

THE SEA CANOEIST NEWSLETTER

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Editorial

This newsletter is devoted mainly to accounts and debriefings arising from the KASK Forum held at Picton at Anzac Day weekend and particularly the Sunday social paddle which was interrupted by a cold southerly front.

At the KASK Annual General Meeting, a decision was made to join Public Access NZ, a Dunedin based group which is striving to maintain public access to New Zealand's rivers, high country and coast. Nora Flight, the KASK conservation officer has summarized the information contained in the latest PANZ bulletin.

Regarding the forum accounts, some of the material is duplicated but I feel the different perspective from the various authors was worth printing in full. Mark Hutson, who runs a sea kayak tour operation in the Bay of Islands, presents the perspective from a professional operator. John Kirk-Anderson's account is important as he was a rescuer during both capsize and he lists faults and remedies he learned from the rescues.

There are notes on two debriefings, one on the actual forum compiled by Peter Sullivan with suggestions for the 1995 Forum, and one compiled by Sandy Ferguson after the Monday paddle.

Sea Kayaking Report from the Ruahine and Palmerston North Canoe Clubs

by Max Grant

During the summer months there have been several trips organized by local canoeists to the Marlborough Sounds, Cape Kidnappers, Kapiti Island and along the East Coast.

Kapiti Island trips.

The trips to Kapiti Island are always very popular with between 20 and 30 people taking part. The Conservation Department has now been considering our application for landing rights at DOC area on the island for seven months, and have still not come up with an answer for us. In the meantime we have been able to get permission from the private land owners to land on the northern part of Kapiti. The last two trips to Kapiti were very successful and we now make greater use of the tides when going around either Kapiti or Mana islands. If you are planning a trip around either island, you should always go in an anti-clockwise direction, so you can maximize use of the stronger out-going southerly flows while on the western side of the islands. Remember that the out-going southerly flows are up to two knots swifter than the in-coming northerly flows, and they last for an extra two hours.

Cape Kidnappers

A very popular 'family trip', which is always sheltered from the southerly winds. Although we normally land before Black Reef and walk the last two kilometres to the gannet colony, on our last trip everyone was able to paddle through Black Reef and land safely on the beach at Cape Kidnappers. After a good lunch and walk to see the gannets, everyone success-

fully paddled off the beach and back through Black Reef.

Other trips have all been successful and thoroughly enjoyed by those taking part. Congratulations to Tony and Conrad for their double Cook Strait crossing in their double kayak and to David Herrington for finally completing his solo return trip from Akito to Cape Turnagain. I won't mention how many attempts have been made at this.

Max Grant

Forthcoming Events

A note from Sue Newton asks sea kayaking women to unite for a weekend of instruction and sea kayaking skills to be held over the weekend on 6/7 August at the Plimmerton Boating Club, north of Wellington. Cost is \$70 including food and luxury accommodation. Kayaks can be hired as an extra cost. For the registration form, write to:

WONZ, c/o Sue Newton
16 Cooper Street, Karori
Wellington.

KASK LOGO

Peter Sullivan has put time and effort into modifying a logo first used by Graham Egarr with the newsletter. Arctic clothing and the paddle have been modified for NZ. I like the finished product which is included in this newsletter. The wrap-around logo lends itself to stickers, and a T Shirt perhaps for the 1995 Forum. Comment is invited on the design.

1994 KASK Sea Kayak Forum

Glyn Dickson

The Kiwi Association of Sea Kayakers (KASK) held its annual forum in Picton over the Anzac Day weekend. KASK was formed two years ago to represent the interests of sea kayakers around New Zealand and to promote the recreational aspects of the sport. The annual forums have been in existence following their inception in 1989 by the late Graham Egarr. Over 70 people attended this year's forum reflecting a wide variety of interests from expedition paddlers, recreational day paddlers, manufacturers, retailers, professional instructors, tour guides and commercial tour operators.

The main section of the forum involved a number of sessions and lectures with a good mix of on and off the water workshops. As well as the chance to see and sample the wares of the manufacturers, the following topic were covered: oceanography, paddles and paddling technique, expedition planning, solo and group rescues, Eskimo rolling, kayak design, customizing your kayak, surf technique, safety on the water, fibreglass care and repair, weather, kayak literature and writing, fishing, tides, kayak sailing and navigation.

