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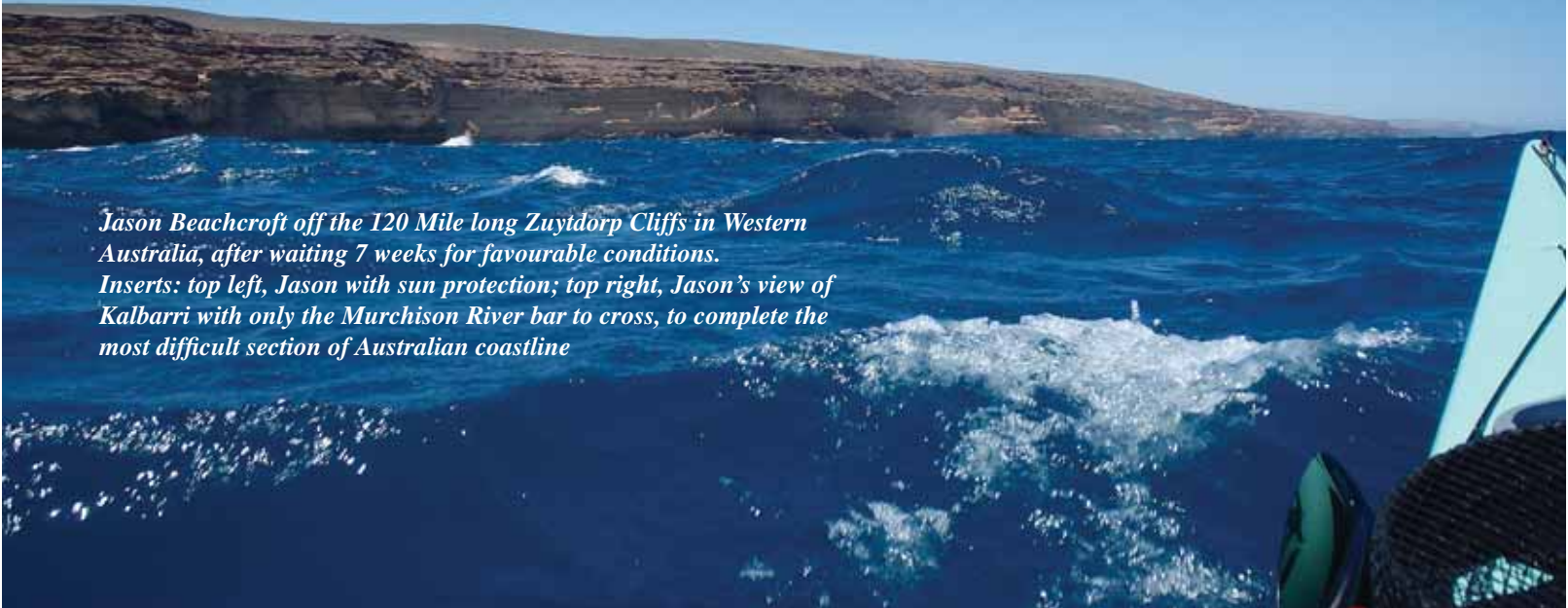
# NEW ZEALAND SEA CANOEIST

No. 167

October - November 2013

The Journal of the Kiwi  
Association of Sea Kayakers  
(NZ) Inc - KASK





*Jason Beachcroft off the 120 Mile long Zuyidorp Cliffs in Western Australia, after waiting 7 weeks for favourable conditions.  
Inserts: top left, Jason with sun protection; top right, Jason's view of Kalbarri with only the Murchison River bar to cross, to complete the most difficult section of Australian coastline*

*Jason Beachcroft at Albany, in southern Western Australia, on 3 December. About to head east into the Great Australian Bight.  
Photo: Ian Watkins*





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**Thanks to all the contributors**

**Layout & Editing:**  
**Paul Caffyn**

**Deadline for next newsletter:**  
**25 January 2014**

Articles held over for No. 168 include:  
- paddle leashes  
- Queen Charlottes, Canada  
- Northland Mini-Symposium

**EDITORIAL****New KASK Membership Brochure**

The new brochure looks stunning. Long overdue, our website designer Leon Dalziel was tasked to put text and photos into a sharp graphic design layout. Our magazine printer, Petone-based Format Print, achieved a lightning print run – I sent the PDF file to them by cyber mail on a Tuesday evening and by Friday morning, I had a box of 1,000 brochures delivered to the 12 Mile.

If you can help with distribution, to kayak retail outlets, paddling friends acquaintances and relatives, please email (kayakpc@xtra.co.nz) with numbers required and your mailing address. The brochure is A4 size, folded into three.

**KASK Handbook Out of Print**

This mother of all sea kayaking manuals is again out of print. The last reprint of the 4th edition was for 750 back in 2008. And no sooner than Karen and I are down to the last five copies, I had orders for 30+ copies. The KASK committee discussed whether to do a short run in the interim, but the print costs were close to the retail price. We have agreed to publish a 5th edition, with a scheduled printing date before the end of March 2014.

This is an entirely new edition. Chapter authors have been approached for willingness to update content as well as seeking new chapter material. If you have corrections for the 4th edition, or wish to suggest improvements to chapters or indeed willing to provide a new chapter, please email (kayakpc@xtra.co.nz). New and revised material is sought by the end of January, as the layout and proofing process can take a heap of time.

**New Zealand Sea Canoeist Index**

A full subject index for the KASK magazine has been added to the KASK website. Look for the tag KASK full n-1 index 35 – 166.indd.pdf. Grouped by subject are articles from December 1991 to September 2013.

**Tragic Double Drowning**

Following the recent Chinese father and daughter losing their lives in calm conditions on Lake Tarawera, Paul Hayward has penned an 'Opinion Piece', see page 5.

**The Northland Mini-Symposium**

Another great weekend of training and socializing organized by the Northland Canoe Club. JKA was in good form with his sessions on 'weather forecasts' and 'Why Paddlers Die'.

**From Karen Grant****KASK Administrator**

Hi All – with the summer now finally putting in an appearance, I expect many of you are planning to get plenty of paddling in and enjoy some holiday adventures.

It's certainly been an exciting year for me above and below ground, and only just last weekend I had my first 'proper' sea kayaking mission. My earlier half-day intro on Lake Brunner with the Greymouth Outdoor Education polytech students didn't really come into the 'mission' category.

Anyways, I was fortunate to have an invite from Paul to join him at the KASK gathering at Ratimera Bay last month – and even better – with Steam-punk dress-ups! I should let you know that I do like dress-ups – I like the silliness of it and having fun with dressing a bit flirty!

Still I was more than a little trepidatious at how I'd go paddling in the sea but nevertheless put on a confident air and jumped at the chance. Secretly I wished I'd made time to get in a kayak at least a second time, and I should have watched those Youtube clips on rolling and how to smash your way through breaking waves. But, now there was hardly time to pack (and what to pack?), and would the kennels have room for my dogs?

Somehow it all fell into place. Dogs were off to the kennels, I was sort-of packed, and we were off.

**COVER PHOTO:**

*Paddlers returning to the foreshore at Taurikura, during the Northland Canoe Club mini-symposium. In the background, a large cargo vessel heading out of Whangarei Harbour. Photo: Paul Caffyn*

We couldn't have asked for better weather. The sea was very kind to me – it was a doddle really, though I did struggle with the rudder control adjustment, not quite finding the best position for me, and I found the wave surfing was a bit tiring.

Ratimera Bay is a beautiful spot and there was no doubt that it was a perfect weekend for the trip. Dressed in our finery, we had a scrumptious candlelit dinner, till the gentle breezes blew them out. The following day when we headed back, the wind had come up a bit but it was still lovely and sunny. All in all – a beaut trip and one I'll never forget.

The KASK membership number is helping me hugely with updating your contact information and processing your subs. Keep it up! If you don't know your membership num-

ber, email me at: admin@kask.co.nz and I'll send it you.

Wishing you all a wonderful Xmas break and a glorious summer!  
Karen Grant



**Water Safety Award to Meri Leask**  
Bluff's Meri Leask, a well-known guardian angel of southern boaties has been named 2013 New Zealand's top water safety champion for her huge commitment to keeping Foveaux Strait safe. For the past 30 years, she has single-handedly kept Bluff's marine radio running – from her own home and on a voluntary self-funded basis. Meri is acknowledged by paddlers paddling through Foveaux Strait and around Fiordland as being an invaluable source of marine forecasts, advising fishing boats to keep an eye out for kayakers and keeping tag on paddler's progress on that southern coast of the South Island.

Chris Duff, in his South Island book *Southern Exposure*, wrote that he was advised by Otago fishermen to call in and meet Meri before he tackled Fiordland in 2000. She was 'called 'Good-as-Gold-Meri' by fishermen, as she would sign off with those words after each radio call. Meri made sure to check Chris's prior paddling experience before passing on advice about conditions and boats in Fiordland. Once out in the fjords, Chris learned that the Fiordland fishermen regarded Meri as 'a legend'. Paddlers since then have relied on Meri for marine forecasts, and most recently Tara Mulvany, when she was about to solo from Bluff up to Milford, was quite apprehensive before meeting Meri, fully expecting the third degree and warnings about venturing around the Fiordland coast in winter. The award is well deserved. On behalf of KASK, I have passed on congratulations to Meri for the award.

**Safe Paddling this Summer**

If you do see accidents waiting to happen on the water, endeavour to pass on the appropriate paddlecraft safety messages re:

- wearing of a PFD
- carriage of two forms of comms
- dressing for water temperature
- checking weather forecasts.

