio, and local resources such as fishermen and recreational boaties. These searches are usually coastal rather than offshore, and are typical of what would normally be used for a missing kayaker.
- Class 3 search run by RCC (NZ). These searches are usually offshore and may require the utilization of resources not available to Police such as Airforce Orion's etc, and includes all emergency locator beacon activations, (land, marine and aviation).

RCC (NZ) is based in Avalon, Wellington and is a relatively new organization, being set up and operational from July 2004. It replaces what was previously known as the National Rescue Co-ordination Centre (RCC). The change came about largely as result of a Government report and recommendations into marine search

and rescue after a fatal boating incident off the coast of Oamaru.

A greater degree of co-operation and liaison now exists between the two organizations, RCC(NZ) and the Police. Since July 2005, Police in all districts now have a Marine Search incident controller on call 24 hours a day for class 1 and 2 searches.

Searches may start as a Class 2, and be upgraded to 3, in which case control would change from Police to RCC (NZ) and vice versa.

There must always be clarity as to who is running a search at any one time. A formal hand over must take place if a search is upgraded, or downgraded, so that it is clear as to who is in control, and ultimately responsible.

(At the time of writing the Government is looking at the overall control of Marine Search and Rescue incidents, and several proposals regarding different structures are currently being investigated).

As to how a Class 1 or 2 search is run, will largely depend on the resources set up by local Police. In the area that I work (Tasman Police District), Marine Search and Rescue is managed utilizing a system adopted nationally by Land Search and Rescue, and is known as CIMS...Co-ordinated Incident management system.

Under CIMS, the search management has several components:

1. Intelligence and planning, (plan the search provide taskings, and process information that comes to hand as the search progresses)
2. Operations (make the search happen, brief and debrief search teams etc)
3. Logistics (provide the means to run a search).

An Incident Controller, (Police member) oversees the whole operation and co-ordinates the search effort. In the initial stages, a search may be run and managed by one person who is man-

aging all three components, however as it scales up, several people may be called in and the roles separated. As a search progresses, a time period will be allocated to the first phase, and forward planning done so that the search can then be run in shifts 24 hours a day, if necessary, and proper handovers completed from one shift to the next.

Resources used in the field may be any of those previously mentioned regarding Class 2 searches.

There will be regional variations as to how a search is run, and how local resources are used.

In some areas for example, Surf Rescue may patrol beaches and effect rescues as situations occur. Coastguard may patrol waterways and also effect rescues/tows as required. Police involvement in these situations is minimal.

A simple rescue, involving for example a kayaker in a sheltered bay who cannot affect a re-entry and is floating with his kayak, may require no more than a call on the local marine radio channel to get someone to assist.

If however a kayaker has failed to return from a trip, or is overdue and a search to locate is required, Police will be advised. The initial call to Police will probably be logged at a Police Communications centre, and an event number created. At that stage the on-duty Police Marine search incident controller will be advised, and decide a course of action. A search urgency assessment is then made.

Initial action may involve a Police member making some enquiry as to details of the missing party, description of persons/kayak/trip details and physically checking boat ramps etc. to ensure that the missing person simply hasn't gone elsewhere after a paddle.

Decisions are made based on the information known at the time, and the incident controller making those decisions takes responsibility for the result. Quite often, when with the

benefit of hindsight, persons may be critical of those decisions but they are made with the best information at the time, not with all the information known at a later date.

For example, to recall a recent incident in Nelson, on 2 March about mid-day, I was the on-duty incident controller and was advised of a second hand message that some-one had passed onto another person. The information simply was that a woman, walking on back beach at Tahunanui Beach, had been watching a kayak with two paddlers in an area known as the 'Blind Channel' - the channel that fills/empties Waimea Estuary - and the kayak had disappeared. This had been about an hour or so prior, and the identity of the original informant was not known at the time. The information therefore was not particularly good, and at the time of receiving, could not be verified or any other details obtained.

