

THE SEA CANOEIST NEWSLETTER

Issue 70

August - September 1997

Editor: P Caffyn, RD 1, Runanga. West Coast .N.Z. Ph/Fax: (03) 7311806

E Mail address: kayakpc@xtra.co.nz

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K.A.S.K. (NZ) Inc. & sent to the Treasurer: Phil Handford,
104 Lake Rd, Hamilton. Ph: (07) 834 3395 home

Correspondence to the Secretary: Peter Sullivan, 7 Monowai Cres,
North New Brighton, Christchurch. Ph.(03) 388 3380.

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There were several requests for information to be provided on what trips were planned by the various Sea Kayaking Networks, hence a brief listing is included for forthcoming trips and events by the Auckland, Bay of Plenty, Wellington and Canterbury networks.

The Canterbury Network has been fortunate to be invited to view the Canterbury Museum collection of Arctic artefacts, which is said to be the largest in the Southern Hemisphere, and includes one of the best preserved skin kayaks in the world. The first visit was on 6 September, and the final visit on 21 September at 1pm. Numbers are limited to 20 paddlers, and the contact number for bookings is Kev at (03) 388 0270.

Later in October, a small team of talented paddlers are going to carry out a full survey of this skin kayak, which was apparently collected by a Kiwi from King Island, in the Bering Sea. This entails a station by station measure-up, which will then enable CAD design expert Peter Sullivan to draw up the lines of the kayak. Fortunately we have John Brand's paper on 'An Introduction to Kayak Surveying', from Part III of 'The Little Kayak Books', as a comprehensive guide to carry out the survey. John Kirk - Anderson will be photographing the measure-up process and hopefully we can produce the results either in the newsletter or a separate KASK technical paper.

John Brand is an English kayak historian who has undertaken many surveys of old museum skin kayaks. Between 1984 and 1987, he produced the three volumes of 'The Little Kayak Book'. The slim volumes are kayak-shaped, long and skinny, but packed with history, details and line drawings of the Arctic kayaks measured. I managed to purchase the three recently from the USA, and if anyone is interested, please get in touch. Apparently there are only limited copies left in the world.

CYBERMAIL: The New Zealand Speleological Society recently assembled and published in their newsletter a listing of cavers with cybermail. Cybermail certainly makes an editor's life a lot easier with articles and information - saves scanning or retyping.

For those interested in a listing of paddlers with cybermail, please flick me a message to kayakpc@xtra.co.nz, and I will include a listing in the next newsletter.

LETTERSTO THE EDITOR

Dear Sir

Would the authors of articles who use information derived from other sources including tables and statistics, please, please follow convention and reference this information properly.

As without it, besides smacking of plagiarism, the reader cannot ascertain either the relevance nor validity of the information....!

Thank you
Heather Stone
Auckland.

Editor's Response

Does the writer refer to my article on Carbon Monoxide Poisoning or to Glyn Dickson's article on 'The Delights of Aramid Fibre'? Or both? Well since first penning my response, it transpires that Heather is the wife of Grant Stone, a kayak builder of Deep Creek Kayaks. Heather's letter was directed at Glyn's article on Aramid (kevlar) fibre (newsletter 69).

The source of the CO information I is from a set of photocopied pages from various New Zealand, Canadian and Australian manuals, collectively titled:

'NZ Mines Rescue Station
Rapahoe
Study Material
Certificate of Proficiency in Gas Detection'

The material is photocopied without quoting the source (hence my reluctance to state its origin, for obvious copyright infringement reasons) however a phone call revealed the material on gases is plucked from, 'A Manual of Mine Rescue Safety and Gas Detection', by J. Strang and P. McKenzie-Wood, published in N.S.W. in 1990.

Producing this newsletter is an onerous, time consuming task, not helped with negative feedback such as with this letter to the editor. If readers have

a niggle with the quality of the newsletter, I would suggest prefixing your letters to the editor with the words: 'I enjoy reading the newsletter...' and then state your niggle.

And a response from Glyn

Dickson:

With regard to the table of figures I quoted in my article on aramid/kevlar fibre, I do not wish to disclose their exact source for reasons of commercial sensitivity. However I stand by their accuracy, given our experience of building several hundred kevlar kayaks, and seeing them used, abused, and run over by 20' power boats.
Glyn Dickson.

An article was then received from Grant Stone, which has already appeared in the ASKNET and Auckland Canoe Club newsletters.

Points to Consider when Buying a Kayak

by Grant Stone

As the designer and manufacturer of the Albatross sea kayak and Albatross Double Vision (to be released this spring), I am often asked how I design my boats, what do I consider good design, and what do people look for when buying a sea kayak.

A month or so ago, I went to listen to world renown yacht designer, Ron Holland, at the local yacht club. I went for two reasons; to say, "hi", as he had worked as an apprentice under my father, and of course to listen to him talk about boat design.

