

NEW ZEALAND SEA CANOEIST

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

Lynn Paterson showing excellent control in surfing to shore at Kakanui, in north Otago. See story on p. 12. Photo: Nat Frew



Lynn Paterson near the mouth of the Ashburton River mouth, preparing for another long day along the bumper dumper beaches of the Canterbury Bight. Photo: Nat Frew



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Editing and Layout: Paul Caffyn	
My thanks to all the contributors.	
Deadline for material for the next KASK magazine: 25 March	

EDITORIAL**2016 KASK Anakiwa Forum**

As of 25 January, we have sadly decided to cancel the 2016 KASK Anakiwa Forum, which was to be held over the weekend 26 – 28 February.

Response to attend has been very low and very few people had offered to present or instruct, and with set costs for the venue, KASK would have made a significant loss on the weekend.

This is the first time that KASK has had to cancel a forum, and the decision was not made lightly. We need a healthy balance of paddlers and presenters attending to make the weekend worthwhile not only for those attending, but also to prevent KASK incurring a whopping loss financially.

To those who were planning to attend we are sorry. To those who have registered and paid, full refunds will be made.

To those who have organized travel to Picton, Paul Caffyn is suggesting paddlers gather at the Ratimera Bay DoC campsite, in Queen Charlotte Sound for an informal weekend of socializing and paddling.

We do understand that those already registered will be disappointed, but for those who intended to attend but had not registered, we needed a firm number of those attending to advise Outward Bound for catering.

We will learn from this and will come back with an awesome event in North Island for 2017. There will be a survey with the next e-newsletter to get feedback on how we can improve the annual KASK Forum to ensure good numbers of participants in future

Kind regards
KASK forum committee - 2016

Lynn (Red) Paterson

As of this weekend (6 Feb) Lynn has reached Kaka Point in South Otago, and is waiting for headwinds to ease before tackling the beautiful and rugged Catlin's coast around to Bluff. Lynn's daily blogs are a delight to read as she shares the delights of scenery and marine fauna encountered, along with her frustrated 'caged lion' moods while waiting for better weather.

My thanks to Nat Frew for her excellent photos of Lynn, on the cover and pages 2 and 23. I had been leaning on Nat for 'whites of her eyes' landings in surf, which of course poses the problem for the sole support crew person – do I take a photo for Paul or do I catch Lynn's bow in the surf? The not quite so glamorous but still smiling photo of Red, on the base of page 23, tells a story of what happened minutes earlier when Nat went for a surf landing photo. Both Nat and I were in big trouble!

Lyn has notched up 100 days so far with her around New Zealand paddle, but has yet to try her fitness and skills against Stewart Island and Fiordland. The change from fully supported to paddling solo, facing up to prevailing weather and paucity of landings, not to mention the hordes of wretched sandflies, will be a first really big test to see if Lynn has the mettle to tackle the west coasts of the three islands. One vital factor in Lynn's favour however is that the forecast El Nino summer weather pattern has not eventuated so far this summer.

Lynn has stated she is not racing around NZ, no records to break, and if her paddle takes three years, so be it. With her regular blog and some recent big media articles in the newspapers, Lynn is a wonderful ambassador not only for sea kayaking, but also for her descriptions and photos of our wonderful coastline and coastal dwellers.

Lynn's blog:
www.redznzjourney.com/blog

COVER:

Lynn (Red) Paterson arriving in Titahi Bay on 19 December 2015 after passing through Cook Strait and completing a paddle down the east coast of the North Island from Auckland. Photo: Nat Frew.

The Pros and Cons of PLBs

(Personal Locator Beacons)

Paul Hayward has penned an informative article on choices for a PLB when paddling, how to use them, maintenance necessary, the need for registering your beacon, and how to justify purchase of one. When I have a query re emergency marine communication devices, Paul is the expert I email. At the end of his article I have included a few paras from a 4

February MNZ media release on the growth of the numbers of marine distress beacons. It is the final sentence (with *) that Paul has an issue with. As he notes in his article, there is not an issue with purchasing and registering a PLB overseas.

Paul notes in a subsequent email, 'It is sad to see Maritime NZ buying into and promoting the lie about overseas beacons.'

He goes on to suggest:

'a generic treatment of PLBs and EPIRBs (such as in this media release) is a bit lazy. For example, while there are still some old EPIRB designs without integral GPS, there aren't any modern PLBs without GPS.'

To see the full MNZ media release, which is derived from Rescue Coordination Centre New Zealand statistics: <http://www.maritimenz.govt.nz/news/media-releases-2016/20160204a.asp>

KASK Committee 2014 - 2015

- | | | |
|----------------------------------|----------------|-----------------------------------|
| Tim Muhundan | - President | email: tim@paddler.co.nz |
| Ian McKenzie | - Committee | email: mckian@xtra.co.nz |
| Sandy Ferguson | - Webmaster | email: kayakamf@gmail.com |
| Paul Caffyn | - Publications | email: kayakpc@xtra.co.nz |
| Shawn Walsh | - Committee | email: Shawn.Walsh@codeblue.co.nz |
| Robert Brown | - Committee | email: yakityyak1@hotmail.com |
| Lois Cowan | - Committee | email: loisc@paradise.net.nz |
| KASK Administrator (Karen Grant) | | email: admin@kask.co.nz |

KAYAK KALENDAR

Okains Bay 13 - 14 February 2016

For South Island paddlers, the annual Canterbury Sea Kayak Network's Banks Peninsula Okains Bay weekend (training and socializing) is scheduled for the weekend of 13 - 14 February. Please note that this is a self-catering, pay only for your campsite gathering.

For more information, contact either: Sandy Ferguson: kayakamf@gmail.com or John Kirk-Anderson: jka@snap.net.nz

The view from seawards of the superb location of the CSKN training(socializing) weekend at Okains Bay



**Ratimera Bay, Queen Charlotte Sound
Friday 26 - Sunday 28 February 2016**

For those who have organized transport to Picton for what was to be the forum weekend, please join us at the DoC campsite in Ratimera Bay, Queen Charlotte Sound. It is a spacious campsite, with a golden sandy beach, at the very western end of Ruakaka Bay. Approx. three hours paddle from Picton or Waikawa. To join a group paddling out from Picton, for the North Island contact Susan Cade: susan.cade@xtra.co.nz

for the South Island, Paul Caffyn: kayakpc@xtra.co.nz

Susan and Paul discussed a 'dress up' theme for the Saturday night, but given the run of steamy summer temperatures, we are suggesting casual dress but bring an inflatable 'pool' toy along, towed astern of your kayak of course. But, as decency standards have to be met, please no inflatable sheep or sex toys. Max Grant is allowed however to bring his inflatable penguin.



