

No. 110 April - May 2004

THE SEA CANOEIST NEWSLETTER



Pepe, a Jack Russell/Poodle cross, rides the waves on Diana Adam's kayak, during a crossing of Lyttelton Harbour. Pepe has been kayaking for one year, and used to stand on a mat, but now has a basket on the foredeck, after being swept off twice. She has also been paddling in the Marlborough Sounds, and "wanted to go with us to Abel Tasman, but couldn't because it was a national park", said John Islei, Diana's partner. She has her own buoyancy vest, complete with handle, to pluck her from the water.
Photograph: © John Kirk-Anderson, 2004.

**The Journal of the Kiwi Association
of Sea Kayakers (N.Z.) Inc. - KASK**

KASK

KASK, the Kiwi Association of Sea Kayakers (N.Z.) Inc., a network of New Zealand sea kayakers, has the objectives of:

1. promoting and encouraging the sport of sea kayaking
2. promoting safety standards
3. developing techniques & equipment
4. dealing with issues of coastal access and protection
5. organizing an annual sea kayak forum
6. publishing a bimonthly newsletter.

The Sea Canoeist Newsletter is published bimonthly as the official newsletter of the Kiwi Association of Sea Kayakers (N.Z.) Inc.

Articles, trips reports, book reviews, equipment reviews, new techniques, letter to the editor, and moments when the word 'Bugger!' was said singularly or often {referred to by some as incidents} are sought to enliven the pages of the newsletter.

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(\$75 for 3 years; \$125 for 5 years)
\$30 family membership.
\$35 overseas

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LRB3 - KASK HANDBOOK

For a copy of this mother of all sea kayaking handbooks, contact KASK Treasurer, Maurice Kennedy
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COST: \$24.00

New members: gratis

Make cheques out to KASK (NZ) Inc. Trade enquiries to Maurice or Paul Caffyn in the South Island.

THE LRB3, or the Little Red Book 3rd. Edition, is a mammoth compilation on all aspects of sea kayaking in New Zealand, by many of the most experienced paddlers in the Universe. Following a brief introduction, the handbook is divided into six sections:

- Kayak, Paddle & Equipment
- Techniques & Equipment
- The Elements
- Trips and Expeditions
- Places to Go
- Resources

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EDITORIAL

Marlborough Sounds Paddling Curfew Dropped

On 23 February 2004, Helen Woodward (former KASK president) and I addressed the hearings sub-committee of the Marlborough District Council, over a proposed amendment by the MDC to navigation bylaws to impose a paddling curfew from one hour before dusk to one hour after sunrise. This was to follow up on the 15 December 2003 submission that was made to the MDC from KASK.

A press release 27 February noted, 'In the meantime the status quo would apply regarding navigational safety requirements.' On 7 April, I sought clarification from the MDC re the curfew and was advised:

The Bylaws Sub-Committee has listened to submitters on the proposed changes and have agreed to recommend to Council that it deletes the clause on kayaking hours from the proposed changes to the Navigation Bylaw 2002.
Date: 7 Apr 2004
Mike Porter
Democratic Services Co-ordinator
Marlborough District Council

NEWSLETTER 109

With so many photos in the last newsletter of a certain brand of New Zealand kayak, Max Grant offered to pay the additional cost of including the first ever colour photo on the cover, the flood ravaged bridge. Thanks Max and Q-Kayaks.

Black and white photo quality was also improved with Massey University Printery using a postscripted format file of the n/l on CD.

Water Safety New Zealand supplied the Trip Detail forms that were included with the n/l. The small magnets allow attachment to a fridge. Many of the sea kayaking fatalities and rescues listed in the KASK accident database could have been avoided or rescues brought into play earlier if trip intentions and return times were left with a responsible party. Even if you leave the intention form on the dashboard of your vehicle before you

launch, a search party will then have some ideal of where to start looking. Please ensure you use these forms in future.

OKIWI BAY FATALITY

Newsletter 108, in the Grim Summer article, noted the collision between a power boat and a paddler on a sit on top kayak, which resulted in fatal injuries to the paddler. This occurred on 4 January 2004, at Okiwi Bay, north of Nelson.

A newspaper report, 5 May 2004, noted the 55 year old Wellington driver of the boat was to be formally charged with failing to keep a sufficient lookout. The charge carries a maximum sentence of 12 months imprisonment or a fine of \$10,000.

COOK STRAIT CROSSING EVENT

Leo Comeskey is planning a mass winter crossing of Cook Strait for paying paddlers with escort boats. I was approached to be patron and advisor. On 26 April I wrote to Leo turning down his offer, and advising this mass crossing concept was dangerous, especially in winter. 'Cook Strait should be left to very experienced paddlers, who have the techniques, skills and equipment to tackle the crossing without escort vessels; paddlers who have the patience to wait for a suitable weather forecast, neap tidal conditions, and calm seas. They also have the knowledge and experience to turn back if conditions deteriorate.

Cook Strait is not a place to take inexperienced paddlers, even with the safety of an escort boat. It is subject to strong tidal streams, and in winter, air and water temperatures are much colder than in summer. A strong party of KASK paddlers recently crossed to the South Island, and although winds were light, the swell was large enough for the group to have difficulty in keeping in contact.'

Vincent Maire has also written on behalf of KASK to Leo, expressing a similar view, and noting that this venture could tarnish the image of a sport that has a very good safety record.

FORUMS/ SYMPOSIUMS

GREENLAND PADDLING or 30 DIFFERENT WAYS of SWALLOWING WATER

By Grant Glazer

Saturday afternoon at Coastbusters 2004 in Orewa found us crowded around the pool fixated with a towering American wearing a rubber dress. He was Shawn Baker from Montana, an ACA instructor and a Qajaq USA committee member. Shawn was in New Zealand on holiday and had offered to demonstrate Greenland paddling techniques at the symposium during his stay. What we saw opened our minds to another aspect of sea kayaking that can only be described as kayaking gymnastics.

Modern day kayaks can trace their origins back to the Arctic region with West and East Greenland having the most influence. Although other kayaking cultures, like the Aleutians existed, much of the accumulated knowledge from these cultures have faded into history. To survive in the extremely cold sea conditions in Greenland the Inuit had a very simple rule – roll or die. A wet exit is not something you want to do there. This has led to the development of rolling and paddling techniques that match just about any situation that a kayaking hunter could find themselves in. Hunting from a kayak in the more highly populated and modernized areas of Greenland is not widespread any more. The skills involved were almost lost until the formation of Qaannat Kattuffiat (the Greenland Kayaking Association) in the 1980's. This club was central in bringing together elders from the remoter areas who were still skilled in the art of kayaking with some students eager to re-learn their past.

Every year Greenland holds a kayaking championship where paddlers compete to earn the most points in rolling, racing (team, portage and dis-

tance), harpoon throwing and rope gymnastics. These competitions are open to overseas visitors in the international section for fibreglass or folding kayaks and the world champion division where traditional kayaks and seal skin Tuilikis are required. The rolling section consists of 30 different types of rolls from the relatively easy Standard Greenland Roll to the truly terrifying Walrus Pull. A full description of the paddling techniques and video clips of some of them can be seen at www.qajaqusa.org.

A question some of you will be asking about now is "Why"? It looks like a lot of hard work to learn these techniques and hunting a seal with a harpoon is not exactly encouraged here in New Zealand. Well the simple answer is because its fun! Sea kayaking should be more than just a way of travelling from point A to point B. It is a recreation that we are meant to enjoy and any advancement we can make with our own personal skill base can only increase that enjoyment. Learning Greenland techniques will allow you to be more comfortable in a kayak, advance your paddling efficiency, feel safer when the going gets a bit hairy and boost your confidence.

No special equipment is needed to start wowing your paddling partners with some of these techniques. Your current kayak, Euro bladed paddle and spray-skirt will be sufficient but like any sport, equipment designed for the purpose will make learning much easier.

A Greenland Paddle is a long skinny bladed contraption normally made from wood. The whole paddle is designed to be gripped and holding it close to the end of the blade is common to most of the paddle rolls. Unlike a shop brought paddle, the GP is customized to fit the user. For example the length is determined by an arm span + a cubit (distance from elbow to fingertips), the blade width by a comfortable C formed by your thumb and forefinger etc. Because of this you will probably have to make your own but don't worry if woodwork is not your strong point, they are very easy to make. Your first is not likely to be

your last. Free plans are online at <http://www.qajaqusa.org/QK/makegreen2.pdf> or from Kerry Howe's hand out at Coastbusters 2004.

The paddle will take some getting used to. Without the correct technique the fireplace will start to look like a good place to put it. But once you have learnt to paddle with a GP the Euro blade is likely to end up permanently stored in the wardrobe never to see daylight again. Canting the blade (the top edge tilted forward towards the bow) and torso rotation are the secrets to unlock its power. Again check out www.qajaqusa.org for more tips.

Next on the wish list is a low volume kayak. Some used in the Greenland championships have so little volume the kayak only has 1.5cm of freeboard. This is taking things to the extreme. A better alternative is a compromise between a day trip kayak and rolling machine. Most importantly a low aft deck will allow you to lean back to accomplish some of these rolls. Although there are no commercial models available in NZ that are ideal, some are better than others. For an example an Albatross with its low aft deck would be better than a Storm. If you want to play around with Greenland techniques why not make a suitable kayak? These kayaks are normally skin on frame, and like the paddle, a Greenland kayak is made with Anthropometric measurements (taken from your body) and are custom made to fit the user. Searching the web:

(<http://www.qajaqusa.org/Equipment/equipment.htm>) or getting the book: Building the Greenland Kayak' by Chris Cunningham is a good place to start. Home built wooden kayaks can also be used with some designs requiring only minor modifications.

