

# THE SEA CANOEIST NEWSLETTER

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## EDITORIAL

Many thanks for cards, faxes and letters after my unplanned stay in the local infirmary. One local bright spark reckoned I 'really had my chain rattled.' That's one way of saying it, but I'm well on the road to recovery and will have ample time to give the computer a hard time this winter as all my plans for the northern winter will have to wait another year.

Bevan Walker and Nora Flight left on the 2nd of June for Queensland, where as part of a team of five paddlers, they will be paddling up inside the Great Barrier Reef from Cairns to Cape York, one of the great kayaking trips. From Cape York, they fly to Darwin and will be driving to Derby for a kayak trip out into the 11m tide Kimberly country. Bevan and Nora are due back in August and have promised to report on progress by postcard for the newsletter.

The networking aim of K.A.S.K. is going from strength to strength. Originally established by Sandy Ferguson in Christchurch, two other sea kayaking networks are currently working in Auckland and Wellington. Ann Louse Mitcalfe nabbed prospective lower North Island paddlers after the 1993 KASK forum and has sent an address list. I will include this Wellington network list at the end of this newsletter. Vincent Maire has sent a listing of the Auckland network paddlers and I will endeavour to include that in the next newsletter. Once all the KASK subscriptions are in, Eric Van Toor will print out the address list of members for inclusion with the newsletter.

Trip reports include the first installment (of two) of Alan Woods paddling in Alaska and Max Grant's rivetting account of encounters with killer whales and dolphins in Queen Charlotte Sound.

Paul Caffyn

## LETTERS TO THE EDITOR

Dear Paul

Why is the Kiwi Association of Sea Kayakers publishing a newsletter entitled 'Sea Canoeist'? I appreciate that KASK would not wish to preclude sea canoeists from its membership but the majority of its members are kayakers! Of course this issue of inappropriate terminology is not confined to KASK. Have you ever heard of a triathlon with a kayak section? Better still have you ever seen a canoe in the canoe section of a triathlon?

John Langley, Otago Peninsula

Editor's Response: Initially I wondered if there was a copyright problem in not using 'Sea Kayaker' to title the newsletter but after referring back to the very first 'New Zealand The Sea Canoeist Newsletter', I came across the reason Graham Egarr used to title the newsletter. It is quite lengthy but worth quoting here by way of explaining the choice of title:

'There are some readers who will say that the name of this newsletter is a bit of a misnomer, and I would have to agree, although possibly for different reasons. The term 'canoe' has been deliberately chosen in preference to 'kayak' for a very good reason. Most authorities will tell you there are two basic types of 'canoe' - kayaks that are related to eskimo craft, and canoes which are related to the North American birchbark canoe. In actual fact the modern european canoe dates from a boat designed by John MacGregor. Since he popularised the sport, all european craft have developed from his original. To a large extent MacGregor's boats were inspired by the kayak yet were far shorter, beamier and more boat-like than the eskimo craft. Over the years these craft have evolved back towards the original eskimo style and, in 1961 some sea canoeists began to build replica eskimo kayaks. Today only a handful of craft owe their design to the original kayak style of the eskimo, most are evolutions of the MacGregor canoe. The term 'canoe' is therefore used to cover the whole field of canoe and kayak like craft that are paddled.

Although I totally agree with your comment John, in view of Graham's reasoning

for the title, I am inclined not to change the title for the moment. Perhaps a title change could be discussed at the 1994 KASK forum. Does anyone else have strong thoughts of the subject?

## THE AUCKLAND SCENE A REPORT ON COASTBUSTERS SEA KAYAK SYMPOSIUM by Vincent Maire

The third Coastbusters Sea Kayak Symposium was held over the weekend of May 1 and 2 at the Marine Education & Recreation Centre at Long Bay, Auckland. Friday evening started with a meet and greet hour followed by video and slide presentations of some interesting kayaking destinations. Ross Barnett donated the use of his giant video screen for the conference and in this session he showed videos on the Alderman Islands and Arid Island. Doug and Sharon Spence presented a slide and video show on the Vavau Islands in Northern Tonga.