The standard of instruction is steadily improving and this was particularly evident when viewing the demonstrations and teaching of rescues and Eskimo rolling by Brian Lodge. While most sea kayakers are unlikely to ever capsize if they paddle recreationally, safety concerns dictate that all kayakers must practise rescue techniques so they are prepared to cope with this situation if it ever arises. Brian's knowledge of the wide range of techniques and his ability to teach the appropriate ones highlights the value of utilizing professional tuition.

A feature this year was the greater range of speakers, highlighting the growth in the sport, but also showing that at the top level of sea kayaking in New Zealand we have more and more up and coming 'gurus' to accompany Paul Caffyn. Paul as well as being the principle organizer and running various sessions, took the opportunity to launch his latest book 'The Dream-

time Voyage' which detail his epic trip around Australia. I suspect this book will become one of the classic sea kayaking 'yarns' and would highly recommend it.

Other interesting events were the KASK sports in which teams of two paddled forward then backwards through a slalom course before one had to stand in their kayak and count to five before landing. The Le Mans start and finish ensured this event was good fun. Additionally there were a number of good videos shown which amongst other things gave excellent footage of traditional Greenland kayaks, early days of canoe surfing in England and some amazing rolling demonstrations.

The commercial tour operators also took the opportunity to hold their annual meeting during the holiday weekend. The Sea Kayaker Operators Association of New Zealand (SKOANZ) features the major operators of rental and guided sea kayak tours from throughout New Zealand. With the growth in kayak-based adventure tourism, these people represent the largest number of sea kayakers even if most of their customers are at a beginner level. SKOANZ is dedicated to furthering the professionalism of its members and to this end has been the major instigator of a qualification and assessment system for professional sea kayak guides. With a number of assessors now appointed around New Zealand, assessment courses will soon be run on a regular basis.

The Monday morning paddle in Queen Charlotte Sound was planned to round off a very busy weekend. Approximately 40 paddlers in singles and doubles, all with their playlunch aboard, paddled out of Picton and one and a half hours later, landed on a sandy beach for lunch and chat. While the morning started with lots of sunshine and no wind, an unexpected Southerly front blew up while lunch was being eaten. Despite the experience of the group, and the generous assistance of a launch that transported eight paddlers, we had a capsize on our return to Picton.

For all that it would have been preferable that it hadn't occurred, this real life rescue provided an excellent learning experience. With the paddlers all

warm and dry in the safety of the yacht club again, an excellent debriefing with over 30 people took place. Some of the risk management issues that arose were:

* It was an informal paddle with peers, so the assumption was that all members of the party were 'reasonably' experienced and equipped. In fact there were a number of newish paddlers and also paddlers with low fitness levels. Consequently the gap between the strongest and weakest paddlers was significant. Risk management starts before you even get near the water so that you know what the strengths of the individuals are, what other skills people have (such as first aid experience) and what equipment people are carrying.

* Paddling in such a large group, it is vital to split up into smaller groups with designated leaders and tail end Charlies.

* A great deal of pressure to return to Picton came from the need to travel home (ferries and long car journeys). In retrospect it would have been more sensible to have waited at our original lunch spot for calmer weather or an arranged vessel to collect the majority or all of the paddling party.

* Finally most members of the group who felt uncomfortable in those conditions (apart from those who took the launch) were reluctant to express any anxiety due to the perceived peer pressure of continuing. If in doubt speak out!

To give credit to the leaders, the trip could have ended in a far worse situation. It was very difficult to be leading due to the group dynamics (it is most unusual to have such a large group, with such different skill levels, and with the majority of the paddlers being experienced), and while we learned from the experience it could have easily have ended with a major accident had the quality of the decision making not been as good. A relieved group of kayakers was soon heading home, equipped with increasing knowledge and experience after a very successful weekend.

Glyn Dickson.

Sea Kayak Forum '94

Sandy Ferguson

The Sea Kayak Forum '94 was held in Picton and consisted of the usual format but with variations, especially on the Monday when the theoretical sessions became reality. It would be hard to arrange things to that level, taking it to the limit and forcing the participants to evaluate their preparedness and skill levels.

It was sea kayaking, looking at kayaks, talking kayaks, watching rescues, rolling teaching, fishing, navigation, sailing, publications, design etc. I skipped some sessions and paddled as many kayaks as I could that I hadn't previously. I also got to watch my own boat and listen to comments. One person who designed his own double, "Not bad for a first effort." he said with a grin. We're always rude to those we know.

Sunday night had the added spice of a book launch with Paul Caffyn bribing us with bottles of bubbly while we dashed up to him waving cash to purchase "The Dreamtime Voyage".

