

# NEW ZEALAND SEA CANOEIST

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Association of Sea Kayakers  
(NZ) Inc - KASK

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*Tara Mulvany (yellow kayak) and Melz Grant surfing to shore on the north side of Castle Point, on the Wairarapa Coast, 2 April 2014. Photo: Max Grant*



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**Thanks to all the contributors****Layout & Editing: P Caffyn****Proof reading: K Grant, K Costley****Deadline for next newsletter:****25 July 2014****EDITORIAL****Tara Mulvany Completes the North Island**

On Sunday 6 April 11.10am, Tara paddled back into Makara to complete a solo, unsupported circumnavigation of the North Island. A small team of friends was waiting with flags, bubbles and the traditional circumnavigator's pavlova, but Tara craftily dodged the pav (see Max Grant's story on page 6). Ginney Deavoll has also written of a catch up with Tara on the Coromandel Coast.

What a remarkable solo journey by a remarkable young woman. Now with both North and South islands circumnavigated, a leisurely cruise around Stewart Island and the two straits paddled across, Tara is the first woman to complete the full New Zealand circumnavigation. She joins the bloke circumnavigators, Paul Caffyn, Simon Meek and Tim Taylor.

Starting her trip on 16 December, from Anakiwa, Tara took a total of 111 days for her North Island circuit, with 62 paddling days, 44 weather-bound days and five rest days. Total distance paddled of 1,828 kms (1,136 miles). Her all-up average was 25.47 kms/day (15.92 m/d) and daily paddling average 45.61 kms/day (28.51 m/d).

What really hurts though is when I compare my 1979 trips statistics with that of Tara's. Although paddling with a shore-based support crew, Tara's paddling day average exceeds mine by 1.45kms/day.

Without the benefit of media hype and major sponsorship, even today understated Kiwi adventurers are not allowed to poke that tall red poppy above the rest of the flowers. When I paddled past the Picton Yacht Club, after finishing the North Island and crossing Cook Strait, a cheeky half sozzled yachtie yelled out, "There's

no pavlova waiting for you here mate!" Which is why I like this Nelson petrol station conversation so much:

Tara pulled in to refuel at a petrol station and the bloke behind the counter looked at the vivid blue sedan, the attractive young lass, the yellow kayak on the roofrack and asked, "Have you actually been kayaking or is the kayak just for show?"

Tara responded, "I've just paddled around the North Island!"

**NZ Sea Canoeist Feedback**

From JKA:

What a cracker of an issue of the *NZ Sea Canoeist*! Cover to cover was fantastic. Colin Quilter continues to motivate me with his tremendous trip reports, and his Fiordland adventure, sorry holiday, is a real beauty.

The photos and article on the trip to the Kermadecs made me jealous I wasn't along, but then the description of the journey to get there made me sea sick, so best not.

I didn't know much about shags, but I feel much better now thanks to Kerry-Jayne. The jokes were immediately shared, which is always a good sign. Thanks to all the contributors, and the bloke who puts it together did a bloody good job as well!

**KASK FORUM 2014**

We are so lucky to have the Anakiwa Outward Bound School as a forum venue; the quantity and quality of the food more than meets paddler's fastidious demands. The timetable was less busy this year, but the quality of presentations and instruction was certainly 'better than average' which is a very gracious compliment in the arid country across Lake Tasman. And the weather co-operated nicely for the overnighter. More on the AGM and annual awards in the next magazine.

Paul Caffyn

**COVER**

*Tara Mulvany about to land at Makara on 6 April 2014 and complete a solo, unsupported, continuous kayak circumnavigation of the North Island. Insets: Tara with a bouquet of flowers and grinning like a Cheshire cat for avoiding the 'pav in the face' traditional circumnavigator's welcome. Photo: Belinda Mulvany.*

*Tara and her proud mum Belinda with flags.*

*Bottom left: Magical moments for Tara with a pod of dolphins playing around her kayak on the east coast.*

## KASK FORUM 2014 ANAKIWA

### Thoughts on the KASK Forum by Diane Winter

This was my 4<sup>th</sup> KASK Forum and once again I wasn't disappointed at the quality of speakers and workshops.

There were plenty of presentations to inspire all paddlers; from Tim Muhundan and Russell Millar's expedition to the Kermadecs, Raia Wall and Neil Brenton's 12 days paddling in West Papua, Indonesia, the Canterbury Sea Kayak Network's trip to Haida Gwaii (Queen Charlotte Islands) as told by Sandy Ferguson, Sarah Wilson's Cook to Cook Challenge (climb Mount Cook, cycle to Picton and paddle across the strait) to Max Grant's Chatham Islands circumnavigation and that was just Friday evening.

Saturday morning started with an interesting talk by Tim Muhundan on kayak photography and how to get the best out of your shots whether it's using an iPhone, GoPro or SLR.

After morning tea it was time to get wet for some of us. I'd chosen to attend a rolling session with Dave Winkworth. Dave's approach to teaching the Pawlata roll is a little different - with his finish, you end up on the back deck rather than a more upright position that we teach within our club. I'm undecided which method I prefer but to be perfectly honest I need a little more practice before I need to worry about that step.

After lunch I chose a towing session with David Welch. I've known for a long time that I really should be carrying a towline, but what sort? David showed us a few different types and a variety of different setups that could be used depending on number of paddlers and conditions. After discussing it all on dry land, we got onto the water and put the theory into practice. The first thing I did when I got home was order one, which very nearly needed to be used on my very next trip out in the boat when my very sharp Bear Grylls Scout Knife mistook my finger for a piece of salami. My fellow paddlers were concerned at the amount of blood loss and the fact we still had 8 kms around Separation Point to paddle back to camp. We didn't need it but I'm pleased I now have one and know how to use it

The next session was a talk by Fiona McNabb on her vehicle kayak loading system 'Solotec'. Having heard Fiona talking about Solotec at last year's forum, I was interested to hear how her project was coming along. I think it's a great idea and I'm looking forward to getting one when they become available. Anything to avoid the back breaking effort of getting the boat back on the car.

After the AGM, dinner, KASK Awards and photo competition, Paul Caffyn and Conrad Edwards inspired us with their trips to Prince William Sound, New Caledonia, Malaysia to Thailand and four summers in Greenland.

To finish the evening some stayed on for some dancing, while the rest of us headed to bed for some much needed rest.

Sunday morning started with a session with Cathye Haddock. She started the session talking about a study done on incidents involving NZ kayakers between 1992 and 2005 by Iona Bailey. Some of the figures surprised me a little - of the higher severity incidents, more occurred in calm conditions and 48% had little or no experience. Others were no surprise - 85% of incidents involved males aged 25-39 and incidents where women involved had the lowest severity (so the conclusion was 'men, take a female with you'). What surprised me most was that white-hulled boats stand out more in the sea. If you would like to read more of that report a link can be found on the KASK website, training and techniques page.

From there she moved on to talking about packing for expedition paddling and had her boat and all of the gear she would take on a trip laid out beside it. I got some good ideas for packing on my future trips which might mean I have more room for my gadgets.

Following morning tea, I attended a discussion on Marine Communications by Peter Simpson where he talked about a number of forms of communication available from whistles, mirrors, glow sticks and flares to the higher range items such as cell and sat phones, PLB's, EPIRB's and VHF.

Next was an introduction to the Feldenkrais method, by Conrad Edwards, which uses slow, precise movements to re-program your nervous system to improve posture and allow for better rotation when paddling. I left this session feeling relaxed and ready to start the paddle to Mistletoe Bay.

The final session was a talk by Sarah Wilson and David Welch on

### KASK Committee 2014 - 2015

- |                                  |                |                                   |
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their recent trips circumnavigating D'Urville Island something I hope to do myself one day.

Thanks to all those who worked so hard at putting the forum together, I got a lot out of the whole weekend and hope that I'll be a better paddler from it.

**Translating Forecasts with JKA  
by Jenny Kane**

It was great to be back at the KASK forum to hear various accounts of kayaking adventures from around the world. As usual the sessions were well organized and very informative. And it's always a pleasure to meet new people along the way.

I attended (amongst others) the 'How to translate the weather forecast' session presented by John Kirk-Anderson. The session was a good reminder to use all the resources at your disposal (MetService, VHF radio, local knowledge etc.) to check the forecast and use your know how to figure out what that means. One of the key messages that will stay with me, is to bear in mind that a forecast of 20 knots could involve gusts of up to 30 knots. The formula to remember is the forecast knots plus 50% more in gusts.

It was also good to revisit pressure systems and contours (it's a long time since school days) to help plan trips. We put our refresher into practice the following weekend by comparing the MetService forecast with information from the VHF radio with interesting results. The 4-11 knot winds forecast by the MetService contrasted greatly with the 25 knots winds predicted for Port Nelson on the VHF radio. The moral of the tale being always use more than one source when possible to make an informed decision when planning a trip.

Many thanks to the KASK organizing committee – the weekend was relaxing (you could hear a pin drop overnight – not a snore to be heard) as well as informative and the food as usual was excellent.



*The last of the pods arrives at dusk to Mistletoe Bay for the overnightcampout*

**A Mistletoe ending to a Fabulous  
Weekend  
by Steve Udy**

Following the last of our outstanding Outward Bound meals and the final KASK sessions of the forum, we cleaned our watch houses and finished preparing for our paddle to Mistletoe Bay. To reduce chaos generated by around 50 of us leaving for Mistletoe Bay at the same time, we were grouped into pods of around 10 paddlers, pod derived from the social grouping of dolphin. Assembling on the beach around 3 pm, like drunken orcas we located our pods and pod leaders before kitting up and heading away. And off we paddled, led by the experienced and amiable Tim Taylor of kayak fishing fame, reaching Mistletoe Bay some 90 or so minutes later.

