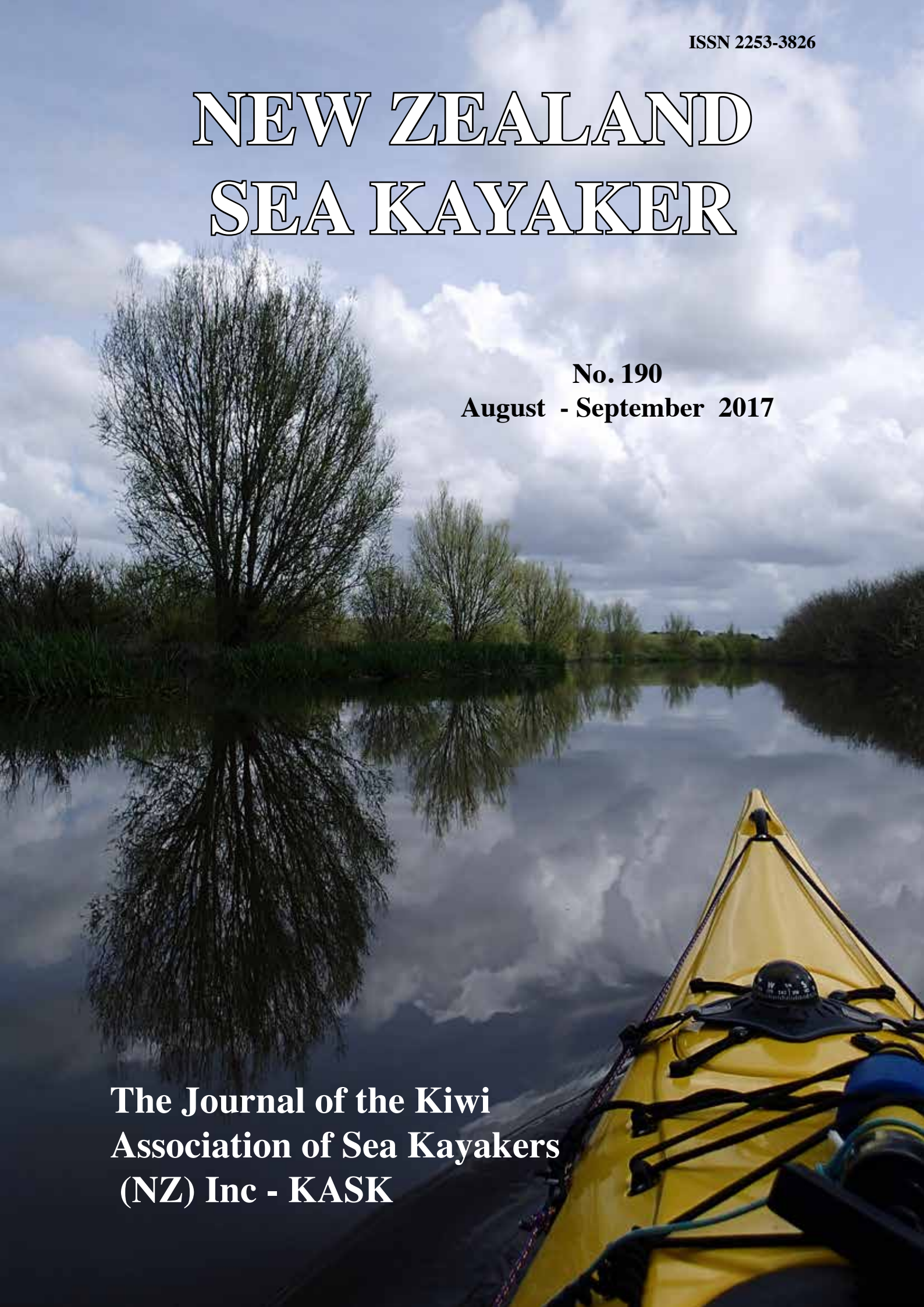


NEW ZEALAND SEA KAYAKER

No. 190

August - September 2017

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





INDEX

EDITORIAL	p. 3
KASK	
President's Report - September 2017 by Tim Muhundan	p. 5
NEW ZEALAND TRIP REPORTS	
Rakiura Stewart Island by Laraine Hughes	p. 6
photos: Aidan Frew	
A Weekend Away - Tawharanui Peninsula Kayak Trip & SKISL NZ Meeting by J. Dalton & L. Smith	p. 10
photos: Uta Machold	
The Poor Knights Crossing by Lynn Paterson	p. 11
THE 'BUGGER!' FILE	
Can you Re-enter Your Kayak after Capsizing in a Short Sharp Chop and Strong Wind? by David Cook	p. 14
Feedback from JKA	p. 15
SAFETY	
Lake Tekapo Tragic Double Drowning - Reprinted from MNZ's <i>Lookout</i> magazine, Aug 2017,	p. 18
What Emergency Comms Should Paddlers Carry? by Paul Caffyn, JKA & Paul Hayward	p. 16
REVIEW	
<i>Sharkskin</i> Clothing by Sue Todd-Brown	p. 19
HUMOUR	
Solitude Challenged by Sue Todd-Brown	p. 21
Editing & Layout: Paul Caffyn email: kayakpc@xtra.co.nz Deadline for next issue: 25 November 2017	

EDITORIAL

Apology

In the last magazine (No. 189, p.13), in the article on Gold Mining in Queen Charlotte Sound, I wrongly credited the two photo illustrations that show the mine adit entrances. They were in fact taken by John Bown back in 2004, and he added the text to the illustrations. The Golden Point Mine map was also assembled by John. He also advised there may be nesting little blue penguins in the drives. If you do visit, and see or hear signs of penguins nesting, please avoid stressing the birds and don't enter the drives. My apologies to John for not correctly identifying the source of those two photos and map.

The 'Bugger!' File

Dave Cook has penned an account of his capsize while taking a photo recently off Plimmerton, near Wellington, and how locals on shore called in a rescue while he was endeavouring to re-enter his kayak via a paddle-float rescue. Although Dave carried the requisite two means of waterproof communications, and was dressed for immersion, the big lesson I read from his story is the need to practice your re-entry skills in various conditions, not just the swimming pool calm conditions. An excellent 'lessons learned' story from Dave, and John Kirk-Anderson has added his feedback after reading Dave's account.

Lake Tekapo Double Fatality

The August issue of the MNZ publication *Look Out! Lessons Learned by Accident* included a two-page article of the tragic accident when two

young international students died on a 'South Island alpine lake'. I sought permission from MNZ to reprint the article. MNZ noted a blanket policy re the magazine that 'we do not mention the exact locations or the names of parties involved in particular incidents in *Lookout!* This is to protect privacy as much as possible and to ensure we can cover a wide range of incidents - to help ensure the safety learnings are communicated far and wide.'

Given the media coverage of the rescue and the subsequent court case, I suggest that KASK paddlers are all aware that the lake is Tekapo, and it is just over 12 months since that tragic day. Aside from the shoddy nature of the rental operation, surely a key factor was the lack of any form of communications provided by the operator or carried by the group. Really sad reading, but so much to be learned for the future in not allowing such tragedies to occur ever again.

There is no word yet as to whether a coronial inquest will take place. I understand from the Wellington coronial office that there is a current back-log dating back to 2013-14. Once an inquest date has been set, John Kirk-Anderson and I will advise that we wish to submit on behalf of KASK. Then will we be able to access the police inquest files and provide a paddler's perspective as to what went wrong.

KASK Website Banner Photos Changed

Astute, regular visitors to our website will have spotted five new banner heading photos. My thanks to

COVER:

Trees sporting their new spring growth reflected in the still waters of the lower reaches of the Whangamarino River. A rare calm day making a welcome change from the seemingly endless succession of weather fronts playing havoc with our kayaking plans. John Gumbley & Dennis Hynes paddled the alternative route between Rangiriri and Mercer, following the flood waters for 30 kms through the Lower Waikato River flood control scheme.

Photo: Dennis Hynes

Page 2 Top Left:

Maggie Adams on Lake Brunner - the only fine day in August on the West Coast. Maggie caught four trout, released three, and cooked the fourth in an old pillow case on the embers of a driftwood fire. Yumm!

Photo: Sue Todd-Brown

Page 2 Bottom Right:

The fifth gathering of SKISL: Sea Kayakers Inspired to Stretch the Limits. See story on page 10. If you can picture the speech balloon by the lass in the black top, and jeans with a cellphone to her ear, "Truly, it's like herding cats to get them all on the water!" Photo: Uta Machold

both the photo authors and those paddlers in the pics for their permission to appear. In retrospect, I should have just sent my choice to our website designer for replacement, and that would have been that. But as a cyber-savvy committee member, I sent an email with pick five from 10 photos. Talk about high drama!

Gung-ho male surf action photos versus what I thought needed to represent the majority of our KASK paddlers, serene settings of social groups paddling. And what about a gender equality balance? My wording for more representation of 'the fairer sex!' is not appropriate these days apparently. 'Tis all about gender equality I am informed.