Saturday morning got off to a bad start when it was discovered that two sea kayakers had gone missing overnight. A search of the nearby creek by Malcolm McKenzie produced both boats, muddied but otherwise undamaged. However on Saturday evening it was decided to mount an all night watch - such are the joys of running a symposium in Auckland. Saturday morning sessions included a panel session on Trip Planning, and presentations on Risk Management, Rescue Techniques and First Aid for Sea Kayakers. The busiest person was Liz Godfrey who took copious notes, transcribed them and these were subsequently sent to all delegates.

At lunch the weather cleared and the many retailers and manufacturers in attendance made the best of the opportunity presented to them in the Show and Tell hour. With over 50 craft in the courtyard and up to 70 people in attendance, the event had very much the feel of a trade show. The afternoon was devoted to practical sessions on Rescue Techniques, First Aid scenarios, Customizing a Sea Kayak and Building a Sea Kayak.

In the evening, John Woods, editor of Adventure Magazine was guest speaker, aided and abetted by Gareth Eyres. Paul's

video on Alaska was outstanding. The giant screen greatly added to the effect of snow, ice and desolation and brought home to everyone the magnitude of the voyage. This was followed by a wonderfully put together video from Eric Van Toor on sea kayaking in Fiordland. Once again the feeling of cold, mist, rain and being near to the roaring forties was enhanced by the big screen.

Sunday started with a two hour session chaired by Brian Lodge and assisted by Brett Whitely and Eric Van Toor on sea kayaking for professionals. Given the recent launch of KASK and moves by Picton-based Bruce Maunsell to form an organization, this session generated a great deal of discussion. Later sessions included paddles and paddling technique, adventure photography and a panel on what is new in the world of adventure products. On Sunday afternoon, the professional fraternity went into conference while we amateurs went paddling and tried out the various boats on display.

So what can be summarized about Coastbusters:

1. The catering was fantastic
2. The venue is perfect and MERC and Coastbusters will likely have a long term future together
3. It seems likely that the next Coastbusters will be a three day event with Thursday evening and Friday devoted to the needs and interests of professionals.
4. Strong interest emerged in having specialist sessions run at MERC. These include Risk Management for Sea Kayakers, First Aid for Sea Kayakers and an Introduction to Sea Kayaking.
5. Strong interest exists in the development of a formal training programme for sea kayak instructors.

In total 67 delegates attended Coastbusters. A high level of positive feedback was obtained and critical comments have been taken aboard. An announcement will be made soon on the next event and subsequent activities relating to the sport. And thanks to all who worked so hard to make it a success.

## ----- **THE CANTERBURY SCENE**

**by Sandy Ferguson**

Canterbury/Westland Sports Foundation 'Women in Action' has been catered for by Peter Sullivan and myself. Originally Brian Lodge at Topsports would have been the biggest (most boats) supporter but the weather fouled that up. So since the middle of March, Peter and I have been taking interested women out paddling, two sessions on Saturday and I've been running one on Sundays. Usually a couple of hours for session one and to Quail Island for lunch for session two. Sundays have been Quail Island, a walk-

ing tour sometimes and always a lunch stop. Of the list of over 50, we have taken 35 so far. Note, its all been free, including Brian's support.

### Easter 1993

I was encouraged/arm twisted or didn't find anyone to go somewhere else with so joined the Easter Banks Peninsula trip. We arranged three launch points and transport, one group starting from Te Oka Bay, two of us at Perake and the rest from Akaroa with Flea Bay as the designated lunch stop.

A grey day with very little swell and an occasional light breeze from behind. We stopped to stretch our legs after an hour or so and I was very tempted to put the TV, sitting on a beach, on my foredeck and meet the others with the immortal words: "I've brought the TV, who's got the microwave?" but unfortunately was too lazy to do it.

We met the Te Oka group as we left the bay, being chased by a seal and hoping numbers would confuse it if it wanted to bite a boat. A short drift around Scenery Nook, a spectacular place, before the last hour and a half to lunch. With my vast experience and stupidity, I'd not put any muesli bars in my jacket pocket so lunch could not come quick enough. The rest of the group were waiting for us at Flea Bay and the day was getting colder and greyer so lunch was a short stop. The next section to Otanerito Bay was a little over an hour, including arches, caves, seals and I'm sure a dolphin in the distance.