Monday was to be a short paddle (20 km ?!) and back by 12.30 for those who had to catch the ferry back to the North Island. We, at least 30 kayaks, were away by 9.00 a.m. with the grey clouds vanishing as we started to leave on mill-pond conditions beneath a blazing sun. There was half an hour of paddling to get out of the bay followed by an hour crossing Queen Charlotte Sound. Just before the start of the crossing, Stephen in another double suggested a race. Mike had been paddling behind us for a few minutes so as we sprinted, the other boat drew away and though I glanced back, I didn't notice the fishing line attached to our rudder. Must have just about pulled the cleat out of Mike's deck - the first time a Nordkapp has planed with the paddler with his arms above his head? ***** comedians!!.

We crossed the sound, passing between Allports Island and a little one to the east, about a 50 metre channel between them. They are situated about 1/2 way across. An early lunch or eating anyway at 10.30 a.m. and then to see the wind pick up out to sea and everything get covered by white-caps. A front had crept up on us as we couldn't see to the east and south,

where it had come from. There was a quick conference on the beach and then out to the point to see what was brewing. Just a 30 knot gale (in the calm bits) with seas less than a metre high and mostly breaking.

The crossing to the island was just a hard slog, Sarah, my crew, doing her best. A few times we'd come over a wave and land with a great crash then plough through the next wave, fortunately with Sarah stopping it getting to me. Even so I seemed to be drinking salt water all the time. We'd seen great masses of jellyfish earlier in the day - I knew the beard would sieve them out.

I eased up to windward so that we got to the windward end of the island (actually the middle of the little island) though the agreement had been to regroup at the other end. Keeping to windward is like gaining potential energy, money in the bank. There were a few others with the same idea as me and we rested up before running down and round the island to a little bay with a metre or so of gravel above the water line. I found out here that Alex had rolled the Puffin he'd been paddling but had had an assisted recovery and was on the beach before I got there.

Slowly the rest arrived and someone must have gone out to the launch which was sheltering in the cove and asked if they'd take a few back to Picton. The few became about half the group. There was a call for a double paddler to change to a single, something I certainly wasn't going to do as I had enough on my hands looking after Sarah without some other beginner replacing me. The loading went ahead slowly and as we were getting cold sitting around we started to get ready to leave, hopefully with a double to escort a couple of singles. As I left there were a couple of singles with me who promptly "pushed off over the horizon" while we crawled slowly for the far shore. It consisted of heaving-to in the really hard gusts without steerage way and making up to windward during the lulls, comparative as it was only a choice of 25 or 40 knots, take your pick.

Sarah mentioned the ferry from Wellington was approaching on our port side, its starboard side visible, and I

hoped to out run it or that it would alter course and pass behind us. A glance at the angle and some more hard paddling, a few minutes (hard to tell) and another check of the angle, no change. Time to take evasive action so I turned to starboard, stern on to the wind and held us in position. As the ferry came closer I continued to starboard so that we were paddling away, continued circling until we were facing the oncoming wake. I warned Sarah to expect something big and it looked like breaking seas. What eventuated was an anticlimax, three big smooth swells. Back to the grind with the water becoming smoother as we got nearer of the shore until we were within 50 metres and altering course to follow the coast to Picton, by now a run as we sat back and enjoyed it. Nothing lasts forever, we were half an hour from Picton, smooth water paddling time that is, and it wasn't all "downhill", still some little bays to cross with the wind pushing up towards 30 knots and us stalled until the gust eased.

Those following us caught us near Picton and on the shore was an ambulance, not a good sign. We found out later that the Sea Bear II with Sarah's mother (Jill) and George had rolled, they'd been picked up by the launch and George had become hypothermic.

Everyone survived but it left quite a few with vastly greater knowledge than they started with. Sue was one, paddling a Narpa, a long distance swimmer, plenty of strength (probably a lot more than me) and with an escort, had come through easily (not necessarily happily to start with) and would now be a much better paddler. There was one Puffin with a woman paddling that passed us on the first section so the strengths and experience levels varied greatly. The two singles which started with us had out sprinted the ferry. One other Sea Bear II was paddled by Peter Sullivan and Dianne, he could have paddled a bath tub across and it wouldn't have worried him, could probably done it towing all of us too! I had thought the Sea Bear to be "bomb proof" but was proved wrong. If it had been loaded with rocks it would have been better and though George has paddled quite

a lot, he was in a kayak that he hadn't paddled before and is known to be a 'handfull' when empty in high winds.

