

# THE SEA CANOEIST NEWSLETTER

Issue 67

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## EDITORIAL

Apologies for the lateness of this newsletter. Work pressure to blame. After nine days of working 12 hour shifts underground, I had just about forgotten what daylight looked like. But there was a respite over Easter, and I managed a paddle on the Saturday which turned into one of those once in a lifetime experiences. Three of us were sitting out the back of a moderate six foot surf on wave skis at Rapahoe when we joined by some 40 Hector dolphins. The surf rides were awesome enough but to have three to four dolphins circling the skis, sliding beneath then surfacing alongside was magical. A few of them were performing with somersaults out of the sea, but the highlight for me was taking off on the face of a wave with three sleek, grey shapes surfing the same wave just beneath me. Awesome.

Two responses regarding Vincent Maire's article in the last newsletter on a national qualification for sea kayakers were received, and are included. The lack of response so far can only suggest the bulk of KASK members are not unduly concerned in gaining such a qualification. The idea can be raised at forthcoming KASK Forum to again look at interest in such a qualification.

A response from the Maritime Safety Authority regarding content of the KASK Handbook has finally been received after a long eight month wait. The response is reprinted in full, as two of the suggestions regarding inclusion of information on the responsibilities of leaders and how paddlers should react after contacting rescue services are worth including in the handbook.

Of immediate concern to all paddlers is the increasing numbers of jet skis - a subject Brian Edwards brought up on his Saturday morning radio show not knowing that a lass on a kayak had been killed the previous day by a fellow student on a jet ski. The jet ski driver has subsequently been charged with manslaughter, and rightly so. I heard a while ago of two wombles off Waikupu Beach north of Christchurch who tried to play tag with three wave ski paddlers, resulting in one of the paddlers breaking an arm when struck by one of the jet skis. I also understand the Police caught the culprit and he is facing charges. They are a wretched nuisance, both on the noise and risk of collision basis.

Three trip reports have been received; Stan Mulvany on a Fiordland trip, Aaron Dickson on a paddle around Great Barrier Island, and a view of New Zealand paddling by Swedish paddlers Karin. I haven't had a chance to type them up yet and will endeavour to include them in the next newsletter.

## 1997 KASK FORUM-

An update from Max Grant on the forthcoming Annual KASK Forum.

Have you registered yet? Make sure you don't miss out on this action packed weekend. We have included two extra workshops to the programme:

1. kayak sailing, with Bevan Walker from Nelson
2. local places to go sea kayaking with a panel of local sea kayakers.

Plus we will have a full session where kayak manufacturers and kayak distributors will have all their latest kayaks and gear available to try out on the water.

And Gary Coventry from the Coast Guard will give a live flare demonstration, so if you have any flares that you think may be out of date, bring them along and you may get to use them.

**Registrations forms must be returned by April 15.** Extra registration forms are available from KASK, your local kayak shop or local canoe club. See you there, Max Grant

## FORUM ACCOMMODATION

Floor space is available for those with sleeping bags and mats at the following:

- the neighbouring scout hall, for 20 people at \$5 per head per night
- Fort Dorset, a mile down the road (a 200m portage from the beach), for 30 people at \$10 per head per night. Both have separate shower and toilet facilities but no cooking facilities.

More luxurious local accommodation is available for:

- 4 to 6 people at \$20 per head per night at neighbouring Worser Bay House, a guest house with basic breakfast available: 231 Marine Parade, Worser Bay. Contact: Gay at (04) 388 5733
- 4 people at \$45 per head per night at Francesca's B & B, at 10 Munro St, Seatoun (a mile walk, but close to the beach). Contact Francis on ph/fax (04) 388 6719.

There is no other accommodation within walking distance. For details of Wellington accommodation, contact the visitor centre on (04) 801 4000 (open 9.30am to 5.30pm, 7 days)

Those seeking or offering 'home stays' in Wellington, please contact me. I have two offers of homestays for couples so far. Contact: Conrad Edwards, ph. (04) 474 2180 (W), or (04) 2366193(H), or email edwards@moc.govt.nz

**LETTERSTOTHEEDITOR**

**Qualifications for Amateur Sea Kayakers**

Hi Paul.

I sent a quick, brief response to Vincent Maire re the abridged article in the last ASKNET newsletter concerning qualifications for sea kayakers. He today sent a fax of the whole article and suggested I forward my thoughts to you as you are publishing the issue in your next newsletter. So.....