No one had been reported missing/overdue; no other reports were received, and it was a nice warm summer's day, (about 22°C).

It was basically a decision to either:

- 1 - search
- or
- 2 - further investigate/wait for any more information.

There was no Surf Rescue on duty - it was a weekday - and to get a unit on the water would have required a callout from work of surf members.

What would you do?

A call was made to the airport control tower (Blind Channel is on the flight path of the Nelson airport) to advise aircraft to be on the lookout, and then erring on the side of caution, activated Surf Rescue.

Surf Rescue was short staffed, and so I then arranged for a Police member to crew/observe, and they were on the water within 20 minutes.

They headed out of Nelson Harbour into Tasman Bay and about 1.5 kilometres from shore, they chance

sighted a person with a lifejacket on in choppy seas. He indicated that there was second person in the water requiring immediate assistance who was located about 70m away. The second person was obviously suffering from hypothermia and both were immediately recovered to Surf Base and an ambulance called.

This second person, a male aged 41 years, when treated recorded a body temp of 33.5 degrees and was moderately hypothermic.

The kayak was neither located at the time, nor were there any sightings by aircraft. (It later washed up that evening in Blind Channel - partially submerged as the back hatch and cockpit were full of water).

The kayakers, one aged 24 and the other 41, had launched their lime green/yellow Contour double kayak at Tahunanui Beach, paddled across the Blind Channel to Rabbit Island, then returned. During the return trip, they tipped out and they were unable to reenter the kayak.

Both were relatively new to kayaking; neither man had sought instruction or practiced getting back into the kayak. They carried no bailer or pump, thus no means to empty the kayak, and carried no emergency communication equipment, (no flares, radio, cell phone etc). No one had been informed of their intentions, thus no one was going to raise the alarm in the event of a mishap.

Both men were swimming coaches, (good swimmers) and had decided to swim for it. They later said that they had even discussed taking their lifejackets and booties off but thought better of it.

After about two hours in the water (water temp about 20°C) it was apparent that they could not swim against the ebbing tidal flow, and they were simply getting swept out to sea.

So on a nice sunny and warm Nelson day they were both in the 'brown stuff' floating out into Tasman Bay. If it not been for that one phone call from

someone who had spoken to some-one else I am certain that this would have been another fatality. Things are not always what they initially seem.

Back to searching - if a kayaker for example is missing offshore, a search would commence after having established the likely search area, taking into account sea (currents and sea state) and wind conditions. A search pattern would be decided upon depending on what information is available that is the last known position/timing and, what resources are available/what resources can be used with the weather conditions, and available light.

If a fixed wing is used it would typically search from approx 150m, now this gets to the part that starts to make you think a bit; if you're in the water, you have to be visible. Someone in the plane has to see you. (It is possible that either heat seeking or infra red gear could be carried, but that would depend on local resources and cannot be guaranteed.)

A kayaker in the water, separated from their kayak, does not present a particularly big target - less than half a square metre - and the only part that is going to be seen from 150m up in the air is the head and shoulders. The kayaker in the water has probably capsized because of the sea state, so chances are there is going to be a sizable swell/choppy sea conditions.

If you are that kayaker, your chances of being found are hugely increased if you have a fluoro-coloured hat on, tied to your fluoro-coloured PFD.

You're going kayaking, so you're going to wear a sun hat and a PFD - why wear something that's not going to be seen? It doesn't cost any more to be visible and your life may depend on it.

Your chances are again hugely increased if you stay with the kayak (now several square metres of target) and even better if the kayak is a bright colour, red/yellow/orange. (It doesn't cost any more to buy a bright coloured boat).

I can recall two recent searches for kayakers, one in Tasman Bay, the other in Golden Bay, both fatalities, that have resulted with the kayaker becoming separated from the kayak. The search then was for two targets, kayak and paddler, not one. **THINK BRIGHT COLOURS - BE SEEN.**

Bright colours will also make you more visible on the water to other 'boaties.' Brightly coloured paddle blades and hi-visibility chopper flags, will also markedly increase your visibility on the water. The possibility of being 'run over' is very real. I can recall a recent fatality in the Marlborough Sounds involving a kayaker and a 'fizz boat'.