I'd loaded my boat in the morning to help handling with about 5 litres of water right aft and at least 2 kilo of pears in a cardboard box in the mid hold. Sarah was also lighter than some crews I've had. The boat performed perfectly and at no time was I worried about where we were and where we'd get to, just "Here we go again, another hard slog hour after hour." Sarah is about 18, done a bit of paddling but being young has a strength and stamina limit so I was under powered compared to the other doubles and as an escort vessel of no real use to anyone.

The weather encountered is the weather that I always get in Queen Charlotte Sound (4 out of 4 trips) and I've become quite used to it arriving.

Interesting, great experience though not viewed in the same light by a few others I'm sure.

Sandy Ferguson

PICTON FORUM, GROUP PADDLE

By Mark Hutson

A half day group paddle in Queen Charlotte Sound was on the agenda for the third day of the Picton K.A.S.K. forum. A good turnout of some 35 paddlers showed up. We were quite a flotilla as singles and doubles glided out from Picton Harbour on a flat calm sea under warm sunny skies. What awaited the group on our return journey a few hours later was very much the opposite.. a classic example of how quickly the weather can change paddling conditions.

While eating our lunch at the turnaround point in Kumutoto Bay, conditions changed in Queen Charlotte Sound from flat calm to somewhat severe conditions, seemingly within minutes. Visually it was very impressive to see an army of southerly white-caps appear just outside our bay, with a definite demarcation line running between the two points. Calm on the inside, rough on the outside. Extra clothing and paddle jackets were donned by many and a general movement to the boats ended our lunch smartly. The group leader, who more

realistically was the facilitator on this half day outing, suggested we paddle to the leeward side of the point in front of us and wait as a group until all were ready to paddle together to the next leeward rendezvous, Allports Island, about 1.25kms distant and slightly upwind of our position.

At this point it should be noted and the distinction made that this was not an organized tour for the general public, or an organized club outing, or a paid guided tour, but rather a gathering of primarily fairly experienced paddlers to have a social paddle together amongst their "peers". Several in the group were involved professionally as guides and some had been paddling for well over 20 years - many strong paddlers indeed. But there were also some novice to intermediate paddlers who had spent the weekend learning, among other things, good paddling technique and how to recover from a capsized kayak.

As the group set out from Kumutoto Point to the first leeward shelter on Allports Island, the wind estimated at 25 knots with occasional gusts over 30 knots, quickly began to separate the group. For some of the paddlers the wind was probably an exciting challenge while for others it may have been their limit and for a few it was well beyond their capabilities. Although the group became too spread out to act as a cohesive unit, several of the stronger paddlers stayed with those having difficulties and offered coaching and encouragement, and in one case assisted in a re-entry following a capsize. The leeward side of Allports Island was a very welcome refuge and all the paddlers finally made it across and regrouped in a small leeward cove on its northwest side.

The leader/facilitator and a couple of others paddled to the far corner of the island to assess conditions for the final crossing. It was confirmed that conditions were just as bad as what had already been experienced. By good fortune a motor launch was anchored in the immediate area and soon heading back to Picton. They were quite obliging in our request to hire them to take paddlers and boats on board. This naturally was a welcome 'escape' for eight paddlers who wanted to bail out.

Those who decided to continue with the next unprotected 1.5 km stretch, broke off into three groups with one group leaving first and one staying until the launch was loaded. This first group had a range of paddling abilities and became quite spread out on their crossing to The Snout at the outer end of Picton Harbour. The second group to leave, the smallest with only six boats and all proficient paddlers, had no problems with the strong gusty headwinds.

The most serious problem of the day came from the first group when a double kayak capsized. After the capsize, one paddler became separated from the double while swimming to retrieve the paddles and was assisted by a single paddler. The re-entry process into the double was hampered by a temporary bout of asthma on the other paddler. The launch came to their assistance with the double and both paddlers brought aboard. But the drama didn't end there. The couple who'd spent 10 minutes in the water had signs and symptoms of hypothermia. So the classic field remedy was employed using a sleeping bag and rewarming with another body. As a precautionary measure an ambulance was called to check the hypothermic couple upon arrival in Picton.

The group finished up the day by having its own debriefing. Many critical comments were made and discussed and it was an opportunity to air out feelings of what had happened. In looking back, the situation was most ironic and some aspects were quite unique and others classic. Unique in that such a large group with so many strong paddlers and unique in that the weather showed how quickly (and savagely) it can change and how leadership on the water can break down when the numbers of a group are too large for one person to keep under control in difficult conditions. (Commercial operators usually use one guide per 5 > 8 customers.) The irony of a 'real' test confronting this group of kayakers at the end of their forum on sea kayaking skills and safety will create a learning impact few in the group will forget.