As a kayak designer and son/grandson and great, great, great, etc. grandson - it's a genetic failing - of boat builders and designers, I was well aware that the basic principles of designing boats for the sea was a constant. After all, the basic elements of wind and sea have not changed over the years.

It was therefore no surprise to hear him say that there is nothing new in the shape of boats hulls.. be it launches, yachts or kayaks, everything has been done before. As with kayak designs,

there is a tendency to work in cycles as people push the limits of acceptable hull designs to try and get that elusive, ultimate machine. These 'on the edge' boats often don't stand the test of time because they are designed to perform well in only one narrow band of sea conditions. It is often the case that these boat's performance falls well short of the more conservative designs when they encounter conditions outside their design brief. The same applies to kayaks.

For a sea kayak to be sea worthy requires the incorporation of tried and true elements into the design. Non negotiable elements include a degree of rocker, that's the side on banana shape of the hull; too much rocker and we have the rocking horse effect....rocking backwards and forwards and getting nowhere! Conversely a rockerless hull is only suitable for a flatwater racing machine, or for use in sheltered estuaries. So why is this? To put it basically, a rockerless hull has no life in its hull, so going into a brisk wind and steep chop translates into a much longer and uncomfortable trip than is necessary.

Hard chine or round bilge? Whether the boat is hard chine or round bilge doesn't really matter, as there are good designs available in both forms - it's a personal choice.

How stable are you? Once again, it is what you feel comfortable with. However there is much talk about secondary stability in sea kayaks; this is the ability of the boat to offer resistance to capsize when heeled. Frankly I believe that it is overrated in a boat as skinny as a sea kayak, as in rough conditions the point of capsize can be reached so swiftly that only a support stroke will save you, no matter how the boat's designed. By the way, primary, or initial stability, is how stable the boat feels when sitting upright in the water.

So what does change? Materials do. I was quite interested in Glyn Dickson's promotion of kevlar sea kayaks in the KASK newsletter (July 1997), but, unlike Glyn, I as a manufacturer who offers both fibreglass and kevlar

options in my boats, am quite happy for kayakers to choose whatever suits their needs and budget. Although agreeing that kevlar is very, very strong, I think that for Joe Average paddlers needs, the weight and strength difference in fibreglass is negligible in a sea kayak. My argument is that powerboats, which would potentially hit an obstacle at a speed far greater than a sea kayak would, are most often made of fibreglass; indeed I've yet to see a kevlar runabout.

Of course, kevlar is used in bullet proof vests, but unless you intend shooting you kayak at close range, the advantage for Joe Average is open to debate.

I do, also take slight issue, with the ease of repairing kevlar, if badly damaged kevlar fibre will end up with a visible internal patch; fibreglass on the other hand can be repaired so that there will be no evidence of it ever being damaged in the first place. Aesthetically, fibreglass repairs are superior. By the way, besides South Islanders buying mainly fibreglass boats; on a recent trip to look at the market in Oz, I found the same holds true and I felt that their market was very sophisticated.

So what about layout of deck? It's simply what suits you with any design being a case of swings and roundabouts. Cockpit and hatches: large or small? A neoprene or rubber cover? Fibreglass storm cover or plastic? Pluses and minuses all the way!

Volume; large or small? The Albatross has been referred to as 'low volume' by a very charitable soul, it's also been on an eight day paddle carrying absolutely everything, including water, within the confines of the hatches. Just think about what percentage of paddling you do as day trips of overnights... does the boat design mean you have to carry ballast on a short trip? Large volume - do you actually need it and when fully packed can you manhandle it up the beach, even with assistance, or do you require a crane?

Check the fittings too. Stainless?

Bolted, screwed or riveted? It's easy to tighten screws and bolts, but not so with rivets. Rudders - are they sound? Steering - is it pedals or t-bar? Self-adjusting? It's whatever you personally like, however make sure it's responsive and tracks straight.

Value for money: There is now a huge difference between the lower end of the market (plastic) and the highest end (kevlar). Think carefully about what you are actually intending to do and try to buy on need/suitability, not price. As with a lot of things, cheap does not necessarily equate to inferior, nor does expensive equate to superior. If the boat is a lot cheaper/expensive than other similarly constructed boats, question why.

OK, so back to Joe Average: how does s/he determine the sea worthiness of a sea kayak ... easy, try it, but insist that the trials take place in windy, choppy conditions as trying a sea kayak in flat sheltered water is akin to rolling in a pool ... not a reliable indicator or how it'll go when it really matters.

So you don't intent ever paddling on a windy, choppy day? Sorry, the fact is that the wind and sea are very fickle and have no respect at all for your wishes, and the day you get caught out in adverse conditions is the day you require that well designed sea worthy sea kayak.

But believe me, Joe Average, you are spoiled for choice as there are a many great sea kayaks out there put out by a number of manufacturers. Buy what you feel comfortable with, so you can enjoy that paddling.
Grant Stone
Deep Creek Kayaks.