A spray skirt is handy for keeping water out of the cockpit but it is very restrictive and can pop off the coaming. A better idea is the Tuilik (pronounced Doo-e-Leek). Best described as a combination spray skirt / hooded paddle jacket, it is much roomier than the Cags that are starting to make a show in the white water

scene. Traditionally made from seal skin, thin neoprene or waterproof fabrics are just as suitable. The hem of the modern Tuilik hangs just below the wearers knees and is attached to the coaming the same way as a spray skirt. A cord is pulled tight in the hood to form a watertight seal around the face. Only your face and hands are left exposed. There are a couple of commercial manufacturers overseas but with the cost of importing them to NZ a much cheaper option is to make your own. Shawn Baker generously left his Tuilik in the country to help seed Greenland paddling in New Zealand. A copy of a pattern taken from this Tuilik is available by emailing me at: grantglazer@clear.net.nz.

Now that Greenland paddling has made its debut in NZ, lets keep the ball rolling. An e-group has been set up at <http://au.groups.yahoo.com/group/NZGreenlandpaddling/> so all interested Kiwis can keep contact with each other. If there are enough members an associated branch of Qaannat Kattuffiat called Qajaq NZ could even be organized. Who knows? 2005 may see Kiwis competing in the Greenland Kayaking Championships.

A new website with even better videos than the Qajaq USA one for the rolls is Qajaq Japan: <http://www.qajaqjpn.org>. If you hear of anybody who is interested in GP'ing (JKA maybe?) please feel free to pass on either the Yahoo e-group address: <http://au.groups.yahoo.com/group/NZGreenlandpaddling/> or my email. I have added my GP bookmarks in the links section to help people get started.

WEBSITE PHOTOS

Sea kayakers who attended the KASK Coastbusters Sea Kayak Symposium in Orewa were very impressed with the range of wooden kayaks on display. Shawn Baker from Montana and a member of Qajaq USA was there (his pool demonstration will be talked about for years to come) and he took a number of photographs of the kayaks. These have been placed on the Qajaq USA website and can be viewed at the URL below. www.qajaqusa.org/gallery/albums.php

Helicopter Rescue Practice at Coastbusters 2004 by Tony Dumper

HISTORY

It started some seven months ago at initial discussion on choosing a theme for Coastbusters 2004

My suggestion for involving Auckland Rescue Helicopter in a demonstration, was enthusiastically received by the Coastbuster's Committee. Greg Brownson (helicopter manager) in turn gave us a positive response, as nothing had been done to date with kayakers. I rounded up a group of experienced kayaking pals, Steve Knowles, Steve Levett, Paul Hayward, Natasha Romonoff, myself and Joe Ngaira (helicopter crew and white water paddler).

In October 2003, we all got together for a preliminary on the water training session at their base Mechanics Bay Auckland. A brief film was made by one of their paramedics and lessons learnt by all. From here it progressed through discussion, refining some techniques and developing a range of scenarios.

OBJECTIVE:

To give attendees at Coastbusters an informative and instructional insight into helicopter rescues involving seriously ill/injured kayakers, while at same time to have some entertainment value to raise interest level

SULLIVANS BAY

The 'on the water' group was chosen on Saturday afternoon. This was led by Steve Knowles (kayak instructor and experienced sea kayaker) who had been involved in the previous helicopter session with the rescue helicopter) and John Kirk-Anderson, who had worked previously with helicopter rescue scenarios at the Christchurch KASK Forum in 2000.

A mid week briefing was held with the crew boss, John Skirrow, as to the five scenarios I requested; VHF working channel was agreed to and alternative back-ups planned in case they were called elsewhere. We requested an 8.55am arrival of helicopter to fit within the day's programme, and arranged that they fly in and straight

into first scenario, with a Coastguard support vessel in attendance

Paddlers advised to be unloaded and clear of the beach by 8.30am. At that time I started a briefing of the 'on the water' group on the beach, for what they were about to do and expect, then passed over to Steve Knowles to cover positioning, delegation, more on what to expect and what he required from the group. At 8.45am, the group was on the water. I started a briefing on the land based paddlers who were massed on bank above the beach, on what they were going to see, positioning of the water group relative to chopper and reasoning behind the water actions. That is:

- most weekend rescues would involve a Coastguard vessel (convenience cost and full compliment on their duty roster), especially where close to the coast
- if helicopter does come then, always where possible make your way to land where practical (makes recovery and treatment is much easier for crew and paramedics
- in your call for help, always state the number of people affected, type of injury and an accurate description of location or position (most important); type of boats, colours etc.
- one or two paddlers stay with affected person/s with their kayaks facing upwind
- the helicopter approaches the rescue scene from downwind, flying into the wind to position itself
- rest of group should have moved away to 8 o'clock position, but facing up wind (relay intentions to pilot or on VHF to rescue co-ordinator if possible) - means group can then view proceedings, be out of downdraft, facing into the weather (initial trials with group at 11am (within pilot view) showed that group had desire to turn to watch (unstable) or with backs to wind and reasonable sea they were prone to broaching)
- so they face into the wind/ sea to maintain control of their kayaks, and in direct view of the winchman who cons the winch and paramedic to the pilot over their headset intercom
- the pilot sits on right hand side of chopper, if he has engine failure or has to ditch he will go straight ahead or swing to the right

- the winchman controls the rescue itself and guides/ handles the cable facilitating rescue
- the jumper controls the rescue within the water so the injured party must follow his directions
- in the case of any rescue it is preferable to have on VHF or cellphone a rescue co-coordinator, such as Coastguard or experienced radio operator - preferable but not essential to have the co-coordinator land based for other facilities at hand (extra phones, stronger radio signals, despatching additional rescue boats etc.).

At 8.55am precisely, the helicopter arrived. The pilots are independent of Auckland Rescue Helicopter and got caught here as the pilot of the day wanted another briefing before starting. This held us up a little - no problem and everybody fully understood what was going to take place.

First scenario:

Injured kayaker in the water. His kayak retrieved and taken to safe area by leader on arrival of chopper:

- paramedic jumps from chopper and swims to injured person
- if practical and injury not too severe, get the kayaker out of their kayak into the water. Even if it means having extra person in the water with them where a group is involved. It is easier and faster retrieval for chopper crew
- paramedic is lowered; the cable and harness (winchman constantly instructing to pilot (e.g. "left 2m, ahead 3m," as they hover); harness applied and both winched to chopper (They did not take anybody on board on this day to keep saltwater out of chopper). The paramedic takes complete control of the kayaker from time of his arrival to treatment

2nd Scenario:

The entire group are subjected to downdraft effect and maintaining position and control kayakers. The land based group were shown this when the chopper first arrived with the intention of landing in agreed marked area. The approach was low which resulted in some kayakers being flung about on the beach and much disturbance in the marked area. The pilot moved to clearer paddock location

3rd scenario:

Two injured parties in the water; kayakers removed by leaders to safe zone or should be inverted to save being blown away with necessity of being chased.

- paramedic is already on the cable and dragged through the water by the chopper to injured party
- retrieved one at a time
- first person retrieved to safety; repeat procedure for 2nd person

4th Scenario:

An injured person within a kayak - excessive seasickness and dehydration or seizure/heart - in case of seasickness vomit into spray skirt and lean forward (can be washed away) - do not attempt to lean over to kayak side or else capsize highly likely.

If there is a group - one experienced paddler from group can hold incapable person's kayak, 2nd person to hold the assisting kayak. At this point they can either help the injured party into the water on arrival of chopper, or if too serious stay with him/her.

All lean forward to lessen windage and effects of downdraft.

Upon arrival of paramedic at kayak side, he secures the kayaker, then indicates the winchman to lift - in the case of a sole kayak - as they pull the kayaker free and away, the kayak capsizes and so upside down, it is less prone to being blown away

5th Scenario:

A rafted rescue. This was a first as this had not been practised previously. The chopper came in low and immediately it could be seen how the downdraft blew the injured kayaker and the two supporting raft kayakers away at speed towards the rock and tree-lined shore so the chopper had to chase them. I understand normally in this situation the chopper would normally hover a lot higher with less downdraft effect and use most of its 60m cable length.

The downdraft is most severe just to the rear the chopper and within first 40m of the water.

The water group of Steve Knowles,

John Kirk Anderson and Christine Watson tried again with a variation; Steve towing the injured kayaker into the wind on a long tow line, with John broadside and at right angles to injured kayaker, to supply resistance to being blown about. A sea anchor or better still, extra paddlers in the water, could achieve similar result

JKA would be best to comment on this as in reality a rafted rescue is the most likely one that a severely disabled kayaker within a group would use, hence John's "being there" input is most valuable.

Note in the UK, it is frequent practice for the kayakers to be holed and sunk by the rescue service to avoid any chance of confusion and further rescues being called for an already rescued paddler. On a lighter side, the pilot advised that surfers have on occasions insisted that their surfboards go with them in the chopper. They do not want such requests from kayakers!

The chances of a kayaker ever requiring a helicopter rescue should be very very slim for the obvious reasons, however it could happen so the insight may prove of benefit.

The discussion and questions with the crew after landing created a lot of interest and Rebecca Heap (Chairperson of Coastbusters) presented Westpac Rescue Helicopter with a cheque donation being from part of the funds received. The helicopter buzzed some of the groups on the way out, to show the limited influence of downdraft.

We have since had a lot of good feedback on the event from paddlers, showing that the Objectives set out were achieved. My thanks to all the 'on the water group' who subjected themselves to the unknown; Steve and John for not losing anybody, and the Auckland Westpac Rescue Helicopter Crew and Service.

Tony Dumper

DVD REVIEWS

by John Kirk-Anderson

SEAMANSHIP for KAYAKERS GETTING STARTED

Hosted by John Dowd
Produced by SeaKayakVideos.com

This DVD, the first in a planned series on sea kayak skills, is shot on the stunning West Coast of British Columbia, Canada. However, the first word spoken is "Giday", a give away to the origin of the host, John Dowd. An expat Aucklander, who has led an amazing life, John wrote one of the first books dedicated to sea kayaking, started Sea Kayaker magazine, and is now hosting this new series on DVD.

Using local instructors Tina Walker and Dag Goering, the footage follows a trip from the planning stage and subjects range from checking the boats – which is cleverly compared to a pilots pre-flight check – to minimum impact camping.