1. I would suggest any move to formulate a qualification through NZQA is done with great care and considered investigation of ALL the issues. NZQA, for all the strength of its marketing arm, does not have general approval and support from the outdoor industry (I draw your attention to my article in the last MOA journal )

2. I would strongly recommend not to jump into bed with BCU {British Canoe Union}. The article mentioned by Vincent {‘Sea Kayaker’ magazine} is a damning report on their philosophies and assessment processes. I am aware that this is not an isolated case, having spoken with others who have close connections and experiences with the BCU. Also, New Zealand has developed its own sea kayak culture and I would like to see our own assessment/qualification systems, which would reflect our culture. (does this make me a Republican?!!!!) Going BCU may be expedient but in the end I believe it would be detrimental.

3. SKOANZ, for all their hesitant start has developed a workable guide assessment course that has drawn increasing support ( hey, and critical comment which has actioned change) from professional assessors e.g. Ray Button. SKOANZ is still engaging in review of processes, and as a relatively new outfit, this will continue for some time. ( NZOIA is doing the same and they have existed since the late 80’s.) The issue John Kirk-Anderson highlights relates to guiding (or leading) qualifications. Why not utilise SKOANZ. The ticket is not

a ‘commercial’ one, it tests generic guiding skills that are common for ALL guiding. It’s just that a commercial arm of the industry set it up in response to need. Creating yet another qualification will only add to the confusion.

4. As I intimated earlier, all is not sweet running within SKOANZ, and both Hugh Canard and myself have suggested similar structures that could provide a professional qualification pathway. This would mean a concerted effort in talks with KASK, SKOANZ and NZOIA, and clearly lay out the roles of technical, instructional, and guiding skills.

a. I see NZOIA flat water kayak as the first available step that covers basic technical and instructional skills. This award is existing. People may choose this or start at the next stage, NZOIA sea Kayak.

b. NZOIA Sea Kayak would cover technical and instructional skills that relate specifically to sea kayaking. This would be a prerequisite for SKOANZ 1.

c. SKOANZ 1. ( Guide 1. ?) A generic guiding award based on the SCOPE of the current award, but in which I can see some modifications. This would be the minimum award needed to gain employment in the commercial sector.

d. SKOANZ 2. ( Guide 2.?) An extended guiding award that could include some of the skills identified at last years meeting with SKOANZ and ATTTO{?}. It should enable guides to lead overnight and extended trips, be it commercial or recreational.

Keeping the SKOANZ name may be good as it would reflect the minimum standard needed to led clients in a commercial sense as opposed to the club/recreational scene.

I would like to reiterate the avoidance of going down the NZQA system of assessment and recommend liaising with NZOIA and co-ordinating all assessment processes through them. This has the confidence of the industry. It has credibility and validity.

Roy Dumble  
Programme Co-ordinator  
Diploma of Outdoor Recreation Leadership Auckland Institute of Technology  
(Immediate past) SKOANZ Assessment Co-ordinator

Well Paul that's it. My 2 pennys worth. You are most welcome to publish any of this. I am off to the UK and North America sea kayaking for 7 months soon. Also hitting a few conferences and ironically have been invited to attend some BCU assessments. I may do so just to get the experience first hand. All the best, Roy.

**letter from Alan Singleton**

My initial reaction to Vincent’s article on the possible need for a national sea kayaking qualification was “Oh no, not another bloody qualification”. Then I thought a bit more about it, which led to the following.

Joyce and I have done a lot of tramping and have been sea kayaking seriously for a couple of years in a Southern Light. In other forms of small boating (yachting, power boating and canoeing) we can claim a combined total of 70 years experience. When we added up the qualifications and courses relevant to our recreational pursuits the list below was the result:

- 1 Boatmaster
- 1 St Johns first aid certificate
- various Royal Life Saving Society medallions and certificates
- various water safety exercises which included such things as swimming in clothes and without a buoyancy aid, swimming in and removing waders, gumboots and workboots, wading rivers. Participation in the OPC river rescue clinic(1).
- Hillary Commission Diploma of Recreation and Sport
- Risk management courses at OPC and University of Waikato
- Mountain skills course at OPC(2)

So I do not think that we particularly want much, if any, more in the way of formal qualifications. We have however covered many things that could well be included in a sea kayak-

ing qualification. Our first two, I would consider essential (perhaps Day Skipper in the place of Boatmaster), the next four were all relevant, and even the last two had parts that were useful, especially on extended trips.