Debrief '94

by Sandy Ferguson

The following are from notes made at the debriefing plus interviews with paddlers at a later date. At 4.00 p.m., 25/4/94, a debriefing was held in the Picton Yacht Club rooms to discuss lessons learnt during the day. The session was conducted by Bevan Walker and attended by most of those who'd paddled.

Bevan Walker started by going through the events of the day but was side-tracked by Brett Whitely and Bruce Maunsell, neither of whom had paddled with the main group. They seemed to equate 'club' paddlers with guided trips and it was forcibly pointed out that there was no comparison. In one instance the paddlers are assumed not to have any experience whilst in the group of club paddlers, most will have some to a lot of experience. Mark Hutson gave an example of the problems he'd noticed in similar circumstances.

Bruce expressed surprise that such an experienced group hadn't noticed the front's arrival and totally failed to appreciate that we were unable to see to the south (paddling north) or east as we were tucked in to Kumutoto Bay, 2 km and at least 15 minute's paddling before reaching the beach followed by at least 1/2 hour on the beach before the front was evident. That is, 3/4 hour without visibility towards the direction of the arrival of the weather. It is unwise to be caught at sea when a front comes through, especially if it is possible to stay on land until it has settled and a regular sea has formed, again, something he failed to appreciate.

Weather forecasts for the weekend had predicted strong (up to 40 knots) southerlies for both Saturday and Sunday, but nothing had arrived. It is believed that no fronts were predicted for Monday though this was not established. One of the group was going to do a weather check with Picton via VHF at about 12.00 noon. {The early am Monday forecast on the local radio station was for light winds. Ed}.

Brett stated, without proof, that sea kayaking had lost a number of paddlers because of the conditions. The only one who can be found, paddled again a week later and decided to buy

a mountain bike (bike or kayak, funds don't run to both) and that though she handled the conditions well, still admits to not being happy at sea, before, during or since. This means that she knows her limitations and unless she gains a lot of sea time, now honestly knows what sea kayaking is about. Brett's comments again showed that those not present were making assumptions and statements instead of asking questions to clarify the situation.

There appeared to be a little confusion as to the numbers in the group though it appeared Nora had done a head count when leaving the beach {& before leaving Picton. Ed}. A number of experienced paddlers (Brian Lodge and Brett) had left the group at the point leading to Waikawa Bay and had not informed Bevan or Nora of their plan.

Some of the paddlers had gone to the east end of the Allports Island on the first stage of the return trip and had been called to paddle to the other end, the question was, how many understood a whistle and a paddle held vertically. The message was quickly understood but a session at a future Forum could be held on signalling. It appeared that most people had whistles (95%?).

Unfortunately interruptions by Bruce to cross examine failed to ascertain how many knew of the alternatives to each stage of the trip and who knew that, if the launch hadn't been there, what the alternative route would have been.

Mary Reid raised the question of what was being done to thank the launch 'Henrietta' owners for the assistance given. This included two copies of Paul's book and photos of the loaded launch. Time was lost due to Mary Reid continuing to ask after being told, she seemed to expect more though didn't state what she expected to be done.

Jill described the events during her rescue - the boat being empty and being blown over - losing the boat but having two paddles - her worry about the effects of cold and then realising that the wetsuit was keeping her warm enough - that John (as he assisted her) had warned that if he capsized he wanted room to roll - George (with

difficulty), finally getting the kayak to stay up and re-enter it (assistance from Glyn) - retrieval by the launch including their engine troubles (there was nearly a rope round their prop) - George's hypothermia. Further discussion with George established that once in the kayak he was busy stabilising an asthma attack though to those watching, this was not clear.

The Sea Bear II has since been described by two users to be hard to control and the third one even with a strong paddler in the front, appeared to be being blown around. Peter was often not able to head to windward and George mentioned that once, when pointed to windward, he found he couldn't control it and it had turned away from instead of to, the required direction.

The other doubles, even when underpowered were happy with the conditions. The Encore wouldn't turn to windward at times but that was due to it not having any forward way on and it sat comfortably hove-to. Stephen (Dusky Bay II) changed crew (Pauline) at the island and with an experienced, strong crew, just 'played' with the conditions. His inexperienced crew had to be talked out of continuing as she was quite happy to.