Letters to the Editor

Marlborough Sounds Overnighter from Neil McLennan

I have just finished reading John Gumbley and Evan Pugh's (Unplanned Overnighter) article in the last KASK magazine (No.179). I have been hiring double kayaks from Elaine Bay for approximately 15 years and know the area John and Evan described very well. As a commercial kayak operator I've seen my share of changing weather forecasts, nasty Marlborough Sounds storms, foolish kayak customers and clients with 'unknown skills'.

Many visitors to New Zealand are from continental countries and aren't used to the variability of NZ's island weather. In the Marlborough Sounds the situation is further confused as forecast winds and strengths are affected by the coastal topography – winds usually hit the hilltops and are funnelled down the valleys into bays and inlets. Wind direction can therefore change around every point and peninsula, sometimes turning 180°.

The golden rule is therefore 'know your limits' and get off the water if you are not coping or if you're not happy. You can't drown on land, and it makes no sense to risk your own life (or someone else's life) when all that is required is a little patience (and perhaps an uncomfortable bush camp).

I've found that customers with outdoor camping and tramping experience are usually sensible, and most realize that 'unguided freedom-hire' kayaking in an unfamiliar locality requires a cautious approach. People are good at looking after themselves, groups can create bigger risks, simply because they're only as strong

as their weakest member. 'Macho' inflexible personalities are a worry at times.

Visitors to the Marlborough Sounds therefore need to realize that rapid weather changes are the norm, and winds are the main problem. Patience is an undervalued kayak skill, and the key to survival.

In strong winds you've got to paddle hard to keep control; in a double kayak put the strongest paddler in the front; keep the bow relatively heavy and storage balanced, and know when to head for shore. Single kayaks are inherently less stable than double kayaks and should travel ahead of doubles, so they can be kept an eye on. If you can't keep going forward into strong winds, then turn right around and put the wind behind you (to reclaim steerage and stability through movement). Get to land to reclaim strength or to let bad weather pass. Kayaks are most vulnerable side-on to wind gusts.

Groups need to stay together, to look out for one another, and to know what to do if they become separated. Every group needs a leader, and EPIRB or PLB devices to allow outside help to be called for, in a real emergency. Bad weather and unexpected overnight sheltering hardly qualifies for the 'Bugger! File'.

PS: John and Evan may not know that the Matai hut is currently managed by the Tennyson Inlet Boat Club – for bookings, contact Linda Booth (03) 5765 570. Overnight stays cost \$6 per person.

Hope you have a Merry Xmas and many thanks for the excellent newsletter.
Neil McLennan

Fatality Statistics from Jef Wright

I've been reading a recent NZSC magazine on the KASK website. I noticed the editor (is that you?) posit that paddler fatalities caused by medical events such as heart attacks should not be included in the statistics. I would like to present an opposing view.

I moot that death by heart attack while in a kayak is definitely a kayak related fatality and must be included in statistics if those are to have any validity. It does need to be categorized differently from 'death by over-estimation of abilities', 'death by stupidity' and 'death by lack of foresight' though.

It could for example be that kayaking greatly increases the risk of heart attack (over other pastimes) and without the facts, this would go unnoticed. It may alternatively be that heart attacks will take a proportion of the population whatever they do in their spare time. If they aren't accurately counted and compiled, we'll never know.

If it transpires that medical events (due to pre-existing conditions) cause 10 times the death rate of stupidity that would send the paddling community a message. If the ratio were opposite, the message would be quite different and we would all be treating kayak training with a good deal more urgency.

Cheers,
Jef.

SAFETY

Huge Increase in the Use of Marine Forecast Apps from MNZ

The “MetService Marine” smartphone app is now being used on average 235,513 times a month – this is more than double last year’s rate of 112,852 times a month.

In addition, more than 100,000 boats are using Coastguard Nowcasting via its app, VHF marine radio and text services. The app was launched 18 months ago.

“These results are great news,” Maritime New Zealand Acting Director and Chair of the Safer Boating Forum* Lindsay Sturt, said. “Check the marine weather forecast is a safer boating key message, and it is most encouraging to see such an increase in people doing just that,” Mr Sturt said. “Boaties have to sure it is a marine forecast they are using. Land forecasts are different are will not help you on a boat.”

Land and general forecasts do not take into account wind speed over water (which is double that over land) or the waves or swell. If a land forecast does give wind speed, it is in km/hr and that is an indicator that you are listening to the wrong forecast.

“Bad weather makes the environment on board a boat extremely hazardous. Too many recreational boating fatalities happen because of bad weather. Add to that weather related injuries, boats sinking, damage, and the cost of rescue, and then you see why checking the marine forecast is so important,” Mr Sturt said.

MetService General Manager Corporate Affairs, Jacqui Bridges, said the beauty of MetService Marine is its simplicity. “It is a great way to bring the marine forecast to life in an easy to use way,” Ms Bridges said.

MetService Marine opens with today’s recreational marine forecast for the default location of your choice, and includes forecasts for all New Zealand coastal and recreational marine areas, severe weather, tide, rain radar and other information.

It works hand-in-hand with Maritime NZ’s “Marine Mate” app. MarineMate uses your location and provides bylaws about lifejackets, speed limits, boat ramp locations, towing access lanes, fishing rules and much more.

Coastguard Nowcasting provides up-to-the-minute live wind data, including direction, actual peak and average speeds, forecasts, situations and tide information.

MetService Marine has been downloaded 90,000 times, MarineMate has been downloaded 35,000 times, and the Nowcasting app has been downloaded 8,500 times.

All three apps are available from the App Store and Google Play. MetService Marine and MarineMate are free, and Nowcasting costs \$1.29.