Skills covered include the usual: strokes, buoyage, rescues and surf, with all shown clearly, if to a limited degree. This is highlighted in the narrative, which explains that it is the first in a series, as the title indicates.

Helping get the message across are the "Motley Crew", a couple of likely lads who's paddling trip could be summed up in one word, "Bugger". The only time the two trips meet is a lovely moment towards the end when Tina hands one of them his hat after he was washed ashore.

There were few areas of the DVD that I thought could have been improved, and these were mainly to do with the technical aspects of the filming. Heavy shadows on faces during direct dialogue I found distracting, and some of the sound could have been improved using a voice-over. I almost felt queasy watching a sequence on planning where the camera closely followed a pen darting about a chart, which should have been slower.

That's not too many things to grumble about in a DVD, and I was being

picky. Oh, and I didn't really like John's demo of a T Rescue, but that's another matter!

Review DVD supplied by Auckland Canoe Centre.

BEYOND THE COCKPIT

Featuring Derek Hutchinson
Produced by the University of Sea Kayaking

The third in a series of four DVD's, this volume is focused on developing confidence in using a kayak on edge. To this end, sea kayak designer, coach, author, and general personality Derek Hutchinson demonstrates several movements using a moving blade to support him while off balance.

Wayne Horodowich, the founder of USK, provides some input, but Hutchinson's skills as a presenter are allowed full reign. He clearly enjoys performing for the camera, and most technical aspects of filming and sound recording are very high. His demonstrations look like fun and they are performed in a very relaxed manner.

Despite this, I was disappointed by this DVD. Endless shots of Hutchinson demonstrating the same stroke are not needed, as one advantage of DVD is the pause, rewind, and playback features, allowing close study of any technique.

Little was shown to compare the turning advantages of an edged kayak as opposed to a flat hull, which would have highlighted the advantages of indeed getting 'Beyond the Cockpit'. Also, all of the strokes, many of which use an extended paddle, are shown in flat calm conditions, which does not inspire confidence in their use in real life.

I feel that this DVD was made to appeal to the numerous fans of Derek Hutchinson, and as such is more a record of his performing skills than a useful training aid. Having said that, I have tried them all out!

Review DVD supplied by Canoe and Outdoor World, Christchurch.

BOOK REVIEW

Title: 'New Zealand Marine Radio Handbook'

Sub title: 'The User's Guide to VHF and SSB Marine Radio Stations'

Author: John Allen

Published: 2003

Publisher: Mollymawk Publications

ISBN: 0-473-09206-9

Content: 79pp, metal comb bind, maps, colour pics

Cover: Laminated soft cover

Size: A5, 210 x 146mm, portrait format

RRP: \$29.95 (including GST)

Reviewed: P. Caffyn

The preface, from Jim Lott of the Coastguard Boating Education Service, notes by placing shore station antenna high of the mountains, almost 100% of our coastline now has VHF radio coverage. For sea kayakers, the use of VHF radios is not confined to calling in a rescue - marine weather forecasts can be accessed, pods on the water can keep in touch, and during extended trips or expeditions, base stations can be informed of progress. When Chris Duff was stranded in on the outer Fiordland coastline with a kayak almost smashed in half in the surf, his visual distress beacon - a driftwood tower with red and yellow stuff sack - was not noticed by fishing boats heading back to Milford or a plane flying overhead. With no show of walking out to Milford, he was able to pass a VHF radio message on via a passing cruise ship to Fiordland Maritime Radio, who organized a helicopter to rescue himself and the kayak.

For owners of VHF radios, or those considering purchasing one in the near future, I suggest this concise and well laid out book is prescribed reading. The introduction includes descriptions of VHF and SSB radio, calling procedures, how to use marine radio for safe passage, a listing of VHF channels, a section on emergency beacons and a page on qualifications and licensing requirements.

Recreational users of VHF radios in New Zealand are legally required to hold a Marine VHF Operators Quali-

fication, which is gained by attending a course and passing an exam. Contact details for radio operator courses are listed.

The middle section of the handbook lists marine radio stations around the country, with channels and monitoring times noted, area coverage plus phone and website contact details. Radio stations are separately listed for NZ Maritime Radio, Port Radio stations, marinas, Coastguard and private radio stations, and ham radio nets.

The final two sections cover weather information, and distress, urgency and safety calling. Some excellent weather websites are listed with services described, and four pages show, in map format, the MetService forecast areas with the relevant phone numbers for phone or fax forecasts.

Page 74 has an excellent photo gallery of the Beaufort Wind Force Scale—each Beaufort Number (1- 12) with the wind strength range in knots, a brief description of sea state, and a corker photo. The three pages on distress, urgency and safety calling detail the precise wording of messages, and necessary information to be sent when lives are at risk. This information is not only essential reading but information to be remembered when out on the water.

The book design is sharp, with concise easily read text, good use of colour to segregate listings, excellent maps, and relevant insertion of small colour photos. The laminated cover, stiff pages, and metal spiral bind will allow prolonged use (abuse) in a kayak compartment.

Availability: the handbook can be purchased from:

- www.marine-radio.co.nz
- faxing name, address and credit card details to (09) 445 8848
- phoning orders to (09) 445 8806
- boating bookshops and chandleries

The KASK Cookbook from Vincent Maire

Last year I floated the idea that KASK produce a cookbook for sea kayakers. Contributions were asked for but the idea did not catch on. However, three people did send in their ideas and here they are.

Chilli Pasta

- Ingredients (to serve 4)
 500g pkt large shells pasta
 1 onion
 1 tsp olive oil
 1 tsp minced garlic
 1 Tbsp parmesan cheese
 150g pkt Greenseas sweet Thai chilli tuna
 150g pottle Dolmio Tomato & Sweet Peppers pasta sauce
 1 tsp Sundried Tomato pesto

Boil up pasta in a large billy. Chop up onion and in a much smaller billy gently fry until transparent. Add garlic to onion. To this add tuna, sauce, pesto. Stir and heat through. When pasta is *el dante*' drain and stir tuna mixture & parmesan all through the pasta and serve. If it's your turn to cook on day one or two add two chopped up zucchinis and chopped up feta cheese for extra texture.

Pam Howse, Wellington

Rice Risotto & Mince

1 packet Diamond rice riotto and 1 tin Oak savoury mince. Cook up the rice risotto as per instructions on packet cook for approx. 15 min. in frypan with lid then add mince and cook for another 5 minutes . Very easy , very tasty and feeds two people.

Corn fritters.

I pre pack the dry mix , 1 cup s/r flour. pinch of salt . T/s baking powder and 2 heaped des/sp of milk powder , this goes into a small air tight bag. When set up for dinner pour dry ingredients into bowl then add a little water, half a finely chopped onion a tin of cream style corn and an egg. Mix violently and add a bit more water if needed. You want a reasonably thick mix and not too runny. I

have a solid fry pan with a thick base which keeps its heat better, I pre-heat over the gas cooker flame but I still have to lift the pan from time to time allowing even cooking and preventing the pan from getting too hot. Cook for 2 to 3 minutes in oil and once bubbles are appearing on surface flip them over and cook for approx. 2 minutes on other side, rip them out of the fry pan and enjoy. This mix will make about 12 fritters.

Potato Fritters.

These are real easy and tasty. I take nice brushed potatoes so I don't have to peel them but that is your choice if you don't want the skin in with the fritter but it makes no difference in my view. Have a small or flat grater, which doesn't take up to much room. Cooking for one person; two large spuds will do so grate them into a bowl and squeeze out the excess juice from the finished product. Add salt and half a finely chopped onion, add one or two eggs and beat the living daylights out of it for a little while. Pre-heat your pan to fairly hot, add oil and dump some mix in and flatten down so there not to thick, couple of minutes each side will reward you with a nice hot batch of fritters, repeat process until all done.

Evan Pugh, Waikato

Guinness Mountain Cake

- 6oz/175g cherries
 9oz/250g sultanas
 9oz/250g raisins
 grated rind of one lemon
 1_ tsp mixed spice
 small bottle of Guinness

Marinate the above ingredients together overnight and then drain off the liquid.

- 6oz/175g butter
 6oz/175g demerara sugar
 3 large beaten eggs
 12oz/350g flour

Cream together the butter and demerara sugar. Add the eggs and fold in the flour. Lastly add the fruit, and bake in an 8-inch square tin at 345F/170°/gas mark 3 for about 1_ hours.

Hints; the Guinness may be replaced by other beers or tea and the excess liquid is good on ice cream.

Dave & Cathy Hammond
Christchurch

Many thanks to these three contributors. If you feel you have a special meal or dish you would like to share please send it in for publication in the Sea Canoeist Newsletter.
Vincent Maire

Letter to the Editor Whale Watching

Greetings

My collection of 'sea canoeist' newsletters started in 1993. It never failed to live up to its reputation of being interesting and informative. But the article by Malcolm Gunn in the last issue, really topped it all.

Reading his 'When Whale Watching goes bad', five or six times, it is still not clear what makes this article so attractive. The style of writing being to the point and descriptive? The amount of information? - a thousand meter deep gash.... etc. His prose, 'Sunrise had set the water on fire and Goose Bay was glassy.....?'

Instructive seamanship regarding the approach for a surf landing? It might have been Malcolm's sense of humor. It was so very easy to form a picture of what took place. All I can hope for is that Malcolm will participate in many more trips and write them down so we can enjoy it with him. Thank you for this little gem.
Eddie van den Hurk.

NEW ZEALAND TRIP REPORTS

Cook Strait Crossing 31/03/04 by Mike Wilkin

Party: Max Grant, Bill Anderson, Ian Algie, Graeme McIntyre and Lee Davies all from the Palmerston North area; Sue Cade, Kevin Irwin And Mike Wilkin from Wellington.

The crossing had been on the drawing board for at least eight weeks but it was getting the moon, tides and weather right. Some long range forecasts looked great, but then a storm warning would be issued the day before. As weekends limited our chances, we decided to try any day, hence a mid week crossing.