After dinner and no camp fires due to the wind, if nothing else, we were all in our tents after 8.30pm to get hit by an absolutely deafening downpour and blinding lightning, even with one's eyes closed. Next morning the tent behind me was gone, shifted in the night due to flooding though I'd not noticed it. The wind might have dropped a little, almost down to 20 knots but out to sea it was a mess of whitecaps. My feelings about it were that one small mistake could ruin an already dismal day so I jumped at the chance to 'chicken out' and get a ride home. Of the 10 folk, that left 4 willing to carry on. And now to the point of the story - of all the boats, one of those that decided to go was a Challenger-tri, with one small screw hatch up forward to make loading easier and NO bulkheads.

Probably just over an hour out, it rolled and foundered. Heroic stuff - 'Challenger founders in Storm off Banks Peninsula' - 'Wahine Re-inactment'. Fortunately the paddler was able to be carried to shore on one of the other boats and lived to tell the tale. I am told that a search of the coast next day revealed nothing.

Moral: What is a sea boat? By my definition it must have a minimum of two bulk-

heads and should have a rudder. The hatches must have a hard shell as well as a method of sealing or be stiff enough not to be blown in.

Do have the courage to tell your friends not to come on a trip if you know their boat isn't up to standard. I know Peter Sullivan now would.

## ----- **Editor's Comment**

### Kayaks without Bulkheads

I am greatly concerned by the use of a kayak without a minimum of two bulkheads or adequate flotation to keep it afloat after a capsizing. Working only on what Sandy has written, it is fortunate that the paddler of the foundered kayak survived. Buoyancy in a sea kayak is provided by: two or three bulkheads, inflated air bags, waterproof dry bags containing food and equipment, cockpit pods, cockpit socks and in the case of folding kayaks by inflatable external sponson in combination with dry bags and sometimes cockpit socks.

Bulkheads in modern fibreglass sea kayaks serve two functions, to enable food, equipment and clothing to be carried in totally watertight compartments without the need for waterproof bags, but more importantly to maximum the inherent buoyancy of a kayak in the event of a capsizing and wet exit. Bulkheads should be glassed in place on both sides, not just one side, for strength and watertightness. Several modern NZ kayaks incorporate a seat which forms a third or middle bulkhead, which maximizes buoyancy and minimizes the amount of water entering the cockpit in the event of a capsizing and wet exit, and does away with the extra weight of a bilge pump.

A single aft bulkhead is not sufficient unless balanced by secured air or dry bags stowed in the bow. Failure to balance the buoyancy forehead can lead to the very embarrassing 'Roman Candle' situation with a submerged bow and buoyant stern poking skywards - not an easy situation for a self rescue.

Rotomoulded plastic kayaks achieve buoyancy through a rigid cockpit pod as used in the Puffin design or by thick foam bulkheads in plastic or fibreglass kayaks invariably leak. The use of large hatches in plastic boats (and many fibreglass kayaks) requires the use of dry bags to keep clothing and equipment dry, which is an additional buoyancy backup.

A sea sock is a long waterproof bag designed to fit over the cockpit coaming, beneath the sprayskirt, and enclose the lower body. In the event of a capsizing and wet exit, the bag is inverted to empty to water from the cockpit area.

For a kayak without bulkheads, the buoyancy achieved with dry bags, flota-

tion bags etc must be firmly secured. The awesome power of water in breaking surf, be it West Coast rolling surf of East Coast bumper dumpers will suck anything out of a kayak that is not firmly secured.

Where non sea kayaks are being used at sea, such as the triathalon boat in Sandy's trip report, or even surf kayaks, buoyancy is essential and can be achieved using rigid foam blocks or used wine cask bladders.

To conclude:

1. the greater the amount of inherent buoyancy in a kayak, the safer it is in the event of a capsize and wet exit; a minimum of water to be emptied, the kayak easier to handle in a group rescue, no need for pumping when cold and wet, easy to tow.
2. the three bulkhead system, fore and aft bulkheads plus seat as middle or third bulkhead, is the best system in a fibreglass kayak for maximizing buoyancy.
3. a single bulkhead can cause a 'Roman Candle'. Two bulkheads are necessary in a fibreglass kayak.
4. dry bags or air floatation bags should be firmly secured in a kayak without bulkheads.