KASK Committee 2017 - 2018

Tim Muhundan	- President	email: tim@kask.org.nz
Ian McKenzie	- Committee	email: mckian@xtra.co.nz
Sandy Ferguson	- Webmaster	email: kayakamf@gmail.com
Paul Caffyn	- Publications	email: kayakpc@xtra.co.nz
Lois Cowan	- Committee	email: loisc@paradise.net.nz
David Welch	- Committee	email: davidjwelch58@gmail.com
Peter Brooks	- Committee	email: peterjlbrooks@gmail.com
Robert Brown	- Committee	email: yakityyak1@hotmail.com
Shaun Maclaren	- Committee	email: shaun.maclaren@smsl.co.nz
Steve Flack	- Committee	email: steve.flack@hotmail.com
KASK Administrator (Karen Grant)		email: admin@kask.co.nz

Does KASK represent an elitist core of adrenaline-charged paddlers or are we there to represent all paddlecraft users in NZ? It is my view we are there for all paddlecraft users, all 460,000+ by the latest MNZ count,

We need to ensure that the safety messages we stress to our members are re-inforced to all those Kiwis who buy a paddlecraft, be it a SUP, sit-on-top or a 'proper sea kayak'. Paul Caffyn (kayakpc@xtra.co.nz)

KASK KALENDAR

Rough Water Training - Wellington Sea Kayak Network (WSKN)

Peter Fuller is running two sessions of rough water training for like-minded people who are keen to learn how to paddle in water of varying difficulty. The two dates set: 18/19 Nov and 25/26 Nov 2017.

Contact: Peter Fuller: peter.fuller@kinect.co.nz (04) 4767825 (021) 565573

KASK Kayak Fest 2018 - Wellington

2-4 March 2018
Ngatitoa Domain, Mana

Learn new skills, meet new people, explore new waters

From the calm of the Pauatahanui Inlet, to the surge of the Plimmerton Harbour, the KASK Kayak Fest 2018 – Wellington promises to introduce you to new places, all contained in a small area. There will be classes for learning new skills, ocean white water, boat manoeuvring, rescues, efficient paddling technique, and rolling. Early bird registration of \$200 finishes at the end of October

Visit the link for more information at:

<http://news.kask.org.nz/kaskkayakfest2018>

Contact the event team by email:

kayakfest@kask.org.nz or Noel at: artypep@globe.net.nz

For those South Island based paddlers who just want to come across the ditch with their kayak, we suggest the use of the *InterIslander* as you can walk your boat on using your trolley wheels. We can meet you at the ferry building in Wellington. It just needs co-ordinating so that we know when you are arriving, and how many for adequate trailers and seating. The FAQ sheet will give details on how to contact the committee and to highlight the need for a pickup during registration.



KASK - President's Report September 2017

Welcome to another financial year with KASK! We have got a few important things to report on.

1. Survey Results: We were delighted with the level of participations from members and community in the KASK survey last month. The survey is closed now with 182 members responding as of today. We will share the summary from the survey as well as some of the great ideas that were collected from the survey in coming months. But here are some highlights:

How likely is it that you would recommend KASK to a friend or colleague?



With a NET PROMOTER® score of 50, this indicates that majority of the members feel that KASK is doing enough worthwhile stuff for them to recommend the organization to others. However, the drill down into the other responses told us that there is a lot of stuff we could be doing better, like reaching out to the youth, making our website in line with what members want, how we handle our membership workflow and deliver on our promise regarding the well overdue KASK handbook.

In order for KASK to be sustainable and stay relevant for a long time to come, we decided to formally consult our membership and community about the future and future directions that we should adopt. Unlike previous member surveys (e.g. [2016 member survey](#)) that educated us about our members, this time the questions were more complex, and we were basically getting input from our members for our strategy session – starting with the vision, the mission, the objectives.

2. Strategy Workshop: We used the survey input as a starting point for our strategic workshop that we ran last month with our team of committee members. This is our new vision statement (see middle of the graphic at top right) and mission statement for KASK.

The session was very productive and the outcome from it was a strategic plan on how we are going to achieve our strategic goals for 2017 and 2018. More on that in coming months!

A big thank you to all the members and community for having your input into the strategic vision for KASK as well as our lively committee of 10 made up of Peter Brooks, Shaun Maclaren, Steve Flack and Rob Brown, Lois Cowan, David Welch, Sandy Ferguson, Ian McKenzie, Paul Caffyn and myself.



3. New Systems: We also surveyed about 200 ex-members who left KASK in recent years about why they left and what we could have done better. Most said they left for changing personal circumstances, no longer kayaking or relocating away from NZ. Some told us that there were a few things we could do better, like the member interaction and membership management. As a result, we are now investing in new systems and processes that will streamline the life cycle of new members thanks to a generous donation of licenses from Salesforce.com. The new system, to better engage with our members and community, will come into effect shortly.

4. The Magazine: We had great feedback on the last edition of the renamed magazine. I want to reassure members that the printed magazine will continue, but all the members who opted to receive it in PDF format, will get it electronically in future.

5. Kayak Fest 2018: We would like to see you at the 2018 Kayak Fest. If you have not yet registered, please take the time to register. It is important we get the numbers to ensure that we repeat the success of the 2017 Ponui event. See registration detail on page 4.

6. Membership Renewal: Thank you to the hundreds who have renewed your subscriptions last month. If you have yet to renew, please do so using the instruction emailed to you or using the paper form that was included with your last magazine.

Tim Muhundan, President, KASK
tim@kask.org.nz / 021 2767727

Below: Tim at a recent, very wet South Head Challenge



NEW ZEALAND TRIP REPORTS

Photos: Aidan Frew

RAKIURA STEWART ISLAND by Laraine Hughes

See also photos on page 23

There is a special allure exuded by islands – each one seems to have its own aura, its own special story, guaranteed to mesmerize a kayaker into wanting to explore it. Rakiura has that allure big-time.

So when I was offered the opportunity to join Taranaki's Peter Bennett on a kayaking trip to explore part of Rakiura's coastline in February 2017 I couldn't say, "Yes please!" fast enough.

The group finalized at 11 kayakers and one tramper and a misty morning saw us all on the wharf at Bluff packing all our gear for the trip across Foveaux Strait on *Aurora*, a purpose-built ferry/freighter very ably operated by Ian Wilson of *Aurora Charters*.

The fully loaded kayaks were man-handled on board and strapped securely, then we all piled into the very spacious and comfortable lounge on-board for the journey. On the way over, Peter, Aidan and Bob had a good discussion with Ian Wilson about the best spot on the Rakiura coast to set us down and it was decided the sheltered bay of Little Bungee Beach would be most suitable.

Once *Aurora* was anchored in the bay, Phil Gunnell's big double was winched into the water and then the rest of the kayaks were man-handled one by one into the water at her stern, the paddlers climbed in, and once we were all in our kayaks, Ian weighed



The team on Aurora from left to right: Bob Wishart, Phil Gunnell, Maureen Charles, Peter Bennet, Anne Murray (lime hat) Aidan Frew, Laraine Hughes, Barb Oldham, Allan Snowsill, Phil Alley & sitting Lynn Burson.

anchor and left us to it. That was at midday, so we had all afternoon to spend on the water before making camp. We called in at the DoC hut at Port William for a look before moving further down the coast to camp for the night at the Maori Beach campsite in Wooding Bay. Some of us had the luxury of sleeping in bunks in the hut, the others tented.

Day 2 saw us back in our kayaks and paddling in idyllic conditions, meandering slowly towards Oban in Halfmoon Bay. The Rakiura Walk skirts the shoreline in Horseshoe Bay and we waved to some of the walkers, and admired the huge chain link sculpture which was commissioned to commemorate the forming

of the Rakiura National Park. Some locals suggest it is the anchor chain that keeps the rest of New Zealand in place – they could be right!

My abiding memory of these first two days of the trip is the sight of extensive beds of HUGE kelp of all sorts of varieties, shapes and colours, waving gracefully in the slight swell. The water was crystal clear and it was just magic gazing down and watching the fronds of these magnificent plants putting on such a display.

We landed on a lovely sandy beach at Oban, left the kayaks tied up there and trundled the gear we would



The good ship Aurora at Bluff



Phil Gunnell's fully packed double being unloaded from Aurora



Cod'n'chips a la Kai Kart

need up to the backpackers where we stayed two nights. A not to be missed experience in Oban is a cod-n-chips meal at the Kai Kart – they take this Kiwi takeaway meal to a whole new level. They even cooked the fish that Aidan had caught on the way in for him.

The weather forecast for Day 3 clearly indicated there would be no paddling so we spent the day in Oban doing several of the local walks and taking in the locally made *A Local's Tail* – a quirky 40 minute film about Stewart Island – at the cinema. Barb wanted to explore more of Oban than she felt she could walk, so she hired an e-bike and had a ball zooming around the town.

The birdlife around Oban is simply stunning. Probably because of predator control done by residents to keep mice and rats away from their homes, the birds have been happy to reward them with lots of birdsong. Unfortunately the magnificent bush on most of the island is beyond the reach of predator control and the birdsong very limited.

Day 4: the wind had dropped away so we completed repacking our kayaks on the beach and paddled across the entrance to Paterson Inlet, threading our way through the many islands there, and turned south down the coast. There is a very narrow isthmus at this point between the Pacific and Paterson Inlet called The Neck. Our leaders stopped and explored the possibility of portaging across it to save some distance on the return journey, a recce that was to prove very useful. Our first break was on Ocean Beach which was relatively sheltered but still had a bit of surf on the beach, so we had to land and exit our kayaks fairly quickly.

