

ISSN 1177-4177

The Journal of the Kiwi Association of Sea Kayakers (NZ) Inc - KASK

THE SEA CANOEIST NEWSLETTER

No. 140 April - May 2009



*Melanie Grant leaving Tautuku Beach, with the Pinnacles in the background.
Photograph: Max Grant*



*Max and Mel camping by Waituna Lagoon, with faces
downcast over the missing steaks.
Photograph: Max Grant*



INDEX	
EDITORIAL	p. 3
KASK	
President's Report	
by John Hesselting	p. 4
Report on WSNZ Meeting	
by Beverley Burnett	p. 4
Canterbury Network Report	
by Tony Greaves	p.10
SAFETY - ARC Nav. Bylaw	
ARC Clause 2.17 Submissions	
by Paul Hayward	p. 5
Changing a Culture	
by Paul Hayward	p. 6
Latest Update to 26 June	
by Kevin Dunsford	p. 8
Steve Cooper Email to ARC	p. 8
TECHNICAL	
Development of Paddlewheels	
by David Winkworth	p. 9
Winds of Change	
by Sandy Winterton	p.11
NEW ZEALAND TRIP REPORTS	
Invercargill to Dunedin	
by Max Grant	p.13
Exploring the Lords River & Port Adventure Area	
by Maggie Oakley	p.17
Trans Lake Taupo Lake Results	
by Max Grant	p.19
BOOKS & MAGAZINES	p.19
HUMOUR	p.21

**DEADLINE FOR NEXT
NEWSLETTER
16 JULY 2009**

**EDITORIAL
ARC Navigation Safety Bylaw
Claws 2.17**

Paul Hayward has written an excellent overview of the day (29 April) when submissions were received by the review sub-committee, and has also penned an excellent point of view re 'Changing a Culture.' I have included an email from Auckland paddler Steve Cooper, which he sent to his ARC representatives to ensure they are aware of the 95% submission support for dropping the bylaw. To check on progress, I emailed ARC Harbour Master John Lee-Richards on 26 June re a decision from the submission sub-

committee. His quick response: 'No developments that I have heard about at this stage...we are still waiting for Council to come back to us, Cheers, John Lee-Richards.'

The KASK Web site

Re internet banking, a few recent email queries have asked why there is a delay in processing of new memberships. The KASK banks statements are mailed every two weeks, and sometimes there may be a day or two before I pick the mail up from Runanga and drop to Linda Ingram. Hence there can be a delay of up to three weeks before processing. Yes, we did check on KASK having an internet banking set up, but the costs were a tad expensive. Webmaster Sandy Ferguson has subsequently added an explanation on the KASK membership page.

From Evan Pugh: Got a question, problem or want to find out about places to paddle? A good place to try is the KASK web site: www.kask.org.nz and go to the discussion forum on the left side of the page. Up near the top, click on 'Create a new topic', then login using your own email address and password; once this is done you can place a topic of your choice on the site right then or at a later date. You can answer other topics, new or older of your choice. That's not the only page of interest on the site so have a look around while your there.

Late Newsletter

Only one person rang to enquire why this current newsletter is late. Wellington paddler Barbara Leslie phoned and asked if I was OK. Thanks Barbara, for you galvanized me to the task of completing the newsletter. As I explained to Barbara, I have a jolly good list of excuses, including the oft-quoted Wellington paddler excuse for failure to supply material for the newsletter of 'being far too busy!' On 27 April, a heavy dump of rain on the wet coast led to a landslide/flood event which caused a considerable amount of damage to my 14 Mile house. Mud and silt removal, re-flooring, re-carpeting, and establishing of new berms and drains took up an inordinate amount of time and energy. Not to mention re-establishing the water supply which disappeared out into Lake Tasman.

Meetings

On 25 April I attended the AGM of the NZRCA (New Zealand Recreational Canoeing Association) in Christchurch. I had a list of topics to bring to the attention of the committee, and to elicit closer liaison between the two national bodies, but unfortunately was given short shrift by the newly elected president – the meeting was running behind time apparently. I also learned that the NZRCA has decided, earlier in the day, to change their name to Whitewater New Zealand, which in my view effectively dropped national representation for non-whitewater river and lake paddlers.

On 29 April I flew up to Auckland for the day to make an oral submission on behalf of KASK to the ARC sub-committee on the ARC Bylaw Clause 2.17, which was held before the four members of the Navigation Safety Bylaw Sub-committee at the Auckland Regional Council offices. I was pleased to see the familiar faces of Auckland paddlers, Paul Hayward, Gerry Maire, Colin Quilter and Peter Townend. The meeting submission summary by Paul Hayward (p. 5) is an excellent overview of what transpired.

On 27 May, I attended the National Pleasure Boat Forum meeting in Wellington. I directed a caustic attack at the ARC re the lack of consultation with paddlers re Claw 2.17, lack of support for paddler based safety initiatives, but on the positive side mentioned the KASK funding applications re a sit-on-top brochure and update of the KASK incident database. At the end of the discussion, following my KASK update, the MNZ manager of recreational boating, got the last word in by stating that he would be bringing the ARC clause 2.17 before a future forum for endorsement to being included in rule 91 of the MTA (Maritime Transport Act).

Jim will indeed have a fight on his hands if he attempts this. I believe paddlers are sick and tired of non-paddling bureaucrats trying to justify their roles by establishment of new rules and regulations.

Paul Caffyn

KASK

PRESIDENT'S REPORT

by John Hesseling

June 2009

After the last minute resignation of the incumbent KASK president, Julie Reynolds, just days prior to the 2009 AGM at Anakiwa, Beverley Burnett agreed to fulfil the role until a new president was found. In May I was asked if I would consider the role and after a week or so thinking about it I decided that I would offer my services.

To cut a long story short the KASK committee accepted my offer. At about the same time Evan Pugh resigned from the committee although he has agreed to continue to be email contact for the KASK website. The present committee is therefore myself, secretary Martin Fraser, Paul Caffyn, Sandy Ferguson and Beverley Burnett. Given the present southern bias with the northern most committee member living in Taupo it would be good to have a further member from Auckland or further north.

Presently the KASK committee is involved in the following:

- seeking funding from Water Safety New Zealand for a sit-on-top kayak brochure, a 5th edition of the KASK Handbook, and for updating the KASK Sea Kayaking Incident Database
- seeking funding for a face to face committee meeting in August
- liaising with the Northland Canoe Club regarding the 2010 KASK Forum in Whangarei.

Paul has also asked me to write a few words about myself so here goes. I am a land surveyor and presently I manage two small survey practices, one based in Taupo and the other in Whakatane. My official home is in Taupo where I live with my partner Lyndsay, but I

spend most week nights at my Ohope bach. I have owned kayaks since the early 1980s when I lived in Gisborne and was a member of the Gisborne Canoe and Tramping Club. After I left Gisborne in the mid 1980's, I did very little kayaking until I moved to Taupo in 2004 and bought a sea kayak. I now try to get out paddling as much as family and work will allow.

Finally I would like to thank all of the committee for their support especially Beverley who stood in as President pro tem between February and May. I would also like to record the committee's thanks to Evan Pugh for his input and enthusiasm during his term on the committee.

Report on meeting with Water Safety New Zealand by Beverley Burnett

KASK meeting June 3rd 2009 with Matt Claridge and Alex of Water Safety New Zealand

I attended at WSNZ offices, and Paul Caffyn attended by teleconference.

The meeting was requested by WSNZ as the first of informal discussions it intends to hold annually with its member organisations. The meetings allow member organisations to ask questions and discuss their annual strategy with WSNZ executives.

Alex discussed our funding applications. The final decision has not yet been made, but he said that we would not get everything we asked for. My assumption is that means we won't get funding for a safety coordinator, which was our lowest-priority project.

KASK applied for \$7,500 to update the KASK handbook to a 5th edition and print and distribute 750 copies. Alex mentioned that the funding committee doesn't like to provide 100% of funding projects, and would like KASK to investigate ways of providing some of the funding for future editions of the KASK handbooks by raising the trade price.

Paul mentioned that KASK has no way of providing funds for the 5th edition and that reducing the print run to save money, would result in a higher cost per unit. In order to produce the 5th edition KASK would need the full \$7,500.

WSNZ would like KASK to come back with financial models which would give KASK a greater return on investment which could be kept in trust for helping to fund future editions of the handbook.

WSNZ regards the funding application for a sit-on-top brochure as a high-priority project and Matt Claridge said that NZ Coastguard regards the project with approval. Funding has not yet been approved but WSNZ would like to get the project rolling and their coordinator will contact Paul Caffyn to scope the project, discuss the role of contributing partners and initiate planning.

The funding application for part-time coordinators to travel to kayaking retailers and providers to increase the uptake of the safety brochures and handbook was presented as KASK's lowest priority. Although the funding committee has not rejected the application outright, it would like more information of the who, what, when, where variety, and the anticipated outcomes before making a decision.

Paul is to update the kayak drowning incident database and will invoice WSNZ for his work. WSNZ envision distributing this report to education forums and WSNZ member organisations. Matt suggested that Paul speak to the report at the non-powered craft forum.

KASK's strategy for this year is to progress safety initiatives such as the sit-on-top brochure, a booklet titled *Essential Guide to Safe Sea Kayaking* (of which existing brochures would be a part), and to maintain contact with regional waterways authorities and MNZ on local bylaw initiatives that affect kayaking. No change to this strategy is anticipated.

SAFETY

Wednesday, April 29 2009
A day of Submissions on ARC
Bylaw Clause 2.17
Held in front of the Navigation
Safety Bylaw Sub-committee at
the Auckland Regional Council
offices in Pitt Street
by Paul Hayward

I was left with a number of impressions over the day - which was a full one, starting at 9.30 am, and running to very nearly 5 pm, with only 30 minutes out for lunch. It was pretty full-on, with little wasted time.

Present were the four Councillors of the subcommittee, assisted by the presence of the Harbourmaster and his Deputy. It was an open meeting, and those making verbal submissions were free to stay for as much as they wished. They were allowed to request to comment on other submissions - or to offer explanations - and this was very well handled by the Chair. Such interaction was pertinent & good-humoured.

The Chair allowed considerable flexibility in time for the submissions to be fully made and for any questions from Councillors, the Harbourmaster (and the other Submitters) to be fully explored. She repeatedly said that she felt the quality of the information being received justified this approach.

As everyone was heard, those with time-constraints were well-managed and the day finished on time - there were no complaints.

What may originally have been seen by the ARC as a 'mouse of an issue' became the mouse that roared - with all but 7 of the 545 written submissions to the ARC supporting changes to the original (July 2008) version of the Bylaw. It was quite clear that the ARC was now taking this process seriously.