As this was our first day after the end of daylight saving, we had around an hour before dusk to set up tents and get dinner under way before a serious need for artificial lighting. The camping ground itself was a gently sloping lawn facing out to the bay and backed by native forest. The seclusion of a solo camper van was steadily dismantled as a tent village arose over the next couple of hours. Enough alcohol soon appeared to establish our credentials as a cask forum and the scene was set for a sociable finale to the weekend.

*Roughing it, at the overnight campout at Mistletoe Bay; Mary Wakefield (left) and Diane Winter*



Ignorant of the Mistletoe facilities Janet and I had packed pots, cooker and simple camp food. But this was more glampground than campground: the kitchen had two fridges, microwave, califont, plenty of cooking hobs and gear, and dishwashing detergent and cloths were provided. The adjacent covered patio provided seating for many people and even included sofas that wouldn't have been out of place in a respectable student flat.

Adjacent to the kitchen was a café, lights and espresso machine still switched on but regrettably locked until the next morning. Nevertheless many of us came prepared and after dinner the packs of Caffe L'affare, Gravity, Hummingbird, and the like appeared along with the most impressive range of coffee making paraphernalia I've ever seen camping.

Although I don't recall seeing any of the forecast rain on this trip, the tent was quite wet when we packed up the next morning and we set off soon after 9 am following an efficient breakfast, our premixed muesli and milk powder rather than the 'pancakes and maple syrup' kind enjoyed by some. Another 90-minute paddle saw us back at Anakiwa where a quick shower courtesy of Outward Bound was enjoyed before heading home.

Steve Udy

*At Mistletoe Bay, Bevan Walker passes on information on paddling in Fiordland to Chris Jacobson*



## NEW ZEALAND TRIP REPORTS



*The loneliness of the long distance solo kayaker. Tara Mulvany after she had parted company with Ginney Deavoll at Whiritoa on the Coromandel Peninsula - Mayor Island in the distance. Tara was hoping to reach Waihi beach and relax under the stars by a roaring fire. Photo: Ginney Deavoll*

### Tara Mulvany Around the North Island

from Ginney Deavoll

I thought you might like to see these pics from my paddle with Tara. She arrived in Hahei after a huge day's paddle from Tryphena Harbour on Great Barrier Island. After a few days rest and re stock, we both left on perfectly calm morning. The day started well with Tara getting a full tour of the caves between Hahei and Hot Water Beach but the wind soon picked up.

We took refuge at Boat Harbour, an idyllic little hideaway chocka full of blackberries - well not by the time we were finished (photo below). That morning we saw either five hammerhead sharks or one that circled us five times. Once the wind had dropped

we were back on the water. That night, Tara cooked up a storm and we enjoyed the calm evening under the stars and warmed by a bonfire.

When Tara was printing out all her maps, I secretly wrote on all her Northland and Coromandel ones. I made little boxes with challenges next to them for her to complete. She



was told that she wasn't allowed to turn up in Hahei until all her boxes were ticked. The next day we were passing through Whangamata which had the last box to tick. She had to find the doughnut. Maybe you can work out from the photos what it is - but I can't tell you where. It's much better when you find it for yourself as Tara found out, one of the best sights of her journey so far. In Whiritoa I surfed in and waved a sad goodbye to Tara as she paddled into the distance.

I'm sure you've been following her progress and seen how well she's doing. What a strong lady and an absolute pleasure to spend those days sharing the journey with her.

### THE END OF AN ADVENTURE by Max Grant

After scanning the sea from my vantage place on the Castlepoint Lighthouse for over an hour, it was exciting to finally catch sight of Tara's yellow kayak making its way towards us through the masses of whitecaps dotted all over the ocean. Melz was in her kayak just beyond the breakers, waiting patiently for my signal to direct her so they could meet several hundred metres offshore.

Tara had completed a 75 km stint leaving from Whangaeahu Beach that morning. Although sea conditions

weren't all that great, she did have a good N'Easterly wind at her back. The N'Easterly wind was forecast to continue for another four days, about as many days she needed to finish her circumnavigation of the North Island. Although when I mentioned this she did not seem very impressed - I don't think she was altogether happy about the prospect of finishing what had been such a great adventure.

Back home, we followed Tara's progress down the east coast via the internet and her *Spot Tracker*. She reached Glenburn by Thursday evening, Ngawi by Friday and across Palliser Bay and the Wellington Harbour entrance to Island Bay by Saturday. On Saturday evening,

Belinda (Tara's Mum) and I caught up with Tara to discuss meeting up at the finish of her circumnavigation at Makara Beach. This was where she had started from nearly three months before. She agreed to set off her tracker every half hour so we could follow her progress. We estimated that if she started out by 7 am she could make it to Makara by 1 pm, if the southerly that was forecast did not move in too early in the day.

6 April 2014

At 7.30 am I checked Tara's progress on the computer to find she was already around Sinclair Head. With the help of an in-coming tide, she was flying along. After a quick breakfast we set off for Makara - the race was on to get there before

Tara. Our crew was Belinda, Melz, Margaret, Jenny, Nigel and myself. A quick stop off at the New World supermarket ensured we were loaded up with the necessities for Tara's arrival – flowers, a couple of bottles of bubbly and a pavlova for the traditional 'pav in the face' for all those kayakers who successfully circumnavigate the North or South Island. As we left Otaki, a quick check on Tara's progress showed she was rounding Oteranga Head. It was going to be close.

"Put ya foot down or she's going to beat us," cried concerned voices from the back of the car.

A flat sea with a strong offshore wind greeted us at Makara Beach, and no sign of Tara. Quickly Melz and I put together a couple of flags while Margaret and Belinda piled foamy cream onto the pavlova after removing a large slice for the traditional 'pav in the face' for the victorious kayaker.

At 10.45 am Anna arrived just in time to see Tara's yellow kayak appear at the southern end of Ohriu Bay. As she paddled closer, Nigel and I set off a chorus of car horns, while Melz and Jen waved our NZ National and Naval flags. Margaret stood by with the 'pav' hidden behind her back.

As the bow of Tara's kayak ran aground on the beach, a loud round of applause rang out from the small crowd that had gathered to witness her arrival. Margaret moved in with the pav, but with amazing speed Tara was able to avoid this and it was last seen floating on the water on its way to Australia. The arrival was then celebrated with a presentation of bubbly and a bouquet of flowers, plus a backup pavlova which was devoured by all.

It didn't seem long before the celebrations had finished and Tara had her gear packed and kayak on top of Anna's car for the trip back to Wellington. To successfully circumnavigate the entire coast of New Zealand by kayak is a magnificent achievement. Tara is the only woman to complete the journey



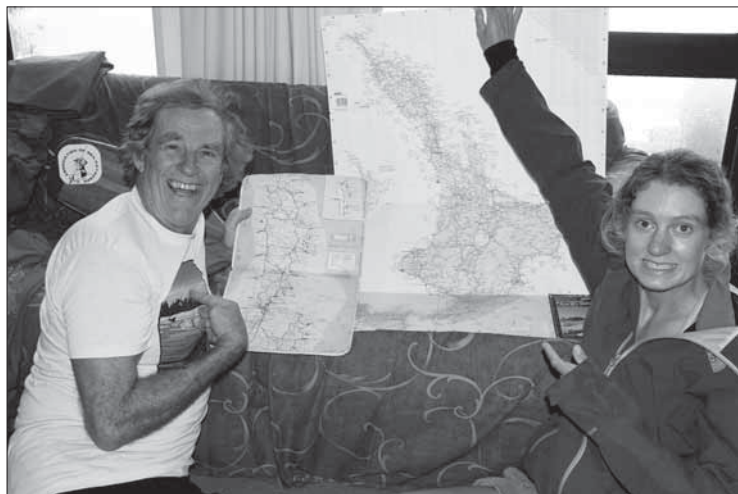
*Melz and Max Grant join Tara on the beach at Makara.*

and is the fourth person behind Paul Caffyn, Simon Meek and Tim Taylor. To have been able to follow her journey through her Facebook page and website was truly fantastic.

During the winter Tara has set about writing up an account of her paddle around the South Island for a book, which is to be published by Craig Potton and is due out in September. This account of Tara's amazing adventure along with the photos she took along the way will make for a book that should be on everyone's bookshelf.

*Tara's web and blog site:  
[www.tarasjourneys.com](http://www.tarasjourneys.com)*

*Does size matter? In this case Tara's North Island map showing her nightly stops and distances is much bigger than my ancient road atlas.*



*Tara headed south from the 12 Mile on 17 April, the day ex-cyclone Ita gave the West Coast of the South Island a violent battering. Her caption to this photo, north of Harihari: 'The adventure continues.'*

*The object on the right hand side of the road is a camper van - on its side.*



## THE 'BUGGER!' FILE

### Rescue of Philipp Cartier Off Motunau, North Canterbury 20 April 2014

by John Kirk-Anderson

Philipp Cartier, a 19-year-old paddler from Germany, has often heard people talk about carrying lots of safety gear but thought, "Who will need all that?"

As a helicopter searched for him in the dark off Motunau, North Canterbury, he wished he had taken their advice. When his cold fingers fumbled and he dropped his only light overboard, he watched helplessly as it sank. Far from him, across dark seas, the thin beam of the helicopter searchlight tried to locate him.

Philipp started paddling at age 12 in Bremen, northern Germany. He paddled mainly whitewater, but also toured on lakes and the sea. He taught children kayaking at his club, and owned a Prijon *Kodiak* sea kayak.

He arrived in New Zealand in early December 2013, while on a break from his engineering studies at university. He travelled around the North Island with a friend, and while in Tauranga purchased a Prijon *Kodiak* on Trade Me. It came complete with a paddle, spray deck and inflatable PFD.

On arriving in the South Island he and his friend went to Abel Tasman, where Philipp decided to paddle down the east coast, leaving his friend to continue in their car. He hoped to paddle as far as Bluff, but didn't think of it as an expedition. He felt that kayaking was, "a nice way to travel, but if I get bored I'll stop."