Unfortunately in her haste to get out of her kayak, Anne stumbled against the rudder of her *Beachcomber* and opened a deep and nasty gash in her leg. Bob applied some very professional first aid and got the wound securely dressed, but it was obvious the wound needed stitches and that Anne would have to be evacuated for medical attention.

Peter got on the VHF and within minutes there was a motor boat standing off the beach waiting to assist, but Ian and *Aurora* had heard the call and were nearby so they came into the bay to pick Anne and her kayak up and take her back to Oban. Maureen elected to leave the kayak trip and go back to Oban and support Anne. I found out later that this evacuation was never added to the cost of our charter of *Aurora* – all part of this wonderful Stewart Island service.

Anne had her wound checked at the Medical Centre in Oban, but had to be flown to Invercargill Hospital to get the wound stitched, then she flew back to the island to wait on the rest of us returning. Maureen did a sterling job organizing things for Anne while she was incapacitated.

The rest of us then kayaked on past East Cape – the weather and sea conditions were good, but we were in the open ocean and even benign swells are bigger here so we had to



The nasty leg gash on Anne's leg



How to cook a whole fish on a campfire

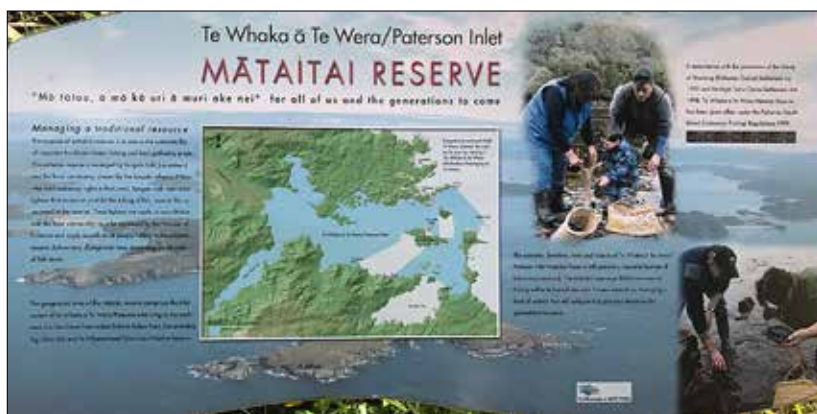
be vigilant about keeping well clear of the rocky bits.

Into Port Adventure, where we stopped at another hunter's hut at Kellys Beach – and a grander campsite we couldn't have got. The hut was very well kept and tidy, with even several fold-out camping chairs to use. Those who chose to camp had a lovely grassy area to place their tents. And pride of place in the campsite was a stone circle just begging for a campfire, which Bob quickly and efficiently arranged from dead branches he gathered from the surrounding bush. We all feasted on paua fritters and fresh cod and a magical evening followed sitting round the campfire telling yarns and gazing in awe at the magnificence of the starlit heavens above us, so clear and brilliant

Day 5 was planned to be a day for the harder paddlers, going out of Port Adventure to explore further down the coast, but the wind picked up too much to allow that, so the



Kellys Beach and hut/campsite in Port Adventure



DoC Sign with map of the Mātaitai Reserve, in Paterson Inlet

whole group spent a day in paradise exploring the many and extensive arms of Port Adventure. Beautiful native bush comes right down to the water all through this magical inlet and as we were well protected from the winds outside, it was like being in another world – way back in time, the way the world was in Captain Cook's days.

And Aidan had a once-in-a-lifetime experience: while pushing his way through some scrub from one of the little beaches we stopped at during our day's paddling he, literally, stumbled into two kiwi foraging during the daytime. Quite made his day! Several of us had very quietly explored the bush above the hut the previous evening in an effort to sight kiwi – we could hear them, but didn't manage to catch sight of them.

The prospect of our second night at the hut had me out in the bush helping to gather firewood for another magical campfire – a novelty for this city kid, but one which totally captivated me. Oh no! Not fresh cod again! When am I ever going to be able to lighten my kayak by eating some of this pasta and dehydrated stuff? Only joking.

Day 6: the turnaround, so we headed out of Port Adventure in only slightly breezy conditions, past East Cape again and on into Chew Tobacco Bay which has a lovely long sandy beach. We headed to the more protected part of the bay at the northern end where landing was easier.

We were all busy having a drink and a munch when someone spied a crea-

ture in the water making its way to the beach near us. We thought it was a seal, but when the creature beached it became clear it was a sea lion, apparently a female with pups somewhere nearby, and she wasn't at all happy about us being on her beach.

She roared and galumped quite threateningly towards us, so we abandoned our thoughts of food/drinks and clambered back into our kayaks while Phil Alley managed to distract her. Not content with having got us off the beach, she got in the water behind us and chased us right out of the bay. She certainly was a magnificent creature – a real wild life experience.

We paddled on up to The Neck, where we had lunch on Back Beach in the sun, and contemplated the portage over to Lowrys Beach in Paterson Inlet. Some people started unloading their kayaks to lighten them – but I had carted my wheels all that way, as deck cargo, and at last I was going to



Another inquisitive native



The other gourmet chef - Phil Gunnell

get to use them! Which I did and then we put them under Phil and Barb's double and got that over the track, which was short and not very steep.

After everyone had repacked their kayaks on the other side, we then paddled up Paterson Inlet to Kellys Hut in Abrahams Bay. Abrahams Bay is very shallow and tidal but we had made it with enough water to get right to the bushline. Another very comfortable camp but not to the same high standard as Kellys Hut in Port Adventure.

Day 7: We paddled out of Abrahams Bay with the tide over to Ulva Island, skirting the island's southern coast then round into the beautiful sandy beach of Sydney Cove on the northern side where we stopped for lunch. We shared the lunch spot on the beach with one of the local weka, who had obviously come to know that humans meant food to share – whether they wanted to share it or not! Ulva Island is a predator-free bird sanctuary and also hosts some rather rare native plants (if you know what you're looking at). Several of us walked the track but lacked the luxury of more time to sit, listen and observe the birdlife, which is not as abundant and obvious as it is on Tiritirimatangi in the Hauraki Gulf. However there were lots of visitors also there who did have the time (and the camera gear) to seek out the



So this is what scallops look like served in a restaurant

birds – their demeanour was similar to the reverence often encountered in magnificent cathedrals, such is the awe of Ulva Island.

I had elected to leave the kayakers at this point to go back to Oban and explore some of the island's walks before finishing the trip, so after we left Ulva Island and bounced our way across a lumpy sea, I landed at the ramp in Thule Bay. I bagged and carried most of my gear from Thule Bay over the Raroa Walk track (about 20 min walk) to the backpackers in Oban. Phil Dove from Phil's Kayaks kindly lent some muscle to haul my kayak, on its wheels, over the road hill for me. Meanwhile the others carried on up to Prices Inlet where they overnighted at the shelter at Millars Beach. They were also able to walk over to Whalers Bay to explore the old whaling station.



Luxurious camping at the shelter at Millars Beach, Prices Inlet

Day 8: The group moved from Prices Inlet into North Arm – some went directly to the hut to set up camp and relax while the more energetic explored the rest of North Arm and South West Arm before returning to the hut. Aidan even had enough energy left to snorkel and get enough scallops for a dinner entree.

One of Aidan's 'signatures' is that the last night of a multi-day trip dinner is a one-pot affair, made from the best of what everyone has left to use. There were extras for dinner this night too, as a German guy accompanied by an American girl, had been at the hut for two days without food – the guy had elected to take extra camera gear instead of extra food! With one large meal being prepared, one large pot was required – larger than would fit in any kayak. So they used the hut fire bucket. Needless to say, Aidan's culinary creation completely outshone the pot it was cooked in.

Day 9: The last day on the water as we all had to be back to Oban today to catch the ferry tomorrow.

The wind was 25-35 knots but was behind the paddlers, creating conditions enjoyed by (most of) the kayakers as they made their way out of North Arm, past Prices Inlet and along the coast, stopping just before Ackers Point at the entrance to Half-moon Bay for a lunch break. Fortified and ready for the last burst they rounded Ackers Point – right into the teeth of the gale and, paddle as they might, they were getting nowhere. After a bit of experimenting

with towing, the decision was made to swap Lynnis into the double with Phil Gunnell and Barb would take Lynnis's single.

They eventually made it to Oban, but it took them longer to cover the much shorter distance from Ackers Point to the beach at Oban than it did to reach Ackers Point from North Arm hut. A group of very weary paddlers were very pleased to get to the backpackers. After a wonderful hot shower, and a visit to the DoC office to pay for our hut stays, we all trooped down to the South Sea Hotel for drinks and dinner.

Day 10: A leisurely start, but we had to be sure we were on the water ready to be picked up by the *Aurora* at 10:00 am. Most of the gear was bagged and put on the boat while it was at the jetty, but the kayaks were manhandled onto the back of the boat off the water. A rather bouncy trip back to Bluff, but Ian Wilson just sat at the wheel like he was on a Sunday drive, chatting to us all the while – a thorough professional totally at home with his craft.

The offloading in Bluff went just as smoothly and in rather bleak, cold conditions on the Bluff wharf we got ourselves organized, hugged everyone goodbye and went our various ways towards home.

All excited at having been to Stewart Island, a wanna-do for all of us, grateful the weather was, mostly, incredibly kind to us, thankful that the one injury that did occur was so well dealt with and no further mishaps occurred. But most of all - a bit sad it was over.