Currently, many of the rescue helicopter operators around the country are installing 'new generation' night vision equipment. Additional to the night vision equipment, a scanning light is also used (under the helicopter) to enhance and extend the field of vision. Any light source on the water is going to be picked up easily with the night vision equipment, and your chances of being found at night are hugely increased if you carry a light source.

The best option is a small strobe light designed to attach to your PFD (these are available at marine safety stores and retail for about \$60), but anything is better than nothing. Reflective material is also picked up by night vision gear, in conjunction with the scanning light, and can be attached to paddle blades, kayak decks, PFD's and clothing.

If the night vision equipment is not available, and if there is a search for you with 'boats on the water', a strobe light is certainly going to be a great attractant. A strobe light of course is additional to any navigation lights that you would carry at night, and of course being on your person, it is available should you become separated from the kayak, which is where your navigation light may be.

An attractant worth considering, that can be easily carried on your PFD, is a divers' tube (or sausage). These look

similar to a paddle float but are longer and narrower. Essentially these are brightly coloured, elongated plastic tubes that stick up a metre or so above the surface of the water, indicating your position and the fact that you have a problem. For kayaking, you need to have one with a mouthpiece that can be easily inflated. (Some are simply open-ended and when used by divers, they use their air tanks to inflate). If these tubes had reflective material on the top, this would greatly increase their visibility with the use of the night vision equipment.

Recently I spoke to a kite surfer who, separated from his kite/ board, was swept out into Tasman Bay in 2006. He was the subject of a helicopter search and rescue. I was in the helicopter at the time and this chap was damned hard to find. There was a sizable swell running, and he was dressed in a black wetsuit. I gave it some publicity at the time, and he had thought long and hard how he was going to be visible if the same situation occurred again. What he came up with was a 1.8m collapsible carbon fibre pole with a bungee cord through the centre (like a tent pole) with a 30cm x 1.2m red fluoro flag. The whole thing packed up into a small bag which he now wears. That's his plan. I'm sure it will work. It looks a great idea.

In recent search exercises that we have carried out with aircraft, dye markers (obtainable from marine shops) have also been very visible in the water; they should also be considered.

The safety section of the new KASK handbook is excellent guide as to what additional safety gear to carry and if you're like me, got the handbook years ago, it's worth updating to the 4th edition, having a good read and sorting out a safety plan should it all 'turn to custard'.

You need a plan.

Enjoy safe sea kayaking, and please **THINK COLOUR and BEEN SEEN.**

EPIRB's & VHF Radios

If kayaking on extended trips into remote areas, where there may be only limited local assistance available, serious consideration should be given to carrying an EPIRB (Emergency Position Indicating Radio Beacon), just in case a serious problem arises.

EPIRBs must now be a 406Mhz frequency. They should be carried on your person, not left in your kayak, should you be separated from your kayak.

There are currently a huge number of the 121.5Mhz frequency beacons still around, but they become obsolete from February 2009 when there will be no satellite coverage for them. If you currently have a 121.5 beacon, upgrade sooner rather than later as there is predicted to be a huge rush close to the Feb 2009 date, and demand may well exceed supply. Please throw the old beacon away - do not resell it - someone's life may depend on it. When disposing, please take the battery out and ensure that it will not work (you can drop them into any Police Station - just ask for it to be forwarded to their local SAR member who will arrange for disposal). I was involved in a 2006 search for an EPIRB, which we eventually found, buried under a pile of rubbish at the Nelson landfill. Nationally there have been several similar incidents

The 121.5 beacon requires passing satellites to pick a signal up. This could result in delays of several hours to get a good fix, however the 406 utilises stationary satellites, hence are much faster in relaying the fact that you have an emergency. Time is of essence if you're in the water with your body temperature dropping, and hypothermia setting in.