It is water safety education and liaison that will raise awareness of the risks involved with paddling, not regulation. Best paddling wishes for the summer.

Paul Caffyn

**KASK Committee 2013 - 2014**

- |                                  |                |                                   |
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| KASK Administrator (Karen Grant) |                | email: admin@kask.co.nz           |

**KASK Facebook Page  
From Doug Aitken**

The Facebook page continues to grow in members and use. There are just a few short of 200 members now, which is made up from a mixture of kask members and non members, New Zealanders and foreigners. New members are very welcome, whether you want to be an observer of the discussions or participant.

Recent topics that have been discussed are: VHF radios, whether it is safe to tether into your boat or not, the speed launch, paddling in the Kermadec Islands, a novice wanting to paddle the Cook Strait, paddling to Mayor Island and what would be good sessions to offer at the upcoming forum. If you think you'd be interested in topics like this get on to Facebook and get involved.

Just search for Kiwi Association of Sea Kayakers in Facebook, and click join, or if struggling, send me an e mail: douglasaitken@hotmail.com

**KIWI KAYAKING EVENTS KALENDAR**

**Date: 4 - 7 April 2014  
KASK FORUM 2014**

Venue: Anakiwa Outward Bound School in the Marlborough Sounds  
See the registration form pp. 11-14 or register on line via the Events page on the KASK website.

## SAFETY

### Double Drowning on Lake Tarawera

Paul Hayward has penned an opinion piece on the tragic double drowning of a Chinese father and his six-year-old daughter on Lake Tarawera. Paul included a media link re the rescue call out and search for the missing pair - this is included by way of background to Paul's comments.

**1 December 2013**

(from stuff.co.nz)

The victims of the Lake Tarawera drowning have been named as Zoujie Cai, 40, and his 6-year-old daughter Zexuan. Emergency services racing to save the Auckland man and his daughter on Lake Tarawera arrived just two minutes too late.

The father desperately tried to hold his daughter's head above the water for up to eight minutes after they fell out of their kayak, before they drowned in front of shocked onlookers.

Emergency services were at the scene, 300 m from the shore, about 10 minutes after getting the call at 11 am, Constable Colin Fraser, of the Rotorua search and rescue service said. "The rescue chopper went out straight away, so it was there very quickly, coastguards were paged straight away, and a member of the coastguard who lived a couple of hundred metres away from the scene," he said. "He had his boat in the water within about 5 minutes, and was at the scene in 10."

Cai and Zexuan were on holiday and at the lake with other relatives when they fell into the water. The girl was wearing an adult-sized lifejacket which came off when she fell into the water, Fraser told Morning Report. "She fell out of the kayak and the adult lifejacket just slipped right off her."

The father was not wearing a life jacket. "The dad, he grabbed his daughter and was trying to hold her

up. He called for help, and he was trying to support his daughter for as long as he could, but help couldn't get there in time." Shocked onlookers watched as he eventually tired and they both slipped below the water's surface. Several people nearby, believed to be extended family members, tried to save them, with one man swimming out and another woman dragging a kayak to the water. Fraser said the father had been doing what thousands of fathers would have been doing, out with their families enjoying the summer. Conditions were calm at the time of the tragedy," he said.

Locals and holidaymakers, as well as emergency services and coastguard, helped with the search for the pair. The upturned kayak, a paddle and the lifejacket were recovered first. The man's body was recovered by divers about 4 pm and hauled on to a coastguard vessel. Divers found the girl's body a little over an hour later. The water was about seven or eight metres deep, with about three or four metres of weed at the bottom of it.

### Education or Regulation? by Paul Hayward

There is nothing society can do to improve on that SAR response. The conditions were apparently low-risk. The reality is that they were high-risk:

- poor to nonexistent water skills (swimming)
- poor to nonexistent ability to assess survival capability in cold but not-especially-cold lake water (my estimate of 12 °C)
- poor choice of floatation aids for a 6 year-old and none for father
- poor expectation of stability for adult and 6 y-o child in a single kayak

These were not trained kayakers. Also not yobos, not bad conditions, no alcohol/drugs - just nonexistent risk mitigation. Nobody sets out to kill their 6 year-old daughter like that. Was this stupidity or the perfect example of lack of risk awareness in our general culture? Can this type of accident be prevented by anything possible? Probably not. Can we

change the outcome? By anything other than a wide media campaign to convince people that they will drown faster than they believe?

I'm betting that all the layers of governmental agencies will be lining up to develop new laws to 'prevent it happening again'. Of course, the law to prevent it happening is already there (PFD use).

It's just that people don't really care about laws - but only about risks. So why is the risk of a fine more significant than the risk to your child's life?

Educating people about losing lives *should* be easier than educating them about silly \$100 fines.

Is our job - in the knowledgeable kayaking community - to respond to this by saying loudly that governmental agencies are **failing - failing to educate the public**. Instead, they are taking the easy route by layering more varied and widely ignored regulations that fail to work.

This was an Auckland family visiting the Waikato\* - Waikato's bylaws about PFD use clearly failed. A national awareness that water is able to kill you fast - would almost certainly have prevented it (\* the lake is in the Bay of Plenty RC region).

Playing on or near the water will kill you if you don't understand the risks - surf-casting, kayaking, wind-surfing, sailing - it doesn't matter.

- if you can fall in, you'd better plan on it happening
- if you can't float reliably, you'll sink
- if you can't yell for help, reliably and electronically, no one will come

*The Lake Tarawera kayak, thought to be a general purpose river kayak built in the 70s.*

Source: Rotorua Daily Post





- if you can't be seen, searches will fail
- if you get it wrong, you'll die – quite quickly.

It's all too easy to kill yourself – if you are blind to those risks. As trained kayakers, we all believe the risks to be so very obvious. We also believe the general public to be widely ignorant of them.

Money spent on regulation would be better spent on education.

Unfortunately, the December 2013 Lake Tarawera drownings rub our noses in it.

Paul Hayward

**OVERSEAS REPORT**

Jason Beachcroft patiently waited for seven weeks for favourable conditions to paddle the 120 mile long Zuytdorp Cliffs. See page 2 for photos of this epic paddle. Jason saw dolphins, turtles and a minke whale, but noted the last 40 kms hurt because he had lost some of his paddle fitness during the seven week wait. Ken Wilson, from Kalbarri, rang after Jason headed south, to say of all the paddlers he has hosted after paddling the cliffs, Jason was the only one who left him a bottle of whiskey. Jason by the 1st of December had reached Albany.

**COLLISION AVOIDANCE**

The two near misses recounted below by Mike Scanlan below, between a kayak and a powered vessel, highlight the need for paddlers never to assume that a powered vessel's skipper has sighted you. Even in the brightest fluoro-coloured kit and kayak, ensure to take evasive action to clear the course of an approaching vessel. The KASK incident database includes fatalities, injuries and smashed kayaks as a result of powered craft colliding with paddlecraft.

**Powered Vessel Incidents  
by Mike Scanlan**

**29 October 2014**

Re the incident yesterday, the facts are: paddling back from fishing Kawau Bay, launch, large white large oldish passenger/commercial appearance sunny weather, sun still high so no glare in eyes of launch skipper; yellow kayak, orange PFD, yellow hat, overtaking and on converging course, noticed by me while still distant and carefully observed as it got closer, held paddling course till metres away and then stopped paddling; launch continued across my bow at approx 15 knots without changing course, within 5 metres separation; big stern wave to negotiate so did not get boat name; indicat-

ed my displeasure with raised digit at skipper who 'waved' back at me. I would definitely have gone under the launch if I had not stopped paddling.

**7 November 2014**

You absolutely would not believe it, but the same idiot that nearly ran me down a week ago had another go this morning. I was drift fishing out in Kauwau Bay and saw him coming my way on a course that would bring him fairly close across my bow.

As he loomed up I dropped the rod and grabbed the paddle in case avoiding action was needed. He went across my bow 10-15 metres away, at 12-15 knots and his big stern wave, plus the already very lumpy sea from a south easterly, would have tipped a lot of paddlers over.

I have put in a complaint with both Maritime NZ and the Sandspit Harbourmaster - both were very receptive. Today I was wearing a fluoro-orange jacket and had an orange flag.

My kayak is bright yellow and was broadside on to his approach. It turns out he is a new commercial passenger carrier from the Bay of Islands. He had already been warned by the harbourmaster over excessive speed in the Sandspit and Bon Accord harbours.

**SAFETY**

**PLB MALFUNCTION  
by John Kirk-Anderson**

In about 2007 I bought one of the first GPS-equipped 406 personal locator beacons (PLB) available in Christchurch, after a call from Neville Jones at Mapworld advising he had a very small shipment arriving if I was interested. Since then my GME AccuSAT PLB has been part of my every-day carry, living in a bag around my waist. Several times I have been queried about the necessity of taking it everywhere, and I've responded that I would hate to be lying injured and lost while my PLB sat at home. It's the first thing I put into my buoyancy vest, even if I'm

only paddling in the bay in front of my boatshed.