Participants: Peter Bennett (trip leader), Aidan Frew, Allen Snowsill, Anne Murray, Maureen Charles, Lynnis Burson, Phil Alley, Phil Gunnell, Barb Oldham, Bob Wishart, Laraine Hughes, Meg Gaddum (tramper).

Excellent map: Google 'Stewart Island topo map' and click on 'Stewart Island/Rakiura, Southland (-47.0474, 168.0549) - NZ Topo Map'

NEW ZEALAND REPORTS

A Weekend Away - Tawharanui Peninsula Kayak Trip and a SKISL NZ Meeting by Janet Dalton and Lance Smith

*Photos by Uta Machold
See also photos on
page 2, 11 and 24*

A small group of us headed recently to Tawharanui, for a weekend away, for a bit of kayaking; hiking and relaxing! Our base was the delightful bach owned by the Auckland Council. Doesn't it sound more than tempting?:

Set on a remote peninsula, Tawharanui Regional Park boasts some of the Auckland region's most beautiful white sand beaches, rolling pastures, shingled bays, native coastal forest and regenerating wetlands. Tawharanui is New Zealand's first open sanctuary integrating conservation, recreation and farming. Pest free habitat provides a safe home for threatened native wildlife.

On Saturday, we woke to 'OK' conditions - but winds were forecast to rise. The decision was made to head west, down the coast towards Milon Bay hugging the shoreline - but the wind won out, and after an hour on the water we turned around and headed home! Hiking then became the order of the day and whilst extremely wet underfoot, we enjoyed the spectacular, windswept panoramic views of the Hauraki Gulf.

Sunday was a better day, and along with a few extras, who had now joined us we headed north.

Once a month, on the third Sunday to be precise, a bunch of us hardy souls meet to hone a few skills, practice rescue techniques new and old, and generally have a bit of fun in the sea. Fun being the main objective, but we are also becoming a much more closer knit group of paddlers for our efforts.

SKISL NZ stands for: Sea Kayakers Inspired to Stretch the Limits. And the NZ is to differentiate us from our North American counterparts. (Captain) Deb Volturmo was the instigator and the initiator.

This September was a little different to our usual meet up at Shaun and Glenda's Orewa-based caravan on the banks of the estuary, because some of the group had booked the bach at Tawharanui for the weekend six months prior. With the third Sunday being a scheduled SKISL day, we decided to merge the two and try some SKISLing in some more dynamic surroundings.

Seal launches, seal landings and even regular fur seals were the order of the day and despite the relatively short time spent on the water, there was much to see with clear still waters, meandering rock garden passageways and even a tunnel or two to burst through.

This was the fifth SKISL NZ and as Spring has finally sprung, we can probably coax a few more paddlers to get amongst it, with the fishes and the seaweed - to develop a real close affinity with the sea, the kayak and your paddling compadres.

Camera note:

Uta's photos were taken with a Panasonic Lumix FZ 1000 with focal length 25mm - 400mm. She has the camera attached to the front of the kayak within an Ortlieb Aquazoom camera bag.



Uta's photos on page 11, show what uncluttered, beautiful scenery you can encounter when kayaking, away from the fleshpots of Auckland.

Yep, that was one of those British style 'seal landings' with a surging swell. But what on earth do I do now?



NEW ZEALAND TRIP REPORTS

The Poor Knights Crossing by Lynn Paterson

I have noted down a few paddling events for 2017 that I am interested in for this year, a way of keeping me interested in my kayak and focused on something fun on the water, being back in Auckland after my Redz NZ Journey, has, to be honest had a few challenges, one of them was trying to revert to what many call 'normal'— that Monday to Friday, 9 to 5 working life, then a short 2-day weekend, well that is another story.

The Poor Knights crossing was the first on my list. This event sounded like fun. Thanks to Tim Eves, the organizer.

I had promised myself that I was only keen on participating, if the wind and the swell were all looking like it would be a weather-assisted trip back from the Poor Knights into Tutakaka Harbour.

Ten days prior to the paddle, I started to watch the upcoming weather forecast. Every morning and night I would roll the weather reports and I watched as my very loved and faithful *Predict Wind* app forecast was aiming my way for the upcoming paddle day, keeping very quiet about this to others till the middle of the week before the Saturday paddle. Actually, in my own weird way I was trying to keep it secret from Mother Nature.

As I followed the weather it was at the start looking good, then not so good, and then reverting back to yep, it is a possible paddle. Friday morning as I arrived back into Auckland from a week away with work, I made the decision and started to load up some gear, deciding I best notify Jason, my partner, about this sudden Friday evacuation/ kayaking trip. Quickly I sent a text message to say we were heading north later in the





Lynn on her way to the Poor Knights

afternoon, with that I started to load and pack *Cuzzie* my trusty campervan and aimed to have her loaded ready for a fast escape before the Friday Auckland traffic. I had to be in Tutakaka before 8:30 pm for the race briefing and registration.

Before travelling north, I mentally went through my list of must have gear, food and by 3:30 pm I was satisfied I had everything and we were on the road heading North to Tutakaka. Sadly my mental check list had forgotten to grab the breakfast muesli! I was a tad anxious heading north, as this paddle was for outriggers, surf skis, and a shorter course for SUP, nothing as small as my little *Star* kayak. It was only 30 kms, only a few hours of paddling and it would be over, I told myself to calm my mind.

Once arriving in Tutakaka, it was raining heavily as we unloaded my kayak and placed her on the racks on the large charter and fishing boats which were transporting us all out to the start of the race at the Poor Knights. There we were to be unloaded in the bay beside Riko Riko caves for the Saturday return paddle. As I placed *Louise* up on the racks, with all the 6+ metre surf skis, it was a tad intimidating for myself and *Louise*.

Race briefing was at 8:30 pm, the race, all the safety aspects were discussed, also a beautiful karakia by the locals to everybody who was racing the next day. Wow that made

me feel special, it was all I needed to feel and stay safe.

The evening wrapped up early as our departure was early, yes 6:00 am we had to be on the wharves and piers meeting the designated boats for the ride out to the Poor Knights. All throughout the night it continued to rain heavily, I was pleased that *Cuzzie* was parked on gravel or otherwise we most certainly would have been stuck in deep mud by the morning.

Saturday at a very crazy hour in the dark wet morning, my alarm sounded out over the heavy rain, I stirred and wondered if this was such a great idea but it was too late now to pull out as my kayak was loaded in the middle of a rack not a chance of a no start. Out of bed and into a routine that comes naturally, Jase pulls the blankets up over his head and sleepily groans, "Let me know when I need to get up!"

Dressed and breakfast made, a thermos, some extra layers of warm clothes all jammed into a small backpack. A sleepy Jason gets up and nags me that he thinks I will be late, so out into the cold wet morning we head and walk to the jetty to catch my boat ride. Apart from the rain, it is a pleasant morning and I prepared myself for a rough boat ride and then the return wet paddle.

While we waited for all to gather, the support boat announces it will have room for additional passengers, so I make a quick call to Jase and invite him along for the day's boat ride. He accepts and soon arrives, actually he did not need to hurry we still had plenty of time and we stood around waiting for the departure. 7:30 am we are casting off with Jase giving me the look of, 'Should I stay on dry land or get onboard!'

His reason to have this look of concern was he can suffer from acute seasickness at times and has had a couple of bad experiences on previous Poor Knights trips. As he steps onboard the crew assure him they have some Piha Bombs (seasick medicine) so he quickly swallows the



The magnificent archway at the Poor Knights

tablets and this proves to be a wise move. The harbour was mirror calm, but as we edge our way out and onto the open ocean, the swell and the wind was most certainly the opposite - we were aiming into a head-on swell and yes, the wind was making the journey rather uncomfortable - it was to be a rough trip for some.

Within 10 minutes of being on the water, the first seasick victim was suffering! Actually, one of the competitors! As we continued pushing into the wind and the swell, nearly all the passengers ended up standing on the back deck, some having to concentrate on the horizon to keep from succumbing to joining the queue for the vomit bucket. I was extremely pleased of my good sea legs!

The boat ride out was for me enjoyable, yes, we rose and fell over the big swells, at times it did make me wonder my sanity. I quietly reminded myself that actually it was too late there was no going back now! I had a 30 km trip using all my own energy, to get back to the calm sanctuary of the harbour!

As we anchored in a little bay by the Riko Riko caves, the next part of the excitement started, the mission of getting to our kayaks which are on another boat which was still to arrive in the bay and this became our main focus.

At the briefing it had been suggested we would need to swim from one boat to the other, then clamber into



The inflatable SUP transfer with paddlers to their racing kayaks

our kayaks/ surf skis. None of us were keen on that idea so the captain of the boat we were on had a fantastic idea; he had two huge inflatable XXL SUP boards that five of us could all sit on at once, we could then paddle over to the boat with our craft, and from the SUP we would one by one clamber into our kayaks.

A few trips back and forth had us all kitted up and ready for the paddle race no one had to swim!

We all gathered in the cave for the start and at this stage I was accepting that myself and my little *Louise* would be at the back of the field. I was very tempted to take the shorter course along with the SUP racers! But, I didn't and headed off with all of the outriggers and the surf ski paddlers.

We headed north into the swell and the wind, through a very grand middle arch. This was for the first 6 kms and then at last we turned around a large support boat and were able to set sights on the landmarks focusing on catching waves and keeping the wind behind us.