Editor's Response

I was disappointed to read this letter from Grant. How to describe it? ... dark age information. Many of the recent North American sea kayaking how to do it manuals contain similar information... 'if it feels comfortable, it is right for you'. Bollocks!

Kayak Weight: a quote from Australian Olympic gold medal winning

yachtie, John Cuneo:
'The only place for weight is in a steam roller.'

As the weight of a kayak increases, the wetted area increases which naturally increases drag or frictional resistance. Aside from drag, significantly more paddler's energy is required to paddle a heavy boat at four knots than a light boat. Heavy boats require a truss for a solo paddler to lift on and off roof racks. Agreed that for an occasional hour long paddle, the weight factor is not important - but for longer and more frequent trips, kayak weight is a significant factor.

We are indeed fortunate for the improving technology with manufacture and materials recent years in New Zealand that has arisen from the Whitbread and America's cup yacht races. The Australians indeed pushed the lightweight technology just a whisker to far with their last Americas Cup boat.

Many New Zealand kayak builders have utilized that improved technology to build lighter and stronger sea kayaks. My first fibreglass Nordkapp, built in 1977, weighed 65 pounds. For Max Reynolds and I in Fiordland, 30 miles in a day was exceptional. Graham Sissons and I built kevlar boats for the Aussie trip, with a weight of 44 pounds and consecutive 50 mile days were achievable. We built a 30 pound kevlar boat for the Japan trip, with core mat and carbon fibre strengthening ribs, and 60 mile days were achievable. For the wee 1,190 paddle around Hokkaido, my daily average paddling distance was 42.5 miles per day. The dramatic increase in daily paddle distance had nought to do with steroid abuse or eating sea weed in Japan, but was simply due to the progressive decrease in boat weight.

The Whitbread and Americas cup boats are into what Graham Egarr termed the 'minimalist' style of sea kayaking. A local yachtie recently related to me story of how the conditions on Grant Dalton's Whitbread racer were very basic; no hull insulation and dehydrated food only. Tinned food was strictly verboten. The cook

smuggled on a few tins of tuna for the leg to Auckland for a slight improvement to the spartan diet. Why? To keep the weight of the yacht to the absolute minimum!

The kayak reviews in 'Sea Kayaker' magazine suggest many of the North American kayak manufacturers have not kept up with the recent improvements in fibreglass technology and boat building. Most of the boats reviewed weigh over 50 pounds - the latest review of a Sitka model kayak has a weight of 58.75 pounds, and that is a kevlar boat!

Carbon fibre boats are being built with weights as low as 26 pounds. Perfect for harbour and estuary racing, and dare I mention the word racing. But carbon fibre lacks the impact resistance of kevlar.

To sum up, kayak weight is a significant factor in the purchase of a sea kayak. The additional cost of a kevlar boat is warranted.

Chine: A hard chine boat has a greater surface wetted area than a round bilge hull of the same volume. Greater surface area increases frictional resistance.

A round bilge hull is best for broaching in through big surf. Great care needs to be exercised in broaching a hard chine boat through big surf in keeping the shorewards hard chine out of the fast moving water - that shorewards chine can act as an instant brake if it hits the fast moving water; and instant washing machining.

Hatches: There is a direct relationship between size of hatches and waterproofness of compartments. The small VCP type hatches are 100% watertight. Large hatches with neoprene and fibreglass lids leak.

Deck Fittings: For minimalist sea kayakers, there is no place on a kayak for any type of stainless steel fittings, bolts or rivets to attach decklines etc, apart from that required for the rudder and pedals. Stainless steel fittings etc., increase boat weight.

Kevlar Repairs: Although I carry a fibreglass repair kit, I have never needed to affect a repair to any of my kevlar kayaks. At Barrow, on the northern tip of Alaska, I added a fibreglass tape rubbing strip to the keel at the bow and stern where ice and gravel had worn through the gel coat. No trouble with that 'repair', although the major problem was generating sufficient warmth to allow the glass to go off. Had to move the boat out of falling snow into a friend's daughter's bedroom to get the warmth - she was not amused.

To sum up, Glyn Dickson's article on 'The delights of Aramid (kevlar) Fibre' accurately summed up the virtues and benefits of kevlar kayaks. For myself, the two major benefits of kevlar over fibreglass are an increase in boat strength and decrease in boat weight. The extra cost of a kevlar boat is warranted.

P. Caffyn.

*From the Atlantic Coastal
Kayaker
Vol. 6, No 6. August 1997.*

Fixing Kayaks and Bonding.

I am a polymer engineer, kayaker that lives on an island off the coast of Maine. I developed an adhesive for bonding to Polyethylene kayaks. I was looking for a way to fix a kayak and bond a water bottle holder to the deck of my Sea Lion. This stuff works really well even after submerging under salt water for two weeks. I don't know what to do with my discovery and I'm trying to figure out if there is any interest out there for either repairing or after market bonding of accessories to the decks of polyethylene kayaks. Please pass this information on to anyone who might be interested. Thanks.

