

THE SEA CANOEIST NEWSLETTER

Issue 43

February/March 1993

The Sea Canoeist Newsletter is published 6 times a year and is the official newsletter of the Kiwi Association of Sea Kayakers (N.Z.) Incorporated. Subscriptions are \$10.00 per annum and should be made out to K.A.S.K. (NZ) Inc. Editor: P Caffyn, RD 1, Runanga. Ph/Fax: (03) 7311806

EDITORIAL

K.A.S.K. update

The K.A.S.K.(NZ) Inc. constitution was accepted by the powers that be, so we are now an incorporated society. Plans are afoot to take a leaf out of the N.Z. Speleological Society's book and produce a 'Little Red Sea Kayakers Book', which will introduce new K.A.S.K. members to all facets of New Zealand sea kayaking, with information on its aims and objectives, kayak safety, rescue techniques, trip planning, ethics, coastal conservation and will include a copy of the constitution. This would be provided to all new members of K.A.S.K.

Fifth Annual Graham Egarr Sea Kayak Forum

This was held in Wellington over the weekend 2nd - 4th April. Nearly 60 budding and experienced paddlers attended and suprisingly, for the windy wet capital, the weather was near perfect. Paddlers from as far afield as Dunedin and Auckland attended the Star Boating Club venue which is sited by a small lagoon connected to Wellington Harbour. One interesting session was a panel discussion on Conservation and coastal access issues. Two Wellington D.O.C. staff were kindly roped in at the last moment, with lively discussion ensuing particularly on whether or not control on numbers of rental kayaks or paddlers was necessary in the Abel Tasman National Park. Polarized opinions ranged from freedom kayaker wishing no controls, to those feeling regulation of kayak numbers should be regulated partly to preserve the wilderness experience, congestion at camping beaches, and partly to ease the pressure on camp sites. If D.O.C. contemplates regulating kayak numbers in Abel Tasman National Park, it was suggested that D.O.C. consult K.A.S.K. for its input.

On Sunday morning a second lively session ensued when Brett Whitely presented a draft N.Z. Canoeing Association scheme for the certification of sea kayak guides and instructors to a group of commercial operators and K.A.S.K. members. Over the years there have been several attempts by the N.Z.C.A. to introduce a form of certification such as used by the British Canoe Union however with the

slim number of paddlers and absence of commercial sea kayak outfits, these attempts have faded into obscurity.

Although the number of recreational sea kayakers is still only growing slowly, what is staggering is the veritable explosion of commercial sea kayak rental and guiding outfits - a total of 43 listed in the 1993 *NZ Adventure Annual Directory*. Opinion was polarized from those seeing the immediate need for standards to be set for commercial guides and instructors, before government bureaucracy steps in, and those reprobates who abhor any sort of controls being set. Comparisons with controls on other commercial outdoor sports, rafting, mountaineering, and caving, were made.

It was felt that the any future regulation of sea kayaking by Ministry of Transport needs to be pre-empted by K.A.S.K. or a collective of commercial operators. The major difference between the N.Z.C.A. whitewater certification tests and that for sea kayaking is 'risk' assessment of weather and sea conditions; something not easily taught in lectures or gauged by physical tests i.e., the ability to roll easily on both sides! Another shortcoming pointed out is the lack of a N.Z. sea kayaking instruction manual or instructional videos. There has to be a source of information which forms a basis for examination of knowledge to enable certification of guides and instructors.

K.A.S.K. is now a fully autonomous body with no links to the N.Z.C.A. apart from Eric Van Toor who is the sea kayak commodore. If any group is to introduce controls to the sport of sea kayaking, I feel it should come from sea kayakers but, it will take a fair amount of effort from all concerned to derive a satisfactory system. Anyone with a strong desire to see the draft N.Z.C.A. sea kayaking syllabus should write to Brett Whitely, 98 Quebec Road, Nelson (Ph 03 - 5468230) for a copy. Anyone with strong views on the matter, please write to me to enable discussion to get underway in the newsletter.

Back to the forum, a debriefing was held at Sunday lunchtime. Venues at Kaikoura and Picton were suggested for next year with Picton winning the vote. A breakdown into introductory and advanced levels was suggested, but it was felt practical introductory weekends could

best be held at a regional level, such as the forthcoming Dunedin mini-forum in December, while the annual K.A.S.K. forum continues with its present programme with emphasis on topics of national interest such as conservation and certification.