The race start

As I watched the elite paddlers disappear in the distance, I just settled my mind and got into a routine to focus on the first 15 kms. My idea was to keep up with a couple of the other slower paddlers, a solo outrigger and a surf ski paddler. I was only able to sight them when on top of a swell - it was easy to spot them because as of the fluoro-colored caps and tops we all wore.

The waves were neither really directly behind us nor was the wind, and as we got further away from the shelter of the Poor Knights, it became more of a cross swell and a tail wind, for me that was OK to handle, the outrigger paddler was not sounding at all well and was having to deal with being sea sick on the water eventually giving up on completing the course and clambering on a nearby support vessel for a motorized ride to the finish line.

The surf ski paddler was spending as much time in the water as he was paddling. I was impressed with his continued persistence he would fall out and then take three or four attempts to get back in and upright on his surf ski, honestly exhausting stuff for him, that was for sure.

Just after halfway, a support person on a jet ski came past checking all was OK and then headed off informing the larger boats that were shadowing us of updated status. Eventually about 5 kms later on the surf ski paddler called it a day and clambered

aboard a boat to hitch his motorized ride home.

I paddled on now completely alone except for the sound of the large support vessel, something I am not actually that used to having in my sights. I tried to ignore the sounds looking on towards the horizon for something to entertain me on the water, like a fin or some birds but alas nothing except some huge black rain clouds. I prayed I would make it to land before the storm arrived but typically, the storm and rain hit me as I got to the mouth of the Tutakaka harbour and after an entire paddle staying dry, the heavens opened up and the afternoon downpour arrived.

Soon the 30km paddle was over, today no pink support crew shirts on the beach to greet me as Jase was still getting off the boat he had hitched a ride with, eventually he arrived, rather apologetic I assured him it was not a problem.

All that was left to do now was retrieve *Cuzzie* from the camping ground so we walked barefoot in the heavy rain along the sealed roads and in and out of deep puddles, all the way back to the campsite, we discussed the fact we have suffered way worse situations. Asking each other as we walked, "Are you made of sugar?"

We showered, waited for the rain storm to pass and once we were feeling warm and dry we drove back to load up *Louise*, who had been left abandoned on the beach to be rinsed and cleaned by the rain.

With the rain storm gone, we loaded up my faithful little kayak happy to have the Poor Knights crossing done and completed with both of us looking forward to an entertaining evening, sharing stories of our on-the-water adventures of today.

30 kms,
3 hours 40 minutes,
7.5 kms per hour

Next year I will improve on my speed; my order is in for a new spec red kayak.

The 'Bugger!' File

Can you Re-enter Your Kayak after Capsizing in a Short Sharp Chop and Strong Wind?

by David Cook

On my retirement about 2.5 years ago, I purchased a *Skua*. This is because I enjoy the sea and for exercise. I took to kayaking like a duck to water, just a little too literally. I have 60 years experience in small racing yachts, and still race at a national level. As I knew little about kayaks I did the training course at Yakity Yak Wellington. Trips have included paddles around Mana Island, Kapiti Island and in the Marlborough Sounds, all in groups.

Being retired and often busy at the weekends, I do most of my paddling solo during the week, Porirua Harbour, Pauatahanui Arm when wind is very strong, and off Plimmerton and out to the point off Hongoeka Bay when wind is lighter. Going to Hongoeka Bay gives me a tail wind on the way back in the prevailing NW wind. I also do trips to Titahi Bay and slightly beyond in light southerlies.

I may have been getting a bit arrogant but despite going out in quite strong winds I had never been capsized by the wind / sea. However I have not been able to attend a rolling session and cannot roll, but have been trained and practiced a paddle float entry. Last Tuesday (5 September) it was gusting 25 to 30 knots, by my estimation and at the Mana Island wind station. About half a kilometre out from Plimmerton Boating Club, I stopped to take some photos of the sea state (see photo above).

After taking several photos, I drifted beam on to a wave without noticing, and in an instant capsized. The speed of capsizing surprised me. No problems. I could see my sprayskirt under water, ran my fingers around the coaming, released the skirt and surfaced. Here my problems began:

- first I was on the leeward side and any pressure on the side caused the coaming to go under water requiring me to empty as much of the



The main swell is at a 120° angle to the immediate wind-generated chop. It was the short chop and wind that caused most of my problems.

water as I could again

- so I secured the paddle and moved around to the windward side
 - I blew up the paddle float and attached it to the outer end of the paddle
 - the float then came off the paddle. I added an additional loop around the paddle and it stayed on.
 - next I used the bungees, just aft of the cockpit, to secure the paddle but in the short sharp chop they quickly came off and would not hold the paddle in place
 - so, I used some strong cord (*Dynema*) in my PFD to tie the paddle shaft to the deck lines. For the windward side this was relatively easy but I was unable to tie the leeward side
- (It should be noted I had none of these problems when I practiced in calmer water)
- anyway, set up or sort of, and commenced to enter the kayak. But every time I commenced rolling my body upright on entering the cockpit, the kayak rolled again and I was in the water. This happened several times.
 - at one stage I got cramp in my calf and had to stop to restore circulation to my leg
 - I was also having trouble with PFD floating up and restricting my

view and movements

- I expected the wind to blow me towards shore but I observed more drift along shore and not much in. As it was an outgoing tide, if this track continued, the outgoing tide would have swept me out past Onehunga bay. If I was lucky, the wind would take me in to the bay. I could not be sure.
- the water was fairly cold, predict wind map 11 to 12° C but others said down to 8°. With good clothing on (see later) I did not feel particularly cold
- at this stage, I considered calling for help. I had a VHF radio, PLB and phone in waterproof bag, but decided to try once again to enter the kayak. Then a launch sent out to collect me arrived. Several people had been watching from Plimmerton and Camborne nearby, and had rung the police.
- the boat crew threw me a rope, which I attached to the bow of my kayak, then I was assisted to board the launch and taken to Mana Marina.
- there an ambulance was waiting! I thought this was over kill but did not argue. It was suggested I should take wet clothes off and was placed under dry blankets in the ambulance. My ear temperature was measured at 30°C. I am sure my core temperature was much higher than this as a few minutes later the ear temperature had risen to 35°C (possibly lower due to evaporating water in ear) I had a similar problem in hospital where measured temperature rose 1°C when I suggested the thermometer be put deeper into my ear rather than just outside. I have since discussed with my son a doctor who said you have to be very careful to aim the probe at the eardrum. Thinking afterwards, I estimated I was operating at 80 to 90% of optimum.
- the ambulance medic did a basic ECG and a full ECG was performed in hospital. I was advised both



Dave safely back on shore

were fine

- after warming up, I was put through some basic physical tests by the emergency doctor and discharged
- that night I was a bit tired and went to bed earlier than normal.

What I did right in my opinion and open for discussion:

- I knew the tide times and had checked the weather forecast
- I dressed for the water. *Sharkskin* long leggings up chest, neoprene booties, *Sharkskin* top long arms, thin neoprene extra top, semi-dry paddling jacket, kayaking PFD and cap clipped to PFD
- I had good communication equipment. VHF radio and have done VHF training, PLB, mobile phone in waterproof bag, single flare (set off a similar flare at a flare demonstration) and whistle inside pocket of PFD
- I had completed basic kayak training and practiced in sea, particularly paddle float entry
- Despite paddling into a fresh wind and choppy sea, I did not exert myself excessively and was progressing at 3 kph against the wind in gusts
- I was planning to land on the beach at Plimmerton Boating Club and assess the remainder of the trip just prior to the capsize
- I had good experience paddling in similar sea and wind.

What I could or should have done better, for discussion:

- I was reluctant to request help as I did not consider the situation was sufficiently dangerous to inconvenience others. At least I should have put out a Pan call?
- I should have acknowledged earlier I was unlikely to be able to right the kayak and paddle on without help, and requested it
- I should have thought about the



Dave's kayak recovered

additional problems of re-entry in the stronger wind and sharper chop before going out

- While paddling out, I was reluctant to stop paddling as I would have drifted backwards quickly. I was also aware I was correcting minor roll with paddle strokes. However it never reached the stage where I need to use a brace stroke. In hindsight this indicates the conditions were difficult, for my ability level
- I was close to reaching my immediate destination. This may have lulled me into a false sense of security. I should have continued to exercise utmost attention to paddling safely
- I should not have taken photos. I had decided on other occasions, it was too rough to take photos
- My cap (hat) was only secured by a clip. This is a positive decision to ensure it releases if I become tangled in the line. However when I lost my cap, I should have replaced it with a sharkskin helmet and shoulders from the deck bag. This would have ensured I was much warmer
- Re point above, maybe too much action and not enough thinking on the best action at every stage
- I needed to repeatedly push my PFD down to stop it floating up and restricting my movement and sight. In calm water this was a minor problem. In rougher water it was a major issue. To this end I have added velcro to bottom of PFD and spraydeck, hoping this will keep the PFD down. Have yet to trial it.
- to compliment the Velcro PFD to spraydeck, I have thought about adding a crutch strap inside the spraydeck. Does anyone have experience of this or would like to comment on safety of an additional strap?
- thinking over what happened, I should have tried to start entry with the bow into the wind and sea. With the rudder down, the kayak

tended to swing beam on to the wind and sea.

