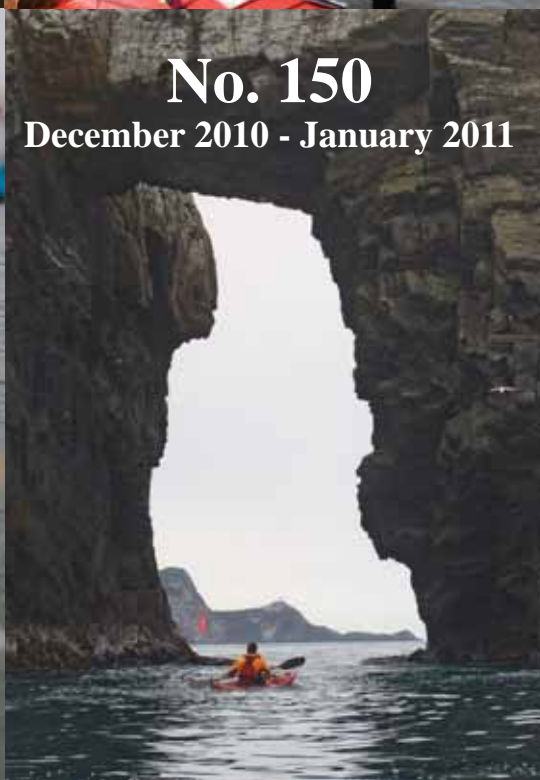


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THE SEA CANOEIST NEWSLETTER

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



No. 150
December 2010 - January 2011



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**Thanks to all the contributors
 and photographers.**

**Deadline for next Newsletter
 20 March 2011**

EDITORIAL

Newsletter No. 150

Graham Egarr printed the first newsletter back in 1988, and I took over the role in 1991 with No.36 and have continuing producing it for 20 years. On page 5, I have included a brief backgrounder on Graham and refer to his contribution to New Zealand paddling and river conversation. Signing off in his last *The Sea Canoeist* newsletter, Graham wrote: 'Although it would have been nice to have had a glossy magazine with colour photographs, such a publication would have needed considerable review from advertisers to cover costs.'

It is nice to have a wee gloat in that the newsletter is still, and always has been, commercial advertising free. However on-going production of the newsletter is reliant both on the financial support of KASK paddlers, through membership subscriptions, and on the steady supply of articles, reviews, trip reports, photographs and terrible jokes.

From initially a couple pages produced on home or work photocopiers in 1992, when Max Grant was KASK treasurer he moved newsletter production to the Massey University printery. For printing, I supplied a CD with the InDesign files in PDF format, plus a hard copy. From mailing to receipt of the couriered boxes of newsletters (for addressing and mailing out) often took two to three weeks.

In early 2007 David Blake suggested we try Format Printing in Petone. This move proved very beneficial in many ways; with David's help, I was able to email the newsletter PDF files to Format for printing, and with our administrator, Linda Ingram, emailing the address database, Format took such a load off me by way of folding, attaching the address labels

and mailing. Good quality paper plus the addition of four pages of colour have lifted the finish of the newsletter to something I am very proud to see, when the rural postie delivers the box of overs.

When compiling the index in this newsletter, I also updated the full alphabetical index for all the newsletters from Nos. 35 to 149. The index is in the same topic format as the one included here (p.18), but now numbers 12 pages. What I find astounding is to see the range of topics covered with well written articles, and also the coastlines both home and overseas where KASK paddlers have achieved incredible trips. A PDF file of the full alphabetic topic index is now available on the KASK website, or email me at: kayakpc@xtra.co.nz

Short of material for this milestone newsletter, I am indebted to Sandy Winterton, Debbie Dunsford and Kevin Dunsford for producing excellent articles at short notice; also to Jillian Wilson for her Greek Islands paddling report and her gorgeous colour photos on pages 2 and 23.

Please don't forget to register promptly for the Anakiwa KASK Forum.

Paul Caffyn

The Penguin's Bill Issue

Jillian Wilson, who supplied the excellent article and photographs of South Georgia emailed to enquire:

Who do I bill for all the photo-shopping I did on those penguins in n/1 148. Darn Max Grant working that out. I thought I'd done a sneakily good job. I suppose that I'll have to send the bill to Max, seeing he wanted to get cheap *Penguin* advertising. I only know that I spent hours doing those pics. And I should get paid for it; especially now the truth is out. Fair's fair - and all that.

PHOTOGRAPH CREDITS

Cover: Celebrating 20 years of newsletter laying out and editing - photos from the covers of nine earlier newsletters show the stunning photography of Kiwi paddlers, at home and overseas.

Top Left: Jillian (in the lead), Marie and Darcy enjoying a cloudless day off the Greek Island of Milos.

Bottom Left: Darcy Mawson and Marie Cook paddling past the village of Klima. Photo: Jillian Wilson See Jillian Wilson's trip report on paddling in the Greek Islands on page 16.

KASK

PRESIDENT'S REPORT February 2011 By John Hesselning

It looks as though the weather has been against us for the last couple of weekends. Stormy weather all weekend and better weather during the week. Last weekend Lake Taupo was the roughest that I have ever seen it - two metre high waves and white caps.

There is not much to report from the committee mainly because of the Christmas break. Paul Caffyn has spent some time liaising with Coastguard, and Maritime New Zealand roughing out the possible contents of a new booklet that will be an essential guide for all recreational paddlesport including sea kayaks, sit on tops etc. This booklet will be targeted principally at persons purchasing their first paddlesport.

Preparations for the 2011 forum to be held at Anakiwa (1 - 4 April 2011) are progressing with over 50 registrants so far including ten paddlers from Australia. The forum should be an excellent event with plenty of practical on the water training and great speakers.

Topics for discussion at the AGM (to be held at the Forum) include membership of KASK and how to increase members, which at present are steadily declining. Increased membership will allow KASK an opportunity to reach a larger number of paddlers and would provide KASK with a greater voice at national forums (such as Water Safety NZ) and increased credibility with local bodies, regional councils and other regulatory bodies.

Over the last few months, we have been exploring mechanisms so that KASK may fully represent all sea kayakers at national forums and we have sought the views of New Zealand sea kayaking clubs / organizations. Those that responded were

generally supportive. We are now looking at a mechanism to achieve this.

At least one committee member has indicated that he will not be available for re-election at the AGM. If anyone is interested in being on the KASK Committee, feel free to contact myself or any other committee member. It would be great to have someone from north of the Bombay Hills on the Committee.

Tim Taylor from Tauranga is continuing his circumnavigation of New Zealand and on 1 February 2011 he was at Curio Bay at the bottom of the South Island waiting for the weather to settle before heading towards Bluff and Stewart Island. Tim is maintaining a great website that is keeping track of his progress: www.nzkayaker.com

KASK COMMITTEE CONTACTS

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KASK Publications & Safety
Paul Caffyn: kayakpc@xtra.co.nz

KASK Forum Anakiwa Marlborough Sounds

1 - 4 April 2011

PLEASE REGISTER SOONEST

The previous newsletter included the forum registration form, but it is also available as a PDF file on the KASK website.

Evan Pugh has advised that the already over 60 paddlers have registered and that once the limit of 120 is reached, no further registrations will be possible.

Please register with Evan as soon as possible. He also noted that there are now not a lot of ferry bookings left for Friday 1 April. A contingent of 10 Victorian paddlers are attending the forum, obviously endeavouring to seek cooler weather and escape from heat waves, flooding and plagues of locusts.

The KASK AGM will be held at 6pm on Saturday 2 April, and nominations are sought for:

- committee positions (send to John Hesselning - see contacts above)
- motions to be put (send to John Hesselning)
- the three KASK awards (send to Paul Caffyn)

Who to get in touch with:

- Registrations: Evan Pugh
email: sheepskinsnstuff@xtra.co.nz

- On the water instruction: John Kirk-Anderson
email: jka@press.co.nz

- Forum organization/program: Helen Woodward
email: h.woodward@xtra.co.nz

See page 6 for
details of the
prestigious
forum photo
competition

Annual KASK Awards Presented at the Forum

Nominations are sought for the three annual KASK awards. Please email your nominations to either John Heselting or myself (see KASK committee contacts on p.4)

1. Graham Egarr Trophy award for outstanding contribution(s) to the KASK newsletter during the past 12 months
2. Graham Egarr Trophy award for outstanding contribution to New Zealand sea kayaking during the past 12 months
3. The 'Bugger!' Trophy, awarded for the most humiliating, embarrassing, humorous sea kayaking encounter over the 12 months.

Background to the Paddle Trophy Awards

These lovely two trophies were built by kayak builder John Dobbie to keep alive Graham Egarr's outstanding contribution to paddling, water safety and river conservation. During the 70s and 80s, Graham was the leading figure for recreational canoe and kayak paddling, water safety and river conservation in New Zealand. Although initially interested in sailing as a nipper, at the University of Canterbury he took up white-water paddling and met his future wife Jan.

The potential damming of a North Island river in the mid-70s led to an urgent need to rate the New Zealand's 100 most important rivers. With a grant from Lands and Survey, Graham and Jan began a nation-wide river survey in mid 1977, starting at the top of the North Island. Aided by the support of local kayak and jet-boating clubs, a total of nine regional river guides were completed and published in 1978 by the New Zealand Canoeing Association.

