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



Those Waikato paddlers have it so good. A glorious day on Lake Whakamaru. Photo: Dennis Hynes



A BASK paddle from Hahei on the Coromandel Coast. 30 October. Photo: Dennis Hynes

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EDITORIAL**2016 KASK Forum**

Don't forget to register for the 2016 Anakiwa KASK Forum, and book ferry travel. Saturday night keynote speaker Larry Gray is not only a skilled expedition paddler, but he makes films for a living and is a talented musician. See registration form on the KASK website, or as a centrefold in the last KASK magazine.

Lynn Paterson Attempts the Big Three Circumnavigation

Known to her close friends as Red, Lynn Paterson has set herself the challenge of paddling around the three islands of New Zealand in 100 days. Launching from Auckland, and heading south down the east coast of the North Island, Lynn is waiting for weather at Castle Point today (1 December) and less than a week's paddling from Wellington. Although Tara Mulvany is the first lass to paddle around the three islands, if Lynn can complete her mission, she will be the first redhead to do so. Her blog provides entertaining reading. Apart from the hard graft of paddling into headwinds and frustrations at bad weather days, she and her support crew are having wonderful time, seeing new scenery each day and meeting wonderful coastal dwellers. See story drawn from her blog on page 14. Follow her blog on: www.redznzjourney.com

CBES Sea Kayak Theory Course

Coastguard Boating Education National Education Coordinator Sue Tucker, was in touch recently re advice on a tutor for a new sea kayak theory course to be run at Rutherford College in Te Atatu, Auckland. Sue is really concerned, like myself, that the basic safe sea kayaking message is not getting through to those folk who have bought a recreational kayak for the first time. Two recent near

misses in Wellington Harbour, with sit-on-top rescues, highlight the need for providing basic paddlecraft safety information to first time buyers. Sue and I agreed that there is far too much emphasis today on providing recreational boating safety information by cyber-media and not enough of visiting paddlecraft retailers and manufacturers, also any outfits that rent or loan kayaks, and providing print resources. I despair when seeing the cheap plastic sit-on-tops on display at our local red shed with bugger all basic safety information/resources included.

Anyway I dobed in president Tim as an ideal tutor, and the three hour courses are about to kick off:

- Tuesday 16 February 6 – 9 pm

- Saturday 9 March 9 – 12 am

With his excellent AV and paddling skills, Tim will make a 'better than average' tutor. If you could recommend this course to first time buyers of paddlecraft or novice paddlers:

Enrol online, see: www.boatingeducation.org.nz

or phone: 0800 40 80 90

Thanks

My thanks to all you paddlers who have provided stories, rude jokes, reviews and photographs over the past 12 months.

It's a real love/hate relationship with putting the magazine together every two months. A pain in the derriere dredging for articles, doing the layout, editing and proofing, but so good to see when the rural postie arrives with the box of 'overs'. The postie always gets the top copy!

Keep safe on the water this festive season, and please don't hesitate to wind up paddlers who you see on the water and who are likely to end up on the KASK paddlecraft incident database. Paul Caffyn

COVER:

Bev Thompson (red helmet) and Aiden Frew (yellow helmet) check out a small waterfall on a side stream (Otunui Stream) just above Ohinepane camp ground on the Whanganui river. One of the many hidden gems along the Whanganui River. Photo: Dennis Hynes.

Bev has written an article on up-skilling paddling technique for sea kayakers in whitewater (see page 9).

Special thanks to Dennis Hynes for his magic colour photos for this magazine, which first appeared in the latest (BASK) Bay Association of Sea Kayakers newsletter (No.42) - nicely assembled by Evan Pugh.

KASK

President's Report by Tim Muhundan

It is almost six months since the 2015 Committee set the strategic goals for the year and we been working through them. Top of our list was to promote safety in sea kayaking. We got right behind the Safe boating week last month with our social media and events with our partners.

Despite our best efforts, the message is not getting through. Last week I had a long chat with Craig Lancelet, the Carterton kayaker who was winched to safety from Wellington Harbour after he fell off his sit-on-top kayak. Craig did not check the forecast, had no communication devices to call for help, and after multiple failed attempts to get back in his kayak, he decided to leave the kayak and swim towards land, whilst hanging on to an ill-fitting lifejacket that was not buoyant enough to keep his head above water.

What could KASK do for paddlers like Craig? After being saved minutes before drowning he was pretty clear about what he needs to do before he goes out on the water again. Just putting on a life jacket alone is not enough – education about risk and mitigations and knowing what to do when things go wrong is just as important.

So KASK has partnered with Coastguard Boating Education to deliver a basic sea kayaking education tar-

geted at the high-risk groups. The first set will be delivered by KASK in Auckland in February 2016. More around the country will be announced soon. They will be promoted through newspaper and radio in coming weeks and paddlers can register for them via the Coastguard Boating Education Web site and KASK Facebook page.

The other challenge we've been working on is retaining membership. Committee member Shawn Walsh has been surveying the members especially the ones who have not renewed membership, about how we can do things differently. We have been also talking to the community about how to stay relevant and how we can add value to local clubs. We are always open to your comments and input; feel free to contact me any time.

There will be some changes coming in the new year – including being able to renew by credit card and more interactions with members and local networks. More on that next time.

Happy paddling over the Christmas break and stay safe on the water.

Tim Muhundan
President, Kiwi Association of Sea Kayakers
Tim@kask.org.nz

SAFETY

Safer Boating Week Wellington Wharf Jump by Sandy Winterton

On 16 October I represented KASK at an event to mark the start of Safer Boating Week. Leaders and members from many organizations interested in promoting water safety participated in a synchronised wharf jump in Wellington.

Maritime NZ, Water Safety NZ, Representatives from Wellington and Porirua Council, both National and Maritime Police, Search and Rescue and other organizations backed the event to raise awareness of water safety. Everyone wore lifejackets/PFDs and one of the main aims was to get boaties in general to wear theirs every time they venture out.

Officially there were 27 participants, but on the day I think more than 40 turned out. Why 27? It was the number of people who drowned last year in boating accidents.

Fergs Kayaks kitted out those who had not brought their own life jackets and we were told to tighten straps up, as jumping a couple of metres into the water can wrench a loose life jacket off – not a good look in an event like this. TV news was there, various radio stations and photographers from several publications and on-line news outlets were present jostling for position to get the best shots.

I spoke with people from all sorts of organizations. One I had not expected was the Civil Aviation Authority. Apparently recovering aircraft wreckage from water is fairly common for them and so water safety is an important part in their work. I was also pleasantly surprised to see someone from the upper ranks of ACC taking part. Good to see they are looking at the preventative side of things. Maritime NZ has a section on their website:

KASK Committee 2014 - 2015

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Representatives of national recreational boating organizations launch into Wellington Harbour to mark Safer Boat Week. Sandy Winterton is in the middle; with red sleeves.

<http://www.maritimenz.govt.nz/Recreational-Boating/Safer-boating/>

The amount of interest shown by the media was heartening. Stuff posted a good article with links to a number of video clips outlining the safety basics and what all boaties should be aware of:

<http://www.stuff.co.nz/national/73092889/safer-boating-week-starts-with-a-splash-for-drowning-victims>

Some regions have 'must wear' rules, and Wellington is one of them,



Sandy is more visible (red arms) and appears to be trying to levitate. Keith Manch, CEO of MNZ closest to the camera.

or so I thought. In the Wellington bylaw, There are six detailed clauses that say 'for craft under 6 m you must wear lifejackets, and for craft over 6m you must carry and have accessible life jackets for everyone on board'. But then it says 'unless'...

The person in charge of a pleasure craft has expressly given permission for life jackets not to be worn and the person in charge of the craft considers that conditions are such that there is no significant increase of the risk to safety to any person through not wearing a life jacket.



Amazing how much splash and aeration of the sea is generated by the wharf jumpers



Sandy left background, red sleeves; inflatable PFDs worn by the two swimmers in the foreground.

Clearly these rules are written for a situation like a family out fishing on a calm day. In a kayak, if someone decides that in their view these criteria are met, they need not wear one. In my view this is a bad thing for several reasons:

- firstly in a kayak, your PFD is where your essential safety kit is. VHF, flares, knife, whistle, etc. I have never seen anyone carrying this equipment if they are not wearing a life jacket.
- secondly, in Wellington in particular, people who typically paddle for fitness usually stay close to the harbour edge where there is no serious danger. However those same people occasionally paddle out to sea or round Somes Island in the middle of the harbour where all sorts of things can arise.
- thirdly, I think it sets a bad example to people who see paddlers going out without a lifejacket. Who, watching, is to know that a kayak is over or under 6 m. We should set a good example to families strolling the shoreline and who see us on the water.

All photos by Mark Coote

NEW ZEALAND TRIP REPORTS

27th Foxton Loop Race by Sandy Winterton

On Saturday 17 October 2015, the annual Foxton Loop race took place. This historic race, run by the Ruahine White Water club, starts from the Manawatu Marine Boating Club on an exposed stretch of the Manawatu estuary. During a race a few years ago, a good strong nor-wester was blowing, which caused havoc at the start with several capsizes from skinny race boats.

This year the wind was even stronger – up to 35 knots at times in my estimation. Max Grant, organizer, safety officer and ‘professor of kayaking,’ wisely moved the start line from the boating club well upstream to a spot sheltered by a bend in the river and a bank of trees down to the water’s edge.