- I have been offered additional training in paddle-float entry and agreed a date for this. I may have developed some sub optimal habits?

In summary I am very thankful for the rescue assistance received. I was unlikely to get to shore unassisted. While I initially thought the medical assistance was over the top, it is better to be safe than sorry. Thank you to everyone who helped me.

Feedback from John Kirk-Anderson

I'd now like to address some of the other issues that you raise, and have asked for feedback on.

As you confirmed, dealing with incidents for real is very different to how most people train. Hard, realistic training is seldom popular, but can be a lifesaver. Training is the time to make mistakes and find problems and figure out solutions. You did that as you went which shows presence of mind, but it's not much fun!

Paddle-float rescues are complex, with many 'moving parts'. I have detailed a way of doing it in the KASK handbook, but I would like to comment on a few things you wrote. As you found, working on the leeward side of the kayak means it is being blown over towards you, and better control is achieved being to windward. There is no advantage in attempting to empty the kayak before climbing aboard, as usually a lot of water enters in rough conditions and the effort is wasted. A kayak will turn beam-on in strong winds regardless of what you do, so starting the attempt with the kayak bow into the wind has little benefit.

Attaching the paddle to the kayak can be problematic, and most kayaks are not fitted out well for this. Failure in training - or the real thing - is a sure way to get someone to retrofit their kayak to achieve this. You did it on the fly; that's tough.

The 'yellow rainbow' is how we describe what happens when a paddler gets onboard only to capsize away from the paddle float. It is very common, especially as the wind gets under the outrigger, and needs to be planned for and trained against.

I think that with a paddle-float, getting aboard is the easy part! It's then the challenge of dealing with a waterlogged kayak, a paddle tied up behind you, and being in the same conditions that capsized you in the first place. This is not often addressed in training.

Regarding calling for help earlier, I don't think a listening party would have taken a Pan Pan any less seriously than a MayDay. A person-in-the-water is seen as very serious, and they would have come out with great haste, regardless of your self-belief in getting sorted.

Whether you should have called for assistance is open to discussion. You were dealing with problems and largely solving them, and were not distressed or physically impaired. At the point you decided to call for help, would you have had the resources to await rescue? That is something to factor into any emergency-management plan.

As I said at the start, well done on the report, we need to share these events to gain from other's 'learning moments'.

SAFETY

What Emergency Comms Should Paddlers Carry? by Paul Caffyn

Background

At the 21 September 2017 MNZ-hosted Safer Boating Forum, a draft position paper was released on the 'Carriage of Communications Equipment on Recreational Vessels'. The Forum's position was stated as:

Recreational boaties should always carry a minimum of two forms of communication equipment, one of which must be hand-held and waterproof.

The draft strategy included the following as a separate statement from powered craft:

2. Non-powered craft

· **A hand-held, waterproof VHF radio** is recommended, provided radio coverage is available.

· A cellphone is a useful backup, but boaties need to make sure they remain usable after immersion by keeping the **cellphone dry in waterproof bags**. While cellphones are not a suitable substitute for maritime radios, and coverage can be limited, they are another important weapon in the communications arsenal.

· Small dinghies, kayaks, canoes, inflatables and paddle boarders may also choose to carry a **PLB**, worn on their lifejacket (although an EPIRB is recommended if travelling more than 2 kms offshore).

· **Flares and waterproof torches** can be very effective and are widely recognized and, where practical to do, should be considered for inclusion in an emergency communication kit.

The VHF recommendation generated quite a bit of lively forum discussion as was this suggested guideline:

As a general rule, the Forum recommends that a waterproof handheld VHF radio be the first of at least

two forms of communication device considered by boaties when selecting equipment.

What came through strongly from forum members was that the two means of emergency comms must be fit for 'purpose and area'. That is where those comms are to be used. For areas outside of excellent VHF reception (Auckland, Bay of Islands), alternate means of communication should be carried, that is cellphone or PLB. As for Fiordland, a Mountain Radio is still the best means of nightly two-way comms. For the west coast of the North and South islands, and Stewart Island, sat-phones or the *DeLorme In-reach* or *Spot Messengers* are the most reliable for daily updates.

The MNZ statistics re current recreational boat users are staggering; 464,000 kayaks, 43,300 more than power-boat users; and that is out of a total of one and a quarter million New Zealand users. Granted many of those kayaks will be for very intermittent use, sit-on-tops for the kids on holidays, stashed under weekender cottages or on the aft decks of powered vessels or yachts, but what is the best means of emergency comms to be recommended to those users?

Given the parity of the price with VHF radios versus a PLB, (\$500 – 600), is it not better to purchase a PLB especially if looking for a comms device that will work for regions outside of Auckland and the Bay of Islands? Or purchase a VHF radio when just paddling in either of those two regions?

For those new paddlecraft users, buying a package of paddle, sit-on-top and hopefully a lifejacket from the local red-shed or plastic barn, the concept of outlaying another \$500-600 for a VHF radio or PLB is a non-starter. No likelihood either of seeking information on how to paddle safely, check the forecast, leave an intentions form etc.

There is no doubt that there will be a surge in the number of paddlecraft user rescues, and sadly fatalities, but

what can KASK do to improve the supply of safety information to new purchasers?

If VHF radios and PLBs are out of the economic equation, most Kiwis now have a cellphone. Should not the stress be applied to paddlecraft users not only to carry with them their cellphone, but to make sure it is attached to them, in the event of an out of kayak event, but also that it is in a waterproof pouche or bag.

VHF RADIOS from Paul Hayward:

Yes VHF radio – and yes - *please do* - demand that the user be certified. No ongoing license – but a one-time certification exam that proves you've read the booklet and know how to use it. A bit like a firearm or motorcar. CB radios don't get used to save lives – VHF's do. Let's not enhance this trend towards 'buy a bit of gear to tick the box saying I'm now safe'. It doesn't work like that – you – *do* - need a bit of knowledge to use a tool – not just pull it out of the package and expect to have it do the job for you.

VHF radio use needs knowledge of:

- (1) what channel to use
- (2) squelch
- (3) works only on line of sight.

We fool ourselves if we try and make it so easy and so approachable – by removing that minimum of knowledge needed to make the tool function.

By Shaun Maclaren:

I currently use a Cobra VHF with a bluetooth capability which allows me to receive / make cellphone calls.

Keeping Smart Phones Dry When on the Water

by John Kirk-Anderson

Re keeping a smart phone dry but able to be used, this is my solution.

I have my iPhone 6+ in a *LifeProof* case, but unfortunately it was so well sealed people couldn't hear me when I talked. I had to stab holes through the membrane covering the mic, which rendered it non-waterproof. I keep it on for impact protection, which it does well.

When kayaking, the phone goes into an AquaPac VHF case that I chopped up. It was a 'two-eared' model and was on clearance sale. I looped the 'ears' off and used the seam sealer on my vacuum packer to melt the opening closed.

The screen can be seen with a bit of juggling, and it works OK. With wet fingers I have to push pretty hard, but it functions. I don't carry it on me, it stays in the day hatch but gets used for driving my *GoPro*, checking weather reports, etc. When in the hills, it's in my chest bag.

Obviously, a paddler who is struggling to understand that they may need anything more than their magnetic personality to summon help isn't going to go to that length to keep their phone dry. I'm a belt-and-braces kind of guy when it comes to staying away from the Grim Reaper.



JKA's modified Aquapac VHF case

Last week I was at the NZOIA annual training symposium and was talking to an alpine instructor from Queens-town about searches. They have an enormous number of PLB-initiated callouts, many from people who are simply tired and want a lift. One was a hunter who was 15 minutes walk from a road but couldn't make it. He was still carrying the meat and head of the thar he had shot!

Anyway, an interesting point was that the SAR guy sometimes got cell phone calls via the police from people who were lost. He always asked them if they had a PLB, which a surprising number did. He got them to initiate it which gave him, via RCCNZ, an exact position, a homing signal for the helo, and a strobe. No search required, just a simple pick-up.

by Shaun Maclaren

Ecase works really well and I have never had a problem operating with wet cold hand.



Shaun Maclaren's Ecase for keeping his cellphone dry on the water.

Cell-phones in Waterproof bags by Paul Hayward

Let's be very clear that this doesn't refer to a 20 litre dry-bag in the fore-hatch. Many people seem to think it does. Shaun and JKA make touch-screen smartphones work inside waterproof pouches – so that works. So does a small non-smartphone pay-as-you-use phone; smaller bag, longer battery life, no risk to your \$1,000 iPhone. That alternative works for me.

SAFETY

Lake Tekapo Tragic Double Drowning

Reprinted from MNZ's *Lookout* magazine, August 2017, Issue 37

Delay in Mounting Rescue Fatal

The failure of a kayak hire operator to provide an adequate safety briefing, and to track the location of his clients, contributed to the deaths of two international students on a South Island alpine lake.

A further three students in the party of 11 also suffered from cold water immersion, and were near death when a rescue helicopter finally hovered overhead.

At District Court sentencing, the Judge told the Court the operator's 'greatest failure' was that, once the weather changed for the worse, he did not make visual contact with the kayakers, and did not mount an effective rescue operation.

The operator pleaded guilty to charges under the Health and Safety in Employment Act 1992 and the Maritime Transport Act 1994. He was sentenced to 200 hours community service and was ordered to pay \$324,500 in reparations, including \$115,000 to each of the families of the young men who died.