The Safer Boating Forum was established in 2000 to coordinate and implement recreational boating safety initiatives. It is made up of government agencies and local government, water safety and recreational boating organisations, and the marine industry.



The Forum’s work is aimed at reducing boating injuries and fatalities and improving boat safety behaviour. Maritime NZ chairs the Forum and members include Coastguard, Jet Boating NZ, Kiwi Association of Sea Kayakers, local and central government, NZ Fishing News, NZ Jet Sports Boating Association, NZ Marine Industry Association, NZ Underwater Association, Surf Life-saving NZ, Waka Ama NZ, Water Safety NZ, WaterSafe Auckland, White Water NZ, and Yachting NZ.

For more information about recreational boating and weather:

- Recreational boating and weather
<http://www.maritimenz.govt.nz/Recreational-Boating/Marine-weather-forecasts.asp>
- MetService Marine
<http://about.metservice.com/our-company/ways-to-get-the-weather/weather-on-your-/metservice-marine-app/>
- MarineMate
<http://www.maritimenz.govt.nz/Recreational-Boating/mobile-apps.asp>
- Coastguard Nowcasting
<https://www.coastguard.nz/boating-safely/marine-weather>

CONSERVATION

Conservation Kayaking!

By Margot Syms, photo help Steffi Künstle

We were asked to deal with a lone pine tree in Lake Mangarakau reserve (NW Nelson). A 2.5m play-boat kayak would have been ideal for the job. But when the ideal is not available, Kiwis improvise. So we used what was to hand, a 6m double expedition sea kayak



1. The support crew clear a path to the lake through the tea tree



2. And help to drag the kayak through the swampy shore



3. ... and see us on our way. Note latest fashion in conservation kayak clothing – blue overalls and PFD



4. On arrival at the far shore we tie up to the umbrella ferns, to the tweeting of fernbirds.



5. Peter strikes out towards our quarry



6. And delivers a lethal injection



7. Then, during a well earned paddle around the lake, all 900m by 400m of it, we are rewarded by seeing a bittern flying and hearing the calls of bittern and spotless crake.



8. Mission accomplished? Time will tell.

CONSERVATION

Island Tales (Tails)

by Sandy Winterton

I am the volunteer rodent control warden on Tapu te Ranga Island, about 500 m off Island Bay beach, in Wellington. The island is at the heart of the eponymous marine reserve.

The easiest way to access it is by kayak, and I have made many a trip there in my *Albatross* sea kayak or occasionally in a *VOK Explorer* double. The island is home to several bird species including the handsome reef heron and little penguins as well as skinks and geckos. Gannets and the occasional albatross visit, and the Marine Education Centre teaches kids about the sea and its residents.

The reserve has been very successful in allowing the population of marine creatures to grow and it's a popular spot, with a snorkeling trail and the wreck of *HMNZS Wellington* to dive on. The island is uninhabited but it has a fair few visitors, mainly over summer. On a clear day you can see the Kaikoura ranges about 100 kms away.

Celia Wade-Brown, latterly engaged on more pressing concerns, had been baiting the rodent stations for a number of years and had seen rat numbers decline enormously. When she started the baiting programme for Wellington City Council, the

rats were so plentiful and ravenous, that when they'd finished the bait, they turned on the plastic bait boxes which bear their tooth marks to this day.

The Council's Parks team provides *Contrac* rodent bait blocks. They have a central hole which slips over

a metal rod to retain the bait. On my early visits there were no signs of baits being eaten by rodents, but I often found that there were up to 30 snails in a box, and they had clearly developed an appetite for rat poison which did not seem to harm them. Snails eat by rasping their food up with a minutely toothed organ, a





Sandy about to launch from Island Bay for the island (in the background)

bit like a tongue. The baits eaten by snails had a smooth surface, whereas rodents leave nibbling marks.

To deter the snails, the answer was to put the baits in small plastic ziplock bags. This was immediately effective, and although snails are still found in the bait boxes, their numbers decreased greatly. While there was no obvious evidence of rats, the few tiny nibbles into bags and baits could have been caused by mice, or a beetle which is capable of tearing the thin polythene with its spiky legs and which seemed to like the bait as it was often found inside the bags.

Ziplock bags prevent snails eating the baits



Rats! After three years with no sign of rodents, it was a shock in September 2015 to find almost all the bait gone. The poly bags were shredded and about a kilo of bait had been taken. Nine of the 12 bait stations had all of their baits gone. Clearly rats had somehow appeared on the island. Rats can swim a considerable distance, and the island is certainly within their reach. It was puzzling though, that so much bait had gone and it suggested that rats were present in some numbers. They could have reached the island from a boat, or perhaps on driftwood or a raft of vegetation blown from the mainland by a northerly wind.

In winter 2015, we were using camera traps to take infrared photos

A rat by the entrance to a little penguin nesting box



of penguins, which are nocturnal on land. One of the photos taken confirmed our fears. The night photo shows the entry tunnel to a penguin nest box with a rat right in front of it.

We increased the frequency of the baiting and installed 10 *Goodnature* traps on the islands. These CO₂ powered traps reset themselves so each one can kill many pests without the need for human intervention.

In June 2013, a great southerly storm affected much of the island. Whole areas of vegetation died from the huge quantity of salt deposited on it. Foreshore vegetation was covered by new beaches thrown up by the sea. Driftwood and flotsam was deposited well inland on the south coast. Weirdly, small debris was also thrown well inland on the northern shore – a phenomenon I could not really fathom at the time.

In May 2014, I joined a team called Places for Penguins. It is a group run by Forest & Bird which provides nest boxes for penguins and improves likely nesting areas. They carry out beach clean ups, predator control, weeding and planting of plant species that will be good for providing shelter and concealing nest boxes in future. Wellington has a reasonable population of little penguins. This species has variants that until recently were known by separate names such as little blues, white flippered and fairy penguins depending on their locality. Now,

Little penguin nesting box





Little penguins outside their nesting box, captured by the infra-red motion sensor camera

we are told they are all called little penguins.

We were given training and instructed in nestbox monitoring procedures. The main concern is the welfare of the penguins and we go to lengths including wearing rubber gloves which we disinfect between boxes. We note weather, temperatures outside and inside the nestbox and we check the nest status – whether it's active or not, any adults, eggs or chicks that are visible without disturbing the birds.