There have been many races where I have laboured to get to the finish line, but this was the first where I struggled to reach the start. The wind and water conditions were wild.

Floods had deposited trees at intervals on the river bed along the lower reaches and these had attracted other debris leaving potentially nasty hazards.

Water coming down river enhanced the steepness of the wind waves blowing upstream. Buffeting gusts came from nowhere. As we rounded the bend, there were some beam on blasters, threatening to tip paddlers over. Controlling the kayak was not particularly easy in these circumstances. All this and the race had not yet started!

There were fewer participants this year, with sea kayaks a rare species. The majority of entries were multisport boats and surf skis with a couple of K1s for variety. Underway at last we fought our way 3 km upstream to the junction with the ca-



Sandy Winterton nearing the race finish line and looking pretty buggered, after such a battle into the last kilometre with gale force headwinds. Photo: Sharlene Winiata

nal section – the loop proper. Here the wise short course entrants turned to head home leaving only the fit or foolhardy to battle another 4.5 km up the loop itself. Due to the tortuous turns of the loop, one minute we were bowling downwind and the next battling slowly into it.

Turning at the township saw a merciful section of downwind before more of the wind tunnel treatment. But the piece de resistance was held for last. The competitors near me thought the finish line would be where we started in the lee of the trees, but no. After a long section of hellish paddling almost into the teeth of it and slightly

sheltered by the bank, we found that the finish was right down at the boat club. After 16 km or so of elemental warfare and we had more than a kilometre to go directly into gale force wind with not a reed to shelter us.

On reaching the finish I was grateful for help to get my kayak out and onto the car. I was so buggered that I don't think I could have managed on my own. Thank you Pete Notman.

So another successful event. Thanks to the Grants and RWWC for organising. Next year will be less like a cruel and unusual punishment.

Rebecca Van der Vegt nearing the finish. Sandy commented it was a mighty achievement for a lightly built lass to paddle a kayak that was heavily affected by the gale force winds. Photo: Shaarlene Winiata



THE 'BUGGER!' FILE

Marlborough Sounds (Unplanned) Overnighter by John Gumbley & Evan Pugh

Four of us planned to kayak from Cable Bay (near Nelson) to D'Urville Island, circuit the island then head east across to Queen Charlotte Sound. Strong persistent westerly winds however resulted in our changing plans to start the trip near Havelock in Pelorus Sound. We paddled to Waiona Bay campsite near Maud Island and decided to wait out due to the wind being too strong to attempt D'Urville. Evan, resting an injury, decided to stay at camp for the day but three of us decided to paddle Tennyson Inlet. We advised Evan that, "We would be back mid afternoon."

The forecast was NW 15 knots in the morning turning to NW 25 knots in the afternoon and NW 30 at night -this is for the Stephens Area.

John reports:

On leaving mid morning it was agreed we would take lunch but there was no other discussion on what gear we each should take. Conditions were good with a (maximum) 10 knot westerly as we crossed Tawhitinui Reach to then follow the coastline on the western side of Tennyson Inlet. We stopped to check out Matai Bay hut (a DoC hut managed by a volunteer group) and decided that was as far south as we should go. We headed to Elaine Bay to then follow the eastern shoreline of the Inlet to finally get back to camp.

Wind conditions were building (SW 10-15 knots) but as we turned the headland into the confines of Elaine Bay a SW 30 knot downdraft was upon us. Forget Elaine, we then tracked along the west coastline towards Camel Point for a lunch break. However after reaching Camel Point and passing a headland we were confronted with SW 30-50 knot winds which extended across the full two kilometre-wide arms of Fitzroy/ Ca-

noe bays. Had we crossed the bay we would have been just two kilometres from camp.

We tried to sneak our way around close to shore but I was spun around in short measure in two attempts. The probability of being swept out into the open water amongst fierce williwaws then becoming separated or worse still tipping out was very, very high. The water was relatively cold.

We hastily retreated to a narrow beach with the idea of observing what was going to happen over the next 30 minutes. But within 10 minutes and with a changing NW wind direction in our faces we determined our options were to either backtrack to the sheltered but small beach where we had lunch, go to Elaine Bay where we could shelter at a holiday home or try to get to the Matai Bay hut.

Returning to Waiona Bay camp was clearly not an option. With a NW 15 knot wind assisting us we quickly determined Matai Bay was do-able. It took us an hour to do the 12 kilometres to the hut with wind gusts exceeding 25 knots as we passed the islands of Tawhitinui and Tarakaipa. We were pleased to have reached the hut before 4 pm. Mid way I attempted to contact Evan on Channel 6 but could only convey to anyone listening our situation and intentions.

At the hut we quickly gathered up firewood, got the stove going and set about working out who had what -we had not done so at the commencement of the day (!). It was not raining, the bay was sheltered from the wind but we had wet paddling clothes and were there for the night.

Kayaker #1 had:

- PLB and VHF radio
- spare paddles on back deck
- paddle leash, cowtail & towline
- comprehensive First Aid kit incl. firelighting gear, survival blanket etc
- kayak repair kit
- survival kit incl. change of clothes

(hat, polyprop leggings and tops),
- snack bars, survival blanket, multi-tools, raincoat and leggings etc
- several days food, cup & spare utensils & two gas cylinders

Note, paddler No. 1 was the least capable of the 3 in that he could not reliably execute a roll

Kayaker #2 had:

- PLB & VHF radio
- paddle leash & towline
- first aid kit incl. survival blanket
- change of paddling clothes
- several days food, plate, cup & utensils
- gas cooker & cylinder, pots

Kayaker #3 had none of the above equipment.

Kayakers 2 and 3 were very capable at rolling, should they capsize, although #2 had a borrowed kayak that was not ideally (snug) fitted for rolling.

The hut had two packets of pasta, soup packets and a tin of baked beans. The tin was transformed into a mug.

The party were all relatively experienced multi-day remote location kayakers and we figured that while Evan would be concerned he did know our capabilities and that two of us had PLBs and VHF radios. At the hut we found a spot to get the marine weather forecast.

The night was quite comfortable as we removed the stiff cold (fire-proof) plastic covers off the thick foam mattresses -removing and refitting the covers is a right bit of exercise. Laying on foam and having the other on top was warm where contact was achieved.

We were up before dawn and in calm sea conditions, were back at camp by 8:30 am. We had figured Evan would be sending out a radio message by mid day alerting coastguard of the situation so an early return was important.

On two other days we also encoun-

tered sudden very strong downdrafts down inlets and bays creating rough confused sea conditions. The whole trip necessitated constant checking of the marine forecast - every day there were gale warnings in place, at some quarter (or two). We needed to be mindful to the possibility of having to both change destination plans and perhaps staying put for a day or so.

I recall Evan, the trip leader, saying that on particular day he would have not set off, 'if he was alone' and that this same principle applied in our group situation. A fair call in the circumstances.

Early in the trip we were joined by three other (experienced) kayakers; one of whom on day one, encountered on arrival at camp: a broken tent zip; a missing back hatch cover (it had also become dis-attached from the cord tied to the kayak); and, his PLB was not working even though its battery had only 'expired' three months earlier.

Evan reports:

Not long after they left I would have had 40 knot winds howling through the camp off the water. The bay was engulfed in white; wind bursts dragged saltwater all through our campsite.

By mid-afternoon the wind was howling off the hills in all directions, it was way stronger than the forecast strengths. The up-to-date forecast was now saying maximum 49 knots at Brothers Islands (Cook Strait) and 42 knots at Stephens (D'Urville Island) during the afternoon.

The wind will funnel faster through the inner sounds with the hills creating higher gusting blasts of wind.

Three o'clock came, then four and by five o'clock I was a bit more than concerned, six o'clock and by seven I decided to have dinner instead of waiting any longer, the winds had died down a lot and I hoped they would soon return. I would also be rather cross if they were at a lodge somewhere watching SKY TV and nibbling on snacks.

By this stage I had tried to call them on

the VHF radio and also called Havelock Coastguard but reception is not good in this area, I could only get the weather forecast.

I had many thoughts of disaster, perhaps one had come to grief and perhaps another assisting in a rescue had gotten into difficulty, many scenarios went through my thoughts, many indeed.

A helicopter flew over and landed at Maud Island, not a rescue chopper just deliveries, thank goodness.

It was dark at 8:15 pm and I went to my tent, I doubted I would see them paddling after dark in this wind.

I slept on and off wondering if they were now huddled together on some beach trying to keep warm, should I try to put out a MayDay.

I knew between them they had a lot of experience and VHF radios and a PLB, I hoped if disaster struck they could call up assistance or activate their PLB but I wasn't sure.

Daylight at 6:00 am, I waited some more and at 8:00 am thought that at 9:30 am I will try to get to a spot with better reception and call Channel 16 to advise of three missing kayakers. After frequently watching for sign of the returning adventurers I eventually saw one then another come around the point out from camp, there was no sign of the third, then he appeared also. I was relieved and very, very keen to hear their story, I said hi - and some other words - and helped them carry their kayaks into camp where my questions were answered.

All was good and an experience for us all. A dedicated time is to be negotiated in future for a Mayday call to be put out.