So our conclusion is that there should be a qualification consisting of a series of modules that could be studied and passed separately. We would not prefer to design it though.

And yes, we have had our Southern Light upside down and practised righting and re-entry (calm conditions only).

And Vincent, whatever were you doing walking up on Panekiri? Surely you know that is far less sweaty paddling around the edge of the lake and just as scenic.

Allan Singleton.

### *Ode to a Jetski Person*

Received from Gary Walls-Renwick, the following ode which is extremely pertinent following the recent tragic death of a young woman on Porirua Harbour when her sit upon kayak was struck by a fellow student on a jetski. Gary also faxed a cartoon and I assume both ode and cartoon are credited to well known Aussie cartoonist/artist Michael Leunig.

Jet-ski person, selfish fink  
May you silly jet-ski sink  
May you hit a pile of rocks,  
Oh hoonish, summer coastal pox.

Noisy smoking dickhead fool  
On your loathsome leisure tool  
Give us all a jolly lark  
And sink beside a hungry shark.

Scream as in its fangs you go,  
Your last attention seeking show.  
While on the beach we all join in,  
Wish "Three cheers for the dorsal fin".

### *KASKHANDBOOK-FEEDBACK*

In August 1996, I sent copies of the KASK Handbook to both the Maritime Safety Authority and the New Zealand Water Safety Council. In the accompanying letter to the MSA I requested feedback on content, while in the letter to the NZWSC, I requested feedback on both content and sources of funding for a final print of the amended handbook.

Months slipped by with no response from either body, and I followed up with reminder letters. This led to a response from Alan Muir, the executive director of the NZWSC, on 11 November 1996. With regard to Handbook content, Alan wrote, 'technical content in any publications is considered to be the responsibility of the expert organizations of the NZWSC', and he referred me to SKOANZ and the NZOutdoor Instructors Association (NZOIA). A final note added, 'Looking at the calibre of those who have contributed there is little the NZWSC can add, you appear to have covered all the bases'.

With regard to the query on sources of funding, Alan wrote, 'From a funding point of view the NZWSC is only in a position to support its own member organizations. Funding may be available from the Hillary Commission, Trusts, Sponsorships, etc. I regret the NZWSC cannot assist you with this project.'

With regard to the MSA, I received a letter from John Mansell, Divisional Manager, to say the copy of the KASK Handbook had disappeared within the system and would I send another. Well this was done, and after a further letter and several phone calls, I finally received a response (2 April 1997) which has constructive criticism which I feel is worth quoting in full. The letter is from Lindsay Sturt, Divisional Manager External Relations:

'You will recall that towards the end of last year you sent a copy of the KASK Handbook to John Mansell for comment.

As John has explained, the MSA has no-one employed who has technical expertise in sea kayaking. How-

ever, as I have been involved in the development of the white water rafting code of practice, he felt that I might be able to provide some useful comment. I apologize for not replying sooner, but have been engaged in a range of other rather pressing matters. I also took the opportunity to refer your handbook to the MSA's consultant of rafting, Ross Clopcott, for comment. While experienced in rafting, Ross is also a keen kayaker.

Based on Ross's comments and my own perusal of your handbook, you are to be congratulated on producing a very comprehensive and well constructed manual. While I am not competent to comment on the technical detail contained in each chapter, it is clear that the instructions and advice which is being given has been put together by experienced and knowledgeable people in a way which is easily understood by the reader. I have no doubt, therefore, that the handbook will prove to be a great asset to the sea kayaking community in New Zealand.

That said, there are one or two areas where you may wish to consider the inclusion of further information. Firstly, it would be helpful to include a section on about the structure of rescue services that affect sea kayakers. This should contain enough information to ensure that kayakers know how to get things started and how the system swings into action. They also need to know how they should act so that rescue services can be used to maximum effect.

Second, the handbook contains a lot of information about the techniques of leadership such as risk management and group control on the water etc. However, there is very little about the responsibilities of leadership, ie that if you are the leader then people will be relying on you to make decisions that affect their safety. This places obligations on the leader to act professionally on behalf of the group and involves considered decision making beyond that required of a recreationalist looking after themselves. It is more than using risk management techniques and keeping the group together.