I felt that the Councillors were surprisingly open-minded and were listening hard. They were presented with lots of good (and some bad) information, but struggled to put it in perspective from

a lack of background in paddlesports and (initially) a lack of understanding of the bewildering diversity of the activity we call kayaking - from kids on sit-on-tops, fishermen, surf-skis, K1 Olympians, to the basic bloke in a Puffin.

All the verbal submissions had considerable merit and were, in my opinion, honest.

Those by the RNZYS and Fullers were fairly uninterested in the difficulties the bylaw presents to kayakers and were completely uninterested in our concerns over 'liability-shift' (from vessel skippers to kayakers - in the event of any collision). They simply supported the first version of the clause 2.17.

Jim Lott (Maritime Safety NZ) reiterated that 2.17 would become his blueprint for New Zealand. He made the point that no bylaw could stand against the national Maritime Rules - but that he would endeavour to incorporate the results of this 'useful' Auckland process into national law. He spoke of extending it to other small craft as well.

Some 15 kayakers of many levels of experience made submissions. Ian Ferguson spoke as a coach, a retailer and a paddler. Paul Caffyn represented KASK. Pete Townend spoke as a paddler, a retailer and the nominal head of about 2,600 YYKC members. Ian Calhaem spoke as head of Auckland Canoe Club, Gerry Maire as a founder of the NSCC and I spoke as Chair of the Coastbusters SK Association. Colin Quilter and Kevin Dunsford spoke as sea-kayakers of long and very extensive experience.

The majority of the submissions spoke to some or all of 6 points:

- (a) the need for the bylaw had not been (and could not be) demonstrated - it should be scrapped
- (b) education was preferred - and likely more productive than regulation
- (c) the wording of 'ensure visibility' should be changed to 'take reasonable steps'
- (d) the day-time visibility list should be extended and made a list

- of options ('or' not 'and')
- (e) the night-time tape was ineffective
- (f) the night-time Torch and All-round light should be either/or to allow night vision

Kevin presented an exhaustive examination of the known NZ statistics (collisions) and made a very solid case for all serious collisions being the clear result of complete inattention by the offending vessels' skippers.

A very simple, eloquent and useful submission was made by Bridgit Bretherton-Jones, who has kayaked for only a couple of years, belongs to no clubs and paddles (usually as a member of a small group) for enjoyment & exercise - but as safely as she knows how. Her submission spoke for many who are swelling the number of kayaks newly on the water. She expressed concern at insurers seeing kayakers as negligent under the proposed wording.

Other interesting submissions included Stuart Crisp - who spoke of his near-fatal experience when run over by a power boat near Auckland's Westhaven Marina. From Stuart's slides, it was evident that he could not have been more visible. He was wearing a red PFD, a lime-yellow dry-top and was paddling an orange Storm (with a yellow-bladed paddle). Pictures of his gear and the damage to his kayak (cut in half at the rear hatch) provided graphic evidence of the event - and the limitations to enhancing visibility.

A number of us brought in PFDs, lights, paddles, and in John Land's case, an entire Epic Surf-ski - which we all adjourned to the fountain in front of the building to look at. Brave of John to leave it there.

Of all the presentations, I was most at odds with that by Ian Calhaem, who spoke very confidently on behalf of kayakers and yet who made a number of points which were quite violently at odds with almost all the other kayakers in the room - and I venture to say with most experienced sea-kayakers. Ian put great weight on the visibility trials that were performed with the Harbourmaster's Office a few years

ago. It seems to be the opinion of many kayakers (who have survived many thousands of kilometres and hours on the ocean), that while a few hours of testing is a valuable source of information - it falls far short of enough information on which to establish hard rules for all kayakers at all times.

A few examples of Ian's assurances to the Councillors - which had other kayakers shaking their heads: - that wearing inexpensive & light-weight high-viz road-worker vests over PFDs was a great idea.

I asked to be put on record as saying that this would seriously inhibit my access to safety & navigational equipment that I always carry in my PFD: VHF, flares, towing system & GPS.

Pete Townend said that wearing such vests was forbidden to his instructors & staff and was discouraged for YY club members for the reasons I had advanced and also for the snagging & entrapment issues inherent in loose & light-weight garments in wet-exit and rescue situations.

Nothing daunted, Ian continued that access to PFD pockets did not seem a problem to him, but that some ACC club members chose to wear the vest as a cape - flying out behind them. He did not address the entrapment issues.

The issue of reflective tape at night (being ineffective unless another vessel possessed headlights) was well presented by many of the submitters over the day. The Councillors were, in my opinion becoming receptive to the idea that reflective tape had merit for SAR (Search & Rescue), but had little merit for collision avoidance.

Ian's presentation, showing reflective tape's tremendous visibility when illuminated by a torch from the shore, was (in my opinion) irrelevant to collision avoidance and definitely not helpful to the guidance of the Councillors towards effective and especially towards cost-effective rules.

The issue of extremely bright all-round lights - and their bad effects on individual and especially on group night-vision (and the importance of

that night-vision to paddlers) - had also been very well presented by many of the submitters over the day. The Councillors had, in my opinion, come to understand the issue much better and now appreciated that the situation deserved different treatment to that for road users or sailboats.

They had concerns that a torch was not adequately visible. That issue was put to rest. They were concerned that a torch could not be deployed quickly or successfully in rough conditions. They were informed of the use of head-torches and the great advances that LED technology had allowed. The ability to use and direct a head-torch - if it was appropriate in rougher conditions - clearly changed some Councillors belief that only a bright all-round light could be effective.

Ian then spoke firmly for the tall & fairly heavy Hella 2 NM light and claimed it would not affect night vision. His contention was that its narrow 15 degree vertical beam angle had been designed not to shine in the eyes of nearby paddlers. When it was suggested, by a number of the other kayakers, that the movement of the kayak by the paddler and by the sea, would frequently bring this beam down into the eyes of any nearby paddlers, Ian replied that it didn't. None of the other kayakers present seemed convinced, but the Councillors may have been blinded or perhaps baffled.

In conclusion - to what has become a far-too-long report, I know that the ARC Councillors finished the day with a much greater knowledge of kayaking than they had previously had. They withdrew to compare notes and intended to 'sleep on it' before trying to draft the final Bylaw. They played their cards fairly close to their chests.

They did grasp our concerns about kayaker liability affecting insurance payouts - or potential battles with insurance companies - if the proposed wording 'ensure visibility' was left in place and they seemed to be well-disposed to achieving their aims with alternative 'take reasonable steps' wording of the 2.17 clause.

Their response to the various details

of kayak visibility, by day or by night, was hard to judge. Their interest in rescinding the bylaw altogether appeared minimal.

With any luck, we will get regulation that will be wiser than what we got last summer - due in full measure to the very evident concern - and the resulting activism - of the NZ paddlesports community. The four volumes of written submissions are astonishing - there are many, many pages of hand-written and typed commentary which go far beyond the basic 'standardized' written submission that was so widely & successfully used.

Special thanks must go to Gerry, Kevin and Colin for spearheading this effort - have a look at Kevin's on-going work at: www.kayaker.org.nz

Paul Hayward

CHANGING A CULTURE

by Paul Hayward

In our whole debate on visibility - and what constitutes 'sufficient visibility' of kayaks - I have felt that people are somehow talking at cross-purposes. It has seemed that there is a disconnect in the discussion and that otherwise rational and well-intentioned people are seen to be behaving in an irresponsible or Machiavellian fashion.

After some thought, I am willing to suggest the following explanation. If the following makes sense, we may wish to pitch our arguments differently - as we may have been fundamentally wrong in our understanding of those who disagree with the kayakers' position.

Cultural variation in 'Keeping a Watch'

To those of us who think of driving a boat as similar to driving a car, the idea of a skipper taking his eyes off the intended track of the vessel - for longer than a couple of seconds - is as unwelcome as the idea of a driver taking his eyes off the highway for more than the same 'couple of seconds'.

However, most car drivers will be more 'intent' while driving down a narrow road in a school zone, than they will be on a long, straight and

empty multi-lane highway. Most car drivers might be more willing to take their eyes off the road ahead briefly - to check the instruments, to check the rear-view mirror, or to look at a passenger - in the highway situation. So the requirement for 'Keeping a Watch' is somewhat flexible.

For aircraft pilots or locomotive drivers, the requirement for scanning the 'track ahead' may not demand more frequent looks than every 20 seconds - if that is the distance of clear vision ahead. In fact, a locomotive driver crossing the Nullarbor or the Canadian prairies, with clear vision for 10 kilometres, may be happy to leave the cab altogether and go back into the engine bay for a system check. A sailboat skipper with the helm on autopilot, may feel free to go below for a quick errand or even a night's sleep (if she is single-handing around the world).

Even as a kayak 'skipper', I keep a more intent 'watch' if I am inshore or in challenging sea conditions. More so than if I am doing a deep-water passage in flat conditions, chatting to the friend in a kayak beside me.

At work here is a process of unconscious 'risk assessment' and 'risk management', that controls our perception of what constitutes 'Keeping a Watch' in a responsible fashion.

Our expectation (as kayakers) is that other vessels in coastal waters are maintaining a 'highway' level of vigilance, looking ahead (at least) every few seconds. With this expectation, a collision of another vessel with a kayak seems incomprehensible and sheer negligence.

However, I feel that many medium-sized recreational-craft skippers customarily relax from that 'highway' level of vigilance once they leave the marina. If the sea conditions do not command their attention, if there is deep and clear water ahead and if the visibility is good; they expect any obstacles to be visible from a distance of several nautical miles - and feel no obligation to maintain a 'highway' level of watch-keeping.

This explains the documented behaviour of the skippers involved in many kayak collision incidents. They are accustomed to taking their eyes away from the 'track ahead' for 10s of seconds at a time. They are horrified and upset that they didn't see the kayak they hit - and at a loss to explain why they did. They have had (perhaps many) years of expecting obstacles to be evident from miles away - with a quick scan at intervals of some 10s of seconds (depending on their vessel's speed). It explains why near-miss skippers feel indignant - they could not see the kayak at 2 nm and they feel that this is the kayak's fault.

If I am correct in this analysis, what we have here is a 'cultures in conflict' situation. Or rather one long-standing culture which is resisting change - in a set of conditions that have changed.