As well as editing the NZCA 'Canoeing' magazine from 1976 to 1986, Graham had three books published on paddling and wrote numerous well-researched articles for boating magazines. In 1979 Gra-

ham commenced working for Water Safety NZ as an education officer and after 10 years was the organization's Director of Safety and Research. By 1997 Graham had left the NZCA and commenced publishing two independent newsletters for recreational paddlers, 'The Open Canoe Newsletter' and 'The Sea Canoeist Newsletter.' He organized the first national gathering of sea kayakers at the clothing optional Mapua Leisure Park in 1989.

After the annual Mapua sea kayak forum in 1991, Graham and I had a plenipotentiary meeting of a national sea kayaking organization in his bathroom. Graham was lying back in an old fashioned cast iron bath, one with claw feet, and he was a tad annoyed that a North Island upstart, who had stated at the forum his intention to form a New Zealand sea kayaking organization and would be setting rules and tests for certificates of competency. You may wonder why two bearded sea kayaking blokes were in the same bathroom at the one time? Sadly to report, Graham was trying to ease the chronic pain of a cancerous growth around his spine. Graham suggested ASKNZ, association of sea kayakers, but as solo expedition sea kayakers of that time often imbibed of an evening pre-prandial tippie or three of port, I suggested KASK, Kiwi Association of Sea Kayakers.

Graham's last 'The Sea Canoeist Newsletter' (No. 34) was only two pages – an index to material for his previous 33 newsletters, plus a very brief note to say publication of the newsletter was to cease. He wrote:

This publication began four years ago because a number of sea kayak paddlers felt that there was a need for a regular newsletter to keep in touch with who was doing what, where.

I have really enjoyed editing and producing this newsletter and I would have been prepared to have continued it indefinitely. However, a very active life in the outdoors has left me with melanoma cancer which has not been able to be checked. At the present time I cannot guarantee being able to complete another full year of newsletters and as almost

all subscriptions ran out with issue 32 or 34, it seems best to end the newsletter now. The subscriber mailing list will be retained in the hope that the newsletter may be able to be restarted by another editor (any takers?).

All the best for future paddle trips.

In August 1991, when I returned from the finish of the Alaskan trip, I drove to Mapua to see Graham. The poor bugger was physically wasted but his mind was as sharp as a tack.

Even before his last newsletter (No. 34, November 1991) was mailed, melanoma claimed Graham's life on 19 September. At his Mapua funeral service, numerous tributes all spoke of a gifted, talented all-rounder and a wonderful family man. Graham Sisson noted: 'He was a visionary, always a jump ahead and ten years ahead of his time.'

This year will mark 20 years since Graham fell off his perch. I have found his shoes rather huge to try and fill, in terms of continuing publication of 'The Sea Canoeist Newsletter' and continuing with his paddler safety initiatives. With the help of Kiwi sea kayakers, with respect to newsletter articles, development of safety initiatives, keeping PC regulators at bay, and maintaining a safe but enjoyable approach to sea kayaking, I like to think that Graham would be proud of how KASK paddlers have taken up and continued with the role he initiated with recreational paddling in New Zealand.

This year, Jan Egarr has kindly agreed to present the two Graham Egarr paddle trophy awards at the Anakiwa forum.

Graham and Jan Eggar - 1981



ANNUAL KASK PHOTO COMPETITION 2011 Forum Anakiwa

Enter your best photographs for the annual prestigious photo competition. Entries must have a sea kayaking or coastal connection. Sorry but no mail entries. The competition is only for paddlers attending the forum. Please ensure your photo is submitted to the appropriate category.

Guidelines:

Photos may be entered for the following categories:

- Open (knock your socks off photos)
- Action (sea kayaking)
- Seascape (kayaks or people do not dominate the picture)
- Coastal / marine flora or fauna
- Kayaking bloopers / bugger! moments / salty humour

Awards:

First, 2nd and 3rd places will be awarded per category, with a forum paddlers' choice for the best overall photo, with prizes awarded for first places and certificates for all place getters.

Limit: Four photos per photographer, per category.

Format/Techniques:

Colour or black and white prints to a maximum size of A3;

note on each photo's rear: category, caption or locale, name, mail address, email address.

No slides please; only digital or colour / black and white negative prints.

Images can only be edited by cropping and re-sizing.

Submission:

Entries can be submitted on arrival at the forum, up to 9am Saturday 2 April 2011.

While every care is taken, KASK will not accept liability for damage to entries

Use of Photos: Winning photos may be published in the KASK Newsletter. Photo competition entrants agree to allow their entries to appear in the KASK newsletter, and agree to enter in discussion with KASK re their use in either KASK safety promotional material or the handbook.

Display of Photos:

The photos will be displayed throughout the weekend and the winners announced at the dinner on Saturday night or at Sunday breakfast.

Competition judges:

The judges for this competition are Christchurch Press photographer John Kirk-Anderson, Paul Caffyn, and a surprise paddler.

Ruth Henderson's 2010 award winning photo of Steve Levett



OPINION

THE COMPLEXITIES OF SEA KAYAKING by Craig Jungers

A while back I posted an essay on my blog (www.nwkayaking.net) about the subtle complexities of sea kayaking that may be hidden from new paddlers:

It's been a long time since I've published anything new in this blog. This is mostly due to a complete knee replacement I had done on my left leg in June, 2010. Most of the summer of 2010 was dedicated to recovering from the surgery and regaining motion lost some 22 years ago in an industrial accident. Part of that recovery was done using mountain bicycles.

At one time in my life, bicycling played an important role. Last summer a Trek 4500 mountain bike played a big part in my physical therapy. As I slowly regained the ability to ride a bike, I progressed from short rides to longer rides and by the end of August, I was riding alone on rough paths into remote desert canyons.

At this point I realized that if new kayakers were approaching paddling the same way they might have approached mountain biking, they were vastly underestimating the potential danger. And people who are teaching kayaking to new paddlers need to understand that the complex nature of the sport is subtle and not readily apparent to new participants.

The average outdoor enthusiast is usually aware of the dangers of outdoor sporting activities. But the layers of danger present in kayaking far exceed those of other sports and, worse yet, they are generally invisible and often underplayed even by experienced kayakers. No one poo-hoo's the risks of rock climbing or whitewater kayaking but who can believe a calm day in a comfy little boat can turn life threatening?

Many, if not most, sea kayak tragedies begin on calm water in weather that is settled. New paddlers may be used to other sports where they can stop easily or wait out any sudden bad weather in more-or-less comfortable conditions. If you fall off your mountain bike, you probably aren't going to die even if you are in a remote area. But if a new kayaker capsizes, and swims out of the kayak, it is an instant life-threatening situation.

Most kayak fatalities involve the paddler becoming immersed in water and being unable to regain entry to his (or her) cockpit. This situation is unheard of in other sports. When I rode solo into desert canyons on my mountain bike, almost the worst thing that could happen to me is that I'd have to walk the bike back out. Even sudden bad weather was not much of a factor because I would simply look for shelter or, at worst, hunker down and wait. A bicyclist will often not even bother to check weather forecasts before heading out.

Converting this attitude to kayaking is like asking for trouble in many locations. Even the simple task of removing a piece of clothing like a splash coat or getting lunch out of a day hatch can be difficult in a kayak. And answering the call of nature is often truly dangerous.

Consider the mountain bicyclist who simply stops and finds a tree. This is the sort of thing that new paddlers don't see when they head out for a day's kayaking on a local bit of water. Paddling instructors who deal with novice kayakers need to keep in mind that the more subtle dangers of kayaking are really more akin to those you'd associate with flying small air planes than to other sports. In both of these (and I do both), sudden changes in the environment can rapidly deteriorate into truly tragic consequences.

No one quarrels with the expensive and intensive instruction given to budding pilots, yet people blithely set off on serious paddles without a second thought; or without much

knowledge of navigation, survival or paddling skills. These subtle complexities of sea kayaking often lull the novice into thinking that the sport is calm and peaceful; and, indeed, it can be and often is. But sudden changes in circumstances can thrust the unprepared novice into a situation they are not prepared to deal with. Unlike most other sports people are familiar with, sea kayaking can - and does - deal out wild cards to the complacent.

Craig Jungers
www.nwkayaking.net

SAFETY

How Safe is Paddling Alone? Solo versus Group Sea Kayaking

by Kevin Dunsford

Back in the 1970s and 80s, articles appeared in the NZCA (NZ Canoe Association) bulletins that were critical of solo kayaking. Many things have changed since then so it is timely to revisit the solo versus group paddling argument. Even today, we are told we should not paddle alone. Why? Is it good advice or ill formed? Should we kayak alone or not? What are the risks of solo paddling versus paddling in a group?