Andrew Schoenberg
aschoenb@javanet.com

I thought this may be of interest to the manufacturers of plastic boats in New Zealand.

*From the Atlantic Coastal
Kayaker
Vol. 6, No 6. August 1997.*

The following is the editorial by Tamsin Venn, relating to what we call jet skis, but what are termed below PWC's - personal watercrafts.

Rhode Island has developed its own regulations for PWC's, according to a recent edition of 'The Paddler', the newsletter of RICKA, Rhode Island Canoe and Kayak Association. PWC's must observe those rules of face a fine of up to \$500 or six months in jail for each violation. Some of those include:

1. They may not operate between one half hour after sunset and half an hour before sunrise.
2. No one under 16 is allowed to operate a PWC unless accompanied by an adult or having passed an approved safe boating course.
3. It is illegal for anyone to operate a PWC within 200 feet of swimmers, divers, shore, or moored vessels except at headway speed (slowest speed a PWC can be operated and still maintain steerage way). Dept. of Environmental Management, local police, and harbourmasters can all enact these regulations.

Speed of operation isn't the issue. Most complaints involve PWC operation too close to swimmers, beaches and other boats, according to Rhode Island DEM Enforcement Chief Steve Hall, in an article in 'The Paddler'. The efforts to attempt to outlaw or restrict operations of PWC's is the wrong tact, Hall says - the courts won't support those violations. The strategy is to educate, train and enforce. In Rhode Island enforcement includes the use of a laser gun, allowing for accurate measuring of PWC distance from shore or other boats. RI DEM has bought two to those \$4,000 devices.

'The Wall Street Journal' (March 27, 1997) reported in a front page bulletin on 'Zoning the Water' that PWC's have stirred up controversy once again on Vermont's lakes. In the 1990's, the state of Vermont designated all its lakes for three user groups: high speed motor boats and power skis; boats

BOOKREVIEW

moving at five miles an hour or less; and motorless craft. At Waterbury Reservoir, where officials had zoned the waters for power boaters and 'quiet users', they recently has to fine tune the zoning again, by more than doubling the space for quiet use.

'The Sunday Times' in London launched its own campaign to 'rid our beaches, river and lakes of the menace of wet bikes where 'it is not unknown for them to play slalom games around the heads of swimmers'. It devoted several pages to the wet bike issue with such headlines as 'Power Mad' and 'Wet Bikes Ban'.

Specifically 'The Sunday Times' called for a banning wet bikes from all forthcoming European Community Special Areas of Conservation (areas of particular importance for wildlife and nature conservation, about 20% of the UK coastline). Inland, wet bikes should be banned from all rivers, reservoirs, and lakes within National Parks and Sites of Special Interest; wet bikes should also be registered and users required to display prominent identification, pass a national proficiency test, and show a certificate of insurance for third party damage.

'Cruising Word' Editorial Director Bernadette Bernon wrote in her May 1997 editorial re the PWC plague: 'We encourage you to work for strict regulations on the use of these pests in our community. Be sure to map out a strategy that recognizes that PWC owners have constitutional rights to use the water, just as we do, so trying to ban them altogether will not stand up in court, will pit you against the powerful PWC industry, and could undermine the cruiser's rights to the same waters'.

Title: 'The Whole Paddler's Catalog'
Editor: Zip Kellogg
Published: 1997
Publisher: Ragged Mountain Press, PO Box 220, Camden, Maine. ME04843. USA
ISBN: 0-07-033901-5
Subject: Resources for paddlers
Cover: Softback
Contents: 194 pages.
Size: 185 x 230mm
RRP: US\$19.95 (NZ\$39.95)
Reviewed by: Paul Caffyn

The cover information and appealing layout led me to purchase this book:

'Longtime paddler Zip Kellogg left no stone unturned in his search for paddling resources. The result is *The Whole Paddler's Catalog*, an exhaustive database from which to explore more extensively the world of paddlesports. Included here are resources for every aspect of paddling; gear, boats, maps, and guides; clubs, events, symposia, publications, and web sites; conservation handbooks and manuals for the green paddler; a survey of paddling literature, art and music, and what may be the most comprehensive paddling bibliography ever assembled. Kellogg includes experts ranging from Thoreau to Theroux; Bill Mason to Mason Williams; Nathaniel Bishop to Pope Barrow. Through it all is Zip's sometimes irreverent, always opinionated voice - the perspective of a lifelong paddler who's tried the gear, read the guides, and run the rapids. Sprinkled through are technical tips and bits of wisdom contributed by seasoned paddlers. And to further illuminate and illustrate the kaleidoscopic nature of paddling, Zip presents alternative views from leading figures in the sport.'