Lessons learnt:

- check your boat and gear before trip departure.
- is your survival kit really good enough for an emergency or night out?
- is your equipment in good condition - when did you last test it?
- have you maps and compass? How accessible are your spare clothes, spare paddle etc. should you or your companions tip out while kayaking.
- do those that do not have a radio or PLB know how to use them?

If venturing out of sight of camp and your companions, communicate clearly your intentions and equipment taken (including food/clothes/means of communication etc). All members of the party, as a group on departure, must communicate with each other on the *why, how, where, what ifs* of the trip. When will radio schedules be applied and/or when will coastguard be alerted if the occasion demands?

As much as practicably possible stick to the plan. Don't over-reach and always be aware of the marine weather forecast and the changeable environment.

Communicate! If you have misgivings about the conditions or situation ahead or unfolding, whatever they may be, do not hesitate to express these to your companions.

At the Waiona Bay campsite, a meeting of paddling groups - left to right Evan Pugh, John Gumbley, Bill Anderson, Melz Grant, Max Grant, Adrian Clayton and Phil Alley. Photo: John Gumbley



TECHNICAL / SAFETY

Up-skilling Sea Kayaking Paddling Technique in Whitewater

Intro by Paul Caffyn

With several Dennis Hynes pictures of sea kayaks training in whitewater on the Whanganui River, and cover girl Bev Thompson in moving whitewater, I thought it was time to recommend some pre-summer practice in grade 1 or 2 river rapids.

Why play in rivers? Bev Thompson in her report below explains why, but I would like to add my rationale. Sea kayaks are more than twice the length of today's whitewater kayaks, and of course lack the sharp turning ability for breaking in or out of eddies. Although much of New Zealand's coast is free of tidal stream activity, the point bits of coastline and the two straits are subject to strong tidal stream activity. A circumnavigation of D'Urville Island requires careful research on slack water times for the north and south ends, through French Pass and around Cape Stephens. Hells Gate is an appropriate name for the tide races and overfalls immediately east of Cape Stephens.

As a schoolboy and teenager, I was fortunate to get a solid grounding

in paddling canoes and K1 kayaks on the rivers of south-east Queensland. Then in 1975 I bought my first whitewater kayak and received regular whitewater training, from former Gisborne paddler Shaun Leyland, on NZ's West Coast rivers. Then hooking up with Max Reynolds, who also had a solid whitewater paddling background, we applied our river whitewater skills to sea kayaking. Particularly on the Stewart Island circumnavigation we realized that the tide races and overfalls off the south coast were just like enormous whitewater rapids, and it was just like a broken pencil attempting to paddle into a swift tidal stream – pointless!

Running a maelstrom off the island's South Cape, we hit a massive overfall, and while we had a south-westerly tail wind, the tide was streaming to the west, a classic 'weather tide' situation. The only way to make progress was to surf through on the standing waves. Max was powering away in front but I thought my last hours had come, when surfing down the steep waves and yet holding back from looping when the bow dug into the face of the next wave.

During the 1980 Round Britain paddle, tidal streams off the pointy bits

were even stronger than that of New Zealand but I had realized it was silly to try and paddle into a tidal stream, and serious cunning was required. Pentland Firth off the north-east end of Scotland runs at 12 knots during spring tides. Paddling at four knots into the stream, meant a paddler would be scooting backwards at 8 knots. Meticulous research of the relevant volume of the *Pilot* and tide tables allowed maximum time on with sea with a following tidal stream. Confidence with whitewater techniques, like ferry-gliding and working back eddies (see Bev's report below) allowed progress, albeit slow at times, against tidal streams.

Aside from the practical application of whitewater skills to sea kayaking, practice in rivers builds up confidence in being able to read moving water, like the big V showing the deepest water in a rapid, or confidently picking an eddy line, a very sharp boundary between the main river flow and a back eddy behind a rock, ledge or gravel bank. As Bev writes below: 'Capsizing on an eddy line is almost a rite of passage to the fun art of river paddling.'

Playing in Rivers by Bev Thompson

Playing in rivers with Sea kayaks is a great way to improve your skill for turbulent seas, tidal races, overfalls or weirs (like the one connecting lake Rotorua to Ohau Channel). Easy rivers like the top end of the Whanganui with its moving current a few small wave trains and scattered rocks is an ideal playground to practice on.

Easy rivers have the added advantage that you can practice the same skill over and over again in the same small rapid or section of river usually in a fairly controlled and safe environment. Using eddy lines, wave trains or currents to get you where you need to be are simple but relevant skills. The Whanganui is also a good place to learn to edge

The skinny bloke in the stern is the editor, lining up this fibreglass Canadian canoe with the central chute of the Brisbane River Mt. Crosby Weir. Yes, I know we are not wearing PFDs. We could swim like fish and the water was warm.



your kayak, brace, and identify currents. If you need to get back upstream (up-current) to rescue or help a buddy you need to be able to read the flow.

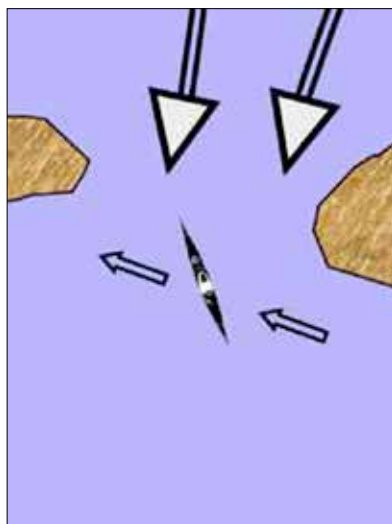
Ferry gliding and eddy turns are important paddling skills to develop. Practicing these skills also helps you to read moving water and prepare for unexpected currents.

The term 'ferry glide' not 'fairy glide' (I can just picture all you blokes out there with your spray SKIRTS, glitter and fairy wands, fairy gliding around) came from the method that ferries use when crossing rivers to save the most fuel.

Ferry gliding is the name applied to the technique of moving a kayak/boat forwards or backwards across the flow of water using the force of the water to push the kayak sideways, if you angle and edge your kayak right you should cross and lose little or no ground and require less energy. Ferry gliding across currents, wave trains and tidal races is a basic, useful but simple skill. For example, many paddlers avoid the Tauranga Harbour entrance during tidal flow, because they lack the ability to cross the current directly and safely.

Eddy turns

Carving in and out of eddies refers to the action of moving from the main



Ferry-gliding - the big arrows show the direction of either the river flow or tidal stream flow.

Angling the kayak to the flow (as shown) allows a transverse crossing of the flow. A vital technique to learn.

current into an eddy, or vice-versa. The ability to enter a river/tidal flow facing up stream, and carve out into the main flow to avoid rocks, over hanging trees or other obstacles is very helpful. The ability to eddy out of the current into an eddy is important for control and stopping out of the flow. Learning to identify an eddy or eddy line can save you from capsizing.

Both of these manoeuvres can be found on 'you tube' or the internet so I won't elaborate. Rivers with

currents are also a great place to practice rafting up and deep water rescues. If you are keen to up-skill there are plenty of safe, moving water sites to practice on in N.Z.

Please note: If you are a fair weather, flat water paddler, that is not into rock gardening, surfing or taking some risks, this is not for you. Capsizing on an eddy line is almost a rite of passage to the fun art of river paddling.

Ferry Gliding

from: Kayarchy.co.uk

(see figure at left)

If you enter a fast stream of water at a fine angle, with your kayak pointing almost directly upstream, the current will not grab the front of your kayak or take you downstream. If your kayak is at an angle of 10 to 30 degrees to the fast stream it will carry you rapidly across to the other side. River ferries use the power of the current in this way, so it's called ferrying or the ferry glide.

As you cross, you probably need to paddle only on the downstream side. Keep an eye on your destination to check that you are not going downstream or upstream. If you are, adjust your angle to allow for the speed of the current and the speed at which you are paddling.

This is an efficient and satisfying way to cross most tidal streams from 5 metres to 500 metres wide.

When doing a ferry glide across a really wide stream, obviously you keep your kayak pointing at a spot up-tide of your target. To see if you are going directly across the stream you can keep comparing the position of two stationary objects.

Working with Eddies

from: Kayarchy.co.nz

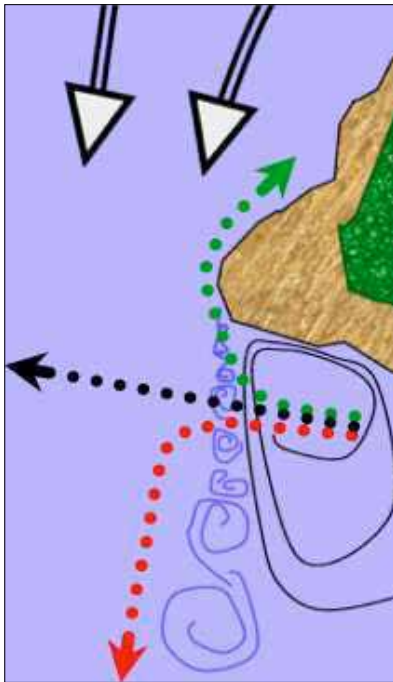
(see figure at top of p.11)

Breaking in or out is an aggressive move that requires practice. It's fun but it's not the only way across an eddyline.

