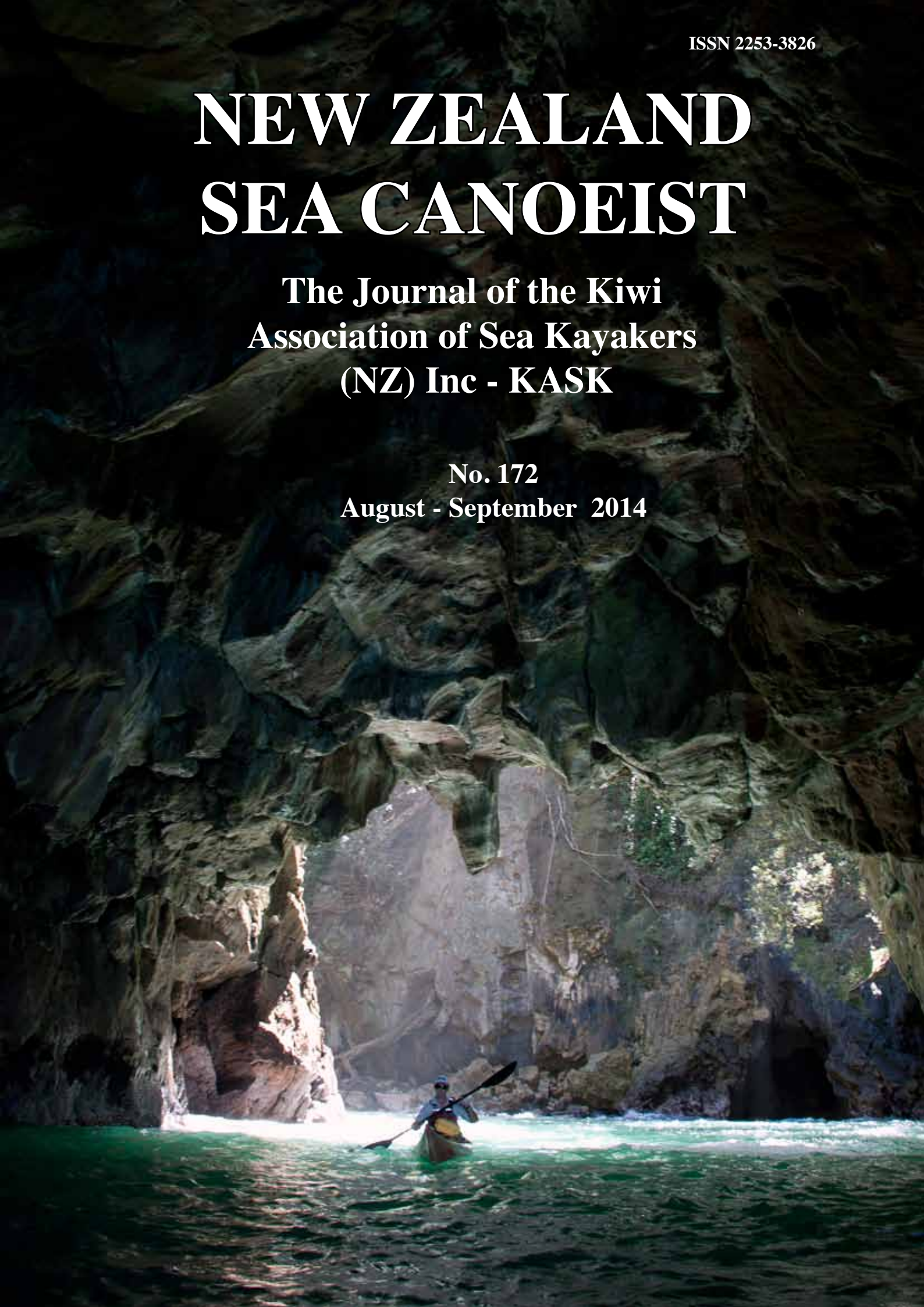


NEW ZEALAND SEA CANOEIST

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

**No. 172
August - September 2014**





John Gumbley powering his kayak past a SUP paddler during the Cambridge to Hamilton paddle race . See story on p. 8. Photo: Damian Barry



*Off the North Queensland coast, Dave follows a pod of paddlers out to North Keppel Island. See story on p. 18
Photo: David Winkworth*

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Deadline for next newsletter: 25 November 2014	

EDITORIAL

Seems to be the way with editing, a dearth of material then at the last minute, more pics and reports than you can shake a stick at. My special thanks to both Tim Muhundan and Dave Winkworth for their time and effort with articles and photos.

As part of the Safer Boating Week 17 – 24 October, Tim has listed key points for paddlers to remember before launching (p.8).

Many of the Recreational Boating Safety Forum members have developed safety initiatives for the week (www.saferboating.org.nz).

Tim has also described the success of the recent Coastguard Boating Education safety conference, which was held at the Auckland National Maritime Museum (p.14). In addition Tim has reviewed a new recreational boat app, which was developed by Environment Waikato (p.13).

Dave Winkworth writes about a recent North Queensland sea kayak symposium he was lucky enough to attend (p.18), and on a slightly controversial subject, he has written about boat breakage and how to avoid this with construction technique. Grahame Sisson has responded to this but I will hold over his comments to the November magazine.

Membership Renewals

Thanks to the 60% of last year's KASK members who have promptly renewed (see Karen's report on p. 4). For those other 40%-ers, this will be your last, final and penultimate KASK magazine ever received. Please help support the sterling work KASK undertakes and renew your sub. for the next 12 months.

Sea Splurge

John Gumbley writes: In the last issue of the newsletter I commented

in the Fiordland trip report (Bioscurity notes), the occurrence of the invasive weed Sea Splurge and how it was discovered at Aotea (near Raglan) in 2010. Surveillance for this weed remains top of the pest plant surveillance list for the whole of New Zealand's west coast. Last week we heard that a single plant was discovered in amongst wood flotsam above the high tide mark at Punakaiki on the South Island's West Coast. The person who discovered it worked on Sea Splurge management in Tasmania. Sea Spurge is capable of changing the physical and ecological structure of sand dunes and has toxic sap, which is an irritant.

Remember to report a suspect pest or disease to 0800 80 99 66 (MPI's Exotic Pest and Disease Hotline).

Tara's New Book*A Winter's Paddle*

From Tara's Facebook Page

'I bet you've never seen a book with a selfie on the cover - until now! Yes, that's right, my book heading to the printers in the next day or two! Still don't have an exact date for the release, but it should be on the shelves in about two weeks time. If you would like a signed copy, come find me, or you can order one direct off my website (www.tarasjourneys.com/the-book) or you could buy one from your local bookshop. Yay!'

Tide Tables

The Tide Times for 2014 – 2015 are now on sale at bookshops, published by OceanFun. I find the local one for 'Nelson-Golden Bay – West Coast' invaluable not only for paddling missions but also for scheming concrete sea wall maintenance during neap tides. At \$8, they are excellent value. Also available via the website: www.ofu.co.nz with an extra \$2 for p&p.

Paul Caffyn

COVER:

When Tara Mulvany was printing out all her maps (for her North Island circuit), I secretly wrote on all her Northland and Coromandel ones. I made little boxes with challenges next to them for her to complete. She was told that she wasn't allowed to turn up in Hahei until all her boxes were ticked. The next day, we were passing through Whangamata which had the last box to tick. She had to find the 'doughnut'. (Cover photograph). Maybe you can work out from the photos what it is - but I can't tell you where. It's much better when you find it for yourself as Tara found out, one of the best sights of her journey so far. Photo & caption: Ginney Deavoll



Greymouth is currently celebrating the 150th anniversary of its founding. I was asked for a photo and brief bio for a poster, to mark my standing as a Coaster who has achieved on a better than average basis. The resulting poster appeared in a side alley off the main street and I half expected to see vampire teeth or other disfigurement, given it was there at the same time as the election posters. I also half-expected 'No PFD worn' comments, but nothing surfaced. It is one of my favourite photos, taken by a prone photographer, lying on a floating pontoon at the Indooroopilly Canoe Club where I first began paddling a wee while ago (Photo: Kay Costley).

KASK Committee 2014 - 2015

Ian McKenzie	- President	email: mckian@xtra.co.nz
Sandy Ferguson	- Webmaster	email: kayakamf@gmail.com
Paul Caffyn	- Publications	email: kayakpc@xtra.co.nz
Shawn Walsh	- Committee	email: Shawn.Walsh@codeblue.co.nz
Tim Muhundan	- 2015 Forum	email: tim@paddler.co.nz
Robert Brown	- 2015 Forum	email: yakityyak1@hotmail.com
David Welch	- Committee	email: davidjwelch58@gmail.com
Adrienne Owen	- Committee	email: humare.wai@xtra.co.nz
KASK Administrator (Karen Grant)		email: admin@kask.co.nz

KASK KAYAKING KALENDAR

Marlborough Sounds Pilgrimage

Date: 15 - 16 November 2014

Where: Ratimera Bay DoC campsite

Dress: Steam Punk

North Island co-ordinator: Conrad Edwards: (04) 236 6193 H
conrad@conradedwards.net

South Island co-ordinator: Paul Caffyn (03) 73 11806
kayakpc@xtra.co.nz

Fall back date in case of bad weather: 29 - 30 November

KASK FORUM 2015

Date: 20 - 22 February 2015

Venue: MERC 1045, Beach Rd, Torbay, Auckland

The venue is booked, the program sorted with superb presenters, and the entertainment arranged.