As long as kayaks were as infrequent as floating railway sleepers or stumps, this risk assessment by skippers was understandable. As kayakers have increased in number (perhaps by 100x), the perceptions at work in the risk assessment threaten the skippers' existing culture. If the opportunities for collision are increasing (which they unquestionably are, as kayak traffic increases), then either :

- (a) the skippers of medium-sized recreational-craft must start to maintain a 'highway' level of 'watch-keeping' anywhere where there may be kayaks or
- (b) the kayaks must be forced to become visible at a great distance.

It seems that the Fullers Ferry organisation has made recent changes to the 'watch-keeping' in its vessels. They have increased their expectations for vigilance on the bridge - adding personnel when they deem that the conditions make it necessary. Fullers skippers command some of the fastest vessels on the Auckland harbour and should be at greatest risk of hitting (low visibility) kayaks. Yet Fullers states that they are now happy that - in the daytime - they do not consider the risk of a kayak collision to be considerable.

If fast ferries are confident that they will not hit kayaks, then the kayaks must be visible. This cannot be the

issue. It must be the level of vigilance still considered 'reasonable' by recreational skippers.

Clearly, feeling that the other party is in the wrong - and should make changes - is a very human response.

If it is accepted that little can be done to influence the 'other party', humans are quite good at adjusting their behaviour. For example, skippers do this automatically in conditions when a large storm event washes floating debris (which might damage hull or prop) into coastal waters. Watch-keeping intensifies.

Perhaps our efforts should be directed at explaining that no change to a kayak's profile will guarantee visibility at a great distance - that collisions have now taken place under conditions of maximum achievable kayak visibility - e.g. Stuart Crisp - and that education is now urgently needed to encourage skippers to re-assess their watch-keeping habits in any areas where they may find kayaks.
Paul Hayward

AFTERWORDS

"Here lies the body of Michael O'Day, who died maintaining the right of way. He was right, dead right, as he sailed along, but he's just as dead as if he'd been wrong."
(from Paul Hayward off a Canadian website)

During the 1999 America's Cup defence race series, Peter Blake was living in his mother's house at Bayswater and used a kayak to commute on a daily basis across Auckland Harbour to the training base at Viaduct Basin. Tim, who is manager at Westhaven Boat Books, was acting as a volunteer master on *Spirit of Adventure*. Sailing east down the harbour with a westerly tailwind, the yacht was some 300m from the harbour bridge when Tim sighted a kayak closing from the north. The paddler stopped to let the big mother of a yacht through, and Tim recognized the bloke in the kayak who was holding his paddle up at full arm's stretch.

Peter Blake's clearly audible comment was, "Might is right."

(noted by the editor after a yarn with Tim several years ago.)

Latest update on ARC Safety By-law Rule 2.17 (as of 5pm Friday 26 June 2009)

by Kevin Dunsford

It looks like the ARC is at sixes and sevens over this issue. We asked kayakers to inform other ARC Councillors about this issue and the fact that 94% of all submissions called on education not a bylaw. Up until now the subcommittee hearing submissions has doggedly pursued the rule, regardless of what kayakers think about the issue. Of course, this is the same subcommittee that introduced the rule without consultation originally, so they have been justifying their previous rule.

Just two days ago ARC Councillor Dianne Glenn, chair of the subcommittee, said in an email to kayakers Mike and Jan Scanlan, *“The hearing has been held and the Bylaws amended following notification, consultation and submissions being sent to ARC. The submitters attending the hearing were part of the dialogue to come up with a workable By Law. I will need to get the Regulatory Dept to forward you the new Bylaw as I do not have it on file in my computer.”* She asked the ARC Harbourmaster to *“ensure that the new Bylaw is sent to Jan.”*

When this was followed up today [Friday] the Harbourmaster said, *“...can't do that as its not my draft bylaw and its not adopted yet.”*

Also just today Councillor Christine Rose said *“We are hoping to discuss this matter as a full Council to investigate your points and ensure we are not supporting anything that is unworkable or impractical, nor that penalises kayakers for boatie inattention. In the meantime I understand the item has been withdrawn from the Council agenda which was planned for discussion next week.”*

At the moment the email campaign to Councillors to let them know that we care has brought the issue to the attention of the full ARC. We have shown that kayakers are a lobby they must deal with in future. But the story is not over yet. Now that we have the ear of the ARC it is important we tell them what it is we want. Check out www.kayaker.org.nz for updated

information on this issue and don't hold back on telling your Councillor what you want. That is what they are there for, to represent your interests.

Best regards
Kevin

The following email from Steve Cooper is representative of those forwarded to ARC councillors to ensure they are aware of the paddler's summary of all the submissions received by the ARC re the proposed amendment to Clause 2.17.

From: Cooper, Steve (SKM) **Sent:** Monday, 22 June 2009 3:01 pm **To:** jancolin@ihug.co.nz; brent.morrissey@arc.govt.nz **Subject:** Maritime Safety Bylaw Rule 2.17 review - Visibility of kayaks and paddle craft

Dear Jan and Brent,

I live in Mellons Bay, Manukau so believe that you are the people charged with representing my views (along with the rest of the Manukau constituency of course). If I have this wrong then please let me know.

At the ARC council meeting on 9 December 2008 you voted to allow the Environment Subcommittee consisting of Councillors Walbran, Burrill, Sinclair and chair Glenn to hold submissions on the Safety Bylaw rule 2.17 affecting all paddle craft and kayaks. The additional submission process was required because rule 2.17 was inserted only after previous submissions had been heard. Subsequently, an opinion from a QC was that the correct process had not been followed and paddlers had not had an opportunity to be heard. Now they have, and this is what they asked for:

514 submissions (94.31%) wanted the bylaw rescinded

20 submissions (3.67%) wanted the bylaw changed without being rescinded

9 submissions (1.65%) wanted the bylaw left as is.

This overwhelming number, 94% of submitters, including every paddling

association in Auckland, is opposed to the bylaw because:

1. Paddlers believe safety codes of practice and guidelines should be left to experts in each type of paddle organisation (of which there are many different types) and NZ Maritime Safety Authority Regulations.

2. Paddlers know that each of the 5 investigated collisions involving a kayak or paddle craft in the last 10 years was caused by a power boat skipper not looking ahead. Any rule about paddle craft will not alter bad skipper behaviour or prevent this type of accident. There is even an argument that should skippers read the Bylaw then they would (mistakenly) read clause 2.17 as vindication that they don't hold ultimate responsibility to maintain a good look out if others don't take certain measures to "ensure" (not possible to "ensure") they are visible. Only education and penalties imposed by courts based on proper NZ Maritime Regulations will.

The 514 submissions calling for the bylaw to be rescinded said: *“I believe that visibility of kayaks and paddle craft should be improved through public education, through a voluntary code of good practice developed by kayaking organizations, and through recommendations by maritime safety authorities. I do not support regulation via a bylaw.”*

As the subcommittee presents its findings to you and the ARC Council, I wish you to be aware of the degree of opposition to this bylaw rule from those people who it will directly impact, and for you to ensure that 94% of submitter's views are not ignored again, as they appear to have been by the subcommittee.

We urge you to vote to have ARC's Maritime Safety Bylaw rule 2.17 removed, as requested by 94% of submitters anything less would be an insult to your electorate and the consultation process.

Thank you
Steve Cooper

TECHNICAL

Development of the *Paddlewheels* A Sea Kayak Wheels system.

by David Winkworth

New Zealand paddlers have been using kayak wheel systems for longer than Australian paddlers it seems. My observations over recent years at KASK Forums have been of well-sorted set-ups for paddlers crossing Cook Strait on the ferry. Wheel the kayak onto the ferry, wheel it off, stow the gear, go paddling! Terrific!

But paddling in Australia is where a kayak wheel system can really be useful!

I began looking seriously at a trolley system for my *Nadgee* kayaks about seven years ago. It fitted with my philosophy for the continuing development of my *Nadgee Expedition* sea kayak into an increasingly capable solo tourer while still performing well as a day boat. The development was slow but each trip without a trolley system made me more determined to have one! Sitting on a deserted beach, cup of tea in hand, "sketching" designs in my mind was very stimulating.

On a solo paddle to Cape York in 2005 I had several portages of over half a

kilometre which just plain wore me out in the hot weather. It was a trudge up the beach with the water supplies - then the food - then the camping gear - then the kayak on the shoulder. And that was only the beginning! All the food then had to go back into the boat to protect it from dingoes and rats! The next morning I had to repeat the whole damn exercise for the launch!

Also on that trip I had a very windy launch one day, which could've ended in disaster. I carried the kayak down to the beach in a strong wind and returned for a couple of loads of gear. As I walked back to the beach with a load of gear I watched the wind rolling my kayak over and over along the beach!

No, there really did have to be a better way to do these things!

I looked at the various trolleys on the market. There were some problems for me with all of them though. All were made as multi-fit units. All were too heavy. Some were difficult to fit to laden kayaks. Some had unsuitable wheels and some fitted to the stern of the kayak, thereby placing too much weight on the bow when lifted.

Taking some ideas from Queensland paddler Kate Yeomans who used a trolley system similar to the *Paddlewheels* on her *Nadgee* for her Brisbane

to Cape York paddle a few years ago, I produced a few sets of *Paddlewheels* for testing.

My "crash test dummy" (sorry Sandy!) was West Australian paddler Sandy Robson. I fitted a set to Sandy's kayak when she passed through Tathra a few years ago on her long trip north. Sandy carried a LOT of gear and the *Paddlewheels* were to prove invaluable for her, especially in Queensland waters where the tide goes out a long long way in places. In total Sandy tested three different *Paddlewheels* models for me.

The early *Paddlewheels* units were aluminium... then came a combination aluminium and stainless steel unit and finally I settled on a design of super strong thin-walled stainless tubing. Things were getting expensive but the design was finalized now!

The "heart" of the *Paddlewheels* system is the lightweight epoxy glass tubing bonded across and through the kayak behind the seat. A "crank-shaped" strut with a non-pneumatic polyurethane wheel on a stub axle plugs a few centimeters into the tubing on each side of the kayak while it is floating or sitting on the sand. Lifting just the stern of the boat lets the wheels on the struts drop vertical where their arc of travel is limited by



cords. Zip up a length of webbing on the aft deck to tighten everything up and you're ready to go. Because the struts actually plug into the kayak, the system has great rigidity for soft sand and rocky reef use. The trolley can never become misaligned during use.

When stored on the kayak, the two struts with cords attached are placed in a dry bag in any hatch. I move mine around depending on the gear in a particular hatch, including the bow hatch, as the stainless steel will not affect the compass. The wheels lock quickly together and strap down securely over the rear hatch. Big dumping waves will not move them. They can of course also be stored in the rear hatch.