Let's say you are sitting in an eddy, downtime of a headland. The open sea is ahead of you and the headland is on your right. General tidal



It does look out of place, but running a slot like this in a river rapid is superb training for big tide race areas, for example French Pass. Gary Thompson in a superb play spot on the Whanganui River. Photo: Bev Thompson



The diagram above applies equally to a whitewater river eddy, or a tidal stream back eddy.

From: Kayakarchy.com

streams in the area are 1.5 knots flowing north to south, but the headland accelerates it to an impressive 4 knots.

From your point of view, the fast stream is going from top to bottom

The section of the Whanganui River between Cherry Cove in Taumarunui and the Ohinepane Camp site is ideal for practising river skills in a controlled, safe environment. A view downstream to the head of a grade 2 rapid - the paddler in the blue helmet is angling across the head of the rapid; his kayak at an oblique angle to the river flow. Not a bad example of a ferry glide. Photo: Dennis Hynes



of the figure above:

a) The red dotted line shows a kayak breaking in by crossing the eddyline at a coarse angle for the pleasure of being snatched by the fast stream and taken off downstream.

b) The green dotted line is a kayak going upstream round the headland with minimum fuss. Place your kayak so that you are in the calm water of the eddy, near the eddyline and parallel to it, with your kayak pointing upstream. Paddle hard, cross the eddyline diagonally but at a fine angle, still pointing almost directly upstream. Keep paddling hard upstream until you get round the headland. Probably you will hardly notice as you cross the eddyline.

c) The black dotted line is a kayak crossing the fast stream and going straight out to sea. Proceed as in (b) but after you have entered the fast stream, put your boat at a slightly less fine angle, say 20 to 45 degrees. So your kayak is pointing upstream but angled more towards the open sea. The angle depends on the speed of the current. Keep paddling upstream and the power of the fast stream will gently send you sideways.

KIT REVIEW

Hutchwilco Phone Pouch by John Kirk-Anderson

I tested the Maritime NZ phone case yesterday, and I was pleased with the results. My testing regime was pretty simple; I basically keel-hauled the case for 7 kilometres!

I stuffed it full of toilet paper, tied it to a cord, and dragged it along while I went for a paddle. It spent the time bouncing on the surface, banging against the hull, and being poked under water with my paddle.

On return I allowed it to air dry to avoid getting any drops inside while opening it. No water had got past the first seal, let alone the second. The inside was completely dry.

I then put my wife's phone in it (My iPhone 6 Plus in a Lifeproof case won't fit) and tested it for ease of use and audibility. It appeared no different to being out of the case.

The construction seems sound and the seals are positive and easy to use. Like all of these types of bags, how it holds up to repeated use will be interesting.

My only concern was with the retaining cord. It has a fitting over the join that appears to be designed to pull apart in the event of entanglement, but I didn't like that and knotted it instead.

To conclude, it is world's better than the sandwich bags that were first recommended for phone carriage. Well done Maritime NZ.



OVERSEAS TRIP REPORTS

Johnstone Strait (BC) A tale of beauty and concern by Susan Cade

I had been hankering to visit Johnstone Strait at the top of Vancouver Island for a long time and I finally got four days of paddling in August 2015, on a fully catered, guided commercial trip with North Island Kayak Company. The clients were two adventurous retired couples and myself.

My preference is for more wild free-spirited paddling, so on this trip I chilled out, focusing on the wild life and particularly enjoying a couple of early morning solo paddles. Conditions were calm water and the weather fine. We just came in from our trip before a wet weather spell hit the area. Memorable moments included close encounters with Orcas, Humpback whales and Steller sea lions

On a very memorable early morning paddle, I was delighted to meet a 'gang' of 12 Steller sea lions on the side of Blackney passage. It was magic to see them pottering around the shore line; magic to see their puffs of moist warm air as they breathed noisily out, and the occasional louder growl in the early morning light. The sea lions appeared to be just hanging out, in their element, and tolerating me as I followed them around with camera in hand.

There was a scary moment when the sea lions rose out of the water, to get a better look, or appear more powerful, like an assaulting line of soldiers. I think the male, when particularly flashing a large red mouth and teeth, was very intimidating and he made me feel, very vulnerable in my kayak as I headed towards them.

I was well aware that if they chose not to be friendly, even a nudge could be serious and I would be in the water. Writing this, I recognize I didn't think if this occurred, the po-



The colour tracks show each day of the Johnstone Strait paddle

tential consequence of a sea lion attack. But as I was in the grip of the moment they kindly dived under and to the side of me. What a relief!

Shortly after this, a Humpback whale rose very close to me and then, when I thought it would be well away, rose again a very short distance past me and did a tail flick (a very gentle lob tailing) as it headed towards Johnstone Strait. That was my closest encounter with a humpback whale. We often saw them far away, with their spouts of spray.

The other main encounters were with Orcas, which we would see from a distance with their exposed fins, and when lucky when close at hand. We were spoiled by the number of whales we saw.

Steller sea lions look so intimidating and threatening when they close on a pod of paddlers. Photo: Susan Cade



I found videoing was the most effective capturing photos of the wild, fast-moving marine life. But it was a privilege to see the wildlife so close. Even more so, as I appreciated the environmental issues these animals are living in. So I thought I would share some details about them and the difficulties they are facing.

Steller sea lions are also known as the northern sea lion, a near threatened species in the North Pacific. The naturalist George Steller, first described them in 1741. They are the largest of the eared seals. Females growing up to 350 kg with an average of 263 kg, and males up to 1,120 kg with an average of 544 kg. The young pups staying with their mums up until four years old. They eat on average the equivalent

of 6% of their body weight in food each day. Pebbles and stones, up to 12 cms in diameter, are commonly found in their stomachs. Scientists aren't certain whether they are swallowed by accident or if they serve a useful function, such as to help grind up fish, act as ballast when diving or ward off hunger pangs when they are fasting on shore.

Steller sea lions were hunted for meat and other commodities by historic communities where their range intersected with human communities. Aside from food and clothing, their skin was used to cover 'skin-on-frame kayaks (Baidarkas). A subsistence harvest in the order of 300 animals or less, continues to this day in some native communities in Alaska. They have great whiskers. In the 19th century, they were sold for a penny apiece for use as tobacco pipe cleaners. The main reason for killing Steller sea lions today was by fishermen as they have been seen as competitors, and a threat to the fish stock. They have had little commercial value.

There has been an unexpected decline in Steller sea lion numbers over a large portion of their range in Alaska. Possible causes of this include parasites and disease, increased predation by Orcas, nutritional stress caused by natural and or human induced changes in the abundance quality and distribution of prey. The 'junk food hypothesis' representing the shift in the Steller sea lion's diet from fatty herring and capelin to leaner fare such as pollock and flounder, thereby limiting the Steller sea lion's ability to consume and store fat.

Other hypothesis include indirect prey species composition shifts due to change in climate, meteorological changes (frequency of storms) pollution and toxic substances, entanglement in marine debris and incidental and intentional take by man. What is heartening, is that their numbers have increased in Alaska and they have come off the US endangered species list over the past several years, although that is not the case in others places.



Susan Cade in an ever so close encounter of the finned kind; the massive dorsal fin of a Killer whale. Photo: Robert Schrey

Humpback whales as adults are about 15 metres long and weigh about 31,570 kg for mature females, while male humpbacks are a bit smaller. They can live up to 40 - 50 years, they cruise at 4.5 to 14 kms per hour, dive for usually about 15 minutes, but this can be up to 30 minutes. Their singing can be heard up to 20 miles away.

Water spouts can be up to four metres high. The Humpback whales were following the krill, small shrimp-like crustaceans, and various kinds of small fish (ideally the adult eats up to 1,361 kg of food a day). A humpback's mouth has a series of black 270-400 fringed overlapping

plates (about 76 cm long) hanging from each side of the upper jaw (they don't have teeth), they take in large volumes of water and food into the mouth because the pleated grooves in the throat expand.

As the mouth closes, water is expelled through the baleen plates, which trap the food on the inside near the tongue to be swallowed. The plates consist of a fingernail-like material called keratin that frays out into fine hairs on the ends inside the mouth near the tongue. The Humpback whales mainly feed in the summer and live off their fat when they migrate and winter in tropical waters.

The big male Killer Whale closing on Susan's kayak in Johnstone Strait. Wouldn't that get your pulse racing? Photo: Susan Cade



Orca or Killer whales, great hunters, are the largest of the dolphins and one of the world's most powerful predators. They grow up to nine metres, to up to 5,443 kgs. They can live from 50 - 80 years. The northern resident group, which is the significant group here, gather in the Johnstone Strait area to socialize, interact, and visit the rubbing beaches of Robson Bight and feast on the numerous runs of salmon that must pass through Johnstone Strait, on their way to spawning grounds in the south.

Orcas live in small nuclear and extended families that are called pods, clans and communities. The core of this is the Orca mother and her children (the maternal group), even her adult sons, stay together throughout life. If a mother is alive and she has no surviving sons, she too may be found swimming with her daughter and grandchildren. Adult daughters who have their own offspring may separate from their mother to some extent in order to take care of their children's needs, but will usually be found travelling nearby.

There are 34 matrilineal totalling a few more than 200 members in the northern resident community. The whales inhabit an ocean area that has a north-south dimension of about 500 km, taking them from northern Vancouver Island to the south. Their favourite diet is fish, exclusively salmon in the summer, employing teeth that can be 10cm long. The Orcas usually make 3 to 4, 15 second dives, then a dive that lasts 3-4 minutes, repeating this pattern, usually cruising at about 8km an hour.