The traditional Sunday campout is at Dacre Cottage, a mere 90 minute paddle. Dinner: soup, roast and dessert.

For more info: <http://paddler.co.nz/kask2015>

KASK

Membership Renewals

by Karen Grant

KASK Administrator

It's been a busy time with membership renewals and updates flooding in. Currently 60% of you have now paid your subs for the 2014 -15 year and most of you are electing to pay by direct credit making it quick and easy for me, especially when you quote your KASK membership number. If you haven't yet received an emailed receipt, it won't be far away. Don't forget to keep me up-to-date with any address or email changes to ensure that you get your copy of the NZ Sea Canoeist and any emails without delay.

You may have noticed with the last magazine that there was a change to the address label. I haven't seen it myself yet but my intention is that this label can be used to provide evidence of your current KASK membership as it should now have both your KASK ID number and membership expiry date on it. I should see a label myself with this posting and if there's space, I'm thinking we could add the KASK logo as well.

If you have any suggestions or feedback, please send through to me at: admin@kask.co.nz

We have a good number of the very attractive brochures for inviting people to join KASK. If you would like some posted to you to display or hand out, please let me know.

Now that the days are at long last lengthening again, I hope we all will be enjoying many fine hours of paddling.

Karen at the 2014 Forum



NEW ZEALAND TRIP REPORTS

DOUBLE KAYAK SAGA

**A wee story about a Scottish couple buying double kayaks
by Rue & Sue Smith**

I had started mountaineering in Scotland at 13 years of age and had been a member of the Braemar Mountain Rescue Team for 10, so was very keen to join the climbing scene in New Zealand. I joined the Alpine Club in 1998 and was soon out winter climbing. After a few epics, which included a very near miss with a large avalanche, it was apparent to me that there was a good possibility of 'kicking the bucket' on the mountains.

A good friend was into kayaking at the time and it was a very quick transition into the kayaking world. Tony had a sit on top single and my wife (Wee Sue) and I decided to buy a *Cabo* (sit on top double with rudder). As beginners we started off in the harbour, Henley Glen etc.

We had some good trips at sea and lakes, and decided to leave the rivers to the mad folk in the wee river boats. As my confidence and sense of adventure took over, I could see it was time to get into a sit inside double - I already had a sit inside single. Sue was not as confident. However, a holiday to the Abel Tasman and the hire of a *Seabear Packhorse* double for three days was a great success.

The following year we went to the Bay of Islands on holiday. After a trip out to the Hole in the Rock on Motukokako Island, we arranged a kayak trip with guide around Urupukapuka Island. We went right around the island - going in and out of the caves and we had a very special spiritual experience on the way back. I had noticed a dolphin struggling on the rocks and by the time we arrived to help it was cut and bleeding. With the guides knowledge and advice we



Rue Smith

got it back in the water and held it to reorientate itself. Sadly it died in our arms 45 minutes later.

We were now feeling confident as a team in a double, so a couple of days later in Paihia, we managed to hire a *Crosswind*, with all the gear. We started off well and hours later we could see Urupukapuka Island, in the distance. When I suggested we keep going to the Island for liquid refreshment, there was no stopping Sue!

On the return trip, the weather started to deteriorate and we had to battle through the waves. When we reached the headland before Russell, we met a big motor launch with the captain on the top deck going full speed ahead - straight for us. At the last minute, he saw us, and veered off to the left, leaving us in deep troughs.

We were lucky to survive and only managed to stay in the kayak by using high brace strokes. The question now was what about Wee Sue! Was this the end of our kayaking partnership? We paddled in silence and went around into Russell and straight into the pub for a few well-earned drams. To my surprise, Sue took this near wipe-out in her stride, 'pew, saved'. By the time we got back to Paihia, we had been away for over 12 hours. A good hard day on the water, "well done Wee Sue!"

When we arrived home, we spent a long time discussing which sit inside



Wee Sue Smith

double kayak we should buy. We eventually decided to go for a plastic *Eco Niizh 565* (XLT) double. Now we owned our first sit inside kayak. It was great for big trips, with plenty of room for all of our gear.

We took it around D'Urville Island and had many more great trips. As the years went on we realised it was getting harder to lift on and off of *Ute*, which wasn't surprising since it weighed 45 kgs. So now we were on the hunt for a lighter double!

By this time, I had bought a *Tahe Marine Reval* single and was very impressed with its set up, handling and speed. We therefore decided to order a double from the same company, the *Wind Duo*. Ian Cheesman from Great Stuff was very helpful and was soon on the task of finding a cheap way to transport the kayak from Estonia (border of Russia and Baltic Sea).

Because the boat (6.5 metres) was too long to fit in the usual size of container, it had to travel by land and sea. Ian explained it would take months to arrive, but we were more than ready to wait for the right boat. About 4 to 5 months later Ian rang to say it had arrived in Auckland and that it had been damaged by a forklift.

We were due to go on a kayaking holiday in a couple of weeks and had been chuffed that the *Wind-Duo* had made it in time, but now we were back to the drawing board!

After speaking with Ian he got Peter Townend from Canoe & Kayak, to give us a ring. Peter was magic and rescued our holiday by getting us an *Adventure Racing Duo (AR Duo)* from Barracuda Kayaks. It was high specification and at 30 kg sounded great. Gordon the owner of Barracuda Kayaks was fantastic and managed to get a boat made immediately and even accommodated Sue by moving the footrests back 100 mm, in the front cockpit. The boat was with us in just over one week, how is that for a fantastic service?



Rue and Sue Smith in their double kayak

We were completely blown away on our first trip out in the *AR Duo*. It was light, fast, comfortable and handled really well in the water. I used to look forward to getting out in my fast singles after being in the heavy double, but the *AR Duo* has changed my mind; it is heaps of fun, fast, surfs really well and Wee Sue is now a happy paddler, especially now that I can load and unload it onto the Ute by myself!

I even managed to persuade the late Maggie Oakley, who was not a fan of double kayaks, to come out with me one day in the *AR Duo*, at Ocean View. We were capsized by the last of many waves, and after a long swim back, we sat on the beach and had an Easter egg each (provided by Maggie). With a glint in her eye and one of those looks, which meant it was full speed ahead, we were off again through the waves. After going around Green Island we then headed for Brighton Beach and with a following sea we were surfing at high speed.



Rue in the navigator's seat



When we arrived we made a professional landing in front of a school outing, playing volleyball on the beach. I asked Maggie what she thought of the *AR Duo* and she had to admit she enjoyed her paddle. I said I thought she did, since she was screaming with joy like a 18 year old as we were surfing! A splendid day paddle with a very special pal.

After all the hard work of trying to research and buy a kayak from Estonia, we have ended up with a fantastic Kiwi made boat with back up service second to none.



NEW ZEALAND TRIP REPORTS

Lake Manapouri Cruising by Allan & Alayne Craig

Over the years some of the most memorable holidays we have had were often some of the smaller trips. Queens Birthday weekend a few years ago was no exception. With only a few days off we wanted to go camping somewhere close, with no one to bother us.

Manapouri is NZ's 2nd deepest lake in at 444 meters with a circumference of 170 km, 33 small islands with numerous sandy beaches and coves, a popular place for deer hunters during the roar. Pearl Harbour situated to the south end of the town is home to numerous commercial vessels. Population 300, ratio of binoculars to residents 1:1.

Our trip started like every other kayaking journey (foreshore, where else), where we loaded our *Sea Bear Pack Horse* and with our sail and departed for a spot halfway between Stoney Point Beach and Circle Cove, where a small golden beach is located with a rocky outcrop and a great view of snow capped mountains across the lake. We set up camp before exploring a couple of the small islands nearby, all in all an enjoyable afternoon paddling.

Later in the afternoon with the sail up we noticed a large commercial boat heading directly towards us. As we changed direction the boat suddenly turned back towards the harbour.

That evening warming ourselves by the fire and toasting marshmallows, we were joined by one of the locals who boldly walked over and joined us by the fire then expected me to share. I was reluctant at first but after he started to climb up my leg I gave in. I figured he was looking for a good night out as he then polished off a large amount of beer



Allan Craig at the 2014 KASK Forum with rigged sail that was certainly not an issue on this overcast Anakiwa morning, well apart from those purists who insist that sails have no place on kayaks. Photo: P. Caffyn

before staggered back off into the wilderness. The bush telegraph must have been going rampant that night as not long after turning in we were woken by a stag and couple of hinds stomping and snorting around our tent before walking over to the water's edge. I am sure you can still smell the scent of fear in my sleeping bag today!

The following day when we finally headed back to town, once again late in the afternoon, the sun low in the sky and directly behind us - the same boat we had seen the previous day, was heading straight for us. Worried about him I had left the sail

up despite the wind dying out as the blue-yellow-red colour combination makes us highly visible. This time he came quite close before turning back. Curiosity had the better of us. We followed him back to discover he had received numerous calls from concerned locals reporting a boat on fire out on the lake. The glare of the sun behind our sail and the colour combination! We were a little red faced!