Finally a special thanks to the lecturers and panel members, in particular, Max Handford, Bevan Walker, Max Grant, Brian Lodge, and to Brent and Sonya Harrison of Mainly Tramping for making the weekend so successful.

K.A.S.K. A.G.M.

The first official A.G.M. was held at the forum. The elected committee for the 1993/94 year is: President - Paul Caffyn, Secretary/ Treasurer - Eric Van Toor, committee members - Max Grant, Alan Woods, Glenn Dickson, and Nora Flight. Eric's minutes of the meeting will be presented in the next newsletter.

NEWS FROM AROUND THE COAST

Nelson News

Summer came late to Nelson but this did not stop the paddlers getting wet along the top of the south. There were many small trips on all the time. One was out to the gannet colony in Clouva Bay; a one night camp for two and back to Tennyson Inlet with a grinding headwind in Tawhitinui Reach. A longer trip was out of Waikawa Bay for 12 paddlers, to the Punga Cove pub and camp spot. Paddling conditions were perfect with a swim on the way to cool off. Saturday night came with a drink around the campfire to celebrate a birthday. The longest trip I heard of was for two from Kenepuru Sound to French Pass where two more paddlers were met. The foursome pushed on around the outside of Stephens Island and down the west side of D'Urville Island to French Pass. The 'Kenepurians' kept right on dipping their paddles back to their home, fueled by the lasat of their 12 king size chocolate bars.

A couple of friends from Melbourne stopped with us this summer, bringing with them a folding double 'Anphibian' kayak. I had two days with them in Abel Tasman, managing a fair amount of kite flying with the favourable winds. The Anphibian went well but I would sooner

have the Canadian Feathercraft.

A pleasant weekend was spent mooching around Westhaven Inlet, for a small group of paddlers. High tide allowed them to penetrate a moderate distance up the Wairoa River, viewing the flowering rate in the lush forest.

Bevan Walker

Canterbury News

George and I have been into Pelorus Sound between Christmas and New Year while I've paddled Abel Tasman, Pelorus, Kenepuru and Queen Charlotte in the last four months. The last trip, two weeks ago, I left for work at 3.30am Monday after being caught in Ngaruru Bay by a 24 hour gale. Three hours of paddling to Waikawa followed by 5 hours driving.

Mandy and Simon circumnavigated D'Urville Island in their Southern Light *Double Vision* just after new year.

When George and I reached Elaine Bay after four hours of paddling from Fishing Bay, Port Ligar, we were talking to a group with hire boats. Both George and I, independently, were telling them to tie down their boats when a gust came through and blew one over the edge and two metres down onto rocks below, fortunately landing right way up as it had a paddle lashed on-deck. You may want to make a comment in the newsletter about how light boats are when they are empty. Ray Forsyth's was blown into the creek at Fishing Bay when we sat out a gale there. That group had had two of their party blown out of their boats off Fitzroy Bay and we'd seen what looked like a depth charge explosion ahead of us in the channel between the mainland and Maud Island, caused by the wind striking the sea. George found some of the gusts needed to be treated carefully whereas my boat with a hard chine doesn't worry to much. Crossing Fitzroy Bay wasn't too bad as the wind was a fairly steady 20 knots on the forebeam. The seas were also regular and not particularly high.

There is a database printout of double kayaks available worldwide (with dimensions), wooden plan/kit worldwide suppliers, and now all kayak models available in New Zealand. Some NZ rental companies are also on the list. If people want them, send a stamp addressed envelope to me. If a disc is supplied (5.25" or 3.5") I'll supply in ASCII and/or dBase format (as required). It will be ASCII for a Mac.

Sandy Ferguson
Canterbury Sea Kayaker's Network,
12 Dunn St,
Christchurch 2.

SECURING KAYAKS

I will take up Sandy's suggestion to discuss securing kayaks during trips. Only once have I suffered the embarrassment of watching my kayak slowly drift away from a fishing boat in Fiordland after I had failed to properly tether the kayak. Trying to row after the kayak in a small aluminium dinghy provided great amusement for the watching fishermen and a good lesson for me.

Securing a kayak, even for a short stop, often is necessary in gusty wind conditions or landing on a flooding tide. Naturally the heavier the boat and its equipment, the less chance of its being blown away however gale or storm force winds will move a kayak from an exposed position.