Finally, you may wish to include reference to Maori issues relevant to

sea kayaking such as Maori lands and tapu sites. In some areas, coastlines are in Iwi hands or subject to Iwi controls. There have been too many land use restrictions placed on recreational activities by recreationalists barging onto land without consideration of the issues of Iwi owners (and non Iwi owners). Similarly, Maori often used islands and sea caves for burial or other tapu ritual uses and they are often the same places south out by sea kayakers for exploration. It is therefore important that kayakers know where to get information about these places and that they understand the seriousness of messing around with sites important to Maori.

Should you wish to discuss any of these issues, please do not hesitate to call me. In the meantime, let me congratulate you for producing what will, I am sure, prove to be an invaluable guide for novice and experienced sea kayakers alike.'

I must admit to being disgusted by the slow response from both these taxpayer funded bodies who have the delegated responsibility or marine safety. The response from Lindsay Sturt, is positive with constructive criticism of shortfalls regarding leadership and how to respond when rescue services are called out.

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*TRIPREPORT*

*Rakiura Ramblings*

by Lindsay Strang

As we pushed out from Ulva Island towards Halfmoon Bay and into the strong westerly wind that had been predicted, I remembered back to when I read in the August issue of the Canterbury Sea Kayaker Network newsletter for people interested in a trip to Stewart Island should telephone Sue or Matt.

Like many people I too had thought several times about visiting the third largest island of New Zealand and here was a good opportunity. I telephoned to book a place and then thanks to Sue's initiatives we had maps and background information provided. By simply forwarding my cheque to cover the \$75 return on the catamaran ferry with another \$20 for the kayak, my place on the sailing of morning of December 27th was assured. A good part of Christmas Day involved packing food and equipment and by late next morning I was driving south with the Narpa single strapped to the roof-rack. On shore navigation as per the provided map of the hinterland of Winton led me to the Clearwater farm at Browns and the majority of the group for the crossing of Foveaux Strait next morning. Not all were as lucky and the southerly was in full force when Deirdre and Andy caught the rest of us at Bluff next morning. They had left the designer made map of Southland at home and opted instead for second best in an Invercargill motel.

In the face of the strong winds and rain whipping up from Antarctica it was significant that the ferry was late and this served to fuel the stories of the terrible reputation of the weather on that stretch of water. The efficiency of the loading by the crew of the catamaran was some thing to behold with a hydraulic arm that could turn in any direction while having a very impressive reach with it. Fortunately their union rules were lax enough for us to be able to help with loading our seven kayaks and with the

buffeting southerly even in port we were grateful to see the heavy strops being ratcheted over our boats. Even so as we entered Foveaux Strait the shuddering of the twin hulls was enough to have us grabbing for the kayaks as they threatened to break free of the tie downs and we could see major trip disruption with one of the doubles being fractured in a lurch overboard. With breaking cloud and calm weather, we soon retrieved our mountain of gear. Then we had the afternoon before us to pitch tents and repack based on the local camping ground. A visit to the DOC headquarters in the afternoon and then to a talk that evening gave us a really good overview of the island and the DOC staff should get full marks for their efforts.

After the first night camp at Millers Beach, our group of 13 had divided, partly because of peoples' preferences and also to relieve pressure on campsites. So there I was with Diane, Peter, Deidre, and Andy pushing along with our hands as we waited for a little more tide to get our kayaks into the lower reaches of Freshwater River at the western end of Paterson Inlet. The paddle on the stream was a good hour to the hut and we felt that we were more isolated but even this was deceptive when a short time after our arrival there six trampers arrived on the water taxi from Oban - a 45 minute trip for \$45. We were pleased to have tents and be on the bank opposite the hut which insulated us somewhat from the noise of those in it who could well have had a problem with insomnia.

The forecast of the next morning gave us good prospects for the walk over to Mason Bay on the West Coast side. The accepted rumour was that it was a great place for seeing kiwis. We waited out the last little bit of daylight and heard a couple of birds but by 11pm with no sighting we knew being in our sleeping bags was a more sensible option.

Meanwhile Sue, Matt, Heather, and Denis had paddled up the river and the following morning we met them doing a day trip to Mason Bay as we returned to our kayaks. So we waited

for their return and the incoming tide. Then by 5pm with both things eventuating we set off for West Arm. A stiff wind provided some excitement as we pushed for a shore camp opposite Freds Camp. There with sheltered sites among the trees, and a DOC (chemical) toilet in place, it was a good location. The following morning, New Years Day, saw us all rather slowed down after going to bed following celebrating the onset of 1997 with a beach fire. Consequently a lone kiwi was having an uninterrupted peck about our camp well after daylight and it was with some degree of fascination that we were all able to observe it for quite some time as it regarded us with relatively little fear.