## **New Products**

### Aqua Meter Sailor II Compass

This is not a new product but the Southern Hemisphere dampened model has only recently been available to kayakers in N.Z. Designed for small sailboats, the Aqua Meter, No. A121 Sailor II is 4" diameter compass, and weighs 5.5 ounces. The domed, easy to read graduated card is in a fluid filled clear perspex dome. The cardinal points are marked, plus numbered degrees at 20 degree intervals, 24 (240) 26 (260) etc, plus white lines denoting both 10 and 5 degree intervals. A yellow lubber line is easily used to align the compass along the bow-stern axis of the kayak. At night, the numbers and marks are easily read with a red lense torch or shielded cylalume night stick.

Four non magnetic anchors and screws plus a foam disc base plate are supplied for deck mounting. The compass can be levered off from a firm attachment on the base plate for safe storage. This style of compass, unlike the orienteering type compass, is read from the behind or astern, thus the prime mounting position is as far forehead on the deck as can be reached while seated in the cockpit. It should not be placed too far forehead so that the figures can not be read easily. The compass can be mounted in a recessed deck moulding, attached to a foam block to raise it above the deck, or for my deck layout, it sits on top of my lifejacket with the dome poking through a hole in my net bag.

The Silva type orienteering compass is read from above and thus has to be used on the sprayskirt or immediately forehead of the cockpit. The distinct advantage of a yachting compass is that when it is mounted on the foredeck, as described above, sight of the visual horizon is not lost when a compass course is being followed. The disadvantage of using the orienteering compass is that sight of the visual horizon is lost every time the compass is checked. This can exacerbate any tendency of motion sickness.

For my Alaskan trip, I used a Northern Hemisphere dampened Sailor II compass and it proved to be the most accurate compass I have used. Many of my long crossings, either in thick fog or with no landmarks in the flat tundra country were achieved with a remarkable level of accuracy. It was no good bringing the compass back to NZ as a N hemisphere dampened compass card will not sit level in the southern hemisphere. Thus I was relieved to find a Southern hemisphere dampened model was now available here.

The compass does not have internal compensators, that is the compass is not swung on a kayak as a ships' compass is to compensate for the vessel's inherent magnetic field. On a kayak, torches, radios, fish knives - anything with a magnetic field - should be kept well clear of the compass.

If you cannot purchase this compass from your nearest kayak retailer - Max Grant of Quality Kayaks, Sissons Industries, Canoe & Outdoor World and Topsports are stocking them - then get in touch with the importer, Tony Free of Canoe Sports, PO Box 109, Napier. Phone Fax: (06) 8358-408. Estimated retail price is \$85 to \$90.

### **New Sea Kayaker's Guide**

Sandy Ferguson has published *The Sea Kayaker's Guide to Tasman Bay and the Marlborough Sounds* which is available for \$8.00 (P&P included in NZ) from Sandy Ferguson, 12 Dunn St, Christchurch 2. Ph: (03) 332 5155

Sandy notes in the introduction that, 'the guide was written with the beginner and overseas visitor in mind', and 'The aim of the Guide is to give some indication of what the next place you get to will be like and whether it is worth considering as the next camping site.' The introduction includes brief overviews of camping, dangers, tides and current, stoves and fuel, wildlife, environmental care code and an equipment list. The bulk of the 60 page guide is then broken down into the following areas, Abel Tasman National Park, Tasman Bay, D'Urville Island, Pelorus Sound, Kenepuru Sound and Queen Charlotte Sound. For each area, a brief intro-

duction and area map is followed by a listing of camping areas/ landing places. Each beach or bay has brief listed descriptions of terrain, water, beach, shelter with a rough sketch map of the area alongside. The terrain comment notes ownership of the land and notes if permission is necessary to camp. The water comment relates to availability of fresh water.

## **TRIP REPORTS**

### Queen Charlotte Sounds Trip 19th-21st February 1993

#### Max Grant

It was Friday, nearly 12 noon, when seven of us launched our kayaks from Picton for our first day of sea kayaking in the Marlborough Sounds. Dave Herrington, our leader could do no more than wave as he stood on the jetty and wished us good luck, after dislocating his shoulder while 'surfing' two days before. Our plan was for six of us to kayak to Ponga Cove, whilst Bob Huck would paddle to Torea Bay, Portage, where he would be picked up by Dave, Justine and Glenis, and travel by vehicle to Ponga Cove, where we would all spend the night.

