

THE SEA CANOEIST NEWSLETTER

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**Thanks to all the contributors.
Deadline for articles and photos for
next Newsletter: 25 September 2011**

EDITORIAL

Subscription Renewal Time

Annual subscriptions for 2011 – 2102 are due as of 31 July. Please fill in the attached form and renew promptly.

KASK Administrator

Linda Ingram held this role for over five years and has headed off to Canada for a holiday - our new administrator is Kay Pidgeon who, although not a paddler, lives close to the edge of Lake Tasman at Rapahoe on the West Coast.

Stuart Trueman

On 28 July Stuart Trueman surfed in to shore at Broome, in north-western Australia, where 16 months earlier, he had set off south to paddle around Australia. There were some 100 people on the beach to welcome him although he reckoned most of them were there to see the big saltwater croc in the surf. Stuart took the long way around the inside of the Gulf of Carpentaria, rather than the 300 mile short cut across the head of the gulf that Freya took. Although Stu used a sail during his trip, he has completed the first un-supported kayak circumnavigation of Aussie. From the outset, Stuart was not endeavouring to break any speed record, as was Freya, and although his email updates are rather brief, he seems to have immensely enjoyed the journey and not just reaching the destination.

Freya Around South America

Freya Hoffmeister is leaving Germany on 12 August for Buenos Aires, Argentina, where she will attempt one of the longest ever sea kayaking trips, a solo circumnavigation of South America. She anticipates three legs of approx. 8,000 km, the first leg commencing on 1 September this year, with a second leg commencing from Valparasio in Chile, and a third leg from Georgetown in Guyana. Freya plans to finish this wee 24,000 km paddle back at Buenos Aires on

10 May 2014 which is her 50th birthday. For more info:

<http://qajaqunderground.com/expeditions/south-america/>

PLB vs EPIRB debate

Stuart Trueman is to blame for igniting a vigorous debate as to whether it is better to carry a PLB or an EPIRB on kayaking expeditions. Stu had two PLBs fail self-testing during his 16 month trip. David Winkworth suggested that Stu should have carried a more reliable EPIRB and a few paddlers have suggested Stu should have used the Spot Messenger system, which would have allowed daily updates on his progress for his wife and supporters.

I sought additional feedback from Paul Hayward, Kevin Dunsford and Freya as to their personal preferences. Their responses (pp. 8 – 10) highlight fundamental differences between paddlers' choice of emergency communication systems. Although there is no a clear cut recommendation as to what to take on trips, I feel this debate will allow paddlers to be better informed as to what experienced expeditioners are carrying and what best to carry for themselves.

What comes through strongly however is that you must know how to use/deploy your kit in the event of an emergency - also how important it is to use your physical senses rather than rely totally on a battery-powered gadget (e.g. VHF radio for weather). Please send your thoughts on the PLB vs EPIRB debate for inclusion in the next newsletter.

Paddling News

With so many amazing sea kayaking trips happening both in NZ and overseas, I have included a new heading which will include reports on both Kiwi paddlers and other lucky sods doing wondrous trips in the Northern Hemisphere summer.

PHOTOGRAPH CREDITS

Cover: Tara Mulvany practising surf landings and launchings off Oreti Beach in Southland, in preparation for a mid-winter paddle from Te Waewae Bay around the Fiordland coast to Milford, with Simeon Grigg.

Top Left: Sim Grigg and Tara Mulvany are invigorated by the corker fine day at the head of Te Waewae Bay, and are so ready to start heading westwards for Puysegur Point, at the start of their Fiordland paddle (see p.14 for story).

Bottom Left: Tara about to ride the tube of a good surf break off Oreti Beach. **All photos:** Belinda Mulvany

KASK

PRESIDENT'S REPORT JULY 2011

By John Hesselning

It is that time of the year when KASK subscriptions are due for renewal. In the past it has been apparent that a large majority of members do not renew their membership. Maybe it is because they do not realise what KASK does or can offer them. I would encourage all members to become actively involved in KASK and to partake in the activities that KASK offers. These include:

www.kask.org.nz – feel free to browse the site for:

- Trip stories
- Do it yourself
- Discussion page – please participate
- Digital files of older copies of *The Sea Canoeist*.
-

Discounted Department of Conservation annual hut passes. Keep your electronic receipt to confirm your membership of KASK.

Enjoy reading the bi-monthly newsletter, *The Sea Canoeist*.

Contents may include:

- Updates from the Committee
- New Zealand and international trip reports
- Book and DVD reviews
- Humour.

Learn from *The KASK Handbook – A Manual for Sea Kayaking in New Zealand* with chapters written by local experts. Contents include chapters on:

- Kayak, Paddle and Equipment
- Technique and Skills
- The Elements
- Trips and Expeditions
- Places to Go
- Resources.

Attend the annual KASK forum generally held about March or April each year. At the forum you will:

- Meet and mingle with other sea kayakers,
- Hear accounts of interesting sea kayak trips,
- Participate in on the water training given by some of the best trainers from New Zealand and from overseas,
- Have your say at the KASK annual general meeting,
- Enter and vote in the photography competition,
- Learn about old and new gizmos and gadgets,
- Take part in a half day paddle or possibly an overnight campout

KASK also represents sea kayakers at a national level by having involvement at the National Pleasure Boat Forum and also with Water Safety New Zealand.

Remember that KASK is your organisation and you will get out of it what you put in. The committee are there to help you and point you in the right direction if needed.

KASK NEWSLETTERS & BOOKS

A full index for KASK newsletters from Number 35 up to No. 149 can be found as a PFD file on the KASK Website - with the exception of No. 100. You can always email me direct for a specific article or n/l which I can send as a PDF file. Hard copies of many of the newsletters are still available from the editor, for bribes of stamps. Drop me an email to Paul Caffyn: kayakpc@xtra.co.nz

Also available via email, a new and secondhand book list (cattledog) of paddling titles, including the 2nd edition of *Obscured by Waves* and the 25th Anniversary Edition of *The Dreamtime Voyage*.

**KASK SUBS
ARE DUE FOR
RENEWAL.
PLEASE
CONTINUE TO
SUPPORT THE
GOOD WORK OF
KASK AND PAY
PROMPTLY.**

KASK COMMITTEE CONTACTS

President:

John Hesselning
johnhesselning@gmail.com

WSNZ Liaison

Sandy Winterton
sandy.wint@paradise.net.nz

Webmaster:

Sandy Ferguson
kayakamf@gmail.com

DoC Liaison & KASK Funding:

John Gumbley
gumbleyj@wave.co.nz

KASK Publications & Safety

Paul Caffyn: kayakpc@xtra.co.nz

PADDLING NEWS

KIWI PADDLERS

Tim Taylor's Round New Zealand Paddle

After waiting nearly three weeks at Ahipara, the base of 90 Mile Beach, on 10 June Tim pulled the pin on his attempt to paddle around all three islands of New Zealand in one single voyage. He came so close – only two good paddling days – from rounding Cape Reinga at the top of the North Island and another say two or three weeks back to Waimarino, where he started back in November 2010.

From Tim's website:

<http://nzkayaker.com/journal>
Well folks I'm sad to say but the dream is over. Having spent weeks on shore waiting for the correct conditions to get around Cape Reinga, I finally admitted defeat this week and made the hard decision to return home yesterday morning via aeroplane. I know this may come as a bit of a shock as all of you have supported me throughout this whole expedition but it is not a decision that I came to lightly.

Since arriving in Ahipara, at the base of 90 Mile Beach, I have been patiently waiting for a weather gap that would have allowed me to get up and around Cape Reinga. For those of you, who aren't familiar with this area of NZ, just imagine a single stretch of beach that is roughly 85 km long (it's not 90 miles like the name suggests). At the top are three different capes to go around, including Cape Reinga which is where the Pacific Ocean and the Tasman Sea meet. Then it's a 40 km run down

the beaches on the East Coast, to the safety of Hohoura harbour. Now you might ask, "What's so hard about all of that, you've just done most of NZ?" The trouble with this area is that I'm switching between two coasts and two different water masses in a very short space of time and as a general rule, it's fair to say that you don't often get calm weather on both coasts at the same time ie. if it's calm on one coast, it will be rough on the other.

Then there is Cape Reinga where the Tasman Sea and Pacific Ocean meet, aptly named 'Meeting of the Waters'. This area can be an extremely violent place, with huge currents and both standing and breaking waves. There is not a single commercial skipper who does not treat this area with great respect because even in a big boat, they know that it could destroy them in seconds if given the chance.

Knowing all of these factors, I really did need a settled period of weather. Not only that but I needed less than 2 m of swell on both coasts and unfortunately I just don't believe that I will get these conditions until possibly next spring.

On top of this I was extremely worried about my loss in fitness due to my enforced stay on land. Facing an area that is so extremely tough, I wanted to be at or near my peak or else I would just be asking for trouble. In the end I decided that this would be best achieved if I returned home where I have variety of training options and support. Trust me it wasn't an easy decision to come to having already achieved so much, but I think it was the right decision in terms of safety and my own sanity.

Dunedin Photos

Our KASK contact for Otago, Josh Sullivan, advises a look at the Otago Kayak Club website:
www.kayakotago.org/index.html

We have added a photo section of our kayak activities on there. I'm sure you might enjoy some of them!

There are several superb sea kayak surfing photos:

Fiordland in Winter

Belinda Mulvany has advised that Tara Mulvany and Simeon Grigg launched from Te Waewae Bay on a freezing cold afternoon (9 June), for a three month expedition exploring the Fiordland coast and fiords. Both 'winter-retired' sea kayak guides for Te Anau-based Fiordland Wilderness Experiences, Tara and Sam will complete their paddle at Milford.

They have had some absolutely ghastly winter conditions with snow to low levels and no doubt some of the heads of the fiords will have iced over. Belinda has advised that the paddlers arrived safely into Preservation Inlet on 17 June, and were just ahead of the recent massive snow dump when they paddled up to Supper Cove in Dusky Sound.

See also photos of Tara in pre-trip training on the cover and page 2, Sim launching on p. 24 plus a brief update on the trip from Sim on p. 14.

Bevan Walker

Nelson paddler Bevan Walker paddled a lightweight inflatable kayak down Lake Argyle in Western Australia, and then carried on down the Ord River. There were plenty of fresh water crocodiles keeping an eye on his progress, which were not a safety issue, however there were still too many big salties in the Katherine River gorge for the canoeing season to open.