On a positive note, because of this amazing habitat there is significant research going on in the Johnstone Strait area. The main Orca Lab is located on Hanson Island at Blackney Pass and is perfectly located for reception of radio signals from Johnstone Strait & Blackfish Sound, two of the most important areas used by the whales. There is also a network of remote hydrophone stations that allows the scientists to listen to underwater sounds in an area of about 50 sq km around each station. This covers most of the Orcas core habitat

where they spend most of their time in the summer and fall. The Orcas sounds are so detailed that family groups and individuals can be identified. They also have a video station on a nearby island at Crackcroft point, underwater cameras at fixed locations and another land observation site on Hansen island. As well as operating a research boat.

At night and during the day we could often hear the Orcas vocalizations: clicks, whistles and pulses. Orcas are very social animals. Even if we couldn't see them, their sounds travelled such a long way, we often could hear them.

What I took away from this trip and research is that I want to spend more time in this beautiful area and confirmed my commitment to look after the environment. Affirming also that this is a very special place to visit, with absolutely amazing wild life, that is seriously being affected by the impact of humans contaminating the environment.

NEW ZEALAND TRIP REPORTS

Lynn Paterson's Summer Mission Paddling Around New Zealand

On 27 October Lynn (Red) Paterson launched from Takapuna, Auckland, and commenced paddling down the east coast of the North Island, in a mission to complete a voyage around the three islands of New Zealand in 180 days. Fifty three year old Lynn is aiming to crack 30 kms a day; 20 before lunch then another 20 kms in the afternoon.

On her website Lynn notes: (www.redznzjourney.com)

This is not a race, this is just my journey, I am wanting to share with anyone interested. This is something I have always wanted to do, maybe you could say it is on my bucket list of achievement's, like many it is about my dream seeing

a vision, setting a goal and doing it, you know like wanting to run a marathon, jump from a plane, ocean swim, dive with sharks, climb to the top of a mountain, just something I have always wanted to do.

Lynn's research and planning has been thorough. She was fortunate to have Mike Scanlan and Sue and Levett help her with paddling and rolling skills. Part of Lynn's motivation to take on the epic challenge is to:

Raise awareness of people affected by loved ones who live with depression. Her son's depression, exacerbated by drugs and alcohol, moved her to take this cause on board. She aims to raise money for the Mental Health Foundation along the way. "I want to show,

you have to find inner strength. It all comes from inside. I've had to dig deep."

She has a campervan with good friends providing the support crew role. Lynn's daily blog (<http://www.redznzjourney.com/blog/>) is a pleasurable read, not only for her joy in discovering beautiful new coastal scenery each day, meeting friendly coastal folk, but also dealing with headwinds, surf and reef breaks.

Lynn is using a Garmin GPS for navigation and has VHF radio for comms with her support crew. On the water she is learning daily about the moods of seas and weather, and how to keep clear of reef breaks; on 9 November, when nearing Hicks



Before her paddle around NZ is completed, Lynn Paterson will have spent a power of time looking at maps and charts.

Bay she noted:

The swell at this stage and the wind were in my favour and anyone who paddles knows this makes you feel like you can paddle forever, it is nearly effortless except for making sure I watched for the cray pots and the large rocks with breaking waves. I have discovered that if I keep ocean side of the cray pots then I seem to be fairly safe from a breaking swell. I have been watching the cray boat guys over the past few days and they have the placement and position of the pots just right and this helps me navigate the dangerous rocky sections.

Asked frequently about her food and water intake, she wrote:

The night before we make an extra large dinner so in the morning I have a reheated cooked dinner for my breakfast, with a mug of strong coffee. Then I pack a couple of Red style scroggin mix, my high energy snacks in 'Kai Carrier' reusable ziplock bags. I have them all stashed in my deck bag - sunflower/pumpkin seeds, cacao nib, coconut flakes, honey, tahini, coconut oil and sea salt. No nuts or dried fruit as they do not agree

with me. Later on, I have brownie that we make in the camp kitchens once a week. This has Whittakers dark choc chunks in it and it is even better when the sun warms it up and makes the chocolate soft! Lets see if I am over eating this by the end of the trip.

My fluid on the kayak for a day trip is 2 litres of freshwater, 500mls of coconut water and 1 litre of lemon drink in the deck storage. This seems to do me well for a long hot 6 plus hr paddle. Most days I get off the water by or before 1.30/2pm so time for a lunch with the support team. Tuna, leftovers, hot carbs and greens, it all depends on what we have.

Lynn is paddling one of the new *Star* kayaks, that Mike Scanlan wrote about in the last KASK magazine (p. 5 No. 178). On 11 November (day 16), she had a dowsing in the surf when leaving Waipirio Bay:

Today began with an amazing sunrise. I hit the water at 6:30 am. I watched the surf and swell then off I set thinking all was calm and good and I had plenty of time till the next set. Ha ha. My arms said a big 'No.', they were not so keen to get moving as I was this morning. Five swells/waves, I hit at the wrong time and just made it over each one with lots of water. What a nice way to wake up, refreshing saltwater! Out the back of the waves and in calmer water I was pleased that Nat did not have her camera on the beach, and also really pleased to have the venturi installed in my kayak. With a fast speed sprint for a minute all the water had funneled out the bottom. Yes, my little Red *Star* kayak, you totally rocked this morning.

On 21 November, Lynn reached Napier, and she had spent the time on the water that day summarizing the trip to date:

- It is amazing already the wonderful and generous people that we have met so far
- it is so cool to hear the stories and have knowledge shared from our newfound friends
- as I get further from Auckland,

my heart is made to smile each day by meeting real and genuine people who have a life and who are so happy with it. They are relaxed, they actually care and they have time for us and each other, this is the greatest moment.

- meths threading really, really works and I recommend it for hand blisters (see gruesome blog photo)
- cooked hot food for breakfast rocks my world!

She passed the 1,000 km mark on 26 November, reaching Porongahau Beach. By 30 November Lynn was just north of Castle Point on the Wairarapa Coast. Inside a week, Lynn should reach her first big goal, Wellington. From there, a Cook Strait crossing and she will head down the east coast of the South Island.

Lynn's goal of paddling 30 kms per day could be achieved this summer on the east coasts of the North and South islands, but unfortunately with a very strong El Nino weather pattern settling in, the west coasts of the three islands will be a tough proposition. Plenty of patience will be required between successive cold fronts for seas and winds to settle enough to allow paddling. But I reckon this gutsy lady has the patience and determination to see this trip through.

www.redznzjourney.com



Lynn, a tad weatherbeaten, about to celebrate passing her first 1,000 kms of paddling when she reached Porongahau Beach

Overseas Reports

WEST ISLAND BITS

November 2015

By David Winkworth



Behind Andrew McAuley, on the cockpit's aft deck, is Casper which Andrew designed to rotate forward over his cockpit, clip down over the coaming, and thus provide both shelter for cooking and sleeping, and also buoyancy to right a capsized whilst Andrew was trying to sleep.

Thanks to Mike Scanlan for his interesting article on 'Kayak Design and Safety' in the last issue. Mike raises some very real issues about getting back into your kayak in rough conditions. Worth a re-read for sure.

I do believe that discussion of kayak designs is important for all of us - and I'm not just talking about this hull and that deck and how fast the thing will go etc, etc. No, it's much more than that and we all need to understand how the whole system we're sitting in works to protect us - or works against us!

Let me give you a sad example. Many of you will remember Andrew McAuley who died just off the coast of the South Island in 2007. Andrew was attempting to be the first to paddle solo from Australia to New Zealand. So close!

There's a lot we will never know about Andrew's last days at sea but we do know from some of the recovered recordings just how difficult the living was aboard his kayak. His cockpit was continually wet, cold and extremely cramped. Sure, his kayak needed to be a sleek craft but he had to live in it didn't he! If you're cold, cramped and can't sleep then you're not safe on the ocean because you can't perform when you need to! I have a little talk about the inter-relationship between PERFORMANCE, SAFETY and COMFORT and how it applies to our kayaks and all the gear we use.

We also know that Andrew's 'Casper' pod, while an inspired idea, was flawed in execution because it didn't seal when stored on his rear deck. He was thus unable to roll his kayak and he lost one of the primary self-rescue qualities of a sea kayak.

So, Andrew was cold, uncomfortable, possibly sleep-deprived and he couldn't roll his kayak. I'd say his 'system' worked against him, wouldn't you?

I remember looking at Andrew's trans Tasman boat on my local beach - thinking what a nice piece of work it was - and later looking at pictures of the recovered kayak on a trailer at Te Anau and thinking what an evil thing - hmmm.

But, let me get back to Mike's article: Mike mentions the worth of minimum volume cockpits and if you've ever swamped a conventional single or double sea kayak and had to get it up a steep beach full of water you'll easily understand one of the attributes of this design.

Minimum volume cockpits are not new in sea kayaking. The Alan Hyde (Hi Alan!) designed 'Pod' featured in the Puffin, a roto-molded plastic sea kayak from the 70s.

The kayak was essentially a 'single space' design with the inserted 'pod' dividing the fore and aft sections of the kayak. While the pod didn't seal the fore and aft sections off from one another, it did inhibit the flow of any water between them, thus allowing the kayak to settle level in the case of a major leak.