We were just out of Picton Harbour and battling our way down Queen Charlotte Sound into a strong easterly wind when a particularly strong gust of wind enabled Kerry to display how well he can perform an Eskimo Roll. However during the roll, Kerry's glasses came off and he quickly exited the kayak in a vain attempt to retrieve them - well, that's the way he told it. After a quick deep water rescue, some repairs to Kevin's kayak and a bloody great battle against a very strong wind, we eventually made it to Dieffenbach Point. Here we stopped for a lunch break and watched the ferry go by - there were no stupid canoeists dancing around on the deck today. From here the going became a lot easier as the wind seemed to turn to a south-easterly and we were able to use a following sea to paddle/surf down Endeavour Inlet to Ponga Cove. Thanks to Kevin, the 10 of us were able to stay in one of the houses, which was a blessing in disguise as it rained heavily that night and into the next day.

By 11am on Saturday we were on the water and on our way to Resolution Bay. About halfway to Endeavour Inlet we spotted a pod of whales moving towards us. They were breaking the surface three times then diving for about six minutes before surfacing again. They kept on moving towards us and rose about 50 metres in front - they were orcas (killer whales) and they kept on moving towards us. They dived and we waited anxiously for them to surface. None of us had ever seen a whale before, and here we were waiting for the pod to surface, knowing they were prob-

ably beneath us somewhere. The atmosphere was absolutely electric.

Then it finally happened. The pod surfaced right in front of us. Five of them, three adults and two calves. They swam right through us as if they didn't know we were there. They had surfaced to blow, and as they dived we were able to paddle behind them in the boiling waters left as their tails powered them back under the water. Although we tried we unable to get near them again so we eventually continued to Resolution Bay. Once there we walked over the ridge to Ship Cove and the Captain Cook memorial. It was quite amusing following Mike on the tramp to Ship Cove, which he completed in his wetsuit. During the paddle back to Ship Cove we saw some seals, penguins and a couple of dolphins but the whales were not to be seen again.

On Sunday it was a 6am start so we could catch catch the 2pm ferry sailing from Picton. It had been another wet and windy night in which Cyclone Parlane had passed us by, but by 7am we were paddling out of Endeavour Inlet in perfect conditions. At 8am we stopped for a spell and a bight to eat at Spenser Bay. We prepared to get back into our kayaks, we spotted a school of dolphins swimming up Queen Charlotte Sounds towards Picton.

We paddled over towards them. There were at least 50 of them, and as we approached they seemed to want to play. For the next half hour, we paddled with, played with and surfed with the dolphins. They jumped beside our kayaks and swam under our boats giving us a small wave to surf on. It was the first time I have had so many dolphins around me that just wanted to play - it was great. The dolphins veered off and headed down Tory Channel, leaving us to continue on our way. Paddling into Picton Harbout Mike encountered a school of stingrays which weren't too keen on his company.

We arrived at Picton and were soon packed up and ready for the trip home. It was a wonderful trip made more enjoyable by the wildlife we were lucky to encounter. Many thanks to those on the trip; Bob Huck, Peter Moses, Kerry Howe, Kevin Elvy, Ken Parlane, Mike Christensen, Justine, Glenis and Dave Herrington and me.

Max Grant.

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## ASKAKA - THE GLACIER TOUR

### Part I Alan Woods

After two weeks in Russia it was good to reach Juneau and start organizing the second part of my trip. One of the first priorities was to have a large feed of green vegetables. Juneau proved to be warmer than Nome but very much wetter. I called into Alaska Discovery to pick up the hire boat, but when I explained where and how far I intended to paddle, they promptly slapped another \$100 excess on the hire for probable damage. The Mariner XL was a lot different to my Arctic Raider, so I was hoping it would handle OK. The boat was heavy enough unloaded; by the time it had 17 days of food and 15 litres of water on board, it was all I could do to drag it to the waters edge.

I left Juneau at lunch time, in calm but wet conditions. The difference in boat handling was apparent very quickly; the Mariner was very slow compared to my own boat; I had to work quite hard to keep 6km/hr up. The wind started to get up from the south-east not long after leaving Fritz Cove, this and a swift tidal overfall at Shelter Island made the first few hours an uncomfortable experience. I slowly manage to sort out the boat and after a couple of stops to adjust equipment and seating position, the boat was handling much better. On the run down Saginaw Channel I had both a wind of 15 to 20 knots and 4 knots of current assisting me. This made for effortless cruising, with the trees on shore flying past and having settled into a steady rhythm, I felt really good.