The plan was to go from Makara Beach to Tory Channel, then on to Picton and catch the ferry back, although there was the odd whisper of a double crossing.

Weather forecast Wednesday 31 March 2004 for Cook Strait:

'Southerly 25 knots easing to 15 during the morning with 3 metre swells in the Strait'

Not an ideal forecast, but manageable. We had set a limit on 20 knot winds maximum for the trip.

We all met up at Makara and loaded up, the brief was to paddle out for an hour then raft up and see if every one felt confident in the conditions.

I had set a course for Tory Channel on my GPS a heading of 255°. I also used my deck compass as it's a lot easier to see. High tide Wellington was at 12.34pm that day at which it is slack low tide at Tory Channel. The idea was to get through Tory Channel at slack water and have a good tidal flow going with us towards Picton. We estimated a five hour trip for the 33km from Makara to Tory entrance. A 7.30am start that was a lot closer to 8am.

The previous day I had phoned Wellington Maritime Radio to file a trip report, also informed the harbour master at Picton. Before leaving Makara I again phoned Wellington Maritime with a updated report. I informed them that we should be at Tory Heads at 1pm and would report in at that time.

We set off in the shelter of the headlands until passing Cape Terawhiti when we felt the southerly coming in on our port quarter and the swells getting bigger. We stopped every hour for a 10 minute break. The prediction of three metre swells seemed about right - for me there was one that I can remember coming and thinking wow this is big I also heard Bill and Ian pass comment as it came towards us. As I got on the crest I looked down to Bill and Ian and thought, hell they are a long way down there and then watched it pass with foam coming off the back of it.

On the third break we were making good time at about 7km/h and no drift in the course, but after our 10 minute break I had to alter coarse 15°. We had drifted some distance north west during our break. For the next 3.5 hours we were down to just 4km/h. We had struck a northerly tidal flow My estimates show that the tide started running 1.5 hours earlier than expected. The drift had us coming in past Perano Head and the swells bouncing back making sea conditions confused and unpleasant. This condition is known as clapotis.

At 1pm we reported in via hand held VHF (of which we had four in the party). Trying to balance and change channels as requested by Wellington maritime was a bit of a mission.

The entrance to Tory looked a bit tough with waves crashing around the entrance. All we could see was lots of white water. It looked reasonable in the centre of the channel so we gave the all ships call that we were entering the channel. As soon as we entered the channel, it wasn't as bad as conditions just off the coast, and then it was onto flat water. We beached at Okukari Bay to have a welcome stretch and

lunch. 6.5 hours beach to beach. Nearly an hour later we were off to Picton.

There was not mention of a return paddle, as we received an updated forecast predicting a gale force northerly change. The paddle to Queen Charlotte seemed to be quite a drag, but after a 10 minute break at Dieffenbach Point, the northerly breeze kicked in giving us a welcome tail wind, also a pod of dolphins kept us company for about 10 minutes, with one that kept coming up between Ian and me. It was a real thrill and took our minds off sore muscles. We arrived Picton beach 7.30 pm, just after dark and headed for a nice hot shower. Caught the 9pm sailing on the Lynx back to Wellington, then the dreaded drive out to Makara to pick up our cars. Home, head on pillow at 2am, I did spare a thought for our Palmerston lads still driving home. Many thanks to Bill and Max for organising the trip. It was most enjoyable with all paddlers keeping up, it was a good strong group.

Would I do it again. Without a doubt, yes. Getting the tides right is the next challenge.

Mike Wilkin

Waikaremoana

12 - 16/2/04

by Adrian Rhodes

Ziggy (Ecobezig) Arnold (Penguin) and myself (Storm) left Napier early on Thursday morning & arrived at Lake Waikaremoana shortly after 9am. Our plan was a 4-day trip around the lake, staying in the DoC huts situated on the edge of the lake for 3 nights. The planned route was from Home Bay to Waiharuru on the 1st day, Waiharuru to Waiopaoa on the 2nd day, on the 3rd day Waiopaoa to Whanganui & return to Home bay on the Sunday afternoon.

The huts are now part of the Great Walk around the lake & now have to be booked in advance (\$14 per night) before leaving on your trip. We found this to be a bit of a bind, as it makes your plans inflexible and expensive if the weather does not allow you to

stick your itinerary (as we found out!) We carried two tents with us just in case they were needed. Part of our plan was to explore the coastline & find suitable campsites that can be used on future trips.

Driving in from Tuai, we had a good view of the Lake, sporting 1/2- meter whitecaps due to the strong blustery Nor-westers. (30-40 knots) Arriving at Waikaremoana we decided to go to the DoC office & have a look at the weather forecast. This showed good weather for the next few days, with it turning bad for the weekend.

We decided to sit tight for the day & wait for the wind (and by this time rain) to die down.

The motor camp has some basic, but comfortable fisherman cabins and we booked into one of these for the night, hoping for better weather in the morning. Later that day the wind started to die down and we went for a short paddle from Home bay, along the Northern side of Whanganuioparua Inlet to Matuhau Point, just before the Mokau Inlet. On the return journey we carried on past the motor camp & went a short way up the Aniwawa River to view the waterfalls from the bottom.

The evening was spent in the campsite communal kitchen, talking to several overseas travellers, many of whom were going to walk the track around the lake. I was very surprised at the amount of overseas visitor, as the lake is not on the tourist route & not well known outside the area. (Or so I thought)

Friday morning arrived with fine weather, so we packed our boats & we were on the water by 9am. We followed the southern inlet arm from Home Bay to Mautaketake Point and then headed across the lake to Ohinetekawa Bay. This bay sits below the Panekiri Bluff, which towers more than 600m above the lake. The sun was now out & we donned sunscreen & hats that became the order of the day. Travelling further along the coast we met 2 kayakers who were from a group of boaties staying at Paengarua Bay for 2 weeks (Nice holiday!). They pointed out a couple

of campsites to us on our map and we later made use of one of these.

We carried on our meander around the base of the Bluff, with TePiripiri Bay providing a good stopping place for a quick dip. The weather was doing us proud and the lake was like a millpond, the first time I had seen it like this. We made our way up to and passed through the Narrows, pausing at Ohinekura Bay, amazed at the deafening noise made by the cicadas. Korotipa Bay provided great stopping place for lunch and another dip in the lake. The water was very warm, clear & flat, something we struggled to remember when we came back this way a few days later.

We carried on down the rest of the coast, exploring all the nooks & crannies we could find & found some great campsites that can be used on future trips, Whakenepuru Bay providing some of these. The wind started to pick up as we got towards Waiopaoa Hut where we were planning to stop for the night. We had been on the water for 6 hours and covered about 32km. The hut was pretty crowded, so we decided to pinch some mattresses & stay at the campsite below the hut for the night. We were the only tents there, though later, 2 kayakers from Auckland arrived and set up camp with us for the night. Ziggy got a fire going & we spent the rest of the evening dodging the smoke

The weather turned nasty during the night as a storm blew up and none of us got much sleep. The wind was very noisy and you could hear it travelling down the Wairau Arm, finally arriving and giving our tents a good buffeting. Later the rain came in sheets and as Ziggy had chosen to sleep under the stars, he ended up spending a damp night in the cooking shelter.

The next day it was still raining hard and the winds were flattening the tents at times, so we decide to stay put for a while & cooked up a big breakfast. We went up to the hut & stayed there until later on in the morning when the wind died down a little and the rain stopped. Our new friends from Auckland were fairly inexperienced and so

we teamed up with them for their safety. After a discussion on our intentions, back-up plan, signals and what to do if someone ended up swimming we ventured out onto the lake

We first headed along the coast toward the Korokoro campsite to a look at the waterfall. We battled a Nor'wester of about 25-30 knots with some strong gusts that came from every direction. You could see them coming from 500m away, some forming waterspouts and walls of water as they approached. When they arrived all you could do was keep your paddle low and head straight into them. We paddled up the Korokoro stream until a small waterfall prevented us going any further.

Arnold decided to walk up the river up to the waterfall while the rest of us went around to the campsite & followed the track up from there. The walk is about 30 minutes and well worth the trip, the falls are spectacular. We decided to have lunch there and were very tempted to stay, as it is a lovely sheltered campsite situated on a lovely small lagoon. The sun was now out, though the wind had not got any better and we slowly battled against it until we got to Kotoreotaunoa Point just before the Maraunui Inlet, where we landed for a rest.

We climbed over the point to look at the Inlet & decided it was too dangerous to try and enter or cross it. The high winds travelling down & out of the channel were causing a nasty chop and we still had the omni directional gusts to contend with. We decided to raft up our 5 kayaks and point our boats towards Korotipa Bay and let the wind do the hard work for us. This was the first time many of us had done this & we were impressed with how safe & stable the raft was. It was a lot of fun travelling across to the eastern side with the wind and chop behind us & we got the synchronised ruddering (?) down to a fine art. We surfed in the last 100m, ending up on a small beach just south of Korotipa Bay, which we then paddled to through a one metre chop.

We decided to stay at the sheltered campsite just above the beach as it

was getting late in the day. Some members of the party were getting tired, the wind was still blowing and it was still some distance to the Waiharuru Hut. We set up camp and ventured back down to the beach for a swim in the murky waves, quite a contrast to yesterday. We had a good night at this campsite, the wind died down and we enjoyed a great sunset, a good feed and a roaring campfire.

We had a little rain overnight that forced Ziggy into a tent, once he had finished battling possums! The weather was good on Sunday with not a breath of wind. Arnold went off early to explore the Maraunui Arm we had missed the previous day while the rest of us enjoyed a lazy morning.

We skipped breakfast, opting to head through the Narrows and back onto the main part of the lake, in case the wind came up later. The trip through was uneventful and we decided to stop at Otekuri Bay for a big cook up for brunch.

Knowing that we didn't want to be too late getting back to Napier, we decided not to explore the full length of the Whanganui Inlet and leave that for a future trip. We made our way to the Waiherere Bluff where we all played tourist & had our pictures taken passing under the waterfall. From here we made our way back to the motor camp, stopping at Mokau inlet for a swim and a look at the river, though there was not much to see. Rounding Matuahua Point we stuck to the Northern side of the Whanganuioparua Inlet, stopping at Rakiahho Bay for a coffee & eventually arriving back at Home Bay at about 4pm.