Down the Mississippi River

Auckland paddler Greg Dunning (aka Musselman) has completed a swift trip down the Mississippi River:
<http://musselmanmississippi.blogspot.com/>



*Tim standing on The Bluff, the only headland to break the monotony of Ninety Mile Beach.
Photo: Lyn Taylor*

OVERSEAS PADDLERS

STUART TRUEMAN

Stu's 16 month paddle around Australia was completed at Broome on 28 July 2011.

Email updates from Stuart:

19 June - Darwin

Things went well over the Nhulunbuy to Darwin leg until the last few days. After cruising along the Arnhem coast, I'd gotten a little used to the relatively quiet conditions.

The leg down Melville Island to Darwin woke me up with a slap in the face. I hadn't quite got the hang of the tidal streams and got stuck in wind over tide - 3 knots tidal stream 20 knots wind kicked up some scary standing waves, which I could only just make headway through. From then on I only paddled in the afternoons when the tidal stream was going my way and the winds had died down.

The crossing to Darwin went well which is good, messing around in waters with 3 knot tidal streams means things either go really well or really badly. I was in the pub an hour after landing and I'm being well looked after during my stay as I prepare for the final leg.

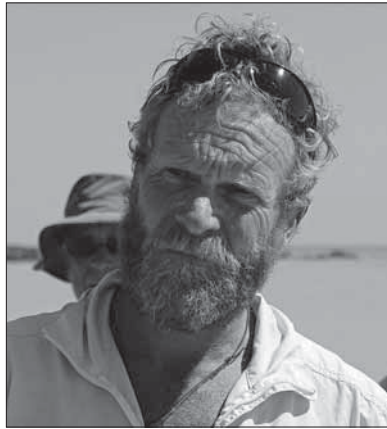
28 June - Wadeye

(Port Keats, Northern Territory)

This is not a place to paddle to. I got a lift from the rangers who work here. We passed kilometres of mangroves and saw five crocs up to four meters. You really don't want to paddle down here, really! Two dogs were taken by crocs last night, two km round the corner from where I was camped! Picked up some supplies and will be off tomorrow. A few here remember a kayaker in the 80s who passed by - Paul Caffyn.

8 July 2011 - Troughton Island

Well its tough out here in the Kimberleys. I've just stuffed a huge bacon and eggs breakfast with coffee etc. down me while watching the news. I arrived at this four km long island and was expecting to find my food parcel sitting in the middle of an empty shed but instead I was met



Stuart Trueman at Broome after completing his 16 month paddle/sail around Australia. He looks very disappointed that the trip has finished.

Photo: Ben Collins

by Peter in his ute and was soon sampling his home brew - which is very good! Peter and Kim are caretakers here and look after the island, which acts as an emergency runway. The island is only nine meters high and from the kayak you can only see the buildings about 10 km away. Not far when you have already paddled 60 km and are sitting in five knots of tidal stream with 25 knots of wind over it, thinking 'hope I've not missed it!' Its quite something to surf down a wave on the open ocean and not make any progress - in fact if you stop paddling, you get sucked back into the wave to do it all again. Anyway, hard to pass the offer of being looked after and a rest day.

15 July 2011 - Kuri Bay
(Cultured Pearl Farm)

A wonderful section (the Kimberleys) to finish the trip on; clear waters, spectacular coast with regular beaches, plenty of wildlife and big tides to keep a paddler on his toes. When the SE winds blow, it can make the waters quiet bouncy with the tidal flow. Just to complete the picture, there are a few tourist boats to take some of the (fresh) water pressure off you. All good, as I close in on Broome where it all started. Estimated finish on 28 July.

28 July - Broome - the Finish

That's it, Finished. Had about 100 turn up at the beach - well most had turned up to see the croc that was 100 yards away, but I'm counting them anyway.

See Stuart's website for a few photos of the finish:

<http://nadgeekayaks.com.au/news-events/australia-by-kayak.html>

For a Broome arrival interview with ABC Kimberley Radio, see:

<http://www.abc.net.au/local/stories/2011/07/29/3281412.htm>

SANDY ROBSON

Retracing the foldboat trip of German Paddler Oscar Speck

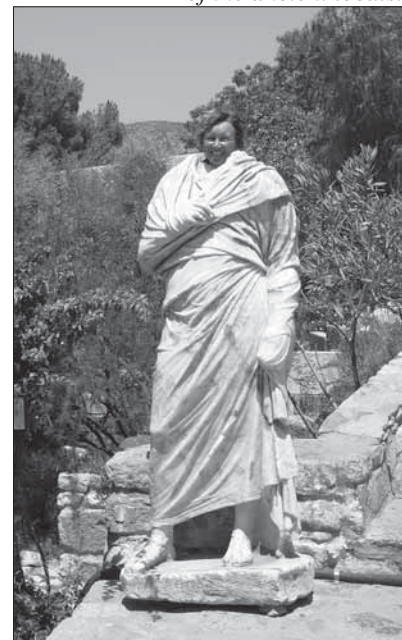
Stage 1 - Ulm, Germany to Cyprus (May - October 2011)

Retracing Speck's route, Sandy has followed the Danube River (Donau) to the Bulgarian Border. The route then headed overland to Skopje and entered the Vardar River in Macedonia. The Vardar took Sandy to Thessaloniki in Greece, from where she island-hopped via the Greek islands all the way across the Aegean Sea to



The water was so clear on Amorgos, Sandy did not want to leave this magic island.

Sandy took a day ferry trip to Turkey from Kos and here at Bodrum Castle, she is endeavouring to look like one of the ancient locals.





One of the local Greek Islanders who was interested in what Sandy was cooking for dinner.

Turkey. As of 30 July, Sandy has almost finished her crossing of the Aegean Sea, and was holed up with a cold on the island of Kos and in sight of Turkey.

She will follow the southern coast of Turkey as far as Anamur, then the crux of this stage is an open water crossing from Anamur to Cyprus. She has allowed six months to complete this first stage.

See Sandy's website at:
www.sandy-robson.com

Sandy buggered after a battering from the Karystos wind.



**Kulusuk East Greenland
23 May 2011
from Anne-Mette Holm**

I have not heard of anyone who has been around the south-east coast of Greenland, since you took the tour (2008). Most sea kayakers are rowing in the fjords near Ammassalik or fjords up near Scoresbysund. Last summer a group of five German kayakers almost drowned in the great fjord of Scoresbysund. They had paddled out in quiet weather, but during less than 10 minutes, the weather changed and a huge storm began. Two were hurled out of the kayaks and were for hours in the cold water before help arrived. They were flown to hospital in Reykjavik (Iceland), where they both survived. Fortunately, they were wearing dry-suits.

**CHRIS DUFF
Rowing to Iceland**

<http://olympen.com/cduff/frames>
Chris Duff set off on 19 June 2011 to row a 19 foot rowing boat from Thurso in Scotland to Iceland via the Faroe Islands. Chris is well known for his kayaking adventures and the two books he has written about them. In the northern summer of 1996, he paddled solo around Ireland and wrote *On Celtic Tides* (1999). In late 1999, Chris set off from Picton and paddled solo and unsupported around the South Island, the subject of his superb second book titled *Southern Exposure* (2003). Chris is talented writer, and his website includes his current venture plus pages on both major earlier trips. For this current voyage, Chris reached the Shetland Islands where he waited for several weeks before heading to the Faroe Islands on 28 July. The winds were not kind, so Chris laid to a sea

anchor for 16 hours near the Clare oil platform, and with an updated unfavourable forecast, he decided to head back to the Shetlands. He is postponing the 370 mile crossing for the moment.

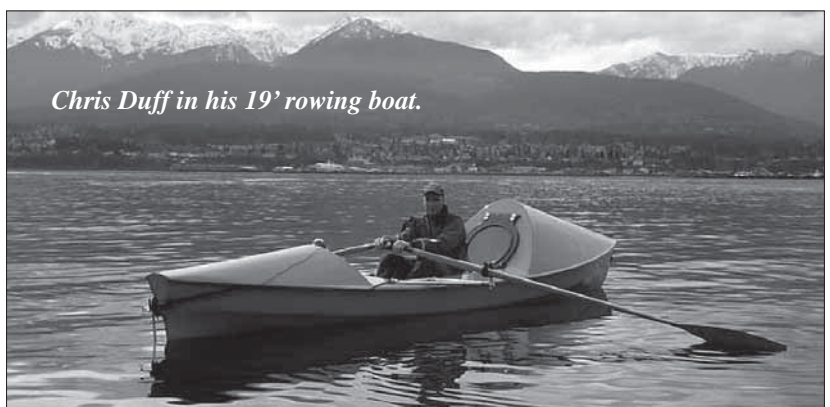
KAYAKS on the SHETLAND BUS

www.kayaksonshetlandbus.com
Patrick Winterton, Mick Berwick and Olly Hicks, all seasoned adventurers took on their toughest challenge to date as they attempted to make the first ever kayak crossing from Scotland to Norway. They were to follow in the wake of the Shetland Bus heroes from WW2. Norwegian fishermen who made repeated crossings of the North Sea in the worst conditions to ferry arms and agents into Norway and take refugees out.

The plan was, weather permitting, for the three paddlers to leave Lerwick on 16 July 2011 paddling directly to Lunna Voe, the base for the Shetland Bus, from where they would start an unsupported crossing to Norway stopping only at the Out Skerries for a brief rest. On 18 July they paddled 50 kms, but following a wretched night with sea sickness, rafting systems failing, and cockpit 'bivvy tents' allowing too much water into the cockpits, the trio paddled back to the Shetlands where they have since pulled the pin on the trip.



Olly, Patrick and Mick



SAFETY

To Carry a PLB or EPIRB? That is the Question

by Paul Hayward

I would recommend that you stick with a single recommendation for kayakers – even those doing big open-water crossings – carry a modern GPS-equipped PLB, securely tied to your PFD and able to be stored on your shoulder after deployment.

EPIRBs? – No - they're too big for optimal safe use in a kayak. They are as inappropriate as bulkhead-mounted VHF radios.

I went through this pretty carefully before our recent Alaska trip – for which I splurged on a PLB.

I wanted a device that was robust and reliable – and that could, in a worst-case scenario, be used by a 'swimmer' – e.g. after separation from / loss of kayak.

I have to say that I thought long and hard about the possibilities of making an EPIRB (as distinct from a PLB) work. Luckily, in New Zealand kayakers still have a choice and are not forced to use an EPIRB (as Australia mandates - unfortunately, in my opinion). I assume that Stuart had two devices - an EPIRB for officialdom and a PLB for 'real'.