The layout is excellent; predominantly three column, but broken with plenty of scanned images, sketches and two columns inserts. The chapter headings are as follows:

Overview
 Types of Paddling
 Boats and Gear
 Expanding Your Horizons

Voyaging
 Health and Safety
 Conservation and Ethics
 Water Arts

Each section contains a listing of book titles with information on the author, content, publisher and publication date. The section on sea kayaking is three pages, with references to the main instruction manuals, by Hutchinson, Dowd, Harrison, Seidman, Washburne and Diaz, while elsewhere the historical kayak books by Dyson, Zimmerly, Adney & Chappelle, and Arima are listed. The book is obviously targeted for the North American market as only phone numbers and not addresses are listed for book publishers, paddling associations etc. However for Kiwis with cybermail, there is a smattering of email addresses.

The only sea kayaking narratives listed as those by Maria Coffey, Will Nordby, Joel Rogers, and Hannes Lindemann, but included is a listing of 'More Good Books about and by Women Paddlers', that includes the narratives by Valerie Fons, Anne Linnea (reviewed in the KASK newsletter), Audrey Sutherland and Constance Helmericks.

Some of the scanned historical photographs (some full page) and line drawings are reproduced superbly, and although the source of the photographs is noted, there is no mention of the year or location of the photographs. There is no source noted for any of the magic old line drawings and sketches, which is disappointing.

Scattered inserted boxes through the text contain helpful hints and philosophy; noted on the rear cover as 'Provocative commentary by some of paddling's most articulate and best known practitioners'. Two caught my eye; the first a brief note by John and Roseann Hanson:

'When paddling along a coastline in an offshore wind (a wind coming off the land), don't be tempted to paddle close to the cliffs, thinking it might be calmer there. Wind can shear over the cliff edge, punching into the water below with gusts from unexpected

directions.'

As an overt cliffline hugger in strong offshore winds, take it from me that this is absolute bollocks. On clifflines in offshore winds, the only places to expect extreme turbulence are off sharp projecting capes and headlands, and where the cliffline is incised by either river valleys or gorges.

The second is a two page diatribe by former Kiwi John Dowd which is a vitriolic attack on the introduction of British style sea kayaking regulatory practices to the USA. It concludes: 'If someone tells you to shove your paddle high into the air during a strong wind, engage common sense mode and suggest an appropriate place where they might try shoving their paddle.' Not appropriate for this book - there are more pertinent topics related to sea kayaking that John could have discussed.

For paddling musicians, artists and photographers, the last and innovative chapter is worth buying the book for. It contains a database of North American museums, books of poetry, songbooks and recordings. A three page listing of 'The Paddler by Paint' notes paintings and their location in a museum or art gallery. A full index nicely round off the book.

So does the book live up to its inside cover promise? The editor has assembled a wealth of information on all facets of paddle sports, a mammoth effort, but it is by no means an exhaustive database. Most of the classic sea kayaking, foldboat expedition, and canoeing narratives are missing from the database. Classic canoeing narratives such as 'Great Heart' and 'New York to Nome' (both reviewed recently in this newsletter) are obvious omissions, as is 'The Dangerous River' by R.M. Patterson. Both Victoria Jason and Don Starkell's Arctic paddling narratives are not listed. My library now has 130 paddling titles, however the 'no stone unturned' complete Paddlers Bibliography is a 12 page listing of titles and authors (approx. 600 titles) which was compiled by Kevin Mansell on the Channel Isles.

So for a paddling bookaphile, the book is a disappointment in its failure to provide a comprehensive listing of all paddling books published. But for a paddler new to the sport, it provides a valuable introduction to the main resources published and accessible in North America for canoeing, kayaking and rafting. And the book layout is magic, one of the best I have seen.
P. Caffyn

New Zealand Availability: Tasman Books, Matt Sillars, 219 Queen St., Richmond, Nelson.
Tel: 03 544 9204
Fax: 03 544 9205
Freephone: 0800 4TASMAN
Freefax: 0800 TASBKS

Tasman Books provided me with a print out of sea kayaking titles currently available worldwide, off a CD Rom database. If there are specific titles that you are seeking, I would suggest contacting Matt at Tasman Books.

Cybermail from Sandy

Hers's another one to add to the collection! Sounds about how you did Australia? Just keep it on the left?

From: Wayne Steffens

There was an article in local paper yesterday. I will quote from and butcher it at will here:

Lake Superior Circumnavigation

Two young men just finished circumnavigating Lake Superior (1230 miles) in 38 days. One of them had 2.5 hours experience, the other had 3 days experience.

"I pretty much started training 3 days before we went out" he said.

They were sponsored by Empowered Athletics, who, if they exist, should be mortified by the publicity.

The photo showed them paddling to shore wearing no wetsuit, no drysuit, no PFD with none on deck even, bare chested young studs returning from sea. One of them bought a book on kayaking, but that was just to please his mother. No indication he ever read it.