There are two varieties of 406 beacon on the market, one which has a GPS (Global Position System) which will give a more accurate location and is the recommended one to purchase, and a standard 406.

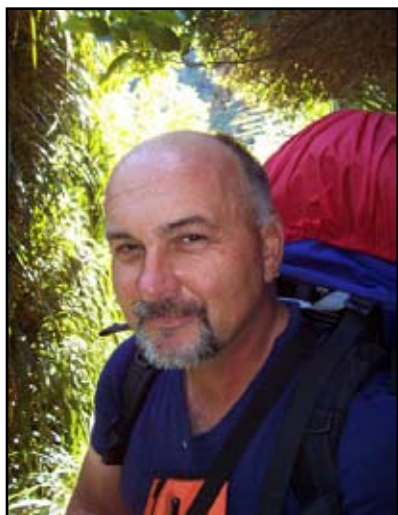
If you purchase a 406 Beacon, please register it with the Rescue Co-ordination Centre Ph 0800 406 111. In the event of an activation, RCC will then have your personal information so that some preliminary enquiries can be made as to your trip plans and what we will be looking for. This can also hopefully eliminate searches for accidental activations.

A VHF radio is also a very useful tool for calling up a rescue or for getting assistance, and is more reliable with its potential coverage than a cellphone. The two advantages are:

- that it allows you to communicate your distress immediately,
- and allows you to communicate directly with the Maritime rescue authorities.

You may also be able to communicate with local boaties close by to get assistance.

Coverage around coastal New Zealand is good, however there may be some areas close to shore where you cannot get coverage either on the marine emergency Channel 16, or local channels. Some knowledge of local radio channels in the area that you intend to paddle, is essential to make full use of a VHF radio. Carry the radio on your person, if at all possible, rather than in the kayak.



Hamish Blanch, a keen kayaker, is a Police member based in Nelson and has been on Police Search and Rescue squads for the past 27 years. He has also been a crewman/winch operator on the Nelson based Rescue Helicopter for the past 16 years.

CALENDAR

THE CONFLUENCE

2008 International Outdoor Recreation and Education Conference Christchurch (IOREC).

When: 21 – 24 January 2008

Where: Christchurch

The IOREC conference, hosted by Outdoors New Zealand with SPARC as the major sponsor, will incorporate six key strands: research & theory; teaching and learning; sustainability and environment; risk management and safety; applied theory and practice; and adventure based tourism. Presentations will include oral, interactive, and poster sessions.

For information on the conference details, registration and presentation information, see:

www.outdoorsnz.org.nz

For information on presentation submissions, email Dr Shayne Galloway at

papers@outdoorsnz.org.nz

Deadline: for presentation proposals, by July 25 2007

COASTBUSTERS 2008

When: 1 – 2 March 2008

Where: Auckland

As part of a week-long International Kayaking Festival, the core CB event will be followed on 8 – 9 March (the next weekend) by the Rotorua/Blue Lake NZKBGT (New Zealand Kayak Builders' Get-Together).

In the weekdays between these two events, we have planned for a number of activities and will promote this as a week full of kayaking opportunity. Some of the activities are: local and regional kayak trails & camping trips, on-the-water training, workshops, a sea-kayak race, etc.

We feel very excited by the opportunities that this presents - for dealing with a variety of kayak topics in much greater depth than was ever possible within the limited time available on the CB weekend.

Clearly, it will also be a bigger 'target'

for friends and interested kayakers in far-flung corners of NZ, the Pacific Islands, Australia and from further afield. Easier to justify the travel time & cost, with a whole week of activity to look forward to.

KASK FORUM 2008

Where: Ohope Beach, near Whakatane, in the Bay of Plenty

When: 25- 27 April 2008,

Anzac Day weekend.