So after all that, a word of advice! If you ever find yourself kayaking on Manapouri, watch out for the possums they have a drinking problem!

NEW ZEALAND TRIP REPORTS

Cambridge to Hamilton Paddle Race 2014

by John Gumbley

(see also photo on page 2)

This is a great event that has been held on the Waikato River every year for the past 37 years (records kept since year 2000). Held on Sunday 21st September the "race" attracted 170 entries including sit-on-top, plastic, composite (25), multi-sport (26), doubles and K1 kayaks, canoes, surf skis (33), waka ama (2) and paddleboards (33) - this is not at all adding up (?). I suggest you either blame Richard (the organizer) or check out his website for video links, times and other stuff on: www.theboatshed.net.nz.

The 23 km course (some reckon its 26 km) is largely in rural countryside with the river banks bush clad. Some sections are reasonably fast flowing to prompt the paddler to

power through occasional whirl pools in order to maintain control. The Narrows claim those that do not concentrate. It is important to keep to the main channel to avoid back eddies and to keep well away from the danger of being entrapped by willow branches and trunks on the banks. Fellow paddlers (and safety craft) are of course present to help each other out.

This year Scott Donaldson (who almost crossed the Tasman in his kayak, which incidentally is in good shape after being washed up weeks later on the Taranaki coast), Mahe Drysdale (Olympic rowing medallist), Mike Walker (former Olympic competitor), Rachel Clarke (Molokai World Champion), Zac Franich (National K2 1000 champion) and Tim Taylor (around NZ sea kayaker) were racing. Zac recorded the fastest time of 1 hour 28 minutes. Rachel recorded 1 hour 35 minutes. The record is 1 hour 25 minutes.

For most of us though it is about enjoying the exercise and good cheer regardless of whether you wanted to

achieve a personal best or just take in the atmosphere. The eldest male was 83 and oldest female competitor 61 and there were quite a few in their teens. There were also family, corporate and club groups.

Sponsors are generous with numerous prizes. Scott won each of the 2 sea kayak spot prizes which he is generously offering up for auction for a cancer charity.

Scott tells us he is still on for another crack at crossing the Tasman if he can get sponsorship. He also said that he never focussed on getting to the NZ shore, but rather his focus was always on what was immediately in front of him to ensure he kept composed. And on that point comments that on race day he (wrongly) focussed on getting to the finish line and was accordingly stuffed towards the end. He had forgotten that he had consumed so many pies since he has been back that his fitness level was such that he should have paced himself. Great to hear him.

Have a go next year - you will enjoy.



Safer Boating Week October 17-24

Key Points for Paddlers from Tim Muhundan

See also: www.saferboating.org.nz

October 17-24 has been declared Safer Boating Week this year, in what will become an annual focus on keeping boaties and kayakers safe in the lead up to Labour Weekend – the traditional time to get boats and gear ready for summer. KASK was among the members of the National Pleasure Boat Safety Forum, chaired by Maritime NZ when the Safe Boating Week was launched.

We had some pretty bad weather in New Zealand this winter, and for many kayakers the labour weekend would be the first time they got their kayaks out for the longer multi-day trips for the spring and summer. For Kiwi Association of Sea Kayakers, the Safe Boating Week is all about getting three simple messages through to kayakers:

CHECK YOUR KAYAK / PFD / SPRAY SKIRTS / PADDLES

- Make sure your kayak has no cracks and the rudder (if you have one) still works, all the hatches are water tight and your PFD and spray skirt fit you.

CHECK YOUR SAFETY GEAR

- If you carry your phone in a dry bag, check the seals
- Make sure your VHF radio is working, the battery is still OK and does not drain too quickly
- Make sure your PLB (if you have one) is registered with SAR - especially if you parallel import it or got it from Trademe. Do the self test to ensure battery is OK.

KNOW WHAT TO DO WHEN THINGS GO WRONG

- Know the rules - to keep you safe when you are paddling next to other craft
- Make sure you can still self rescue and have a risk management plan before you go out.
- Make sure you know how to operate your VHF radio, call for help and give your location in an emergency

The Trials & Tribulations of Getting to a KASK Forum

Anon

“Can I help you?” asked the cheerful young woman from the health supplement store.

“Yes, I’m looking for Ipecac.” Unfamiliar with the product, she asked what it was for to which I responded, “I am looking for something to cause rapid vomiting.”

“Why, have you eaten something you need to bring up?” in a concerned voice with a facial expression that matched.

“Not yet but I’m sure I will, preferably something with a bit of corn and carrots for good measure.”
“Pardon?”

As I explained how I needed a future back-up plan should my employer try to cancel my annual leave at the last minute, that cheery bright eyed girl was looking at me with quite a contorted expression of disbelief. For a brief moment I could have

sworn she had a stroke, “Why don’t you just stick your fingers down your throat or drink salted water!” in a condescending tone.

“Because I need to put on a convincing show, and if I get a little bit of carrot on him even better.” The once attractive young woman, now with a severely contorted face, glared at me as she stepped cautiously sideways behind the counter, hand poised suspiciously below the counter, “Is there anything else?”

“No that’s all.” I couldn’t see her problem. I thought it was a reasonable length to go to, in order to make it to a KASK forum.

Several days prior, I was in a panic. Leave which I had booked six months prior, was now looking like it could be cancelled. Not one to take no for an answer, and determined to set the score straight and allow my priorities to prevail, I found an emetic drug (commonly used on dogs) to cause rapid vomiting. Eureka! I thought - I had a gut feeling - but I needed to know how long it would take. Without a moment to waste, a trial run was in order.

With my stop watch set, a measured dose down the hatch, I was a-buzz with anticipation, apparently with a glint of insanity in my eye, a smirk cheek-to-cheek reflecting in the face of my watch as every split second raced past. I was ready for my moment of triumph, I was ‘in the zone’. Expecting this to take just a few seconds I didn’t dare take my eyes off my watch.

Five minutes later however the smirk had gone; 10 minutes later I was quite disappointed, even depressed. I closed my eyes, I asked thou Lord how could this be, my plan had not worked I was not standing in a pool of my own bile, my plan for getting to the KASK forum had failed.

As it turned out, my leave was not cancelled. However next year’s forum is another matter, that’s when I read about Ipecac - a Naturo Pharm product that may have the desired results. I haven’t tested it yet but I have confidence it will have me puking my ring out. So in future should you see a car with a kayak rack on the roof and puke streaks along the side stop and say, “G’day.”

SAFETY

What to Carry ? - EPIRB, PLB or Spot? **by Duncan Ferner**

New Zealand Search and Rescue recommends that all boat users carry two forms of water proof communication, appropriate to the area where you will be boating. Ideally, they both will be carried on the person in case you and your kayak become separated. Registered 406 MHz distress beacons equipped with GPS are at the top of our list. They are fully integrated into our search and rescue system and they have been proven time and again to be robust and reliable life-saving devices. 406MHz distress beacons are built to a very high standard and provide your location to us in two ways, once through the satellite system and the other by providing a homing signal for searchers to lock onto. They truly take the ‘search’ out of search and rescue and do one thing very well – save lives.

We also recommend marine VHF radio’s for two way communication. Channel 16 coverage is very good around much of New Zealand’s coastline and on many of our lakes. Other options include flares, a cell phone in a fully waterproof cover and / or one of a range of Satellite Emergency Notification Devices. These devices usually provide a range of useful services but they are likely to include safety compromises such as no homing signal, pay for service, limited battery life etc. Before you go out, please give ‘Oh bugger!’ emergency communications a bit of thought and take the best mix for your worst case scenario.

Duncan Ferner

Secretariat Manager - New Zealand Search and Rescue Council

New Zealand Search and Rescue

www.nzsar.org.nz

www.adventuresmart.org.nz

www.beacons.org.nz

SAFETY

In his capacity as the new BASK Safety Officer, John Gumbley emailed several experienced kayakers with two questions on safety for inclusion in the *BASK Bulletin's* 'Safety Section'. John received replies from John Kirk-Anderson, Phil Alley, Evan Pugh and Tim Taylor, and also added his own answers. The *BASK Bulletin* No. 33 was 'assembled' by Evan Pugh, who has given his official okidoki for permission to reprint the article in this magazine. (BASK is the Bay Association of Sea Kayakers).

QUESTION 1

Have you ever had to do a self-rescue, perhaps a roll, for real? What was the situation, how did you cope and what did the experience teach you?

John Kirk Anderson's

Response (JKA):

Two rolls come to mind, in very different circumstances:

1. I was taking a beginner's sea kayak course and we had just left our lunch stop. Before going back afloat, I had re-applied sun-block, covering my hands. As we left the beach one of the students, paddling on my right rear, asked me a question. As I twisted myself towards him I used a vertical sculling stroke and my slippery hands slid down the paddle shaft and I capsized. I completed the fastest roll in history and continued on as if nothing had happened. I don't think I got away with it!