Any advice about navigation tools for would be Lake Superior kayakers?

"Just keep the shoreline on your right and follow it around" said one.

It's that simple!! Why have I been wasting all my time learning skills? You see? All you ninny's out there bitchin about safety and skills and preparation are obviously just jealous fools. You're just mad it wasn't you that did it.

UPDATE ON CARBON MONOXIDE POISONING

From the 'FMC Bulletin', No.129, August 1997. At the inquest into the deaths of the three young men at Arthurs Pass in April of this year, the evidence presented showed that the omission of the trivet on the stove (the stand that holds the billy, pan or pot at a short distance above the flame cone) was a crucial factor in this accident. Test with the stove (a Primus 2265 gas cooker) without the trivet gave an extremely high reading of 4,000 part per million (ppm). Expert evidence was that, at this carbon monoxide level, the youths would have been unconscious within three minutes.

Using a trivet, the stove gave a carbon monoxide reading of 97ppm. With adequate ventilation, this would present no danger to the users.

The Arthurs Pass accident occurred while the stove was being used inside a tightly closed car with apparently no fresh air coming in at all. Without the trivet, the cooking utensil would have been very close to the flame cone and would not allow complete combustion to take place - hence the excess generation of the lethal carbon monoxide gas.

If you use a liquid fuel or gas stove, always check that the trivet {stand or legs, or whatever you call them} allows sufficient space between the cooking pot and the flame cone. This

space allows complete combustion of the fuel to take place. A yellow/orange flame should alert you to incomplete combustion occurring and the possible production of carbon monoxide.

Remember the need to have adequate ventilation within any enclosed living space, when using a liquid or gas-fuelled stove, lantern or heater.

Arnold Heine.

SKOANZ

1997 Level 1 Guides Assessment

The dates for the next South Island assessment are October 2 and 7, 1997. The assessment will take place in Christchurch.

To all operators and staff, if you have not completed an assessment, it is now time to start working towards it in the interest of the safety of all concerned with you operation. It should be noted that in order to comply with the new SKOANZ Code of Practice, every kayak operation should have at least one person filling the position of operations manager. All operations managers must, as a minimum, hold the SKOANZ Level One Guides Qualification. This qualification must be completed prior to 30 June 1998.

For those not involved with commercial operations, don't be deterred, this is a chance to benchmark yourself with others and ensure you have all the skills necessary to lead that weekend trip with a club of just a group of friends.

If you or anyone you know, is interested in attending an assessment, please contact:

Dave Watson for a course syllabus:
Ph: 03 573 6078
Fax: 03 573 8827

Candidates need to submit their relevant details outlining their experience no later than 12 September.

Dave Watson
Course Coordinator.

From the NETWORKS

I had a request for information on the trip calendars for the Sea Kayaking Networks, so visiting paddlers can join in on organized trips.

Canterbury Sea Kayak Network

(from Newsletter #19, August 1997)

Sunday 21st September
CLEAN UP THE WORLD DAY
Ripapa Island - Meet at the Public Ramp at Lyttelton at 9.30am - on the water by 10.00am. Bring supermarket bags and gloves Contact :
Chrissie Williams Ph 388 0798

Sunday 28th September
Day trip from Akaroa. Meet at Halswell Pool at 8.30am Bring plenty of fluid, your lunch and money for an ice cream
Trip Coordinator : Peter Sullivan Ph 3883380

Friday 3rd Oct. - Saturday 11th Oct.
Fiordland Trip
Rod Banks is keen to organise a 7-8 day trip to coincide with the school holidays. The venue would be in the vicinity of Doubtful Sound or Te Anau but he's open to suggestions. If you have at least intermediate paddling skills and are keen to accompany Rod, give him a call on - Ph (03) 3834439. He'll send you a brochure with maps and all sorts of info.

Sunday 26th October - Day Trip
Sumner lifeboat shed to Port Levy
Meet at Scarborough at 8.30am Leaving 9.00am A long paddle on open water across the Harbour Heads.
Trip Co-ordinator:
Rod Banks Ph: 383 4439

MEETINGS

Network Nights
Our evening get togethers are held on the third Thursday of each month. These may feature talks on sea kayaking topics, or workshops relating to anything relating to sea kayaking. Talks and slide presentations on various peoples experiences are also or-

ganised.

Unless otherwise stated, all will be at Canoe and Outdoor World, 7 Pilgrim Place starting at 7:30pm. Parking is available on site

All sea kayakers, potential kayakers and anyone slightly interested are most welcome to attend our meetings.
Thursday 18th September 7.30pm
The Sullivan's will do a slide presentation on the Carlsbad Caverns which although are now 5000ft up in the middle of the USA were actually created by the ocean.

Thursday 16th October 7.30pm
Kev Sibbald is organising a Clothing for the Outdoors evening.

MUSEUM VISITS

Kev has organised two trips to the museum to view their Arctic collection.