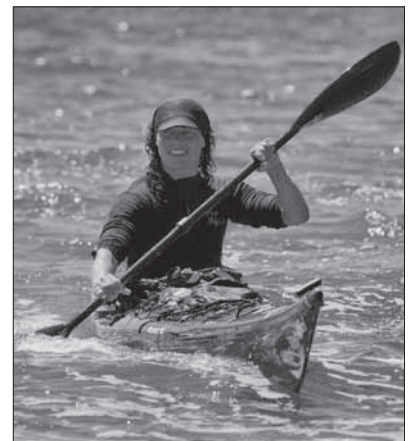
In the 70s kayakers came to sea kayaking from white water river backgrounds. The golden rule of river kayaking was, and still is, to never kayak alone. The power of flowing rivers can be immense and can hold a paddler, necessitating an assisted rescue. There is no such force in sea kayaking with the exception of kayaking around rocks and entering caves, neither of which should be done solo. In surfing there are also tremendous forces but these are short-lived.

Early kayaks were short canvas river kayaks. Wooden, then plastic, and glass kayaks followed but without sealed floatation chambers. True sea kayaks, with floatation chambers, have only been around since the late 1970s and 80s. Modern sea kayaks are now truly sea worthy vessels.

In the early to mid 1980s kayakers mainly learnt sea kayaking alone or in clubs started as river kayaking clubs. In the early 90s sea kayaking networks, often associated with KASK, became organised. Commercially organised clubs followed such as Yakity Yak, due mainly to the efforts of Pete Townend. A new breed of sea kayaker brought sea experience rather than a river kayaking background. Since then, sea kayakers have built up vast sea-going experience. More recently fishermen using sit-on kayaks and new paddlers without much experience have arrived. Sea kayaking is now a mature sport or pastime. Paddlers now have a wide range of experience.

Since Paul Caffyn's first solo circumnavigation of the South Island in the late 70s, others have achieved the holy grail: Brian Roberts, Bevan Walker, Chris Duff, Freya Hoffmeister, Barbro (Babs) Lindman, Justine Curgenvin with Barry Shaw, Simon Meek, and most recently Max and Melz Grant. Not one kayaker has died or been seriously injured attempting the circumnavigation. In the 30 odd years since I began sea kayaking, not one of my friends has died at sea either. Sure, some have had close shaves with rocks, broken their kayaks and some close encounters with sea creatures that might have been best avoided, but I have come to the conclusion that sea kayaking is a comparatively safe activity. Yet public opinion still perceives sea kayaking to be a risky activity, although this perception is changing. Ten years ago, if a boatie

*Freya paddling solo.
Photo: John Kirk-Anderson*





Solo South Island paddler Babs Lindman in Milford Sound. Photo: Belinda Mulvany

saw a sea kayaker a few kilometers off shore, they would often come over to see if you were OK. Now, off shore kayakers are common place. Rounding Cape Brett, boaties hail you as one of their own, only a very much smaller version.

For an experienced sea kayaker, paddling solo is a lot like how a hunter feels. You are aware of every movement, every small change in your surroundings. Living in the moment, you feel so very alive. Intensely aware of the risks and comfortable in your ability to cope, you are absolutely alert. Your ego subsides completely and you become at one with everything around you. This is the

intense pleasure of solo paddling. It is a kind of meditation.

So how dangerous is sea kayaking? Occasionally there is a kayak drowning, but in most circumstances it has been in white water, or a collision with a jet ski, usually on a lake. Sometimes a kayak fisherman on a sit-on-top or without a sprayskirt is drowned near a river mouth. But it is very rare for an experienced sea kayaker to die. When a kayaker drowns, though, it is widely reported. This is especially so when someone such as Andrew McCauley died when paddling from Australia to New Zealand.

Never the less, the public is realising that sea kayaks are very capable craft, even in conditions that other boats find difficult. Where other boats are restricted by their shape, size, and driving power, sea kayaks are primarily as good as the person paddling them. Sea kayaker knowledge and experience is everything.

If a solo paddler is separated from their kayak, they may only last a couple of hours in the water, depending on the water temperature and the kayaker's thermal protection. A VHF radio/transmitter may assist if help is close by and the kayaker gives their location. The minimum time to be found using an EPIRB with a GPS position is also about two hours. Solo paddlers know they must rely on their own skills and endurance and make decisions based on this



Justine and Barry are currently attempting to paddle around Tierra del Feugo as a dynamic duo.

knowledge. If weather conditions change or solo paddlers feel tired, or challenged, they are free to change their plans at any time.

Paddling in a group also has many benefits. The most obvious is companionship and a shared experience. It's also a good way to learn from more experienced paddlers and discover new places. In mild and moderate sea conditions, group paddlers can assist one another, most commonly when a paddler falls out or needs to be towed when they run out of steam or feel seasick. In challenging conditions this is not so easy and in extreme conditions assistance may be impossible to the extent that each paddler becomes a solo paddler.

Over the years, I have done quite a bit of group and solo kayaking. I thoroughly enjoy group paddling. But when conditions become moderate to tough, I far prefer paddling solo and feel a whole lot safer. There are several reasons which I will try to explain.

Group paddling. Robyn & Noel, Sue & Bruce, in Whangaruru Bay. Photo: Fred Ryan (see story on p.14)





Yummy lunches with so much good tucker to choose from are a major benefit of group paddling. Kevin Dunsford is spoiled for choice.

Photo: Fred Ryan

Usually when a group of experienced kayakers takes a trip, they do not travel in pods. Often there is no nominated leader. On trips I do, we all enjoy different aspects of paddling, rock gardening, chatting to other paddlers or photographing and fishing. We can be spread out over some distance and communication can be difficult, especially when not within sight of one another. Although we all carry VHF's, none of us likes them on all the time and on multi-day trips having them on all the time is impractical. Sometimes we take turns monitoring a channel, just in case.

In groups, each paddler has their own operational comfort zone. Other members make assumptions and often find out too late that a paddler was outside their comfort zone.

Even worse, less experienced paddlers often over-estimate the skill and confidence of more experienced paddlers, believing that, if they have difficulties, the more experienced paddler will help them out. This obligation on more experienced paddlers sometimes puts them in a situation they would not have chosen for themselves. The combined effect of these two points is that the group as a whole usually vastly over-estimates the group's abilities. There have

been cases of groups getting into trouble due to this.

A related effect is more psychological. Some time ago I paddled a solo crossing listening to a small FM radio, enjoying chat and music. Conditions were moderate and I felt very comfortable. Half way across the radio's battery ran out. I started feeling less comfortable even though the conditions were unchanged. I had lost contact with other people. My perception of risk had been altered by my feeling of closeness with others, even intangible people. This risk perception effect is even more accentuated when paddling in a group.

The opposite effect occurs also, especially when paddling at night. At night you are acutely aware of everything around you. You have a heightened awareness of risk. Is this risk awareness real or exaggerated? Paddling with a group at night, you are always just a small step from being a solo paddler; it is very easy to become separated from your group. When paddling at night you perceive risks in a different way from paddling during the day.

Talking with experienced kayakers I have found a common behaviour. When the going gets tough, experienced kayakers like to dig deep and move faster. Unfortunately, this is the opposite behaviour for less experienced kayakers. This mismatch often results in a group splitting to the disadvantage of the less experienced. When a group splits sometimes kayakers who share gear are left with inadequate food, shelter or emergency gear. When experienced kayakers are obliged to slow to the slowest paddler's speed they sometimes become cold and are uncomfortable travelling at that slow speed.

When embarking on longer day trips and multi-day trips, pace is an important factor. Solo paddlers can alter their pace to suit conditions and how they feel. When travelling in a group it is a lot harder as you are continually altering pace to suit others. After a few days solo, paddlers become one with the movement of the sea, paddling almost by instinct.

Once solo paddling has you in its grip, it is intensely satisfying and it can be safer than paddling in a group.

However, I must add an important rider. It can take years for a sea kayaker to gain the skills and knowledge to become a confident and proficient solo paddler. Over confidence is the most significant factor in kayaking incidents. The highest kayak incident rate occurs for males, aged from 15 to 39, travelling solo. Sea conditions change quickly. Endurance can fade quickly.

A solo paddler – IS SOLO – so must have sufficient skills, knowledge and confidence to meet expected, or unexpected conditions. If you think the VHF is for calling for help, you are not yet ready for solo kayaking.

A summary of significant points are:

- Group paddling is an ideal way to gain skills and experience.
- Caving, surfing and rock gardening involve risks that need to be managed. Never do these alone.
- Group paddling is enjoyable for companionship, gaining experience and sharing a common experience.
- Experience takes time to acquire.
- Be patient and extend yourself in a group.
- Solo kayaking is safe when you have sufficient skills, knowledge, and experience. And the right type of kayak for the job.
- Solo paddlers are entirely responsible for their own safety. You should not expect others to put themselves at risk to help you. This includes rescue agencies. You should have a plan for all conceivable emergencies.
- Sea kayaking is safe if you use common sense, tame your ego and learn sufficient skills for the type of kayaking you aspire to do.

Kevin Dunsford

TECHNICAL

COURTING SPEED Sandy Winterton

There are many excellent reasons to go faster in a kayak. Going further, getting there sooner, claiming the best tent site, beating your so-called buddy - they are all valid. The underlying motives are a bit harder to pin down. Desire to not get left behind, the ghost of a childhood need for approval, vengeance, body chemicals only manufactured while paddling downhill...the list goes on.

Anyone who has watched any racing on television and who has leaned with the motorbike as it takes a bend, squeezed the flanks of an imaginary thoroughbred in the final furlong or flexed their pyjama clad knees during the Winter Olympics giant slalom knows why it is necessary to go fast.