The weather was initially warm and the lake calm on the late September day, when the visiting party set out in five single and three double kayaks they had hired between them.

The operator who hired out the paddle-craft ran a 'resort-style' kayaking business. His sign, near the lake edge, indicated the operating area was up to five kilometres from shore. The man had limited experience of kayaking himself, and the hire was aimed mostly at tourists and back-packers – many also with little experience.

About 1:40 pm that day, the student group arrived at the lake and was given a limited briefing – which did

not include safety warnings about changeable weather and the dangers of prolonged immersion in cold alpine waters. The nine men and two women were aged 20 - 22. They wore lifejackets but not wetsuits, and did not carry any communications devices. Only one was an experienced paddler, with several of the others never having been in a kayak before.

Earlier in the day, at breakfast, some of the group had sighted an island eight kilometres off-shore. Once out kayaking, the whole party decided to strike out for the island – but on the way across they spread out into three groups. After an hour or so the wind whipped up from the east, and five people ended up capsized. In the deteriorating conditions and with limited experience, none of them could re-board.

The first to capsize were one male in the middle group, and a woman in the rear group of two. The woman's companion came to her aid, but he was also flipped out in the half-metre waves. That pair decided to swim for the lake's western shore.

Meanwhile all three men in the middle group tried to assist their friend in the lake. Two ended up in the water themselves, and it was decided the third man should paddle to the island to raise the alarm – believing someone ahead had a cellphone.

The remaining three men clung to a kayak for a prolonged period hoping for rescue. When one of them succumbed to the conditions and his body drifted away, the other two hung on to either side of the kayak and kicked for the western shore.

Up ahead, the first to the island in the advance group was the experienced female kayaker and a male in one of the doubles. The pair were unaware their friends were in danger. The next kayaker to paddle in shouted a warning that they needed to call for help.

However, none of them had brought a cellphone along. With no form of communications the group could not raise the alarm. They started a fire hoping the smoke signal would

draw attention. Two of the young men tried to paddle for a house on the eastern shore, but waves flooded the kayak.

Back at the lakefront, the operator had been distracted for 40 minutes by other customers. Once he realized the weather had turned to a strong and cold easterly wind, he could not see any sign of the student group.

A safety plan for the operation outlined that he should keep a watch on kayakers using binoculars, and if anyone was in distress take out a motorised lifeboat to reach their location. His rescue vessel could only hold three adults, so would not have been able to pick up all those in the lake anyway.

When he eventually launched the boat, he was also turned back by the choppy conditions. He too had no cellphone or other communication device to contact rescue services. After taking considerable time to seek the help of locals for sightings and the use of another vessel, his partner arrived at the scene and finally, 111 was dialed.

By this stage, the five students had already been in the lake more than an hour. Survival times for cold water immersion are generally about 40 minutes.



One of kayaks hired by the group, where it ended up on the western shore of the lake, with the island in the distance. Photo: NZ Police

A further 45 minutes later, around 5:00 pm, the first to be rescued from the eastern edge of the lake was the woman swimmer. Nearby was the body of the 20-year-old man who had come to her rescue. He died just before reaching shore. The exhausted woman went back and dragged his body out of the water, but could not revive him.

She was hospitalised, along with the other two survivors who kicked to shore further along the lake edge.

All three were suffering from severe hypothermia when the helicopter crew picked them up, and had a narrow escape. The two men who died were among those who went to assist their friends.

LOOKOUT! POINTS:

- This operator did not comply with his responsibilities and follow his safety plan
- He should have kept a watch on the location of the kayakers; and should have implemented an effective emergency plan. This should have included taking a suitable rescue boat out when the group was no longer in sight and the weather turned
- All adventure tourism operators must take appropriate steps to ensure the safety of customers. In this case, the clients should have been warned to remain within a safe distance from shore
- The judge acknowledged this man was intending only to run a resort-style kayaking hire, close to shore. However, cold water immersion is a constant danger with alpine lakes and this should have been part of a comprehensive safety briefing
- Inexperienced kayakers need to remain near land. Operators must assess thoroughly what level of experience their clients have had on the water – and especially their ability to re-board a kayak and paddle back to safety
- Had he checked properly the kayaking background of each individual, this man could have specifically instructed the group not to head away from shore
- Both the operator and the group should have had communications to call for emergency help
- This operator did not react quickly enough and ended up raising the alarm far too late, with tragic consequences
- As it involved a powered vessel, this operation should have been entered into Maritime NZ's Safe Ship Management System in 2013 and should have subsequently transitioned into the Maritime Operator Safety System (MOSS)
- Business owners setting up to hire out kayaks and other paddle craft should discuss their operating and safety requirements with a Maritime NZ Maritime Officer. You can find contact details for our nearest Maritime NZ office on our website: www.maritimenz.govt.nz
- People who want to assess whether to use an adventure tourism operator should ask what safety management plans they have in place, and should ask to see evidence
- Anyone venturing onto waterways in New Zealand needs to make sure they understand the hazards of the local environment, and take care with their own safety.

Product Review

Sharkskin Review by Sue Todd-Brown

Let's face it none of us like being cold and wet when out on kayak trips.

On several recent trips I have received a lot of feedback on my kayak pants and I'm sure it's not my legs that are prompting the comments. Adverse to wet suits (sorry it's just not my thing) I went in search of an alternative. Believe me I have tried them all and have often been opting for cheaper options.

By chance I happened on a product that impressed me. I borrowed a sleeveless vest and fell in love.

Let me introduce you to *Sharkskin*. I researched the product having reluctantly returned the vest to its owner. Then I discovered there's a lot of information available on line and the range is extensive. I decided on what I wanted and shelled out what was for me a hefty price tag, but I've never regretted the decision.

Lightweight pants, easy to get on and off, warm and comfortable to wear. I



Sue on the shore of Lake Brunner wearing her Sharkskin leggings

refer in particular to the *Chillproof* range for women. Perfect for our conditions; having used the product through the New Zealand winter, kayaking on lakes where temperatures plummet and the wind chill can get up there.

Even more impressive, I discovered the pants and vest are machine washable; something I'd missed on the website.

Also of note is that despite the wear and tear my pants have had, the fabric has proved resilient and durable; dries quickly and the temperature control works brilliantly. Neutrally buoyant, this product is a must have item in my kit.

I've only used two of the products thus far and the range is extensive. There's something for everyone.

The website is informative and easy to navigate. Well done *Sharkskin* you have certainly delivered a solu-

tion for female sea kayakers worthy of consideration when looking for clothing options.

Web: <https://sharkskin.com.au>
Em: info@sharkskin.co.nz
<https://sharkskin.com.au/product/chillproof-longpants-womens/>

Jason Walker wearing the men's Sharkskin top and leggings



A lot to be said for NZ being snake-free. This lovely water snake checking out Maureen Beamish's kayak, Ontario, Canada. Photo: Beth Orr.

HUMOUR Solitude Challenged

This is a true story -
name withheld by request

A few months ago I visited the local hardware store. It was here that I first met the 'Over Excitable Salesman' (Mr OES). Unfortunately he was more interested in the kayak racks on my vehicle than selling me anything. He embarked on a myriad of tales of his many kayaking adventures and then proceeded to fire dozens of questions at me as he followed me around the yard. Luckily another salesman intervened when Mr OES had obviously invaded his territory. But it was not to end there.

A few weeks later I pulled up at a lake's edge for an early morning paddle. Another car pulled up next to me and to my dismay I spotted Mr OES.

"Going for a paddle are you?" he asked.

"Yes" I said.

"Me too," he said.

I went about organizing my gear and getting ready to launch.

Unable to avoid Mr OES, I observed with interest a very brand new kayak and not a scratch to be seen.

"New is it?" I enquired.

"Oh no, no, no - seen a bit of action it has."

"Enjoy your paddle," I said.

I pushed off only to hear a splash behind me as Mr OES fell in the water. I paddled off but it wasn't long before Mr OES was behind me, talking ten to the dozen - irritating to say the least as I learnt about the detail of Mr OES's recent marriage break up. It was half mid-sentence that Mr OES suddenly announced that his kayak was taking on water. I stopped paddling and observed my uninvited companion. No sprayskirt, no lifejacket, a brand new boat and something that resembled more a pizza shovel than a paddle.

By now we were in the middle of the lake - "mmm" I thought - nothing too serious.

Bemused, I asked, "You did put the bung in didn't you?"

There was a look of panic on Mr OES's face.

"Ah yeh, yeh. I'm sure I did."

"How much water is in your boat?" I enquired.

"It's seeping in slowly I think - slow leak."

"Oh," I said, "You probably didn't do the bung up tight enough."

"Think I'll head for the shore and then get back,"

"Good idea" I said.

Pleasantries were exchanged.

I watched as he paddled away; every stroke adding water to the cockpit with style that could only be described as unique.

Relieved to be left in peace, I finished my paddle. No sign of Mr OES. Odd I thought, but relieved at the same time.

I loaded my kayak and was just about to pull out of the car park when Mr OES appeared, hailing me to stop. 'Caught,' I thought.

"Could I just ask you, seeing as you seem to know a thing or two about kayaks, where would you find the bung?"

"Ah," I said thoughtfully, "Now that would depend on the type of boat and how big it is."

Apologizing that I couldn't stay to chat, I drove off, quietly smiling.