I did hear comments from a number of people (most I talked to) that the debriefing should have been open only to those who had actually been paddling and we probably lost a good opportunity to evaluate the preparedness of those paddling, the standard of equipment carried, knowledge of the area by those paddling and how clear instructions and alternatives were in the minds of those paddling.

There were a number of comments later that a number of the singles paddlers gave excellent on the water advice and instruction and that it came at a time when it would mean the most to those who received it, this included Glynn Dickson and John Kirk-Anderson. One noticeable thing was that the doubles were too busy looking after themselves to be able to render any assistance and that the narrow singles had experienced paddlers who could handle the conditions and manoeuvre in them and were the most capable when help was required.

There were two capsizes (Alex in a

Puffin and George and Jill in a Sea Bear II) and one single is believed to have rolled 3 times.

Recommendations

1.) A session on recognised hand and sound signals for use with a group.

2.) As soon (or sooner - at the start of the paddle?) as there appears to be a situation arising, a big group should be broken down into smaller groups who will stay together and be responsible for their own members.

3.) Registration forms for a Forum should state that participants bring or arrange to hire lifejackets so that there is no doubt that everyone has one.

4.) The leader should have a map of the area to be paddled.

5.) Two "tail-end-charlies" be appointed, no matter what the conditions, so that the leader knows that there are responsible paddlers looking after the stragglers.

6.) All lifejackets to have whistles fitted.

7.) Recommend that all paddlers have spare paddles (no need to worry about retrieving floating paddles if they are dropped when the paddlers are in the water).

8.) Make sure that the weaker paddlers are aware of the alternatives in a similar situation (there were a number of easy "escape routes").

Further points

1.) For those not paddling their own kayaks or who don't own their own boats, safety gear may be missing and this may need to be evaluated.

2.) A list with names and address (at least town) of those attending might help as far as meeting and mixing of the participants. This helps later when paddling together.

3.) Name tags available throughout the forum would help. Pin-on rather than stick-on (cloth?).

4.) Ask for experience level on the registration form and to be shown on the Participants List.

Sessions

There are number of possible workshops which we haven't had or haven't for a while -

1.) Massage for paddlers. This could be expanded or be part of medicine/first aid for paddlers.

2.) Hypothermia, how, why, when. (Someone from Mountain Safety).

3.) On deck safety equipment.

4.) Club paddling - groups, sizes, signals, responsibilities, etc.

Sandy Ferguson

Canterbury Sea Kayak Network Co-ordinator

KASK Treasurer

1994 KASK Forum Debriefing

Held Sunday evening at the Queen Charlotte Yacht Club, Picton.

notes by Peter Sullivan - KASK Secretary

Could the forum be held earlier - a bit cold. Constitution has specific dates for AGM and the forum is a captive audience. If the forum was to be held in Fiji, Rarotonga or Greenland, it was suggested the executive be 'shouted' by KASK!

We need heaps more from Sam (Oceanography lecturer) excellent value.

The suggestion that we model our forums on overseas efforts was downplayed. Our emphasis is on instruction/learning while the Seattle forum which was used as an example was more trade orientated.

The practical sessions were OK this year and the variety of speakers was well received.

Maybe more group paddles for the experienced with a possible night paddle.

Time slots need to be adhered to. Some of the waiting to get things organized etc between sessions was irritating to one particular attendee. Maybe an extension of time could be made available if a session was proving worthwhile. A set format was preferred with a 10 minute break between sessions. The major group tended towards the present format of complete flexibility and typical West Coast/Aussie 'laid backness'.

KASK games were well received. Maybe they could be held earlier next year as an ice breaking exercise? The leaning should be towards participation and good fun with the skills not that difficult that novice kayakers can't do well. Maybe penalties or handicaps could be investigated.

More slide shows next years. Apologies to Bevan - run out of time.

Maybe an introduction by all those attending could be held (before the

craft/equipment show). Name, home base, craft paddled, areas of interest etc.

Next year's forum : Paul mentioned Plimmerton, sheltered launching ramp, Mana Island not far offshore, good navigation areas, good wind swell, and great surf. Committee to check out.

Nora moved a vote of thanks to the retiring secretary/treasurer, previous newsletter editor and general all time KASK supporter Eric van Toor. Peter Sullivan.

Personal Observations of Rescues during the KASK Picton Forum.

by John Kirk-Anderson

The following notes are personal observations on re-entries and rescues during the KASK Forum. They are offered to encourage thought on the difficulties of these activities under real conditions.