Venue: Ohope Beach Christian youth camp 6kms east of Whakatane, perfect for surf training, a nice flat shallow beach with nice waves rolling in. Paddle destinations include Whale Island day paddle, leave from Whakatane, around rocks at Whakatane, Ohiwa Harbour and down to end of Ohope Spit for on-the-water sessions. The camp has a total of 80 bunks and 70 camp spots, a large hall and caterers on site.

For more information, email Evan Pugh at:

sheepskinsnstuff@xtra.co.nz

WANTED KASK Taranaki Contact Required

Is there a current KASK member in the Taranaki area who would be willing to have their name and contact listed in the KASK newsletter, and on the Website with other regional contacts?

What this means is that you may receive a phone call or email on the odd occasion from other paddlers in your area, or from outside the area, needing information on paddling locations and/or how to meet up with other paddlers.

If you are keen to help in this way and perhaps meet up with other paddlers or to find out more info please get in touch with me.

Evan Pugh

sheepskinsnstuff@xtra.co.nz

KASK
Reports Presented at the
15th KASK AGM
Held at Anakiwa,
24 February 2007
PRESIDENT'S REPORT
by Susan Cade

This year for the KASK committee once again has been very busy. In addition to significant pressures impacting from daytime work commitments, we have strived to represent KASK at a national level. Many volunteer hours have been put in to support the interest of recreational sea kayakers in New Zealand. There has been some valuable support from non-committee KASK members.

Some of the notable achievements for the year were:

Strategic Meeting in Auckland

The decisions at this meeting clarified KASK's strategic plan for 2006 - 2008. A KASK Mission Statement was developed: 'To promote safe recreational sea kayaking'

Primary objectives for KASK are:

- To promote safe sea kayaking practices through education
- To create appropriate and relevant publications
- To support sea kayak forums
- To maintain and ensure ongoing advocacy on behalf of members with relevant organizations
- To generate income for projects from external funding sources

Coastguard Education Program

This was a jointly identified need by KASK and Coastguard Education. Kerry Howe completed working on a sea kayaking module which was endorsed by KASK and added to the Coastguard education program.

Training

There has been a commitment from KASK to support training at a network level. Both leadership and general skills training have taken place in Wellington. Tauranga continues to be active with training; Invercargill has organized training forums, as has the Christchurch network with their annual Okains Bay forum.

In 2007 KASK, in association with NZOIA, facilitated a national training series with internationally recognized sea kayak instructor Nigel Foster from Seattle, who was also a keynote presenter and instructor at the Anakiwa Forum. This project was initiated by KASK and developed with NZOIA, with significant financial support from Water Safety New Zealand. More than 50 people undertook this training, which is really exciting, with a number of NZOIA sea kayak instructors also taking this opportunity for specialist training in Taupo and Auckland.

Forums

The Northland mini-forum was very successful, as was the annual Canterbury network Okains Bay forum. Coastbusters (Auckland) has been proactive in organizing their Auckland-based forum. The second skill focused KASK Forum at Anakiwa, attracted a turnout of over 110 sea kayakers, including several paddlers from overseas. The success of an event of this kind relies on the support of so many people, both visible and behind the scenes, so thank you so much to every one of you attendees, and leaders for making this possible.

I really believe in the development of skills and the sharing of knowledge which is a critical way to help develop and strengthen safety and the fun of sea kayaking. Of particular note I want to mention Evan and Linda Pugh (registrations), Cathye Haddock (program), Helen Woodward (local contact) and Iona Bailey.

Other ongoing KASK liaison work has occurred at the DoC Summit to Sea Forum, looking at the best ways to support recreational access and land usage in New Zealand. There have also been meetings with Water Safety New Zealand, Maritime New Zealand, and the National Pleasure Boat Forum. Also on-going input into the National Incident database, and incident analysis work.

The KASK Website.

Sandy Fergusson, as Webmaster, has continued to develop the KASK website.

I thank all the committee members for their work during the past 12 months. My thanks to Paul for the newsletter production, to Iona and Paul for work on the incident database, John Kirk-Anderson for his training initiatives and liaison work, and last but certainly not least to the KASK committee for general consultation and active support.