I once owned one of these - I think it's out of production now, but it was a lot of fun and I felt really safe in it. Easy to roll, minimum volume -

who cared about water in the cockpit - just keep paddling!

Peter Carter, of the Investigator Sea Kayak Club in South Australia has written extensively on experiments in 'podded-style' kayaks around the world. He once produced a glass fibre kayak with a podded cockpit. It was truly a tight minimum-volume cockpit - I could only just squeeze into it. Google Peter's name and you should find some of his papers which are very interesting reading. In one of his articles about flooding minimum volume cockpits versus bulkheaded designs, he says the question should not be 'how do we get all this water out' but rather 'what's all this water doing in here in the first place?' Very neat!

The popular style these days is a 'bulkheaded' kayak, where sections are completely sealed off within the hull. If you get a major leak or broach in a section, no water can get out of that section - but you may find yourself going down like the Titanic!

We used to say that a kayak going down steeply bow or stern first was doing a 'Cleopatra's Needle.' I don't know where that term came from or indeed if it's still in use today but there is no mistaking that a kayak in that situation is a desperate rescue prospect indeed!

Do you reckon you could sink a sea kayak? A group of us over here on the NSW south coast once tried to do just that! We tied a lanyard (just in case - it was deep water!) to a friend's kayak, pulled all the hatches off and did our utmost to fill every nook and cranny with seawater.

Down it went by the stern - but only till about a foot and half of the bow was sticking up vertically above the waves - that was the best we could do! The kayak was totally unsalvageable by a solo paddler - and even a difficult situation for two, but it was nevertheless a fun exercise and we all learned a little bit more about our boats.

So, this summer, get out there and climb all over your kayaks. Discuss

Mike's article - and John Kirk Anderson's piece of a couple of issues ago. Think about being comfortable in your kayak, safe in your kayak and performing whatever you need to do.

Bittangabee Banquet Whale Watching Weekend – October 2015

The idea for this weekend, the second I've run with local paddlers Kerrie Voge and Graeme Thompson, is to get out and paddle with the whales as they migrate south. Bittangabee Bay in Ben Boyd National Park is a gorgeous camp site with flat water access out of the bay onto the ocean. It sits just north of Green Cape on the NSW far south coast. The Green Cape Promontory "catches" whales which are then forced out in a SE direction but not before we get up close...but not too personal!

We again threw this weekend open to all levels of paddlers as we had enough experienced paddlers in the group. 'Not sure if it was the Saturday night banquet or the whales that was the main attraction!

It was great weather, the whales were all around and many of the girls

- who outnumbered the guys this weekend - did personal best paddles. We did 30 kms on the Saturday with the wind changing to be behind us in every direction. Pure ass!

Victorian Sea Kayak Club Paddlefest November 2015

This weekend was held on the Victorian coast at Cape Patterson...between Phillip Island and Wilson's Prom. Saturday was a bit windy and rainy and some of the sea paddling trips were modified but everyone had a good time as usual.

Much like the KASK Forum, there was a mix of paddling and instructional activities. Guest speaker on the Friday night was long time VSKC member Julian Smith talking about Mates4Mates...a helping hand for Aussie armed services personnel in need of some help...and their paddle across Bass Strait.

About 100 people sat down for Saturday night dinner and then listened to keynote guest speaker Rob Mercer talking about paddling and training off the Sydney area. Rob runs a regular Tuesday night paddle out to

sea off Sydney and has done so for a long time. He is a 'full time' paddler, operating 'The Balanced Boater' sea kayak training school out of Sydney.

NSW Goes Even More Nanny State

It appears we're going to get even more restrictive PFD laws here in NSW for Christmas.

Not so long ago, we didn't have to wear a PFD on enclosed waters if we were less than 400 metres from shore. That meant that I could do my training paddles on the local lakes without looking over my shoulder for the Waterways guys. OK.

Then someone decided that paddlers couldn't swim 400 metres so the distance- from-shore PFD exemption was reduced to 100 metres. Well, I could live with that...paddling around the shore lines a bit was OK.

But now it seems even that has gone and it's full time PFD unless you're in a double with someone over 12 years.

Dave Winkworth



'Stealth' wekas in the Marlborough Sounds.

Left: Justine Curgenvin filming one weka while it's mate is about to steal her lunch. Photo: Paul Caffyn

Right: A sneaky raid on Phil Alley's lunch. Photo: John Gumbley.



Marine Fauna

The Red-billed Gull by Kerry-Jayne Wilson

The red-billed gull is one of three gulls that occur in New Zealand. The common black-backed gull is the largest of the trio and with its white body, with wings black from wingtip to wingtip is easily identified. They can be found from seashore to the mountains.

Of the two smaller gulls the red-billed has red beak and legs, and the black-billed gull, you guessed it, has black beak and legs. The bills and legs of immatures of both the small species are variable in colour; in immature red-bills they can be dark brown and in young black-billed gulls reddish in colour. There are other ways of telling them apart. While the red-billed gull is primarily a denizen of the coasts, the black-billed gull is an inland species that is a braided river specialist.

The black-billed gull is endemic to New Zealand, the red-billed gull is also found in New Caledonia, South Africa and Australia, where it is called the silver gull. Our black-backed gull is found in most southern Hemisphere temperate zones, and differs from similarly named gulls in the Northern Hemisphere.

The red-billed gull is a common and familiar bird to all sea kayakers, it can be found around all New Zealand coasts, in cities, on farmland, sometimes by lakes far from the coast, yet DOC lists the species as Nationally Vulnerable, just one step up (or down) from Endangered. How can this be?

In the mid-1960s there were about 40,000 pairs of red-billed gulls spread between 166 known colonies around the main islands alone. They are also found on the Chatham and sub-Antarctic Islands. During the last 20 years numbers overall have declined markedly, especially so at the largest colonies at Kaikoura, Three Kings Islands and Mokohinau islands.

However, in Otago, the number of breeding birds has increased and new colonies established. Is the New Zealand population truly in decline or is the population stable but relocating in response to changes in the marine environment? Why should we be concerned; there are many rarer species that need saving and for many people they are just common old gulls after all.

As we sea kayakers know the marine environment is changing in ways that scientists have yet to understand. For both conservation and economic reasons it is important that we know more about our marine environment and common, conspicuous, easily censused seabirds can help us understand these changes and help direct further more detailed research.

Of special value are those whose populations have been surveyed in the past, whose numbers and distributions are changing and whose movements, foods and foraging ecology are well studied. The red-billed gull ticks all these boxes. Dr Jim Mills studied the breeding, population biology and foods of red-billed gulls for over 20 years, thousands were banded and the movements of these banded birds recorded. Red-billed gulls breed on coastal rocks, islands, rock stacks, sand spits and cliffs between September and January.

Birds New Zealand (also known as the Ornithological Society of New Zealand) is conducting a national survey of red-billed gull colonies over the next two summers, and sea kayakers are in a unique position to help with this survey.

Birds New Zealand asks that anyone locating a breeding colony of these gulls notes the location as accurately as possible (if possible record latitude/longitude or NZTM2000 coordinates, ideally accompanied by a map or Google earth image showing the location of the colony), the date of your observation and if possible the size of the colony. The best measures of colony size are the number of breeding pairs or nests.

Please send your observations to Peter Frost (birds.wanganui@osnz.org.nz) who is coordinating the survey.

For further information on the red-billed gull survey see:

http://www.osnz.org.nz/sites/osnz.org.nz/files/Flyer_red-billed%20gull%20survey.pdf.

For further information on gulls, or for that matter any other New Zealand birds try the excellent New Zealand birds online website, <http://nzbirdsonline.org.nz>.



On the edge of Paul's helipad at the 12 Mile, West Coast, South Island, a mob of red-billed gulls await their morning feed of a slice of bread, or leftovers from the previous evening's meal. Photo: Paul Caffyn

BOOK REVIEW

Title: *Nathan Fa'avae*

Subtitle: *Adventurer At Heart*

Author: Nathan Fa'avae

Published: 2015

Publisher: Potton & Burton, Nelson

Website: www.pottonandburton.co.nz

Contents: 280 pp; 16 page colour photo section

Cover: paperback

Size: 235 x 160 mms

Price: \$39.99

ISBN: 978 1 927213 62 9

Availability: NZ bookshops

Review: Paul Caffyn

When the review copy turned up with the rural postie, I had a quick flick through the pages, a slower look at the colour pics, then put the book aside. After all, it was a book about competitive adventure racing and although I take a passing interest in the races, I have no interest in competing in the outdoors. I feel that any form of competitive sea kayaking not only adds an additional level of danger but also it takes away the sheer pleasure of being out on the water, taking time to enjoy the scenery and savour the sensory escape from all the trappings of everyday life.

One evening I picked up the book for a skim read, but was quickly drawn in to Nathan's life story by the rather absorbing and entertaining writing style. Born in Nelson to a Samoan father and a Kiwi mother in 1972, Nathan had a pretty cruisy childhood but started to go off the rails as a teenager, with shoplifting, smoking, drinking and relocating cars that had keys left in the ignition. Experience at Nelson college's outdoor lodge and later at the Whenua Iti Outdoor Pursuits Centre marked a start to turning his life around, and he found he had better than average endurance for hill running and mountain biking.