Clearly a device does you no good if you can't get at it quickly when in need (McCauley RIP). For me, that pretty much mandates 'on me' – or at least 'in the cockpit and tied to me'. An EPIRB just isn't going to work 'on-me' unless possibly I wear it as a backpack. Then what do I do with



Paul Hayward with his PLB mounted high on the shoulder of his PFD

my flares and fresh water? If I stow the EPIRB in the cockpit (where exactly?) and tie it to me (my leg?) then I'm flirting with some serious issues of entanglement. I certainly would want to detach it (from me) for most surf-landings. Offshore, in a rough and breaking sea, if I'm out of the kayak, a five pound lump of floating gear tied to me with a rope (that I'm very scared to cut) is also problematic.

So – what are the issues with a PLB?:

- (1) Most have only 24 hour (a minimum figure of course) continuous transmission instead of the 48 - hour rating for an EPIRB. For a kayaker, I feel that the extra 24 hours is only ever going to be useful in 1 out of 1000 kayaker rescues. And if we say that a PLB is twice as likely to be carried – or available for use – then the extra 'on-time' of the EPIRB really isn't worth it.
- (2) It sinks. But I can put it in a small pouch and tie it to my PFD on a short length of spectra. As long as I'm afloat – so is it.
- (3) It needs to unfurl its antenna (as it is deployed – see photos below) and that antenna needs to remain above water. Hence, my pouch is on my shoulder (think epaulets) and, most importantly, it will continue to safely hold the PLB with the antenna unfurled. The antenna is a strip of spring steel like a wind-up mechanical motor or a measuring

tape that extends after breaking off a plastic tab. I consider this to be easier and safer than deploying a pyrotechnic flare. It is my contention that an antenna correctly positioned in the pouch on my shoulder will be as effective as the antenna of an EPIRB lying awash in the sea. I believe that signals from both are certain to get through – in the open ocean. My GPS (on my spraydeck) – never loses its link.

I was sorry to hear that Stuart Trueman's PLBs failed (GME Accusat 406/121.5 PLB GPS Equipped) and I was willing to trade the disadvantage of an external antenna on mine for the very small size of the package (also achieved by scrapping the floatation requirement). I have found that keeping mine in a pouch, well above water level, has kept it good – but I haven't subjected it to his level of 'use'. Perhaps some kayaking group needs to sponsor long-term 'abuse' testing of PLBs in real-world sea-water conditions.

In the meantime, keeping a PLB in a waterproof bag makes life considerably harder. While it is certainly essential that the device work when needed – it's not like a cell-phone or VHF that can be used fully while in a bag. It will need to come out of the bag to use – e.g. to rip off its actuating tab(s) and unfurl the antenna.

At that point, if you've tied the bag to your PFD, you are going to untether the unit just at your moment of maximum distress and potential for losing it. Not really a strong plan. I suppose you could work out a plan that leaves it tethered even as you expose it for use – but it isn't immediately obvious how I'd do that. At the moment I suggest that it's premature to conclude that a high number of PLBs will fail – unless you expose them to 16 month's continuous expedition ocean paddling – and many things fail under those conditions.

I chose the McMurdo Fast Find 210 PLB (211 in Aust-NZ) for these three reasons:

- (a) McMurdo is a serious SAR manufacturer – lots of real-world and military experience

Two photos showing the coiled position of the antenna (left) and unfurled or in an erect position.



(b) Significantly smaller and lighter than other units (106 x 47 x 34 mm, 150 gms) - except for the new ACR that was certified 3 weeks ago.

(c) Can be 'worn' on a PFD in a way that no EPIRB can possibly be.

Let me mention I am upset that GME Australia gets away with lying about having the 'smallest & lightest PLB on the market' - now more than two years after the McMurdo 210 came out. GME's MT410G is 135 x 71 x 38 mm and weighs 235 gm. That's 215% of the Fastfind's volume and getting on for twice as heavy. With life-saving gear, that sort of misrepresentation is more than cheeky - <http://www.ja-gps.com.au/GME/mt410g-plb/>

I remain happy with my choice and although it's over-the-top to carry it most of the time, I now always have the PLB on my PFD when I'm kayaking - it just lives there, so I can't forget it.

I believe that advocating an EPIRB for any kayaking is unwise for two reasons - it promotes a 'stow it don't wear it' mentality and it pushes the opportunity cost up by at least a factor of two, so that many more people will decide they can't afford it.

Just use a PLB, keep it tied to you, store it in a pouch up high on your PFD and check it as you would your other safety gear.

Paul Hayward



An Australian View from David Winkworth

PLB or EPIRB?

I had an interesting discussion with friends recently about EPIRBs and PLBs. It all came about after reading a press release about the new ACR ResQLink PLB. This thing really is tiny! Damn, I wish it was around when I bought my 406 PLB!

Notice that I call it a PLB? Yes, that's what it is - a Personal Locating Beacon - and NOT an EPIRB! Sure they do the same thing, that is bring in the cavalry when you really need help but there are differences and sea kayakers, of all outdoor adventurers, should know them.

An EPIRB must:

- transmit for at least 48 hours
- be fully waterproof for use in the water
- float upright unaided and transmit a signal while afloat
- have a lanyard to attach to you

A PLB must:

- transmit for at least 24 hours
- be water and dustproof to IPX7 standards (lower standard than for EPIRBs)
- float, but not necessarily in an upright mode

Hmmm, bit of difference there! You'd think we'd all be using a genuine EPIRB wouldn't you - and not a PLB - and yet, I don't know of any sea kayaker who does use an EPIRB! Further, PLBs do not pass as safety gear for use beyond two nautical miles out to sea in Australia.

We do love our PLBs though, because they're compact, fit in PFD pockets well and they do their job when called upon. EPIRBs are bulkier than all PLBs and yet they cost significantly less! Isn't that funny? We pay less for more plastic, bigger batteries and longer wires! It possibly has to do with the numbers of them out there I suppose.

Let me leave you with these warnings: Do check your PLB for good waterproofing. There have been in-

stances of spontaneous activation through water ingress. Tape up the seams with duct tape if unsure.

Lastly, if you carry your PLB in your PFD (as many do), then you assume you may have to use it when separated from your kayak. Right? Then answer this question: If you do need to activate your PLB in the water, how are you going to secure it in an upright position to transmit while keeping your head out of the water in the ferocious seas that separated you from your kayak?

DW

From Kevin Dunsford

PLB or EPIRB?

I tend to agree with Paul Hayward re the EPIRB, however - in the case of true offshore say inter-island 10 - 20 kms, I would still consider an EPIRB attached to the kayak, and the paddler attached to the kayak as well. You are probably relying on aircraft and if you are not with the kayak, it is sayonara.

I would not remotely consider an automatic comms device unless it had a built in GPS. I work on the theory that in temps less than 22°C, you have at most two hours in the water without a wet/dry suit, so have to be picked up within that time. Also the device must be attached to the paddler. Basically a rescue device only has to work once - then it has paid for itself. But it must work that one time otherwise it's a killer.

Re VHF - good for weather, good for coastal comms but only good for rescue if you know where you are - and that means a GPS as well. So for most people, a VHF (possibly mobile phone) and a GPS are enough to call for help - and advise where you are. After that it is a waiting game versus conditions - if you are not in the kayak. I never did understand why GPS was not built into every VHF before.

Everything needs to be in a waterproof bag. I don't know of any waterproof device with knobs that will survive more than 18 months if it is not.

More important is that the user knows how to use the things in a near panic situation. When that sickening realization hits that you bit off more than you could chew, devices often just add to the panic if you are not intimately familiar with their use.

Bail-Out-Bag or Equipment on a PFD

from Kevin Dunsford

I was at Auckland CG with the head SAR guy about 15 years ago when a 70 year old fit guy fell off the back of a yacht in the Rakino Channel in mid-summer. They noticed after about four minutes. The CG SAR guy said that after two hours they were looking for a body but they searched till near dark for the family. They did not find him so waited for another three days when the body rose to the surface.

I determined then and there I would never get separated from my kayak under any circumstance. If it gets tricky and I'm alone, I put on an old diving weight belt over my spray-skirt around my waist (which I use for towing as well) with a fast release buckle. I tether myself to a ring on the outside rear of my kayak with a two foot extendable heavy leash.

I always have the paddle tethered to the centre front of my inflatable PFD. I learnt that you can paddle yourself quite well with a lifejacket if you are swimming - at least a knot or two. Also it is a great beacon to wave with, especially my reflecting orange Caffyn paddle.

All that talk about getting tangled in ropes is river talk, as is the big bulky PFD with all the stuff that will send a paddler straight to the bottom. On the back of the PFD is drinking water only. Inside the PFD is a whistle, extra CO₂ cylinder. Inside, tethered to my kayak (with a quick release clip) I have an emergency zip dry bag with GPS, flares, VHF (although the VHF is on me at night or if I am alone in tough conditions), knife, thermals and paddle jacket, white strobe and it all stays relatively dry unless I exit.

Each piece of electronics is in own dry bag, along with extra batteries. And one other thing, a 1000 gph pump under my seat with a battery that will run it for an hour. With all this I don't really need an EPIRB or PLB unless I have a heart attack.

Sea kayakers die for two main reason - they get separated from their kayaks or run out of survival energy - and panic and unpreparedness is the mother of both.

Response from Paul Hayward

(bail-out bag or kit on PFD)

Kevin, thanks for your description of a good 'grab-bag' situation. I love discussions with other kayakers who have thought out their strategies and will defend them in the face of my suddenly less-obviously 'superior way'.

As you probably know, I'm a 'bulky PFD' proponent, with any survival gear attached to the PFD in pouches. A few items will sink if taken individually (water bladder, PLB & flares), but all the rest is individually buoyant - so although bulky, the PFD still does the job. In fact, it floats slightly better than it would if de-pouched.

Advantages that I see with this approach:

(a) As well as giving me 'spray-deck-on' accessibility to all the items, it allows me to use them all with some ease. For all but the longest trips, my VHF & GPS are on continuously - they're tools for kayaking and not just fire-extinguishers. I can also reach all the bits of kit with either hand.

(b) If rumbled by surf, there are no loose bits from inside my cockpit to get sucked out and lost - and no big bags floating around me in the waves - tied on with strings.