Rescue No.1

My partner Mary was one of the last to leave Kumototo Bay and it quickly became apparent she was very unhappy in the conditions. I signalled for her to turn back to shore which Mark Hutson saw and paddled over. He rafted up and offered Mary encouragement. At this point I heard Rosco call out and a boat had gone over. I called out to Mark and Mary, who were now paddling together, but they didn't hear. I turned back to Rosco who was having trouble manouevring in a borrowed Southern Slingshot that he was unfamiliar with. I approached the capsized Puffin from downwind which by this time the paddler had righted and was unsuccessfully trying to climb in over the rear deck. Bringing my Arluk 1.8 alongside, it was obvious he was relaxed about the capsize. Looking around, Rosco, the only one in sight was about 20m away and still battling to turn his boat. I talked the capsized paddler through re-entering between the boats, with the only problem being the need to keep low to stay out of the wind. Fortunately the borrowed Puffin had a bailer tied in but it still seemed to take a long time to empty. Once the spray deck was on, I waited to ensure the paddler was relaxed before we separated. I then rafted up with Rosco and took a pump from him in case we had to go

through it all again. The paddler was making very little headway against the wind despite my coaching so I headed off to the island, leaving Rosco closeby. At the island, I told Mark what had happened and he headed back.

Faults and Notes:

1. I carried a whistle but didn't think to use it after Rosco called out. This meant no one else was aware of the capsize.

2. When the Puffin was righted, there was still 4" of water in the pod. If I had emptied it with an X rescue, this may have speeded up the re-entry.

3. When I left Rosco and the paddler to go to the island, I didn't tell them what I was doing. If there had been another capsize, I had the pump and Rosco was in a fast but unfamiliar boat. A better course of action would have been for me to have remained and Rosco have gone.

Rescue No.2

Glynn Dickson in a Southern Slingshot, George and Jill in a Sea Bear double, and I left the island together. Glynn stayed very close to the double, offering encouragement while I was up to 20m away at times. It became obvious the double crew were not having an easy time of it, looking very tense, so I closed to about 5m. A gust hit when the double was on a crest, leaning downwind which caused a capsize. Glynn came alongside very quickly from downwind. I turned and closed on Jill who was swimming after the paddles. When she grabbed my decklines, Jill was very concerned about George, being unable to see him. At this time about 10m separated the boats. I talked Jill through what was happening with Glynn and George as they righted the Sea Bear and George re-entered. With Jill hanging from my boat, I couldn't make headway and the gap between us widened. I dismissed the idea of Jill climbing onto the rear deck as I had tried it before and it was hard enough in calm conditions and I was having to low brace into the bigger gusts. I warned Jill to release the boat if I capsized to allow a roll. I was getting concerned about not being able to close on Glynn and George when I saw the launch heading our way. They

picked up George and the double and Glynn rafted up with me, allowing Jill to climb onto our foredecks. Looking up, the launch was bearing down. Glynn called out in a very formal manner, "Prepare to fend." The bow struck the bow of Glynn's boat and Jill's head. We caught a thrown rope and drifted around to the stern where Paul gaffed us. The launch applied power, pulling it's towed dinghy over my rear deck and shoulders. Then the rope which had gone around Glynn's waist and my spare paddles, got pulled into the propellor, dragging Glynn under. The calls became less and less formal and more highly pitched. Power was cut, the rope was pulled free, Jill climbed aboard the launch and we were bloody pleased to be away and paddling free.

Faults and Notes:

1. When Jill grabbed my boat, I should have paddled for Glynn and the Sea Bear while it was close. I should have attached a sling behind the cockpit which should assist getting a swimmer onto the rear deck. This awaits warmer weather to check.

2. I was not carrying flares, and if the launch has not spotted us, we would have been in trouble getting back together.

3. My knife was out of reach when Glynn started to go under with a rope around his waist. My deck fittings have now been tidied to avoid snagging.

4. Having practised in similar conditons, I was very relaxed about re-entrys.

5. If you don't want to capsize, don't paddle with me.

PUBLIC ACCESS

by Nora Flight

KASK Conservation Officer

The following is an summary of the latest Public Acces NZ (PANZ) newsletter No.4. KASK is now a financial member and will receive 2 - 3 newsletters per year.

PANZ is now supported bay 250,000 New Zealanders. Lands Minister Denis Marshall has released a discussion paper on issues and options for changing the tenure of Crown pastoral land in the South Island high country. Most conservation and recreation groups support creation of public lands on areas of high natural

and recreational value and rights for access for them, with freehold offered over the better farm land. With the inclusion of 'special leases; where there are over-lapping conservation values, eg., Molesworth.