Starting his journey on March 4 at Kaiteriteri, on the west side of Tasman Bay, he spent two weeks work-

ing his way around Tasman Bay and the Marlborough Sounds before stopping near Blenheim. He broke his paddle and so left his gear at a motor camp at Blenheim and went to buy a replacement.

When he returned he found his backpack, clothes, and camping gear had been stolen and so was forced to take a week off while he replaced them.

He then resumed paddling and got to Conway Flat, south of Kaikoura, where he was forced to wait out two weeks of bad weather. This break also allowed time for ulcers on his feet to heal.

On the morning of Sunday, April 20, Philipp stood on the shingle beach at Conway Flat and faced the dumping surf for which the area is notorious. Deciding against launching he was given a lift south to Gore Bay by a local with a ute, and he prepared to paddle down to Motunau, a distance of about 30 kilometres (km).

*The forecast shown below was provided courtesy of MetService:*

Issued: 20-APR-2014 04:53  
Valid to: 20-APR-2014 23:59  
CONWAY

Northerly 25 knots but 15 knots south of Kaikoura, becoming northwest 20 knots everywhere in the evening. Rough sea in the north easing. Northeast swell 2 metres. OUTLOOK FOLLOWING 3 DAYS: Becoming Monday southwest 20 knots, dying out Tuesday. Developing Wednesday northerly 20 knots. Moderate easterly swell easing Monday.

Later versions of the report, which Philipp would not have seen, are here:

Issued: 20-APR-2014 12:56  
Valid to: 21-APR-2014 23:59  
CONWAY

\*GALE WARNING IN FORCE\* Northerly 25 knots but 15 knots south of Kaikoura, rising to 35 knots for a time this afternoon in the north, then becoming northwest 20 knots everywhere this evening and southerly 15 knots Monday morning. Sea becoming very rough in the north for a time. Northeast swell 2 metres easing. Southerly swell 2 metres developing. Fair visibility in scattered rain for a time this afternoon.

OUTLOOK FOLLOWING 3 DAYS: Easing early Tuesday variable 10 knots. Developing late Tuesday northeast 15 knots, easing late Wednesday variable 10 knots. Developing late Thursday northeast 15 knots. Moderate southerly swell easing Tuesday.

Issued: 20-APR-2014 16:24  
Valid to: 21-APR-2014 23:59  
CONWAY

Northwest 20 knots becoming southerly 15 knots Monday morning and variable 10 knots Monday afternoon. Moderate sea easing. Northeast swell 2 metres easing. Southerly swell 2 metres developing.

OUTLOOK FOLLOWING 3 DAYS: Easing early Tuesday variable 10 knots. Developing late Tuesday northeast 15 knots, easing late Wednesday variable 10 knots. Developing late Thursday northeast 15 knots. Moderate southerly swell easing Tuesday.

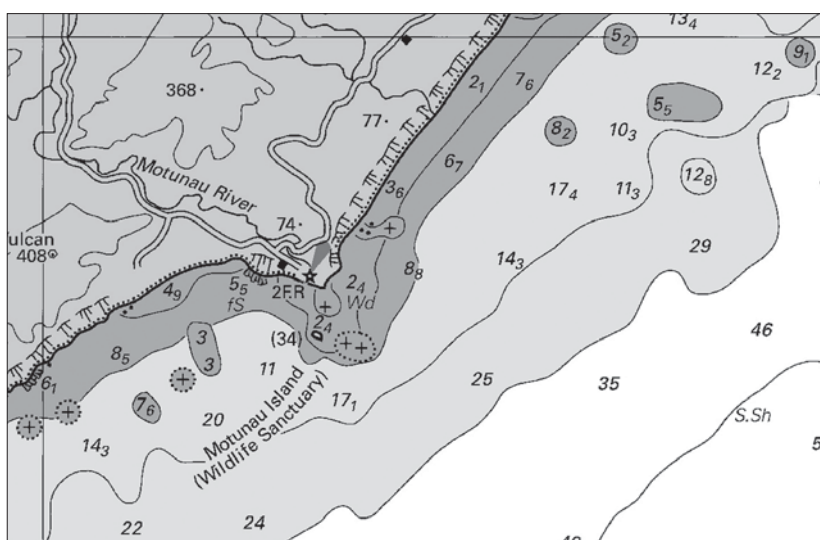
Philipp's average paddling speed was 6 kms per hour (about 3 knots) and for him 40 km to 45 km was 'a good day'. His longest day had been 50 km.

On this day he was wearing two thermal tops, a pair of thermal pants, with lightweight pants over them, and a pair of water shoes. He was not wearing a windproof jacket. His inflatable PFD had a SPOT Messenger attached, and a waterproof case on his front deck held a small light. His Magellan GPS was pre-loaded with waypoints and in his kayak was spare clothes, food and camping gear.

Before departing he checked the weather forecast on his smartphone, with both [Metservice.co.nz](http://Metservice.co.nz) and a Norway-based weather service. He also checked a swell map website (see [Metservice forecast](#) below).

He launched at 10 am, into what he described as a 1.9 metre (m) to 2 m swell and a light southwest wind.





Marine chart showing the Motunau River mouth and Motunau Island

As he paddled south, he kept well offshore, as the swell was steepening a long way out and there are some semi-exposed rocks on which the swell breaks. The northern and southern thirds of this journey are steep shingle beaches, and the centre third is cliffs. There are no sheltered landing spots on this coastline, which is largely uninhabited.

At about 3 pm, as he neared Motunau, he realised he was about 3.5 to 4 kms offshore, much further off than he normally paddled. He generally tried to stay within 2 kms of land, but the wind was blowing him offshore.

Turning towards the coast he found he was making no headway into the westerly wind, which surprised him. His GPS confirmed his lack of progress, but he wasn't too tired and continued aiming for Motunau, which has a distinctive island 1 km offshore.

By 6 pm, three hours after he tried turning towards the coast, it was fully dark. The lights of Motunau were tantalizingly close, but still out of reach. His GPS showed he had made no progress towards land despite his paddling efforts.

At this point Philipp decided he needed outside help and activated the SOS function on his SPOT Messenger beacon.

The SPOT is a messenger device that tracks progress using GPS. It

can send messages via satellite to pre-arranged email addresses and/or cellphones to provide a trail of points that can be viewed on Google Maps. It also has 'I'm OK' and 'Help' functions, which, when triggered, send messages to pre-arranged recipients. The 'Help' function does not send a message to emergency services, rather it is designed to alert the owner's contacts that assistance is required and to let them know the unit's location, so they can assist if required.

Philipp had been using the 'I'm OK' function regularly to update his mother in Germany as to his progress.

The SPOT also has an 'SOS' function, which sends a message to the International Emergency Response Co-ordination Centre (IERCC) in Texas, in the United States. They hold the database of SPOT owners and details

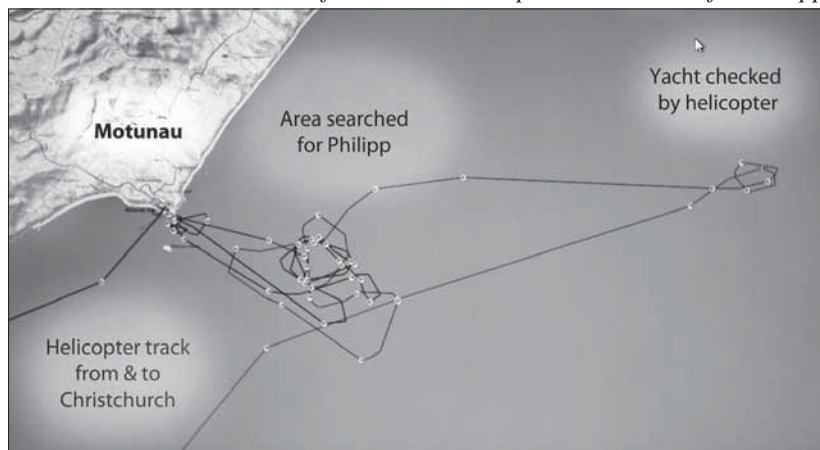
of their two emergency contacts. If a distress message is received they contact these two people, and pass details, including the GPS co-ordinates, on to the emergency services in the country concerned, in this case the Rescue Coordination Centre New Zealand (RCCNZ) in Wellington.

When Philipp triggered his SOS, the message was picked up at the IERCC and they attempted to call his two contacts. One, his mother in Germany, was in an area with no cell coverage and the other, a friend in the North Island, was at work and missed the call. The IERCC also contacted RCCNZ.

This call was received by RCCNZ at 6.26 pm. RCCNZ treated this as a Class II beacon search and contacted the Police Communication Centre in Christchurch and the Police SAR co-ordinator. With no other information available via the SPOT Messenger beacon, except the SOS signal and its location, it was not known what type of vessel was in trouble. The Westpac Rescue Helicopter in Christchurch, a Eurocopter BK-117, was then tasked with the search.

The helicopter lifted off from Garden City Helicopters' base at 7.35pm, with one pilot and two Intensive Care Paramedics as crew. These paramedics are from the St John Ambulance Service and are permanently posted to the rescue helicopter. These two are also fully-trained members of the Water Rescue Team. For this search over water they removed the 30-million-candlepower Night Sun searchlight fitted below

Track of the rescue helicopter in the search for Philipp



the nose of the aircraft and used a scanning spotlight and night vision goggles (NVGs) to search

After the initial call at 6.26 pm from IERCC, giving details and the GPS co-ordinates, the next update to RCCNZ was 30 minutes later. RCCNZ requested further location updates at 7.50 pm, and then again at 8.50 pm.

Motunau fisherman Geoff Basher was called by police to stand by to help. Geoff has been a commercial fisherman based at Motunau for 30 years, and is also the local SAR co-ordinator.

On receiving the call, he went down to the beach and scanned the sea with his own NVGs, but all he could see were the lights of a yacht on the horizon. He saw the helicopter arrive and begin searching with a searchlight. He was then stood down by police, who said the helicopter would continue the search.