(c) I know this sounds silly, but it's almost impossible to forget / overlook that a pouch is empty on the PFD. I went for a quick paddle the other night and realised half-way through that I'd left my three small carry-always bags (first-aid,

spare polys/Tpaper, & wet-weather gear/headlamp/duct-tape) in the cupboard.

(d) When I leave the boat on the shoreline, I can chose to wear the PFD and carry all the 'expensive bits' away from the beach - still, thankfully, not much of an issue in NZ - but a little more of a problem than it used to be.

It would be good to expand the list of causative issues leading (or nearly leading) to death in solo or group conditions. A heart attack while solo is tough to survive, as most of our survival planning requires uninterrupted consciousness. At the other end of the spectrum, serious seasickness, migraine or even shoulder dislocation in a group are all pretty easily dealt with - unless the weather is really extreme. Solo, of course, any of these problems might easily lead to those catch-all verdicts of 'hypothermia' and 'drowning', which are really only medically informative if your real problems have left you with no survival solutions.

Freya Hoffmeister's Emergency Communication Kit

I asked Freya what she will be using for her South America paddle:

'I do carry the SARLink View PLB and before that the SAR Rescue Fix, both are PLB's. That should be enough for someone paddling not across the gulf or a big ocean. As far as I understand, a real EPIRB is rather boat-mounted and much bigger than a PLB. The SPOT was failing a lot around Australia, and I gave eventually up using it - maybe they have better quality now, but that's not my device.

I'll use my satphone again to forward messages to my contacts every night, as I did the two other last trips. This time I'll connect it to my laptop and can write longer emails. I do carry as well a VHF radio, flares (they want that in SA, didn't carry any around OZ), my cellphone, a solar charger (new for me) and my laptop.

SAFETY

BIRD STRIKE by Jimmy Ellingham

A Palmerston North teenager has told how he was attacked by an enraged swan that has been making waves on a city lagoon.

Jake Jackson-Grammer's circuits around Hokowhitu Lagoon were rudely interrupted when he was set upon by a large white swan who had recently relocated to the city from Nelson to breed with a widowed mate. Conservation biology student Thomas Burns was on hand with his camera, snapping pictures of ducks and other bird life, when he spotted the mugging early on Tuesday afternoon. His quick camera work made the pages of the *Manawatu Standard* and since then, news of more swan attacks has emerged.

Jake, who kayaks as part of his multi-sport training, was at the southern end of the lagoon when the swan struck. The 15-year-old Palmerston North Boys High pupil, who takes to the lagoon water three or four times a week, saw the swan about 100 metres in the distance. Next thing, it was on the back of his kayak, pulling at his clothing. Under siege, Jake kept calm. "I just kayaked to the side so I could jump out. It just kept trying to come back and get me. It was scraping me with its claws."

Jake was trying to keep his kayak upright, as he wasn't keen on falling into the murky water. Mr Burns helped chase the enraged bird off by throwing something at it, Jake said. He estimated the swan had a wing span of about a metre, and it left a bruise or two on his back as a reminder not to return to the frisky bird's territory. For the rest of Tuesday afternoon and subsequent kayak sessions, Jake has kept away from the swan. 'I'll have to stay down the other end.'

Previously, the swan had followed his kayak but had not turned violent, he said. Palmerston North canoe

club member Peter O'Sullivan said he and several others had fallen victim to swan attacks. "It's attacking everyone. It's very aggressive." The swan was recently introduced to the lagoon by Ken Cook as a partner to a lone female. He said they had become territorial.

From *The Manawatu Standard*
30 July 2011

Story by Jimmy Ellingham
Photo: Thomas Burns



Evan Pugh advises:

Hi Paul,
I have had this happen twice. Once a swan attacked the bow of my kayak but the second time, on lake Okareka, one came at me full on, running across the water. I was paddling fast but took a risk and swept my paddle through the air and hit it full in the neck as it got beside me. I hit it as hard as I could, which sent it back and I paddled on. It came at me again and I hit it again with the edge of the paddle, thought its neck may break. Actually I hoped its bloody neck would break.

This time it gave up. I paddled on and people were on a beach around the corner. They had heard me swearing and yelling, and wondered what on earth was been going on. I remember I was shaking for a wee bit - and if I had missed it with the paddle, it would have got my arm and I probably would have ended up in the water trying to fight it off.

Tell the young folk about that today and they won't believe you - and people are scared of sharks!

SAFETY

From the latest *WayPoint Newsletter* by Coastguard Boating Education, a note on new developments from Neil Murray:

Change to Mayday and PanPan call format

The format of verbally transmitted marine radio distress and urgency calls has changed.

To align with the current ITU format (to which we are now requested by RCCNZ/MNZ to teach and assess) we need to teach the following:

Distress Call

- the distress signal "MAYDAY" (spoken three times)
- the words "THIS IS" (spoken once)
- the identity (name) of the vessel in distress (spoken three times) and the call sign (spoken once)

Followed by the Distress Message (which remains un-changed and can follow the mnemonic 'MIPNANOO')

- the distress signal "MAYDAY" (spoken once)
- the identity (name) of the vessel in distress (spoken once) and the call sign (spoken once)
- the position
- the nature of the distress
- the kind of assistance required
- the number of people aboard
- any other useful information
- the word 'over'

The mnemonic MIPNANOO is used for teaching - to help people remember the correct order, standing for Mayday, Identity, Position, Nature of distress, Assistance required, Number of POB, Other info & Over.

The format of the Urgency Call has also changed to be consistent, with the identity (name) of the vessel (spoken three times) and the call sign (only spoken once). The reasoning behind the change is to simplify and reduce the time it takes to transmit a distress call.

TECHNICAL

Wave / Swell Definitions from Chris Hinkley 11 July

Wave Height

Following our brief conversation at the Anakiwa forum, re the KASK Handbook not including a definition of wave height, I found this definition of swell height on a NZ maritime website (I don't remember which one). If this is appropriate, or can be modified to define wave height in general, it might be worth including in the handbook. There are a number of references to wave height in the handbook and my concern is that some/many people would take wave height to be the amplitude as defined in physics (= half of the wave height defined below). I was at a training session some years ago where the instructor took the physics definition, warning that a two metre swell was the height of a house (approx four metres) when you viewed from a kayak.

Swell

Swell is defined as waves which have moved away from their area of generation. They may have little or no relationship to local wind conditions. For example, swells generated over the eastern Pacific regularly arrive on the eastern coasts of New Zealand, while swells generated in the Southern Ocean regularly arrive on many West Coast and East Coast beaches. Thus, a part of the New Zealand coast may have little or no wind but a large swell, or winds and swell, which are in opposing directions, etc.

Swells are only included in coastal forecasts when they are expected to be one metre or greater. Their direction is given as one of the eight points of the compass. When more than one swell is expected, the largest is mentioned first in the forecast.

Swell Height

Swell is described in terms of significant height. Significant height is defined as the average height, from

trough to crest, of the highest third of the waves. This means that some swell or sea waves will be notably larger than the significant height. For example, if the forecast is for a four metre swell, then the occasional six metre wave should be expected.

Huge Swell in Australia

Email from Dave Winkworth on Saturday 16 July:

The wave rider buoy at Cape Sorell (NW coast of Tasmania) recorded an 18 metre wave on Saturday with 10 metres the average size. Also, maximum wave heights at Point Nepean (eastern entry point to Port Phillip Bay in Victoria) were eight metres. Pretty impressive!

KAYAKING HINTS/TIPS

Surf Wax

from Mike Scanlan

Holding the paddle with a relaxed grasp is recommended to avoid wrist strain and possible tenosynovitis. However there are times when the paddle shaft can feel quite slippery and when the sea gets rough, the natural inclination is to hold the paddle tighter.

A light rub of surf wax on the paddle shaft gives excellent contact between the hand and paddle even while maintaining a very relaxed grip. A feathered paddle will still rotate freely in the left hand but there is no sense that it will slip out of control, rather it feels very secure and this boosts confidence. A relaxed paddle grip helps the whole body to relax and a relaxed paddler is likely to be a better paddler.

A block of surf wax can be bought at any surf shop for about \$5, and you may even get a little respect from the shop staff when you cruise up to the sales counter and ask for it.

KAYAK TRAIL FOR AUCKLAND

Auckland Mayor Len Brown has included expanding kayaking and canoe options in his 100 projects that he has committed to promoting in his first 100 days of office.

"By taking a good, considered look at the walking, cycling, kayaking and canoeing trails all around Auckland, we can make the best of this environment for Aucklanders to get out and get active, as well as putting Auckland on the map as a recreational and adventure destination for domestic and international visitors," said Mayor Brown.

Manager of Auckland Council's Parks, Sports and Recreation Department Ian Maxwell said the kayaking and canoe trails are being developed as part of Auckland's wider recreational plan which also includes a range of walking and cycle trails and paths.

"The current proposal is that an initial kayak trail would be developed along the east coast of Auckland linking regional and local parks on the mainland and offshore islands," he said. "We are also aiming to create a trail around the Auckland isthmus involving portaging of kayaks between the Waitemata and Manukau Harbours. Portaging distances are not great and would involve kayakers wheeling their vessels along connecting footpaths."

Maxell said where possible existing campgrounds and facilities would be used to support the trails, but some additional facilities might be required. Sea kayak tour operator Jack Finn said the proposal "makes complete sense".

Finn remembers having to drag his kayak down behind factories and on to muddy banks to get from one location to another. He says improvements should include purpose built boat ramps or jetties as well as clearly marked kayak trails between harbours. "You've got things like the Around the Bays run and beautiful walkways and cycleways so why not tap into sea kayaking too?" said Finn. "It's promoting activity, fitness and our environment."

Anybody wishing to provide input and comments on the kayak trail should contact Auckland Council's Ian Maxwell directly:
ian.maxwell@aucklandcouncil.govt.nz

CONSERVATION

from John Gumbley

Kayaking has been somewhat off limits on the west coast of NZ for the week ending 16 July. Places like Raglan, Piha, pretty much the whole west coast of the North Island, have experienced six to nine metre swell. A seriously disastrous week for many species of small seabirds, with (probably) several hundred thousand birds dying.

Prion wrecks

The storm whipping up high seas for almost a week resulted in an unprecedented wreck (large scale death of birds) of mainly prions – the singular pronounced pry-on. It is estimated 90-95% of birds found were broad-billed prion but other prion species and small seabirds were also found. A colleague of mine walked 1.5 km of beach at Raglan and encountered up to 1,000 dead birds but on his return found a “pulse” of exhausted birds just washed up. Several birds were found inland as far as Hamilton and Tokoroa. The wreck extends from the Wellington coast up to Dargaville - 1,000 kilometres of coastline. Some deaths were recorded in Okarito on the West Coast and a few on 90 Mile beach in Northland.