Each trip is limited to 20 people and bookings should be made through:
Kev Ph 388 0270.

We're getting the special treatment from Roger Fyffe who will be showing us his 'toys'. A definite must visit idea.

The first date is:
Saturday September 6th at 10.30pm
and the second:
Sunday September 21st at 1.00pm

Network Trip info

The Canterbury Sea Kayak Network invites all sea kayakers and budding sea kayakers to accompany them on their organised trips. There are a few provisos:

We assume that you have the expertise and/or experience to safely complete the trip. If not, ask for information regarding how to obtain the necessary skills. See the who's who bit.

* You should be equipped with kayak, paddle, PFD, skirt, sun hat, food, drink, extra warm gear ie pogies, extra jacket, polypro, socks, balaclava (in case it turns nasty), and any other creature comforts you think are essential. A kayak with a load on board handles rough conditions far better than an unloaded one.

*Your kayak, preferably a sea kayak, (owned/borrowed/hired etc) should be

sea worthy with all parts operational (especially the rudder, cables, feet support and pedals) and preferably with:

a: at least one bulkhead and the remaining volume with enough airbag/flotation to enable the kayak to float horizontally when full of water for paddling -or

b: At least TWO watertight bulkheads.

* If you have any of the following safety and/or rescue equipment please let the Trip Coordinator know:- split paddles, first aid kit, paddle float, throw line, sponsons, tow line, bailer, pump, whistle, flares, GPS, Epirb

* PLEASE CONTACT THE TRIP ORGANISER BEFORE THE TRIP TO INTRODUCE YOURSELF.

DON'T ring on the day of the trip. Other members of the organiser's family will NOT be amused with an early phone call

* The trip leader and any delegated deputies are in complete control of the trip and you must agree to participate and cooperate without question especially if they consider the situation life threatening.

* While we don't mind solo paddlers joining us (if their skills are known) it would be preferable if you organised to bring a friend. (If you find the going too tough and are told to return you will have company)

* Please inform the trip Organizer of any medical condition or disability that they should know about.

* Whilst the Canterbury Sea kayak Network will take every care that you have an enjoyable trip and endeavour to return you safely, it will not take responsibility.

Contacts

Deirdre & Andy Sheppard
Ph: (03) 342 7929

FROM THE NETWORKS

WELLINGTON SEA KAYAK NETWORK

from the August 1997 Newsletter

Trips coming up:

Sunday 28 September - meet at 10am, outside the Kupe Club rooms at Greta Point, Evans Bay. As easy a paddle as you wish to make it. Contact Dianne Morgan or David Fischer on (04) 386 1805 (home)

Grant Rochfort has proposed organizing a trip from Elaine Bay via Titrangi and back to Picton during the September school holidays in September. People and kayak transport can be arranged from Picton to Elaine Bay, and this will cost about \$50 each. A good level of fitness is required for this trip, as one day has a 37km long paddle. It is not a novice trip. If you are interested, please phone Grant on (04) 237 0519 or fax him at (04) 237 0539.

There is a proposed trip for Labour Weekend on Lake Taupo.

Other suggestions for future trips include:

A summer weekend trip to Lake Wairarape, with an overnight camp. Mid-week paddles in summer from Oriental Bay, with dinners at the Parade Cafe afterwards
A Christmas paddle from Eastbourne to Ward and Lepper Islands with a barbeque afterwards.

The network now has 65 paddlers on its mailing list.

Meetings are held on the first Thursday of every second month at Bivouac, The Terrace.

Contact:

Gill at Fax: (04) 471 0333
email: gill.johnston
@wellington.ecnz.co.nz
mail to: Bivouac Holdings
16 The Terrace
Wellington.

WESTERN BAY OF PLENTY NETWORK

from the B.A.S.K. Bulletin August 1997.

Trips Coming up:

Sunday 21 September, Town basin from Pilot Bay to Greerton and back. Contact: Neville Sail 07 544 1791

Saturday 4 October, Lake Tarawera
Contact: Lyn & Julie Manning (07) 576 0300

Sunday 19 October, The Motuhoa Meander
(hot pool swim afterwards)
Contact: Joke & Chris Cels (07) 576 5550

BASK Contact: Dusty Waddell
9 Sunrise Ave, Mt Manganui
Ph: (07) 576 4577

AUCKLAND CANOE CLUB

The club has regular evening paddles on Tuesdays and Thursdays commencing at 5.30pm from Okahu Bay. There is no need to contact anyone in advance, you can simply turn up unless you wish to hire a club kayak in which case you should phone Laurie Bugbee at 09 813 1223.

AUCKLAND SEA KAYAK NETWORK

Coastbusters 1998

The seventh annual Coastbusters Sea Kayak Symposium will be held over the weekend of March 13 to 15 at the Shakespear Regional Park on Whangaparoa Peninsula. Planning is already underway and the plan is to run an event which is more exciting, more fun, more sociable and more enjoyable than any previous Coastbuster Symposium. The Red Team is hard at it and you can expect more news in the weeks ahead. It is important that you make a note of the dates as you will not want to miss this exciting occasion.