After a quick stop for dinner at the lighthouse on the tip of Admiralty Island, I rounded the point and headed down Lynn Canal, heading for Funter. The wind had climbed considerably during the afternoon and I was now paddling into 20 to 25 knots of headwind, the frequent squalls of rain proved to be quite painful as they lashed my face and they cut visibility to 100m or so. After 4 hours of punching into the wind, my arms were telling me they were finished for the day, so I pulled into a sheltered bay and made camp for the night.

The alarm woke me at 4.30am but I promptly rolled over and went back to sleep till 5.30. After retrieving my food bag from the trees I sat down and had a pre-breakfast of bananas while checking out the sea. The sea was calm with a mild south-easterly to paddle into, so it was on to the water by 6am. It seemed to take ages to get across to Couverden Island, I must have been bucking into an opposing tidal stream. Once around the point into Icy Strait I stopped for breakfast; the hot oatmeal was great as it had started to rain and the cold wind had picked up a lot, this time

at my back. The wind had picked up quite a big sea and the waves were climbing up over the boat and attacking me from behind. I was grateful for the drysuit since it would have been miserable without it. After a quick lunch stop, I had my first close encounter with a whale, a humpback whale surfaced about 15m away, heading straight for me, I rapidly backpaddled out of the way, but the whale just gently dived and passed under the boat. With the reassurance that they could avoid me better than I could them, I quite happily paddled on. The waves had increased to the point where the odd one would break over me shoulders so I abandoned my idea of reaching Gustavus and pulled up on Porpoise Island. I found a nice sheltered beach and pitched the tent for the night. I spent a delightful half hour watching a family of sea otters playing in the surf about 5m from the tent.

Now that I was getting into the rhythm of things, the 5am starts were not too bad. The weather had moderated a bit so I decided to head for Bartlett Cove. Once I had worked out the aches and pains from the body I settled down for a morning paddle. By 6.30 the wind had lifted again and the sea was getting very big. The wind swirling around the island made life difficult as it caused lots of swirls and williwaws. Once past Gustavus and out of the relative shelter of Pleasant Island, the waves kept broaching the boat and the wind kept trying to snatch the paddle out of my hands.

About this time a curious seal poked his head up and gave me the once over; he then proceeded to follow me for the rest of the day. I looked on him as my guardian angel for the day. I would have landed but the landing looked worse than staying at sea, so I plugged on to Point Gustavus and the relative safety of Glacier Bay.

Once inside the bay the difference was amazing, the bay was calm and a knot tidal flow meant a fast trip to Bartlett Cove. With almost zero visibility and very heavy rain the chances of paddling tomorrow looked slim, so I headed up to the lodge for a beer and a chance to dry out a bit.

A bear attacked a woman's pack last night and tore it to bits, this and the fact that the weather improved for the first time in four days convinced me it would be better on the water. With the strong tides in the area it was not use leaving till 8.30am so it was a nice lazy start to the day. Once I was in the Sitakady Narrows I felt the full force of an 8 knot tidal stream; between some of the islands the current was flowing so fast that you had to ferry glide across them. Once out of the narrows the tidal stream influence lessened and I could look around at the wildlife and the scenery. There were 1000's of

small birds sitting on the water, apart from being quite cute, they had no fear at all and I had to stop some times to prevent running them down.

I landed on south Marble Island for lunch, where I had a disagreement with a sea lion who thought I was keen on his harem. He rapidly chased me from the island and caused me to drip my walkman into the sea when he came up a couple of metres behind me and roared. My boat reached planing speed in two paddle strokes and I nearly needed to wash out my drysuit. It was an uneventful afternoon except for being swamped by an unexpected wave while having a leak; cold water entering your drysuit in that region is dammed uncomfortable.

A beautiful fine morning greeted me this morning and as the tide didn't turn until 11am, I hung out all my damp gear to dry while soaking up the sun. By 9.30am the gear was dry so I headed off - a bad move - there was more current than I anticipated and after 3 hours I had covered only 9kms. I stopped for lunch at a petrified forest; the trees were buried by an advancing glacier 2000 years ago and only reappeared 40 years ago when the Muir Glacier retreated. To sit amongst trees that were around at the time of the birth of Christ sort of makes your time on earth look pretty small.