We timed this right because the weather then started to close in and we had a slow wet drive back to Napier. Colin & Brenda from Auckland stayed at the motor camp for a couple more days before heading off to Taupo to paddle to the Maori Carvings.

Though we did not cover the distance we planned to on this trip, we had a great time, met some new paddlers, found some new campsites, successfully paddled some rough water & came back a little wiser.

Paddling around Matakana

by Mike Ham & Rod Voyce

A relaxed start to this trip Meet 9.00 am at Rod's home in Omokoroa, loaded the kayaks, did the trip brief with a cuppa and one last look at the Met. marine forecast for Plenty Marine. For 17/4/04 the Met Forecast was, variable 10 knots, becoming southwest 10 knots in the afternoon. Seas slight with a 0.5m easterly swell. Sunday 18 April, wind changing to the southeast, it's all looking good with hardly a breath of wind and the sun's shining bright.

High tide Salisbury wharf 5.18am.
Low tide Salisbury wharf 11.26am.
We were in the water by 10.15 am with clear skies, just a couple of fluffy clouds on the hills with an out going tide. It was a very relaxed paddle to the Mount and the lack of boat traffic in the harbour indicated the sea outside was good; we're at the Mount entrance by 11.30am.

Heading out of the Tauranga entrance towards Karewa island on a heading of 344° on the compass we find that the wind is actually a light northerly. Unconcerned by this because the forecast said variable, and with such a good day we figured it was probably just a light sea breeze and would die off a little later. With the odd big swell going by and the surfers at Matakana disappearing it indicated the swell was also bigger than the 0.5m forecast, riding up and over the swells especially on the outside banks on the way to Karewa Island was fun.

Time 12.30pm the wind was picking up!

We had made Karewa island, time 1.30pm. Anchored up we had lunch and did some fishing. Shiite, not one bite! Pulled anchor at 2.30pm and pointed our bows for Bowentown. Wind was freshening with quartering seas and breaking up the swell, this was going to slow us down and with the sun in our eyes Bowentown en-

trance seemed to take a long time to take shape.

Next stop Bowentown entrance. The bar was breaking nicely in the 1- 1.5m height; found we couldn't see to well as the sun was at its lowest coming straight out of the entrance, time just on 5pm.

Both of us were quite anxious with the entire swell breaking around and the bar breaking for some distance out to sea. We managed to pick up the inside channel and cruised closer to shore with swell breaking all around us, until we were not able to read the breaking waves very well because of the sun. We decided to land on Matakana Island where we were able to see another 100m through a couple of broken waves would have had us in the main channel. We portaged our kayaks about 50m up the beach to a less rough channel but not before we made it through all these breaking waves only to have the smallest of waves roll me (Mike) on the beach, no matter, I made it to dry land. Only one wave left between me and the safety of Bowentown harbour, this wave had my kayak standing vertical on its stern and then it started to broach some how I got through it then quiet no breaking wave's just calm peaceful water, we can breath a little easier now, only another km to camp site.

We head past Anzac Bay to Shelly Bay, pitch our tents have a well earned beer and cook tea. It's dark at 7pm so we turn in for the night only to have possums and moreporks keep me awake for most of the night; you'd think after paddling 40kms, I'd sleep. The next morning we wake to a brilliant day; have breakfast, tidy up and are on the water at 8.15am and paddle around to Anzac Bay to restock our water supply. Mike told me about a shag he had seen all tangled up in line with a big fish hanging of it, being the caring people we are we decided to go free it and pinch the fish. Upon arriving the shag had disappeared and the fish began a work up, so Mike began fishing but not for too long as he just dropped his fishing rod overboard. Next time shag the shag. Bowentown entrance has a very strong out going

flow which at its fastest you won't be able to paddle against and it took some time to get over to Matakana, where looking for some eddies proved pointless, the tide was racing out, right to the water's edge. Paddling back to Omokoroa this time through the harbour, we stopped for a fish at Kauri Point again not even a bite, Shiite fishing, while this local guy was hauling them in, we were not impressed. Past a likely looking fishing spot on our way home and it was a day to be paddling with not a breath of wind, dead flat water and quite hypnotic as Mike said.

Tide was getting low so this meant dragging our boats some distance over the mud flats marked as channels just before Omokoroa, getting through just in time for the tide to be coming in on this side and more paddling against the tide. We arrived home at 2.50pm two good days paddling and fine weather made for a tiring but very enjoyable weekend and a total of 65km.

THE 'BUGGER!' FILE

Fishermen Caught Out Off Mount Maunganui by Iona Bailey

Date: Sunday 2nd May 2004

Marine Forecast: NW winds . Gale
Warning in force for Bay of Plenty.
Seas rough. 1.5 m swells.

4.30pm. I was walking on the beach at Mount Maunganui . It was mild with very little wind but the surf was running with 1 – 2 metres breaking waves 100m offshore. There were plenty of surfers enjoying the conditions. Visibility was hazy. I caught sight of 3 sea kayakers about to launch from Shark Alley. This is a small section of beach to the east of Leisure Island, generally considered a more sheltered part of the Mount Beach from which to launch and land sea kayakers. I was intrigued to see sea kayakers out at this time as I had considered both the sea conditions

and marine forecast rather unfavourable. There were 3 kayaks, all puffers I later discovered. The three men were well dressed with jackets, hats and lifejackets and they appeared to be off fishing judging by the gear they were carrying. I was rather concerned to note that the rear hatch cover of one kayak had been removed and a large plastic bin had been placed in the open bulkhead. As they broke through the surf I would have anticipated that this kayak would have shipped quite a bit of water. It appeared that they did in fact have some difficulty hanging onto some of their gear under the bungy cords on the deck. I watched as they paddled into the gathering gloom and mist towards Rabbit Island- about 500 Km offshore. The kayakers were difficult to see and would disappear from view each time they were in the troughs between waves. I assumed they were going to fish around the many rocks to the north of Rabbit Island. I noted that the sea was breaking over many of those rocks.

The next day an article appeared on the front page of the local paper, The Bay of Plenty News. One of the kayakers had capsized about an hour after launching from the beach and the Coastguard and Surf Lifesavers became involved rescuing him. I later talked to both the Coastguard and one of the party of kayakers and established what had happened.

At about 6pm one of the group, the least experienced, had been caught by a big wave washing over one of the rocks north of Rabbit Island. He was the one carrying the box in his rear bulkhead. Not surprisingly he had been unable to get back into his kayak and had had to drag the boat onto one of the large rocks out there called North Rock. The group's only signalling equipment was one flashing light. One of the group set off to paddle to shore whilst the remaining 2 kayakers waited to be rescued on the North Rock.

At 7.04pm the Coastguard received a call for help from the kayaker who had reached shore. The coastguard rescue vessel was dispatched and the Surf Life Saving Club asked to assist. An IRB was launched from the Mount

Manganui Surf Lifesaving Club to find the two men. By this time there was a fog developing and the IRB did not spot the men's flashing light until 7.44pm. By this time the fog had become so thick that the IRB crew could not see the shore at all. They were in radio contact with the Coast-guard vessel and were instructed to stay offshore until the fog lifted. They were able to use a sea anchor carried by the kayakers to maintain their position. Flares were let off on the Mount Beach to guide them in but the fog was so thick that they couldn't see them.

At 21.30pm the party eventually landed at the Mount Beach, cold with a few scratches from the rocks but otherwise unharmed.

From talking to one of the group I gleaned the following information:

- Two of the three fisherman considered themselves experienced sea kayakers. The kayaker who capsized was the least experienced and the conditions were probably too much for him.

- The group carried a paddle float and pump but had been unable to use them to expediate a rescue as the sea conditions were too rough.

- The group did carry head torches, a flashing light and spare clothing. The flashing light did help the IRB find the men.

- The group did not carry any other signalling equipment or a tow rope.

The group member to whom I spoke felt that they had underestimated the sea conditions and been caught out by the swell and submerged rocks. He was planning to buy a marine radio as he realised that had the accident happened any later then the group would not have been able to summon help for several hours.

Points I would make about this incident:

1. Had the Marine Forecast been checked then these kayakers would have hopefully considered deferring their trip.

2. It is very unwise to paddle in sea conditions in which you have not practised rescues especially if the area to be paddled has submerged rocks and other hazards.

3. If the capsized kayak had had both bulkheads sealed then he may have been able to get back in his boat.

4. A tow rope can be used to pull a capsized boat away from the rocks and with the help of the pump and paddle float a capsized paddler can be assisted back into the boat.

5. If the group had had a cellphone or marine radio then the rescue could have been completed before the fog came down.

6. These men were lucky it was a warm evening.

Iona Bailey. May 2004

Quail Island Bugger File Report

by James Thompson

(This report first appeared in the Canterbury Sea Kayak Network newsletter, Issue #45 March/April 2002)

On 3 March 2002, I thought that I would take a friend of mine on an introductory paddle over to Quail Island, have lunch there and then return to Cass Bay. This trip did not however end quite like this and a few valuable lessons were learnt.

We arrived at Cass Bay at about 10.30 a.m. and got the kayaks ready. I discussed with my friend, Shailer, what safety items we had and how we would use them if we needed to. Also talked about how to get out of the kayak if it tipped over. As for safety equipment we both had PFD's, cell phones and I had a paddle float and a pump. As Shailer had done a little white water kayaking before I thought the trip would all go well.

I was using my wooden kayak and Shailer was in one of Sandy's red kayaks. Sandy's kayak has funny hatch covers that require a screwdriver to tighten up so there was one of my reasonably good screwdrivers in it behind the seat. By 11.00 a.m. we were on the water and we spent a few minutes paddling in the bay so that Shailer could get the feel of the kayak. We then headed off for the western end of Quail Island. Once out of the bay we started making good progress to our destination. I noticed on our way that a bit of a nor'wester had started but thought nothing of it. About three quarters of the way to Quail Island we met up with Tim and Heather who were returning from an excursion and on their way back to Cass Bay.