We are not allowed to touch the penguins and our check is made through a removable section of the nestbox lid that lifts up and allows us to peek in. It's a real thrill to see a little penguin in residence. It could be a pair snuggled up, an incubating adult, a couple of downy chicks or an adult bird that has come ashore to moult.



Dog with its snout inside a little penguin nesting box entry tunnel

There are eight nest boxes on the island. Year one yielded three successfully reared chicks, two that died in the nest and two unhatched eggs. During the nesting season we check every fortnight, and then four-weekly after that. In 2015 we continued the monitoring and had an even more successful season with seven chicks fledged and four infertile eggs. We also found two natural nests that successfully reared chicks.

Last breeding season we carried out monitoring with camera traps. We knew that little penguins are active at night but we expected that on this secluded island to get photos of birds during the day. However, all penguin activity was captured at night using infrared photography. The camera traps proved very successful, each capable of capturing 5,000 photos taken when motion is detected.

The resolution of the infrared pictures is not brilliant but good enough to give an insight into penguin behaviour. We got shots of them coming and going through the igloo like entry tunnel, taking in nesting material, calling and preening. A photo is taken every eight seconds while motion is present, and clicked through rapidly they are like watching a video. One steamy sequence over several hours shows them mating with no holds barred

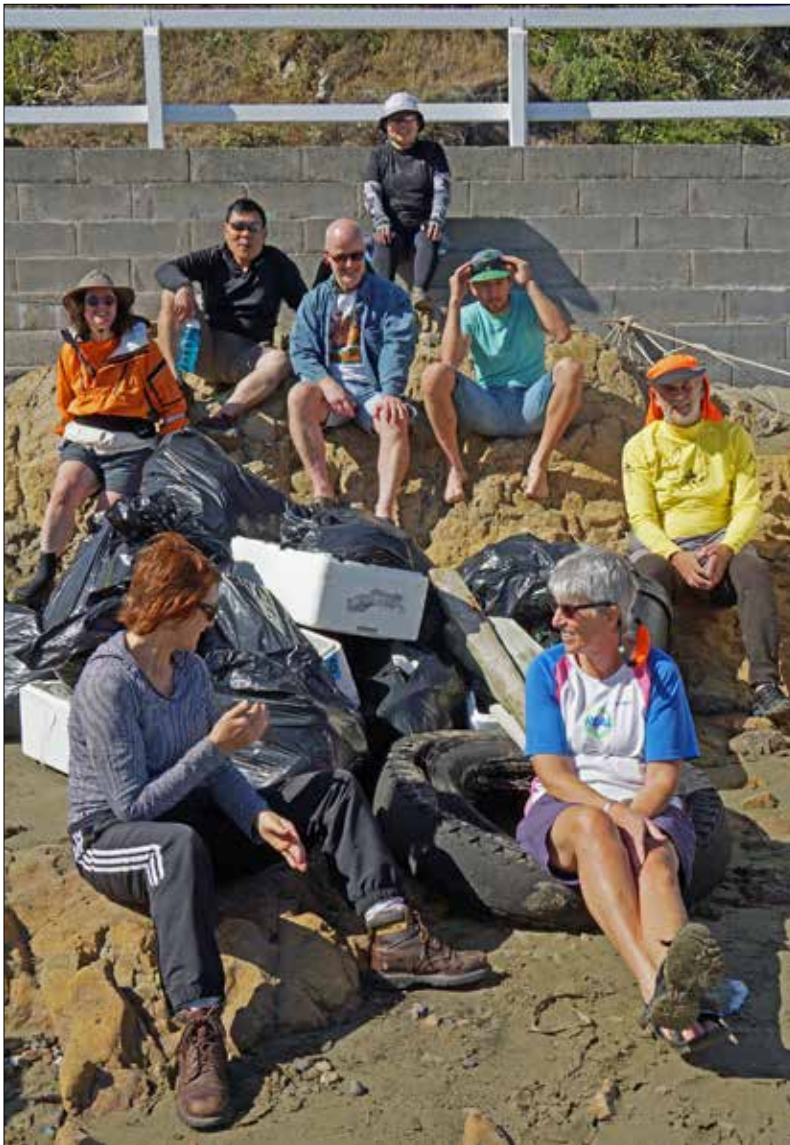
just outside the nestbox. Apart from their insatiability, the amazing thing was that throughout some hours and many bouts of intimacy between a pair, a third penguin is inside the nestbox watching. This led to speculation that we had witnessed teenage sex. They were extremely enthusiastic, not very skilled at it and they did not care who was watching.

According to the books, little penguins normally lay their eggs in August or September but we found one egg apparently washed out of a natural nest by a June storm, and we've had them laid as late as November. The eggs are white, small hens' egg-sized, and slightly more pointed. Chicks start off tiny and covered in grey down and take almost two months to grow to adult size with a full set of waterproof feathers.

When the adults have raised their chicks to a certain stage, they leave. After a while the chicks follow suit and have to fend for themselves from the outset. The adults spend some weeks at sea fattening up before they come ashore to moult. We sometimes find scraggy looking birds in the nestboxes which are an ideal hidey hole to hang out in for the two week moult. During this time they are not waterproof so cannot go to sea. They are very vulnerable at this stage.

We had thought Tapu te Ranga was a penguin paradise free of dogs, but a camera trap snapped a shot of a dog with its snout right inside the entry tunnel to an occupied box. Dog owners – please keep your dogs on leads in penguin nesting areas.

If you find penguin nest boxes, please resist the temptation to open them. As far as penguins are concerned, we are predators and they can get very frightened. Eggs or chicks could be abandoned if the adults feel threatened. It is even more important not to alarm the birds when they are moulting. Unlike other birds, they shed all their feathers at once. During the moult they are not waterproof and if scared enough, they could make a dash for the sea. In this state they will become waterlogged, cold and will almost certainly not survive.



The island clean up team with, sadly, a big haul of rubbish. In front from left, Heather Orde and Jennifer Roberts; middle row Susan Cade (orange top), Gim Tan, Phil Orde, Wayan Rosie and Sandy Winterton (yellow top); Mary Kang at the back.

‘Places for Penguin’ monitors are trained in how to monitor safely without disturbing the penguins.