The why is not what we need to explore, but the how.

Speed is a fugitive that must be pursued, but the chase must not compromise life, health or sanity. Safety equipment must be worn and carried. Minimising the weight carried and maximising the range of body movement while in paddling clothing, a PFD and sprayskirt, are challenges in themselves.

There are several factors affecting kayak speed, but there is little discussion in sea kayaking circles on many of them. This article contains some crafty schemes to hasten the attainment of speed.

Some factors are the same for everyone, be they novice or champion. The natural laws of water and air have a big influence on speed, and yet they are often disregarded. Hydrodynamics is the science of how liquids behave. We don't need to understand much about it, just how boat speed is affected. There are a few important factors to be aware of when selecting a kayak. When it comes to boat characteristics, the following word groups go together:

Group A	Wide	Short
	Stable	Slow
Group B	Narrow	Long
	Tippy	Fast

It is not possible to have a kayak that is both very stable and very fast, so we have a choice to make. There are many shades between the extremes and each paddler should consider the best point on the scale to suit their ability, balance, fear of falling in and the type of paddling they will be doing.

Many of the characteristics seem obvious, but it may come as a surprise that a long boat tends to be fast while shorter boats are likely to be slower. For two craft the same width and design, up to a certain point, the one with the longer waterline length will be faster. The reasons are out there somewhere.

Clearly the trade-off is how stable the boat is. There's no point having a fast kayak, if we can not stay the right way up or if we paddle with trepidation. It is better to err on the more stable side to maintain an upright character and a calm demeanour.

Crafty scheme one (CS1) - the wise paddler of faster and tippier boats secretly brushes up on their bracing and rolling.

There are a few things that can be done to maintain or improve hull efficiency. Keep the hull smooth and shiny and never dangle or tow anything such as deck stowed gear or weed. Depending on conditions and the water to be paddled, it may also be an option to go without a rudder or to lower it only partially. A rudder pulled all the way down gives best steering and most resistance. If the water is flat or waves are small and you're going fairly straight, you probably don't need the rudder all the way down.

CS2 - use the degrees between rudder raised and fully down by locking it part way. On flat water and with no wind, a trailed rudder with just a lower corner dipped is usually ad-

equated to maintain a straight course. Aerodynamics is little talked of by kayakers, and yet deck bags or anything else strapped on top offers increased wind resistance. In general, keep decks as clear as possible except for essential safety gear, and in a headwind avoid clothing likely to billow like a parachute.

There are other natural laws of which we need to be aware. For the same craft and motive power, the heavier the boat is, the slower it will be. What difference does a few kilos make? The Department of Physics at Oxford University has published a paper that explores factors affecting rowing boats from single sculls to eights and the logic seems applicable to kayaks. The conclusion is that increasing the overall weight of a craft including its crew and cargo by one percent decreases speed by one sixth of a percent. A PhD in rocket science is necessary to follow the argument fully.

See <http://www.atm.ox.ac.uk/rowing/physics/weight.html#section7>

An example in terms of a kayak, paddler and gear:

The paddler weighs 75kg, their kayak 20 kg and normal gear for a half day trip weighs 5 kg.

The total laden weight is 100kg and we will assume they paddle at 6 km/hr in no wind.

For a camping trip, they instead take 35kg of gear and food with them for a total of 130 kg.

Their total weight has increased by 30%.

Their speed decreases 1/6th of that i.e. by 5% and is therefore reduced to 5.7 km/hr.

On a 30 km day trip they would take about 15 minutes longer than if they were unladen.

If there were two boats and paddlers identical in everything other than weight, the one with the extra 30kg would still have 1.5 km to go when the lighter boat arrived at their destination.

Author Sandy Winterton courting speed. Photo: Sharlene Winiata



Mental anguish is inversely proportional to the square of the deficit, so: If one boat is 5% slower, the paddler is demoralised by 5², or 25% compared to their rival. CS3 - keep weight to a minimum.

Other forces that influence speed include current, tidal streams, and waves that affect steering or which can be surfed. Above the waterline, wind has a major effect on both safety and speed. For both wet and dry agencies, their influences can sometimes be mitigated by skill, such as picking friendly water flows and avoiding unfavourable ones, saving energy or gaining speed from surfing waves, choosing a course that avoids or takes advantage of winds and wash-hanging other boats.

The *homo sapiens* male has a tendency to lethargy, which was essential in the days when we had to conserve all our energy for chasing mammoths. It is clearly not our fault and it has proved impossible to shake off. Typically the factors to which we first turn to increase our efficiency are the ones that require least effort. In the mammoth days, we invented the bow and arrow to replace the club and enjoyed better safety and more cave time as a result. Since then, new or improved technology has always been a favourite strategy and, failing that, using existing equipment more effectively.

The humble footrest is a critical part of a kayak. It must be solid, set at the correct distance from the seat

and it should have rudder pedals that allow steering while the knees are positioned fairly centrally. On non-threatening water, efficient paddling requires leg drive and to achieve this, the knees should not be locked in place. On more serious water, some surfing, rolling and bracing require the paddler to grip the boat with the knees, so footrest placement and knee bracing locations must permit a quick transition from central placement with legs pumping to knees in braced position. Some kayaks have movable seats, and different positions should be experimented with. Moving the seat back may allow the knees to clear the front of the cockpit, which helps leg action. It may also allow fine tuning of the distance between seat and footrest. A full range of paddling motion is important; so cockpit clutter, baggage on deck and clothing worn should not restrict any movement required for strokes, braces or rolls. CS4 - set up the boat for paddling efficiency.

If the person is the motor, then the paddle is the drive train. Greenland paddles have their adherents and virtues, but are not considered here. Of the standard or 'euro' type paddle, there are a number of shapes, but a common choice is between curved blades of traditional type and a wing type paddle. Both have advantages, but the wing turns more of the effort supplied into forward motion and is favoured for speed.

Like the fast-but-tippy vs wide-and-stable dilemma, there is a trade-off

with paddles. The wing is faster but less user friendly. Plain blades are slower but easier to master. Having opted for the desired style, getting the blade size, length and feather angle right is a matter of personal taste. In general, an offset of 50-75 degrees is favoured and there is a trend towards shorter paddles which allow a higher cadence rate.

CS5 - use a wing paddle but carry a traditional one as a spare. If conditions get too tricky for the wing, you can swap.

Blade size is generally determined by physical strength. Most people should err on the small side and go with an adjustable length paddle. If you generally paddle with, say a 212 cm paddle and are looking for a replacement, go for one that extends from about 208 - 216 cm. Changing the shaft length can be helpful to tune the cadence rate and for use in different boats e.g. if both singles and doubles are to be paddled. Always try out prospective paddles before purchase.

CS6 - lengthen the paddle coming down wind and shorten up into the wind to maintain a similar cadence.

Having addressed the easy aspects, if further speed increases are required, sadly but inevitably, more effort is required. There are many skills that can influence speed. Some of these can be learned quite easily and others require longer on the water.

Good technique justifiably gets a lot of attention these days. Two world renowned paddlers from different backgrounds have produced an excellent DVD called and entirely devoted to 'The Kayak Forward Stroke' – and this is well worth watching.

The feet are well placed on a solid footrest and able to control pedals without loss of contact. Assuming conditions are kind and self preservation is not a consideration, knees should be central and able to move freely as legs are pumped. As one arm pulls, the leg on the same side pushes against the footrest. Hips are pivotal.

As far as the upper body goes, there are two styles – again each has advantages. The first is racing technique and the one taught almost exclusively by coaches. It can be used for any euro paddle type and is the only way to get the best from a wing blade. The second method works best with curved paddles, and has fallen out of favour with the advent of wings. It is a bit less efficient, but many people find it more natural and comfortable for the traditional style of paddle.

Locked arm racing style

Torso rotation is driven with legs and abdomen, and the upper body follows their movement.

While a blade is in the water the upper arm is locked either straight or slightly bent. The hand travels forward at about eye level. The lower

arm is also locked at least until the blade is removed from the water. The paddle in the water starts out very close to the side and is tracked outwards as the stroke progresses, exiting the water away from the boat.

Punch and pull method

As the low blade is placed into the water, the high arm is already bent and the hand is next to the shoulder. That hand is then punched straight forward by straightening the arm, while the low hand pulls the blade through the water parallel to the side of the boat. After the blade exits, the arm is bent as the hand is raised towards the shoulder in preparation for the next stroke. The shoulders and upper body are still rotated and the bending and straightening of the arms takes advantage of the leverage offered by the paddle shaft.

You need to find a technique suited to the duration of paddling to be done and which does not result in injury such as tenosynovitis, sore muscles or joints.

CS7 – If using a traditional paddle, swap between the two styles to give different muscle groups a rest.

There is a wealth of information of the web including video clips on Youtube about good paddling technique. If you want efficient, look at the top flat water or surf ski racers' technique. Sadly, no amount of watching videos or reading books works without doing cockpit time.

Once the laws of nature have been sorted out and technique is down pat, it is no longer possible to avoid the F word – fitness. First, look for reasons that explain why you are going slowly. Medical conditions provide a happy hunting ground in this respect. Various parts of the anatomy can be correctly and cunningly described as 'bad'. Alternatively, anything difficult for others to check such as allergies, itises, syndromes and even ectomies or otomies may prove fertile ground. If all of these strategies fail, there is no alternative but to get fit.