We talked for about five minutes and then went on our way. Tim mentioned to me that the wind was forecasted to be up to 30 knots in the afternoon. I should have taken notice and returned to Cass bay with Tim and Heather, but didn't. Soon after leaving Tim and Heather, the water became quite choppy but did not have much of a swell and we continued to the island. By the time we were about 500 metres off the island the chop was getting rather nasty and I started getting a little nervous. Shailer must have thought so too and shortly afterwards he got hit side on and fell out. Bugger!! I paddled over to his kayak, got it upright, pumped out the cockpit and got Shailer back in. Screwdriver gone for good though - "Bugger!"

I then made a decision to continue heading for Quail Island but within three paddle strokes Shailer had fallen out again. Now I was getting rather worried. Once again we went through the process of getting Shailer back into the kayak, which was successful. I then thought that a change in direction would possibly help us stay in the kayaks and decided that we should head straight up-wind towards Governors Bay. Do you think this was a good idea?? I don't think I will ever know because as we started our turn into the wind Shailer fell out again. So I began the re-entry process again and as you can probably guess things didn't

go so well this time. The bottom fell off my pump and I could not get it back together. (More expressive words than Bugger were being used by now). Anyway I got Shailer back into a boat half full of water and asked him how he was feeling. The answer shagged and getting cold. We had by now also drifted to the eastern end of Quail Island.

We had a bit of a talk and decided that we should try and get some help. I got my cell phone out and called the Police and asked if they could send the Coastguard to come and get us. I had about a ten minute conversation with the operator as she organised a policeman from Lyttelton to go down and get the Coastguard out. Twenty minutes later, all the time trying to stay rafted up, we were rescued. The Coastguard were not at all upset that we had called them and said that we had done the right thing, which was good because I was feeling rather pathetic at needing to be rescued.

They took us back to the marina where the policeman was waiting for us. He was rather amused by me as he took our details and discovered that I was a rescue instructor for Environment Canterbury. We then loaded up our kayaks and returned home.

A lot of lessons were learnt that day. The biggest probably being that I should have taken a bit more notice of the wind forecast and not taken Shailer out by myself. I am very grateful of the Coastguard and pleased that they were available.

James Thompson

A few more comments should from Sandy Ferguson

1.) Fasten everything into the kayak that doesn't float and fasten the rest to stop it floating away.

2.) If in doubt, raft and run. The beauty of Lyttelton Harbour is, that unless you are at the entrance, you should be able to reach some sort of landing by running with the wind. You might have to walk to get home but there are worse things, especially if you haven't got a cell phone to call in the 'cavalry'.

3.) Having done a rescue, you should take sometime to check whether the rescued person has recovered their confidence. If not, start a rafted tow if you need to get somewhere. In Jame's situation, a rafted turn would possibly have been the thing to do.

Have you ever tried it? Next time out on the harbour, spend a few minutes with someone else trying it out. Fasten with a quick-release, their bow near your cockpit and have the other person hold on to your stern. You can also do it 'face-to-face' with the 'towed' person being pushed and holding your bow.

Kayaks: James in a CLC Cape Charles, Shailer in a Ferguson Coastal Sandy

TECHNICAL

TOW ROPES

by Alan Hall

On my return from a recent bereavement visit to my native Scotland it was good to get my copy of the KASK newsletter. I was amused by John and Adrian's Bugger file story of Their Tarawera trip. It has inspired me to get on my favourite hobby horse, TOW ROPES or nearer to the point the lack of them.

Over the last couple of years in my position as chairman of BASK (Bay Association of Sea Kayakers) B.O.P. I spent a lot of time and effort trying to convince members of the group of the need to carry a towrope. I have to say that much my effort fell on deaf ears. Not to daunted I bought a load of rope and bungee and made up some ropes that I thought would be snapped up by members. Not on your life, some year or more later I was still trying to get my money back, and finally sold the last one just prior to my move south to Blenheim.

I cannot understand why some paddlers don't seem to see the importance for towropes on a kayak. To me it is clear as the nose on your face, in a

kayak you are the skipper and crew, if something went wrong you are up the creek and dependent on someone else's help.

I have had to tow paddlers more times than I can remember for all kinds of reasons. My partner Pam pulled a muscle in her shoulder once and I had to pull her for miles. I know a lot of you will think what a stupid thing to do, but it was quite a new relationship at that time.

Another time a paddler on a trip I was on got very seriously seasick. We had to do a three man rafted tow, towing the sick paddler and one each side holding him up, fortunately the weather was good or we would have had a disaster on our hands. Obviously in this situation, one tow rope in a group would have been useless. It is very misguided to have the mindset that "why bother, when someone else will have one". If one of your buddies should capsize, break or lose a paddle or is in danger of being swept onto rocks you will not have time to start working out who has a tow rope.

As John and Adrian's example shows, the fact that we are experienced paddlers or do not have beginners to worry about does not mean that you won't need to give or receive assistance at some stage. Carrying a towing system could save you a possible serious inconvenience or even a life.

Karen Mentzing's comprehensive article on towing in newsletter No. 101 covered the subject well so I don't need to go back over it. There are however some points on which I have my own opinions. Towing from the body (waist belt) has several down sides, which you should be aware of. A fully laden sea kayak weighing several hundred kilos can give you a hell of a jolt in rough seas. As Karen mentions, if a wave should slew you around and you get a pull, side on from the rope you are very likely to go over, when you need it least. You are also liable to fall on top of the rope, you could find it very difficult trying to roll back up with a rope attached to a kayak wrapped around your paddle or worse still around your neck.

The higher you have the rope on your body the greater the chance you will be pulled over and no matter how high the rope is, it will go slack with wave movement causing the rope to foul the rudder or split paddle etc. For these reasons I prefer to tow from deck level just behind the cockpit with the rope passing through a ring attached to the rear toggle cord. This ensures that the pull is always from the stern and the rope cannot swing across the rear deck.

I feel so strongly about the need for a towing system on sea kayaks that I have spent quite a lot of time and a considerable amount of money, developing a towrope that fits what I think are the main criteria. I paddle a very heavily built glass boat that I brought from Scotland, I was therefore able to fit a U bolt through the deck, just behind the cockpit. An added advantage of having a U- bolt is the ability to lock your kayak on to your car with a cable lock for security. I would only recommend this fixing for the strongest of boats and even then with a stainless steel back plate inside to reinforce and spread the load.

To avoid bolting through the deck I am now making up a coaming bridle, which can fit any boat and can be attached or detached in seconds. To this I have added a snazzy little stainless steel snap shackle, quick release device which detaches the whole rope in a split second on the pull of knob which can be positioned just to the side of your hip on either side.

As an old water-skier I have used a few tricks I learned to put the ropes together and incorporate a length of heavy marine bungee to produce a nice spring feel and take the jarring out of towing. I don't think a rope needs to be too long and I make mine about 6.5/7.0m. I also have always had my tow rope permanently attached to my boat so that it is there when needed. To accommodate the length of the rope on the rear deck, I use a system of daisy chain braiding held in place with a turned hardwood toggle. This gives me the option to use the rope short, or by pulling on the toggle cord the rope can run out to its full length.

For attaching the rope to another boat I have gone for a quality stainless steel springless carabiner which won't seize up and is very smooth, will not snag on rope fibres like many others. Over the years I have tried all kinds of alloy and anodised carabiners but they always succumb to the salt. I always use floating rope so you can see where it is at all times, to support the carabiner I use a little bit of thick neoprene foam tube.

The strongest and fittest of us could need assistance in the shape of a towline at some stage in our paddling career. Derek Hutchinson, a famous trail blazing paddler, in his book, 'The Complete Book of Sea Kayaking' states, 'giving assistance by towing is a fact of life on the sea', having himself required to be towed for six miles on an Alaskan trip. I wonder if Paul Caffyn has ever been towed, I doubt it, there would never have been anyone to do the towing.

For those who would rather buy a ready-made rope, I will be marketing my towing system either in parts or as a complete unit. I have experimented with tow systems for many years and I think this system is as good as it gets. It is there when you need it. It is very easy to transfer from one boat to another and as far as kayaking kit goes, it is probably one of the cheapest. Don't go on the water without one.

Going back to John and Adrian's little trip problem, the other thing that my good paddling buddy Dr. Iona Bailey and I have been preaching about is Hypothermia. This incident highlights just how quickly the onset of hypothermia can be if you are unprepared. Think of the outcome if John had been out on the ocean on a crossing for example - he would have been right up the creek without a towrope. Be aware! Hypothermia is the grey messenger of the grim reaper of outdoor sportsmen.

In my native Scotland where we regularly paddled in water, which was not much warmer than ice, water sports deaths were very rare. People knew the consequences of exposure to cold water. A wise old sailor told me once, "if you believe that the sea is danger-

ous, it isn't". It seems to me that many water users here have the converse mind set, the results of which can be seen in the water death statistics which are absolutely shocking

Alan Hall (KASK committee)
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or
alanhall11@hotmail.com

OVERSEAS

Subject: CROCODILES
From: David Winkworth
Sent: 7 April 2004

Gidday Paul,
Thought you might be interested in this piece that I sent off to our internet chatline today. Put it in your KASK Newsletter if you think it might help any New Zealand paddlers in North Qld waters.

Heard on the news today that a young girl was attacked by a croc at Margaret Bay on the north Qld coast. She was in shallow water with some friends when the 2.5 metre croc attacked underwater and bit her on the arm. The children's screams alerted the girl's father (I think). He rushed from the campsite to them and gouged the croc's eyes, forcing it to let go. Apparently the croc stayed around for hours afterwards and was not to be deterred from watching the group.

There are some interesting similarities between this attack and Arunas' encounter in '99 with Mike Snoad and I on Macarthur Island.

The island is quite close to Margaret Bay, being only about 50 kms away. Margaret Bay is used by prawn trawlers and cray boats as a shelter from the strong trade winds. Light planes land on the beach and collect the live crays from the boats there about once a week.