There are skinks aplenty on the island, but they disappear like slips of quicksilver when approached. The common geckos are a little easier to get close to. There is a great ugly old grandad gecko that has proved too crafty to photograph, but one day I’ll catch him off guard.

Tapu te Ranga is only a few hundred metres south of Island Bay. The prevailing northerlies blow straight down the valley that forms the suburb’s main street and directly onto the island, and it blows rubbish out there. It’s mainly packaging of

various sorts including fish boxes, bottles, wrappers and all manner of others, along with marine debris – bits of net, ropes and so on. Some of the things found are more unusual. A real estate sign, aluminium from a tinnie, truck wheels, and things blown away from beach goers - water toys, balls and so on. We try to have an island clean-up once per



Common gecko

year and time it to fit in with Sea Week in early March. We use a rubber ducky to ferry the day’s haul back to the mainland and the council provides a rubbish collection service from the beach.

I had always been puzzled by the height above the waterline that rubbish is deposited on the northern shore. The island is too close to the mainland for big waves to build up on this side. The secret was eventually revealed. After a few days of gentle southerlies, good sized swells were piling onto the seaward, south-facing, coast. At the flanks of the island, the waves hook around on both sides and keep on a curling path. If the swells are big enough they can join up again, this time heading in the opposite direction entirely.

A channel separates the main island from a little one, and ocean swells or ferry wakes sometimes send waves through this convenient mooring point much higher than conditions would suggest and in the opposite direction to incoming swells. Even when well clear of the water, it is wise to moor the boat with a painter and tie on all equipment left nearby.

Sandy Winterton 24 Jan 2016

Sandy advises that the next island clean up is on Sunday 6 March.

For more information, where to meet, and what to bring:

em: sandy.wint@clear.net.nz

mob: (0274) 169 179.

A stoat caught in a DoC 150 trap.

Photo: Bevan Walker



NEW ZEALAND TRIP REPORTS

Lynn (Red) Paterson's Around New Zealand Journey

Launching from Takapuna, Auckland, on 27 October 2015, Lynn Paterson has set herself quite a challenge in endeavouring to paddle around the North, South and Stewart islands in 180 days.

On 23 January (day 89) she landed at Caroline Bay, Timaru, after having notched up 2,000 kms.

Lynn and her main support person Nat Frew, make up a great team and the daily blog is always entertaining, with a mix of the hard graft of paddling, but also what the two of them get up to when bad weather curtails a day of paddling.

<http://www.rednzjourney.com/blog>

While Lynn was recently holed up at Te Oka Bay, on the south side of Banks Peninsula, waiting for a weather window to tackle the bumper dumper beaches down to Timaru, I asked what her expectations were prior to launching from Auckland, and how they compare, now that she is almost halfway down the east coast of the South Island.

And for the other side of the story, I asked Nat for her views on the vital role of photographer and support crew (see page 13)

See also cover, and pages 2, 23 and 24 for more photos by Nat.



27 January; Lynn and Nat make the most of a bad weather day with a 20 km hike

Paddling Thoughts

by Lynn (Red) Paterson

It was hard to imagine what it was going to be like. Many others felt the urge to describe their thoughts at every opportunity, so I tried to treat it from day one as a training day.

Too big to think about all at once. That was one reason why I left from Takapuna, as that was my training ground. I could just zen out on day one and paddle. I still try to see it like that now. If a paddle day feels enormous, I break it down into 10 km segments at a time. Physically I am pleased with the pressure and intensity that I put into my training, as I wasn't sure at the time if it was enough. Mentally I trained solo, so it is probably harder to share my mental attitude and ups and downs with the support crew and explain my feelings.

It is hard to keep my head down and focused. That is what I am trying to do on my journey and reminding myself why I wanted to do this trip - for me and my dream - and actually making my life time dream real; before the zimmer frame period of my life traps me.

Weather

I always said at the start that if it's rough, I won't go out, but that's easier said than done because of the pressure I put on myself. Sitting and waiting is not easy when you are not a patient person. I just want to keep going because I love it. Sleeping in and reading a book are not my things although the peninsula has reduced me to picking up my knitting needles and painting my nails red!

Bubbles to celebrate 2,000 kms



Scenery

Mind-blowing and better than I could ever have imagined! I do not have the words to make them into a real and true vision. The enormous scale of things and the beauty just cannot be replicated from a camera.

Interaction

Locals have provided some of the best highlights of this journey. I am humbled by their interest, kindness and generosity. I didn't think I would meet as many locals as I have, let alone those who are so genuine, authentic and real. It's truly humbling. This is a part of the journey that was not expected by me at all. It was not even in my radar of thoughts, and you know, this is one of the best parts of each day - the new friends.

Sights and sounds

I don't like the whistling of the wind in my ears when on occasion we have read the weather wrong. The most awesome sounds are of the dolphins as they surface for air, and when they ride my bow wave and when they swim back for me after I stop.

My weather reading skills are learned from my uncle who is a keen yachtsman and ex-airline pilot. He has shared his experience and knowledge and links to reading the weather and we are mostly getting it right. However Mother Nature teaches me lessons along the way, with some of them being stern slaps to the head or a quick wet slap from a wave once in a while.



Lynn launching from Caroline Bay with the Port of Timaru in the right background

Red's New Zealand Paddle The View from Shore by Natalie Frew

Red first asked me if I was mad enough to join her on an adventure April last year. I was in the States, headed for Cuba, and I didn't have to think long to give her my answer. "Yes!" was shortly followed by hundreds of questions and ideas about fund-raising and how she was going about doing everything.

A few months later, in October, I started helping 'full time'. My jobs have ranged from getting things for the campervan to preparing Power-Point presentations - anything that would help get this show on the road.

The 27th of October (departure day) eventually rolled around and I actually started the day at work, but at about 2:00 am I got sent home, so I could have a couple of hours sleep before our 6 am start at the beach.

Little did I know that this would be one of our later starts! Red likes to take her time in the mornings, so 3 or 4:00 am alarms are not unusual. I'd like to think I'm used to early starts and short sleeps from work, but I will admit to missing one or two VHF checks due to a sneaky afternoon (or morning!) nap.