Between 1960 and 1996, over 86,000 prions were found dead on New Zealand beaches and about 10 wrecks have been recorded over the past century but this single event could easily exceed the sum of all other prion wreck deaths. There is an estimated little more than one million birds broad-billed prions in New Zealand waters so this wreck, of (probably) several hundred thousand will have a huge impact especially if the birds were from the less numerous (non Chatham) populations. Other species, such as fulmar prions – estimated population in only tens of thousands, may have been misidentified as broad-billed prions and with their population smaller, the impact could proportionately be much greater.

Prions are true seabirds, spending their entire lives at sea apart from

four months when they in a nesting burrow. Otherwise they are constantly on the move, often in large flocks, skimming the waves of the southern oceans in search of upwellings of plankton. Breeding occurs in the Chatham, Snares, Stewart and Sub-Antarctic Islands including Fiordland. After breeding they moult and can then be found in many parts of New Zealand. They thrive in strong winds but when encountering land they lose energy fighting to stay out at sea and the relentless westerly winds were all too much. I have seen prions effortlessly skimming the Southern Ocean in 14 metre swells and Force 10 gales.

Because the birds are exhausted, dehydrated and emaciated from their struggle with the gales, it is very difficult to revive them. Generally it is best to return birds to the coast and leave them in a protected location. For the untrained it is best to keep birds, if you must, for short term care only. Return them to an estuary, not a cliff top or in wild surf, on the first fine day and certainly within 2-3 days. In the short term it is okay to supply freshwater and place in a soft floor cardboard box in a warm, dry, draught- and predator-free location. If food is given, finely chopped fish may be taken but avoid frozen/thawing fish. Tinned fish is not recommended except in an emergency and then only canned fish in spring

water. Never force feed. Sardine smoothies can appeal.

Feeding prions, sadly, is largely unsuccessful. They are filter feeders, skimming the surface of the ocean moving their head side to side scooping up zooplankton. Their wide beak has prominent lamellae (comb-like structures) along the edge of the beak, which is used to filter zooplankton like small crustaceans from sea-water. Their large fleshy tongue rapidly moving up and down flushing out water from their beak.

Care provided for seabirds depends on the species. In general, for short term care, the priority is about enabling the bird to safely rest and rehydrate. Some birds are potentially dangerous. Many are capable of inflicting severe damage to the eyes and limbs. The head and feet should be secure when handling the bird and a large towel can be useful when moving or catching them. Large birds should not be handled until a professional is consulted.

Useful references include: www.doc.govt.nz –media releases-storm takes its toll on seabirds and blog.tepapa.govt.nz/author/colinmiskelly

John Gumbley
KASK Conservation Contact
gumbleyj@wave.co.nz



Top left: Beach-wrecked broad-billed prions, Paekakariki (Wellington West Coast), 16 July 2011

Top right: Some of the 660+ stranded prions delivered to Wellington Zoo - all broad-billed prions.



Bottom left: The calm before the storm – healthy broad-billed prions on Kundy Island, off Stewart Island, March 2011.

All photos: Colin Miskelly

New Zealand Trip Reports

FIORDLAND in WINTER by Simeon Grigg

(see colour pics on p.2 and p.24)

The first half of our trip has gone relatively well. The first three days, which were potentially going to be some of the most challenging of the trip - Te Waewae Bay around to Puysegur Point to Preservation Inlet - went very smoothly due to some favourable winds and covering a good 40 km on the second day. We arrived in Preservation just in time to avoid being caught on the outside coast in a period of strong south-westerlies.

After waiting out the weather we started exploring this amazing part of the country, rich in history and stunningly beautiful. Highlights for me were definitely the spectacular beach at the Spit Islands, once the site of a Maori Pa. And walking to Puysegur Point - a name I associated with the wildest weather while listening to the nightly forecast while guiding in Doubtful Sound - the headland has the remains of buildings (unfortunately vandalized then removed) used by the lighthouse-keepers before the lighthouse was upgraded.

From Puysegur it is a short hop into Chalky Islet, which due to some pretty serious weather (forecasts of up to 65 knot nor-west winds and 8 m swells) held us captive for three weeks.

It wasn't all bad though. With the first week in clear weather, some fantastic sized blue cod hauled in for dinner and a bit of excitement when Tara hooked a serious sized shark - an interesting exercise in a kayak. Also some well-timed wild Fiordland venison from me, as our food supplies were getting a bit slim near the end of our stay in Chalky.

When the weather did finally clear up enough to go north, it was in the form of a 14 hour paddle from South

Port in Chalky to Cascade Cove in Dusky Sound; a tough day in the small winter daylight hours. It saw us arriving well after dark after a start before first light. But after having both spent time on a trip there last winter, plus guiding there at the end of last summer, we were comfortable paddling the last part through Dusky by the moonlight above and the amazing phosphorescence below, stirred up by our paddle strokes.

Due to our extended stay in Chalky, giving our food supplies a hammering, we spent only a few days in Dusky. These were mainly at Supper Cove hut, a welcome relief after two weeks of wind, rain and hail at South Port. After washing and drying our gear and generally enjoying not being stuck in a tent it was time to keep moving.

Paddling through the Acheron Passage to Breaksea Sound and Disappointment Cove we had excellent weather and opted to make the most of it and continue north rather than risk being stuck again. The next leg was an exciting surf in large swells and some good wind into Dagg Sound. The plan to continue to Doubtful Sound the next day was squashed due to snow down to sea level. After two nights, our stay in Dagg Sound ended with us folding up a frozen tent fly and watching the swell melt the ice from the kayaks as we paddled out.

We are now in Doubtful Sound, where we are picking up some supplies to see us through the northern fjords. We are still getting on well after seven weeks in a two person tent, (a minor miracle I think!), and managing to stay just warm enough in what sounds like a tough winter around these parts.

We are looking forward to getting into some new territory in the northern fjords.

From Sim who notes:

I didn't become a sea kayak guide because of my skill with a Pen (and Tara). Doubtful Sound 28 July 2011

KAYAK KLASSIFIEDS

FOR SALE

Klepper, with the pack storage bags, sails and outrigger, large Silva compass and holder, extra lashings on the top deck, and all in as new condition, I would like \$5,000.

Contact:

Phill Beach, Te Aro, Wellington

Email: phillipbeach@runbox.com

+64(0)4 8018781

+64(0)211156262 mobile



FOR SALE

Arctic Raider for in excellent condition; a very stable fibreglass Sissons kayak with good leg room. Price \$2500.

contact Helen for more information

at em: h.woodward@xtra.co.nz

or

ph: (03) 5795669 for details.

KAYAK SYMPOSIUM KALENDAR

Western Australia

The first ever Western Australian Sea Kayak Symposium is being held from the 3 - 5 February 2012, in Rockingham, WA (in the southern suburbs of Perth). Details to come: www.seakayakwa.canoe.org.au

New South Wales

The New South Wales Sea Kayak Club have fixed a date for their next RocknRoll weekend, 2012 - 23-26 March 2012, at Currarong, near Jervis Bay, about three hours drive south of Sydney. For more details: www.nswseakayaker.asn.au

New Zealand Trip Reports

An ascent of Mt Pembroke Fiordland

by Stanley Mulvany

(see also colour plate on p.23)

I had little warning of this climb. On Thursday night Simon rang and asked me if I was free for the weekend as the weather would be perfect for an ascent. The ideal conditions not only meant fine weather but also calm conditions for the 14 kilometer paddle there and back plus the landing on an open surf beach. I readily agreed as this was new territory and had the making of a great adventure. Years ago I climbed Pembroke from the east via the Lippe Couloir and this was a memorable climb too.

We decided to leave on Friday evening and stopped for dinner in Te Anau before carrying to Homer Hut where we spent the night. The sky was clear as we left there at 4.00 am for the final run to Milford Sound.

We drove to Fisherman's Wharf at Deep Water basin and quickly loaded our sea kayaks. Then we were paddling out in the dark past Mitre Peak towards the entrance to Milford Sound. The night faded when we were abreast of the Stirling Falls as we flew our sails and moved swiftly along to Dale Point. The Milford Wanderer passed us as we turned the point and we headed north to Thurso. The sea was calm with a small chop and we landed at the beach through a modest surge. Here we changed into our mountaineering gear and carried our kayaks up the beach and tied them to a large driftwood log.

Thurso River was open and bouldery for about a kilometer when the bush closed in. Good deer trails took us up the river to the 500-meter level. I was moving along quietly when I saw a large gray deer staring at me a short distance ahead. It had spikes of antlers and ran towards me to see me better which startled me. Simon



The steep gravel beach at the Thurso River mouth.

hissed and it suddenly took off. We climbed up the right hand side of the main creek and then swung around up the face towards Pembroke. Good deer trails took us up to the 1000 metre level where we left the bush and climbed up slabs and tussock to camp at 1100 metres. As the tops were in cloud we postponed a summit bid till Sunday. Simon went off to check out his old route up a pinnacle ridge further south on a previous unsuccessful attempt.

We set the alarm for 5.00 am next morning and started climbing shortly afterwards. Easy buttresses and snow slopes led to the ridge at 1779 metres. Then it was an easy glacier walk to the summit at 2015 meters.

The day was perfect with almost no wind and clear visibility from Mt Aspiring in the north to Mt Tutoko to Mt Coronation in the far south. At 9.30 am we left the summit and quickly descended to our camp and loaded up for the descent. This time we took a more direct route to the valley floor that went well though we did descend some small cliffs. After an uneventful walk back to Thurso Beach, we launched our kayaks, each of us collecting a wave in the face as we broke out to sea.

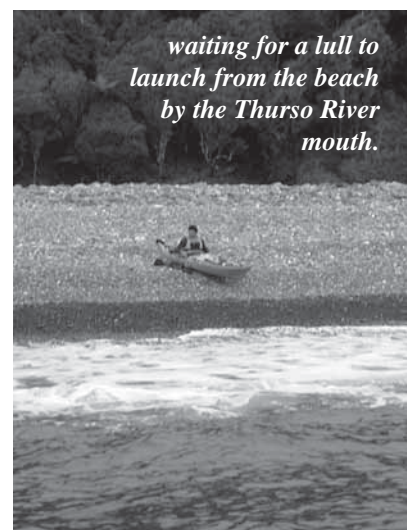
The sea was calm to Dale Point with a gently westerly as we flew our sails. However in the outer fjord we ran into a very strong onshore wind that rose to maybe 30 knots and made sailing impossible. Simon is more relaxed in these conditions but I had to work hard to stay upright.