Both attacks happened underwater but in calm shallow water. In Arunas' case, the croc zeroed in on him from a

small patch of reef. Arunas saw the croc approach underwater but it was too quick for him to do anything about it.

The rescuer in this recent attack said that if the girl lost her footing she would've been killed. I think we all thought the same in '99. If Arunas had lost his footing.....Hmm.

Both attacks indicate a high level of aggression on the part of the crocodiles. After each attack, the crocs stayed around to see if another feed was available. They are not easily deterred it seems!

It's interesting to note the different Qld government responses to the two attacks. After this latest attack, it was reported that hunters will be dispatched to find and kill the crocodile. In our case it was quite different. Firstly, when the navy guys came in to the island just on dusk as Mike and I were thinking about preparing tea, the croc surfaced off the sand point of the little bay. All you could hear was the sound of sub-machine guns being cocked as they prepared for some target practice. Mike and I forcefully asked them not to shoot it...and they didn't. Then, days later on Thursday Island, I was interviewed over the phone by the Qld government officer who investigated all croc attacks in the state at that time. He enquired as to our feelings re the offending crocodile etc. I told him that we wanted the croc left alone and asked why he wanted to know. He said that was also the government's "official" position and that if we were going to go public with a call to arms to kill the croc, the Premier would attack us in the media.

In this most recent encounter, the man caused the croc to release it's grip by gouging it's eyes. In our case, I think Arunas was trying to find the croc's eyes but they were too far back for him to reach. His hand ended up on the croc's teeth. It then let him go when I ran out to him and grabbed the croc around it's middle.

All this seems to indicate that fighting back against them is a sound move and something that should be remembered.

On our Rolling Boil Expedition last year, we again passed through Margaret Bay, talking to some fishermen on one of the cray boats. "Watch out for crocs" they said, "a guy was attacked near here in a kayak a few years ago."

"Is that right?" we said.

We visited Macarthur Island again too. Arunas, by the way, has been honoured by Qld National Parks - they have placed crocodile warning signs on every island in north Qld. As we came up to the island we thought we'd do something different this time to outwit any resident crocs...we approached from the southwest!

It didn't help. As we paddled in to the little bay on the north west side of the island, I took a photo of Arunas ahead of me. I put the camera away and turned slightly to see a large croc tail submerging right behind my kayak. We stayed there only for a cup of tea and it was a slightly nervous time getting in and out of the boats on that beach.

I don't know if was the same croc (do crocs have long memories?) but I now think it's probably asking for trouble for sea kayakers to visit Macarthur Island. You have been warned.
Dave

KAYAK REVIEW

WILDERNESS SYSTEMS TEMPEST 170 by Gareth Wheeler

I was fortunate enough to be able to use this kayak supplied by Canoe & Outdoor World on a seven day D'Urville Island expedition.

I have long been a fan of skegs over rudders since being lucky enough to score an incredible deal on an unwanted Skerray many years ago! My rationale is that the only piece of 'technology' on most sea kayaks these days is the rudder and associated footrest and wire mechanisms. I realise

that I tend to sit with the Brits and other 'diehard traditionalists' here yet the 'logical' conclusion, for me at least, is that 'technology' being what it is, I come to rely on it at the expense of previously learnt skills and that it will undoubtedly fail, crap out, meltdown, crash at the very time when I most need it! Neither skeg nor rudder is any substitute for good judgement and common sense when faced with deteriorating conditions.

A well designed sea kayak however, should be comfortable, responsive, track straight yet be easily manoeuvrable, be able to carry necessary provisions and refreshments for any extended expedition in a variety of conditions. It is often heard that any sea kayak design is necessarily a compromise as designers juggle these various competing attributes and inevitably, the customer is forced to choose. A skeg provides a simplistic technology to aid tracking and direction in windy conditions yet for me it can still not work when wanted (yep, there are wires and slides and skeg boxes that can jam etc.) but at least there is a solid footrest to push against and in more general terms boat design is such that it is less likely to be an issue.

Given all the above the Tempest 170 was a Winner!

1. It was the most comfortable kayak I've ever sat in! The Wilderness Systems Phase 3 outfitting is similar to the fully adjustable, comfortable set ups in today's white-water kayaks. I could move the thigh braces (with...screwdriver) and set them for optimum control for lean/rail turns, surfing, braces and rolling or alternatively position them for ease of entry/exit. The padded seat and backrest were also fully adjustable and included a strap that lifted the front of the seat which is invaluable for those who get numbness/tingling after sitting for a time in kayaks. Footrests were solid although needing long arms to adjust once sitting in the boat. The Tempest has good initial and secondary stability. The soft chines ensured a smooth transition when edging or rolling.

2. The overall standard of finish was excellent. Clearly much thought and

input from paddlers has been put into the design. The plastic seemed heavier duty and of a higher quality finish than comparable NZ boats. Weight seemed no more nor less than comparable plastic boats. Bungy assisted toggles were a nice touch for carrying and extended the grab lines fully to the nose and stern. There were lots of bungy deck cord configurations for spare paddles, paddle float rescues, map cases, paddle parks etc. The bulkheads were closed cell foam glued/ fixed in place with sealant. Undoubtedly they will require the same regular maintenance checks and upkeep of any plastic boat that uses this system.

The hatches are semi-recessed, moulded in to the plastic, generously sized and used their own design single rubber seals similar to the increasingly common Kajaksport rubber covers, which look thin and flimsy but seem to do the job. I'd love to hear from a long-term user to see how they stand up over time. No water got in on the above trip, even with rolling/rescue practice, and I had plenty of room (with careful and smart packing) to carry 8 days and peoples worth of food and associated personal equipment. The skeg box/housing meant a small loss of space in the rear hatch but with the above packing strategy this was not an issue. The day hatch was readily accessible and there was still enough room behind the seat to tuck a dry bag away. I also had enough room in front of the pegs for another dry bag worth of gear.

3. The Tempest tracked straight without the skeg deployed in 10-15 knot winds and was very responsive to being put on edge and turned. With the skeg lowered, via its wire slide control close to your right hip, it felt rock solid in tracking towards a target in side/quartering winds and was only able to be turned with a really aggressive (almost to the point of capsize!) lean. The skeg did jam once when a 'D'Urville pebble' lodged inside the skeg box. I was able to keep up with other (much younger!) kayakers and was able to quickly accelerate to catch following waves or to cruising speed.

4. Quibbles were minor...clearly the Phase 3 outfitting comes into the technology category mentioned earlier and again it will be interesting to see how the 'bells and whistles' stand up to long term use/abuse! The day hatch seemed a little far away (I'm not overly flexible!) It would be nice to see the bulkhead brought closer to the back of the seat to minimise potential water volume in the cockpit, ease the draining of water in rescue situations and maximise storage in the rear compartment.

In conclusion, the Tempest 170 seems to sit between the popular Penguin and Tasman Express in terms of dimensions and capabilities. It has clean lines and is a well balanced 'good looking' kayak. It tracks better than a Skerray but is not quite as responsive although this is relative in that I found it turned on a dime when needed. It is currently very competitively priced at Canoe and Outdoor World and you get a lot of quality for your investment. I'd love to paddle the Pro ver-

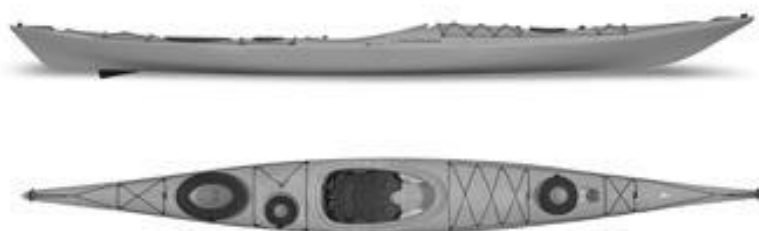
sion in fibreglass or Kevlar but that is another story. I believe the Tempest 170 would be an ideal boat for those paddlers seeking an ultra comfortable expedition/work boat that responds well to intermediate and above paddling techniques.

GARETH WHEELER
CPIT Sea Kayak Programme Leader
SKOANZ/NZOIA Guide/Instructor
Assessor

Attached is an independent review of the Wilderness Systems Tempest 170 kayak for inclusion in the KASK newsletter. The review was provided by Gareth Wheeler from Christchurch Polytech.

Some specifications:
Length: 17"/518cm
Beam: 22"/56cm
Depth: 13.5"/34cm
Price: \$2460

More info:
www.wildernesssystems.com



DIY kayak builder seeks like-minded folk for project sharing

Date: 12 Apr 2004

- from Lou Farrand.

DIY kayak builder seeks like-minded folk for project sharing Coastbusters seems to have unearthed the latent Eskimo and boat builder in quite a few of us. Greenland paddles are popping out of workshops around the shore, and several people are surfing the net trying to decide which wooden kayak to build. Since I was a wee kid I have wanted to build a boat. I watched my brother build Q class yachts and 18 footers and it looked such fun. All I ever gotto do was take out the staples.

Forty-five years later I am now the boss on the job, building my own boat. It has taken over my life and it feels great. I walk around with the manual under my wing, sawdust up my nose and my fingerprints obliterated by glue. Sheer bliss! I spend all the time I can potter in the shed hoping Splash Palace will emerge some time in the not too distant future. It is a One Ocean design, Cape Ann Expedition. I have never built a thing in my life that requires measuring. Always

seemed so tedious and structured. I take comfort from that fact that if you hollow out a log, you can get a watercraft, so surely I am in with a chance. Waka, Kayak, who cares as long as it floats.

Why am I telling you this? I am wondering if others, similarly involved in such projects, would be interested in getting together, Your shed or mine [Albany], swap ideas and generally have a fine old time. The Internet is a great resource, but a bit of real live human interaction on the subject seems appropriate. E-mail is the best way to contact me loufa@ihug.co.nz or 0212312482.

Lou Farrand.