Kayak Leash: A length of strong cord can be carried specifically for securing a kayak when ashore, however I use a 2 to 3m length of rope or 'leash' which is attached to the deck bowline by a running noose. The noose travels between the tape loop bowline attachment and where the deckline passes through the deck level with the forehead compartment. The free end of the leash is coiled in my deck net bag. Thus when landing in deep water against the hull of a boat, a jetty, steep bank, ice floe or reef, I carry the free end of the leash in one hand. I do not have to worry about leaning back down to grab hold of the decklines once ashore. The leash noose slides forward to the bow for then hauling the kayak out of the water. If the kayak is to be left floating, the free end of the leash is fastened to an immovable object.

The leash is excellent for towing a kayak through shallows, over mudflats, over ice, or up a beach when too tired to lift it onto my shoulders for carrying to a campsite.

Securing a kayak when camping: I prefer to park my kayak alongside where I am going to camp and indeed to use the decklines to secure the guy lines from the tent fly. This simplifies and speeds up loading and unloading, and in wet weather minimizes the chances of gear getting wet. However there are many instances where it is impractical to carry the kayak to where you are either camping or staying. In such instances the kayak must be securely anchored to an immovable object on shore. Weather conditions can change overnight, and in particular, a strong onshore wind may raise the high tide level above normal. The paddle should be tied to the kayak's decklines. I prefer to turn the kayak upside down at night, mainly to keep the seat dry from dew or rain but also to present a continuous surface area to the wind, otherwise a sprayskirt or cockpit cover can be used to keep wind and water out of the cockpit overnight if it is left sitting hull down.

As well as the kayak leash, I carry a 15m length of light braided nylon cord as a back up when the leash is not long enough to secure the kayak.

P. Caffyn

Auckland Area

from Vincent Maire

Enclosed is information relating to the launch of the Auckland Sea Kayak network. The original mailer went out in early February to over 100 contacts in the Auckland region and a few in the B.O.P./Waikato/Northland regions. To date we have 41 paid up members, something that really surprised me as I thought it would peak at about 20. I believe it will go over the 50 mark after Coastbusters, if not before.

ASKNET has been formed to meet the needs of many sea kayakers who are reluctant to join any of the existing canoe clubs. Indeed it is currently estimated that more than 50% of sea kayak owners do not belong to a club. Many of these people wish to meet other sea kayakers but their reluctance to join a club limits their opportunity to do so. ASKNET provided the benefit of a club without the hassles associated with belonging to a structured organization. By joining ASKNET, your name goes on a list. You are given a programme of forthcoming activities and who the leader is for each activity. Whether or not you take part in an activity is up to you. It is expected there will be a minimum of one main activity a month, however it is likely that each week, there will be something happening to get involved with. Members will be expected to suggest activities/destinations for the programme and should a member seek companions for a particular trip, the newsletter can be used to promote the trip. Cost is \$24 to join ASKNET.

Vincent Maire

32 Braemar Rd,

Auckland 10

Ph: (09) 478 8309

Vincent has also taken over the organization role of Coastbusters, which is to be held at Long Bay, Auckland from 31 April to 2 May. Cost is \$136 for the weekend, including accommodation and meals.

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Glyn Dickson

(03) 342 9221

TRIP REPORTS

Ngunguru (Whangarei) to Cape Brett-Kerikeri (Bay of Islands)

21-27 February 1993

Phil & Max Handford

Double Resolution kayak

This trip was paddled in large easterly swell conditions and in late summer; sheltered landing points and fresh water points were critical and may be of interest to other paddlers. Apparently easterly swells like this, caused by a tropical cyclone north of East Cape, are only experienced a few days each year.

21 Feb: We had hoped to depart from Tutukaka east of Whangarei but from what we could see, swells were breaking right across the narrow entrance to the open sea. Apparently there is a marked route out but in these conditions, at the start of a week trip, trying would be an unnecessary risk.

We made out departure further down the road which ends at a bay on the northern end of Ngunguru Bay. It was high tide and we paddled out through a comfortably wide gap between the breakers on the point and the breakers on the Ngunguru River bar. A reef extending off the point gave us our first taste of what was ahead. The 3 > 3.5m swells were really pumping and breaking well off the point, there would be no chance of doing a high brace off one of these big buggers if they landed on top of us, we kept well clear of the point.

We paddled up to Sandy Bay keeping one to two kms off shore to avoid the back wash of the easterly swell off the steep coast line. We had put on our scopoderm anti seasickness patches but they hadn't really been on long enough and Max had a mild dose of sea-sickness when her arms went weak, but luckily it was short lived. We could have landed at a sandy beach at Woolley Bay but decided not to paddle the extra distance back to the south, and as the wind was forecast to rise to 25 knots later in the day, we pushed on intending to go into Whananaki at the northern end of Sandy Bay.