2. While attempting a solo circumnavigation of Stewart Island, I landed through big surf at Little Hellfire Beach for a break. On leaving I was faced with many lines of surf and was capsized twice, once after being surfed backwards, and the other following a reverse loop, after which I



JKA, still with his 'former' trademark moustache

was surfed backwards upside down for quite a while, before I rolled up. I eventually broke out and continued but was later trapped by bad weather and flew out.

In both these situations my rolls were automatic responses, with no thought given to them. They had been honed to 'unconscious competence' level by many repetitions. An important part of that was taking them beyond the swimming pool and hammering myself for years in wind, waves and surf. I have seen many paddler's rolls fail because after learning the skill, paddlers don't continue to practise and develop them for 'real world' conditions.

Phil Alley's Response:

One of the advantages I feel that paddlers like me have coming from a whitewater/river paddling background, is that the roll is not an option but a necessity, so it is one of the first strokes learnt. There have been many, many times over the years that I've been very thankful for having a reasonably bombproof roll after a capsize on a river - there's nothing like seeing rocks whizzing past the head when upside down, or some particular nasty hazard coming up rapidly to emphasize the point that being upright as quickly as possible is a very good option. I've not had to roll at sea but am reasonably confident that should I have a capsize, I could right myself without assistance. And to finish, I, taking Bev T's example, am now regularly practicing my rolls!

John Gumbley's Response:

I have never capsized at sea other than many of the times stuffing up a surf landing, for which I have been close enough fortunately to swim/drift ashore. Each time I have kicked myself for not getting my timing right - too hasty instead of sitting a



John Gumbley on Lake Tekapo

while to observe wave patterns, (I heard one person say she has a snack to calm herself down and collect her thoughts), not powering when making the decision to go and when being tipped thinking why did I not have a go at rolling or just getting my technique right. Practise, practise. The same with rolling - I am not at all proficient.

There have been occasions when I almost capsized often due a momentary loss of concentration. A few times now where the wind has got up (perhaps at a headland), I have regretted not having my paddle leash connected and being mindful that while in a group, we are each focused on making headway and that if I fell out I doubted anyone might have known for quite a few minutes - the prompt being, it is a self-rescue that will save me.

I promise myself to have a paddle leash connected when on my own and that no trip is too short that I should not have my radio, PLB, neoprene skullcap, spare paddles, pump and paddle float. I think about what is in my survival kit.



Evan Pugh

Evan Pugh's Response:

I have never had to do a self rescue while out paddling, but a few years back on the Waikato River near Port Waikato, very, very strong wind gusts were hitting our kayaks and my \$70 hot head (hat that is) got ripped out of my deck bag, I reached for it and got blown over in a millisecond, or two. The water was half a metre deep and I had to wade to shore, we got out there and awaited our collection.

[John Gumbley writes: I was with Evan and noting there were williwaws blowing out in the harbour, I decided to move to even shallower water and wondered what I would need to do should Evan get into trouble. There was an extreme wind warning in place. Good reason to have your deck bag closed properly and beware of those strong gusts.]

Tim Taylor's Response:

I've had both of these situations happen to me so I'll answer them one at a time. Yes, I've had to do both a self-rescue and a roll for real on a number of occasions. On my New Zealand trip it wasn't uncommon to get rolled in the surf, often two or three times. I've even had my kayak doing cartwheels down a wave. There wasn't much you could do about this other than to ride out the waves and roll back up when I felt it got a bit calmer.

I've also had to do a self-rescue in the surf. The situation occurred off the West Coast near Greymouth. Coming in to land, I had 3 - 4 m

waves that I had to negotiate my way through. I got in past the biggest set without any problems, but quickly found that there was an off-shore current that dragged me back out to the breaking waves. I looked over my shoulder to see a monster barreling down on me, which immediately imploded my spray skirt and rolled me. I managed to roll back up, but the next wave was so strong that it ripped me out of the kayak. I estimate that I was swimming for about 10 minutes before *Waverly* got pushed back to me.

I climbed in using the 'heel hook' method, and simply held on until the power of the waves eventually smashed me up onto the beach. When I got out I was suffering from a mild dose of hypothermia and rather stupidly I emptied out the water and attempted to paddle back out through the surf (I didn't really know what planet I was on).

The above situations taught me a few things:

1. If you want to be a sea kayaker, you must learn how to roll your fully laden kayak
2. If you come out, do whatever you can to get back in and make it to shore.
3. In most situations you are on your own so learn the necessary skills for self-rescue, even in a group the chances of help will be small because others might be in the same situation.



At dawn, Tim Taylor breaking out through a line of bumper-dumpers north of Greymouth.

Photo: Paul Caffyn

QUESTION 2.

Have you ever had gear failure at sea (or lake/river). What failed, how did you cope and any lessons learned?

JKA's Response:

I have had very few gear failures, due to thorough maintenance and working on bomb-proofing my equipment. One of the early books on sea kayaking I read, by Derek Hutchinson, bemoaned the build quality of many sea kayaks. He argued that sea kayaking is about taking a kayak to sea, and that can be a harsh place. If we look at the fittings on an ocean-going yacht and compare them to most sea kayaks, it's pretty obvious we come up short.

Having said that, I did have my foot rests fail on my first sea kayak. This was very exciting as at the time I was surfing down the face of a wave, and I slid down inside the cockpit, which was as small as the one in my Nordkapp!

Fortunately I didn't capsize and was able to quickly land. An annoying thing about this was I had identified the footrest fittings as a weak point, but I didn't do anything about it. That could have been appropriate on my gravestone!

Phil Alley's Response:

No, but this is probably more a product of not being very active over the years than having any particular gear failure. What I can say is that our Fiordland trip did highlight some improvements I needed to make with my camping outfit, as important as the paddling gear in the greater scheme of things. A suggestion could be that prior to any extended trip that all participants discuss what equipment each is taking, which may assist in improving safety.

John Gumbley's Response:

A few months ago I decided to arrive at Tauranga Harbour an hour later for a BASK paddle. I had not ventured 20 m when my foot pedal cable broke - a design fault in new *Beach-combers*. Luckily I was able to fix it, but it did take a fair bit of fiddling.

A couple of years ago I led a trip from Waihi Beach and on our return we came in on the surf a bay before Waihi. On the paddle out through the surf, most capsized and I recall Tony broke his paddle. The first time my spare paddle was put to use.

I have on occasion found my foot pedal assembly has come adrift, either through cables becoming loose or the pedals not properly adjusted. On one occasion, part way from French Pass to D'Urville Island, one foot pedal came loose and became jammed at a different position to the other resulting in my pulling a back muscle and consequently I consumed a fair number of Nurofen for a few days.

I make a point of testing my foot pedals before leaving. I carry a small repair kit in addition to that contained in my full survival kit. It has been used to repair other's broken cables and holed craft.

Evan Pugh's Response

I have had the foot pedal cords break and also the wire rudder cable break, and recently a cable just let go. Make sure you have spares and tools - a multi-tool is no good if you need two tools at once, example a screwdriver and a pair of pliers, a multi-tool has both of these but you can only use one at a time.

Almost unrecognizable without his former trademark moustache, JKA revels in trying out a kayak with a large cockpit. His own kayak is a Nordkapp with a 'proper' small cockpit. Not a show of doing this pose in a Nordkapp.



Tim Taylor's Response:

Yes I've had a paddle and a rudder fail on me. The first time I ever broke a paddle happened to be my first ever guided trip. We were simply cruising in the Tauranga Harbour and one of my blades simply snapped off in mid-stroke. No warning and in deep water, so totally random. This was also the first time I've ever carried a split paddle, so it was put to good use. Moral of the story is - always carry a spare paddle because you never know when something might go wrong.

I broke one of my rudder cables on my first crossing of Cook Strait. Again, I was just paddling along and it broke with no warning. In this situation there was nothing I could do about it, as I was right out in the middle, so I simply just pulled up the blade and carried on without it. This was extremely annoying because I estimated it added an additional 30% to my energy usage - I was totally wrecked by the time I made land. The moral of this story was look after and check your gear when you are about to attempt a major trip - I should have noticed the corrosion but I just never thought to check.

Question 3 was emailed to JKA only. John Gumbley had noticed JKA had a survival kit during their recent trip into Fiordland (see *NZSC No 171*).

QUESTION 3.

What do you carry in your PDF survival kit? Do you always carry it and have you used it?

JKA' Response

On my buoyancy vest, which is a Peak UK Explorer Zip, <http://longcloudkayaks.co.nz/PFDs-Life-Jackets-Buoyancy-Aids/Explorer-Zip-Peak-UK-NZ-PFD> chosen for its storage, I carry mainly signalling equipment, which includes:

VHF, PLB, LED strobe, LED torch, whistle, heliograph, bright yellow hood with reflective patches. I also carry a compass and a knife. All this equipment is waterproof and is carried EVERY TIME I'm afloat.

The survival kit on my buoyancy vest was prepared for the following scenario: 'I have capsized and lost contact with my kayak and have washed up on an exposed, cliff-backed shore'.