Passing Thoughts

Date: 21 Mar 2004

From: Alan Byde

Peter Lamont asked me to comment on an article he has now sent to Sea Kayaker. I replied and added the following, one sentence of which Peter has used. I guess you may be interested as it is what bedevils safety in NZ for sea kayakers, or any come to that.

I learned my sea kayaking by courtesy of a Guardian Angel and expanded my horizons beyond the ignorance which had previously clouded them. Here is my yarn:

Les and I, both teachers with Wolverhampton EA had a week away in a camper van on the west coast of Wales, from North to South. We were river paddlers of moderate ability. We had a 'Bartholomew' road map, quarter inch to the mile. These maps do not show where the tides run. At St David's Head we saw some islands out to sea on a calm sunny day. The map showed the furthest were only four miles out. The previous night in the camp site the moon was full, the skies beautiful. That meant nothing to us river paddlers.

The tide race off Ramsay Island runs at 7-8 knots in the 'middle twelfths' at springs and kicks up huge cresting standing waves in sixty feet of water. Great vortices come boiling up from below. The Bristol Channel has the greatest tidal range in the world bar the Bay of Fundy and all that mass of water has to enter or leave the Bristol Channel round the guardian headlands, one being St David's Head. Of this we knew nothing that morning but by that evening in the Rugby Club bar, being entertained by the fishermen who gave us a lift, we did. The fog of ignorance gave place to a pleasant alcoholic mist.

Those who are fortunate to have lived will know what I mean by an epiphany, an experience transcending all before which, when mortality seems imminent, in a moment reveals one's life to date with penetrating clarity. There was no Heavenly manifestation, just a bolt of self recognition, a placing, knowledge.

My advice to novice paddlers is 'be lucky'. It's a bit like learning Shakespeare's plays when adolescent. One cannot, except in unusual circumstances, understand what they really mean until life has provided the necessary education.

The average enthusiastic novice paddler, busting to get to grips with the real world, finds an earnest advisor a bit of a hindrance between him and that reality. May your Fate be favourable.

HUMOUR

Affairs

After 17 years of marriage, a man dumped his wife for his young Secretary.

His new girlfriend demanded that she wanted to live in the couple's multimillion dollar home, and since the man's lawyers were a little better, he prevailed. He gave his now ex-wife just 3 days to move out. She spent the first day packing her belongings into boxes, crates and suitcases.

On the second day, she had the movers come and collect her things. On the third day, she sat down for the last time at their beautiful dining room table by candlelight, put on some soft background music, and feasted on a pound of shrimp, a jar of caviar, and a bottle of Chardonnay.

When she had finished, she went into each and every room and deposited a few half-eaten shrimp shells, dipped in caviar, into the hollow of the curtain rods. She then cleaned up the kitchen and left.

When the husband returned with his new girlfriend, all was bliss for the first few days. Then slowly, the house began to smell. They tried everything; cleaning & mopping and airing the place out. Vents were checked for dead rodents, and carpets were steam cleaned. Air fresheners were hung everywhere.

Exterminators were brought in to set off gas canisters, during which they had to move out for a few days, and in the end they even paid to replace the expensive wool carpeting.

Nothing worked. People stopped coming over to visit. Repairmen refused to work in the house. The maid quit. Finally, they could not take the stench any longer and decided to move.

A month later, even though they had cut their price in half, they could not find a buyer for their stinky house. Word got out, and eventually, even the local realtors refused to return their calls.

**DEADLINE
MATERIAL
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BY 15 JULY 2004**

Finally, they had to borrow a huge sum of money from the bank to purchase a new place.

The ex-wife called the man, and asked how things were going. He told her the saga of the rotting house. She listened politely, and said that she missed her old home terribly, and would be willing to reduce her divorce settlement in exchange for getting the house back.

Knowing his ex-wife had no idea how bad the smell was, he agreed on price that was about 1/10th of what the house had been worth... But only if she were to sign the papers that very day. She agreed, and within the hour, his lawyers delivered the paperwork.

A week later, the man and his new girlfriend stood smirking as they watched the moving company pack everything to take to their new home... including the curtain rods.

FLIES in DRINKS

An Englishman, a Welshman, and a Scotsman were sitting in a pub one day, each enjoying a pint. All of a sudden, three flies appeared, each landing simultaneously in each of the pints.

The Englishman turned up his nose, pushed the pint away, then went off to order a fresh one.

The Welshman reached in, grabbed the fly, flicked it away, then continued drinking.

The Scotsman reached in, grabbed the fly, looked it straight in the face, and growled, "Spit it oot, ye wee thief!"

BARE ROWERS

The following was noted in the Christchurch newspaper's reporter's diary. It followed a race between two eight man crews on the Avon River. The winning eight celebrated with a row past minus singlets and shorts. 'She describes herself as an 'elderly widow living beside the Avon River'. She says she was shocked to see on TV that a rowing eight had gone past her window naked. "I am still trying to get over it," she says. "To think that eight young men, naked, went right past and I missed it. Do you think perhaps they might do it again next week?"'

The First Affair

A married man was having an affair with his secretary. One day, their passions overcame them and they took off for her house, where they made passionate love all afternoon. Exhausted from the wild sex, they fell asleep, awakening around 8:00 pm. As the man threw on his clothes, he told the woman to take his shoes outside and rub them through the grass and dirt. Mystified, she nonetheless complied. He slipped into his shoes and drove home. "Where have you been?" demanded his wife when he entered the house. "Darling, I can't lie to you. I've been having an affair with my secretary and we've been having sex all afternoon. I fell asleep and didn't wake up until eight o'clock." The wife glanced down at his shoes and said, "You lying bastard! You've been playing golf!"

The Second Affair

There was a middle-aged couple that had two stunningly beautiful teenage daughters. The couple decided to try one last time for the son they always wanted. After months of trying, the wife finally got pregnant and sure enough, delivered a healthy baby boy nine months later. The joyful father rushed into the nursery to see his new son. He took one look and was horrified to see the ugliest child he had ever seen. He went to his wife and told her there was no way he could be the father of that child. "Look at the two beautiful daughters I fathered!" Then he gave her a stern look and asked, "Have you been fooling around on me?" The wife just smiled sweetly and said, "Not this time!"

The Third Affair

A woman was in bed with her lover when she heard her husband opening the front door. "Hurry," she said, "stand in the corner." Then she quickly rubbed baby oil all over him and then dusted him with talcum powder. "Don't move until I tell you to," she whispered. "Just pretend you're a statue." "What's this, honey?" the husband inquired as he entered the room. "Oh, it's a statue," she replied nonchalantly. "The Smiths bought one for their bedroom. I liked it so much, I got one for

us too." No more was said about the statue, not even later when they went to sleep. Around two in the morning, the husband got out of bed, went to the kitchen and returned a while later with a sandwich and a glass of milk. "Here," he said to the statue, "eat something. I stood like an idiot at the Smiths for three days and nobody offered me as much as a glass of water."

The Fourth Affair

A man walks into a night club one night. He goes up to the bar and asks for a beer. "Certainly, Sir, that'll be 1 cent." "One cent?", exclaimed the man. So the man glances over at the menu and asks, "Could I have a nice juicy T-bone steak, with chips, peas and a fried egg?" "Certainly Sir," replies the barman, "but that comes to real money." "How much money?" inquires the man. "Four cents," the barman replied. "Four Cents?", exclaimed the man.

"Where's the guy who owns this place?" The barman replied, "Upstairs, with my wife." The man says, "What's he doing upstairs with your wife?" The barman replied, "The same thing as I'm doing to his business."

The Fifth Affair

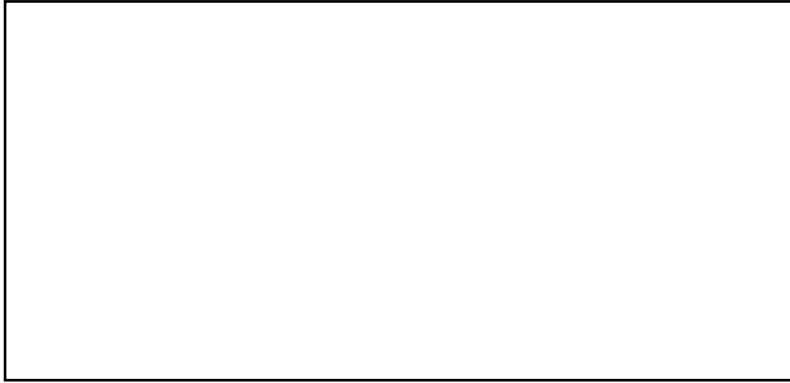
Jake was dying. His wife, Becky, was maintaining a candlelight vigil by his side. She held his fragile hand, tears running down her face. Her praying roused him from his slumber. He looked up and his pale lips began to move slightly. "Becky my darling," he whispered. "Hush my love," she said. "Rest, don't talk." He was insistent. "Becky," he said in his tired voice, "I have something that I must confess."

"There's nothing to confess," replied the weeping Becky, "everything's all right, go to sleep."

"No, no. I must die in peace, Becky. I ... I slept with your sister, your best friend, her best friend and your mother!"

"I know, my sweet one," whispered Becky, "that's why I poisoned you."

MAILED TO



If undelivered, please return to:
Maurice Kennedy, PO Box 11461, Manners St., Wellington. 6034

KASK MEMBERSHIP POLICY

Current membership fees are:

- \$25 for ordinary membership
- \$30 for family or joint membership.
- new members receive a free copy of the handbook.
- members should endeavour to renew by the start of our new year which is 1 August, and runs to 31 July the following year.
- a subscription due notice and up to two reminders with red notices stickers etc., are sent out with the newsletters between June and October
- existing members who leave their renewal to months before the end of the year (that is during June and July) have their sub credited to the following year. They in effect get a membership of up to 14 months as an incentive.
- new members who join between 1 April and 31 July automatically get their membership credited to the following year. Again in effect receiving a membership of up to 16 months as an incentive.
- the KASK committee puts its emphasis confirming renewals from existing members from July to October; and promoting new KASK memberships from November to February.

Maurice Kennedy, KASK Secretary.