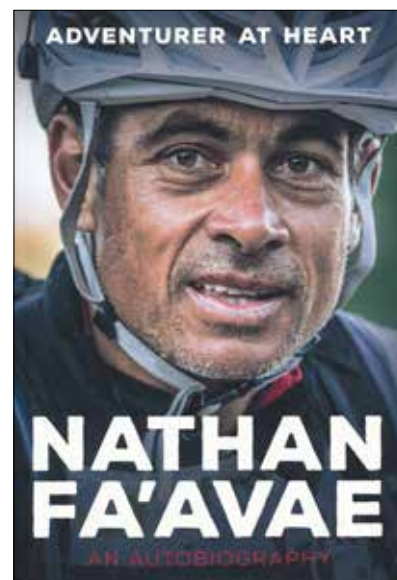
Short of paddling experience and a kayak for his first Coast to Coast multisport race, he and two mates cycled to Grahame Sisson's Nelson factory where Nathan put a lean on

Grahame to borrow a mould so he could make a race kayak. Met with a 'tirade of abuse', Nathan and his mate paid \$10 for day hire kayaks from the Nelson Canoe Club, but with the knowledge of where the locked container keys were stashed, they went paddle training three times a week for three months before being found out. He managed to borrow one of Grahame's kayaks for that first race. Grahame went on to sponsor Nathan with kayaks and even support crewed for him.

In many ways, that marked the start of Nathan's lifelong passion for adventure racing. Jobs at Outward Bound for Nathan and his partner Jodie, allowed a blend of work and racing. By 1999 he was into team multiday races, but problems with a dicky ticker began (atrial fibrillation). Operations and intensive training allowed him to overcome the occasional slowing down issue.

Chapters follow with adventure races in New Zealand and around the world, touching on the highlights and hard times of racing; the training and preparation involved and the vital need for similarly motivated team members. With so much experience behind him, Nathan formed a successful company to run outdoor races, including very popular women only events.

Nathan considered the 'Holy Grail' of New Zealand sea kayaking was Stewart Island. He and paddling mate Tony Bateup began an anti-clockwise circuit in March 2010, a time of generally settled weather. They surfed the entire northern coast in one afternoon, with a tailwind of 20 knots with a following 2 – 3 meter swell and had a smooth run down the west coast to near the Muttonbird Islands, where a storm hit rather earlier than expected. In gale-force winds, they finally reached the shelter of Easy Harbour, which became their home for the following week. When the savage weather abated, once the wind had died, Nathan and Tony 'gunned for South Cape' anticipating that once around the headland, they were pretty much home and hosed. They hadn't antici-



pated that the strong tidal stream and a weather tide created 'the highest, steepest seas' that Nathan had ever paddled in. At times it felt like, 'kayaking down the side of a two-storey building'. This was the first of several attempts to round South Cape, but eventually with no sign of sea conditions easing, they took up an offer of a ride on a crayboat back to Bluff – not before vowing to return some day.

It staggers me how much Nathan has crammed into his 43 years, the adventure racing, the sheer amount of vital training almost every day, raising a family, dealing with the recurring issue of his dicky ticker, mentoring and encouraging younger competitors, raising sponsorship and public speaking. And only two weeks ago, he and his team won the 2015 AR World Championship race in Brazil.

My only gripe with the book is with the publisher. The colour plates lose much of their impact by being surrounded by a sea of white, and not bled out to the page edge.

Ed Hillary reckoned that he had modest ability but better than average motivation. In my view, Nathan has not only better than average motivation but he is also superbly skilled outdoor athlete. And Nathan has a better than average way with stringing words together to form an excellent yarn.

BOOK REVIEW

Title: *the WILD COAST 2*

Subtitle: *A Kayaking and Recreation Guide for the North and Central B.C. Coast*

Author: John Kimantas

Published: 2006

Publisher: Whitecap Books

Website: www.whitecap.ca

Contents: 344 pp, bibliography, index, colour pics and maps throughout

Cover: paperback

Size: 150 x 226 mms

Price: Can\$ 29.95 NZ\$ 42.90

ISBN: 978-1-55285-768-1

NZ Availability: TheNile.co.nz

Review: Paul Caffyn

This paddling guide to the British Columbia coast of Canada, north from the tip of Vancouver Island to the boundary with Alaska is one of the best I have come across. In terms of layout, words, photos, the maps, bibliography and index, it is a standout paddling guide.

Particularly with BC paddling reports by Peter and Margot Syms (No. 178) and Susan Cade's Johnstone Strait encounters with orca in this magazine, it seems timely for a review of John Kimantas's latest guide. He has previously published *The Wild Coast, Volume 1* which covers the north and west of Vancouver Island, and *The Wild Coast Volume 3* for BC's south coast and the east coast of Vancouver Island. The background bit below is the author's profile on the publisher's website:

'When John Kimantas took a job in Nanaimo, BC and first moved west from Ontario, he was struck by Vancouver Island's natural beauty. Since those first few days on the Island, John has become somewhat of an expert on the natural wonders and recreational opportunities Vancouver Island holds.

'John took an immediate interest in the water, and explored the British Columbia coast by kayak. Through these explorations, John began writing the Wild Coast series of guidebooks exploring the British Columbia coast in three installments. John also created the BC Coastal Recreation Kayaking and Small Boats Atlas series to help kayakers and other boaters navigate the BC coast.

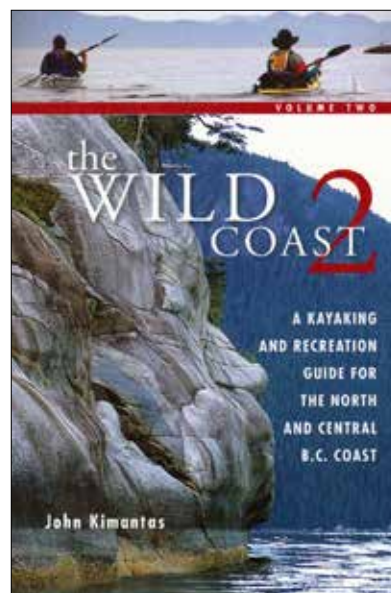
'When John's exploration of the Island took him inland, he was disappointed to see that most road maps did not include many roads or other features that lay mid-island. Despite the enormous amount of information and features documented by various specialty clubs and organizations, John struggled to find a comprehensive guide to help access the world of recreational wonderment that he knew Vancouver Island held. As a result, John began to write and research his book, *The Essential Vancouver Island Outdoor Recreation Guide*.

'John has worked at several daily newspapers across Canada, beginning as a cub reporter in The Pas, Manitoba, in 1986, moving on to become a magazine editor in Ontario and then managing editor at a daily newspaper on Vancouver Island.'

In the foreword, John writes that he spent 92 days in 2005, paddling 3,304 kms in order to:

- provide an overview of the north and central BC coast through photos, maps and descriptions
- demystify some aspects of the coast
- compile a list of camping opportunities

An introduction of 40 pages is concise, but for visiting Kiwi paddlers, it includes sections on 'Managing insects' and 'Managing kayaks on ferries'. The maps symbol definitions are excellent. The guide has the regional sections colour coded on the page margin, for easy reference. The geographic



descriptions are also concise and the words 'profusely illustrated' are apt for this guide with a superb colour photo on most pages, and the maps contain all the info vital for a visiting paddler. A short bibliography or reference texts are included, followed by a listing of websites used to research the guide. A comprehensive index rounds out this excellent book.

The book's size makes it ideal for stowing in a day hatch for paddling or in day pack for on-shore tiki touring. In low light, the map details may need glasses or a magnifying glass to see clearly, but the text is easy to read, even in low light. Topo maps or marine charts (or a GPS with charts) would still be necessary for navigation.

Perhaps the beautiful seascape photos are mostly taken in fine weather, as they highlight what a magic, mysterious coastline lies waiting for visiting paddlers.

HUMOUR

No one Believes Seniors

Everyone thinks they are senile. An elderly couple was celebrating their 60th wedding anniversary. The couple had married as childhood sweethearts and had moved back to their old neighbourhood after they retired. Holding hands, they walked back to their old school. It was not locked, so they entered, and found the old desk they'd shared, where Jerry had carved, 'I love you, Sally'. On their way back home, a bag of money fell out of an armoured car, practically landing at their feet. Sally quickly picked it up and, not sure what to do with it, they took the money home. There, she counted the money - \$50,000!

Jerry said, "We've got to give it back."

Sally said, "Finders keepers!" She put the money back in the bag and hid it in their attic. Next day, two police officers were canvassing the neighbourhood looking for the money, and knocked on their door.

"Pardon me, did either of you find a bag that fell out of an armoured car yesterday?"

Sally said, "No."

Jerry said, "She's lying. She hid it up in the attic."

Sally said, "Don't believe him, he's getting senile."

The agents turned to Jerry and began to question him. One said, "Tell us the story from the beginning."

Jerry said, "Well, when Sally and I were walking home from school yesterday...."

The first police officer turned to his partner and said, "We're outta here!"

Samurai Skill

Once upon a time, the Japanese Emperor advertised for a new Chief Samurai. After a year, only three had applied for the job: a Japanese, a Chinese, and a Jewish samurai. "Demonstrate your skills!" commanded the Emperor.