My survival kit is in a waterproof plastic box, which is then double vacuum-sealed in plastic, and is carried in the rear pocket designed for a water bladder. As I expect that I will have the signalling gear already, and my main concern is hypothermia while waiting to be rescued, it contains mainly fire lighting and shelter equipment: A SOL Emergency Bivvy:

<http://www.rei.com/product/813511/sol-emergency-bivvy>

- a box of storm matches, a lighter, a fire steel, <http://www.rei.com/product/762946/light-my-fire-swedish-firesteel-mini> a block of tinder material, and another knife. The box has several inner tube bands around it, another fire starting material.

I'm going to add a small tarp of Sil-nylon, after experiencing Fiordland rain. I currently have one that is 6 x 8 feet that I carry in my tramping chest pack, but I want one that will just cover the bivvy bag. This should just fit in the box.

I haven't bothered with food as if I haven't been rescued before I starve to death, then I deserve my fate. That's why there are no fish hooks or wire snares and other such nonsense.

App. REVIEW

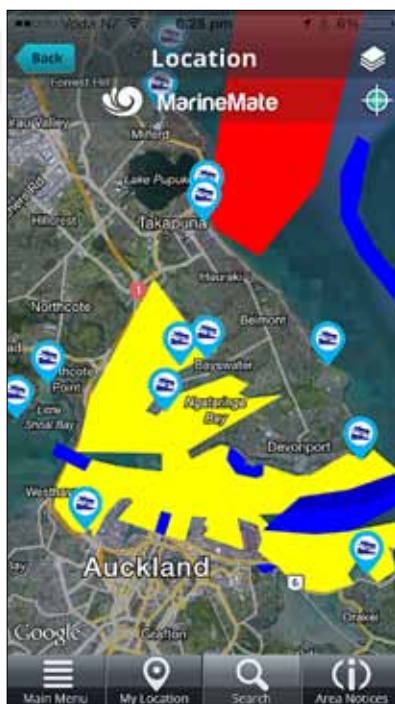
App Review Marine Mate by Tim Muhundan

As a kayaker, I have always been interested in apps for my smartphone that offer to enhance my kayak trips – whether it is a location-based weather app to complement my forecasting skills or a GPS app that tells me which way to paddle in the dark. Over the last three years I have seen an ever-increasing number of my fellow kayakers trying out the latest apps, and one of them told me about Marine Mate.

Developed in New Zealand, the *Marine Mate* app is a product collaboration lead by Waikato Regional Council with input from Maritime NZ, LINZ, ACC and other regional councils. Aimed at multiple water based leisure activities (both powered and non-powered), it aims to keep the user up to date with all the local bylaws relating to recreational water use across the 17 regions in NZ, as well as other information useful to boaties and kayakers alike.

Here are a few features (from the point of view of a kayaker):

- Location of boat ramps, zones and area notices for your location.
- Essential Boating Info (primarily aimed at boaties) – but has basic water rules (e.g. ‘Keep to the starboard (right) in channels and rivers’.
- Regional Boating Info: Using your mobile’s built in GPS, the app will display bylaws relating to your location. For example, the app will tell kayakers in Auckland what is expected of them to keep them visible (e.g. an all-round white light on kayak). Of course, if you are in the Waikato, there is a greater emphasis on bylaws relating to waterways (e.g. “no water based activity within 200 metres of a hydro dam).



- Safety Equipment Checklist: Maritime NZ recommended safety equipment (including PFD / Communications/navigation etc.) With images and plain English description – pretty informative, I thought

- Tides: LINZ provides tide charts for ports and sub ports – useful for planning your trip and timing your launch / returns (see image at right)

- VHF channels: A complete list of all the channels for NZ

I have been using Marine Mate for a month or so and have found its features useful. However, the user interface could do with a lot of improvements – especially the menu interface. The map overlay made it hard to interpret the information sometimes (see screen dump image above).

Speaking to Nicole Botherway from the Waikato Regional Council, who drove this application from inception to launch in association with external partnership, Nicole explained that the issue with the menu will be refreshed over the next month in order to make it easier for kayakers to find what they are after. The next version (V3) will give the app a modern look with sliding style menus.

With regard to kayakers, Nicole suggested, “Kayakers can use it to see what events are in their areas so they can avoid clashing with powered races”.

I think the App does everything it sets out to do in terms of keeping recreational boaties and kayakers updated with regards to information about regional bylaws, tides, and localized information.

It could not have been easy bringing together all the different agencies and persuading them to make their compartmentalised information available (not to mention ensuring the information is current), as well as funding its integration. Waikato Regional Council recently won an innovation award for this and another initiative – and it is well deserved.

As for the app, given it is free (thanks to funding from local and national government agencies), I think it is an app worth having on your smartphone – especially if you are interested in exploring New Zealand’s multitude of diverse waterways and ports.

Lyttelton Tides					
	High	Low	High	Low	High
17/10/14	00:09	06:14	12:30	18:49	-
Friday	2.1 m	0.6 m	2.2 m	0.6 m	-
18/10/14	00:58	07:04	13:19	19:38	-
Saturday	2.1 m	0.7 m	2.2 m	0.6 m	-
19/10/14	01:46	07:54	14:07	20:24	-
Sunday	2.1 m	0.7 m	2.2 m	0.6 m	-
20/10/14	02:33	08:43	14:52	21:08	-
Monday	2.1 m	0.7 m	2.2 m	0.6 m	-
21/10/14	03:18	09:30	15:36	21:51	-
Tuesday	2.1 m	0.6 m	2.2 m	0.6 m	-
22/10/14	04:02	10:14	16:18	22:33	-
Wed	2.1 m	0.6 m	2.2 m	0.6 m	-
23/10/14	04:45	10:58	17:00	23:14	-
Thursday	2.2 m	0.6 m	2.2 m	0.5 m	-
24/10/14	05:28	11:41	17:43	23:57	-
Friday	2.2 m	0.6 m	2.2 m	0.5 m	-
25/10/14	06:12	12:25	18:27	-	-

SAFETY

Bringing the Fatalities Down Boating Safety Conference by Tim Muhundan

I recently attended the *Boating Safety Conference* at the NZ Maritime Museum in Auckland. Organized by Coastguard Boating Education, this event focused on boating safety through education and legislation. Here are the highlights from the conference.

With regards to education, Neil Murray from Coastguard Boating Education (CBE) set the scene with his vision for the future of boating education – to get skippers and kayakers to ‘know what you are doing’. CBE have some innovative plans underway to increase their reach and educate more people through their courses – including using tablets and mobile technologies to deliver courses such as the ‘Safer Boating’ and the Day Skippers course.

Incidentally Neil Murray will also be speaking at the KASK forum 2015 (20-22 Feb, Auckland) – he is an engaging speaker and a fellow kayaker and I look forward to listening to his stories. Anyone who kayaks to work is cool in my book!

Most people attending the conference learnt about the latest trends in water safety and fatality statistics from the presentation by Maritime New Zealand’s deputy director, Lindsay Sturt. As a chair of the National Pleasure Boat Safety Forum, Lindsay lead the team that worked with numerous water safety organizations and interest groups (including KASK representing kayakers) to develop the ‘National Pleasure Boat Safety Strategy’.

The original strategy was based on extensive research at that time which found:

The typical drowning victim was male, with an average age of 44, in boats under 6 metres in length – probably fishing.

In nearly every accident where someone dies, one or more of 4 factors are present – not wearing PFDs, no communications equipment to call for help, bad weather and sea conditions and, to a lesser extent, alcohol.

Lindsay went on to update us on the latest development – namely an independent review of the old and updated strategy. The review, whilst finding that fatality rates were dropping between 2000- 2007, also found that it has become increasingly difficult to maintain the downward trend between 2007-2014.

What I found interesting were the changes to the fatality mix with the latest trend:

- More younger people dying (20% being under the age of 24)
- More females in the water fatality statistics
- An increasing number of deaths occur in rivers and lakes, many of whom were paddle craft users such as kayaks and canoes (16%) – a growing trend over earlier years.

Lindsay went on to conclude that this seems to be telling us is that the fastest growing boating group in NZ –paddlecraft – is increasingly being represented in the annual boating toll. These tend to be younger seafarers than your traditional powerboat owner, with a greater proportion of females involved. The ethnic mix is becoming increasingly diverse, reflecting the change in the wider NZ population.

The next sessions continued to touch on the change of ethnic mix -especially with regards to how Maritime NZ target the ethnic groups that were not getting the messages from boat safety awareness campaigns such as the ‘Don’t be clown’ advert. Two speakers from a company called Niche Media explained how they used recent research to identify the most efficient ways of communicating with this audience. As an Aucklanders (where three out of four Aucklanders are not born in New Zealand according to statistics), I appreciated the enormity of the task of reaching the high-risk fatality ethnic

Rob Waddell



groups through targeted campaigns in multiple languages across print/ radio TV.

We were pretty relieved to stop dwelling on fatality stats and begin talking about the America’s Cup with Rob Waddell (ex Team NZ grinder and NZ Olympic gold medalist).

Tony Galloway from Fullers presented an interesting talk on their safety measures with regards to recreational boaties and kayakers in the ferry lane. It was interesting to hear the perspective of a commercial operator – especially with regard to us kayakers, who paddle towards ferries at high speed to catch the wake behind it, in order to get a free ride. I am sure he meant surf skis!