When we got closer we found there were big breakers all the way in and Motutara Point offered no shelter. We were forced to go on up the coast to Moureese Bay and land on the sheltered side of Motutohe Is. Even this gave us 2kms of extra paddling as we had to get around the breakers on the reef running north of the island. We had paddled 27kms before lunch.

After lunch and a rest, the wind didn't look a threat so we headed north. We made our first mistake trying to paddle inside Four Islets, there was no way with these swells so it meant 2kms of extra paddling back around the islets and reefs.

Paddling directly into the swell when you're in a 22ft kayak, you get a feeling that you're paddling up a mountain because you're not even halfway to the top of the swell yet, and it seems like eternity to get there, reminded us of how big some of these swells were.

The compass on the boat finally proved its worth, some large offshore reefs were only showing themselves when those extra large one in 100 swells broke. I could only take a bearing on a distant reef and steer a course inside a course inside or outside a particular bearing. Paddling into the gap between Rimariki Island and Taukawau Point required seat of the pants navigation as there seemed to be swells rising up and breaking on reefs all around us. The shelter of Mimiwhangata Bay was a welcome sight after 38kms for the day. Officially no camping here but at the time of the year I'm sure no one would be offended by a lone kayak and tent. Good quality water available here from the stock water system.

23 Feb: We started the morning with a walk around the Mimiwhangata Farm Park. This is an excellent spot and it seems crazy there is no camping. The swell was the same and the wind forecast was for 15knots SE. There was a good early morning offshore wind but this died out by about 11am. We paddled across to Whangaruru Bay. This area was relatively sheltered from the easterly swell and we landed at Oakura Bay which is the most sheltered spot before the next open sea passage exposed to the full force of the easterly swell.

After scroggin we headed for North Head and Bland Bay for lunch which we'd heard was a really nice spot. We sat off Bland Bay watching the swells break on the shallow ground at the entrance to the bay wondering how we'd get in and feeling a bit tired and hungry. Rather than risk being caught by one of those rogue swells we pushed on around Home Point hoping to find a beach behind the point giving some shelter from the swell. This is a rugged and impressive coastline. Fortunately the tide was quite low and we found a beautiful spot in Waiaatapua Bay which is surrounded by steep bluffs for lunch.

From here we paddled on up the coastline to the Whangamumu Peninsula. There are some beautiful beaches along here, which normally you could land easily on. On around the peninsula itself is another impressive area of high cliffs, deep water and rocks, like Pillar Rock. Whangamumu Harbour is the perfect all weather harbour with a narrow but deep water entrance. Camping is allowed here with water on tap. A dozen boats sheltered with us here overnight and we slept well after another 38km day. There is an old whaling station here and apparently whales used to come

to a place to the north now called Net Rock to rub off their barnacles. The whalers tried to capture them by setting a steel net between Net Rock and the point.

24 Feb: Another fine day and a walk to the top of the peninsula was needed to admire the view. We stocked up on water and headed north to Cape Brett. The swell had eased a bit to 2.5m with a 10 to 15 knot breeze. This is a vertical coastline and the swell bouncing off the bluffs forced us to keep well offshore. A sizeable basking shark with its dorsal fin out of the water nearly bumped into us midships and promptly dived. I don't know who got the bigger fright, us or him, but that was the last we saw of him.

Cape Brett is an impressive place, especially in a big swell. We didn't get to paddle through the Hole in the Rock on Piercy Island as the swells were coming though it in a mass of white water. We sheltered at the lighthouse landing for a scroggin break before paddling into the Bay of Islands and Deep Water Cove for lunch. Here we met Dave an American who has been paddling this coast for six to seven years and runs a sea kayak business from Pahia over the summer. Dave and his friends were all paddling puffins. Apparently three other businesses have started this year in the Bay of Islands. Dave said this was the first double he'd seen up here and from what we saw, there are only puffins in the Bay of Islands.

We chose to paddle on and camp on Urapukapuka Island. South of Deep Water Cove there is an excellent cave/tunnel worth exploring over 100m long. The entrance is on the open sea side of the northern entrance to Karerare Bay and the far end opens into the bay sufficient to let light in but not to paddle right through. We camped at Cable Bay, a small bay at the southern tip of the island. A shorter day with 28kms paddling. There is a hand water pump from a bore, but this was dry. We found water on tap at a bay 1km back. This is an official camping area and looks like being very busy over January. Saw four more sea kayakers here on a guided trip from Pahia.