I was running out of daylight by the time I reached McBride Glacier so I pulled in to where a group of kayakers were camped. It proved to be a commercial trip and for the first time in my life I was smartly told to bugger off by their guide. It was a shock to the system that sea kayakers, even commercial ones, could have such an attitude as this.

The McBride Glacier is some 200m across; a clear whitish colour with blue streaks through it. There were lots of bergs and bergy bits at the base of it. I tried to get closer but the bergs would close around the hull of the boat and try to crush it. After having one particular nasty berg split a seam of the boat I backed out and camped by the side of the glacier. The glacier kept dropping chunks off during the night; there would be a loud boom and then a rolling sound like thunder, then all the icebergs would rearrange themselves with attendant grating sounds.

The morning was crystal clear and very, very calm. In the half light of dawn, all the bergs drifting down the inlet on a perfectly calm sea gave me a feeling of calm and serenity. The morning's paddle was a dream; I just paddled along with my mind in neutral, just soaking up the splendor of the day. It only seemed like minutes before I was back at Sebree Island and having lunch. The first part of the day went so well that at 4pm I decided to paddle to

Blue Mouse Cove; I thought I could get there before the tide turned. I was feeling strong and really paddling well; there was no problem in the crossing and even missing the tide by half an hour didn't worry me; all in all a great day - 60 kms in 7 hours.

There was a lot of crashing in the bushes last night but I didn't investigate in case it was something other than a teddy bears picnic. I noticed my polypro came to me when I whistled to it - it was time to do some washing. At the same time I ran the sunshine harvester over my face to get rid of the stubble. I paddled up the main part of Glacier Bay. Many of the inlets and bays have a layer of fuel oil scum from the cruise liners and loopy(tourist) boats. It's a crime that the supposed pristine wilderness can be allowed to be ruined this way.

I decided to camp at Reid Inlet for the night; the Reid Glacier is one of the few advancing glaciers in the area - it has advanced 5kms in the last 4 years and is almost down to the 1930's terminal moraine limit. I camped at an old miners cottage that had been lived in till the late 40's; it must have been a cow of a place to live in winter.

The second half of Alan's trip report of paddling in South East Alaska will appear in the next newsletter.

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I found out that the innovative rudder that Brian Lodge is playing with {noted in newsletter 43} is Don Currie's idea. It is a lifting dagger board as found on trailer sailers. The added bit is that it is hinged to tilt forward as it comes up. There are many difficulties keeping it down and Don has moved onto other ideas. He told me he had been looking for Nordkapps to cut up and fit ideas to and had found another victim.

So in the far flung back blocks of Rangiora is the mad kayak inventor - I'll let you add the suitable cartoon to go with such a statement. Latest word is that he feels the Nordkapp has had its day and has his eyes firmly fixed on some miracle bi-direction fibre that grows on trees.... I'd be wary of turning up at his place with a kayak on the car roof least it come away looking different.

Sandy enclosed a worldwide directory of paddlesports clubs and a list of the interclub co-ordinators, compiled by the California Kayak friends. 30 clubs are listed in 9 countries - Australia, France, Germany, Ireland, Italy, NZ (Sandy), Norway, Sweden and U.S.A. - with contact and phones numbers.

The idea is designed to facilitate tracking down a boat and paddling companion when visiting a new country. It applies to members of participating clubs. Further information is available from Sandy or myself.

The *Paddlers International* newsletter, run by Peter Salisbury in Scotland is a good source for contacting other paddlers for information on a new area or finding expedition co-paddlers. Peter puts out a yearbook with a full listing of all members and their expedition track record - excellent resource to track down to information.

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### Unclassified Adverts

#### FOR SALE

Following a glorious, 8 day, fine (!) weather trip in Dusky Bay, we must for financial reasons part with our folding double kayak, spraydeck, and one set of split paddles in good condition. \$1650  
Tel: David Stimpson  
(04) 801 3212 work  
(04) 388 7721 home

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#### WANTED TO BUY

Nordkapp or similar fibreglass sea kayak, with sprayskirt and paddle.  
Contact Valerie Keen, 49 Washington Rd., Nelson; Tel: (03) 546 7092

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### STOP PRESS

Yet another attempt at a Round Australia paddle has finished. Andy Mitchell, from Wisconsin, USA, set off from near Sydney earlier this year in a solo unsupported attempt to paddle around Australia. Andy made it to Thursday Island, north of Cape York at the tip of Queensland, where just recently he decided to finish the trip.