Paddling time is imperative, but other forms of activity are helpful. Eating and watching TV do not count. There are several aims:

- Aerobic fitness
- Strength
- Stamina
- Flexibility
- Core muscle condition (helpful for balance)

There are a few other things that need to be addressed for optimum performance. High speed requires good fuel. Sufficient and correct food to give the energy you need is required before and during the trip. Drinking is called hydration these days to allow higher pricing of sports drinks. Find out how much liquid your body needs and whatever fluid you use, take enough and sufficient spare for the unexpected, but don't carry unnecessary weight by finishing a trip with excessive liquid left over. Drinking a lot of fluids may get kidney enthusiasts excited but our aim is to have speed; not to have peed.

CS8 - sports gels (available at cycle shops) are sachets of goo that turbo charge the motor for half-an-hour or so.

Finally, comfort is essential. A pinched nerve with resulting leg or posterior agony is a bummer - possibly even the origin of the term. Blow up foam seat cushions can help, but beware of over inflation. A too-full air filled seat can lead to buttock rollage which reduces the transfer of power from leg drive to

Courting speed on a surf ski with a wing paddle. Note the solid water left by the previous stroke on the port side. Photo: Sharlene Winiata



upper body. Chafing or abrasion spoils the fun. Suitable clothing for a comfortable temperature is important, and we should think about the appropriate form and degree of sun protection. There are upwards of 500 paddle strokes per km for most people. Many thousands of repeated movements that cause some small

problem can take a heavy toll by the end of a day. Personal comfort is essential if you are to be in good shape in the morning.

CS9 - for a big or important paddle, never use or try anything new. Make sure you take paddles that have served well for similar trips before

and that you have successfully tried everything you will wear or use.

In the style of certain gender targeted magazines, now take this exciting quiz in the table below to determine your paddling speed and prospects.

Sandy Winterton 24 January 2011

Kayak speed calculator

Choice left	✓	Choice right	✓
Kayak wide and stable		Kayak is narrow and tippy	
Paddle type traditional and/or poor technique		Paddle type wing and/or good technique	
Relative beginner		Experienced old sea dog/bitch and kayaker	
Boat heavily laden and/or cluttered		Boat lightly laden and clear of encumbrances	
Unfit, lacking condition and soon worn out		Fit, strong and able to keep going	
Suffering from ailments and afflictions		Body in good working order	
Unskilled and oblivious to speed influencers		Skilled practitioner, reads conditions well	

For each tick in the choice left column, award yourself 2 points.
 For each tick in the choice right column, you get 38 points.

Work out your total:

Between 14 and 28 points

Between 29 and 230 points

Between 231 and 266 points

Slow but with huge potential

Average with fair to good scope to get faster

Fast and expert but unlikely to have any sea kayaking friends

PHOTO GALLERY

Photographs of kayak is action during the recent Queensland floods.

Top: a poor bedraggled kangaroo under tow to land above floodwater.

Below: Father and son inspecting mud and silt levels on the vehicle windscreens, showing a slow receding of flood water.



New Zealand Trip Reports

An Annual New Year Paddling Trip: A Holiday, an Adventure and Friendship by Debbie Dunsford

Party: Debbie & Kevin Dunsford,
Noel & Robyn Nancekivell,
Sue & Bruce Nancekivell,
Fred & Margaret Ryan

Our regular group of eight Christmas /New Year paddlers headed for Northland this year - putting in at Paihia with a destination of Whangarei Harbour. We are probably fairly typical sea kayakers in the 50ish/60ish age group. We love the outdoors and engage in a wide variety of activities for recreation and fitness that cover paddling, running, walking, cycling, sailing and all the tracks, trails and routes that New Zealand can offer. Our Christmas paddle trip is always a holiday as well as an adventure, and along with fresh air and exercise features good coffee, plentiful food and wine, talk and friendship.

Logistics

This is the fifth year our group has paddled together after Christmas and we are reasonably casual now in the logistical arrangements. After some group emailing, we opted to travel north to south this year, putting our faith in the weather forecasters' predictions that La Nina would bring more wind from the north and east. Car parking and shuttling was a breeze. Sue & Bruce's daughter Katie and her husband Andy live at Waimate North. They kindly gave us tent-room, car parking and a shuttle service to our start and end points.

Day 1 – Paihia to Cable Bay Urukupuka Island

Flat calm and overcast in the inner Bay of Islands. Our flotilla of three doubles (one Sea Bear and two Barracuda doubles and two Albatross singles) headed for Tapeka

Point, where we turned into a south easterly and the remains of the ocean swell that always seems to operate between Tapeka and Robertson Island. Lunch at Robertson was surprisingly unpleasant. We were all a bit wet and feeling cold in the wind. Even the regular swimmers didn't consider it. The afternoon improved as we paddled easily along the sheltered side of the Bay's most beautiful islands. Even under overcast skies, the water was aquamarine over the sandy seabed and fringed with rocks and bush. Around 5pm, we arrived at Urukupuka Island to find tent space at Cable Bay. A pleasantly domestic end to the day with tents up, a massive fly-sheet for shelter, chairs, wine and impressive dinners concocted of "first day" fresh food.

Day 2 – Cable Bay - Camping

With the next day dawning wet and a forecast of strong winds at Cape Brett for the next two days, we decided not to push the envelope at the beginning of a trip and stay put. Cable Bay is a lovely spot with a small pa site that gives birdseye views of Albert Passage through a grove of lichen draped pohutukawa. To the north, a ridge rewards the climber with layered views across the islands towards Cape Wiwiki, Matauri Bay and the Cavalli Islands.

Some people consciously avoid the post Christmas crush in campsites but I think the atmosphere tends to sum up the easy going nature of most New Zealanders. We spent the morning chatting to the neighbours as they emerged into the rain and were especially impressed the superb organization of one young woman there with her mother and children. Cable Bay had lots of teenagers in residence as part of family groups and they seemed to converge at dusk for noisy episodes of Bullrush. These appeared to escalate in intensity until darkness fell and we would hear parents progressively hauling them all back to home base.

Fellow campers are often intrigued by our trip and see it as a real adventure. There was one unfortunate exception to this. A camper we spoke to on our arrival at Cable Bay had informed us

categorically that the camp was full, that he had booked a year ago and, on that basis, why should we be able to just turn up and camp. Luckily no-one else at Cable Bay took his view including DoC.

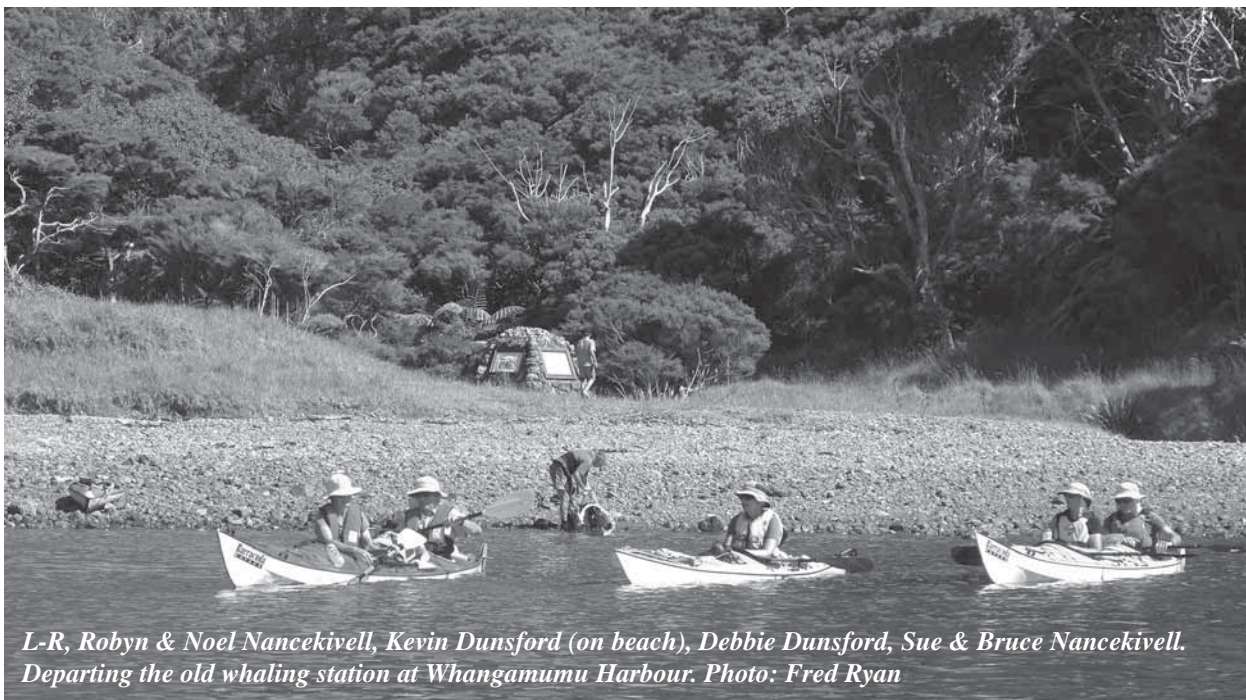
Day 3 – Cable Bay to Deep Water Cove – a short day

After a full day in camp, we had an easy morning's paddle from Cable Bay to Deep Water Cove, hugging the coastline and poking into every rocky nook and cranny. The clear waters of Oke Bay yielded a few mussels and Kevin hooked and landed a yellowtail kingfish, which became a communal meal. New Year's Eve was looking good.