This surprised Geoff, who felt that his experienced crew could have assisted in searching from the water.

Rick Knight, one of the crew on the helicopter, said they had received the GPS coordinates from RCCNZ, but had no idea what they were looking for, beyond a beacon. As the SPOT messenger does not transmit a 121.5 MHz homing signal, they could not use their on-board direction-finding equipment to locate it. A 406 Personal Locator Beacon (PLB) does broadcast on this frequency and that signal often leads searchers directly to the unit.

As they approached the area, they saw the lights of a yacht about 20 kms offshore and attempted to contact it via marine radio. This was unsuccessful, and, unsure if that was their target, they flew over the vessel, looking for signs of life. Despite hovering over the yacht at 50 feet and lighting it up with their scanning lights, it took a while for a man to appear on deck. Eventually they were able to get a thumbs-up from him so they headed back closer to land.

They were circling the area of the GPS coordinates, but couldn't see



*Phillip in his kayak, next day on the Motunau River. Photo: The Press*

anything. The sea was rough and they were flying at about 500 feet as the westerly wind was buffeting the aircraft and they needed altitude to allow for any emergencies.

Eventually, in the NVGs, they saw an oblong object which looked like an upturned hull. They established that it wasn't, but then the pilot saw a small flash of light about 300 m to 400 m ahead. Rick also saw it, and then it was lost. They flew directly towards where they had seen it and just after 9 pm they located Philipp, 'still upright and paddling'.

They logged the position on GPS and notified RCCNZ they had found a kayaker.

Rick explained that helicopters generally can't winch over water at night, as there is little to indicate altitude and orientation and the risks are too great. This was certainly the case here, and the rough seas didn't help.

The aircraft flew in to Motunau and landed to fit the Night Sun searchlight, to enable them to light the kayaker and guide a boat to rescue Philipp. On landing they spoke to several fishermen who said they thought there were three kayakers out at sea, as they had been seen earlier in the day and their trailer was at the water's edge.

Concerned that there may be other kayakers they had missed, the helicopter crew had a fisherman go

down and check for the trailer but it had gone.

Fisherman Geoff Basher, who had been stood down earlier, watched the helicopter come in and went down and spoke to the crew. They said they had found Philipp in his kayak, but were unable to winch and would go back out to mark him with their searchlight.

Geoff then launched his vessel, the 10-ton, 42-foot *Navigator*, with seven people on board, through the narrow river mouth – "Not one of my favourite manoeuvres," Geoff said. "We were airborne off the 2 m easterly swell."

When the helicopter returned to the position that had been logged as Philipp's location, he couldn't be found, and they began searching again.

The *Navigator* crew also started searching, using a small spotlight as their large searchlight was blinding the crew on the helicopter.

Philipp, in his kayak far from land, had first seen the helicopter about 1.5 hours after triggering his SOS, around 8 pm, as it began its first search. He had a small red light inside a waterproof box tied on the front deck, and got it out to signal the aircraft. It had a switch on the back, and while turning it on, he fumbled and dropped it over the side. Watching it sink he realised how difficult

the searchers' task had suddenly become.

With his smartphone in a hatch, the only light source he had to hand was the small blinking LED on his SPOT Messenger, which he tried orientating towards the helicopter in the hope he might be seen.

After about another hour the helicopter found him, and hovered overhead lighting him with its searchlight. To his surprise it then flew away, leaving him alone again on the dark sea.

But he saw it land at Motunau and shortly after come back out and resume its search for him. Soon its searchlight was joined by another, that of Geoff's *Navigator*, and after about 15 minutes he was found again.

Geoff manoeuvred the *Navigator* broadside on to the wind and Philipp was able to paddle up to the vessel. His kayak was steadied by the boat crew and he was able to climb a ladder to get on board. His kayak was then lifted onboard as well.

Geoff's wife, who is a nurse, was on the vessel and she quickly checked Philipp and wrapped him in blankets. On arriving back on land he was also checked by the Intensive Care Paramedics from the helicopter, who confirmed he was cold but didn't need further treatment.

Geoff and his wife took Philipp in for a few days. Based on his extensive knowledge of local conditions, Geoff believes the kayaker had been unable to make progress towards land because of a strong current that flows northward up the coast until it hits the underwater ridge that forms Motunau Island, where it is deflected to the east, out to sea. With no knowledge of this current, Philipp was marking time on a treadmill of wind and water that kept him in place for 5.5 hours.

Geoff said the current was not well known except by locals, but had been the cause of many incidents over the years. Whenever he is called in to search for boaters in trouble near Motunau, he first looks for them out

from the island, knowing that this current tends to push them away from land. Geoff said he does up to 15 rescues a year, but Philipp was his first kayaker.

Geoff later put some reflective tape on Philipp's kayak as he, "Was blimin' hard to find," and, "It was a miracle we found him so quick," the fisherman said.

From talking to helicopter paramedic, Rick Knight, it seems that what the helicopter crew saw through their NVGs was the tiny LED on Philipp's SPOT Messenger, his only light source. Rick said that with the goggles they can see the screen on a cellphone from 15km to 20km away, on a clear night, and if Philipp had a 406 beacon they would have seen its strobe light as they flew up the coast, while direction finding the 121.5 MHz homing signal.

"SPOT Messengers are fantastic at what they do, but a 406 beacon is a lifesaver" he said.

Philipp has since realized that his SPOT Messenger, while effective at recording his progress, was not the ideal distress beacon. Its lack of homing transmission and strobe light made it very difficult to locate him on a dark sea, even when the helicopter had his coordinates. And the loss of his only decent light to the sea made finding him almost a matter of luck.

Philipp had a long think about continuing on, and decided that after a few days rest he would finish his trip at Christchurch. In the end he stopped after two more days paddling, at Kaiapoi, north of the city, as his shoulder was hurting.

#### **Observations from the author:**

Philipp Cartier had seven years of kayaking experience prior to starting this trip, and his whitewater skills allowed him to cope with paddling in rough seas for about 11 hours, three in darkness.

He was familiar with the kayak he was paddling, as he had owned one in Germany.

His risk assessment was generally sound, as demonstrated by his decision to avoid the dumping surf at Conway Flat. He also checked weather forecasts and swell reports before departing Gore Bay and felt that the forecast northwesterly wind would give him a good following sea down the coast to Motunau. Instead, that wind pushed him offshore and he did not compensate for this, while the east-flowing current added to his problems.

The SPOT Messenger that Philipp was using was not the ideal equipment when needed as a distress beacon. It did alert the emergency services and give them a rough location, but with no homing signal or strobe it was not accurate enough in the circumstances.

Not having a waterproof light secured to his equipment was a crucial failing in assisting the searchers to find him. A lack of any reflective material on his clothing, equipment or kayak reduced the effectiveness of the lights and NVGs used by the searchers.

Philipp had no redundancy built into his emergency signaling equipment, and in my opinion, was fortunate to be found.

**Note:** Several people helped with the compiling of this report, but any errors are the author's alone. The author would like to thank the following for their assistance:

**Philipp Cartier**, *German kayaker*

**Geoff Basher**, *Motunau fisherman and local SAR coordinator*

**Rick Knight**, *Intensive Care Paramedic with the Westpac Rescue Helicopter, and the team at Garden City Helicopters, Christchurch.*

**Ross Marsden**, *Consultant Meteorologist, MetService*

**Neville Blakemore**, *Operations Officer, Rescue Coordination Centre New Zealand*



# KASK National Sea kayak Forum 2015 - Auckland

In association with  
paddler.co.nz



**When:** 20<sup>th</sup>-22<sup>nd</sup> Feb 2015  
[Dinner start at 6:00PM, Friday]

**Friday Night:** Grab your name badge and join us for dinner with live music and catch up with old friends and make new friends.

After dinner listen to three paddling artists, Nathan Pettigrew (a bone carver), Ashley (a creative photographer) & Ginney Deavoll (an artist) as they share the ocean, their paddles and marine life they encounter through their eyes and how it inspire their creative work.



**Saturday:** Safety theme – with sessions from CBE and Auckland Coastguard and other experts about making your paddling safe and understanding what happens when things go wrong and you need to be rescued.



Afternoon conservation theme - including speakers from Auckland Council, Department of Conservation and local paddlers that have a passion for our heritage and our treasure islands

The 2015 forum will be at Sir Peter Blake Marine Education & Recreation Centre, overlooking the Long Bay Marine Reserve, Tiritiri Matangi Island and the Whangaparaoa Peninsula

**Address:** MERC, 1045 Beach Rd, Torbay, Auckland, New Zealand

**Organisation Committee:**  
Tim Muhundan and Robert Brown

## Member Registration Fees:

Forum registration incl. meals \$150  
MERC accommodation Fri-Sun \$70  
Sunday Campout (+ sun dinner) \$20  
Credit card and booking fees applies

## More Info & register

Scan this QR code →  
using your mobile

Or visit:

<http://paddler.co.nz/kask2015>



**Saturday evening:** The evening will have excellent international & local speakers as well as AGM and dinner. After dinner listen to our mystery international speaker.

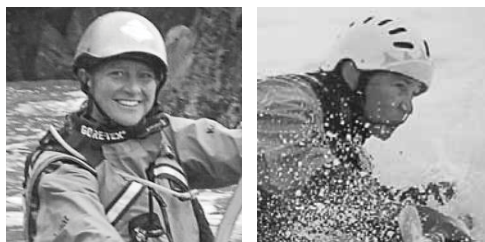


Then Tara Mulvany will be sharing some amazing stories about her epic circumnavigation of North and South Island of New Zealand as well as some gorgeous pictures from her recent Stewart Island paddle.