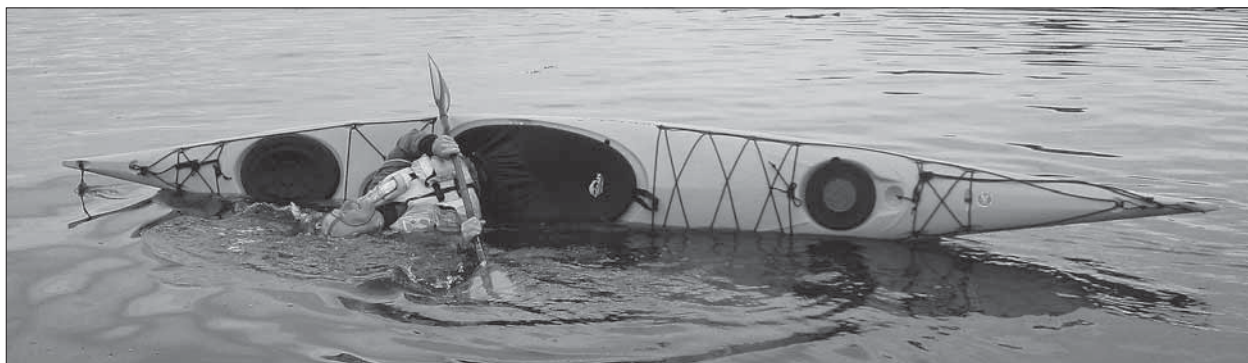
I chose this model, despite it being slightly larger than others on the market, for several reasons: the GME AccuSAT is Australian-made, and I liked the idea that I could deal with a local-ish company if I had any problems or queries. The method of activation seemed very simple, just unfold the antenna and it's transmitting. The unit appeared pretty tough, and that was exactly what I needed as it was going to be the first piece of emergency equipment carried, and the last taken off.

During a visit to the Rescue Coordination Centre NZ (RCCNZ) organ-

ized, by the Wellington Sea Kayak Network, we got to view how the rescue beacon system works with international sharing of information. The response times were impressive, and an interesting point was that a distress alert from a beacon meant that more search and rescue assets were available, a national versus regional funding issue.

The thing about PLB's, unlike VHF radios, cell phones, etc, is that you can't tell if they're going to work until you need them. There is a test that can be done with the units, but you never really know...

In August 2013 I got to find out just how well the system works!



*John Kirk-Anderson coming to grips with the chilly waters off Vancouver Island, moments before his PLB began beeping*

I was paddling off the coast of Vancouver Island, British Columbia, Canada, with two locals, both of whom had previously visited New Zealand. Gary Jacek has been over here a few times, most recently to the 2012 KASK Forum at Wainui. I was staying with him and we had done a few trips in his local waters. On this occasion we were joined by Yves Aquin, who with his partner, Patti Stevens, had been to a Coastbuster's Symposium in Auckland. The four of us had paddled the evening before, where a highlight was seeing an otter ambush a swimming seagull and drag it under. That was then followed by Yves introducing us to Poutine, a cheese, gravy and chips delicacy of the French-Canadians. The jury is still out on whether death-by-otter would have been preferable!

On this day, we paddled from the Oak Bay Marina in Victoria out to Trial Island, where a friend of Yves is the lighthouse keeper. There are some interesting tide races off the island, but no joy this time, it was flat calm. After a good look around the historic site, and discussing the benefits of a real person, in this case keeper Meredith Dickman, reporting the weather conditions, we returned to the marina.

It was a very warm day and Yves was keen for me to try out his kayak, a Wilderness Systems *Tsunami*, which is similar to the *Tempest* model that I paddle at home. I took it out for a play, rolling and bracing in the waters near the shore. I was very thankful for my *Kokatat* drysuit and neoprene helmet, and my icecream-headache soon settled into a dull ache, as I adjusted to the very cold water.

After spending about 20 minutes playing around, mostly under the water, I returned to shore where Yves pointed out that I was beeping! This caused a degree of confusion, until we tracked the noise to my PLB, which I carry tethered in a pocket of my buoyancy vest.

Taking it out, we saw that the LED strobe was flashing in time with the beeps. The security seal was intact, and the antenna was still folded. The thought went through my freezing brain that this was not good, and we may have started a process that reached via space, back to NZ before returning to Canada in the form of a rescue helicopter!

Gary, who is an advanced ham radio operator, called the local Canadian Coastguard unit, who passed him on to the Joint Rescue Coordination Centre in Victoria (Vancouver Is). They said they had not received a distress report, but advised us to dismantle the unit and disconnect the battery. This we did, before Gary used his smart phone to email my wife, Mary, who was still at work in NZ and is one of my emergency contacts and told her what had happened.

On opening the unit, it was dry with no sign of water ingress or corrosion. Closer inspection revealed a small amount of water in the switch, which had probably shorted, causing the activation.

Soon after we got a call from Mary who had received the email, just as she was speaking to RCCNZ about the alert, when she advised them that it was an inadvertent activation.

On the beacon registration database held by RCCNZ, I am the first emergency contact, Mary is the second, and Richard, my boss is the third. Mary works in the same building as me and Richard.

Timings for the event follow. Times are from RCCNZ log and Gary's cell phone records:

- 2349 UTC (1649 Pacific Daylight Time): Gary called Canadian Coastguard and reported the beacon activation.

- 0001 UTC: We spoke to JRCC Canada and on their instruction we opened the unit and disconnected the batteries.

- 0002 UTC: We emailed Mary back in New Zealand, who is second emergency contact, and told her what had happened, and that if contacted by RCCNZ to advise that it was an equipment malfunction.

- 0003 UTC: NZ coded 406 PLB signal detected by geostationary satellite.

- 0007 UTC: Unlocated alert received by RCCNZ for NZ coded PLB. (No position information was received by the geostationary satellite that detected this signal).

- 0008 UTC: NZ coded 406 PLB signal detected by low earth orbiting satellite.

- 0009 UTC: RCCNZ used the unique identifier code to interrogate the 406 beacon database and found my distress contact details. They began phoning numbers on the list and

spoke to third contact who advised I was in Canada and most likely kayaking. RCCNZ got as many details from him as possible and then he passed the phone to Mary.

- Approximately 0020 UTC: Mary advised RCCNZ she had just seen the email advising of inadvertent activation.

- 0020 UTC: RCCNZ phoned JRCC Victoria to pass on information they had received regarding inadvertent activation – JRCC advised they had already had contact me and confirmed safe and well.

- 0022 UTC: Country of beacon registration alert received by RCCNZ for PLB with hexadecimal number 400E580194FFBFF (including position information indicating Victoria, BC, Canada).

- 0029 UTC: Mary phoned to advise she had been contacted by Richard, my third emergency contact who had been phoned by RCCNZ. At the same time as he spoke to her, she saw the email advising the situation was not an emergency, but an equipment malfunction.

Some interesting points have come out of this:

- the unit successfully transmitted a 406 distress signal, despite the antenna being coiled up and the PLB being in my buoyancy vest pocket.

- it seems the PLB has not detected a GPS signal at this time so was unable to send my position with this alert. Gary, who as I said is a ham radio operator, added this: *“GPS signals are in the gigahertz range, similar to microwave oven radiation. As such, they are greatly attenuated by water, which only gets warmer as you apply more microwaves.”*

*So a PLB that is obscured by a wet pocket would not easily obtain a GPS fix. Meanwhile, the 406MHz transmission is not so much affected by a little water in the signal path. So the initial distress signal went out without a GPS fix.”*

- it is likely that the unit received a GPS signal and then transmitted my location after I took it out of my pocket and before we dismantled it.

- despite the lack of position information, RCCNZ was able to access my contact details and work through them to ascertain my rough location.

The system works!

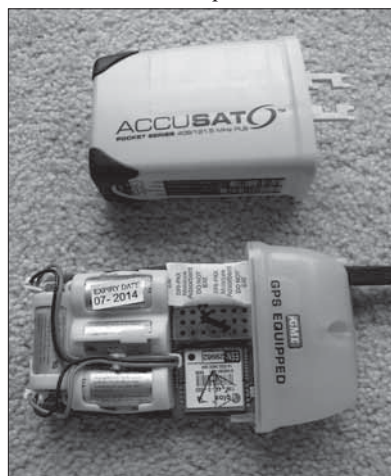
While it is obviously not good that my PLB began transmitting - to be fair it has had a hard life. It has been carried every day. It has been exposed in the pocket of my buoyancy vest every time I paddle; has been on every trail run and tramping trip, and spent two weeks in a 4WD in Australia. It failed when subjected to very cold water during numerous rolls.

I contacted the NZ rep. for GME, the PLB manufacturer, who promptly said the activation was a warranty issue and the unit was immediately replaced. I am very impressed with their response and this validated my decision to deal with a local company.

Since this event I have kept the PLB in a waterproof box in my buoyancy vest pocket, to add another layer of protection. This has highlighted other issues around the use of PLBs, which Paul Hayward is addressing in a separate article.

John Kirk-Anderson

*JKA's PLB, taken apart*



## PLBs – Care and Feeding by Paul Hayward

PLBs work well to save lives. Un-disputable.

‘Take the search out of Search & Rescue’ is a common phrase – and it cuts to the core of the PLB’s advantage. When time is critical because of injury, cold, or fading daylight; having SAR responders come directly to you will make a huge difference to survival.

This month, a 36 year old Christchurch mountaineer certainly owed her life to a PLB – not just benefitting from a faster rescue – but critically, from one that came just in time to keep her alive.

So, if you decide to carry a PLB – for your own sake, or for those who want you back safely – how can you help it to do its job?

Firstly – **carry it on you**. My belief is that if Andrew McCauley’s beacon had been on him, instead of just in his kayak, he would still be with us. Kayak ‘Bugger!’ files are too often made sad by comms gear that is swept out of reach. You can wear a PLB (that’s the ‘Personal’ in Personal Locator Beacon), but you can’t realistically wear an EPIRB – they’re too bulky.

EPIRBs and PLBs do exactly the same job - and do it in the same way. EPIRBs just do it longer – they have a requirement for a full 48-hour ‘scream’. PLBs only have to scream for 24 – probably long enough for me in (or out of) my kayak in an emergency. Note that these times are very cold-temperature, worst-case requirements – you should expect better.