PUBLICATION
OFFICER'S REPORT
By Paul Caffyn

KASK Handbook

A fourth edition of the *KASK Handbook, A Manual for Sea Kayaking in NZ*, was printed in late August 2006. My thanks to all those paddlers who contributed new material, updated existing chapters or provided photographs.

In particular the addition of a practical rescue chapter by John Kirk-Anderson, a Marine Communications chapter by Peter Simpson, and two medical chapters by Iona Bailey, along with updating of the resources section, risk management, GPS navigation, trip planning, and clothing chapters, continues to maintain this book as 'the mother of all sea kayaking manuals.'

KASK acknowledges a grant of \$6,000 from Water Safety NZ towards the cost of handbook production and printing.

The initial print run was 750 units, of which 378 copies have been sold or distributed by 22 March 2007. The response from KASK members for the \$20 offer included with the annual subscription renewal was excellent. I would ask all KASK paddlers to continue to promote the handbook.

The Sea Canoeist Newsletter

My thanks to all those paddlers who contributed articles, letters or photos to the newsletter during the past 12 months. As this newsletter is a record of New Zealand sea kayaking, and following a complaint of there being no newsletters in the Wellington National Library for research purposes, it was registered with an ISSN (International Standard Serial Number) in August 2006. A full

set of hard copy newsletters, Nos. 1 - 124, was supplied to the National Library in August, and two copies of each new newsletter will be mailed to the library. These will be kept by the library in perpetuity, and will be available for research purposes.

Incident database

The KASK incident database has been updated to the end of 2006, and fatalities from the period 1983 - 1992 included. Fatality statistics January 1983 - October 2006 were spread-sheeted. Of a total of 23 fatalities over 24 years, all were male paddlers; 18 were solo paddlers, eight fatalities occurred during fishing trips with a total of nine drownings. With the recent rapid growth of sit-on-top incidents and fatalities, there is an urgent need for a sit-on-top safety brochure, which should be included with every new boat sold. On going analysis of this database allows for targeting of safety initiatives.

National Pleasure Boat Forum; The inclusion of KASK as a member of the National Pleasure Boat Forum, has resulted in some excellent safety initiatives, particularly in 2006 the development by Kerry Howe of a 'New Zealand Sea Kayak Module' for Coastguard Boating Education. Paul Caffyn

GRAHAM EGGAR PADDLE TROPHY AWARDS

by Paul Caffyn

Sandy Ferguson was awarded the trophy for outstanding contribution to sea kayaking. Sandy, one of the foundation members of KASK in 1992, built his first stitch and tape kayak back in 1983. For many years, Sandy served on the KASK committee as either secretary or treasurer. In November 1993, Sandy and Ray Forsyth set up the Canterbury Sea Kayak Network, and Sandy took on the role of editor of the network newsletter. For the past 18 months, Sandy has taken on the role of KASK webmaster, and has endeavoured to keep the site up to date. The award to Sandy takes into account his long term services to sea kayaking.

The trophy for an outstanding contribution to The Sea Canoeist Newsletter was awarded to Cathye Haddock and John Kirk-Anderson for their Tory Channel Incident Review Report, which appeared in newsletter No.125. Interviews with both participants, involved with the 1 January 2006 capsize incident in the entrance of Tory Channel, plus a critical review of the planning, preparation, and communications for the trip, and a listing of recommendations made for both KASK and the wider sea kayaking community, led to presentation of this award.

NATIONAL TRAINING SERIES WITH NIGEL FOSTER

by Susan Cade

A total of 55 sea kayakers, through KASK, took an opportunity to develop their skills with our international guest. Four two-day training workshops were held in Christchurch, Anakiwa (2) and Tauranga plus a single day training session in Auckland. Nigel also ran two one day workshops for NZOIA at Kinloch and Auckland, for about 18 outdoor instructors.