The total weight of the *Paddlewheels* system is just over a kilogram. There is nothing to wear out except perhaps the wheel bushes and they are easily replaceable. There are no dissimilar metals and nothing to rust either.

The *Paddlewheels* system was designed for the *Nadgee* series of kayaks but it can be easily retro-fitted to just about any composite kayak.

Now, consider the possibilities of this great system:

You arrive at a concrete boat ramp to launch. Prepare your kayak back in the carpark with as much gear as you like. Fit the *Paddlewheels* and wheel your kayak effortlessly into the water at the ramp until it floats. Remove the *Paddlewheels*, store the parts and paddle away! No scratched hull!

On a solo tour, wheel your boat to the shops in coastal towns for re-supply.

Landing on a beach, fit the *Paddlewheels* and wheel everything up to your campsite in one trip. No dragging the kayak, no worn keel lines. Too easy!

Arriving back at your concrete boat ramp, fit the *Paddlewheels* while the kayak is floating, and walk it up out of the water to your car!

In September 2008, I completed a paddle from Karumba in the south-east corner of the Gulf of Carpentaria to Darwin. It was a long trip and my *Paddlewheels* got a real workout, but they worked incredibly well. I wheeled my kayak over kilometres of beach, over mud and yes - over reef too, with 3 weeks food and 40 litres of water aboard. I was able to easily launch pre-dawn on reef shores by wheeling the kayak to the water over reef until it floated, store the *Paddlewheels* aboard and paddle away.

I could also land on windy reef shores by hopping out of the kayak onto the shallow reef, fitting the *Paddlewheels* and wheeling the kayak up the reef to find a campsite. What a user-friendly system! Ask yourself: how else would you land (fully loaded) on a shore like that without damaging your kayak?

No more long shoulder carries of my kayak for me. My *Paddlewheels* go with me everywhere.

So there you go—perhaps a worthwhile addition to sea kayaking equipment!

First printed in Issue 63 of *Sea Trek*, the Victorian Sea Kayak Club newsletter.
www.vskc.org.au



NETWORK REPORTS

Canterbury Sea Kayak Network Happenings by Tony Greaves

Lots has been going on among CSKN members lately. Sandy Ferguson has been away visiting the fabled start-end point of the editor's Australia circumnavigation, a spot called Queenscliff. Judging by the reception Sandy received at the local Maritime Museum the episode is now well and truly a part of Australian maritime folklore.

The big highlight though was a trip to Preservation Inlet for a couple of weeks, the intrepid souls concerned being Martin and Fiona Fraser, John Kirk-Anderson, and Dave the CSKN paddler. This trip began with a 15-hour voyage in a clapped-out Riverton fishing boat through mammoth seas and howling winds, conditions rugged enough even the skipper chundered.

The CSKN team battled through, and once they'd regenerated their stomach linings proceeded to have a very enjoyable couple of weeks exploring Preservation and surrounds. Fortunately the fishing boat trip back was a lot more user-friendly, and the slide show was awesome! Well done me hearties... some particularly memorable shots of JKA wedged into the wheelhouse doorway of a fishing boat. Looking none too happy methinks.

Next up it's the annual QB weekend pilgrimage to Nydia Bay – heaps of keen paddlers setting off on this trip, so Nydia Lodge will be the place to be. Always a great weekend for generating goss, so more on that next time.

TECHNICAL

Winds of Change

by Sandy Winterton

(WARNING: CONTAINS
TRACES OF MATHS)

Wind is the schizophrenic of the weather family. Sender of icy blasts but driver of fires, dryer of washing yet bringer of rains. The word 'northerly' in other contexts means toward the north, but in the case of wind, it means toward the south. In keeping with its ambivalent nature it can be both friend and foe to the kayaker.

Another peculiarity of wind is that its speed and direction appear to change as a boat moves. This is not as strange as it might at first seem. On a day with no wind at all, anything moving, such as a kayaker paddling, will experience a breeze. This is called *apparent wind* and it appears to flow against the paddler at the same speed as the boat moves through the still air.

Imagine a day with a steady breeze and a kayak paddling at a *true speed* (i.e. relative to the sea bed) exactly the same as the speed at which wind is passing over the surface of the water. Heading directly downwind, there will be no air flow on the paddler as both boat and air are moving as one – the apparent wind speed is zero. If the boat then turns and heads directly into the breeze at the same speed, a wind gauge would show an apparent wind double the boat speed resulting from the true speed of the kayak plus the true speed of the wind which is now moving past it in the opposite direction. Easy so far.

Wind affects boat performance in many ways and to various extents. I seem to spend a lot of time paddling pretty much into or out of the wind, and noticed some points that seemed not to add up. To investigate I conducted some trials which involved paddling at a steady effort for a fixed time, using a GPS to record speed and distance covered, both up- and downwind, which revealed a puzzle.

In gentle and moderate breezes before stability becomes an issue or surfing is possible, you might think that any extra time spent heading into the wind would be cancelled out by the time saved coming back down wind. Data collected however suggested that on a run of this type, the time taken over the two legs is greater than it would be in calm weather – how can this be?

I then did tests to find out how wind affects a drifting kayak by using a GPS and an anemometer. Initially I tried paddling just hard enough into the wind to hold myself still (by the GPS) and taking wind readings, but I had one hand too few. Then I found that if I took both measurements while drifting downwind and added the drift speed to measured (apparent) wind speed, I could calculate the true wind speed.

For example, drifting downwind at 3 km/h with an *apparent wind speed* of 9 km/h means that the *true wind speed* is $3 + 9 = 12$ km/h. Testing in various wind speeds up to 20 km/h revealed that the drift rate in an unladen sea kayak was consistently about one quarter of the true wind speed. It seemed likely then that when paddling into the wind, the speed achieved would be the normal rate of progress minus the drift speed.

Applying this to a kayak paddled with an effort that would result in 6 km/h in calm weather:

Into a headwind of 4 km/h, drift will be 1 km/h and forward progress should therefore be $6 - 1 = 5$ km/h. Into a headwind of 8 km/h, drift will be 2 km/h and forward progress will be $6 - 2 = 4$ km/h.

And so on until 24/km/h when drift will be 6 km/h and no progress will be made.

Coming down wind, actual speed should be equal to the normal rate of progress plus the drift speed.

Consider a 12 km journey comprising a straight-line trip out and back of 6 km each way being undertaken at a level of effort that would always maintain 6 km/h in calm conditions.

Time is distance \div speed, so on a dead calm day the paddler will take $12\text{km} \div 6\text{km/h} = 2$ hours.

Now imagine the same paddler doing the same trip with the same boat, paddling with the same effort on a day with a steady 8 km/h breeze (and therefore a 2 km/h drift speed), with the outward leg directly into the wind, which obligingly stays at the same speed and direction for both legs of the trip. You might think that under these circumstances, the extra time taken on the first leg would be cancelled out by that gained on the way home and the overall time taken would be the same. After all, surely the wind will blow the kayak backwards 2 km on the way out, and on the home leg it blows it 2 km forwards, so the loss and the gain should be equal.

Trials suggested that this is not the case and that the fickle wind somehow stacks the odds against us. To examine this and to test the progress-in-wind hypothesis, we need some assumptions:

- The wind blows at a steady 8 km/h for the whole period.
- The kayak and paddler drift at 2 km/h when no paddling at all is done.
- There are no significant waves that affect boat handling or which offer surfing rides.
- The outward leg is 6 km directly into the wind and the homeward leg is 6 km straight downwind.
- The paddler always paddles with an effort that would achieve 6 km/h in dead calm conditions.
- There is no current or tidal stream.

On the outward leg the paddler goes at 6 km/h from paddling effort - 2 km/h drift speed = 4.0 km/h

Time = distance \div speed, so the outward leg of 6 km at 4 km/h takes $6\text{ km} \div 4\text{ km/h} = 1.5$ hours

On the homeward leg the paddler travels at 6 km/h from paddling effort + 2 km/h drift speed = 8.0 km/h

The homeward leg takes $6\text{ km} \div 8\text{ km/h} = 0.75$ hours

The total time for the trip is 1.5 hours out + 0.75 hours home = 2.25 hours.

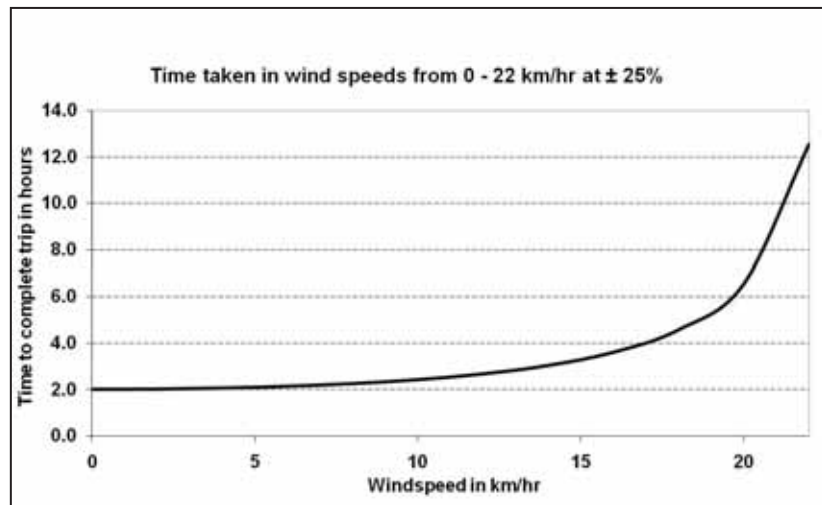
This is 15 minutes longer than the 2 hours the journey would take on a calm day which deals a severe blow to the idea that time lost = time gained.

The most reasonable explanation I can think of is that a headwind slows the boat, and therefore acts for longer thus having an increased effect. Conversely, a tailwind speeds the boat up which reduces the time it has to act, so it is less influential. The net result is that, all other things remaining the same, in a straight upwind/downwind trip, the journey will always take more time than in calm conditions.

Applying the hypothesis that final speed is normal progress increased or decreased by 25% of true wind speed to this journey, we get the graph at left. In any wind at all the total time taken is longer than in calm weather. As the graph shows, time taken for the trip increases exponentially as the wind strengthens. When wind is 20-22 km/hr the chart indicates a total time of 8-12 hours will be needed for the 12 km trip, which is obviously way too long. The wind seems to be toying with us once again.

Experience suggests that the 25% adjusted speeds and times do not work. It seems that paddling into the wind is faster than the hypothesis suggests. Most people will know the 'I'm going to get left behind' feeling that affects group paddlers at some point and which manifests as the 'I'm not going to get there' syndrome for expeditioners. My belief is that against a headwind, the subconscious tells us to paddle harder or that adrenaline comes on stream and we are able to access energy not available under normal conditions. Other explanations may be possible and are invited.