Great gusts of wind would sweep up behind me and skew the kayak broadside on the wind waves. A swift stern rudder would correct this. At 8.00 pm we finally made it back the wharf.

An ascent of Mt Pembroke via Thurso River by Simon Marwick and Stanley Mulvany on 30/31 October 2010



Working down from the summit



waiting for a lull to launch from the beach by the Thurso River mouth.

New Zealand Trip Reports

How Not to Get From Tokaanu to Taupo by Clive Baker

Well you see, nobody can look at a body of water like Lake Taupo and not think of challenges. So every year a group of people gather at Tokaanu early in the morning and have a race to Taupo - in kayaks. It is called the Trans Taupo Epic.

There are all the strapping young people who want to win and they use boats with bows like *Rapiers* and they go really fast. There are waka amas ranging from individuals way up to some with 12 people on board. There are some unusual people who cannot bear to tear their eyes away from Tokaanu and row the whole way.

And there are sea kayakers. Some of these are fast but generally they are slow. Most of the people in these just want to paddle across Lake Taupo because it's there. The sea kayakers have a rough life. If they get in front of the speedsters, they are likely to get bifurcated, but then this is unlikely because of the speed difference. Their real fear is the ocean rowers. They are still looking at Tokaanu while the sea kayaker is looking at Taupo. We rely on a sense of smell because generally the race is run in a following breeze.

I am one of those just wanting to get to Taupo in under the cut-off time. Secretly I wanted to do it in under six hours, it is after all only 43 km. But then I have passed my use by date of three score years and 10 and it is further than a marathon.

It was really cold in Tokaanu, but nobody seemed to want to get out on the water for the start. There is a huge four man ocean rower with the stroke fiddling about in the stern. Is he fiddling or praying? In the spirit that bonds Trans Taupo voyagers

I tell the rest of his crew that they were getting his best angle but they did not hear.

So there I am up with the leaders no problem; and the starting siren sounds. And I am all alone.

Well not quite. All singles and ocean rowers go in the first wave and the doubles and wakas a minute later. I am paddling along quite nicely when a white wall of fibreglass brushes my elbow. "Coming through," a voice says from a five man waka. Yeah maybe but what side is your outrigger on; my side?

By the time I get out onto the lake everybody has disappeared except for a handful of sea kayakers. The first leg to Mission Bay is directly into the sun. I can't see anybody ahead of me and to be quite honest there doesn't seem to be much activity behind me. I veer off course a couple of times and have a look but nobody seems to be there. The lake is more or less flat calm which doesn't suit me at all.

Taupo is over the horizon, literally the lake looks to have no northern shore and the familiar mountains are visible through a blue haze. Finally I get towards Mission Bay and I see the 10 man waka heading for the shore. Wow 18 km completed only 26 to go. We have to pass the check points by about 10 metres from the shore so they can read your number and tell your next of kin that you were alive at Mission Bay. The first check point is cunningly arranged so that a frantic turn is needed to avoid going up on the rocks.

And the lake has gone mad. No blue - just whitecaps as far as I can see. And it gets no better to Hatepe, the next check point. In fact it gets progressively worse. But a fast leg for me; my boat is fast down wind. Getting in close to the shore is tricky for the check point, and there are a number of boats are lined up on the shore. Could be they have abandoned the race or just using the Portaloos the organisers have provided here? Although being on my right, surely it is a Starboardaloo.



Clive in a narrow section of the lake; seas not as big as in the broader northern section of the lake. Photo: Deorwyn Baker

Actually ten boats pulled out at Hatepe, 25% of the fleet.

Next leg along the white cliffs of Taupo. I found out later that it was somewhere around here one of the ocean rowing skiffs had rescued a couple of girls who had capsized. Being rescued by the ocean rowers would be like an early Christian castaway being rescued by a Roman Galley.

The next and last check point is Wharewaka Point some 14 km away, which is cunningly arranged to recede into the distance. The water has gone mad. The waves are coming in groups of three; the first one breaks, the second one is a vertical wall, and the third one catches the stern of the kayak and throws it sideways. It was bizarre in the troughs; the sea glassy as the wind screamed over the top. I couldn't see over the tops of the waves which means they were higher than a metre. And looking at the waves was fatal, they were just so big. I could understand why the helmsman on a clipper lived in a little hut that prevented him seeing the following sea. I was thankful that I had trained in some rough stuff off Napier, and my kayak proved to be beautifully stable. At no stage did I even think that I couldn't handle the conditions.

Travelling to Wharewaka was due north and I no longer got any as-



Clive arriving at the Taupo yacht club at and the end of a long paddle.
Photo: Deorwyn Baker

sistance from the waves. In fact I seemed to be going nowhere, just bobbing up and down. Every so often a breaker would land on top of the kayak and I was wet and cold. Being a sometime cyclist, I had stocked up with high protein food and drink but it is a bit tricky to eat and drink in a kayak when your hands are gripping the paddle.

My hopes of making it in under six hours has gone and I am lonely. I am sure I am last and in theory as the tail ender I should have a rescue boat following me but they are nowhere. They must have sunk which is not surprising. Perhaps I was supposed to rescue them and have failed in a basic rule of the sea. I passed one of the rescue boats going south and I was glad not to be on it. One of their big Taupo coast guard inflatables came screaming past me and correctly slowed down to five knots so that their wake would not upset me. In these seas what wake?

The check point at Wharewaka was strange. I could not see the flag but a guy on the shore in a high-vis jacket waved at me and pointed towards Taupo. The shore seemed to be a mass of rocks and apparently the check point was on the northern side. But I didn't see it and hence I did not go through it. To be disqualified at this stage would have been heart breaking.

Five kilometres to go, no worries. I even manage to lift the pace a bit.

And the rest is a bit of an anticlimax And so to the Taupo yacht club.

Six hours, 16 minutes and 27 seconds for 43 kilometres - the winner's time is three hours 27 minutes. I am not last but nearly. I decide that I have earned the applause as I run up the beach. But importantly I have paddled my kayak non-stop for 43 kilometres in cross winds gusting to 50 kms per hour. However, I've decided this trans Lake Taupo race is a 10 day event. Ten days until I say I would like to do it again.

I paddled a Q-kayaks plastic *Skua* and was grateful for that in the conditions. It was blowing due west across the lake and the Met Service data from the airport showed that it was gusting to 50 kph. I am cautious about estimating the size of waves but I could not see over them at times and they were very short and steep.

Clive Baker - Paddling bio:

I retired from a job with Telecom NZ in the mid 1990s having reached my use-by date. I spent some time working in places like Lesotho and Vanuatu and tour-managing for an artist on trips through Tuscany and Provence. I always believed in keeping fit and when I moved to the Kaitiaki Coast, I bought a sit-on-top 'for the grandchildren.'

This soon was upgraded to a sea kayak and the kayaking bug really got me when I moved to Hawkes Bay. The conditions here are great with a combination of chop and long swells. When I read about the Trans Taupo in the kayaking magazines, it seemed like a bit of a challenge; something I would be pleased to be able to say I had done. And it is.

BOOK REVIEW

Title: *Sea Kayaker's Guide to Banks Peninsula*

Author: Alex (Sandy) Ferguson

Published: 2010

Publisher: SeaLand Publications

Contents: 68 pp, 2 maps

Cover: softcover

Size: 15 x 21 mm

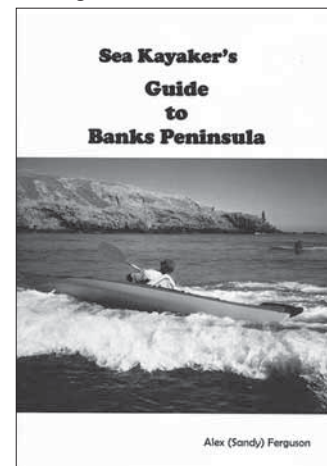
Price: \$12 incl. p&p from the author

ISBN: 978-0-9583352-0-1

Review: Paul Caffyn

Sandy Ferguson recently self-published a guide titled *Sea Kayaker's Guide to Banks Peninsula*. Sandy had written about peninsula paddling trips as a section in the 2002 New Holland published *Sea Kayaker's Guide to New Zealand's South Island*. His new 68 page guide has more details on the paddling destinations, a listing of shipwrecks around the peninsula and a listing of relevant books and websites.

Unfortunately the only two location maps need a microscope to read the place names. It is a pity Sandy did not use the larger scale maps from the 2002 guide. Otherwise to use this new guide, a paddler will need the 1:50,000 scale topomap or marine chart. There are no photos. The inclusion of photos of locations described in the text would have lifted the overall quality of the guide. To choose between the two guides, I suggest better value for information by buying the 2002 South Island guide which Sandy advises is available at \$20 including p&p. To order, email Sandy at: kay-akamf@gmail.com



EQUIPMENT REVIEW

by Peter Simpson

GoPro 1080p HD sports camera

Over a cup of tea at Paul's (our esteemed editor's place), the topic of conversation turned to cameras. You see, Paul had this great new camera, an SLR which he desperately wanted to show off. Never mind that it was so new, he had little idea on how to work it and fumbled his way through what menus he could find. I can't remember the model camera it was, but it would probably be easier to fly a jumbo jet than work that camera.

The next camera he produced was a nifty little Pentax model W90. What a little ripper for kayakers, 5X optical zoom, good still camera and even has HD movie, waterproof and shockproof and comes with a partially rubberised case. When our present camera dies, that will have to be the replacement.

However then came the trump card – at least in my view. "I can beat that," says I and produced my recent acquisition, a GoPro Hero HD movie and still camera. This little beauty I purchased late last year to record my motorcycle trip right across Australia from Perth to Northern Queensland, through the Ozzie outback.

This camera is useable as a helmet cam or can be mounted on your transport mode including a suction mount for the kayak deck. There are several types of "wearable" sports cameras but in my mind nothing reaches the versatility, functionality, picture quality and simplicity of the GoPro HD. OK, first the techy blah blah. Full 1080p HD movie in several combinations of 1080p, 960p, 720p, WVGA in differing aspects and frame rates. It even does slow motion. It also does stills in 5Mb and even time lapse.