Eventually, hopefully after public consultation, there will be changes to the Land Act which allows for three way splitting of pastoral leases.

PANZ is putting a lot of effort in consultation with officials, and writing submissions on high country tenure reviews. A number of land exchanges have successfully been finalized which suit both run-holders ad the NZ public.

The Coastal Policy statement has been given Government approval and now local authorities are using this as a guideline to the management of their local coastal area. PANZ is unhappy with the Coastal Policy because it can be interpreted in such a way as to inhibit public access. PANZ believes it should be read differently and should be amended quickly before regional plans are in place. PANZ has opened a Coastal Access fund to help towards the legal costs of changing the policy. They invite anyone to contribute and donors will be kept informed on how it is spent. As a registered charitable trust, donations of \$5 or more are tax deductible. Send to:

PANZ, Coastal Access Fund, PO Box 5805, Moray Place, Dunedin.

The PANZ bulletin goes on to discuss the Taylors Mistake bach issue. The Christchurch City Council's latest decision is to remove all but 3 historic baches from the foreshore. Perhaps it is important that this actually happens otherwise a disastrous precedent would be set for privatising the Queens Chain and NZ coastline.

Public roads are discussed next. NZ is well endowed with these, but often adjoining landowners have unlawfully cut off free public thoroughfare. The main problem is not a lack of public rights, but a lack of will by many district councils to assert public rights of use.

On-going local disputes continue with:

1. Access into parts of the Urewera National Park

2. An old bridle track in the headwaters of the Wanganui

3. 40 public roads leading to rivers or sea in mid Canterbury which are not conducive to public access.

4. Paper roads being opened up on the Otago Peninsula.

5. Obstructions of public roads to sea and most rivers in the Wairarapa; and farmers calling for tenders to allow boat access across obstructed roads, to commercial fishing grounds.

This discussion is closed, with a users guide to what you can do with public roads. For a fuller explanation of legal rights and how to research the status and location of roads, PANZ can post a guide book at a total cost of \$11 (same address as above).

Treaty claims are discussed next. The Waitangi Tribunal has found the Greenstone and Caples valleys also Titi and Codfish islands near Stewart Island have invalidated claims by the Ngai Tahu. It appears the government may have wanted to settle land claims of the Ngai Tahu using public lands such as the Greenstone valley - a cheap option compared with using Landcorp farms as settlement packages.

Public consultation has not been a high priority of government in settlement of treaty claims. PANZ is push-

ing govt. to accept a three stage public consultation process (available on request) but as yet no commitment is forthcoming other than public meetings to discuss the Greenstone. PANZ suggests the public write to the Minister of Justice to support public consultation.

During April, the NZ Conservation Authority suggested there be fees to walk some of the main tracks. However there is widespread opposition to this, and supposedly illegal, ie., the National Park Act 1980 provides for public freedom of entry and access to the parks.

Parliament's Commerce Select committee has commenced an enquiry into the NZ Tourism Board, making sure that NZ's conservation estate can meet international visitor projections within environmentally sustainable limits.

The Conservations Amendment Bill No.2 and Queens Chain Protection Bill are still before the Planning and Development Select Committee. PANZ is determined that any suggestions of private occupations on marginal strips is dropped from the bill. this includes DOC leases on marginal strips.

ADVERTISEMENTS

Puffin for Sale

Plastic Puffin with sprayskirt and paddle. \$1100.

Helen Clarke, 24 Matariki St.,
Broad Bay, Otago Peninsula
Ph: (03) 478 0860

Folbot for Sale

Folboat, Greenland II, collapsible Cordura & aluminium, 2 person sea touring kayak, complete with rudder paddles & sprayskirts: \$3,000 o.n.o.

Phillip Smith, 327 Cambridge Tce,
Christchurch

Ph: (03) 379 6356

(mint condition; assembled twice, once in a basement)

Coming in Newsletter 52

Bevan Walkers long overdue report on his remarkable 13 day trip with Craig Hornblow around Fiordland from Te Waewae Bay to Jackson Bay.

REMINDER

This is your last newsletter for the 1993/1994 KASK financial year. If you haven't already paid a \$10 subscription for the 94/95 year, send \$10 to the KASK treasurer, Sandy Ferguson, 12 Dunn St., Christchurch. The number on the address label refers to the number of newsletters still due.