My (paddling) day usually consists of getting up early, packing up sleeping bags and beds, slugging down some water and driving to the launch location. Occasionally we get a campsite next to the beach and these days are a bit easier, but I have seen so many stunning sunrises on this trip I usually don't mind the early starts. I help Red get her kayak off the roof of our campervan, and after she's loaded it we carry it to the beach. Some days I will quiz her on what she is taking, but she has a system and is usually very good at remembering everything. My main concerns are food and communications.

I usually wade in to push her off, the cold mornings are the worst, but stripping off a few layers and getting



Photographer and Red's support crew, Nat Frew

cold for five minutes is easy when I know I can go back inside and get warm. As Red departs I usually try to snap a photo or two, photography is a hobby of mine and we have been to some beautiful places.

After Red's gone I have the day to do as I please! Well, not quite. There is almost always something to get for Cuzzie, (our affectionately named campervan) fuel, food, parts. Then some days I barely have time to drive to the next check point! The evening before we sit with a map and our phones, and plot the points that we will make contact. Some coastlines we know we will have cellphone reception and this makes it easy, we can get in touch anytime. But where reception is limited we rely on our VHF radios. With our tendency to be very close to sea level these only work line of sight, so having a location we are going to get in contact at is more important than the time. However, the time is still useful for both of us, Red so she knows when I will have my radio on from and me so I'm not sitting worried.

Worries. Do I worry about her? Not every day. The first time we missed each other at a radio check I drove up and down the coast for ages trying to spot her. Eventually common sense kicked in and I realized I had missed her, so drove to the next location. We had reception for part of

that day so when I got some I called, she couldn't see me so had just kept on paddling. We have quite a good system now so I just wait, she will turn up eventually. If the weather starts to turn I get worried, but just try and get in contact to see how she is doing. The couple of night paddles we have done, we just stay in closer contact. It's not a race, it's a journey, so we don't take unnecessary risks.

When Red comes off the water I try to catch her boat for her as she lands. Her legs are usually a bit jelly like (some days her mind also) so I try to get a judge on how she is as to whether we sit for a bit or start loading straight away. The colour of the language that flows from her mouth tells me pretty quickly how the day went! I try to listen and ascertain if she's eaten her food and drunk her fluids or if I need to force-feed her back in the campervan. We load her boat back on the roof and set off for a campsite.

Back at the campsite we debrief, fix anything that needs fixing, eat and do the blog. We discuss the plan for the next day, check the weather and discuss locations. We try and get in contact with media and friends, to share what we have been doing. Eventually we get technologied out and it's time for bed.

Rinse repeat. Unless the weather is bad, then I have to become creative with ways to distract her. Red hates not paddling, and beats herself up if we are on dry land too long.



*A scary photo of 'aliens hatching' on the beach at Moeraki. One of the famous boulders that has cracked open. Uncanny timing with screening of the Alien movies this week on TV.
Red on the left, Nat on the right.*

SAFETY

When the Fan turns Brown The Pros and Cons of PLBs By Paul Hayward

Sea kayakers sometimes find themselves in bad places. Times and places where you'd give anything to have a helicopter appear overhead.

Flares only work if someone's looking. Cellphones have spotty coverage. VHF's are wonderful – but may be obscured or just too far from a station or ship.

Then you're down to prayer or a PLB (maybe both).

Emergencies crop up even after meticulous planning. Health events, accidents (on land or water) or weather that turns a forecast into a bad joke – any one could lead you to wish you'd kept that old tent – and put the cash into a PLB (Personal Locator Beacon).

In this review of PLBs, I'll focus on use by kayakers. Of course, if you own one, you'll likely also carry it on the Routeburn Track or the Wanganui River – but those are bonus benefits.

I'll look at what's important in choosing a beacon, where you should buy and register it, and how you must treat it and prepare yourself to use it.

Executive summary: Buy a good quality, dedicated PLB (an *ACR ResQLink*, a *McMurdo Fastfind* or an *Ocean Signals RescueMe*), read the booklet, tie the unit onto your PFD (PLEASE!) and then think about how you'd deploy it. Treat it with TLC and check it.

For those of you with a PLB – let's cut to the moment of truth and consider my distressed Statue of Liberty picture - and think about how long you want to tread water in this position. That's the deployment issue – so give it some thought.

A Real Beacon or a Wannabe

Let's be clear. There are formal beacons (PLBs and EPIRBs) and then there are commercial devices that pretend to have similar capability. PLBs and EPIRBs meet stringent international standards and are part of an inter-governmental SAR (Search And Rescue) system that covers aircraft, large vessels and pleasure craft. After purchase, there is no on-going cost of use – the infrastructure (satellites) is paid for by the world's governments.

Note that EPIRBs came first and are bigger, longer-lasting and are intended for boats bigger than kayaks. PLBs (note the Personal) are made small – to keep, not just with you, but worn on you. You can't wear an EPIRB. The late lamented Andrew McCauley died with a working EPIRB bolted to the bulkhead of his drifted-away kayak.

Commercial beacons (eg., *Spot* and Delorme's *InReach* models) have some great features and may be valuable accessories. I do not think that they are a PLB replacement. They use lesser-coverage satellite systems, tend to be less robust, suffer more from unplanned battery depletion and have an on-going cost of use (monthly service plans). Some of them allow two-way comms and most allow a variety of messages (whereas a PLB just says 'HELP') as well as letting family and friends 'track' you. So consider the pros as well as the cons. If you paddle in a group – or have deep pockets, you may well find room for both types of device.

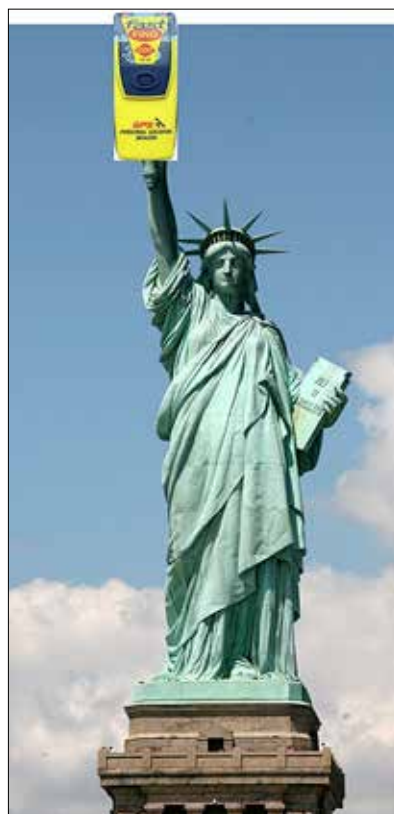
Choosing a PLB

I have no financial interest in any beacon provider or seller – so when I say go with one of three current models, that's based purely on personal experience and wisdom distilled from the recent experience of other paddlers. The three units referenced above (*ACR ResQLink*, *McMurdo Fastfind* and *Ocean Signals RescueMe*) are all good enough to put to sea with.