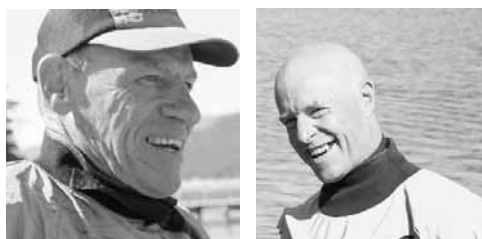
**Sunday** is for getting wet and having fun or attending some land based skill clinics on weather / first aid / navigation or doing nothing and relaxing in the beach.



We will have three international coaches including BCU 5 instructor Ginni Callahan and Tsunami ranger & ACA Level 5 instructor Deb Volturno.



Ginni will be covering some advanced skills such as 'Core Power in Forward Stroke', 'Fun with Edging' and 'Tighter Turns' and Deb will be doing couple of scenario based sessions on water, 'Debacle Deterrent, Chaos Control' as well as kayak surfing & rolling.



We will also have our favourite Australian David Winkworth along with John Kirk-Anderson.

**Sunday night campout:**



We end the weekend with a campout at Dacre Cottage – a nice 90 minute paddle with the tide. Included in the campout - a feast including soup, roast and dessert

**International Kayak Week IKW**  
Out of town visitors are invited to stay on for the IKW to sample the best kayaking Northland offers.

## Overseas Reports

### WEST ISLAND BITS by Dave Winkworth

My goodness! West Island Bits is back after a 12 month lay-off and a twisted arm, courtesy of the editor!

Seems I've assembled a huge pile of items which I'll pass onto you all over the next few months. As always, comment and feedback is welcome - good or bad.

Well it's official! New Zealand is to become part of Australia in 2017. To be formally known as Eastern Australia in the merger, it seems us Aussies will be providing, amongst other things your currency, run your elections (we have lots of those!) and provide judicial services, police and law enforcement agencies. Sporting teams will merge (so simple!) with the All Blacks to be henceforth known as the Black Wallabies and the Silver Ferns to be renamed the Tree Ferns.

Wow! Imagine that! What a massive social impact that would have! No, you can relax now - 'not going to happen'. I mention it to illustrate how resistant we all are to change. Over here at the moment, our Federal Government is attempting a big shake-up in community attitudes to welfare and entitlements. Don't know how it's all going to go for them. It seems a risky strategy.

So how is it with issues that affect sea kayakers? Are we also resistant to change?

Power boat licensing laws come to mind for me. This issue comes to mind because power boaters sometimes run over sea kayakers! I've had one very close call myself.

We live in a nanny state over here where you need to sit a written exam to obtain a power boat licence. The licence fees make a lot of money for the various state governments and I'm amazed that NZ - a licence-free zone for power boaters hasn't cottoned onto that yet.

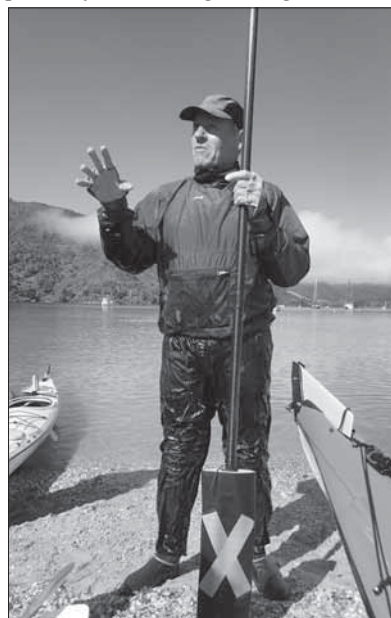
Suppose the NZ government decided to introduce a power boat licensing system - or suppose the NSW government decided that a free-for-all system was the way to go? Howls of protest guaranteed!

Cautious governments - with the aid of their spin doctors and the media - usually soften us all up before announcing law changes. We've had a few coastal rock-fishing deaths recently and now, in just about any media reports of rock-fishing fatalities they'll let us know that the victim was not wearing a lifejacket. Likewise for kayaking and sit-on-top accidents. It won't be long before all rock-fishers will need to wear a PFD.

PFDs feature front and centre in NSW and Victorian boating laws these days. Occupants of all fishing boats under 4 metres must wear a PFD at all times - not just carry - but wear! The government is saving us all!

PFD laws for kayaking have also recently been tightened in NSW. Down from 400 metres, wearing a PFD is now mandatory for all paddlers more than 100 metres from shore on enclosed waters. Seems we can't swim 400 metres to shore after all. On our highland lakes it's PFDs all over but I think that's just to save police from having to wait for bodies to float up - makes body recoveries less costly.

*Dave Winkworth with his secret 'X' paddle for teaching rolling*



Enough of PFDs - what about the recent KASK Forum at Anakiwa? A lot of fun and great to catch up with many friends! Thank you to the organizers. We all know that much behind-the-scenes work goes on to make these annual events happen. Let me say, your work is very much appreciated. Next year the Forum will be at Auckland. If you haven't been to a Forum, why not make some plans for next year? If you love your sea kayaking, it's a must.

The Aussie contingent was below strength this year with only Raia Wall, Neil Brenton and myself making it over the ditch so I probably need to revise my Aussie takeover plans for the Forum!

### Some Thoughts & Observations from the Forum:

1. For me, JKA's revised times for instruction sessions were great. The extra half hour to bring the session times up to two hours meant that just that bit more time could be allotted to tuition. Well done JKA! It worked mate!

2. A plea: Session presenters, both indoor and on water do need to really closely watch the times for their session. If the first morning session runs over then morning tea runs over, then the next session runs over or has to be shortened and so on. To be fair to all presenters I do think that sessions must rigidly start and finish at their allotted times. Perhaps a little finish-up 5 minute bell would work.

3. A few sound system problems in the main hall. I was up the back for some of the presentations and missed quite a bit.

4. Good to catch up with instructor Rick Wiebush again at the Forum. Rick hails from the east coast of the USA and sometimes manages to combine work and pleasure, attending KASK Forums. Unfortunately this year Rick succumbed to a nasty dose of the flu mid-Forum and skipped the paddle to Mistletoe Bay. 'Great to see you again Rick! Hope you can make it next year!'

5. Did my usual rolling tuition ses-

sion at the Forum. Now, about nine years ago we helped Di Fisher 'get her roll.' Since those wobbly days she has practiced hard and set up a great bracing arrangement in her cockpit. Result? Her rolls are a pleasure to watch – smooth, fluid and effortless - as a roll should be - and Di was our demo roller at the rolling session! Thank you so much Di!

6. And here's a note for instructors: Di wore a bright pink swim cap while rolling which stood out like the proverbial, while underwater. I was so easily able to point out her head position to session attendees standing around. It worked really really well!

7. So nice to catch up with sea kayaking author, raconteur and Picton resident Alan Bye at the Forum. I spent a delightful hour with Alan, watching paddlers practicing strokes in the bay. The sun came out, the sandflies stopped biting and I listened to the great man. 'Lovely to see you again Alan.'

8. Decklines:

Seems they're still making kayaks with nasty thin deck lines. I've ripped my hands up doing rescues on those in the past. Never again! The buggers can stay in the water! If your kayak has skinny decklines, please do everyone a favour and replace them with lines of at least 6 mm diameter.



*Dave with Karen Grant at Anakiwa after her first ever successful roll*



*Some years ago, Dave won the highest Australian bravery award for rescuing his paddling mate from the jaws of a 4 m saltwater crocodile in North Queensland. I can't help myself with this Anakiwa photo taken by Susan Cade with this caption: 'The croc's family jewels were this big!'*

9. Towlines:

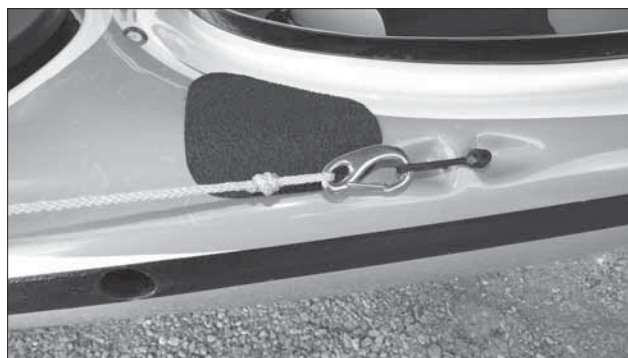
I also saw some boats with towline attachment points centralized behind the paddler. This point is difficult to access in rough conditions and it also has the towline sweeping your back deck - where there may be spare paddles, a rudder, hatch covers and all manner of stuff for the line to catch on. Result? You lose all steering ability. Try a cord loop either side of the cockpit instead. It works well!

10. Towing with your kayak:

'It's very important that the towing kayak has its full range of steering. When a kayak turns, it pivots on the area around the front hatch and that means that the stern 'kicks' well out. Get up on a bridge sometime and observe a friend carving turns on the water underneath you! You'll see what I mean.

The only way the stern can move out while towing is for the towline to be attached near the cockpit. If, however, a towline is attached in the centre of the deck immediately behind the paddler, quite apart from it being difficult to clip on in rough seas, the line must sweep the deck when the alignment of the tow-er and the tow-ee changes.

As the towline sweeps the deck it will catch on just about any fitting: hatch lids, spare paddles, extra gear, rudder - you name it. Result: the tow-er loses steering ability as the stern is dragged by the towed kayak. Do remember that lots of towing is done in rough windy conditions. Never underestimate the power of the wind to stuff up your best efforts. And spare a thought for the poor fel-



*Right (starboard) side of Dave's Nadgee kayak, showing the towing attachment point. Cockpit at top right*

low being towed! He or she is probably looking for someone who knows what they're doing to get them off the ocean quickly!

So, what can you do about this? Easy: move your tow points to the sides of your kayak! A couple of simple cord or webbing loops near the rear of your coaming will work well. There is a little bit of turning moment but not enough to upset the show and the tow points are easily accessible if you need to cast off the towline quickly (see photo on p.15).

If you're doing a V tow, attach your tow line to the inside of the V - no chance of tangling at all.

Firm bracing in your cockpit is really important for a sea paddler. We need a solid connection to our kayak when conditions are challenging. 'Might do a session on that next year.'