We spent the evening in a rocky cove, an old tree providing a perfect anchor to chill the wine in deep water, all the better to celebrate New Year (re-scheduled as always to 10pm). There is plenty of casual competition between the men over the best and most impressive gear and Noel surprised and outdid everyone this year. As we whiled away the evening, there was suddenly music playing. We now had a small sound system and the challenge went out to everyone to provide the best music selection next year. At dusk, the weather lifted, bringing a beautiful sunset in the west and our bay became a slapping mass of feeding goatfish (aka red mullet). Unfortunately, a two-year moratorium on fishing in Deep Water Cove had begun in December 2010 – that has to be one definition of bad timing!

Day 4 - Deep Water Cove – Hole in the Rock - Whangamumu

With just a quick paddle to Cape Brett, we caught the early morning calm waters and beat the crowds. After my previous trip there, Cape Brett has always represented a mass feeding frenzy with every possible type of predator involved - from hulking catamaran ferries to fishermen in fizz boats and kayakers with lures, to gulls and terns, to sprats and kahawai, to whatever lurked beneath us all in the deep. That day I felt like I was in a whirlwind, but this couldn't have been more of a



L-R, Robyn & Noel Nancekivell, Kevin Dunsford (on beach), Debbie Dunsford, Sue & Bruce Nancekivell. Departing the old whaling station at Whangamumu Harbour. Photo: Fred Ryan

contrast. A couple of launches and us – that was it. We yahooped our way through the Hole in the Rock that day, smiled at each other like Cheshire cats and carried on south.

Food

We had set up camp at Whangamumu by mid afternoon, tents erected, cups of tea and Christmas cake consumed, water collected from the waterfall, and everyone in active shade-seeking mode, reading, chatting and waiting for wine o'clock. Each couple organizes and cooks their own meals (unless we've caught fish to share), although wine and nibbles before dinner become communal property with everyone keen to dispose of their stocks quickly to lighten their boats.

Dinners draw on old favourites like ravioli, risotto and curry pouches with rice, usually with fresh vegetable additions to give them a boost. Early on, there are also salads and meals of fresh meat and three veg. Fred and Margaret's tramping credentials are apparent in their home made dehydrated beef casserole. The quickest dinner to make has to be Noel & Robyn's couscous, sardines, sundried tomatoes and olives.

Day 5 - Whangamumu to Bland Bay

A brisk south easterly and a confused sea greeted us outside Whangamumu and we paddled side-on to the swell

along the Elliott Bay surf beaches before stopping for swims and early lunch beneath a huge pohutukawa. The wind had dropped as we headed out again for Home Point and only picked up again in the turbulence around the point itself. An increased boat count showed we were arriving at the popular Bland Bay. This large commercial campground was understandably full, but we were easily accommodated in the overflow camp in the marae across the road. The wheels got their first outing and we trundled 300 metres to the large paddock and pitched camp beneath a huge tree. The camp shop had sold out of everything until the next day except for one thing – ice. Just the thing we needed. The front hatch of a Barracuda was quickly emptied, filled with ice and the white wine was served deliciously chilled that night.

Day 6 - Bland Bay to Mimiwhangata

The next morning we carried out the perfect portage - extremely short and extremely flat - into Whangaruru Harbour. That didn't stop us all doing it hard for the first hour though. No wind, flat calm conditions and we all felt like we were paddling in treacle. A spot of retail therapy at the Oakura store rectified that situation. Suddenly the spaces that had been accumulating in my hatches had disappeared.

Our destination that afternoon was Mimiwhangata and DoC has to be congratulated on a model camp. It has the usual friendly atmosphere of a camp with no road access but is something more again. The natural features of a white sandy beach and a deep green bush backdrop is matched by the excellent siting of the showers and toilets a short way up the hill. And the charming camp hosts were

Kevin Dunsford and Bruce Nancekivell about to effect a duct tape repair to the Barracuda. Photo: Fred Ryan



keeping the well-used long-drop toilets the sweetest smelling I've encountered in many a year.

Day 7 - Mimiwhangata to Whananaki - Lunches

Heading through the passage between Mimiwhangata and Rimariki Island the next morning, another yellowtail kingfish was landed and a couple of hours later we spied a beach with the mandatory shady pohutukawa for lunch.

Unfortunately, on landing, we made two unpleasant discoveries. Sue and Bruce had made sharp contact with a reef and the front of their Barracuda now had a sizeable hole. Then Kevin ripped the cockpit combing off his kayak along with his spray deck. The formula of duct tape, epoxy resin plus drying time was applied – perfect for the “long Italian lunch” of the trip. Fried fish, salads, and roti breads were prepared by half the group while the others patched and glued the boats. Fish lunches are absolute trip highlights.

A swim, then lunch in the shade, eating fresh fish with friends, and all the time in the world before we head off again under our own steam, has to be one form of the New Zealand dream. And we do it at Christmas every year!

Our next stop was the unsung delight of the estuary at Whananaki. This is a trip back in time with tiny baches right on the shoreline, a long footbridge linking the communities either side of the estuary and a pocket campground at Whananaki School. There was some dragging of boats over the mud that we could have done without, but high tide in the morning was perfect for just lowering the boats over the wall and paddling away.

Day 8 – Whananaki to Tutukaka

Our original destination was Whangarei but some delays and work commitments meant we were starting to run out of time. Our trips are always holidays rather than notches in the belt, so a five minute conversation produced the decision to aim for Tutukaka instead, especially as the weather forecast

predicted windy conditions from the north east. After crossing Sandy Bay, we rounded the Whale Bay headland into an extremely confused and lumpy sea. With the forecast that the wind would rise to NE 20 knots in the afternoon, we gave the narrow entrance into Matapouri {and intended lunch spot} a miss and spent the next hour finessing the turbulence all the way to Tutukaka.

Friendship

Our annual trip is a holiday and an adventure all rolled into one but over time it becomes more about friendship. We all love being outside for a week on end, challenging ourselves at times against the wind, the tide and our own demons. Multi-day trips mean that you spend every moment of every day with people and really start to know them, what makes them tick, how they operate outdoors without home comforts, paddling a canoe for the best part of each day.

Over the years, we have also become involved in each other's lives. There is plenty of talk, as a group and individually. Over a week we share each other's successes and disappointments at work and business, travel, achievements, the places we've been, the things we've done. We catch up on each other's families. At our age, there always seems to be a marriage and babies to celebrate, but also the health – or ill health – of our parents to dwell on. We certainly get to rejoice in those big events in the lives of our friends.

After a challenging paddle from Whale Bay to Tutukaka, we pulled into the beach for a last lunch before our destination. It was then that the event that had been hovering in the background - via text message - ever since we left Paihia came to the fore. There had been absolutely no question of collecting messages during the heads-down paddle from Whale Bay but on arrival the all important one was there. Noel & Robyn's first grandson, Aidan, had arrived in the world half an hour before. The end of a trip doesn't get better than that!

Debbie Dunsford

OVERSEAS TRIP REPORTS

CIRCUMNAVIGATION OF MILOS ISLAND in the Greek Cyclades group by Jillian Wilson

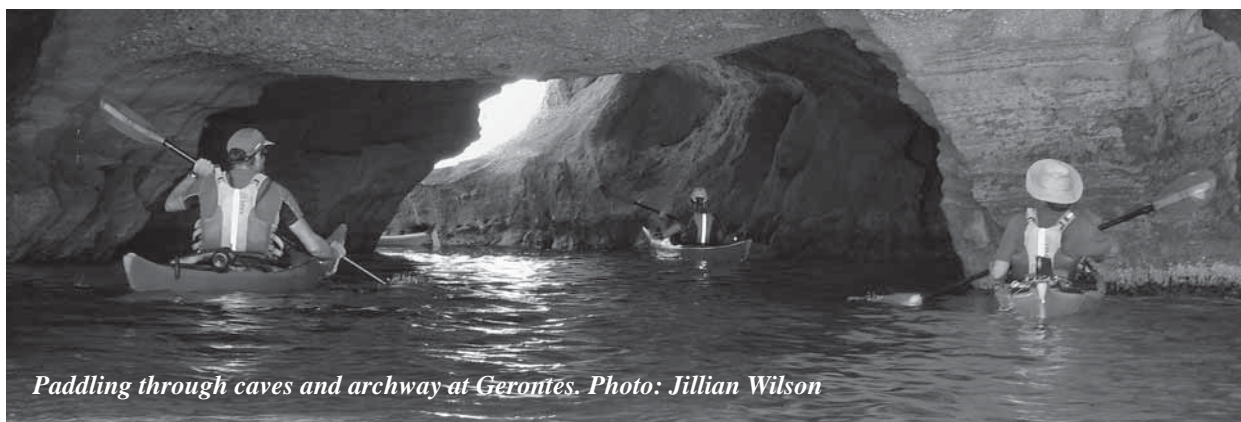
(see colour photos: pages 2 & 23)

‘Notorious winds, swells and waves near treacherous exposed capes’ – how would paddling be around Milos Island, for us three Kiwi paddlers? With kayaks all lined up on the beach, loaded and ready to go, and anticipation high, there was a certain air of anxiety and uncertainty. Once underway the nearest help would be, well, inaccessible! We needed to get it right.