Fully water proof in its housing to 60 m, shockproof and bombproof (their claim) with wide shot (170 or 127 degrees). Weighing in at 167 grams

including the housing, it is really small and easily unnoticed. Well actually if you wear it on your helmet you tend to look like a telly tubby but never mind. Once you get used to the menus controlled by the three buttons, the simplicity is almost a letdown as its ability is disguised by the lack of buttons, knobs, flashing lights etc. It records in MPEG4 with auto exposure with very low light capability and fixed focus. Read all about it on the web at:

www.gopro.com.

Stick it on your helmet, kayak deck, handle bars, strap it to yourself or



The kayak deck suction-cup mount.

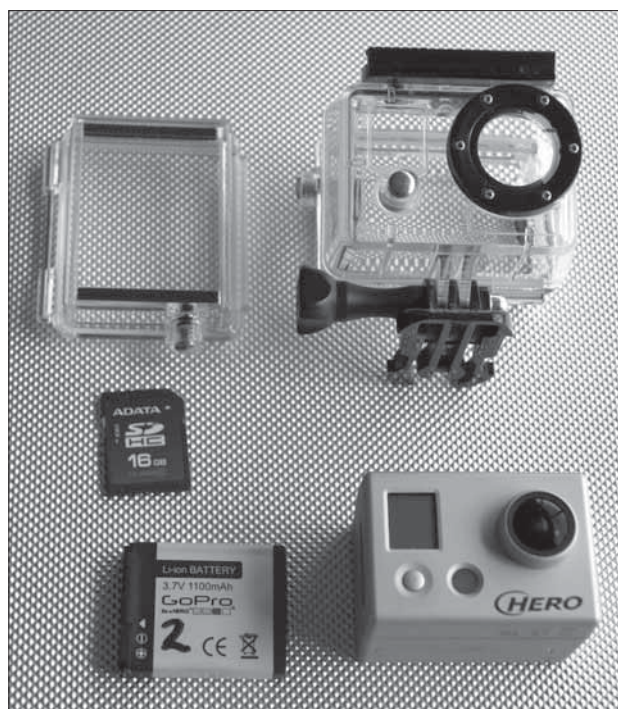
vehicle – anywhere to film you or others in action. In order to keep it small and light, the LCD viewing screen is detachable.

Having dragged it across Australia through the desert dust, dirt, flies and mud, it kept going and recording everything I wanted. I have stuck it on the kayak deck to record kayaking action such as cave exploration up Coromandel way. I have stuck it on the vintage motorbike and car for vehicle motoring action.

The camera runs SDHC cards up to 32GB for a few hours recording. Film editing can be done on either PC or Mac or anything that can handle MPEG4. One caution though, it records compressed files on the SD card and when downloaded onto your computer, it tends to fill it up. I found I needed to purchase an external hard drive to store the MPEG files for editing so the computer can be unclogged.

It is inevitable that improvements are made to products and would you believe GoPro have now just released a version where you can link two of their cameras together in one housing to film in 3D. Anyone for filming that kayak dumping in the surf in glorious 3D?

Peter Simpson



The GoPro camera kit, showing the memory card, battery, camera, housing and additional rear cover to accommodate an LCD viewing screen.

BOOK REVIEW

Title: *The Raven's Gift*

Subtitle: *A Scientist, a Shaman, and Their Remarkable Journey Through the Siberian Wilderness*

Author: Jon Turk

Published: 2009

Publisher: St Martins Press USA

Contents: 324 pp; no photos, no maps

Cover: Hardback with dj

Size: 241 x 165 mm

Price: US\$27.99

ISBN: 978-0-312-54021-0

Review: Eric Soares

Available from: Amazon or ABE

Can you judge a book by its cover? No. You can't. Gazing at the cover of sea kayaking adventurer Jon Turk's *The Raven's Gift*, I envisioned a tale of an arduous sea trek along the icy coast of Kamchatka. And Jon did kayak there. But that's not what the book is about. The book details Jon's inner journey from the mundane world of civilization to the Real World and the Other World.

The book starts in 1970, when Jon was a chemist stuck in a laboratory. While walking with his dog, he puts his face in some freshly dug dirt, smells the sweet earth, and is changed forever. Senses awakened, he is now connected to the primordial earth spirit.

Thirty years later, he and paddling partner Misha Petrov kayak in a storm along the Kamchatka coast and crash-land on a beach near a town called Vyvenka, home of Koryak people—reindeer herders. That is the last significant kayaking that Jon does in *The Raven's Gift*. They are befriended by villagers and Jon meets Moolynaut, an elderly shaman, who supposedly caused them to come to Vyvenka so Jon's hip, injured in an avalanche, could be healed.

Since Jon is a scientist, he has a hard time believing that an old woman like Moolynaut can fix his damaged hip, when western medicine

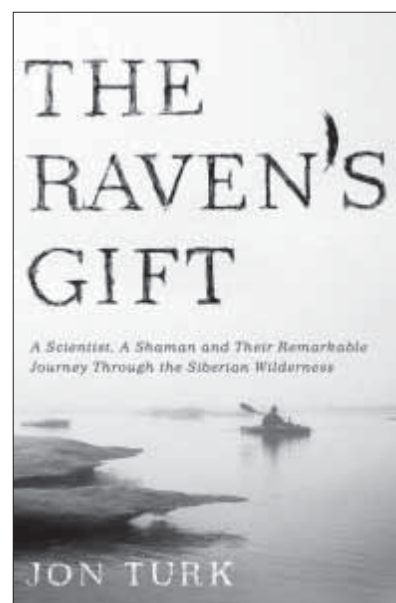
couldn't. She indicates that he will be healed by magic through intercession of the messenger god, Kutcha the raven. This clash between shamanism and western logic is the crux of the book.

Jon consents to partake in a healing ritual which involves ingestion of magic mushrooms (amanita muscaria). To find out if his hip is repaired, if he crosses the frozen Siberian tundra in the Real World, and if he journeys into another dimension in the Other World, you will have to read the book. I will say he develops a relationship with ravens, which become his totem animal. I will also say the book deals with life and death in an icy environment.

If I had to compare Jon's book with a similar non-fiction work, it would have to be Carlos Castaneda's *The Teachings of Don Juan: A Yaqui Way of Knowledge*, wherein Carlos is tutored in the ways of Yaqui sorcery by Don Juan Matus, who gives Carlos peyote and datura. The obvious similarities lie in that both Jon and Carlos took psychedelics to reach the Other World, both authors were taught by traditional native people, and ravens and other totem animals figure prominently. The difference is that Jon learned about healing from a shaman and Carlos learned about power from a sorcerer—white magic versus black magic.

Another difference is Jon's story rings true, while Carlos' tale seems too fantastic to be based on actual occurrences. Castaneda's book, though a best-seller, has been criticized as fiction masquerading as fact. One other difference—Carlos has a whiny tone to his writing and is always skeptical of Don Juan's teaching until he gets his ass kicked. Jon, who has a Ph.D. in chemistry and is admittedly influenced by his past learning, is respectful of his teacher and tries his best to understand what he is experiencing.

In my opinion, Jon's book is far superior to Carlos'. But you should judge for yourself. Here is an excerpt from *The Raven's Gift*:



Even the most cynical Western observer has to appreciate that Stone Age hunters survived through keen observation of their surroundings and intimate connectivity with the landscape and its creatures. And out here, I felt that if people opened their senses wide enough and became sufficiently in tune with their surroundings, I have no trouble believing that they could make tribal pacts with wolves.

In conclusion, this well-written book centers on the apparent dichotomy of logic versus magic, of the Real World versus the Other World. Does Jon bounce back and forth from logic to magic or is he able to find unity in the two concepts? I literally can't say. I do know the book builds in intensity and certain events occur that made it so I could not put it down. If you are looking for a book from a sea kayaker who thinks like we do and who embarks on a long journey of transformative self-discovery, then you will benefit from reading *The Raven's Gift*. I did.

Editor's Note:

Jon Turk is the author of two earlier sea kayaking books, *Cold Oceans* and *In the Wake of the Jomon*. The closest his latest book comes to sea kayaking is the lovely cover photo, which Eric Soares refers to in his review. Be advised, this is not a sea kayaking narrative.

HISTORY

Atlantic College St Donats Head (W 3° 34'; N 51° 25') by Alan Byde

The College is cosmopolitan; when I was there 1973-1975 42 nationalities were represented. Difficulties with communication were sometimes problems of safety. Each year a group of first year students set off in kayaks to go along the shore about two miles to Llantwit Point then return. In climbing terms there was little 'exposure'. The paddlers must feel commitment to the sea and leave the land. Time at College is for going beyond the known.

On the day the sea was calm, neap tide, without waves, weather overcast, no dazzling reflections, an ideal day for beginners to begin. It all went ludicrously wrong. The coast is rocky with cliffs. Instead of going alongshore we went out at right angles toward Somerset. After making a mile or so we would gather as a group, talk, study transits and drift then return.

A German member of staff went with me. He agreed to "lead" the group from the front. I would be at the back, which is where the organizer, the one with the ultimate responsibility is normally to be found. There were about 30 on the water in six groups of five; each group included a competent second year paddler.

When a group launches, it is usual to go offshore perhaps 100 yards, to gather. The leader was off like a greyhound. Knowing his ability in kayaks, his skill as a teacher and his care for others I assumed that he would wait for the rest. With my back to the sea, watching the last few paddlers going afloat, I heard shouts. I turned. Out to sea, was a long string of kayaks, almost gone from sight, fading into the middle distance. The coxswain of the nearest College ILB (Inshore Lifeboat) didn't need me

to ask him to come across. He was waiting with 60 horsepower willing to go. "Bring him back!" "O.K.boss."

I set off at speed to catch up with the leader. I encountered a second year student in charge of a sub-group. Covertly he beckoned me urgently. He was watching a very beautiful Austrian girl. She was in tears, distressed. Some have problems with directional control first time out. Talking to her kindly, whilst noticing that our 'leader' had been turned back, I heard her say between sobs, in broken English, "Mr Byde, the bloody sea it goes up and down, up and down, and I can do nothing."

I helped her to regain some control of direction. I asked the second year student to return with the others to the slipway half a mile back and leave her to me. I didn't know then of her terrible background. Anything I did or said to her now was a minefield. As she saw her group leaving, she went off into paroxysms of distress again, the tears streaming down her tortured, beautiful face.