Coming downwind seems to be slower than the hypothesis suggests. I suspect that this is due the resistances that govern a boat's speed. On flat water this resistance yields diminishing returns in speed for additional power, in this case for each additional km/h in wind speed. This holds good up to the point



where surfing becomes possible and speed increases significantly.

A more realistic scenario may be to subtract 10 - 20% of the wind speed from the normal calm weather rate of progress, depending on the individual, for going upwind (as paddler power varies) and to add 10 - 20% coming downwind depending on the boat, to allow for different hull characteristics.

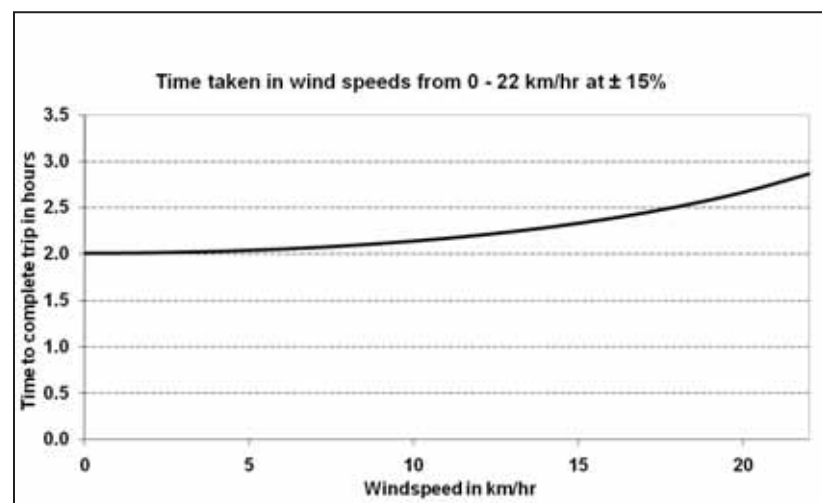
The graph showing speed adjusted by a 15% factor seems much more reasonable. In a 16 km/hr (8.6 knot) wind, time taken will be 2.4 hours for the 12 km trip.

In the real world, we travel across wind at different angles, and the apparent wind calculations become entirely more complex. For example, we might measure wind speed and direction from a mooring in open water and find it to be 10 km/h from 270° (due west). If we then paddle away and

could measure it again while traveling north at 6 km/h we would find that the apparent wind has shifted to 239° and increased to about 11.7 km/h. The relationship is a bit elusive and involves much more serious sums. To avoid these there are tools on the internet that can do them. The one at: www.sailingusa.info/true_wind_calculator, allows both apparent and true wind direction and speed to be calculated.

Armed with this knowledge, we only need an on-board laptop with wireless internet access and solar panels, wind direction indicator, anemometer, GPS and compass to be able to predict what time we will get home. Don't forget to allow for the extra weight of this gear which will reduce your speed, or tea will be cold by the time you get in.

Sandy Winterton
26 June 2009



NEW ZEALAND TRIP REPORTS

INVERCARGILL TO DUNEDIN

KAYAKING the CATLINS
28 Nov – 5 Dec 2009

by **Max Grant**

(see also colour photos on pp. 2 & 24)

“If we could make it to Dunedin?” Viewing the weather forecasts through Stanley Mulvany’s computer, it looked as though conditions were okay for about 4 days, which should enable us to reach Kaka Point! Melanie & I had arrived in Invercargill with high hopes to continue our trip around the South Island. Our plan was an early start from Oreti Beach the following morning and go as far as we could in the time we had leave from work; one week!

We were up with the birds for a quick breakfast and by 7 am, Stanley and Belinda had dropped us at Oreti Beach to start our first day. Plenty of breaking waves rolling in, but further out the ocean looked to be fairly settled. Our kayaks were laden down with all our gear and food for the planned seven day trip, or until conditions made it unsafe to continue. The extra weight made our bows bury deeper into the waves which splashed the cold morning water all over our upper bodies. Not the nicest way to start the day.

We had been advised by Stanley to go around Omaui Island, if there were waves breaking between it and the mainland, and as we drew closer we could see lines of breaking waves, so we pointed our kayaks seaward and gave the island a wide berth. As the morning progressed the sea flattened and by late morning we were rounding Stirling Point with a clear view of the Tiwai Point Aluminium Smelter and its tail smokestack straight ahead. Around Stirling Point Lighthouse, we landed on a small beach for a well earned lunch break.

Our plan for the afternoon was to kayak as far along the never ending beach of Toetoes Bay and try and reach Waituna Lagoon before nightfall. After crossing a strong tidal rip, flowing out of the Bluff Harbour, we settled into the long paddle along what seemed an endless beach with no sight of any land on the horizon. By late afternoon we could make out the faint shape of hills which were slowly becoming more visible as the day wore on. Then we caught sight of several large macrocarpa trees with a couple of houses tucked in behind.

Reaching Waituna Lagoon, we landed through dumping surf and quickly had our tents up and a nice hot fire going – time to bring out the steak we had bought at the supermarket the night before and have a good old fry up. Alas, it wasn’t to be. As we searched high and low, the truth soon became painfully obvious - we had left our scotch fillets in the fridge back at the Mulvany’s home!

After an early start next morning, found we made good progress to a gentle landing at an old boat ramp by Fortrose for morning tea. The tide was with us as we headed for Waipapa Point, a known area of concern as there are two reefs that extend out for some distance from the point. And to add to our fears, it is also the site of one of New Zealand’s worst ship wrecks when the ship *Tararua* struck the reef in 1881 and sank, killing 131 of the 151 people on board.

Fortunately the sea was not too bad as the Waipapa Point Lighthouse came into view. We crossed the first reef cautiously with smallish waves breaking around us. Even with the first reef behind us, we kayaked with caution towards the lighthouse and the second reef. A strong current carried us closer to the reef which at first sight looked okay to paddle over. But as we drew closer it was obvious that we would be severely dealt to if we tried to kayak across this reef.

Almost in panic mode we swung our kayaks seaward paddling frantically to avoid being swept into several exposed parts of the reef where large waves were breaking. Paddling hard against a strong tidal stream we eventually made our way to over a kilometre off shore, where we could safely go around/over the second reef. Even here, waves were building up as they passed over large kelp beds that were attached to the reef, which was now several metres below the surface.

Around Waipapa Point we glanced back to view the turmoil in and around the reef. We figured that perhaps we’d been a little complacent after crossing the first reef and had nearly allowed ourselves to be carried onto the second by the tidal flow combined with the southerly swell. The second reef appeared to be more exposed and was a lot rougher.

A few kilometres on we landed on a sandy beach for some lunch before carrying on to our planned camp site for the night at Porpoise Bay. After lunch the coastline changed from flat beaches and rolling hillsides to sheer cliffs with rocky outcrops and no places to land. We were now kayaking around the rugged Catlins coastline.

Assisted by a southerly breeze, we continued past Slope Point, the most southerly point of the South Island, across Haldane Bay and around South Point to arrive at the Porpoise Bay camping ground at 4 pm. The camp owners were expecting us and offered free camping and use of their facilities for the night. This was a great little camping ground and we had plenty of time to have a good look around both Porpoise and Curio bays before setting up our tents, and cooking ourselves a meal.

We were using a cell phone to make contact with my wife Margaret each evening, and a VHF radio to receive weather reports from Meri Leask of Bluff Fisherman’s radio every morning. That night we also contacted Stanley Mulvany, who warned us to

expect strong NE winds the following day. He also thanked us for the scotch fillets which they cooked up for their dinner guests that evening!

Next day we paddled into a north-easterly wind that seemed to increase in strength as the day progressed. By midday we were struggling from bay to bay to round Chaslands Mistake. This was a spectacular outcrop of sheer cliffs with caves and large rocky pinnacles that towered out of the sea. It was here that the steam ship *Otago* ran aground one foggy night in 1876. Luckily the sea was relatively calm and all passengers and crew were able to land safely the following morning.

The wind had now strengthened and was whipping spray off the breakers as we slowly paddled around the final bluff of Chaslands Mistake, and headed across the more exposed waters of Kinakina Bay. We needed to reach Tautuku Peninsula as it was the only place you could get cell phone coverage, but the NE wind was so intense now, that we were all but going backwards.

There was a small beach just past the Francis Pillars on the southern side of Tautuku Point, and although there looked like a big surf break going into the beach, we really didn't have any other option but to attempt a landing. I was first to go in and had some bigish waves to deal with but eventually made it to the beach.

After jumping out of the cockpit to check on Mel, I saw to my horror that she had been flipped. Mel managed to roll up, only to have another large wave bear down on her. The wave seemed to pick her up and literally toss her in reverse into the sea. The bow of her kayak shot up into the air, in a nasty looking reverse loop, as then she disappeared into a wave. When I next spotted Mel, she was in the water with a firm hold of her kayak bow.

I quickly pulled my kayak up the beach and ran into the surf to help. She was continually being struck from behind by large breaking waves, but managed to continue holding onto her kayak which was slowly being swept into the shore. Then a big breaker hit

her, wrenching the kayak from her grip. The kayak continued surfing in on the waves until I was able to grab it and drag it up the beach. I then ran to help Mel, who kept stopping and putting her arm back under the water. "Oh no! She was hurt."

I was a bit shaken up by it all and putting my arm around her I asked, "Are you okay?" "It's my fingers," she said. "I've ripped the skin off the inside of my fingers where I had hold of the kayak."

At least we were both safely on dry land with our gear. After bandaging Melanie's injured hand, we set up camp for the night and cooked a meal. Afterwards we walked to Tautuku Point to make cell phone contact with Margaret and let her know what had happened. Due to Melanie's injured fingers, we were unsure if she could hold her paddle, and that we would make a decision after kayaking (or walking) to Papatowai, as to whether we would continue or end the trip there.

Next morning we awoke to perfect conditions - a flat sea, blue sky and a slight southerly wind. Melanie was wearing a neoprene glove over her bandaged hand and insisted that she was okay to continue with the trip. Conditions were so good that we kayaked straight across Tautuku and Tahakopa bays to Long Point then on

to Purakaunui Bay Domain for our first break. The sea remained calm as we continued around White Head to False Head, where we were at last able to view Nugget Point.

Being able to explore the cave systems approaching Nugget Point and to kayak up close to the lighthouse and seal colony at the Nuggets were highlights of our trip. We spent some time taking photos and seal hunting as we paddled in and out of the rocky outcrops and waving back to the occasional tourist calling to us from the viewing platforms at the Nugget Point Lighthouse.