So onto Big Glory with Wendy and Mike taking their hire boat back that day and a four to five hour paddle taking us to a camp opposite Bravo Island where the four in two doubles from the Freshwater River trip had arrived an hour or so before. The Big Glory camp was a comfortable one with a kitchen area with some aerial framing for a tarpaulin and good wind protection with some rather basic sheets of iron as walls. Next morning Helen and Phil left for Oban and the rest of us started off on a day trip which included paddling over to Glory Cove with some diversion for fishing ('can see them but the big ones won't get on the hook!'). The bush walk out of the cove to Ocean Beach on the eastern coast, which is a popular site for kiwi spotting, was rewarding for lush vegetation and a great beach; then a paddle across to the sheltered beach of Goose Cove, hot sun, and a leisurely lunch. After a check of the salmon farm further south we were back to the trials of the sandflies in our camp.

Thoughts of a sit down restaurant meal started to dominate and the 9.30am departure next day gave us plenty of time to absorb the history and displayed information and to be impressed by the great flora and bird life of rat free Ulva Island. We stopped there for lunch, walking most of the tracks, before pushing out and rounding the point of the island into a 35 knot cross-wind. The wind did have

the effect though of producing an impressive display of self rescue by Diane and Peter with their electric bilge pump performing as predicted. It felt like we had earned an eat-out meal as the inlet's cross wind became a headwind of the same velocity as we rounded Ackers Point. It was a good hour of forceful paddling to the Oban foreshore.

My take home messages from the trip:  
- two sets of polyprops are enough for a week

- do not rely obtaining sea-foods for too many meals, although there are blue lipped muscles aplenty and we were given some cod fillets one day. The time (most of a day) at the end of the trip was good for checking the museum and older buildings of Oban.

There are two rental kayaks outfits:  
- Jo Paine who operates this out of Horseshoe Bay  
- Innes Dunstan is still based at Golden Bay in Paterson Inlet.

The long twilights with the reddened glow that gives the original name of Rakiura to the island, the clear water, and the golden beaches will remain vivid memories. I was privileged to have the chance to get to know Sue and Matt Arthur, Heather and Denis McLaughlin, Wendy and Mike Pearce, Andy and Deidre Shepherd, Diane and Peter Sullivan, Helen and Phil Wodward a lot better.

Thirteen in the group, and in terms of the success of the trip it was a lucky number. Certainly splitting up for some nights did take pressure off the camp-sites. I do not doubt our good fortune with the weather and the lack of rain did enhance the pleasure of the trip.

Lindsay Strang

## INTHEMAILBOX

1. From the Inland Sea Society, notice of the 10th Annual Sea Symposium, to be held in Bayfield, Wisconsin, USA, from 19 - 22 June, 1997. A great event filled programme. Two pages of information regarding speakers, events, lectures and entertainment. Phone or fax for a copy of the information.

2. 'Folding Kayaker' Vol.7, No.1: contains a five page article by Australian Peter Rattenbury on a folding kayak developed for the Australian Military, based on Klepper traditions. An excellent article with photos, detailing the development of this kayak.

A second article contains several ideas for improving steerage in folboats; one simple idea being reversing or turning around the traditional factory style rudder position, so that the rudder has more bite in the water, acting more like a balanced rudder, with a portion of its underwater surface area forward of the rudder's pivot axis. Simple but effective.

Also a page on a new BSD (batwing) sail.

For folboat followers, and the numerous New Zealand bi-paddlers (folboat/hardshell), Ralph Diaz, editor of the 'Folding Kayaker', has the following e mail address:  
rdiaz@ix.netcom.com

Ralph has listed two further e mail addresses:

<http://www.folbot.com/chat.htm> - a chat line on the Folbot web page  
<http://www.klepper.com/nostalg.htm> - the klepper web page with images from old sales brochures dating back to 1910.

If undelivered, please return to Sandy Ferguson: 12 Dunn St., Christchurch 2.  
Sandy's E Mail address: [a.ferguson@chem.canterbury.ac.nz](mailto:a.ferguson@chem.canterbury.ac.nz) - web site: <http://john.chem.canterbury.ac.nz>

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