Matt Claridge from Water Safety NZ gave a talk on cold-water immersion and the gasping for oxygen reflex that comes with shock. However, KASK paddlers have known for a while about the effects of cold water shock thanks to John Kirk Anderson, who has given many talks on it in the KASK Forums entitled, ‘Why do kayakers die’.

Tim & Rob at the conference



Overseas Reports

WEST ISLAND BITS

David Winkworth

Things are starting to happen over here now! Spring is really here, sea breezes are springing up each day, our ocean water temp seems to be rising and whales are just everywhere on their return journey south. It just feels like we're in for a great paddling summer!

Have You Seen Whales?

A few of us southern NSW members of the VSKC have posted a Whale Watching Weekend in mid October at Bittangabee Bay in Ben Boyd National Park. Never done one of these before! We think we'll get right amongst them there. The water is deep and full of nutrients and the easterly jutting Green Cape, just to the south, may mean that the whales come closer to shore for us. We hope so! Last week we did an overnight trip south of Eden and saw lots of whales doing the most amazing leaps, but they were well out to sea.

Have you seen whales up close in your kayak? I mean really up close? They are just the most amazing creatures. Might have some good photos for the next WIB!

Forgot to tell you - I was on Nelsons Beach on Sunday just north of Tathra - really nice paddling area - and I was watching a kayaker off the point, trying to work out who it was. Anyway, a humpback whale leapt right out of the water not 30 metres from him. Must've given him a real scare! I reckon his kayak seat would have real wrinkles in it! I tried to find the guy down the coast later but couldn't find him.

Busted Boats

Last issue I wrote about Dave Williamson's kayak, which was pretty well destroyed on a wave in the Great Australian Bight. I'd like to pen a few more notes about that incident and my thoughts on the construction of his kayak.

A person asked me about Dave's fitness after that incident. Well, when we reached shore, our land crew took Dave to the local hospital for some precautionary X-rays as he was complaining of neck soreness. Everything checked out well for Dave and we then carried on the trip.

I'm not an engineer but I hope by now that I have a feel for engineering principles in kayak design and construction. If there is anyone out there who would like to add to the following then please do. I've never seen anything written on this in sea kayaking magazines and in the interests of our safety at sea it just might be worthwhile!

Over the years I've seen more than a few sea kayaks fold and break on the front hatch area, the rear of the cockpit and the rear hatch zone. All of the incidents have taken place in big surf. Some have been in fully loaded kayaks and some have been empty - and some of the failures have been complete (such as the kayak in my last WIB) while a few have been partial, with split seams and associated laminate cracking.

So, what do these areas of the sea kayak have in common that might cause them to be zones of failure? I believe mostly it is discontinuity of the lines of the boat. Let me explain: Suppose you took a cardboard tube in your hands - the kind that maps are stored in. It's pretty straight and true and resists bending well, doesn't it? That's what it's meant to do. Now, if you lay that tube across the edge of a table and partially flatten a small section - and THEN try to bend it again - you know how much easier it will be to bend, don't you?

There is a second element to this - for that tube (and the kayaks) to bend and fold, the deck has to crease (it's in compression) and move down and closer to the hull.

Now let's look in more detail at the various sections of a kayak - the forward hatch first. Immediately forward and aft of the front hatch on most kayaks the hull and deck sections are shaped in well-curved

forms. Seems to me that there is good resistance to folding here. The curved deck sheds water well and compliments the hull shape. Laminates like curves - large flat areas require extra laminate thickness to eliminate flexing and that adds weight and costs money.

OK, we have the entire foredeck of the kayak in a nice strong shape, except for the front hatch area! In this area, the manufacturer invariably has to make a flat area to fit the hatch. The discontinuity of the nicely curved gunwales seems to be a nice place for the boat to fold, should a big wave hit it here. So, what could be done to improve strength here? A few ideas:

- Add core material stiffening to the deck beside the hatch
- Bond the hatch rim in extremely well
- Avoid using large oval hatches here that extend right to the gunwales'.

Similar story for the rear hatch. The deck is usually pretty flat - the hatch opening large and the hull depth is reducing towards the stern. I've seen rear hatch covers fully implode with the force of a wave on them. The neoprene cover is then no match for the force of the water and quickly gives way. The hatch fills with water and the kayak can fold around the hatch area. Some ideas:

- reduce hatch size if possible
- extend to the gunwale to break the continuity of the gunwale curve
- improve the strength and security of hardshell covers over the hatch opening.

Now back to the cockpit area. Coamings are very strong areas of a kayak. There are usually multiple curves and turns in the coaming/deck assembly. I've never seen a boat break across the coaming. Wouldn't be much fun for the paddler if it did!

However, I have seen boats fold and break right behind the coaming - and that, in my experience, has happened because there was no bulkhead behind the seat. This was

the case for poor Dave Williamson in that big reef wave. His cockpit was of what we call over here 'podded' construction. That is the seat formed the bulkhead and sealed off the hatch area from the cockpit. This construction idea has its merits in limiting the amount of water you can take on in a wet exit and providing extra dry storage down beside the seat. However, there is usually NO connection here between hull and deck to resist a crease and fold in this flattened section of the kayak. This was the case for Dave's kayak. It failed catastrophically.

I have added half-width bulkheads and hull / deck post strengthening here to some kayaks, which I think has vastly improved the boat strength in this area. Next time you're on the beach with a few kayaks, wander around and have a look at the various designs. A bit more on this subject next issue.

NSWSKC 25 Year Reunion

My goodness, has it really been 25 years? What a lot of paddling we've done in that time. The places we've been, the good times we've had! We were making history back then and we're still doing it! Our NSWSKC is having a 25 year reunion weekend at a Hawkesbury River Recreation Camp on 1 - 2 November. The committee is trying to contact all old members of the club to come along and bring some memorabilia. Should be a great weekend! Tall tales and true no doubt!

VS KC AGM Weekend

The Victorian Sea Kayak Club will hold their AGM at Gippsland Lakes on the 8 - 9 November. This will be the second year at this non-surf coast venue. It was fun last year - great hall, great food and great facilities. Should be another good weekend. Too much fun is barely enough!

Wind Speed?

"Yeah mate, we paddled flat out into a 35 knot headwind for hours. No bullshit!"

Sound familiar? You bet it does! So many people seem to throw '30 knots' around like confetti - and I'll

bet they've never really tested the wind speed!

I remember at one of our training weekends many years ago we had a very, very strong onshore wind. I was standing on a small rocky point leaning well over into this wind with a mate, as it rattled around our heads. We are both pretty strong paddlers and I remember we discussed the real difficulty we would have had if we were on the water paddling into this wind. My friend produced a small anemometer and we were amazed as the little pith ball in the unit rose only to 27 knots! That's all! A genuine 30 knots? Most paddlers would be going backwards pretty quickly.

At the recent Keppel Sea Kayak Symposium I attended, we had a windy paddle out to the island. It wasn't on the nose but it kicked up a good sea nevertheless. When our pod landed, we stood on the beach to watch other pods coming in. Discussion turned to wind speed and I asked a few guys there for a wind speed guesstimate. Answers ranged from 18 up to 25 knots. A fellow nearby had a small battery powered anemometer, which I checked. It was reading a steady 12.7 knots.

The Possibility of Rescue

'Great review of *Shapes on the Wind*, the memoirs of David Lewis, by Margot Syms in the last issue of the *NZ Sea Canoeist*. If you can get hold of a copy of this book, or *Icebird* the story of his sailing voyage to Antarctica you are in for a treat. He was an amazing guy. They don't come much tougher!

An enduring recollection for me is his phrase, 'The possibility of rescue is debilitating to the will.'

Think about that for a moment - 'debilitating to the will.'

What do we make of that in the 21st Century with all our modern navigation, communication and rescue technology? Is this a fair statement? How would you fare on a long expedition? Would you 'hoist the silver antenna' at the first threat to your life? - or your mate's life? Did this phrase lead David Lewis to

choose to sail to Antarctica because there would be no possibility of rescue? Did Andrew McAuley choose to paddle to New Zealand because he knew he would be out of reach of rescue choppers at a few hundred kms out from Tasmania?

Our world has changed and has done so very quickly! I remember the Maatsuyker Canoe Club, a Tasmanian sea kayaking club, having a policy some years ago of not taking EPIRBS on their trips because, they reasoned, they didn't want the search and rescue teams to risk their lives in coming to assist them - and that they would get themselves out of trouble. Valid - do you think?

I imagine that reasoning wouldn't stack up very well in a Coroner's hearing.

And the last word is from my friend Arunas Pilka. Fifteen years ago this August, he was with me and Mike Snoad when he was attacked by a big north Queensland saltwater crocodile. We were criticized by the Maatsuyker Club president for setting off our EPIRB. "It's a different story when you're the one on the ground bleeding."

Enjoy your paddling!



Dave Winkworth at Anakiwa
for the 2014 KASK Forum

Overseas Reports

Mt. Fairweather Re-located by Dean Kahn

reprinted with permission
from the *Bellingham Herald*

About 20 people were enlisted last week to carry the *Mount Fairweather*, George Dyson's 48-foot kayak, from Whatcom Creek to his business in Bellingham's Old Town.