The Victorian Sea Kayak Club AGM last November was held on the Gippsland Lakes at a school camp. This was the club's first AGM not held on a surf coast and it went off really well. No-one seemed to miss the surf and why should they? AGM weekends are about catching up, yarnning, meeting new friends and all that.

A little story about the AGM here: earlier in the year, I ran my annual camp weekend for the Vic. club at Twofold Bay where I put on a Navigation Challenge event. Paddlers had to enter 'lats and longs' in their GPS units and paddle off to find checkpoints dotted around the bay shore. It was a spectacular flop because most paddlers, although owning a GPS unit, couldn't use them as required.

No problems though for Neil Brenton and Raia Wall who stuck at it all day and won the trophy and prizes.

One of the checkpoints was at a bay-side fish and chip shop - Raia tells of walking around and around in front of the shop, GPS in hand and wearing skin-tight Reed gear much to the amusement of a bunch of Hells Angels there!

So, in view of the perceived need for GPS work, VSKC President Terry Barry asked Raia and I to run a GPS session at the AGM. "Sure Terry, we can do that," I said. "How long would you like the session to run?" "I've allotted you six hours" he replied!

Six bloody hours! Well, we did it and it was great fun! I tell you, we needed all those hours too. We finished by scattering chocolates at marked waypoints all over the paddocks and I believe they found and ate every one of them!

I missed the NSWSKC Rock 'n Roll Weekend at Batemans Bay earlier this year. UK instructor Phil Clegg was scheduled to appear but was a no-show in the end due to family problems at home. David Williamson from South Australia was the stand in. He was the first person to paddle the western Bass Strait crossing via King Island and has done numerous other big trips. I paddled in the Great Australian Bight with David and a group about 12 years ago when his kayak was broken in half on an offshore reef by just the biggest wave you have ever seen! No rocks visible - just huge water.

I'll write that account up for the next issue - and also a neat little story about left handed polar bears!

Enjoy your paddling!  
Dave Winkworth

Sandy Robson



## Overseas Reports

**Jason Beachcroft  
Around Australia**

(www.jasonbeachcroft.com/)

As of 1 June, Jason has left Wilsons Promontory astern and is making good progress along Victoria's 90 Mile Beach towards the NSW border. His crossing of the eastern island-hopping Bass Strait route was an exercise in patience in waiting for suitable winds and seas to achieve the four or five open water crossings from north-east Tasmania to Refuge Cove on Wilsons Promontory.

Jason began his Aussie circumnavigation from Sydney Harbour on 12 January 2013, heading north for the logical paddlers' route. Unlike Freya's short cut across the gulf, Jason followed the coastline of the Gulf of Carpentaria, with its mangroves, drying tidal flats, Tiger sharks and big saltwater crocodiles. At the Zuytdorp Cliffs in WA, he patiently waited six weeks for the prevailing southerly wind to ease before cracking that big crux of the Aussie trip. Now almost 18 months into this paddle, Jason has not used a sail (unlike Stuart Trueman) and he is paddling solo and un-supported.

Jason has about 900 kms to paddle before re-entering Sydney Harbour from the opposite direction, and

*Jason Beachcroft rugged up for late Autumn paddling around the coast of Tasmania.*





Dave Winkworth and I are going to be there with the bubbles (not sure about a pav) to welcome him back after what will be an outstanding paddling achievement.

### Paddling the Phillipines

In an email from Conrad Edwards on 22 May 2014, he noted:

‘Just arrived in Coron, the northern town of Palawan, with the impressive Coron Island as backdrop. Had a spectacular trip up the west coast of Palawan from opposite Puerto Princesa, and rounded Busuanga Island at the top. Now down the east coast to finish at Taytay (where we finished from the south last time). After a fair few towns kayaked into, a first: a guesthouse with kayak pontoon! We are scheduled to return 9 June.

Remember those dangerous flying barracuda we encountered in Thailand? – I had my first direct hit, on my right ribs. Their snout doesn’t puncture the ribs as feared, but is a bit of a wakeup call. Rest of the wildlife fairly benign, but the jungle’s very noisy - sleeping can be difficult in a raucous sauna.’

### Freya Around South America

([freyahoffmeister.com/freyas-blog/](http://freyahoffmeister.com/freyas-blog/))

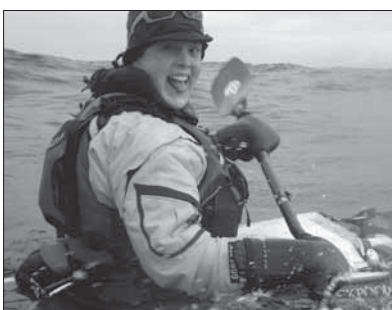
Lovely phone catch up with Freya Hoffmeister on 7 May. She was back in Germany after a torrid stretch of paddling around the northern coast of Brazil. In the steamy equatorial conditions, with a combination of headwinds, a current against her, and working through broad mudbanks and mangroves, Freya lost a total of 11 kg, quite a significant loss considering she was not big to start with. She pulled the pin on day 668 of that stage of her South American circuit.

### Paddling the Aleutian Island Chain Justine Curgenvén & Sarah Outen

([www.cackleTV.com](http://www.cackleTV.com))

([www.sarahouten.com](http://www.sarahouten.com))

British adventurer Sarah Outen has teamed up with CackleTV paddler Justine Curgenvén for a committing expedition eastwards along the Aleutian Island chain. Sarah set off from London in 2011 to loop the planet using her own power, biking, rowing and paddling. On a second attempt to cross the Pacific Ocean in 2013, af-



*Sarah Outen*

ter 150 days of stormy weather and unfavourable currents, she landed on Adak Island. In preparation the Aleutians trip, Justine’s partner gave Sarah a crash course in rolling technique.

The girls set off paddling from Adak on 7 May and have made excellent progress in this chain of volcanic islands, dogged by strong tidal streams and marginal weather. As of 1 June, they are on Chuginadak Island, with a 35 mile crossing to Nikolski on Umnak Island, which marks the last of the long committing crossings.

From False Pass at the western tip of the Alaskan Peninsula, they are aiming to finish this paddle leg at Homer, south of Anchorage.

Justine’s expedition blog is a delight to read, and progress can be followed via the ‘tracker’ on Sarah’s website.



*Sarah and Justine cruising eastwards along the Aleutian Islands*

**Sandy Robson** (see photo on p.17)

([www.sandy-robson.com/](http://www.sandy-robson.com/))

Sandy completed a successful solo kayak circumnavigation of Sri Lanka but is experiencing significant difficulties with the local fisherman on the south-east coast of India:

‘18 May, in India you never know what is gonna happen. The plan was to paddle into a new state, what I got was taken by uncomprehending fishermen back to Pulicat after paddling a long way! Major stressful day, got scared enough to set off PLB at one

point, good side though is a night in a fisherman’s home. Feeling Fried by India today.

19 May, Pulicat to Vadapalem Village India Fishermen 2, Sandy 0.

Long story but second time in 2 days that fishermen have wielded lumps of wood menacingly at me and forced me onto their boat. Today they ran me over, damaged my kayak and physically restrained me to their boat while ripping gear off my kayak. I am taking time out now to repair damaged kayak and dented courage. Day ended hosted at Armogon lighthouse and up the lighthouse trying for phone signal with the police. Tomorrow going back to Chennai for a rethink!’

### Trans-Tasman Attempt

([www.doubleditch.co.nz](http://www.doubleditch.co.nz))

Scott Donaldson, 43, left Coffs Harbour on the central NSW coast on 19 April for a paddling trip that is expected to end in New Plymouth some time near the middle of June. It is his third attempt at this journey after technical issues twice forced him to turn his kayak around when he first attempted to cross the Tasman in 2013.

Why Scott launched in late Autumn puzzles me immensely, especially when we had experienced such a lovely run of late summer fine weather in the South Tasman. He struck some seriously bad weather, and his Spot Messenger track showed him going in circles for a couple of days. A desalinator battery failure caused him to stop off at Lord Howe Island for a week while electrical repairs were completed. He departed the island late morning on 18 May, and has made some eastwards progress since, however his ‘tracking’ link on his website shows a substantial drift northwards over the past 36 hours.

*Scott Donaldson on Lord Howe Is.*



## TRIBUTES

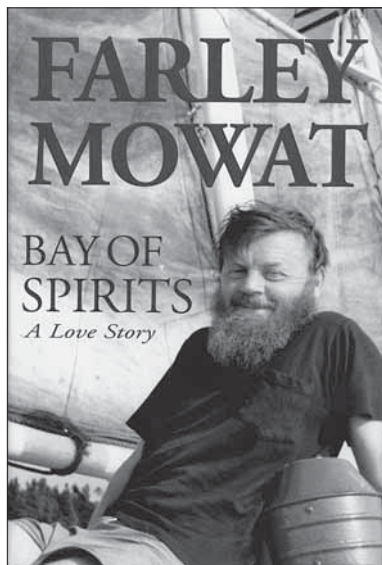
### Farley Mowat

by Paul Caffyn

In early May, Canadian author Farley Mowat died at the ripe old age of 92, only days before his 93<sup>rd</sup> birthday. Although a link to paddling is fairly lean, in Farley's fourth book published in 1957, *The Dog Who Wouldn't Be*, he describes his first paddling experiences after his father bought a 16 foot Canadian canoe, which was equipped for sailing. I so enjoyed the story of Farley and his dog, I ended up with quite a collection of his books, and when visiting the Canadian Canoe Museum at Peterborough in Canada in 2007, that first 16' canoe with sailing rig had just been added to the museum exhibits (see photo bottom right).

Farley wrote on a variety of subjects from his experiences during WWII *And No Birds Sang* (1979) to an interpretation of the Icelandic sagas as to where the Vikings first visited North America, *West Viking* (1965). He edited three books on the exploration of the Arctic (*Ordeal by Ice*, *The Polar Passion and Tundra*) and was convinced that Frederick Cook was first to reach the North Pole.