Secondly, **tie it on to you**. Don’t even think of buying a PLB without a lanyard attachment point (I know of none without) and don’t ever think of not securing it to your PFD. Spectra works just fine. I use the finest (2 mm - 300 kg breaking) and tie it to my PFD shoulder strap. As long as my PFD is on me, my PLB will be there and will remain above water.





*Paul with shoulder-mounted PLB pouch*

Uniquely, Australia and NZ require PLBs to float. I think this is doubly stupid. For one thing, having a special ANZ version must contribute to them being wildly more expensive here than anywhere else. For another, it makes them bulkier and thus harder to carry. If it's dark and waves are breaking over my head, I really don't care if my PLB floats. If I drop it – and it's not tied on - I'll never see it again whether it floats or not...

If it is tied on to me, I can easily keep it afloat as long as I am. After that, I don't much care.

I regard the trend to floating devices as crazy and lazy. The concept has immediate appeal in a shop or a swimming pool – but think of extreme conditions when you may be using your PLB (or VHF, etc) when I believe it's a very dumb alternative to a lanyard. Making a device float *must* make it bulkier than it needs to be – and with a lanyard it doesn't need to float at all. Electronics are by nature heavy. You need circuitry, batteries and antenna to do a specific task. You then work hard to miniaturize it, to fit into a small case. To make it buoyant enough to float, you can't just omit half of those heavy contents. You need to add empty case volume to bulk it up enough to float – or wrap foam around the case (as Fastfind does for NZ). Hence you get a much bulkier device than you need, for no gain.

Thirdly **keep it as far above water as possible**. In JKA's article, he tells of the stages his PLB went through as it misguidedly tried to do its job (after water leaked inside). First it yelled for help and later it was able to send John's GPS coordinates. If John had been deploying it intentionally, it would still have needed

to go through those stages. Modern PLBs have an antenna that pops up or unfurls when you deploy it. That antenna only works above water. The GPS circuits also need to lock on to satellites in a 'cold-start' procedure that is somewhat like your Garmin waking up after an inter-continental flight and having to go through the full 'where am I really' procedure. That takes a few minutes in the best of conditions.

The belly pockets of a PFD, barely afloat in stormy seas are not really the best of conditions.

My choice has been to fabricate a small pouch that holds my PLB ready for action, on my shoulder. Then, if and when I ever need to activate it, I plan to extend the antenna and quickly shove it back in that same pouch. I'm fairly sure that I will be needing both my hands for other activity – and I don't expect to have a static and level surface available to stand it on. I also wanted a method of holding it securely in place (surf, etc), which would be usable by cold & fumbly fingers. A strong Velcro flap seemed best. I can reach the PLB with either hand (dislocated shoulder?) and return it to its secure position. It's also as far above the water as possible and with best satellite visibility. It doesn't hurt that day-to-day, the PLB stays drier and cleaner (and gets fewer bumps) than anywhere else I could carry it.

I sewed up a fairly stiff 'pocket' with a big Velcro flap to hold the PLB securely inside. The pouch/pocket also has a pair of Velcro flaps that clasp around my PFD's shoulder strap. It is very, very secure – and then there's the lanyard as backup.

A refinement that I'd like to make is to encase my PLB in a waterproof bag. Other electronic devices benefit from this. Experience (of myself and fellow club paddlers) with VHFs and GPSs has shown us that using a flexible water-proof bag (AquaPac or similar) as a first line of defence against salt water lets a good 'waterproof' device last 10 years. Relying solely on the device's own seals and gaskets seems to work for 2-3 years in salty

conditions (even with rinsing). Unfortunately, while a GPS or VHF failure is pretty quickly apparent, that's not so with a PLB. John's PLB failure was certainly apparent, and Stuart Trueman noticed two PLBs go bad while rounding Australia – but they can fail silently. Be a nuisance to carry it for years and then find it unresponsive – even if you lived to make a complaint.

So, I'd love to bag my PLB. Of course, I'd then want to secure it to my PFD by attaching a lanyard to the bag – as the bag will almost certainly leak if I just lead the PLB's lanyard out through the bag's seals. With my VHF & GPS, they are secure inside bags tethered to my PFD. As the bags are very strong, I feel confident that these devices will remain securely attached – and I can use those devices while they remain in their bags. However, I can't make the PLB work while it's in a bag. I'll need to de-bag it to extend and deploy the antenna. That might perhaps be OK – although hard to do one-handed. However, if I rip open the bag and extract the PLB, then it is untethered to anything. I'm suddenly insecure – and at a peak of stress and bad conditions. Extremely poor planning!

So I haven't figured out how to do this yet. Any suggestions very welcome. In the meantime, I try and treat the PLB well, keep it ready for use in a position of maximum effectiveness and most importantly – ensure that it'll stay with me when the fan turns brown.

*Paul's vecro-flapped PLB pouch*



## THE 'BUGGER!' FILE

### Premature Rescue Call

(Northern Advocate  
12 November 2013)

'A kayaker was a bit premature in alerting emergency services about his plight 100m off Ruakaka Beach yesterday. Ruakaka police Sergeant Dave Hamilton said the man's kayak starting taking on water about 11 am and he phoned for help. However the man who was out fishing realized he could stand up. Mr Hamilton said the kayaker had a phone and lifejacket.'

The lesson learned: in the event of an out-of-kayak experience, ensure to check the water depth before calling in a rescue.

### Premature Sounds' Pilgrimage from Paul Caffyn

October and November were been such busy months. After six days overseas for the Northland Canoe Club symposium, I was certain that I had to drive to Picton on the Friday, catch up with Alan and Joan Byde at Waikawa that evening, and paddle out to Ratimera on the Saturday for the 'Steam Punk' themed dress-ups at 6 pm that night. Almost two years had gone by since I had been paddling - a full knee replacement and a brush with cancer to blame - so it was a 'bit of a trial' to get the camping and paddling kit together plus two Nordkapps on the roof rack, ready to paddle.

The weather forecast for the weekend was out of the box - big spiky yellow balls with no wind for Cook Strait - so I assumed all the pilgrims were happy with the forecast and there was no need for phone calls or email catch-ups. We would all meet at Ratimera Bay before 6 pm Saturday.

Packing the boats on the beach at Waikawa went smoothly, as did instruction for Karen on her first sea kayak paddle. The day was perfect,

the wind a mere zephyr, and just a need to keep a wary eye out on the recreational fizz boats, launches and the big ferries.

As the sandy beach of Ratimera Bay opened up, I fully expected to see a line up of kayaks, tents pitched on the grassy DoC campsite, and the yellow/black pilgrimage flag flying. Apart from a single fizz boat moored against the beach - its crew enjoying white wine and grilled chicken on shore - there was no one else. I was most impressed with their gas-powered oven, but even for AJ its size would have been a bit too big for his huge aft kayak hatch.

After the fizz boat motored away, the campsite and beach were deserted apart from Karen and I. Perhaps another propeller has fallen off another Interislander ferry, causing a delay for the North Island pilgrims. The sea temperature was just right for cooling off, several times. As the sun dipped to the west below the bushline, the tent was up, 'Steam Punk' costumes were donned, the picnic table was set with table cloth and candles, but still no one else had arrived. I tried a Batphone call to Conrad to see if he was still on the water, but got only his recorded message. This was turning into a proper 'Miss Terry!'

As dusk fell over the calm water of the bay, a scrummy meal in the bellies, and a few glasses of a fine Aussie shiraz, eyes were peeled to the corner of the bay for the last minute arrival of the pilgrims. Surely it was a problem with the ferries.

Well the bay was glassy calm at sun up, so an adventure was proposed out to Blumine Island. But a fresh north-easterly headwind led to a 'ferry' glide across to Dieffenbach Point, and instruction for Karen on catching surf rides back to Waikawa. Over a cup of tea with Alan and Joan, I lamented the fact that no other paddlers had made the effort to attend the pilgrimage.

Plenty of time to stew on the 'no show' during the four hour drive back to the West Coast, and pretty much the very first thing I did after arriving

home, was to check the date of the pilgrimage in the last *New Zealand Sea Canoeist*. I did say, "Bugger!" numerous times after seeing it was to have been the next weekend.

Damage control then loomed in my mind. How could I keep secret being a week early? Especially since I had failed to attend the February 2013 'Super Heroes' Pilgrimage, and not very subtly, I had been awarded the prize for the best-dressed pilgrim as 'The Invisible Man.'

Conrad tried several times to phone during the following days. I was still mulling over excuses - my answerphone was working well - but decided there was no option but to make the road trip up to Picton again, the following Friday, now with plenty of practice with packing, paddling and dress ups. But it was not to be. A 'Cook' marine forecast for 50 knots northerly on the Saturday and 20+ knots southerly on the Sunday led to a decision to cancel the 2013 pilgrimage.

So a conundrum - do I confess to a 'Bugger!' memory lapse or try and do a 'Secret Squirrel?' I do believe my 'Invisible Man' reputation has now been soundly refuted by attending the November Sounds' Pilgrimage, even if I was a week early.

Paul Caffyn







# 2014 NATIONAL KASK FORUM

## REGISTRATION FORM

Cobham Outward Bound School, Anakiwa, Marlborough Sounds

**Friday 4th - Monday 7th April 2014**

Based at a stunning location at Anakiwa with beautiful bush and directly on the foreshore of Queen Charlotte Sound.  
The Outward Bound meals are scrumptious.  
Accommodation is in spacious bunkrooms.