25 Feb: Decided on a day trip. After a walk to the top of the island to survey the surrounds, we circumnavigated the islands and paddled down to Motuaroha (Robertson) Island for lunch in perfect conditions. Then back along the northern side of the islands. There are some great campsites but all have no camping signs. Saw three sea kayakers in the distance. My pick of possible campsites is a sandy bay on the NE tip of Moturua Island and another in Okahu Passage between Okahu Island and Waewaetorea Island. There are numerous others.

26 Feb: Awoke to a misty drizzly morning

with visibility down to 1500m, but this cleared by 10am. We decided to go to Oihi Bay near the northern entrance to the Bay of Islands. First we had to go to Pahia to make a phone call and then took a direct route to Tapeka Point off Russell before turning across to Pahia. We saw a large number of little blue penguins on this section. After takeaways for lunch, we followed the coastline north. At Brampton Shoal (*Brampton* wrecked here in 1823) we were well offshore but still on very shallow ground so decided to take a direct line for the eastern end of Moturoa Island. A good afternoon NE sea breeze was blowing, but we were paddling at an angle to the sea and so didn't slow us much.

We paddled around the eastern end of the island and into the Black Rocks area. This is an unusual area of low, flat-topped basalt islands with vertical walls. After exploring around the islands/rocks, we took a straight line for Oihi Bay to complete our 30km day. Oihi Bay has the Marsden Cross, an impressive 21 foot stone monument commemorating Samuel Marsden's first sermon in NZ. No camping signs here but if you have a mosquito proof tent, it's a good spot with the bonus of hearing a few kiwis at night. The fresh water is not very reliable here.

27 Feb: We made a relatively early start to catch the incoming tide up Kerikeri Inlet to Kerikeri. Conditions were glassy calm all the way. Paddling up the mangrove lined estuary on high tide made a pleasant change. We arrived at Kerikeri, close enough to be able to paddle right up to the old Kemp House and pull the kayak onto the lawn, thus ending our 6 day and 170km expedition.

Also received from Sandy Ferguson, a trip report to D'Urville Island in Easter 1992.

K.A.S.K. Subscriptions Now Due

1993/94 Annual subscriptions for membership of K.A.S.K. (NZ) Inc., are now due. Invoices or a note requesting a subscription will not be sent out. Please accept this note as a friendly reminder that this is the last newsletter of the 1992/1993 financial year.

K.A.S.K. membership now stands at 140 after the recent Wellington Forum.

To renew your subscription, send \$10 as a cheque made out to K.A.S.K. or \$10 as the nice folding, type real money, to:

KASK treasurer
Eric Van Toor,
133 Port Hills Road,
Christchurch.
Tel: (03) 384 4844

Letters to the editor, trip reports, and requests for information should be sent to
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Next Issue of 'The Sea Canoeist Newsletter':

1. Max Grant and a great encounter with killer whales and dolphins in Queen Charlotte Sound
2. Alan Woods first installment of Alaska, the Glacier tour
3. A report on 'Public Access NZ' dealing with the coast and the Queens chain, from the second newsletter of Public Access - Public Ownership campaign.

New Developments

A radical new rudder design was unveiled by Brian Lodge of Topspots at the Wellington Sea Kayak Forum. So innovative in fact that a patent has been taken out over the design. The idea behind the design was to eliminate the need for the continuous loop of cord which retracts the now standard oversterne rudder, and the confusion of locating the up and down sections of the cord. Some kayak manufacturers have the pulley or attachment for the cockpit end of the retraction cord loop mounted aft of the cockpit which requires the paddler to look over his/her shoulder before the rudder is raised or lowered.

The new design has a single cord which is pulled to raise the rudder blade and rotate it onto the deck. Cleated on deck, the rudder is locked in the retracted or on deck position until the cleated cord is released. Fine tuning of this rudder system is continuing. Although at first appearance the retraction system has a slight meccano look, the ease of rudder retraction with a single cord, should have a great future with rental kayaks.

Note: The problem of looking aft to see which cord to use to retract or lower an oversterne rudder is easily overcome by extending the length of the retraction cord so the pulley or attachment for the forehead end of the continuous loop is mounted in front of the paddler, on the port or starboard side of the cockpit, depending on whether you are right or left handed. My very simple system has the cord passing under the decklines forehead of the cockpit with tension applied to keep the rudder on deck or vertical in the water by wrapping the end of the cord three times around the decklines. The up and down sides of the cord can be denoted by using either a knot or coloured marking pens to stain the cord.