I had the privilege to travel with Nigel and his wife Kristin around New Zealand during this time and it was really great to see the enthusiasm and delight that participants experienced in experimenting with new techniques and/or refining skills and knowledge. In Wellington, I have noticed some impact already, with more paddlers taking opportunities to paddle without rudders, utilizing more maneuvering skills than they previously used, and yes some even practicing standing in their boats while they scull with their paddle. I myself have been finding new energy and enthusiasm building on the skills and have a new sense of enthusiasm to learn more. Nigel's style of instruction was so like his presentation on his training DVDs, very quiet and seamless.

I have had many comments, for instance from Erica Laws: "Thanks for the wonderful training, both at the Anakiwa KASK forum and in Auckland, with Nigel. I must say I

would be keen to see him out here again. I could tell, in one day, that was barely the tip of the iceberg of what Nigel had to share with us."

Nigel has said that he would love to come back to New Zealand when he can and was very interested in seeing if there is a way of getting some of his designed sea Kayaks and paddles into New Zealand. I know a number of paddlers expressing enthusiasm to get one or both.

My thanks certainly go to Water Safety NZ and NZ Outdoor Instructor's Association for supporting this tour with funding, also to the many paddlers that supported Nigel's visit with their time and hospitality - it was greatly appreciated. Let's hope there will be many more opportunities for training at this level for paddlers in New Zealand. I feel positive with the ongoing commitment from KASK and Coastbusters to recreational paddlers, along with the support of bodies such as WSNZ, MNZ and NZOIA.

Nigel Foster at the Auckland training session, with Paul Hayward in the background. Photo: Susan



HUMOUR

21st CENTURY ROLLING COMPETITION

from KASK's International Rowing Reporter

From time to time some interesting press releases come down the wire to the KASK *Sea Canoeist* office on the West Coast.

One that caught our eye recently was a press release from Harvey Greenland the Third, President of the Greenland Rolling Company. Until KASK received this release, we had assumed that the huge Annual Greenland Kayak Rolling Championships were based in the country of Greenland.

This, however, is not the case. The championships are in fact owned by the Greenland Company of Seattle, USA. They bought the rights to the championships for three boxes of seal blubber in 1953 and have grown the company into the huge sporting empire it is today. Negotiations are currently underway for kayak rolling to be a demonstration sport at the Beijing Olympics and a full competition event in four years time.

We sent a reporter along to the Greenland Company's press conference last week:

HG. Ladies and gentlemen, thank you for coming in. I've called this press conference to announce that the Greenland Company is planning to introduce a 21st Century Rolling Competition for modern recreational sea kayaks.

KASK. Why the change? Is there a lack of interest in the specialist Greenland-style kayaks?

HG. Well, perhaps. It's just that nobody paddles them anymore or wants to shoot seals and bears. We need a competition that embodies modern customs and the craft that are paddled today all around the world. We also plan to make a shitload of.....

KASK. Would you outline some of the rolls that will be required in the new competition please?

HG. Ah yes, perhaps that's the best place to start. The first roll is the Credit Card Roll. This is the roll that would be performed as a kayaker paddles into a harbour-side barista for a cappuccino and is capsized by a ferry wake while reaching for their credit card. This roll must be performed one-handed with the other firmly in their pocket. On the technical side, points are deducted for competitors having no credit left on their card and an illegible signature on the back of it.

KASK. Hmm. A tough roll to start with. Next?

HG. Then we move on to a group of two rolls under the heading of 'Bodily Functions.' The first is the Pee Wee Roll. Competitors must roll while urinating into a container. This is a 'no hands' roll and points are deducted for spilling the contents of the container or interruption to the stream. The second roll of the group is the Scroggin Roll. This is another 'no hands' roll. Competitors must fill their mouths with scroggin and roll with one hand in their mouth and the other in a ziplock bag. Points are deducted for getting the scroggin wet or dribbling.

KASK. It gets tougher!