In a biography *Farley* published in 2002, James King described him as 'Exuberant, mercurial, kindly, melancholic, and generous – one of our most beloved (Canadian) writers.'



### Memories of Farley by Paul Hayward

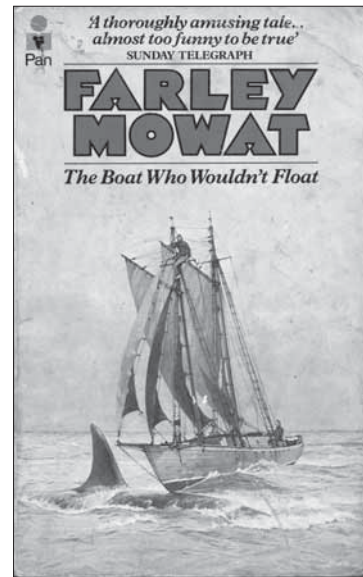
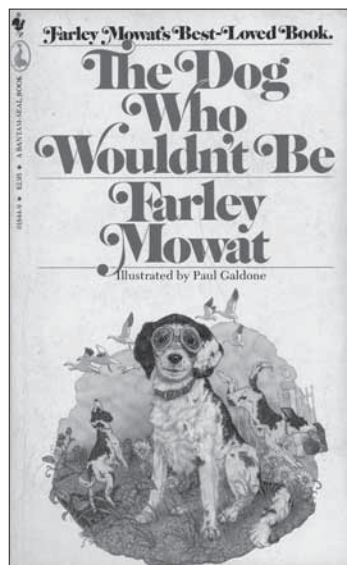
My memories of Farley Mowat, growing up as a 50's kid in Quebec, were all positive. He was funny, he was stropy and he was Canadian, eh?

Canada suffered the same colonial cultural cringe as much of the rest of the commonwealth. But as well as Enid's famous fives and sevens, we had the Hardy Boys and Nancy Drew looming over us from the South. Not many Canadian authors were writing books for boys and girls.

So perhaps it was natural for the school system to embrace Farley's *Lost in the Barrens* (1956) as a cultural anchor. It was a good yarn and introduced us to Canadian Literature and to Canada's version of the Aussie outback – that Barren GFA beyond the Northern horizon.

Later came the iconic *Never Cry Wolf* (1963) – probably the first anti-establishment and pro-conservation book any of us had read. Here was a peer-reviewed author telling us that wolves had had a bad rap – and deserved a reprieve - great stuff for Canadian teens looking for a cause.

Farley worked on being larger-than-life: outspoken, controversial and newsworthy. He liked wearing a kilt and responded to the inevitable question with exhibitionist gusto.



He wrote a couple of great books on Eastern Canada – or 'Maritime' Canada as we landlubbers called it (blithely ignoring our west coast, 5,000 km away). One is still my favourite book about the sea and brave men. *The Grey Seas Under* (1958) is a taut documentary story of a deep-ocean tug salvaging in the foggy, gale-swept and freezing waters of the North Atlantic (1930-48) - a book to make you shiver and sweat at the same time. The second of these great books is all laughs – a lunatic tale of salty dreams turning into nightmares called *The Boat Who Wouldn't Float* (1969).

Farley wrote 50-odd books and won many honours. He has been criticized (justly, I believe) for rarely letting facts get in the way of a good story – but he did deliver good stories.

*The varnished woodwork of the Mowat family canoe, built circa 1932*



## BOOK REVIEW

### **Title:** *The Paddling Chef*

**Subtitle:** *A Cookbook for Canoeists, Kayakers, and Rafters*

**Author:** Dian Weimer

**Published:** July 2012

**Publisher:** Fox Chapel Publishing

**Contents:** 184 pp, b&w photos

**Cover:** softback 2<sup>nd</sup> ed

**Size:** 152 x 228 mm

**ISBN:** 978 1 56523 714 8

**Price:** \$23.17 (Fishpond)

**Review:** Karen Grant

A tad unfortunate but the first recipe I chose to read was 'Ham with Chanterelles in Hunter's Sauce'. Ingredients: tinned cooked ham, oil or butter, chanterelles fresh or dried, or wild mushrooms, and 'Hunter's sauce made at home, dried, reconstituted at camp, see page 155'. Flipping quickly to this page enlightened me on how to make 'Homemade Mustard Sauce' and 'Tzatziki'. Hunters Sauce was on page 153. Not a good start it seemed but a check of other page references within recipes and of the index showed no other errors.

Logically sectioned into the usual categories such as meat, vegetables and fruits, etc., each section is prefaced with helpful advice or anecdotes from the author's experiences. Interspersed amongst the recipes are diagrams and interesting, well-written accounts of some of the Canadian author, Dian Weimer's paddling trips. If you google 'Bowron Lake Provincial Park – by Dian Weimer' you can read her full journal of that trip.

The recipes sound pretty flash but are mostly straightforward ingredients combined with tasty sauces, spices or herbs. There is a balanced selection

of dishes for both carnivores and herbivores. Interestingly there are no recipes for lamb; perhaps too pricey in her locale.

To the right of each recipe is a quick reference showing the preparation time, number of pots required, the difficulty and often the number of serves it will provide. Vegetarian dishes are also indicated.

I found that the meal preparation times could be more helpful. The time required for rehydrating and marinating is not separated from the time for other preparation and cooking; time that other tasks could be done such as setting up camp or preparing other food.

Recipes that state they take 60mins to prepare would likely make me look for something quicker after a day of paddling. This is the case with the Ham and Chanterelle dish but in fact 30mins is to reconstitute the dried Hunter's Sauce and the dried chanterelles. Then it's just a quick sauté of the pre-cooked ham and the mushrooms, and throw the ready-made sauce on top to serve four (though apart from the oil, no quantities are given for the other ingredients).

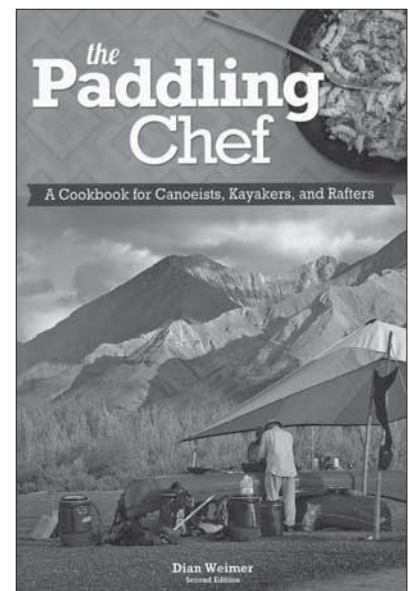
Where quantities are listed they are clear and usually in both spoon or cup measurement and the equivalent in metric weight or volume. Instructions are easy to follow but the font used for the recipes is much too small at around 9 point. The text used for general information and trip reports is far easier to read in a larger font.

I was hoping to find some clever ways to eat well without carrying too much weight. *The Paddling Chef* however is not minimalist cooking. The one pot meal of Ham and Chanterelle is to be served with Garlic mashed potatoes and sautéed

cabbage, requiring another two pots and at least one other burner. However, unless facing a pesky portage, kayakers and rafters do have the luxury to pack far more than a weight-conscious tramper. The recipes are varied and stimulating, and encourage you to plan to eat as well at camp as you could with a full kitchen at home.

Some of the American brands and ingredients (chanterelles and Bisquick for instance), won't be readily available in NZ but with prior research could be substituted. Similarly there is a section on supplementing the camp diet by foraging for species found in Canada and the United States. Plenty of helpful tips are given on how to minimize the risk of attracting unwanted dinner guests, such as bears and wasps, but there's no mention of wekas!

Sporting an attractive cover, it's a shame that the content has been printed on low quality off-white paper. The photos, text and diagrams all suffer from poor contrast. Still, this is a most affordable addition to a cookbook collection, and I also look forward to reading more accounts of Weimer paddling.



## BOOKS

For any queries re sourcing titles or availability, please email me at: [kayakpc@xtra.co.nz](mailto:kayakpc@xtra.co.nz)

### **Paddling Books for Sale**

In a listing of new and secondhand paddling titles, I have over 40 books available. Email for viewing.

### **Past KASK Newsletters Available**

Unfolded hard copies of most newsletters are still available - swap for stamps.

## BOOK REVIEW

### **Title: *Sea Kayaker's More Deep Trouble***

**Subtitle:** *More True Stories and Their Lessons from Sea Kayaker Magazine*

**Author:** Chris Cunningham Editor

**Published:** 2014

**Publisher:** International Marine USA

**Website:** [www.internationalmarine.com](http://www.internationalmarine.com)

**Contents:** 326 pp, maps, few photos

**Cover:** softback

**Size:** 140 x 216 mm

**Price:** NZ\$ 26.99

**ISBN:** 978-0-07-177009-5

**Availability:** TradeMe, Fishpond, Amazon

**Review:** Paul Hayward

Executive summary: Good book – worth your time.

The original *Deep Trouble* (1997) was a compilation of kayaking misadventures ('Bugger!' files) from the pages of *Sea Kayaker* magazine. No other single resource has done more to keep me alive as I have stretched my own kayaking boundaries.

This new volume follows the same format. There are 29 case studies that nail your attention with a life or death scenario and then give a real-world discussion of the good, the bad and the ugly.

As a way to learn the most important safety lesson about kayaking – that we can easily kill ourselves if we don't get the risk-assessment right – it is a brilliantly effective, and enthralling read.

This isn't another simplistic safety article – telling you to buy the latest style of paddle-float, or to keep your first-aid kit up-to-date, or to spend more time working on your roll in the pool. It's a look at the real reasons why a lot of novice, intermediate and expert kayakers got it horribly wrong.

Chris Cunningham (past editor of *Sea Kayaker Magazine*) has applied his very considerable skills to editing this book – with his own insights layered on top of the author of each chapter. The knowledge level is extremely high and the writing is equally a pleasure to read.