To finish off a brilliant day, we carried on to Kaka Point, where we were able to store our kayaks at the local surf club and bed down at the backpackers. With power available for the first time on our trip, we set about recharging batteries for our cameras, phones and radio before dining out at the local 'Point Cafe & Bar'. But our spirits were slightly dampened later that night when we received news of a large southerly front that was due to pass over Southland the next day.

We woke to a settled sea on day 5. But by the time we were packed and ready to leave, the sea had roughed up to a 1 - 2 metre southerly swell. We decided to go anyway and hope that the front would come through later in the day. But as we progressed

Mel's ravaged fingers after the surf landing on the south side of the Tautuku Point



past the mouth of the Clutha River, it became cold and the sky behind and to the west became very dark. My barometer was dropping fast and I'd decided we should go ashore at a small beach near Wangaloa, when it just seemed to come out of nowhere and hit us. A very strong southerly wind/gale threw whitecaps at us as we quickly made our way in through the surf to the beach. Once ashore, the wind blasted us with grains of sand as we secured our kayaks in the shelter of a small stream, before making our way to the local farmer for permission to pitch our tents on his land.

Tim Tourell and Luke Keneealy were herding the cows back to their paddocks when we appeared at their milking shed. We must have looked a bit bedraggled as we told them of our plight and if it would be okay to pitch our tents on their land where it backed onto the ocean. It was now raining and very cold and Tim said, "Can't believe you've been out in that this morning. Look, we've got a caravan parked around the side of the milking shed, why don't you bring your gear up and stay here the night?"

We couldn't believe our luck. No sooner had we brought our gear up to the caravan and changed, when Luke's partner Nakita arrived with hot drinks, cakes and other food to help warm us up. Then, later in the afternoon, Tim's wife Marina, arrived with clean sheets and pillows, more food and a plate full of hot corned beef she had just cooked up for tea. This was true southern hospitality at its best, and we were so thankful to receive all this attention after what had been a fairly miserable day.

By next morning the front had passed, but the sea was still rough. After bidding our hosts a fond farewell, Mel and I proceeded to the beach to load up our kayaks and prepare for what looked like a rough day on the ocean. After launching through difficult surf, we struggled on to the small coastal settlement of Toko Mouth, where we decided to abandon any further kayaking for the day, as conditions were worsening and it was bitterly cold.



Melanie Grant nearing St. Clair Beach, Dunedin with a huge reef break in the background

Toko Mouth is a popular seaside settlement of about 70 houses, most of which were holiday bachs situated on the southern side of the Tokomairiro River, from which it takes its name. One of the local residents gave us permission to set up our tents in the backyard of one of the small houses that backed onto the Tokomairiro River estuary. That afternoon we strolled around the village which, although practically deserted, would be a very popular and busy place during the summer months when families would stay for their annual holidays. We also spent at least an hour sun bathing at a lookout we found overlooking the ocean. It was a good relaxing day off.

The forecast for day 7 was for conditions to improve, so we launched into the Tokomiriro River and kayaked to the ocean to continue our journey. After receiving a thorough dunking going over the river bar, we made good progress with the southerly breeze and swell pushing at our backs. Conditions were too rough for a landing at Bull Creek, so we took a quick snack and continued to Taieri where we were able to land on the lee side of Taieri Island to stretch our legs. As well as a variety of sea birds, the island was home to several blue penguins that didn't seem to mind our presence and we spent some time studying them and

their youngsters at play. Our plan was to make it to Brighton, where we were told there was a sheltered bay which would be good for a safe landing.

The southerly swell was now creating a large surf break along the shoreline and as we approached Brighton our hearts sank as we saw large waves breaking across some sort of reef at the entrance to the small bay. It was too dangerous to attempt a landing, so our only option was to continue to the beach at St. Clair.

We kept well out from the shore approaching St. Clair to avoid the clapotis, created by the southerly swell bouncing off the cliffs. At St. Clair we could make out the surf club rooms from a long way out, where the breakers were forming. Landing was going to be very difficult, but if we got into trouble at least we were in sight of the people who could rescue us, the local surf life saving club.

Meanwhile, at the surf club, we had been spotted. "Come and watch this guys, two sea kayakers coming in, this will be fun!"

We cautiously made our way towards the shore but were unable to catch a smaller wave as they all seemed big. I sensed that Mel was very nervous

after her mishap at Tautuku Point and yelled out a final bit of advice. "Don't try and ride them, go straight into a side surf and support off a high brace as far back into the wave as you can."

As a large wave lifted the stern of my kayak, I started picking up speed and knew I was committed to going in with it, ready or not! I glanced to my left to see it curling over and break, so I immediately swung my kayak to the right. It was a very steep wave and as it formed over me I braced and hung on for dear life. These weren't dumping waves, just really big with a long run into the beach. My arms were aching when I was finally able to straighten the kayak up for the last run into the beach. Although exhausted, I had such a feeling of relief when the bow finally ran aground on the sand. And it was so great to see Mel was also still on the wave behind me.

There were lots of cheering and laughter as the surf club members came down and insisted on carrying our boats up for us. We were shouted hot showers and invited to stay at the club rooms for the night. Tony Limburg from Watercooled Sports was also there to greet us and had our dinner served up and ready to eat. But best of all we had achieved our goal and made it to Dunedin with one day to spare.

The forecast for the following day was for fine weather and a settled sea. We decided to have a go at rounding the Otago Peninsula to Taiaroa Head. An early start became not so early after we spent some time paddling in and out of the surf to get some photos of each other going over the waves, which had flattened out a lot from the day before.

Past Harakehe Head and around Cape Saunders to the calmer waters off Wickliffe Bay. We landed at Papanui Beach for a lunch break and were unexpectedly joined by two yellow eyed penguins who waddled by us on their way to their nests situated in the hillside just behind us, another highlight for the trip.

Nearing Taiaroa Head we were able to get up close to several Hooker sea lions that were either resting or swimming



A yellow eyed penguin at Papanui Beach

round the rugged shoreline. There were also lots of different sea birds flying overhead, but the one bird we were really hoping to catch a glimpse of, the albatross, was not to be seen.

All too soon, we were rounding the Taiaroa Head Lighthouse and entering the Otago Harbour. Earlier in the day Margaret had flown into Invercargill to collect our vehicle and drive it to Dunedin to pick us up. We had arranged to meet up at a small beach below the albatross sanctuary inside the Otago Peninsula. It was dead calm and we ran the bows of our kayaks

onto the shore to where Margaret was waiting for us.

That evening we spent the night at Tony's place talking of our trip and viewing some of the photos we had gathered on the way. It had taken us eight days to paddle from Oreti Beach to Taiaroa Head and we had endured a storm and an injured hand along the way. Already were already studying the map for our next leg to Christchurch!

Max Grant

(All photographs by Max Grant)

Mel breaking out through the surf at St. Clair Beach, Dunedin.



Exploring The Lords River area & Port Adventure Just the two of Us Stewart Island

7 – 11 April 2007
Jan Nicol & Maggie Oakley
by Maggie Oakley

Day 1: At Bluff as arranged we boarded the *Mana*, a 40 foot fishing boat with skipper Bob Hawkless. He took us, along with a group of Oamaru hunters, across to Stewart Island and down the east coast as far as Port Adventure. He dropped the hunters off at Tikotatahi Bay but instead of letting us off at the next bay, Kelly's Beach as planned, he decided to take us to our destination by the Lords River entrance. Like many fishermen I meet he was nervous about us in our little craft. Bob explained that the currents through the Owen Island passage leading to the entrance of Lords River could be very difficult. While it was very kind of him, I did think it was a little over the top as we were still going to be going back through there the next day.

However, once dropped off we found the transition from fishing boat to kayaks quite abrupt; everything was silent after he pulled away from the beach - we were on our own in the remoteness of our surroundings. Lords River itself was totally shrouded in vegetation. While plants and flax grew straight out of the water, tall trees hung over low, often touching the water. Heron and Kingfisher watched us as we went by. A three-hour kayak took us to the waterfall at the top of the river. Once there we spotted an old hunters' bivvy, and as it occupied the only possible campsite, it became our first night's accommodation.

Can you imagine our surprise then when a chap in a yellow kayak pulled in? Karl, from Queenstown, had paddled from Chew Tobacco Bay, north of Port Adventure. He told us he was thankful we had been dropped off by the *Mana*. He was contemplating

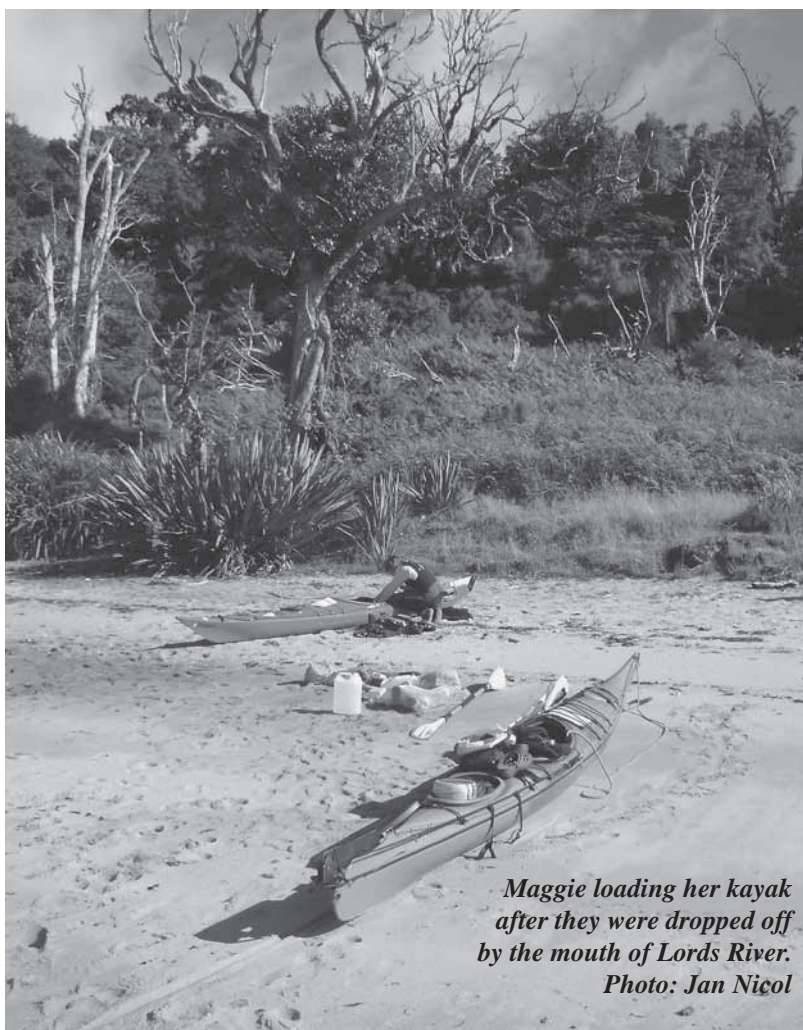
a route through the Passage when the *Mana* showed up, he thought it was a fishing-boat and simply followed the same line, of course not knowing we were on board with our kayaks. The stars came out shortly after dinner, so we turned in and settled to sleep to the sound of Kiwi and Morepork.