HUMOUR

The Nurse's Revenge

A traffic policeman was rushed to the hospital with an inflamed appendix. The doctor operated, removed his appendix and advised him that all went well. However, the policeman kept feeling something pulling at the pubic hairs in his crotch.

Worried that there may have been a second surgery, which the doctors hadn't told him about, he finally got enough courage to pull his hospital gown up high enough so he could look down at what was making him so uncomfortable!

Taped firmly across his pubic hair and willie were three broad strips of surgical tape, the kind with the really strong adhesive that doesn't come off easily - if ever.

Written on the tape, in large blue marking-pen letters were the words, "Get well soon! From the nurse in the blue sedan you pulled over last week and ticketed for a broken park light."

Unlicensed Trout Fishing

Maggie was stopped by a Fish and Game ranger at Lake Brunner, on the West Coast recently.

She was carrying two buckets of quite lively trout. Lake Brunner is well known for its wonderful trout fishing. The Fish and Game ranger asked her, "Do you have a current licence to catch those trout?"

Maggie replied to the Fish and Game ranger, "No, sir. These are my pet trout." "Pet trout?" the warden replied.

"Yes, sir. Every night I take them down to the lake edge and let them swim around.

After awhile, I whistle and they leap back into their buckets, and I take them back home."

"That's a bunch of bollocks! Trout can't do that!" replied the ranger.

Maggie stared at the Fish and Game ranger for a moment, then said, "Here, I'll show you. It really works." "O.K. I've got to see this!"

The Fish and Game ranger was really curious, now. Maggie tipped the trout into the lake and stood and waited.

After several minutes, the Fish and Game ranger turned to Maggie and said, "Well?"

"Well what?" asked Maggie.

"When are you going to call them back?" The fish and game ranger prompted.

"Call who back?" Maggie replied.

"The FISH!"

"What fish?" Maggie answered.

Care with Scotch

I went to the liquor store Friday afternoon on my bicycle, bought a bottle of Scotch and put it in the bicycle basket. As I was about to leave, I thought to myself that if I fell off the bicycle, the bottle would break. So I drank all the Scotch before I cycled home.

It turned out to be a very good decision, because I fell off my bicycle seven times on the way home.

Complete and Finished

No English dictionary has been able to adequately explain the difference between these two words. In a recent linguistic competition held in London and attended by, supposedly, the best in the world, Samdar Balgobin, a Guyanese man, was the clear winner with a standing ovation which lasted over five minutes. The final question was:

'How do you explain the difference between complete and finished in a way that is easy to understand? Some people say there is no difference between complete and finished'.

Here is his astute answer:

"When you marry the right woman, you are complete. When you marry the wrong woman, you are finished. And when the right one catches you with the wrong one, you are completely finished!"

He won a trip around the world and a case of 25-year-old Scotch!

Tennessee Divorce

A judge was interviewing a Tennessee woman regarding her pending divorce and asks, "What are the grounds for your divorce?"

"About four acres and a nice little home in the middle of the property with a stream running by."

"No," he said, "I mean what is the foundation of this case?"

"It is made of concrete, brick, and mortar," she responded.

"I mean," he continued, "What are your relations like?"

"I have an aunt and uncle and 12

cousins living here in town, as well as my husband's parents."

The judge took a deep breath and asked, "Do you have a real grudge?" "No, we have a two-car carport and have never really needed one 'cos we don't have a car."

"Please," he tried again, "Is there any infidelity in your marriage?"

"Yes, both my son and daughter have stereo sets. We don't necessarily like the music - all that hip hop and rap trap - but we can't seem to do anything about it."

"Ma'am, does your husband ever beat you up?"

"Yes, he gets up every morning before I do and makes the coffee."

The judge asked, "Is your husband a nagger?" "Oh, hell no, he's as white as you and me!" Finally, in frustration, the judge asked, "Lady, why in hell do you want a divorce?"

"Oh, I don't want a divorce," she replied. "I've never wanted a divorce, my husband does. The damn fool says he can't communicate with me."

A Restricted Fishing Area

One morning, the husband returns the boat to their lakeside cottage after several hours of fishing and decides to take a nap. Although not familiar with the lake, his wife decides to take the boat out. She motors out a short distance, anchors, puts her feet up, and begins to read her book. The peace and solitude are magnificent. Along comes a Fish and Game ranger in his boat. He pulls up alongside the woman and says, "Good morning, Ma'am. What are you doing?" "Reading a book," she replies, thinking, 'Isn't that obvious?'

"You're in a Restricted Fishing Area," he informs her.

"I'm sorry, officer, but I'm not fishing. I'm reading."

"Yes, but I see you have all the equipment. For all I know you could start at any moment. I'll have to take you in and write you up."

"If you do that, I'll have to charge you with sexual assault," says the woman.

"But I haven't even touched you," says the Fish and Game ranger.

"That's true, but you have all the equipment. For all I know you could start at any moment."

"Have a nice day Ma'am," and he left.

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.

New Zealand Sea Kayaker is published bimonthly as the official magazine 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 to:

**Paul Caffyn,
1843C Coast Rd,
RD 1, Runanga 7873, West Coast
Ph: 03 731 1806
Email: kayakpc@xtra.co.nz**

KASK Annual Subscription

\$35 single membership.
\$40 family membership.
\$35 overseas (PDF email newsletter)
A subscription form can be downloaded from the KASK website. Cheques should be made out to: Kiwi Association Sea Kayakers & mailed to:

KASK Administrator

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

Payment can be made by direct credit (preferred) to:

03 1706 0010205 00

with your name and/or KASK membership number for reference.

Correspondence - Queries and Change of Address to:

**Karen Grant, KASK Administrator
PO Box 23, Runanga 7841
West Coast
or email Karen at:
admin@kask.co.nz**

4th Ed. KASK HANDBOOK OUT OF PRINT

A 5th edition of the KASK Handbook is planned. It is a mammoth compilation on all aspects of sea kayaking in New Zealand, by many of the most experienced paddlers in the Universe.

SEA KAYAKING NETWORK ADDRESSES NORTH ISLAND

FAR NORTH KASK CONTACT

Lynnis Burson
61 Pa Rd. Kerikeri 0230
Bay of Islands
Ph: (09) 407 3957 (021) 041 57453
lynnisburson@hotmail.com

NORTHLAND Canoe Club

PO Box 755, Whangarei Northland
Carola Carstens, 42 Isola Street,
Raumanga, Whangarei
Ph: (09) 430 2707
email: scrollan@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: evanlindap@gmail.com
Ph: 07 883 6898

RUAHINE Whitewater Club

c/o Melanie Grant, 5 Waitapere Court,
Ashhurst, 4810. Ph: (06) 326 8667.
em: melzgrant@xtra.co.nz

BAY OF PLENTY - KASK Contact

Iona Bailey, Tauranga
Ph: (07) 576 1492
email: bailhut@kinect.co.nz

BASK Bay Assn. of Sea Kayakers

Bevan Grant
bevanandbern@kinect.co.nz
Ph: (07) 576 8885
www.sporty.co.nz/bayseakayak

ROTORUA Kayak Club

7 Mahana Place, Rotorua
Ph: 027 292 3138
email: woolhouse.clark@xtra.co.nz

Rotorua KASK Contact

John Fleming Ph (07) 347-9950
shakey@farmside.co.nz

WELLINGTON Sea Kayak Network

John Andrews
Ph: (04) 472 8281 (021) 454 096
john.andrews@forsythbarr.co.nz
https://www.facebook.com/Well-SeaKayak/

SOUTH ISLAND

NELSON Canoe Club

www.nelsonkayakers.co.nz
Diane Winter
Ph: (03) 548 2026
paddlechick75@gmail.com

CANTERBURY Sea Kayak Network

Ian McKenzie
Ph 03 355 0684
Cell 027 220 7251
Email: mckian@xtra.co.nz
www.sporty.co.nz/canterburyseakayak

OTAGO Canoe and Kayak Club

Lesley Pijpker
email: lesley.pijpker@gmail.com
Ph: 027 7270811

SOUTHLAND Sea Kayak Network

Stanley Mulvany
03 215 7263
email: eiger@xtra.co.nz

YAKITY YAK Clubs

www.yakityyak.co.nz
email: info@yakityyak.co.nz

NZOIA Outdoor Instructors Assn

www.nzoia.org.nz

Coastguard Boating Education

P: (0800) 40 80 90 (09) 361 4700
E: info@boatingeducation.org.nz
W: www.boatingeducation.org.nz

New Zealand Search & Rescue

www.nzsar.govt.nz
www.adventuresmart.org.nz
www.beacons.org.nz

Maritime New Zealand

www.maritimenz.govt.nz

KASK Website
kask.org.nz



*Another day in paradise - sunrise at Oban
on the north coast of Stewart Island.
Photo: Aidan Frew*



*Phil Alley & Barb Oldham admiring the
chain that anchors New Zealand.
See Rakiura story on page 6.
Photo: Aidan Frew*

MAILED TO

KASK SUBSCRIPTIONS FOR 2017 - 2018 ARE NOW DUE



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

Proudly printed by Format Print, Petone
www.format.co.nz



One of Uta Machold's stunning cloud photos of a recent paddling mission on the Tawharanui Peninsula. See the story of the paddle and more of her wonderful photos on page 10.

KASK MEMBERSHIP POLICY

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.