Forty years ago, when he was a brash 21-year-old living in semi-rural Belcarra Park near Vancouver, George Dyson pushed his interest in building kayaks to new lengths by constructing a six-person, 48-footer adorned with a dragon's head on the bow.

The monster craft — possibly the largest kayak ever built — figured prominently in the 1978 book *The Starship and The Canoe*, Kenneth Brower's popular account of Dyson, whose interests were rooted in Northwest lands and waters, and of Dyson's father, Freeman, a famous astrophysicist interested in exploring the stars.

For many years now, Dyson has been too busy writing books about technology and science history to find the time to build more kayaks, although he still sells materials for people who want to build their own. He moved to Bellingham in the late 1980s, leaving the giant kayak behind in the woods.



Mount Fairweather on the move. Photo: Matt McDonald, Bellingham Herald



George in a two hole Baidarka in 1984. Photo: Paul Caffyn

Now the kayak has a new home in the basement of his business, Dyson, Baidarka & Company, in the former Dick's Tavern building in Bellingham's Old Town. The seagoing craft is a reminder of Dyson's youth, back when he thought kayaking might become a routine means of nautical travel.

"It's a crazy artifact," Dyson said. "I was young and ambitious, and a little crazy." Dyson moved to B.C. (British Columbia) when he was 17. He worked odd jobs and lived in what is now Belcarra Park, on the north-east rim of Burrard Inlet from Port Moody. "I could paddle to downtown (Vancouver) in an hour," he said. Vancouver officials let Dyson and other tenants stay in their small cluster of waterfront cabins, a lodge, and a tree house.

Dyson had built a few smaller kayaks when he decided to outdo the 30-footers built by early Russians exploring the Northwest. While his 48-footer, when rigged with sails,

George lived in the top of this massive cedar tree for a while
Photo: Paul Caffyn.



moved well downwind, it was difficult to manoeuvre at other times.

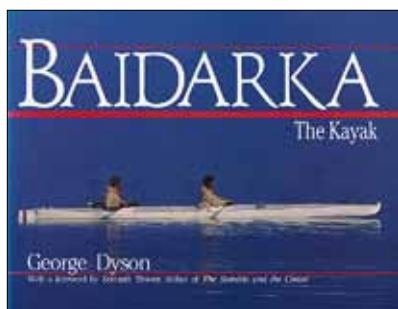
"It's just unwieldy," Dyson said. "Going from 30 to 48 didn't seem such a big jump, but it was." Still, the kayak was special enough to him to be the only one he ever christened. Its name is *Mount Fairweather*, after the 15,325-foot B.C. coastal peak Dyson gazed at while working in southeast Alaska.

The kayak is made of windfall spruce, fibreglass and aluminum. When Dyson moved to Bellingham, he left it in the woods up on a cradle, but the cradle rotted and the kayak fell to the ground, where it provided shelter for a stinky otter. Otherwise, it was in good shape. "It was amazing how well it held up," Dyson said.

The kayak might still be there, but Metro Vancouver officials recently moved to evict the cabins' occupants so the park could be expanded and beach access improved. When Dyson returned to the park in June to

The dragon-head bow of George's massive baidaka Mt. Fairweather





ready the kayak for its transfer, the cabin residents were moved to tears, he said. "The boat had become the icon of the community."

Dyson returned to B.C. two weeks ago in his motorboat to tow the kayak back to Bellingham. He moored it temporarily at Squalicum Harbor until the morning of Thursday, Aug. 7, when he and some friends manoeuvred it to the shoreline of Whatcom Creek inside Bellingham's Maritime Heritage Park. That afternoon, Dyson and 17 others carried the kayak through the park, across Holly Street and into Dyson's business.

Dyson hopes to find a museum, boating centre or other locale willing to properly care for and display the kayak. Until then, it's safe and dry in his basement.

In his first book, *Baidarka: The Kayak*, Dyson called the kayak his 'necessary monster,' something he felt compelled to create. "I had to do this thing to prove it was possible," he said.



I had the pleasure of meeting and paddling with George Dyson back in 1984. His book (cover pics above) is long out of print these days and hard to source 2nd-hand. It is a superb mix of historical baidarka photos, along with his own paddling trips, and the last section is on his baidarka construction techniques.

Paul Caffyn



The symposium paddlers posing for a group photo. Photo: D.Winkworth

GO NORTH IN WINTER!

The Keppel Sea Kayak Symposium North Keppel Island, Nth Queensland August 2014 David Winkworth

People who live in the southern states of Australia really don't need much encouragement to head north to Queensland in winter!

Such was the case for me when Tim Morris of Paddle Capricornia at Yeppoon in Queensland called to invite me to their annual kayak symposium. "I'll be there!" I said enthusiastically. That night I dreamed of warm water, light winds and lots of sunshine.

After a 2,200 km three-day drive through inland NSW and Queensland, camping on our lazy western rivers, I arrived in Yeppoon near Rockhampton. 'Rocky' is about a third of the way to Cape York from Brisbane, and Yeppoon on the nearby coast was our jumping off point to the symposium venue on North Keppel Island.

The Keppel Group lies about 15 kms off the coast from Yeppoon. An easy paddle when the wind is not too strong, but judgment is required for windy weather. We did have some SE winds for the paddle out there but attendees were well organized into paddling pods for the trip out, and it was fun! For those that declined the paddle out, there was the *Gundoo Spirit*, a large aluminium catamaran that regularly ferries visitors and

goods to the island. All our gear was taken out onboard the *Spirit*. This was indeed service! We landed on a protected beach and all our gear was taken up the track to our accommodation by tractor!

Accommodation on North Keppel was at the well appointed Environmental Education Centre. We had a choice of cabins or pre-erected tents on a large grassed area - or you could bring your own tent. Centre Principal Roger Searl made everyone feel very welcome. Every meal was provided - including cut lunches.

This was the second year that Paddle Capricornia has conducted their Keppel Sea Kayak Symposium in conjunction with the Queensland Sea Kayak Club but they will be going it alone next year on North Keppel as the Qld. Sea Kayak Club will run their own annual event in the Brisbane area. Paddle Capricornia is a curious mix of sea kayakers, ski and SUP paddlers. Some members paddle all craft and some just one type but they all seem to get along well so that's great.

Numbers for the event were held at 65 last year but reduced to 50 this

So many islands - so little time. The view south over the Keppel Group from North Keppel Island.





Quite a feat - rolling the three holer Australis Komodo kayak; Dave at the stern.

year and I think this may have been a key feature of the weekend. We all got to talk to everyone - we all fitted in the dining hall and there was little waiting for meals. Fantastic!

Tim Morris, VP of Paddle Capricornia was the main man for the event. He put in a huge amount of work for the weekend and it showed. The whole event ran very smoothly. Tim runs the Farnborough Store at Yeppoon where you can buy just about anything, but really I reckon it's all a life support system for the wide range of sea kayaks he stocks there. Every kayaker passing through Yeppoon calls in on Tim!

So, there we all were - out on North Keppel Island in perfect weather for the whole weekend! Activities for the weekend included island circumnavigations, guided snorkeling over the coral reefs (all gear supplied!), paddling and rolling tuition, evening talks and more.

Sydney-based advanced sea instructor Rob Mercer was there to lend a hand with instruction as was Les Allen from WA, who easily won the long distance award! Eddie Safarik and Brian McCarthy, both from Brisbane, also conducted sessions.

Dave Slattery from Australis Kayaks in Wollongong came along in his beautiful stripper kayak. He also brought his take-apart plastic sea kayak double with an extra cockpit

slotted in. At over 9 metres long it was a beast! Some of us had a go at rolling it with no problems at all. Not a boat for the surf quite obviously but a lot of fun nevertheless!

Canberra-based Mark Darby gave an evening slide show / talk on circumnavigating Australia in 1988 in a curious looking craft called the *Cat-Can*. Essentially it's a catamaran - two stubby beamy double kayaks joined together by a frame and sporting a huge sail. Mark wrote a book about his adventures called *Keeping Australia on the Left* (1999). Sound familiar? To be fair to Paul Caffyn and the other true kayak Aussie circumnavigators, Mark's craft was pretty difficult to paddle and he did skip sailing large coastal sections in favour of truck transport. Very interesting talk though - and

Paddle Capricornia's Tim Morris has acquired that very craft. Who knows where it will sail now!

It was just so good to be back on the Queensland islands! I don't know what is about islands? Looking back at sunset at the distant mainland perhaps, and knowing that this island is your domain for the next 72 hours perhaps? 'Feels so good!

Next year's event will most likely be held on North Keppel in August again. I'll be there again - with more time for a weeks' paddling after the event.

If you love your paddling...and you happen to be up that way next winter, then put this event in the 2015 diary. I promise you it will be different to every kayaking event you've attended.

Robyn Graham arrives at the North Keppel beach. Photo: Dave Winkworth



EQUIPMENT REVIEWS

Compression Dry Sacks by John Kirk-Anderson

Dearest Compression Dry Sack, where have you been all my life? Seriously, discovering Sea-to-Summit Compression Dry Sacks has changed my kayaking.