It was a relief to get going, to paddle away from the main town of Adamas, passing by quaint little Klima Village, and over the other side of the harbour to a remote tiny chapel, for the first rest stop of many; our 5 day circumnavigation of Milos Island had begun.

The first cape out of the harbour confirmed that the trip wasn't going to be a pushover. Although sunny and bright, the afternoon wind was lifting, and so too were the waves, with neighbouring paddlers disappearing from sight behind the nearest swell. I could tell from the look on Marie's face that she was thinking that this was exactly what she hoped wouldn't happen! After nearly three hours of paddling we arrived at Triovas beach for our first camp-out. Marie and I continued the tradition of sleeping out under the stars that we'd started in Turkey, while Darcy opted for the warmth of a tent. We felt smug in the mornings that we didn't have a tent to pack – until three days later when the weather deteriorated and we were hurriedly putting up a tent at 11pm!

The next few days saw us kayaking past an amazing landscape of towering limestone cliffs, with volcanic sculptures and weird formations. We paddled through connecting cave systems, through arches and canyons,



Paddling through caves and archway at Gerontes. Photo: Jillian Wilson

with a seemingly endless array of colours, shapes and designs; purple, yellow, orange, green and deep red. A wonderland!

Just before we rounded yet another challenging headland, Rod Feldtman, our seemingly unflappable Aussie guide, pointed out a wee cave for us to go into, which proved to be the entrance into a calm harbour, carved into the limestone, from where we climbed high up on the hill above the cape, looking down on all the white caps in the deep blue Cycladean sea. Towards the end of that day's paddle, we stopped at a vibrantly coloured orange and red beach, leaving our kayaks, and swimming back to a sauna cave – we all sat around on the rocks, getting hotter and hotter in the steam coming out from under us. It was a relief to get back into the sea for the swim back to the boats.

Camping at the Old Sulphur Mine that night was a different experience, with the detritus of an abandoned sulphur mine all around, buildings climbing the hills each side of the valley, tunnels, wheels, weedy growth, and crumbly, crunchy, many-coloured rock. This was the night that the weather changed to rain, and a gathering wind.

Our international paddling group was all toggled up with long sleeves and waterproof jackets for paddling the next morning, a very different look from the t-shirts and shorts of previous days. We were an interesting mix of Australian (leader: Rod Feldtman) Kiwi, Brits, American, Holland and Denmark. Our experience was wide ranging too, from Danish Jacob with many years of kayaking, to Nic, Mark

and Anneke, who were fairly new paddlers. The kayaks had different configurations as well, some with no rudders, one with a skeg, and three with rudders (which we Kiwis used). We didn't envy the no-rudderites when the winds turned Force 6. Most of the kayaks were Lasers, by the Rainbow Company, Italy.

Hot coffee and Greek pastries were devoured at a Cafe in the town of Polonia that next day, before we set off for Sarakiniko, with its narrow channel entrance and wonderfully weathered limestone banks and ridges. We hadn't counted on the extreme conditions we encountered on the way, with rolling unpredictable swells and waves, and the wind rising to Force 6. It was a huge relief to get through the channel entrance into the calm beyond – and find German bunkers built into the hills, that gave shelter from the winds during the night.

The conditions next day were definitely not suitable for ocean paddling, so with the kayaks loaded onto a trailer Rod took us over to a beach on the west and sheltered side of the island. Not very sheltered though - even there it was hard to stand up! Unhappily, there was a nasty twist at the end of this fantastic trip. A double kayak still on top of the trailer was caught by the wind and blown off, catching American Kathy by surprise, and in the process breaking both lower bones in her leg.

That decided the end of the trip for us Kiwis. Although one or two others still went out in the rumbustious sea we decided we'd had enough, and went back to our accommodation in

Triovasalos. We ended up going and visiting Kathy in hospital, knowing that she didn't speak Greek and would be finding it all very difficult; she'd had a dreadful accident.

We'd definitely recommend this trip for anyone wanting to paddle in the Greek Islands. It was a five day adventure, paddling through stunning landscapes, and camping on remote beaches. A downside for us, although manageable, was that we had to provide our own food, but Rod happily provided any equipment that we needed. Our accommodation was included in the package we arranged with Rod, staying at his wife Petrinela Vikeli's Pension/B&B. We organized the whole trip before we left New Zealand, and found Rod very good to deal with, replying promptly to our many emails.

Although Rod's website does give instructions on getting to Milos from Athens, we'd actually been travelling in Turkey, so needed to do it differently. We sailed by ferry from Marmaris in Turkey, to Rhodes (or Rodos, Greece), and from there caught another ferry to Milos, which was an overnight trip, arriving in the wee small hours. Our onward travel from Milos was by ferry to Santorini, and then by ferry again, to Piraeus, Athens.

We loved the island of Milos itself, with its coastal villages, and 'up' villages (high on the hills), not too touristy, and very beautiful – the cafe food was very Greek and very yummy!

Rod Feldtman's website is <http://www.seakayakgreece.com/index.htm>

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BACK ISSUES

Many back issues are still available as hard copy from the editor. Email Paul Caffyn for availability (kayakpc@xtra.co.nz)

Most recent newsletters with the exception of No. 100 are available in PDF format either from the editor or from the KASK website.

The KASK website has a full index of newsletters Nos. 35 - 149 in PDF format.

NEWSLETTERS AVAILABLE AT THE KASK FORUM

I will bring spare hard copies of past newsletters to the forum, which will be available for gold coin donations.

WEBMASTER'S PICKS

by Sandy Ferguson

Discussion Groups are good places to see what is happening on the world-wide web:

Another round South Georgia group:
<http://www.explorersweb.com/oceans/news.php?id=19803>

The girls are away paddling again:
1. Justine (Cackle TV) is paddling around Tierra del Fuego
<http://www.cackletv.com/justines-blog/>

2. Freya plans to paddle around South America
<http://www.facebook.com/home.php#!/notes/freya-hoffmeister/the-2nd-continent-will-be/480445978756>

Here is how someone decided to use 'biomimicry' for the design of a paddle, in this case a Greenland paddle with the design of a Humpback whale's pectoral fin with the very noticeable bumps on its leading edges called "Tubercles". Also applied to Windmill blades:
<http://shamankayaks.com/shaman/blog.asp>

To see what is being talked about, whale-fin like paddles that is:
http://www.qajaqusa.org/cgi-bin/GreenlandTechniqueForum_config.pl?page=1;md=read;id=610071

Books are now on-line as they were printed and the 1889 book on 'Canoe and Boat Building' by W. P. Stephens is one of these. It is viewed as if it were a real book and you turn the pages using the top right icon:
<http://www.archive.org/stream/canoeboatbuildin00stepiala#page/n0/mode/2up>

Sandy Ferguson

HUMOUR

Letter to a Helpline

Hey Mate, really need your advice for a serious problem. I have suspected for some time now that the missus has been cheating. The usual signs: Phone rings - if I answer the caller hangs up and she's been going out with the Girls a lot. I try to stay awake to look out for her when she comes home but I usually fall asleep. Anyway last night about midnight, I hid in the shed behind my kayak rack. When she came home, she got out of someone's car buttoning her blouse, then she took her panties out of her purse and slipped them on. It was at that moment, while crouched behind the kayak rack I noticed a hairline crack in one of the kayak rudder-mounting brackets? Is that something I can weld or do I need to replace it?

Bikie Shock

A tough looking bikie was riding his Harley when he sees a girl about to jump off a bridge so he stops. "What are you doing?" he asks.

"I'm going to commit a suicide," she says.

While he did not want to appear insensitive, he didn't want to miss an opportunity and asked, "Well, before you jump, why don't you give me a kiss?"

So, she does. A real tongue to tongue wrestling match.

After she's finished, the biker says, "Wow! That was the best kiss I have ever had. That's a real talent you are wasting. You could be famous. Why are you committing suicide?"

"My parents don't like me dressing up like a girl"

Man Killed on Golf Course

A foursome of guys is waiting at the men's tee while a foursome of women is hitting from the ladies' tee. The ladies are taking their time. When the final lady is ready to hit her ball, she hacks it 10 feet.

Then she goes over and whiffs it completely. Then she hacks it another ten feet and finally hacks it another five feet.

She looks up at the patiently waiting men and says apologetically, "I

guess all those f-----g lessons I took over the winter didn't help."

One of the men immediately responds, "Well, there you have it. You should have taken golf lessons instead!"

He never even had a chance to duck. He was only 43 years old.

The Black Bra

(as told by a woman)

I had lunch with two of my unmarried friends. One is engaged, one is a mistress, and I have been married for 20+ years. We were chatting about our relationships and decided to amaze our men by greeting them at the door wearing only a black bra, stiletto heels and a mask over our eyes. We agreed to meet in a few days to exchange notes. Here's how it all went:

My engaged friend:

The other night when my boyfriend came over he found me with a black leather bodice, tall stilettos and a mask. He saw me and said, "You are the woman of my dreams. I love you." Then we made passionate love all night long.