## A SOCIAL, FUN WEEKEND WITH PLENTY OF OPPORTUNITIES TO PADDLE, SHARE IDEAS AND LEARN, ON AND OFF THE WATER

### Evening speakers include:

On Saturday night, Paul Caffyn and Conrad Edwards will share photos of their seven big overseas expeditions. On Friday night, a series of short 15 minute slide shows are planned showcasing where Kiwi paddlers have been kayaking in the past 12 months. Registration from 5 pm.

### On the water instruction:

Australian paddler David Winkworth, will return again to Anakiwa with brand new instruction sessions, along with John Kirk-Anderson who is co-ordinating the on-the-water instruction program.

### Overnight campout at Mistletoe Bay

Paddling distance from Anakiwa to the campsite is a leisurely 8 kms (5 miles). Mistletoe Bay is a sheltered elongate bay at the head of the northerly trending Omahau Bay. We launch from Anakiwa after 1pm on the Sunday, which leaves plenty of time for chatting on the water, and we paddle back to Anakiwa by mid-morning Monday.

**Non-KASK Members:** For an extra \$20, on top of the \$180 registration fee, paddlers will be given five month's membership of KASK (from March to 31 July)

### The KASK Forum offers:

- grand opportunities to take part in practical and theoretical sea kayak training
- the sharing of ideas on sea kayak design, equipment and gadgets
- learn about the local area and journey out on exploratory paddles
- attend the KASK AGM with paddle trophy award presentations
- join the paddle out to Mistletoe Bay with an overnight camp-out on the Sunday night
- bring your photos for viewing in the prestigious KASK Photo Competition



*Anakiwa Outward Bound Bunkhouses*



*Mistletoe Bay - site of the overnight campout*

# 2014 NATIONAL KASK FORUM - REGISTRATION FORM

Name (s): \_\_\_\_\_

Address: \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

Email(s): \_\_\_\_\_

Phone: \_\_\_\_\_

Mobile(s): \_\_\_\_\_

Emergency contact while at Forum

Name: \_\_\_\_\_

Relationship: \_\_\_\_\_

Address: \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

Phone: \_\_\_\_\_

## ACCOMMODATION

Spacious bunkrooms on site. No **on-site** CAMPING

If you are a chronic snorer, please advise: \_\_\_\_\_

## MEALS

Your registration fee includes Friday night nibbles, Saturday breakfast, lunch and dinner, Sunday breakfast and lunch. Bring your own food for Friday night, the Sunday night camp-out dinner & for breakfast Monday morning.

Vegetarian food available.

Tick if you require vegetarian meals:

BYO wine / beer or drink of choice.

**Smokefree:** Anakiwa is a smoke free site.

## TRANSPORT

**Ferry pickups available by arrangement at additional cost - to be advised.**

Please indicate :

- number in party .....
- expected Picton arrival time .....
- number of kayaks to transport .....

If you have kayak wheels, you can walk your boat from the Picton ferry terminal to the beach and paddle around to Anakiwa. This will take approximately 2 hours.

## KAYAK HIRE

Kayak hire by arrangement.

If you need assistance with contact details for kayak hire at Anakiwa, note here: \_\_\_\_\_

See also page 195 of the KASK Handbook 4<sup>th</sup> edition.

**For general forum enquiries**

**or offers to assist at the forum email:      kaskforum@live.com**

## MISTLETOE BAY CAMPOUT (Sunday night):

Bring your cooker, food for dinner and breakfast, tent, sleeping bag, etc.

Fresh water on tap, toilets on site.





## Skill Level

*Please circle your skill level*

- Novice Just started sea kayaking and / or no formal skills training.
- Intermediate Some support strokes, can do wet exit and assisted rescue.
- Advanced Intermediate Can complete an assisted and a self rescue in moderate conditions. Have completed day trips in a variety of conditions.
- Advanced Have completed several challenging sea kayak trips.

## Leadership Experience Circle your response

- Do you currently lead sea kayak trips in your local area? Yes / No
- If yes, are you happy to lead a pod of up to 6 paddlers at the forum? Yes / No

## Topics/Events Circle your response

- I am available to lead a workshop/instruction session: Yes / No  
If so, what topic(s)? \_\_\_\_\_
- I am willing / know of someone to be a speaker on Fri/Sat night: Yes / No
- I am willing to share some great slides from a recent trip: Yes / No

(description) \_\_\_\_\_

*Note: Forum participants will be expected to abide by the guidelines set by the FORUM organizers*

- No refunds after 12 March 2014 due to bookings and catering -

## FORUM COST

- KASK member \$180 per person
- Non-KASK member \$200 per person (includes five month's KASK membership)

Includes bunkroom accommodation on Friday & Saturday nights plus Sunday night camp-out fee; Saturday breakfast, lunch & dinner, Sunday breakfast, lunch; morning/afternoon teas)

**PAYMENT / QUERIES:** Forum queries to: [kaskforum@live.com](mailto:kaskforum@live.com)

Financial queries to: [loisc@paradise.net.nz](mailto:loisc@paradise.net.nz)

I enclose my registration fee of: \$ \_\_\_\_\_

Make cheques out to: **KASK 2014 Forum**

For internet banking, include your name and initials please. The account details are:

Bank: Westpac

Account Name: KASK 2014 Forum

Account No: 03 0855 0400 001

Return form with payment to:  
**KASK FORUM 2014**  
**Lois Cowan**  
**113 Malcolm Avenue**  
**Beckenham**  
**Christchurch 8023**

On-line registration is also being set up via the 'Events Page' on the website: [www.kask.org.nz](http://www.kask.org.nz)  
Also planned, an email to KASK members inviting on-line registration

## FERRY BOOKINGS FOR OVERSEAS PADDLERS

Please book early for vehicle ferry travel from the North Island. Since the *Awatere* recently lost a propellor and shaft in 40m of water off Tory Channel, Interislander is not taking bookings till after April, however Bluebridge is open for bookings still, apart from the festive season. Interislander has a Spanish replacement ferry which it hopes to have in service by early January 2014. To err of the safe side, book with Bluebridge.

*From:*

**KASK FORUM 2014  
Lois Cowan  
113 Malcolm Avenue  
Beckenham  
CHRISTCHURCH 8023**

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## NEW ZEALAND TRIP REPORTS

### **Te Matau A Pohe (The fishhook of Pohe) by Barbara Leslie**

See colour photo on page 23

27 July 2013 was a great spectacle and the culmination of much planning, designing, engineering, and building with a final cost of around \$32M. The Whangarei District Council had gone to incredible lengths to publicize and plan for the opening of this fantastic looking bridge that aims to unclog the city area by sending traffic from the south straight through to Onerahi and beyond and of course vice-versa.

Since returning back to Northland in April 2012 we have watched progress with interest. Probably not since the Ranganui Bridge (Otamatea River) or the new Northern Wairoa Bridge (Dargaville) has such an amazing engineering feat been attempted in Northland. Of course this area has been bridged in before but for rail.

The new Hatea River crossing is a stunning work of art and practicality. With unusual razzamatazz the day ran like clockwork and involved anyone who wanted to be there – jugglers, bikers, bands, donkeys and dignitaries. You name it they were there.

We, of course, were part of the flotilla which involved all types of watercraft – rowing teams, scullers, paddle boarders, dinghies, yachts, tourist boats, rubber duckies, waka ama, rafts, motorised boats and three huge waka. One with an all-male crew (the Waitangi waka), one with the wahines in the centre, and the other with a mixed crew. They sang and chanted their way down the river paddling in unison, and seemed to be having a great time. One teenager told me that they had been up since 4 am and didn't get breakfast for hours!

While the Northland Canoe club missed a wonderful opportunity to be named in the official flotilla programme, we belatedly got into the swing of it and eight of us made the start line (in our case, entering the water near the Whangarei swimming pool). Our group consisted of four kayakers, Kirsten, Carola, Richard and myself. Accompanying us were the paddle boarders who included Nancy and Louise. Great to see them in action. Other kayakers loosely joined in. There were probably around 100 boats and 2,000 spectators. We as fitting for Northlanders were bedecked in blue balloons and in the case of Nancy and Louise blue angel wings.

We set off from the Town Basin in allocated order spread out so that the public could enjoy both on and off water entertainment.

The novelty of a helicopter filming our every stroke soon lost its appeal as once near the new bridge not only could we not hear the various bands etc., we were subjected to turbulence from above, one kayaker losing her hat and another his programme. However, we managed to keep afloat. I wonder if the kayaking manual should have a section on this subject.

However I digress...

It's hard to describe how it feels to be part of history. A sense of pride in community, a sense of belonging to a place, and a sense of voluntary effort to make stuff happen and to be enjoyable. Whangarei may be the only city in the world where fearsome looking warriors paddle in close proximity to a stuffed chook on polystyrene. While daunting to have so many watching us we were watching them too.

For me a highlight was the 1920s trio of "Eton" educated Penelope, Felicity and their boatman in a lovely old wooden motorised boat. They were the ones who towed a red hen named Susan. The ladies were enjoying bolli in lovely cocktail glasses. For those interested in fashion and who isn't? Penelope was wearing a long

black frock covered by a polar bear stole, pearl bracelet and matching watch. Felicity's outfit was accentuated by a leopard skin coat. The boatman had a pin-striped jacket and crocodile leather shoes. Spiffing! I am assured by a reliable source no animal was harmed in the production of these items. Shame the boatman was smoking a rather common looking cigarette – Mrs Bucket would not be impressed.