Day 2 Woke early enough to hear it but there was no dawn chorus. Second disappointment the weather was now colder and windy. We loaded up and retraced our paddle back down the river to the river mouth. Karl was already down there and wondering about the best timing for the passage. Based on my calculations it was slack water, time to go, so we decided to head through together. Three metre swells were marching in from the south. As they broke, they seemed to gain in height, perhaps up to four metres - it felt confused, chaotic and messy. This called for a brief but committed effort on our part. Once clear of all the action there were shouts of jubilation from

all three of us. We landed amongst rocks on Owen Island, and had to avoid both fur seals and sea lions before we could climb high enough to view were we had just come from. Karl then departed, making his way back up the coast to Half moon Bay.

Jan and I kayaked around the shoreline, eventually venturing in to Little Kuri Bay, here we unpacked our heavy camping gear then set off to explore Tikotatahi Bay. A dream place to paddle, or just float and watch the world pass by. We even met up with our hunters from the *Mana*. Unbeknown to us there were other parties of hunters around (more about them later). As day turned to dusk we made our way back to our camp, only this time in the company of several Little Blue Penguins.

Day 3: After a swim and breakfast on our personal beach it was time for the now routine loading of kayaks ready for the next step. Again we chose a



*Maggie loading her kayak
after they were dropped off
by the mouth of Lords River.
Photo: Jan Nicol*

direct line out to the largest of the Breaksea Islands Rukawahakura. This passage felt vastly different to yesterdays. A smooth flat tidal flow similar to being on a big volume river. Our aim was to just go around Shelter Point and head into Port Adventure. We discussed if the landmarks would be clear to see from our kayaks, but there was no need to worry, as the twin reefs were obvious. Jan quickly spotted the easy channel through. In no time we landed on the first golden beach for a swim followed by a lazy lunch in the sun. Eventually we dragged ourselves away from this idyllic spot to continue our trip. The Oamaru hunters we knew from the Mana had recommended an unbooked Hut at the head of the North Arm as good accommodation. When we reached it we found this to be true, known as the 'Beaumont Hotel' we made ourselves at home. Then suddenly from nowhere came the sound of an outdoor motor and men's voices. Three hunters from the Hawkes Bay arrived bearing gifts. They graciously covered their disappointment when they saw we were possibly older than their mums.

A feature of this trip was finding these huts. About 16 in total have been built to replace the old 1960s messy tarpaulin tent camps. This has been a joint project by DOC and NZDA, who also set up the Rakiura Hunters Camp Trust to oversee the project. The aim, as I understand it, has been to reduce the impact of campsite degradation and rubbish. Hunters from all over New Zealand have built and funded these amenities, quite a task.



Jan Nicol found this costume hanging up in the Beaumont hotel and proceeded to wear it in her kayak to a dinner date we had with the Hawkes Bay boys. Finding the outfit did make us wonder about NZ good keen men!

Photo: Maggie Oakley

Day 4: Our last full day on Stewart Island and we woke to wind, rain and poor visibility. So we dropped all ideas of kayaking and put on our tramping boots instead. Ancient giant trees protected us from the elements. A bit of route finding got us to the east coast and a ridge overlooking a beach named Sinbads Mistake. The weather had cleared by this time. Jan being fitter than I made it all the way down from our ridge to the beach and back up while I sat and enjoyed the view. As evening came on once again we packed to make our return to Kelly's Beach in readiness for the early morning rendezvous with the *Mana*. While loading our kayaks a couple more hunters dropped by to invite us for dinner at their place. They reckoned they had a top spot, camped

at a place called Oyster Cove. Dinner was fresh venison stew and it was very good - we supplied the salad.

Day 5: Sadly Pick up day. Apparently winds reaching 50 - 60 knots and adverse sea conditions in the Strait had delayed the *Mana* leaving Bluff. This information was relayed to us by one of our previous dinner hosts. Jan made the most of this extra available morning and went trawling for fish from her kayak. Eventually the *Mana* showed up and it was an exciting crossing back to complete our adventure. While it turned out we were never really just the two of us, meeting all the different characters added to what was less an adventure and more a pretty cruisey kayak holiday.

Maggie Oakley

KAYAKING KALENDAR

COASTBUSTERS 2010

Weekend of 26 - 28 February 2010

And an International Kayak Week following as per 2008.

See: www.coastbusters.org.nz

KASK FORUM 2010

Date: weekend of 16 - 18 April 2010

Venue: north of Whangarei at the Manaia Christian Camp. Right on the edge of Whangarei Harbour, with camping, bunkroom and chalet accommodation. Key note speaker for Friday night is Jeff Allen from the UK, who has paddled around Japan and South Georgia. Saturday night will be dancing from 8 - 12pm.

The following week, 19 - 25 April is scheduled for semi-organized social paddling, in the area north of Whangarei up to the Bay of Islands.

Trans Lake Taupo Race Results from Max Grant

For those of you who may be looking for that extra challenge of putting yourself against the speed & skills of other sea kayakers, you may consider a race across the length of Lake Taupo?

A total of 47 single and double sea kayaks took part in this year's annual race across Lake Taupo from Tokaanu to Taupo, a distance of 46kms. Race organizer Neil Gellatly, gave a thorough briefing for all race competitors on Friday night at the Tokaanu Boat Club.

All competitors' boats and gear had to be inspected and cleaned by DoC before being allowed to go onto the Lake. It was interesting that I thought this was to prevent the spread of any didymo, but they were just as concerned that a toxic algal bloom present in the Rotorua Lakes was not transferred into Lake Taupo. This algae was very bad in Lake Rotoiti and had been caused by the warm summer and low water flow.

At 8am on Saturday morning we were lined up and ready to go. Conditions were quite good but a westerly breeze caused a half metre wave to hit us side on for most of the race. All of the single sea kayakers were set off first in a mass start, followed by the doubles, then the waka amas and finally the surf skiers.

The race was supported along the way by members of the local coast guard in five motor boats. It seemed a long way to the first of three compulsory check points at Mission Bay, then the second at Hatepe, the third at Wharewaka Point and then to the finish at the Taupo Yacht Club.

The race itself was interesting as you settled into a pace to suit your own speed and ability, with a few of the other paddlers of similar ability never far away. At the conclusion of the race there was the usual prize giving for

those who were placed in their class plus a large number of spot prizes were given out.

The event was a tough one, but it was very satisfying to complete the distance and a great race to take part in. For the record, the winning place getters in the sea kayak section were:

1st overall sea kayak - Adrian Davis, Pukekohe: 4hrs 30.27mins
1st women sea kayak - Melanie Grant, Ashhurst: 4hrs 46.20mins
1st double sea kayak - D. Rudge/J. Sheppard, Wellington. 3hrs 43.02mins

Toxic algae was present in several areas last summer. It has been known to cause the death of dogs that swim in infected water and can cause people who swim in it to be very ill.

Max Grant

BOOKS & MAGAZINES

Recent Releases

An email (1 July 2009) notes a book written by James Castrisson titled 'Crossing the Ditch' is now either available from the website: www.crossingtheditch.com.au or from bookshops. Price quoted is NZ\$47.95, but there is no information on number of pages, photos, or whether it is a softcover or hardback edition.

From the email: 'James absolutely loved writing *Crossing the Ditch!* It's not only about the journey, but also the years leading up to the crossing and the huge transformation that Jonesy and he went through in getting there. It's a brutally honest account that not only delves into all the ugly stuff but more importantly provides an insight to the reader of "why?"'

In an exchange of emails with James Castrisson during the writing of his book, he took offence to my referring to the vessel he and Justin paddled very slowly across the Tasman as not a kayak, and when he began criticizing my writing style, I ceased email

correspondence with him. I am pleased to note there is nothing in bold print on the cover image talking of a first kayak crossing of the Tasman. None the less, I will be purchasing a copy. (For more background info, see p.20 of KASK newsletter No. 132.)

East Greenland – BAARE

Dancing on Ice by Jeremy Scott, subtitled *A Stirring Tale of Adventure, Risk and Reckless Folly*, was published in 2008 and is currently available from Amazon books. Jeremy Scott's father was Jamie Scott, who not only was a member of the British Arctic Air Route Expedition, but also wrote the better of the two biographies on the life of Gino Watkins.

Jamie also wrote *The Land God Gave to Cain*, a story of the third expedition that Gino led to solve a Canadian boundary survey issue, and *Portrait of an Ice Cap* which relates the story of August Courtauld's solo survival for five months on the Greenland Ice Cap during the winter of 1930-31.

At first glance this well written book casts little more light on the 1930-31 and 1932-33 East Greenland expeditions, led by Gino Watkins, than the earlier expedition accounts by Freddie Spencer Chapman, Jamie Scott, Martin Lindsay, and the biographies of August Courtauld and Quintin Riley. I was hoping for a good insight into how the later lives of the 14 young expedition members were influenced by their time in East Greenland.

The average age of the 14 BAARE team members was 25, and Jeremy Scott notes also in the introduction that: The Arctic, which had made these men what they were and provided their greatest happiness, also ruined them. They had wanted more than everyday reality could provide, and in the Arctic they had found it. There they had lived life to the full – and nothing could ever be that good again.

A nice 246pp hardback edition, with eye-catching cover, two black and

white photo plate sections, no index, and just a brief list of 13 books in 'notes on sources'. If you wish to read more about the British East Greenland expeditions, given the fact that the earlier expedition accounts are long out of print, difficult to source secondhand and expensive, then *Dancing on Ice* is a superb read.