The Japanese samurai stepped forward, opened a tiny box, and released a fly. He drew his samurai sword and *Swish!* the fly fell to

the floor, neatly divided in two!

"What a feat!" said the Emperor. "Number Two Samurai, show me what you do."

The Chinese samurai smiled confidently, stepped forward and opened a tiny box, releasing a fly. He drew his samurai sword and * Swish! * Swish! * The fly fell to the floor neatly quartered.

"That is skill!" nodded the Emperor. "How are you going to top that, Number three Samurai?"

The Jewish samurai, Obi-wan Cohen, stepped forward, opened a tiny box releasing one fly, drew his samurai sword and *Swoooooosh!* flourished his sword so mightily that a gust of wind blew through the room. But the fly was still buzzing around, but rather anxiously now.

In disgust, the Emperor said, "What kind of skill is that? The fly isn't even dead."

"Dead?" replied the Jewish Samurai. "Dead is easy - but circumcised takes practice."

Little Bruce

Little Bruce and Jenny are only 10 years old, but they know they are in love.

One day they decide that they want to get married, so Bruce goes to Jenny's father to ask him for her hand. Bruce bravely walks up to him and says, "Mr. Smith, me and Jenny are in love and I want to ask you for her hand in marriage."

Thinking that this was just the cutest thing, Mr. Smith replies, "Well Bruce, you are only 10.

Where will you two live?"

Without even taking a moment to think about it, Bruce replies, "In Jenny's room. It's bigger than mine and we can both fit there nicely."

Mr. Smith says with a huge grin, "Okay, then how will you live? You're not old enough to get a job. You'll need to support Jenny."

Again, Bruce instantly replies, "Our allowance. Jenny makes five bucks a week and I make 10 bucks a week. That's about 60 bucks a month, so that should do us just fine."

Mr. Smith is impressed Bruce has put so much thought into this. "Well Bruce, it seems like you have eve-

rything figured out. I just have one more question. What will you do if the two of you should have little children of your own?"

Bruce just shrugs his shoulders and says, "Well, we've been lucky so far."

Mr. Smith no longer thinks the little shit is adorable.

The Irish Fisherman

It was raining hard and a big puddle had formed in front of the Irish pub. An old man stood beside the puddle, holding a stick with a string on the end and jiggled it up and down in the water.

A curious gentleman asked him what he was doing.

"Fishing," replied the old man.

'Poor old fool,' thought the gentleman, so he invited the old man to come inside the pub and have a drink with him. Feeling he should start some form of conversation with the old man while they were sipping their whiskeys, the gentleman enquired, "So how many have you caught so far?"

"You're the eighth," was the reply.

Irish Airline Food

Airborne approximately thirty minutes on an outbound evening Aer Lingus flight from Dublin, the lead flight attendant for the cabin crew in her lovely Irish brogue nervously made the following painful announcement, "Ladies and gentlemen, I'm so very sorry but it appears that there has been a terrible mix-up -- one minute prior to take-off by our airport catering service - I don't know how this has happened but we have 103 passengers on board and, unfortunately, only 40 dinner meals. I truly apologize for this mistake and inconvenience."

When passengers' muttering had died down, she continued, "Anyone who is kind enough to give up their meal so that someone else can eat, will receive free unlimited drinks for the duration of our five hour flight."

Her next announcement came four hours later. "If anyone would like to change their minds, we still have 40 dinners available."

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 to:

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KASK Annual Subscription

\$35 single membership.
\$40 family membership.
\$35 overseas (PDF email newsletter)
A subscription form can be downloaded from the KASK website. Cheques should be made out to: Kiwi Association Sea Kayakers & mailed to:

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

Payment can be made by direct credit (preferred) to:
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**Correspondence - Queries and 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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NZOIA Outdoor Instructors Assn
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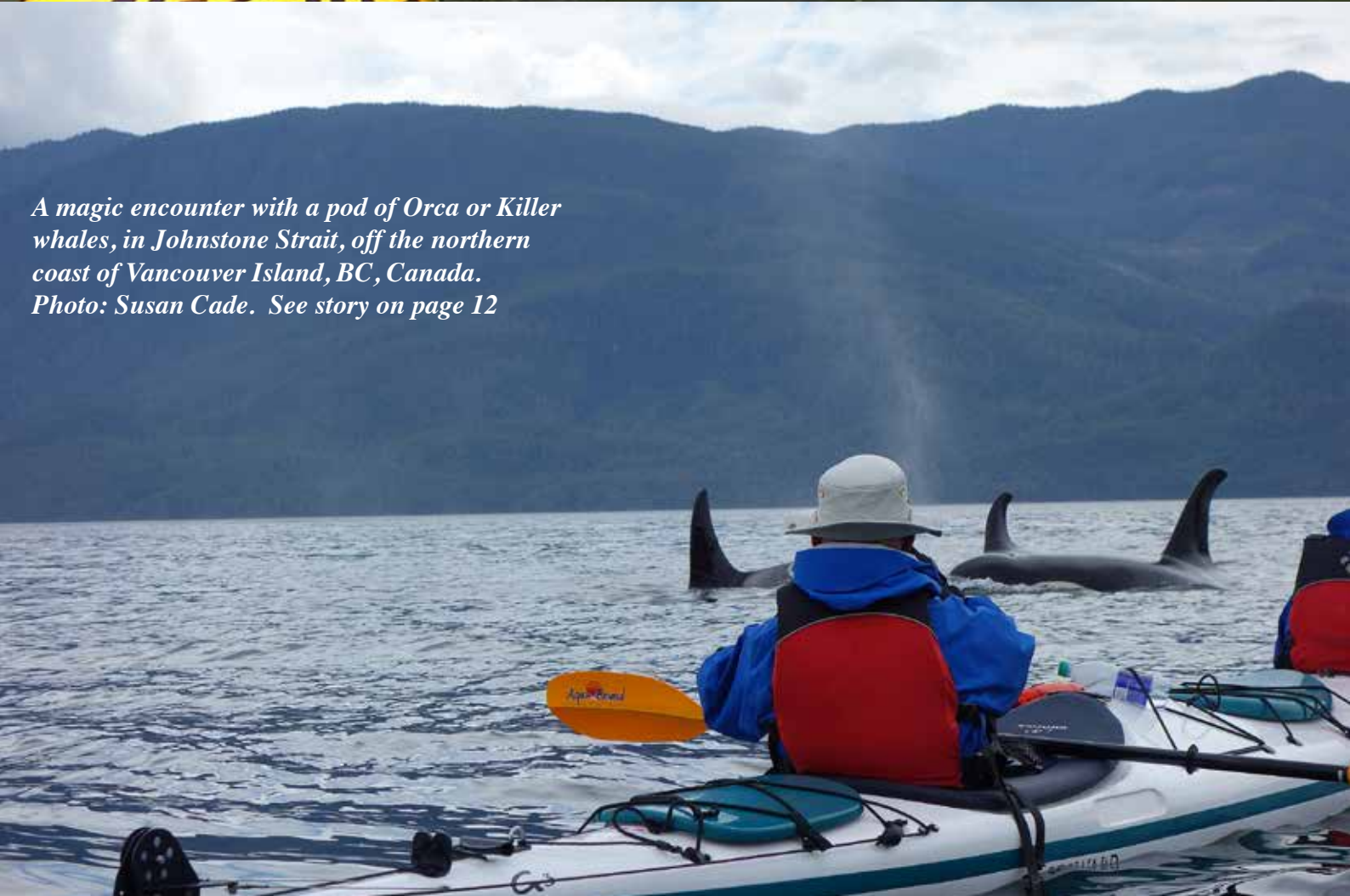
Maritime New Zealand
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**KASK Website
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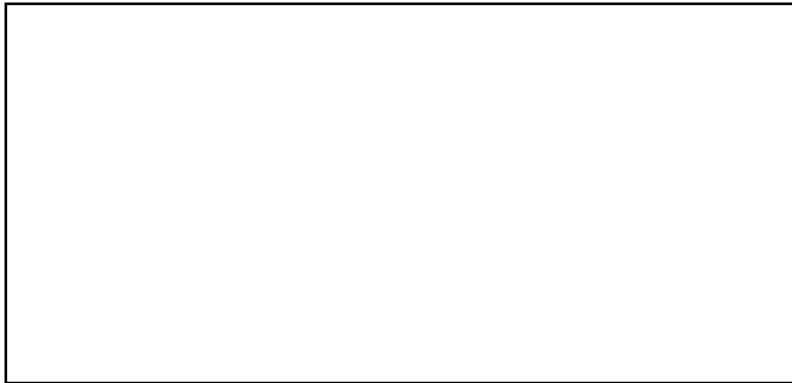
*Building up whitewater skills on the Whanganui River.
See article on page 9. Photo: Dennis Hynes*



*A magic encounter with a pod of Orca or Killer
whales, in Johnstone Strait, off the northern
coast of Vancouver Island, BC, Canada.
Photo: Susan Cade. See story on page 12*



MAILED TO



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Another of Dennis Hynes marvellous photos; this one off the Coromandel Coast on 30 October with a BASK paddle.

KASK MEMBERSHIP POLICY

Current membership fees are:

- \$35 for ordinary membership
- for new members \$35
- \$40 for family or joint membership
- \$35 for overseas membership (PDF newsletter only);
- 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