Of course no such event is complete without calamity. I must admit I had my doubts about the Shackleton Sea Scouts when I saw the well turned out groups being towed by their leaders at the start. After their sailing dinghies had gone through the bridge opening they decided to return home, closer to shore. The first group 'forgetting' they had a very high mast managed to collect the bridge (no doubt the first of many such accidents) and snap off their mast in two places. My sailor son tells me it's probably \$2K down the gurgler. The following Sea Scout group 'skidded to a halt' and their mast also hit the bridge with another resounding smack but fortunately didn't break. They then did some rather quick back tracking against the tide. Don't think the helicopter caught that or I'm sure it would have been featured on the TV news. BTW Maori TV had the most extensive coverage.

It was quite cool to be in such a large flotilla and was awesome to see the bridge at close quarters and to go under the bascule. It was also an eye opener to see the artwork, sculptures, and the concrete waka in the park before the Town Basin. A lot of work and thought has gone into this area and it was certainly well showcased on the day.

After lunch we walked over the new bridge and just to cap off a fantastic day we decided since we could we'd be the first kayakers to go under and over. We even have a flash colour certificate to prove it. Although it was probably the slowest paddle we have ever done it was one we will never forget. Well done Whangarei.

## Northland Paddling Destinations

Hi Paul

I enjoyed reading the latest *NZ Sea Canoeist* as usual, particularly the article by Tim Muhundan on the three paddles he did around our part of the world. However, there was an error in his article on Jellicoe Cave. Would you be able to pass this on to and possibly make a correction in the next KASK magazine.

The photo in the newsletter with the caption 'Jellicoe Cave' is actually an un-named archway about 500 m northwest of Jellicoe Cave. I have marked up a Google Earth photo (see below) to show where these are. The real Jellicoe Cave is quite amazing. It is a tunnel about 80 m long and straight from one end to the other. It is about 8 m high with around 3 m water depth at low tide and is only about 3 m wide.

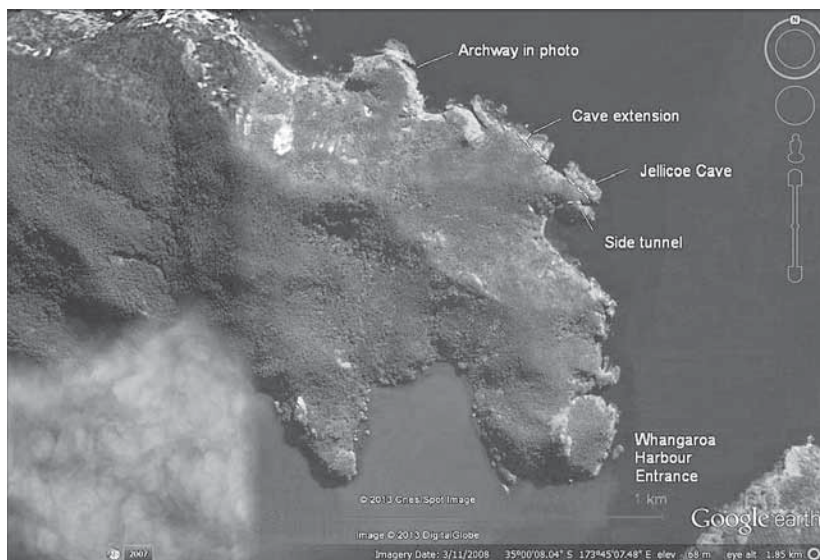
It can be kayaked at any state of the tide. If there is a swell running, the waves breaking on the cliff at the

north-west make it very tricky to get in or out this end. The article mentions a two metre swell on the day they kayaked this part of the coast. That would have made it quite dangerous, so it is not surprising they missed it.

At the south-east portal of Jellicoe Cave is a side tunnel that can be kayaked at full tide. The cave system continues further northwest of Jellicoe Cave (after an opening to the sea about 50 metres wide). You need a torch and very calm conditions to go into that cave system, but it is possible to get right through (I have done it a couple of times).

I am happy to answer any questions on where to paddle in this part of the world.

Regards  
Michael Winch  
Kerikeri  
Email: mwinch@xtra.co.nz



## Book and Magazine News

Sad news recently with the announcement that the North American magazine *Sea Kayaker* is to cease publication after the next issue. Ex-pat Kiwi John Dowd edited the very first edition in Spring 1984, at a time when sea kayaking was starting to blossom, not only in North America but also the UK and the Antipodes. That first edition had a great line up of writers; George Dyson (the Baidarka man), David Zimmerly (kayak history), Derek Hutchinson and even a report from another Kiwi ex-pat Ros Rickard on a paddle through part of the North-West Passage. Chris Cunningham took over the editor role with the quarterly-produced magazine in 1989, and it went bi-monthly in 1995. He has kept the pulse on sea kayaking world-wide for nigh on 25 years, with technical articles, product book and DVD reviews. It will be a sad loss to seas kayaking when publication ceases.

## MARINE FAUNA

Paul has suggested I contribute a 'bird of the issue' column highlighting seabirds of interest to kayakers or those we are likely to encounter. First up is the Fiordland crested penguin, chosen because at the time of writing Paul has one scrounging sardines by the door of his house at 12 Mile.

### Fiordland Crested Penguin (Tawaki) by Kerry-Jayne Wilson

This large handsome penguin only breeds in thick coastal rainforests in South Westland, Fiordland and western parts of Stewart Island. The Fiordland crested penguin or tawaki, is one of the eight species of crested penguins comprising the genus *Eudyptes*. Three of the other crested penguins breed on our sub-Antarctic islands; two of them only on these islands. In total three species, Fiordland, Snares and erect crested penguins, breed only in the New Zealand region, with a fourth endemic to Macquarie Island, part of the New Zealand biogeographic realm despite it being Australian territory.

The crested penguins all have crests of yellow feathers on either side of their head, extending from the base of the beak to the rear of the face. The Fiordland crested penguin differs from the other species by the presence of white patches on its cheeks and the lack of unfeathered-flesh surrounding the beak. The other species all have a narrow strip of bare skin around the bill.

The crested penguins have a bizarre breeding system where they lay two eggs, the first laid being much smaller than the second. Incubation begins only after the second egg is laid; the second egg hatches first allowing that chick to grow further before its smaller nest mate hatches. Only one chick will be raised and, unless something happens to the larger chick soon after hatching,



the smaller chick inevitably dies. Fiordland crested penguins are winter breeders, laying eggs in July and August, the chicks fledging in November.

The Fiordland crested penguin is one of the least known and perhaps the most endangered of the world's penguins, the main threats on land being dogs and other predators. These penguins probably also suffer from threats at sea. They eat small squid and fish.

Fiordland crested penguins are shy birds, reluctant to come ashore if they see people and are easily disturbed by people approaching their nests. They are likely to be seen by sea kayakers paddling in Fiordland; the penguins being most common on or near islands close to the seaward ends of the fiords. Failing this, the best place to look for Fiordland crested penguins is Monro Beach north of Haast.

Sit quietly in the dunes or at the forest edge and wait for the birds to come ashore late afternoon, or leave on their next fishing excursion early in the morning. Please don't approach or catch the penguins. Not only does it stress the birds, but once caught they are strong and fierce;

*Fiordland Crested Penguin at Monro Beach, South Westland.  
Photo: Murry Cave*



I once had my nose pierced by an angry Fiordland crested penguin, while conducting research on the species.

They can only be seen on land during their breeding season; June to November, or while moulting in February and March. While they only breed south of Bruce Bay in South Westland, like all penguins they wander widely outside their breeding seasons.

They are occasionally seen along both west and east coasts of the South Island and very rarely along the west coast of North Island. A few visit southern Australia between breeding seasons.



*A recent visitor to the 12 Mile  
Photo: Paul Caffyn*

## DVD REVIEW

### *Sea Kayak with Gordon Brown, Volume 3 Navigation, Rolling and Dealing with Emergencies*

**Review: by John Kirk-Anderson**

*First, a full disclosure: The DVD's author/instructor, Gordon Brown, is a friend and I have spent time with him at his business, Skyak Adventures, while qualifying as an instructor. Also in this DVD there are sections by Franco Ferrero and Rowland Woollven. I have assisted Franco while he instructed in Scotland and Rowland helped assess me for my BCU 5 Star Award in Wales.*

This is the third instructional DVD that Gordon, one of Britain's highest qualified sea kayak instructors, has produced. He has also published a book, *Sea Kayak – A Manual for Intermediate & Advanced Sea Kayakers*.

I reviewed his first DVD in the KASK newsletter No.145, and his second in No.155

Like the previous DVDs, Simon Willis did much of the filming and the voice-overs.

There are four main sections:

- Emergency Situations
- Navigation
- Rolling
- First Aid Kits

The section on emergency situations revolves around two exercises carried out in conjunction with the Coast Guard and the Royal National Lifeboat Institution.

In the first, a paddler capsizes and her kayak is lost. The subsequent actions are examined in detail, with parts being re-created in flat water for ease of instruction. The participants engage in brain-storming, so reasons are given for actions taken. The pilot of the rescue helicopter is interviewed for his take on visibility and signaling.

For the second exercise the group is split, with two paddlers losing their paddles. This exercise runs into the night, and signals and visibility are again an issue. It is interesting to see how cold Gordon and his co-paddler, Andy Stamp, get while drifting, despite their drysuits.

In this section there is a conversation between Gordon and the coxswain of the RNLI lifeboat, Murty Campbell, who is also a very experienced expedition kayaker. Their discussion on not dropping your guard as you become more experienced is pure gold, but I felt that sub-titles would have helped in comprehension, as they both have very broad Scottish accents.

I would have liked to have key points high-lighted, possibly in graphic form, as to me they were a little lost in the whole rescue scenario.