Seventh Journey

Earl de Blonville, who was Earle Bloomfield when he led a four man Australian kayaking expedition to East Greenland in 1986, has scheduled August 2009 for printing of his expedition account. In four single kayaks, with a film crew on a support yacht with film, the team set out to repeat Gino Watkin's open boat journey from the 1930-31 base camp site, down the south-east coast to Prins Christian Sund, thence west to Julianahaab (Qaqortoq). Lengthy delays with the yacht's arrival in Greenland led to a very late start paddling south. Caught by collapsing icebergs, and marooned on a rocky island for three days by a storm, the

boys were lucky to survive. Picked up by the support yacht, and almost into the shelter of Prins Christian Sund, the yacht was rolled, with loss of the rudder, motive power and electrics for the radio. By a fluke, a handheld VHF radio call allowed a tow rescue in mountainous seas by the last Danish freighter before winter. Earl wrote this book from the heart, warts and all, from the initial concept, raising funding, choosing a team, interspersed with early Greenland maritime history and rather more insight into the BAARE team members than in *Dancing with Ice*.

Victoria Jason Books

For readers of *Kabloona in the Yellow Kayak*, I read/heard somewhere that Victoria Jason had written a second book or sequel to *Kabloona* and that her kayak was on display at the Peterborough (Ontario) Canadian Canoe Museum.

Canadian paddler Phil Hossack was able clarify the situation. 'Victoria planned another book and Teresa

(her daughter) tried to go through her mom's remaining diaries after she died, to assemble a follow up book to *Kabloona*. Unfortunately there wasn't enough material available to justify a printing. Vicky did spend as many days as she could, before she was unable to remember or write and the tumour in her brain incapacitated her. She'd planned the second book but it never came to pass. *Windsong* – the kayak Victoria used in her Northwest Passage paddle - is still here in Teresa's possession. Although there was some talk of it going to Peterborough - the Canadian Canoe Museum - it has remained in Manitoba where it may one day be displayed.'

(The website for this superb Peterborough, Ontario museum is: www.canoemuseum.net)

Sea Kayaker Magazine

The article index is on line at: <http://www.seakayakermag.com/PDFs/SK-Index.pdf>
You can get to it via 'Articles' on the home page.

OVERSEAS TRIP REPORTS

Kayaking, in Svalbard & Greenland, August 2008 by Jillian Wilson

The ship shuddered and grunched its way through the pack ice for ten hours; a reprieve for some folk who'd been seasick. It was a fascinating eye-opener for those of us who had never seen 80% pack ice before, with many untipped large floes stretching as far as we could see; we were lucky that some had basking ring seals. We'd left Longyearbyen in Svalbard a few days beforehand, and had sailed south, to visit Samarinbreen Fjord, in order to see dramatic evidence of global warming; many kilometres of open water, where only three years previously there'd been extensive glacier cover.

Now we were on our way in the Polar Pioneer, to the east coast of Greenland, to the largest National Park in the world, to be amazed and confounded by the vast and seemingly

unending mountains, icecap, glaciers and fjords. The grandeur, majesty, and immenseness of the landscape left me stunned; I'd not realized it was all going to be so huge, even overpowering.

Nine of us passengers had signed on as kayakers, and while the other 42 passengers went off in zodiacs, we could paddle in peace and tranquillity (mostly not too much wind) through the most stunning scenery imaginable. If we wanted to go for a walk we could join the others in the zodiacs, but mostly we paddled every day, between 6–20 kms a trip, and always stopping somewhere for a snack! Our most memorable paddle was at Rode (Red) Island, near the head of Scorebysund.

We left the ship at 6.30am, paddling by a deep red/ochre island into an enormous iceberg jam, which took us two hours to explore, and marvel at. We landed on an iceberg strewn beach, enjoying a hot chocolate with Baileys with our breakfast! What a life!

A visit to Ittoqqortoormitt village at the entrance to Scorebysund was intriguing. A small village with only 800 inhabitants, which is ice locked for a large part of the year. The nearest neighbours are in Ammassalik, hundreds of miles to the south, and we could only marvel at the versatility and resilience of the villagers. Their bright multicoloured houses seemed to glow against the treeless landscape, with only patches of snow remaining from the previous season's snowfalls.

What an amazing adventure! If you'd like to know more about this trip you can go online to websites that I used, at:
www.southernseaventures.com
www.auroraexpeditions.com.au

Some others I found about Greenland in general were:
www.greenland.com
www.torral.org

See page 23. for two stunning colour photographs of Jillian's trip.

HUMOUR

Depressed?

I was so depressed last night over this current financial crisis and looming global warming, so I telephoned Crisis Lifeline. Got a freakin call centre in Pakistan. I told them I was suicidal. They got all excited and asked if I could drive a truck?

Hooker

A couple were lying in bed together on the morning of their tenth wedding anniversary when the wife says, "Darling, as this is such a special occasion, I think that it is time I made a confession. Before we were married I was a hooker for eight years."

The husband ponders for a moment and then looks into his wife's eyes and says, "My love, you have been a perfect wife for ten years! I cannot hold your past against you, maybe you could show me a few tricks of the trade and spice up our sex life a bit?" She said, "I don't think you understand dear. "My name was Brian and I played rugby for Wales."

Penguin Afterlife

Did you ever wonder why there are no dead penguins on the ice in Antarctica - where do they go? Wonder no more! It is a known fact that the penguin is a very ritualistic bird which lives an extremely ordered and complex life. The penguin is very committed to its family and will mate for life, as well as maintaining a form of compassionate contact with its offspring throughout its life. If a penguin is found dead on the ice surface, other members of the family and social circle have been known to dig holes in the ice, using their vestigial wings and beaks, until the hole is deep enough for the dead bird to be rolled into and buried. The male penguins then gather in a circle around the fresh grave and sing, "Freeze a jolly good fellow."

Overtired

A very tired nurse walks into a bank. Totally exhausted after an 18-hour shift. Preparing to write a check, she pulls a rectal thermometer out of her purse and tries to write with it. When she realizes her mistake, she

looks at the flabbergasted teller and without missing a beat, says, "Well that's great - that's just great - Some arsehole's got my pen!"

The Bathtub Test

During a visit to the mental asylum, I asked the Director how do you determine whether or not a patient should be institutionalized. "Well," said the Director, "we fill up a bathtub, then we offer a teaspoon, a teacup and a bucket to the patient and ask him or her to empty the bathtub." "Oh, I understand," I said. "A normal person would use the bucket because it's bigger than the spoon or the teacup." "No," said the Director. "A normal person would pull the plug. Do you want a bed near the window?"

Pet Rooster

An elderly farmer decided he wanted to go to town and see the movie 'Chicken Run'.

The ticket agent asked, "Sir, what is that on your shoulder?"

The old farmer said, "That's my pet rooster Chuck. Wherever I go, Chuck goes too."

"I'm sorry sir," said the ticket agent, "We don't allow animals in the theatre."

The old farmer went outside, around the corner and stuffed Chuck down his overalls. Then he returned to the ticket booth, bought a ticket without any trouble and entered the theatre.

He sat down next to two old widows, Mildred and Marge.

The movie started and Chuck the rooster began to squirm. The farmer unbuttoned his fly so Chuck could stick his head out and watch the movie.

"Marge," whispered Mildred.

"What," said Marge.

"I think the guy next to me is a pevert."

"What makes you think so?"

"He undid his pants and he has his thingie out."

"Well, don't worry about it," said Marge, "At our age we've seen them all."

"I thought so too, but this one is eating my popcorn."

Condominium

Donald Duck and Daisy Duck were spending the night together in a hotel room and Donald wanted to have sex with Daisy. The first thing Daisy asked

was, "Do you have a condom?" Donald frowned and said, "No." Daisy told Donald that if he didn't get a condom, they could not have sex. "Maybe they sell them at the front desk," she suggested.

So Donald went down to the lobby and asked the hotel clerk if they had condoms.

"Yes, we do," the clerk said and pulled one out from under the counter and gave it to Donald.

The clerk asked, "Would you like me to put them on your bill?"

"No!" Donald quacked, "I'll thucking thuffocate."

Male Counselling

After 35 years of marriage, a husband and wife came for counseling. When asked what the problem was, the wife went into a passionate, painful tirade listing every problem they had ever had in the years they had been married. On and on and on: neglect, lack of intimacy, emptiness, loneliness, feeling unloved and unlovable, an entire laundry list of unmet needs she had endured.

Finally, after allowing this for a sufficient length of time, the therapist got up, walked around the desk and after asking the wife to stand, embraced and kissed her passionately as her husband watched with a raised eyebrow. The woman shut up and quietly sat down as though in a daze.

The therapist turned to the husband and said, "This is what your wife needs at least three times a week. Can you do this?"

The husband thought for a moment and replied, "Well, I can drop her off here on Mondays and Wednesdays, but on Fridays, I play golf."

A Wee Scottish Tale

A man is cupping his hand to scoop water from a Highland burn.

A gamekeeper shouts, "Dinnae drink tha waater! Et's foo ae coo's shit an pish!"

The man replies, "My good fellow, I'm from England. Could you repeat that in English for me?"

The keeper replies, "I said, use two hands - you spill less that way!"

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:

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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:

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4th. Ed. KASK HANDBOOK Updated to March 2008

For trade orders of this mother of all sea kayaking handbooks, contact Paul Caffyn, RD 1, Runanga, 7873, West Coast. Ph/fax: (03)7311806
e-mail: kayakpc@xtra.co.nz
Shop RRP: \$34.90
Price to KASK members only, including p&p, \$22.50
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PO Box 23 Runanga, 7841 West Coast
New members: gratis

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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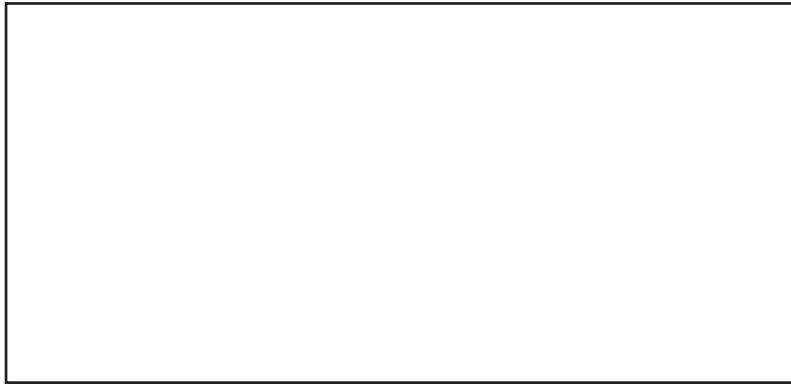


Nordvest Fjord, Scoresbysund.
Photograph: Jillian Wilson



Scoresbysund. Greenland icecap in the distance. Photograph: Jillian Wilson

MAILED TO



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



Mel passing Long Point automatic lighthouse. Photo: Max Grant

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.