Paddling a svelte Nordkapp with its very small hatches comes with a price. While I joke about having to take matches out of their box to pack, it's always been a struggle for me to load my kayak. My attempts have become spectator sport among my friends, who know they will have time to wait and enjoy my struggles. Well, no more!

<http://www.bivouac.co.nz/sea-to-summit-event-compression-drysack.html>

These little gems are made from slippery fabric and seal like normal roll-top dry bags. The tricky part is they have a base made from a waterproof-but-air-permeable fabric, and a harness that allows the bag and contents to be crushed, resulting in a look not unlike a corset worn by someone who perhaps shouldn't.

They are available in five sizes, ranging from 6 to 30 litres, before compressing. They reduce in volume to about 1/3rd, if the contents allow.

Their small size takes my Macpac Solstice 700 gram four-season sleep-



ing bag and converts it into a tight block that packs away nicely, to be joined by everything else that can have the air compressed out, like clothing and tents. I don't leave my down sleeping bag or jacket compressed any longer than needed.

They are lighter in construction than some other dry bags, and so their life span may be reduced, but to me they are a God-send.

Laugh no more, evil friends, laugh no more.

Hammocks by Russel McLean

I read with some amusement the Fiordland winter paddler's frustration in locating suitable tent sites in Fiordland. We gave up taking tents there about 15 years ago when we discovered Hennessy hammocks. Flat ground is not necessary, just two suitable trees, of which there are rather a lot in Fiordland. It is a boon being OFF the ground, which is why a hammock is such a comfortable thing compared to sleeping in a tent. I recommend insulation underneath the hammock sleeper though to minimise heat loss from wind chill in a temperate place like Fiordland. Hennessy Hammocks are insect and rain proof of course.

Hope this helps some adventurers.

See: www.hennessyhammock.com



Lightweight Chairs by Bruce Stevenson

Wonder if you have seen this lightweight chair in NZ - I haven't but chanced on it on a visit thru Adelaide - at the Scout's Outdoor shop. After having purchased various small chairs for kayak camping it has been a bit like trying to find the perfect woman - an elusive mission. Some pinch at the hips - some have inadequate back support - most too heavy and big for packing inside the kayak.

This one ticks all the boxes - clever design - small compact as pic proves and very light. Light enough to bring on the bike. I don't know about you but the simple pleasure of a relaxing chair around the fire when camping is a priority of my aging frame.

Not cheap - paid about A\$115 but I think it's a snip and will last the distance too.

<http://www.helinox.com.au/helinox-chair-one.php>

I note that the Aussie site ships free to NZ and they cost A\$97 - cannot see them anywhere in NZ. 145 kg max rating should suit nearly all.



HUMOUR

Phone Survey

A world-wide telephone survey was conducted by the UN. The question asked was: "Would you please give your honest opinion about possible solutions to food shortage in the rest of the world?"

The survey was a complete failure because:

- In Eastern Europe they didn't know what 'honest' meant.
- In Western Europe they didn't know what 'shortage' meant.
- In Africa they didn't know what 'food' meant.
- In China they didn't know what 'opinion' meant.
- In the Middle East they didn't know what 'solution' meant.
- In South America they didn't know what 'please' meant.
- In the USA they didn't know what 'the rest of the world' meant.
- In Australia, New Zealand, Canada and Britain everyone hung up as soon as they heard the Indian accent.

Irish Miracle

Murphy drops some buttered toast on the kitchen floor and it lands butter-side-up. He looks down in astonishment, for he knows that it's a law of nature of the universe that buttered toast always falls butter-down. So he rushes round to the presbytery to fetch Father Flanagan.

He tells the priest that a miracle has occurred in his kitchen. But he won't say what it is, so he asks Fr. Flanagan to come and see it with his own eyes. He leads Fr. Flanagan into the kitchen and asks him what he sees on the floor. "Well," says the priest, "it's pretty obvious. Someone has dropped some buttered toast on the floor and then, for some reason, they flipped it over so that the butter was on top." "No, Father, I dropped it and it landed like that!" exclaimed Murphy. "Oh my Lord," says Fr. Flanagan, "dropped toast never falls with the butter side up. It's a mir.... Wait - it's not for me to say it's a miracle. I'll have to report this matter to the Bishop and he'll have to deal with it. He'll send some people round, to interview you, take photos, etc."

A thorough investigation is conduct-

ed, not only by the archdiocese but by scientists sent over from the Curia in Rome. No expense is spared. There is great excitement in the town as everyone knows that a miracle will bring in much need tourism revenue. Then, after 8 long weeks and with great fanfare, the Bishop announces the final ruling, "It is certain that some kind of an extraordinary event took place in Murphy's kitchen, quite outside the natural laws of the universe. Yet the Holy See must be very cautious before ruling a miracle. All other explanations must be ruled out. Unfortunately, in this case, it has been declared 'No Miracle' because they think that Murphy may have buttered the toast on the wrong side!"

Unusual Order of Milk

A blonde heard that bathing in milk would make her beautiful. She left a note for her milkman to leave 50 litres of milk. When the milkman read the note, he felt there must be a mistake. He thought she probably meant five litres. So he knocked on the door to clarify the point.

The blonde came to the door and the milkman said, "I found your note asking me to leave 50 litres of milk. "Did you mean 5 litres?"

The blonde said, "No, I want 50 litres. I'm going to fill my bathtub up with milk and take a milk bath so I can look young and beautiful again." The milkman asked, "Do you want the milk pasteurized?"

The blonde said, "No, just up to my tits - I can splash it on my eyes!"

Winter Parking in Ireland

On a bitterly cold winter's morning a husband and wife in Belfast were listening to the radio during breakfast. They heard the announcer say, "We are going to have 8 to 10 inches of snow today. You must park your car on the even-numbered side of the street, so the snow-ploughs can get through." So the good wife went out and moved her car as instructed. A week later while they are eating breakfast again, the radio announcer said, "We are expecting 10 to 12 inches of snow today. You must park your car on the odd-numbered side of the street, so the snow-ploughs can get through."

The good wife went out and moved

her car again. The next week they are again having breakfast when the radio announcer says, "We are expecting 12 to 14 inches of snow today. You must park," Then the power went off.

The good wife was very upset, and with a worried look on her face she said, "I don't know what to do. Which side of the street do I need to park on so the snow-ploughs can get through this week?"

Then, with all the love and understanding in his voice, that men always exhibit, the husband replied, "Why don't you just leave the bloody car in the garage this time?"

Sex Therapist

An Auckland couple, both well into their 80's, ride the Fullers ferry and go to a Sex Therapist's office on Waiheke Island.

"The doctor asks, "What can I do for you?"

The man says, "Will you watch us have sexual intercourse?"

The doctor raises both eyebrows, but he is so amazed that such an elderly couple is asking for sexual advice that he agrees. When the couple finishes, the doctor says, "There's absolutely nothing wrong with the way you have intercourse." He thanks them for coming, he wishes them good luck, he charges them \$50 and he says goodbye.

The next week, the same couple returns and asks the sex therapist to watch again. The sex therapist is a bit puzzled, but agrees. This happens several weeks in a row. The couple makes an appointment, has intercourse with no problems, pay the doctor, then leave.

Finally, after three months of this routine, the doctor says, "I'm sorry, but I have to ask. Just what are you trying to find out?"

The man says, "We're not trying to find out anything. She's married; so we can't go to her house. I'm married; so we can't go to my house. The Hilton charges \$98. The motel charges \$139. We do it here for \$50. Best of all, the Government pays \$43 of it so all we pay is \$7. The Council pays the bus and ferry so we make a day of it, and she says it's a real turn on being watched!"

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.

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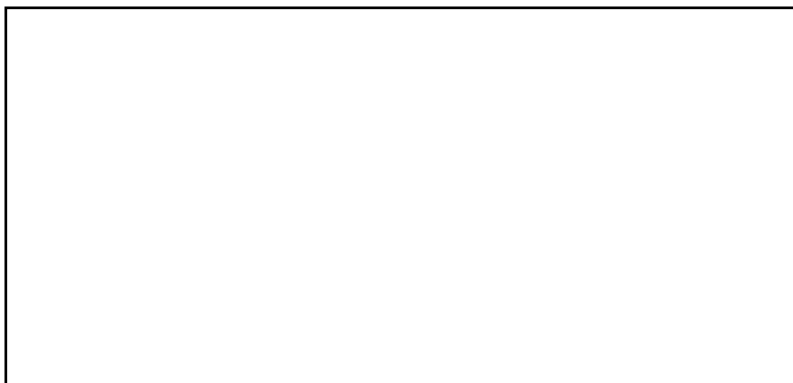


Stanley Mulvany cruising a steep-sided fjord on a recent paddle in south-west Greenland . Photo: Belinda Mulvany



A cobble beach in Milford Sound at low tide, from where Stanley made two recent attempts at a first winter ascent of Mitre Peak. Photo: Stanley Mulvany

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Current membership fees are:

- \$35 for ordinary membership
- for new members \$35
- \$40 for family or joint membership
- \$35 for overseas membership (PDF newsletter only);
- the KASK memberships 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