A departure from Gordon's previous editions is having sections by other instructors. One is on sea kayak navigation by Franco Ferrero, the author of *Sea Kayak Navigation* and a very experienced sea kayak instructor.

This section is done well, with Franco describing methods on land, while Gordon then demonstrates them on the water. Franco points out that sea kayak navigation is often no more complex than, "Get in your kayak, turn left and follow the coast, ticking off features as you pass them."

Graphics are used well to demonstrate tidal drift etc. There is one small error I picked up here, where the method of plotting a grid bearing is shown, but the graphic refers to magnetic north. Also, the section on tides uses a graphic to explain tidal bulge caused by gravitational pull and talks about semi-diurnal tides, but ignores why there are two tides. A beginner could well be puzzled by this.

The section on first aid kits is narrated by Rowland Woollven, a Wilderness Emergency Medical Technician, and another highly experienced and qualified sea kayak instructor. Rowland, from a military background, is also an instructor in ski touring and mountaineering.

Gordon explains, with a very straight face, that this is not a first aid course, but a 'look at' Rowland's many first aid kits.

Rowland shows the contents, and reasoning behind, his 'Ouch Pouch', a kit he keeps handy to deal with the minor issues that can pop up on the water, like blisters and cuts. This makes good sense and immediately sent me away to build my own.

His more comprehensive first aid kit, which is stored below decks, has bleeding control, pain relief, and splinting/strain-relief tools. He also carries additional equipment, depending on the duration/isolation of the trip. This is outside the scope of most paddlers, and this is acknowledged. Rowland makes the case for paddlers to up-skill their first aid training, particularly by training in realistic conditions.

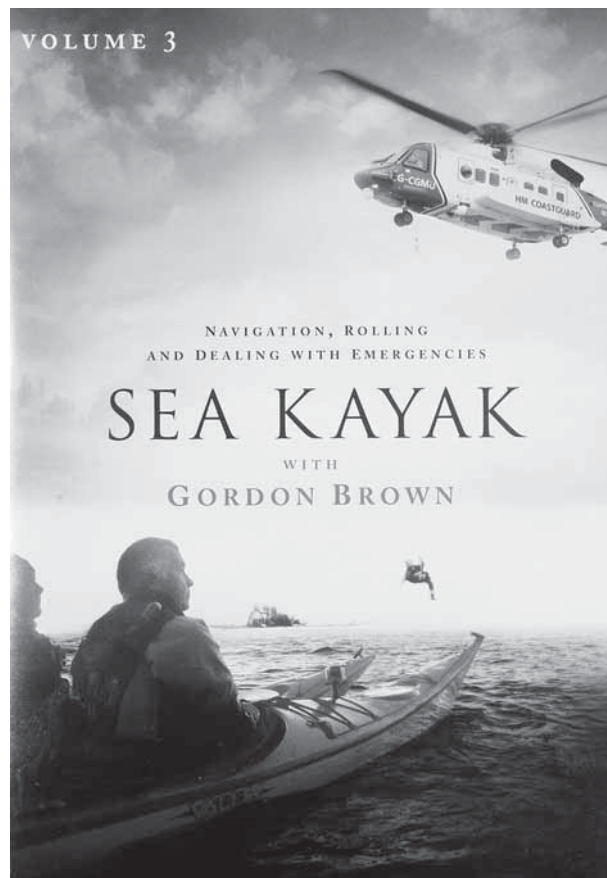
The final section is on rolling, and as

an instructor I think this is the highlight of the DVD. There are several sub-sections; A clinic, where Gordon works with a group in a pool learning to roll, Demonstrations of rolls, Demonstrations of common errors, and Fixes of those errors.

Viewers are recommended to video their own rolls, and then use the sections to analyze what they are doing.

The demonstrations are filmed from six angles, and the voice over explains what to look for. I thought this was very useful, and that between the different views and the errors and fixes, many paddlers will be able to self-coach.

To sum up, I think this is a very good addition to a sea kayaker's collection, and there are many lessons to be had. I like that Gordon explains the lessons that he learned while doing the exercises, and that he works with real students while instructing.



**Past KASK Newsletters Available**

Unfolded hard copies of most newsletters are still available - swap for stamps. On the KASK website, PDF copies of newsletters back to the dark ages can be downloaded.



## BOOK REVIEW

### **Title:** *All the Way Round*

**Subtitle:** *17,000 kilometres, sixteen months, two pairs of underpants and a circumnavigation of Australia by kayak*

**Author:** Stuart Trueman

**Published:** 2013

**Publisher:** Pan Macmillan Aust.

**Contents:** 318 pp, 8 maps, central colour plate section

**Cover:** soft-cover

**Size:** 234 x 155 mm

**Price:** NZ\$ 32.49

**ISBN:** 978-1-74261-222 5

**Availability:** TheNile

**Review:** Kerry Howe

Stuart Trueman paddled around Australia during 2011-12, starting and ending at Broome. He came from a background with a standard obsession with mountains and kayaks and had completed some fairly extreme trips. He was with Andrew McAuley and Lawrence Geoghegan on their unsupported trip 800 kms down the Antarctic Peninsula to the Antarctic Circle. And he crossed Bass Strait as training for the long hours on the three major sets of cliffs he would face on the circumnavigation. He later related his hallucination that he was on a tennis court in Bass Strait, and recounted his capsize while asleep and missing several attempted rolls. If that doesn't put anybody off nothing will.

I really enjoyed his book. It is well written, and I like the way Trueman seems quite open and honest and thoughtful about a number of issues. He does have the capacity to be aware of his physical and other limitations. For example, he admitted that as a non-writer he found preparing the book very difficult, and it took longer than the trip. He has a nice self-deprecating outlook at times. He's honest about his stuff ups – such as ignoring compass and GPS information when stressed and going the wrong way. And he does seem a bit of a self-confessed duffer with technology. Two successive PLBs failed to work when he tested

them and he was onto his third by the end of the trip. His voice recorder for his diary/log got wet and was ruined. How well did he treat his electronic gear? Surely any wetness or even capsize should not ruin well protected electronics, especially since a dunking at some time on such a trip could be anticipated?

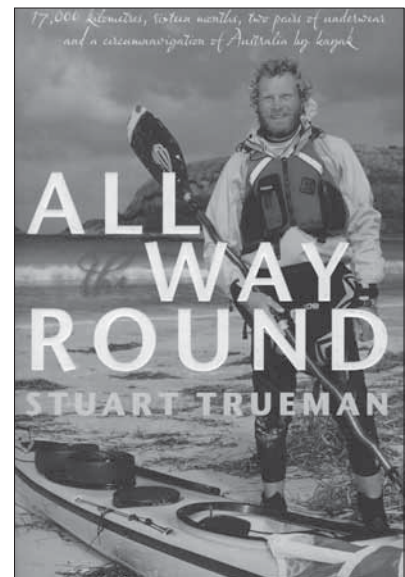
By his own admission he couldn't work his digital camera properly, and the photographs that do appear in the book are pretty dull, many being shots of his kayak on a beach. But his maps are clear and useful.

He took sponsons on some of the more dangerous legs but it's not clear when or if he used them. And having them stashed in a very big bag on his rear deck doesn't look seamanlike (you can see it in some of his pictures). Indeed, once the bag filled with water and his kayak became quite unstable.

The book is not without moments of irony and humour and useful introspection. Sure there is some moaning but it's presumably not an easy outing.

I liked the way he talked about the point of doing the trip. He could never be first, or the fastest, and he does reflect quite thoughtfully on what it means, or doesn't mean, to be No. 3 (after Caffyn – 1981/82, 360 days, and Freya Hoffmeister - 2009, 332 days). As he said, who knows or cares who was the third person to stand on top of Everest? So, he reasonably concludes, it was his own personal quest. And that seems perfectly appropriate.

I think his starting at Broome was sensible, and a real contribution to how to paddle around the continent. Getting firstly the Zuytdorp Cliffs in the west (200 kms) and then the Baxter (160 kms) and Bunda (190 kms) Cliffs in the south out of the way sooner rather than later must take a huge weight of expected terrors off the mind. And his route seems to have been reasonably timed to coincide with best seasonal wind/weather patterns.



Well, that was the theory and it seems mostly to have worked. Though his start in Broome was in 50°C temperatures and he almost had to give up the trip on the first day from heat exhaustion and dehydration. After a few days of pathetic struggle he had the wit to return to Broome and go to a doctor. The five minute consultation produced a ready solution – put sport drink mix in the drinking water. The electrolytes produced immediate results and there were no further problems with the heat.

Trueman is obviously very dogged and determined but set a conservative 16 months as something achievable, rather than head out in a gung-ho sprint. In any case he was in his late 40s so presumably he had some realistic opinions of his physical abilities.

He confronts a number of matters that sea kayakers often argue about. For example, using a sail. He took one and I'd like to know more about when and where he used it, but from the book it does not seem that it made a major contribution to the speed or even ease of the journey overall?

Another issue is leaving his wife and two very young daughters on a long and potentially dangerous journey, especially with the recent horrendous experience of Andrew McAuley who perished in the Tasman Sea, leaving a wife and young family bereft.

A selfish decision to go, yes, but he was pained to leave them, and met them whenever he could at a few spots on the way. I guess either you stay home or you don't and everyone will have a different view on whether that makes you a rotten selfish husband and father, or not.

His detailed planning of the route and timetable and supplies seems to have been successful and he is rightly very proud of his logistical efforts.