Programme of Trips and Events:
Sunday September 14
Kirita Sea Caves

Contact: Mike Hayes (09) 815 2073
(w)
or (09) 445 7627 (h)

Sunday September 28
A cruise up the coast
Contact: Kerry Howe
(09) 478 9952

Saturday October 4
Oceans Sea Kayak Classic at Matauri Bay
This event is being run by Auckland Canoe Centre. Participants have to arrive Friday to register and pass muster with safety gear etc. The race takes place on Saturday and has plenty of classes and opportunities to be in the prize money. This is usually a great party on Saturday evening so the event has a strong social side to it as well. An application form is available from the Auckland Canoe Centre, 502 Sandringham Rd, Auckland.
Ph: 09 815 2073
Fax: 09 815 2074

Sun/Mon 5 & 6 October
A cruise from Matauri Bay to Whangaparoa Harbour
Contact: Mike Hayes at the Auckland Canoe Centre

Sunday 19 October
Round Rangitoto with the high tide
Contact: Grant Stone 09 473 6658

Labour Weekend, 25 to 27 October
Waiheke Island
Contact: Rebecca Heap: 09 473 0661
Matthew Crozier: 09 276 7049

December 6 & 7
A weekend on Tiri Tiri Matangi Island
Contact: Auckland Canoe Centre

ASKNET Contact
Vincent Maire
7 Motuora Rd
Manly
Whangaparoa 1463
Ph: 09 424 2293
Fax: 09 424 0385

KASKFORUM

The 10th anniversary KASK Forum will be held at Mapua at Easter 1998.

Date: 10 - 13 April 1998
Venue: Mapua Leisure Park

Mapua is small village on the edge of Tasman Bay, some 20 minutes drive west from Nelson. This clothing optional leisure park fronts both Tasman Bay and the Mapua estuary, and is where Graham Egarr held the first forum in 1988. A magic place for a kayak meet.

Planning for the anniversary forum by a Nelson team of sea kayakers commenced on the Cook Strait ferry after the Wellington KASK Forum. The next forum meeting is to be held at A.J.s on the night of 18 July, at 6pm.

The forum will include an overnight paddle, to one of the following destinations, Kina Peninsula, Rabbit Island, Ruby Bay or Haulashore Island. A spit roast is planned for the forum dinner.

For overseas paddlers, transport for bods, boddesses and kayaks will be arranged from the Picton ferry terminal to Mapua.

Accommodation needs to be booked at an early stage. The costs are listed below:

- tourist flats \$65 to \$70 for extra 2 people
- chalets \$48 for extra 2 people
- caravans \$44
- backpackers \$36
- power sites \$10
- tent sites \$9

To book accommodation, contact either:
Mapua Leisure Park: 03 5402666

An information/registration sheet is in preparation and will be mailed out with the next newsletter.

MOREONBOOKS

Canoe & Outdoor World have a six page book catalogue available from: COW,

7 Pilgrim Place, Christchurch
Ph: 03 366 9305
Fax: 03 366 9309

Book topics include:
Adventure, sea kayaking, open canoeing, mountain biking, whitewater paddling, humour, boat-building, health and fitness, food and cooking

Boat Books in Auckland also carry a listing of sea kayaking books. For those with cybermail, the address <http://boatbooks.co.nz>

The email address is:
crew@boatbooks.co.nz

The real address is:
Boat Books Ltd
Sea Horse Bookshop
23b Westhaven Drive
Auckland.

Ph: 09 358 5691
Fax: 09 358 5817

Amazon Books

For those with cybermail and credit cards, Amazon Books in the USA have a current listing of some 28 sea kayaking titles.

The web address is:
www.amazon.com

SEAKAYAKERMAGAZINE

The current issue, Vol.14, No.4, October 1997, contain feature articles on:

A solo paddle by Karen Goodberlet along the coast of Main
A paddle through the canals of Delft, Holland, by Nigel Foster
A three month trip along the 'Crocodile Coast' of Queensland's Cape York Peninsula, by the Scottish Coupe Dan and Karen Trotter, who also have paddled in Fiordland and around Tasmania.

The equipment section describes 'Signature' paddles designed by Greg Barton and Derek Hutchinson.

The Environment section describes fish watching from a kayak, while the Health Section discusses 'Better Nutrition for better paddling'.

Kayak reviews are for The Hopon Top and Sitka Dagger Boats.

The technique section has an article titled, 'First Contact; How to prevent and minimize kayak collisions.'

If undelivered, please return to: Peter Sullivan, 7 Monowai Cresc. New Brighton, Christchurch..
SUBSCRIPTIONS - \$20 - due 28 February 1997