HG. Yes it does. The next group of two rolls are called the 'Modern Menaces.' The first of these is the Plastic Bag Roll. Competitors must place a plastic bait bag over their head and perform as many rolls as they can. Points are awarded for the most rolls and deducted for puking inside the bag. The second of this group is the Jet Ski Roll. For this roll competitors must throw a handful of gravel at a cardboard jetski moored at 20 metres from and abeam of their kayak. The force of the throw should capsize the paddler who then rolls up. Points are awarded for peppering the target and for having done this in real life!

KASK. Not only tough but controversial too! Where to from here?

HG. Ah, this is my favourite and a real crowd pleaser! For the Backwards Bloody Fast Roll, paddlers must perform a backwards endo in 3 metre surf and roll up successfully. Too many paddlers play too much in the pool - we want to see what they can do in the surf!

KASK. What are the next rolls?

HG. The next competition roll is the 'GPS Roll'. Modern paddlers seem to love gizmos and devices so we want to see how good they are with them! For this roll, paddlers have to roll over, enter four waypoints on a route and roll up. And then we move on to the 'Sail Roll' in which competitors have to roll with a sail rigged. Points are awarded for having the most sail area up, which generally makes the roll slower and gives a paddler time to wonder why they shouldn't just go and join a sailing club.

KASK. Sure to be controversial!

HG. We then move on to the 'Water Police Roll'. This is an endurance roll where a paddler might see a Water Police or Maritime Safety vessel nearby, and realizing that they're not carrying an anchor or a fire bucket, rolls over in the hope that they're not spotted. Points are awarded for length of time underwater up to but not including to the point of death.

KASK. And one more roll?

HG. Yes indeed. This last roll is the 'White Pointer Roll'. 'Too many of these damned sharks around now that they're protected. Surfers are getting chomped everywhere and we think it's only a matter of time before sea kayakers are on the menu, hence this roll. For this manoeuvre, we saw off the back half of competitor's boats to simulate a shark attack, and they have to roll their kayaks like that. Failure to roll means disqualification. We think this roll will create some work for fiberglass repair shops too. Can't be a bad thing really.

KASK. Thank you.

KASK

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

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

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

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

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

**Editor: Paul Caffyn,
RD 1, Runanga. 7873
West Coast .N.Z.
Ph/Fax: (03) 7311806
Email: kayakpc@xtra.co.nz**

KASK Annual Subscription

\$35 single membership
(\$105 for 3 years; \$175 for 5 years)
\$40 family membership.
\$35 overseas

A subscription form can be downloaded from the KASK website.

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

**KASK Administrator
PO Box 23, Runanga. 7841
West Coast**

Correspondence/Queries to:

Linda Ingram
KASK Administrator
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West Coast

**Send address changes for receiving the newsletter via email to Linda at:
KASK.admin@xtra.co.nz**

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 p&p
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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AUCKLAND Canoe Club
PO Box 9271,
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Ph: (07) 883 6898

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OTAGO

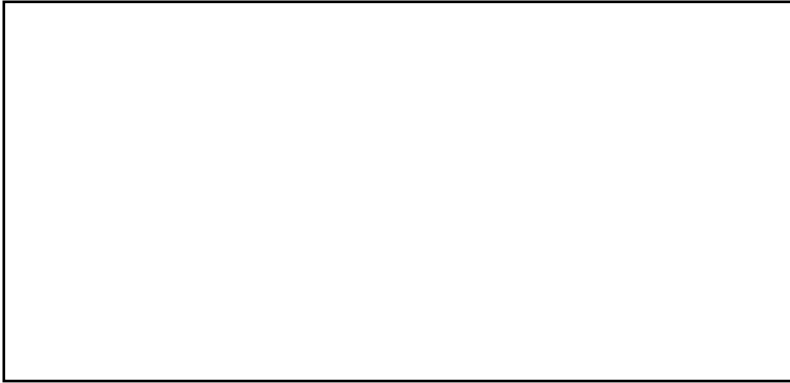
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www.kask.co.nz**

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**If undelivered, please return to:
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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.