The *Fastfind* is great (I've had one for five years), the *ResQLink* has, I believe, a slightly better antenna and testing regime, and the *RescueMe* is smaller than either – indeed some find it scarily small for use with cold and numb fat fingers. I'd be happy with any of them – but because my fingers are large, the *ACR* would currently win my choice.

They are all small, tough, well-sealed and made by manufacturers with good reputations to protect. They all have more-than-good performance and battery life and have received good feedback.

Prices for these lie in the 500 to 700 dollar range in NZ. These fluctuate





The three recommended PLB units ACR ResQLink, McMurdo Fastfind and Ocean Signals RescueMe

a bit – with merchants running specials – and so price might become a factor, but you can't go wrong with any of these three.

Using a PLB

OK, so you've bought one, read the booklet and registered it. Now we should pause to consider a future moment when you might be clutching this little box as if it's your ticket to salvation (as it may well be). Let's say it's dark, blowing like stink and you're bobbing about with a dislocated shoulder and with wave crests breaking gently over your head. You may scale this scenario back a bit, if it's making you want to give up kayaking.

So, can you get at your PLB? Can you turn it on and deploy the antenna? If you drop it, can you recapture it? These questions could haunt you.

If you tied it on – as I pleaded that you do – it'll be as afloat as you are. To do so, get a 1.5m length of 2 mm Spectra from a sailing store and tether the PLB to your PFD (love those acronyms). If the PLB has a lanyard hole that's too small to fit the Spectra, make a small but unbreakable loop out of something really tough. I would visit a local fisho or fisherman's supplier and beg or buy half a meter of Kevlar 'leader'. This stuff is built for sharp teeth. Loop this round multiple times, to make a 20 mm ring, tie it off and you've got a really strong point to attach the Spectra. If all of this seems like a lot of trouble, you may feel safe trusting the manufacturer's lanyard. I didn't feel that my Fastfind's lanyard was sufficiently chafe-resistant - and really, really never want this tether to break.

PLBs are waterproof – but they can't communicate if underwater. Ideally, you want a pocket or pouch on your PFD that will hold the PLB well above water (while you're floating) and which will let you stuff the PLB back in (with the antenna deployed) while you wait for rescue. I like a shoulder pouch – see illustrations for ideas. My Statue of Liberty illustration should make you think about how many hours you may need to keep it in the 'come and find me' position.

Few of us go kayaking in Polar regions (above 70°). Elsewhere, in an absolute worst-case situation, you should be noticed and registered as an emergency and 'located' on somebody's SAR map after 40 minutes. After that, the chopper should find you. It'll find you a lot faster if your PLB is still happily transmitting its secondary 'homing' signal that lets boats or planes home in accurately within the last kilometre or so. You are small and the ocean is vast. So plan to keep the PLB high, forever.

Maintaining a PLB

Follow the instructions – typically, keep it as dry as possible, rinse the salt off occasionally, test the battery every few months and replace the battery (or the whole PLB) at the battery's end-of-life (five or more years). Testing the battery extremely frequently has led to at least one premature failure that I know of. Check the integrity of the tether and your knots. Some people dry-bag their PLBs, but I don't know how to do that while maintaining an effective tether - that remains intact during deployment.

Purchasing / Registering a PLB New Zealand vs Foreign

Two issues are significant – price and registration:

Price: Because NZ and Australia have chosen to regulate PLBs differently to the whole of the rest of the world, PLBs have historically cost more here. It used to be much more – more than double. For the extra cost, you get a PLB fitted with a little neoprene bootie – so that it'll float if you drop an untethered unit. Plus, arguably, the costs of a small country's supply chain come into it – but we don't pay twice for our iPhones – because they're the same model sold to the rest of the world.

Registration: For somewhat arcane reasons, PLBs (and EPIRBs) are 'chipped' to a country code. They can be re-programmed, but changing a code costs about the same as the PLB – so nobody does it. You must register a PLB. Let me repeat that – you must register it. It's both a legal requirement and a practical one. Also, you must register it in the country for which it is 'chipped'. So, buy in NZ – register in NZ. Buy in the UK, America, or Australia – register it there. It's not impossible to register a PLB overseas (I did it) – but it may add an additional layer of hassle, that probably isn't warranted in 2016.

There is a long-standing marketing 'lie' in NZ – that having a foreign-registered PLB will cause you to die, because of slower response to your cry for help. Talk to NZ's SAR professionals – and they get quite upset at the suggestion that NZ SAR would fail in its international obligations. Foreign beacons – whether



it's a UK yacht, a US gin-palace, or you in your kayak, get exactly the same high-speed call-out and reaction as you would expect if you took your NZ registered device to France or Canada or Argentina. Our international yachties expect immediate response in overseas waters, so do our visitors here. The 'lie' was an attempt to stop people rushing off to Amazon, when our price was +2x.

In 2010, I bought my PLB for a kayak adventure in Canada and Alaska – just off the edge of the world. Bought from a main-street Vancouver store (12% GST), it cost much less than I would have paid in Auckland. I registered it though the on-line and very flexible Canadian Registry and gave it a Canadian address-of-convenience (friend's house in Victoria BC). Absolutely nothing illegal or 'wrong' in that and I've kept the registry's information up-to-date as we've adventured in NZ (North and South islands), America and Africa.

Lately, the prices in NZ have become more reasonable and our NZ Registry no longer relies on updating by postal instructions. So, today, there's less reason to look elsewhere.