The mistress:

Me too! The other night I met my lover at his office and I was wearing a raincoat, under it only the black bra, heels and mask over my eyes. When I opened the raincoat he didn't say a word, but he started to tremble and we had wild sex all night.

Then I had to share my story:

When my husband came home I was wearing the black bra, black stockings, stilettos and a mask over my eyes. When he came in the door and saw me he said, "What's for dinner Zorro"?

Dining Embarrassment

A man and woman were having dinner in a fine restaurant. They were gazing lovingly at each other and holding hands. Their waitress, taking another order at a table a few steps away, suddenly noticed the man slowly sliding down his chair and under the table, but the woman acted unconcerned.

The waitress watched as the man slid all the way down his chair and out of

sight under the table.

Still, the woman appeared calm and unruffled, apparently unaware her dining companion had disappeared. The waitress went over to the table and said to the woman, "Pardon me, ma'am, but I think your husband just slid under the table."

The woman calmly looked up at her and said, "No, he didn't. He just walked in."

The Postie has been Knocking!

One Monday morning the postman is walking through the neighbourhood on his usual route, delivering the mail. As he approaches one of the homes he noticed that both cars were still in the driveway. His wonder was cut short by David, the homeowner, coming out with a huge load of empty beer, wine and spirit bottles for the recycling bin.

"Wow David, looks like you guys had one hell of a party last night," the Postman comments.

David, in obvious pain, replies, "Actually we had it Saturday night. This is the first I have felt like moving since 4:00 am Sunday morning. We had about 15 couples from around the neighbourhood over for some weekend fun and it got a bit wild. We all got so drunk around midnight that we started playing 'WHO AM I.'" The Postman thinks a moment and says, "How do you play WHO AM I?"

"Well, all the guys go in the bedroom and come out one at a time covered with a sheet with only their 'family jewels' showing through a hole in the sheet. Then the women try to guess who it is."

The postman laughs and says, "Sounds like fun, I'm sorry I missed it." "Probably a good thing you did," David responded.

"Your name came up seven times."

Cricket Woes

A bloke walks into a house of ill-repute and says, "I'm a bit kinky. How much for total humiliation?" The madam replies \$60.

"Wow, what do I get for that?" he asked.

She says, "A baggy green cap and an Australian Cricket Shirt."

KASK

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

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

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

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

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

**Editor: Paul Caffyn,
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KASK Annual Subscription

\$35 single membership
(\$105 for 3 years; \$175 for 5 years)
\$40 family membership.
\$35 overseas (PDF email news/1)
A subscription form can be downloaded from the KASK website.
Cheques should be made out to:
K.A.S.K. (NZ) Inc. & mailed to:
**KASK Administrator
PO Box 23, Runanga. 7841
West Coast**

Correspondence/queries/ changes of address to:

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

**or email Linda at:
admin@kask.org.nz**

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: (03)7311806
e-mail: kayakpc@xtra.co.nz
Shop RRP: \$34.90
Price to KASK members only, including p&p, \$22.50
Make cheques out to KASK (NZ) Inc. and mail to KASK Administrator:
PO Box 23 Runanga, 7841 West Coast
New members: \$35 + \$15 = \$50

The 4th. 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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SKOANZ

Sea Kayak Operators Assn. NZ
Contact:pete@canoeandkayak.co.nz
phone 0274 529255Website: www.skoanz.org.nz

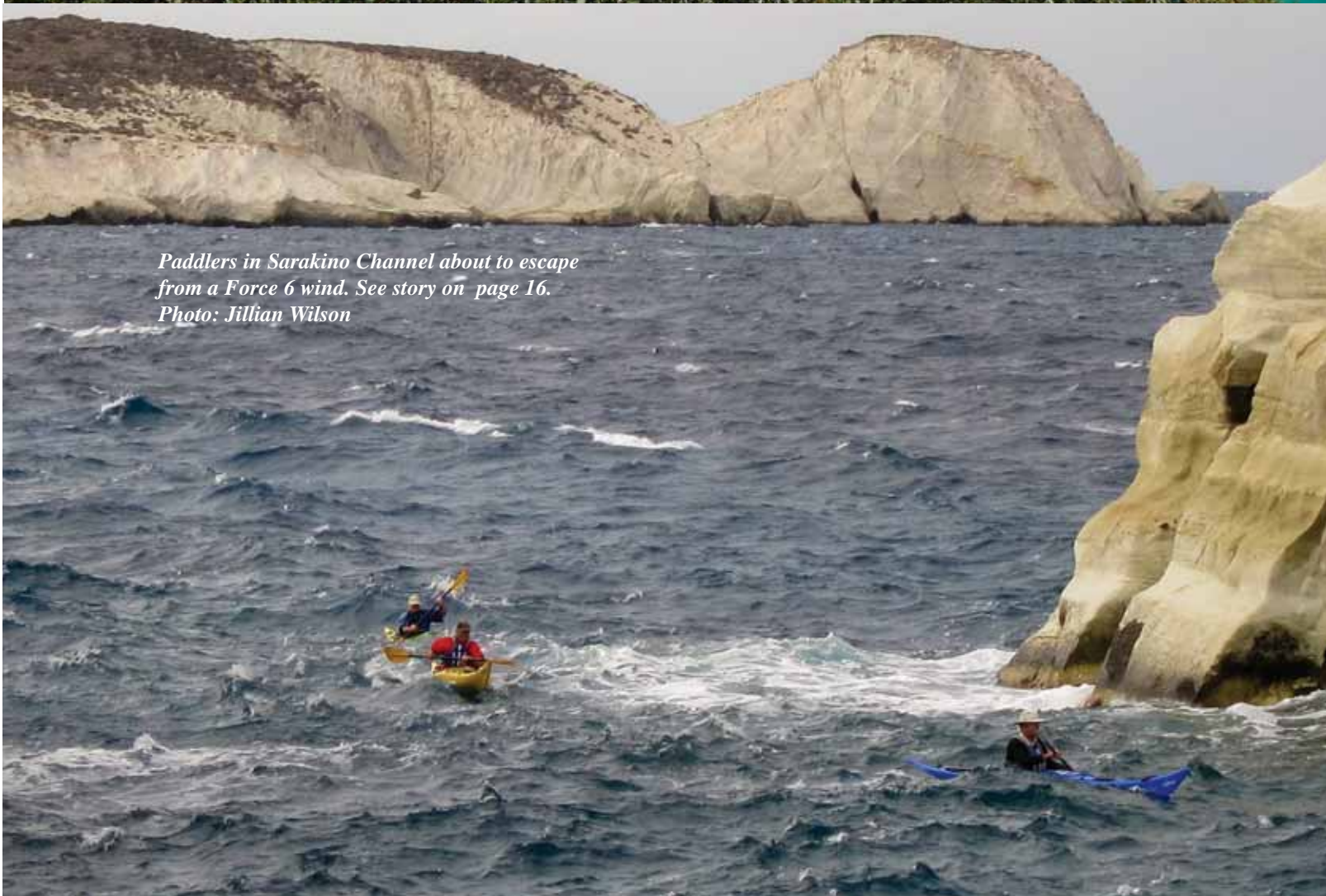
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(0508) 529 2569

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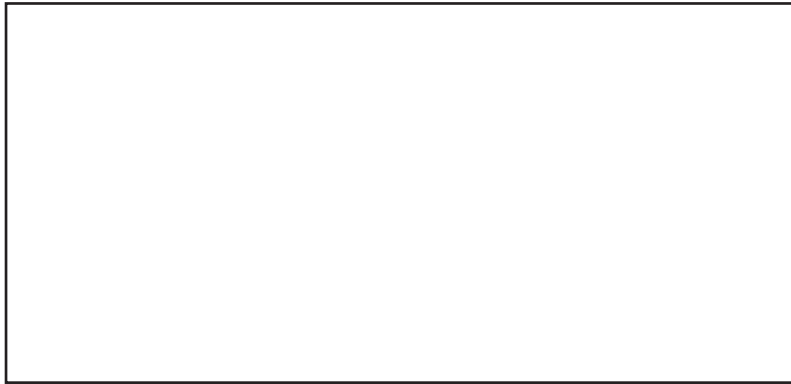


A magnificent view of arches and caves at Gerontes, with the shadow of the kayaks visible on the sea bed. See page 16 for the trip report. Photo: Jillian Wilson



Paddlers in Sarakino Channel about to escape from a Force 6 wind. See story on page 16. Photo: Jillian Wilson

MAILED TO



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



Sandy Winterton and Susan Cade warming up for the Foxton Loop Race.

Photo: Sharlene Winiata

KASK MEMBERSHIP POLICY

Current membership fees are:

- \$35 for ordinary membership
- for new members \$35 or \$50 to include a copy of the KASK Handbook
- \$40 for family or joint membership (\$55 to include a Handbook copy)
- \$35 for overseas membership (PDF newsletter only);
- \$50 for new o/s members plus cost of overseas postage for a copy of the KASK 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.