The sea was as easy as I have ever seen it. Tidal streams developed as the tide passed into the first hour of the ebb. We were drifting toward the demon tide race off St Donat's Point. That would really finish her. Putting aside her tearful determination to do it herself, I hitched on her bow painter to my elastic towing point and started to thrash a powerful path toward the shore, half a mile away. We were now a quarter mile west of the slipway.

A College ILB was nearby. "Do you want help, sir? Shall we take her in?" It was a reasonable suggestion but the girl went off into another fit of

distress. She had to do it herself, at least afloat even if I towed her. All humans have three parts. I must first ensure the security of the animal no matter what distress the mind suffered. Her soul was in pain. The constant effort to be nice to the implacable young woman made me angry which is good when faced with hard work.

My paddle shuddered through the water as the pressure on its face fluttered off one edge and then the other. The shore was closer. I unhitched the tow to give her something to do. Given the chance to take control she turned majestically out to sea toward the tide race, unable to control direction, distressed again. As the tidal stream started to make off with her I again hitched on the tow and with aching shoulders started off toward the slipway.

The result of that day was on the face of it, an utter shambles. At a staff meeting the girl received a great deal of attention. Did I think she should continue with kayaking? In my opinion she could, and given a one-to-one instructional opportunity she would succeed. She had a strong body and once over her distress she could be an able paddler. Whatever was done she must not go afloat with me again. She seemed to resent older men. The year passed. She was determined to succeed in all her work. Her skill as a paddler was above average in the second year.

1957 I started to seek to know myself but I didn't know that then. I don't paddle now, too stiff and I know too much. I 'ride' my exercise bike in the conservatory, ten minutes max then totter away for a cup of tea. In NZ I look back in tranquility and know I expanded horizons other than my own.

*The going is easy, the weather benign,
phantoms of food don't bother y'r mind,
Horizons remain where they always were,
the bounds of y'r life 'til now.
But when weather and waves fly out of hand,
the wind is bellowing off the land,
When the strength of your arms the grasp of your hand
Are all that remain at your command;
that's where you find your soul.*

HUMOUR

Draft Dodger

A soldier ran up to a nun. Out of breath he asked, "Please, may I hide under your skirt. I'll explain later."

The nun agreed.

A moment later two Military Police ran up and asked, "Sister, have you seen a soldier?"

The nun replied, "He went that way." After the MPs ran off, the soldier crawled out from under her skirt and said, "I can't thank you enough Sister. You see, I don't want to go to Afghanistan."

The nun said, "I understand completely."

The soldier added, "I hope I'm not rude, but you have a great pair of legs!"

The nun replied, "If you had looked a little higher, you would have seen a great pair of balls - I don't want to go to Afghanistan either."

Died Happy

Three dead bodies turn up at the mortuary, all with very big smiles on their faces. The coroner calls the police to tell them what has happened. First body: "Pierre Dubois, Frenchman, 60, died of heart failure while making love to his 20-year old mistress. Hence the enormous smile, Inspector," says the Coroner.

Second body: "Hamish Campbell, Scotsman, 25, won £50,000 on the lottery, spent it all on whisky. Died of alcohol poisoning, hence the smile."

The Inspector asked, "What about the third body?"

"Ah," says the coroner, "this is the most unusual one. Paddy Murphy, Irish, 30, struck by lightning."

"Why is he smiling then?" inquires the Inspector.

"He thought he was having his picture taken."

Gym Impressions

An old paddler, over 50 years old and not in the best of shape, was working out in his local gym trying to reduce the size of his puku, when he spotted a sexy and beautiful young woman. He asked the nearby trainer, "Which machine should I use in here

to impress that cute young thing over there?"

The trainer looked him up and down and said, "I'd try the ATM in the lobby."

Scottish Sheep Farmer

A Scotsman buys several sheep, hoping to breed them for wool.

After several weeks, he notices that none of the sheep are getting pregnant, and phones a vet for help.

The vet tells him that he should try artificial insemination.

The farmer doesn't have the slightest idea what this means but, not wanting to display his ignorance, only asks the vet how he will know when the sheep are pregnant.

The vet tells him that they will stop standing around, and instead will lie down, and wallow in the grass, when they are pregnant.

The man hangs up and gives it some thought. He comes to the conclusion that artificial insemination means he has to impregnate the sheep himself. So, he loads the sheep into his Land Rover, drives them out into the woods, has sex with them all, brings them back, then goes to bed.

Next morning he wakes and looks out at the sheep. Seeing that they are all still standing around, he deduces that the first try didn't take, and loads them in the Land Rover again.

He drives them out to the woods, bangs each sheep twice for good measure, brings them back, and goes to bed exhausted.

Next morning, he wakes to find the sheep still just standing around.

"Try again," he tells himself, and proceeds to load them up, and drive them out to the woods.

He spends all day shagging the sheep, and upon returning home, falls knackered into bed.

Next morning, he cannot even raise himself from the bed to look out of the window. He asks his wife to look, and tell him if the sheep are lying in the grass. "No," she says, "They're all in the Landrover, and one of them is beeping the horn."

Broad of Beam

A mother took her five-year-old son with her to the bank on a busy lunchtime.

They joined a queue behind a very fat woman who was wearing a sharp business suit, complete with pager. After waiting patiently for a few minutes, the little boy said loudly, "Wow that lady is so fat!"

The mother bent down and whispered in the little boy's ear to be quiet.

A couple more minutes passed by and the little boy stretched his arms out as far as they would go and announced, "I'll bet her bum is this wide!"

The fat woman turned around and glared at the little boy.

The mother gave him a good telling off, and told him to be quiet. After a brief lull, the large woman reached the front of the queue. Just then her pager began to emit a, 'beep, beep, beep.'

The little boy yelled out, "Run for your life, she's reversing!"

Punishing Jokes

I went to the local cemetery yesterday to lay some flowers on a grave. As I was standing there I noticed four gravediggers walking about with a coffin. Three hours later and they were still walking about with the same coffin. I thought to myself, these blokes have lost the plot!

A friend of mine recently admitted to being addicted to drinking brake fluid. When I quizzed him about his problem, he reckoned he could stop any time.

My son has been asking me for a pet spider for his birthday, so I went to our local pet shop and they wanted \$90 for a single spider! Bollocks to this, I thought, I can get one cheaper off the web.

Statistically speaking, six out of seven dwarfs are not happy.

I start a new job in Seoul next week. I thought it was a good Korea move.

I was driving this morning when I saw an AA repair van parked up. The driver was sobbing uncontrollably and looked very miserable. I thought to myself, 'that guy's heading for a breakdown'.

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, trip reports, book reviews, equipment reviews, new techniques, letters to the editor, and moments when the word 'Bugger!' was said singularly or often (referred to by some as incidents) are sought to enliven the pages of the newsletter.

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

**Editor: Paul Caffyn,
RD 1, Runanga 7873
West Coast N.Z.
Ph/Fax: 03 731 1806
Email: kayakpc@xtra.co.nz**

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PO Box 23, Runanga 7841
West Coast**

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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: 03 731 1806
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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

SEA KAYAKING NETWORK ADDRESSES NORTH ISLAND

NORTHLAND Canoe Club

PO Box 755, Whangarei
Catherine Keleher
Ph: 09 436 0341

email: cathkel@xtra.co.nz

AUCKLAND Canoe Club

PO Box 9271,
Newmarket, Auckland
email: secretary@aucklandcanoeclub.org.nz

HAURAKI Kayak Group

PO Box 46-146, Herne Bay, Auckland
email: kayak@hkg.org.nz
www.hkg.org.nz

WAIKATO KASK Contact

Evan Pugh, RD2, Putaruru 3482
email: sheepskinsnstuff@xtra.co.nz
Ph: 07 883 6898

RUAHINE Whitewater Club

71 Salisbury St., Ashhurst
Ph: 06 326 8667 Fax: 06 326 8472
www.q-kayaks.co.nz/pages/club.asp

BAY OF PLENTY - KASK Contact

Iona Bailey, Tauranga
Ph: 07 576 1492

email: bailhut@clear.net.nz

ROTORUA- KASK Contact

John Flemming,

PO Box 1872, Rotorua
Ph: 07 347 9950
email: shakey@slingshot.co.nz
Rotorua Kayak Club
7 Mahana Place, Rotorua
Ph: 027 292 3138
email: Woolhouse.Clark@xtra.co.nz
GISBORNE Sea Kayakers Club
John Humphris, 3 Matthews Rd, Gisborne
Ph: 06 868 4657
email: thetrolls@xtra.co.nz
WELLINGTON Sea Kayak Network
Sandy Winterton, 1 Antico St,
Melrose, Wellington
Ph: 04 977 1862
email: sandy@energyadvantage.co.nz
www.wskn.wellington.net.nz

SOUTH ISLAND

MARLBOROUGH

Martyn Smith
Ph: 03 577 6256
email: blueskua@hotmail.com

NELSON - KASK Contact

Chris Hinkley
Ph: 03 526 6817
email: kask@nelsonkayakers.co.nz

CANTERBURY Sea Kayak Network

Andy & Deirdre Sheppard
53 Kent Lodge Ave,
Avonhead, Christchurch 8004
Ph: 03 342 7929
email: d_sheppard@clear.net.nz
www.sportsground.co.nz/canterburyscakayak

OTAGO

Josh Sullivan
Ph: 027 362 2122
email: Paddlingmountains@gmail.com

SOUTHLAND Sea Kayak Network

Stan Mulvany
03 215 7263
email: eiger@xtra.co.nz
www.sskn.uniformnz.com

SKOANZ

Sea Kayak Operators Assn. NZ
email: pete@canoeandkayak.co.nz
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This unique view, from the tops on the western side of Mt. Pembroke, shows Simon Marwick gazing over the entrance of Milford Sound. Anita Bay lies on the far left and the St. Anne Point automatic lighthouse is visible on the tip of the pointy headland. Photo: Stanley Mulvany



Wendon Bailey with 3 year old Bart as navigator and Iona Bailey in the background. This was Bart's first major kayak expedition on Lake Tarawera, near The Outlet. Photo: Barbara Phillips.

MAILED TO



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Simeon Grigg launching from Te Waewae Bay at the start of a mid-winter paddler around Fiordland to Milford (see trip report on p.14). Photo: Belinda Mulvany

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 on confirming renewals from existing members from July to October; and promoting new KASK memberships from November to February