His trip was unsupported in that no one followed him around via the coast roads, but he was ably assisted at times by individuals and groups of sea kayakers. He even managed to attend several sea kayak symposia on the way around. But there was always an element of chance or luck. Towards the end of his trip he had run out of water and might have been in very serious trouble. He landed on a tiny desolate sand island where he had arranged for a food drop. What were the chances of it being in this god forsaken spot? Was he even on the right island? Imagine his relief when he finds his wooden box full of food and a great container of water just sitting there waiting for him.

I suppose the ghost, or god father (or something), hanging over any account of a paddle around Australia must be Paul Caffyn and his book *The Dreamtime Voyage*. Trueman acknowledges that the idea of doing the trip first came from this book, and he refers briefly to Caffyn a couple of times. But in the acknowledgements proper he shamefully omits to mention him altogether. Are there others that he does not adequately acknowledge?

And this raises the question of how fair is it to compare subsequent circumnavigations and books with the Caffyn originals? Of course comparisons will be made, but I also think that it is important to judge new adventures and books on their own terms.

Anyone following Caffyn must necessarily write a different sort of account mainly because he was first (and remember, it was over 30 years



*Stuart Trueman at a NSW sea kayaking symposium with wife Sharon, and daughters Brittany and Ella. Photo: David Winkworth*

ago). Caffyn led the way as both an extreme paddler and into a territory that most of us never knew existed, especially across the top, and most notably those demon cliffs.

Those who follow second or third and write about it can't simply repeat what Caffyn saw and did in the same way. As readers we have already been there, done that.

So Trueman's story is not *Dreamtime MKII*. He constructs a different style of narrative, and rightly so. I don't want to read a shallow copy of anybody else's book. Sure at one level some things remain unchanged – the shark attacks, the terrors created by crocodiles, padding all day all night and all day again non-stop along each of those three sections of cliffs.

But Trueman also had some unique experiences – perhaps the most bizarre being the threat of police and crazed government bureaucrats to confiscate his kayak and advance food drops, and to fine him squillions in order to stop him from travelling in a section of the Great Australian Bight. The spurious reasons were that it was too dangerous, he was illegally entering a vast whale breeding reserve, and he did not have Aboriginal permission. He ignored them, and the whales were not exterminated by his passage, and

the pea-brained bureaucrats were so hopeless and disorganised that in the end they didn't do anything. And there's the related flare story, going on at the very same time, when authorities were convinced they were right to try to stop him because, as they thought, he had set off a distress flare – except that it was over 200 kms from where he was. But it caused great trouble for his wife whom the police contacted in Sydney in the middle of the night.

So all up I thought it a good book, one worth writing/publishing. He's achieved something pretty big and deserves to tell his story regardless of being number three.

Let's face it, any poor soul who paddles right around Australia and survives to tell the tale has certain intellectual, physical, psychological and emotional attributes that most of us mere mortals simply don't possess.

Kerry Howe

## HUMOUR

### Immaculate Conception

A woman takes her 16-year-old daughter to the doctor. The doctor says, "Okay, Mrs. Jones, what's the problem?"

The mother says, "It's my daughter, Debbie. She keeps getting these cravings. She's putting on weight, and is sick most mornings."

The doctor gives Debbie a good examination, then turns to the mother and says, "Well, I don't know how to tell you this, but your daughter is pregnant - about four months, would be my guess."

The mother says, "Pregnant? She can't be. She has never ever been with a man! Have you, Debbie?"

Debbie says, "No mother! I've never even kissed a man, I'm still a virgin!"

The doctor walked over to the window and just stood there, staring out of it. About five minutes pass and finally the mother says, "Is there something wrong out there, doctor?" The doctor replies, "No, not really, it's just that the last time anything like this happened, a star appeared in the east and three wise men came over the hill. And there's no way I'm going to miss it."

### A Delightful Colonial Story

In the greatest days of the British Empire, a new commanding officer was sent to a jungle outpost to relieve the retiring colonel.

After welcoming his replacement and showing the courtesies (gin and tonic, cucumber sandwiches) that protocol decrees, the retiring colonel said, "You must meet Captain Smithers, my right-hand man, God, he's really the strength of this office. His talent is simply boundless."

Smithers was summoned and introduced to the new CO, who was surprised to meet a toothless, hairless, scabbed and pockmarked specimen of humanity, a particularly unattractive man less than three foot tall.

"Smithers, old man, tell your new CO about yourself."

"Well, sir, I graduated with honours from Sandhurst, joined the regiment and won the Military Cross and Bar after three expeditions behind enemy

lines. I've represented Great Britain in equestrian events and won a Silver Medal in the middleweight division of the Olympics. I have researched the history of..."

Here the colonel interrupted, "Yes, yes, never mind that Smithers, the CO can find all that in your file. Tell him about the day you told the witch doctor to get a job that involved sex and travel."

### Entries in the 2013 Darwin Awards

#### 1. Failed Bank Robbery

After stepping around a marked police patrol car parked at the front door, a man walked into H&J Leather & Firearms intent on robbing the store. The shop was full of customers and a uniformed officer was standing at the counter. Upon seeing the officer, the would-be robber announced a hold-up and fired a few wild shots from a target pistol.

The officer and a clerk promptly returned fire, and several customers also drew their guns and fired. The robber was pronounced dead at the scene by Paramedics. Crime scene investigators located 47 expended cartridge cases in the shop. The subsequent autopsy revealed 23 gunshot wounds. Ballistics identified rounds from 7 different weapons. No one else was hurt.

#### 2. Bungy Jumping

Kerry Bingham had been drinking with several friends when one of them said they knew a person who had bungee-jumped from a local bridge in the middle of traffic. The conversation grew more excited, and at least 10 men trooped along the walkway of the bridge at 4:30 AM. Upon arrival at the midpoint of the bridge, they discovered that no one had brought a bungee rope. Bingham, who had continued drinking, volunteered and pointed out that a coil of lineman's cable lay nearby. They secured one end around Bingham's leg and then tied the other to the bridge. His fall lasted 40 feet before the cable tightened and tore his foot off at the ankle. He miraculously survived his fall into the icy water and was rescued by two nearby fishermen. Bingham's foot was never located.

### Understanding Engineers 1

Two engineering students were biking across a university campus when one said, "Where did you get such a great mountain bike?" The second engineer replied, "Well, I was walking along yesterday, minding my own business, when a beautiful woman rode up on this bike, threw it to the ground, took off all her clothes and said, "Take what you want!" The first engineer nodded approvingly and said, "Good choice. The clothes probably wouldn't have fit you anyway."

### Understanding Engineers 2

An engineer was crossing a road one day, when a frog called out to him and said, "If you kiss me, I'll turn into a beautiful princess." He bent over, picked up the frog, and put it in his pocket.

The frog spoke up again and said, "If you kiss me, I'll turn back into a beautiful princess and stay with you for one week."

The engineer took the frog out of his pocket, smiled at it and returned it to the pocket. The frog then cried out, "If you kiss me and turn me back into a princess, I'll stay with you for one week and do anything you want." Again, the engineer took the frog out, smiled at it and put it back into his pocket.

Finally, the frog asked, "What is the matter? I've told you I'm a beautiful princess and that I'll stay with you for one week and do anything you want. Why won't you kiss me?"

The engineer said, "Look, I'm an engineer. I don't have time for a girlfriend, but a talking frog - now that's cool."

### A Clutch of Engineers?

Two engineers were standing at the base of a flagpole, looking at its top. A woman walked by and asked what they were doing. "We're supposed to find the height of this flagpole," said one engineer, "but we don't have a ladder." The woman took a wrench from her purse, loosened a couple of bolts, and laid the pole down on the ground. Then she took a tape measure from her pocketbook, took a measurement and announced, "6.73 metres," and walked away. One engineer shook his head and laughed, "A lot of good that does us. We ask for the height and she gives us the length!"



## 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, trip reports, book reviews, equipment reviews, new techniques, letters 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.

Send via mail or cybermail to:

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*Photo at bottom right: The superb site for the recent Northland mini-symposium at Taurikura. In the background, the rugged tower of Mount Manaia.  
Photo: Paul Caffyn*

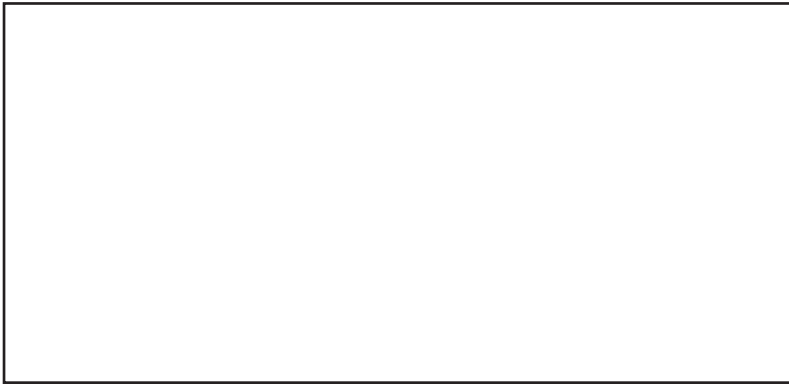


*Northland Canoe Club members joining other craft on the water to celebrate opening of the new Whangarei road bridge.  
Photo: Richard Speirs  
(See p.15 for story)*





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*Jenny Edwards in the midst of a pod of Bottlenosed dolphins in Little Munro Bay, Northland. Photo: Lynn Burson*

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- for new members \$35
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- a subscription due notice and up to two reminders are sent out with the newsletters between June and October
- if a membership renewal is not received by 30 September, membership lapses
- new members who join between 1 June and 31 July automatically get their membership credited to the following year, receiving a 14 month membership
- the KASK committee puts its emphasis on confirming renewals from existing members from July to October; and promoting new KASK memberships from November to February