Chapter authors are uniformly knowledgeable – and from a wide range of kayaking backgrounds (and countries). Any one would be a valuable resource – so, to have so many is delightful. I could list a few of their names and accomplishments – but trust me, these are not wanna-bes.

Take chapter 11: it tells the tale of the novice course that caused the BCU (British Canoe Union) to rewrite it's basic wet-exit training. A novice died, trapped by a tight spray deck. No relevance to us perhaps? But add the discussion of spray-deck fitment, the rescue process that nearly saved him, and even a sensible four-page programme for training and enhancing your own breath-holding and panic-suppression skills (examples of deep-diver techniques) and this simple disaster becomes the basis for a thought-provoking re-examination of one of kayaking's simplest accomplishments – the wet-exit.

When my partner Natasha read *Deep Trouble*, a decade ago, it scared her out of paddling for a fortnight. I wouldn't have believed that possible. She recovered, but it underscored the power of the presentation. Usually we have to live those scares ourselves to 'get the message' with such force. Learning from the experiences of others can be a lot wiser.

#### Quotes:

Kayaking safely requires looking ahead in both time and space. We're looking for dangers that might lie ahead but, more importantly, also for the points at which we still have an opportunity to avoid them.

Discomfort consumes energy... just as your blood is shunted away from your extremities when your

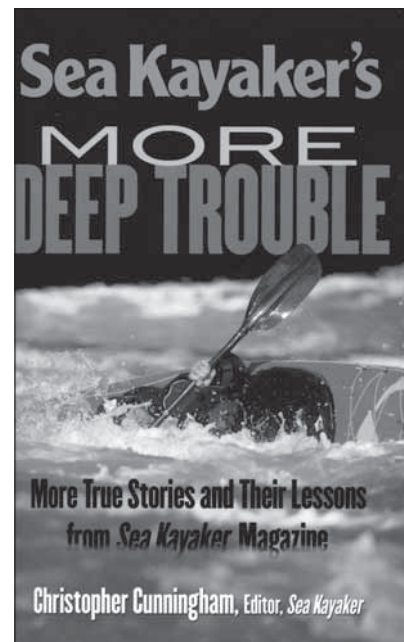
warmth dissipates into cold, the sphere of your awareness shrinks around discomfort.

David had flares, but they were stored in the forward compartment.

As most paddlers' skills and knowledge increase, they typically attempt a corresponding increase in the difficulty of terrain and sea conditions. With this progression comes a need and even a responsibility to continue to educate themselves with more in-depth aspects of safety issues.

Coming out of a lee (an area protected from the wind) can be marked by dramatic increases in wind velocity and wave height.... Being able to predict how landforms will affect waves and wind by looking at a chart is an important skill.

This book is one of those rare 'no-brainer' value propositions. From Amazon (\$12) or Fishpond (\$19) it's worth ten times its price – or how much more if it keeps you alive?



## HUMOUR

### Down On His Luck

A guy down on his luck, unlucky in love, stumbles into the local hotel and is asked by the barmaid, "What will it be?"

"Give us a pie and a pint and a few kind words?"

She serves him the beer and the pie and walks away.

"What about my few kind words?"

The barmaid replied, "I'd give the pie a miss."

### A Lift Required

So I was getting into my car, and this bloke says to me, "Can you give me a lift?"

I said, "Sure, you look great, the world's your oyster, go for it!"

### Bedtime Conversation

Late evening, a husband and wife are sitting quietly in bed reading when the wife looks over at him and asks the question, "What would you do if I died? Would you get married again?"

Husband: "Definitely not!"

Wife: "Why not? Don't you like being married?"

Husband: "Of course I do."

Wife: "Then why wouldn't you re-marry?"

Husband: "Okay, okay, I'd get married again."

Wife: "You would?" (with a hurt look)

Husband: (makes audible groan)

Wife: "Would you live in our house?"

Husband: "Sure, it's a great house."

Wife: "Would you sleep with her in our bed?"

Husband: "Where else would we sleep?"

Wife: "Would you let her drive my car?"

Husband: "Probably, it is almost new."

Wife: "Would you replace my pictures with hers?"

Husband: "That would seem like the proper thing to do."

Wife: "Would you give her my jewellery?"

Husband: "No, I'm sure she'd want her own."

Wife: "Would you take her golfing with you?"

Husband: "Yes, those are always good times."

Wife: "Would she use my clubs?"

Husband: "No, she's left-handed."

Wife: (long silence)

Husband: "Bugger!"

### Royal Airs

As Air Force One arrives at the Heathrow Airport, President Obama strides to a warm and dignified reception from the Queen. They are driven in a 1934 Bentley to the edge of central London, where they change to a magnificent 17th century carriage hitched to six white horses. They continue on towards Buckingham Palace, waving to the thousands of cheering Britons; all is going well. Suddenly, the right rear horse lets out the most horrendous earth-shattering fart ever heard in the British Empire. The smell is so atrocious that both passengers in the carriage must use handkerchiefs over their noses. The fart shakes the coach, but the two dignitaries of State do their best to ignore the incident.

The Queen politely turns to President Obama and says, "Mr President, please accept my deepest regrets. I am sure you understand there are some things that even a Queen cannot control."

Obama, always trying to be 'Presidential' responded, "Your Majesty, do not give the matter another thought. Until you mentioned it, I thought it was one of the horses."

### Letter from an Irish Mum to her son

Dear Son,

Just a few lines to let you know I'm still alive. I'm writing this letter slowly because I know you can't read fast. We are all doing very well. You won't recognize the house when you get home - we have moved. Your dad read in the newspaper that most accidents happen within 20 miles from your home, so we moved. I won't be able to send you the address because the last Irish family that lived here took the house numbers when they moved so that they wouldn't have to change their address.

This place is really nice. It even has a washing machine. I'm not sure it works so well though: last week I put a load in and pulled the chain and

haven't seen them since.

Your father's got a really good job now. He's got five hundred men under him. He's cutting the grass at the cemetery.

Your sister Mary had a baby this morning but I haven't found out if it's a boy or a girl, so I don't know whether you are an auntie or an uncle. Your brother Tom is still in the army. He's only been there a short while and they've already made him a court martial!

Your Uncle Patrick drowned last week in a vat of whisky in the Dublin Brewery. Some of his workmates tried to save him but he fought them off bravely. They cremated him and it took three days to put out the fire. I'm sorry to say that your cousin Seamus was arrested while riding his bicycle last week. They are charging him with dope peddling.

I went to the doctor on Thursday and your father went with me. The doctor put a small tube in my mouth and told me not to talk for ten minutes. Your father offered to buy it from him.

The weather isn't bad here. It only rained twice this week, first for three days and then for four days. Monday was so windy one of the chickens laid the same egg four times.

We had a letter from the undertaker. He said if the last payment on your grandmother's plot wasn't paid in seven days, up she comes.

About that coat you wanted me to send you, your Uncle Stanley said it would be too heavy to send in the mail with the buttons on, so we cut them off and put them in the pockets. John locked his keys in the car yesterday. We were really worried because it took him two hours to get me and your father out.

Three of your friends went off a bridge in a pick-up truck. Ralph was driving. He rolled down the window and swam to safety. Your other two friends were in the back. They drowned because they couldn't get the tailgate down.

There isn't much more news at this time. Nothing much has happened.

Your loving Mum.

P.S. I was going to send you some money but I had already sealed the envelope.

## 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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PO Box 23, Runanga 7841  
West Coast

**Correspondence - Queries**  
**CHANGE OF ADDRESS to:**

**Karen Grant, KASK Administrator**  
PO Box 23, Runanga 7841  
West Coast

or email Karen at:  
admin@kask.org.nz

### 4th Ed. KASK HANDBOOK

#### NOW OUT OF PRINT

A 5th edition of the KASK Handbook is planned. It is a mammoth compilation on all aspects of sea kayaking in New Zealand, by many of the most experienced paddlers in the Universe.

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**KASK Facebook Site:**  
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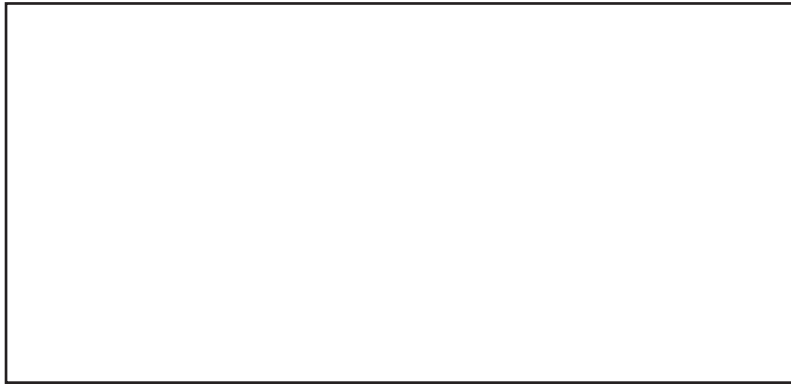


*Diane Morgan demonstrates rolling technique for David Winkworth's session at Anakiwa, which was titled: 'Please stay seated for the entire performance.' Photo: Susan Cade*



*First prize in the 'Open' section of the KASK Forum Foto competition. Susan Cade's photo won the 'Paddlers' Choice' award.*

MAILED TO



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*A panoramic view from the beach at Anakiwa, in Queen Charlotte Sound. Photo: Steve Udy*

### **KASK MEMBERSHIP POLICY**

Current membership fees are:

- \$35 for ordinary membership
- for new members \$35 or \$50 to include a copy of the KASK Handbook
- \$40 for family or joint membership (\$55 to include a Handbook copy)
- \$35 for overseas membership (PDF newsletter only);  
\$50 for new o/s members plus cost of overseas postage for a copy of the KASK Handbook
- the KASK memberships runs 1 August to 31 July the following year
- 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