Justifying a PLB

PLBs have saved many lives – the internet is full of happy stories. They've also given many families greater peace of mind. A possible danger of inducing over-confidence



Sea kayakers sometimes find themselves in bad places. Times and places where you'd give anything to have a helicopter appear overhead.

is obvious – but I haven't heard any horror stories. There does not seem to have been anything akin to the surge in crashes on slippery surfaces resulting from overconfidence and faster speeds when 'anti-skid' brakes arrived.

If you keep in mind that you're getting a PLB for circumstances that

you'll really, really dislike - you shouldn't lose your ability to assess dangerous situations.

For the 'black swan' event that exceeds your foresight – a PLB may help get you home alive.

Paul Hayward

4 February Maritime New Zealand media release, titled 10,000 more distress beacons

The number of registered distress beacons in New Zealand increased sharply by 20 per cent in 2015 (up 10,027 from 49,785 in December 2014 to 59,812 in December 2015).

A key part of the system is registering your distress beacon and keeping your details up to date. This is free and simple, and can be done at: www.beacons.org.nz

Registering a beacon provides important information that makes a response faster and more effective.

In 2015, 622 beacons were activated but 112 of those were not registered and another 57 had out-of-date information about the owner. Without contact details and other key information the start of a search can be delayed, sometimes by hours, and the longer the delay the greater the danger.

The key points to remember when you obtain a distress beacon are:

- register your beacon free with RCCNZ
- keep contact details up to date
- understand how to use the beacon before you leave home
- check the battery expiry date
- a distress beacon with inbuilt GPS will provide a more accurate position, faster to RCCNZ
- do not buy a distress beacon from overseas (unless it is New Zealand-coded) as it may result in delays to the rescue*.

OBITUARY

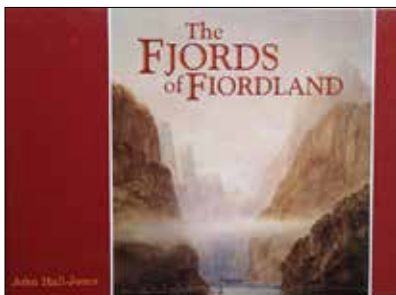
John Hall-Jones

In late November, Southland historian, surgeon, author and kayaker passed away at the age of 88 in Invercargill. I was disappointed not to see an obituary of this wonderful bloke in the *Press*, so have decided to pen my own tribute.

For paddlers planning to visit Fiordland or Stewart Island, John's books are a pre-requisite for honing up on historical spots to visit. I have a modest collection of his books plus hand-written letters from when we compared notes on places that we had both visited.

Early in the summer of 1976, two of us tramped from West Arm of Lake Manapouri over the tops to Long Sound where we linked up with a Southland caving club expedition in Preservation Inlet. Based at Cuttle Cove – the site of an old whaling station – we had a week of tiki-touring to the inlet's historical sites, inter-tribal Maori battles, mining and whaling history, led by John Hall-Jones. Visits to Cavern Head where Tarewai's greenstone mere had been found and Spit Island were highlights. It was so good to learn history actually on site.

This was two years before Max and I paddled around Fiordland, but two of John's early books were on my reading list, *Early Fiordland* (1968) and a 1976 updated, illustrated history *Fiordland Explored*. John went on to author 34 books, but by the age of 70 when his hip was playing up, and his pack heavier than it used to be, he teamed up with paddler Dieter Kraft and spent several summers gathering information and photos for a new book *The Fjords of Fiordland*.



From the rear cover of John's autobiography, this D. Craft photo is titled Author stuck for a word

The mode of transport was a double kayak, flown into various sounds lashed to the struts of a floatplane. The casebound landscape-format book was published in 2002. This has to be my favourite, not only for the photos including a kayak but also for the mix of historical black and white photos alongside colour pics of the same places (see review in the KASK newsletter No. 101 Oct-Nov 2002).

When I visited John in 2006, he gave me an inscribed copy of his latest book, an autobiography titled *A Life of Adventures* - chapters on his growing up in Invercargill, summers at a crib on the shore of Lake Te Anau, boarding school in Christchurch and a medical degree at Otago University. Following specialist ENT training in Britain, John returned to work at Invercargill Hospital; a lovely brief story of a race horse being smuggled into the X ray unit, and then Christchurch Hospital where, on night call for A&E, John was caught biking down the long corridors from his quarters by the night sister.

John's fascination with Fiordland was boosted with invitations to join Canterbury Museum expeditions exploring blank spaces on the map, including a search for kakapo in George Sound. Primitive lashed-together lilo rafts were used for crossing this sound. In later years (the 90s) John, with his wealth of knowledge, was guiding on yacht charters and cruise ship visits.

He got a nickname in 1994 after guiding a navy party to the Golden Site battery in Preservation Inlet, quite a steep climb and long haul, which in John's words on the ship's notice board about the trip stated 'A

Gentle Bush Stroll.' John found the ship's skipper later that evening with his legs immersed in a bucket of hot water. He was later presented with a certificate to 'Dr Indiana Jones...' His nickname from then on was John Indiana Jones.

John's biography revealed so much more than I was aware of; visits to Antarctica, the Sub-Antarctic Islands, the Himalayas, the Rockies and Patagonia.

For kayakers, John's legacy will be the books he penned on areas that are best visited by paddlers; *Early Fiordland* (1968), *Fiordland Explored* (1976), *Fiordland Place-Names* (1979), *Doubtful Harbour* (1984), *Martins Bay* (1987), *Stewart Island Explored* (1994) and in my view his best work, *The Fjords of Fiordland* (2002).

I had a soft spot for John, for he was no crusty historian doing his research from the confines of a library room, but this was a bloke who visited the places he wrote about, and often by kayak. He had a dry sense of humour, and he always responded to my queries promptly with hand-written letters, sometimes hard to read with his doctor's spidery scrawl. John wrote once that he was 'green with envy' after viewing my 12 Mile library, but the feeling was mutual when I first saw his collection.

I always blamed two years of teaching music to high school students for my taking up sea kayaking but now looking back, I feel that John Hall-Jones has a lot to answer for, as he certainly opened my eyes to the early history and stunning scenery of Fiordland.

Early 1976, John found charred pigeon bones in a Maori oven on Spit Island, in Preservation Inlet



DVD REVIEW

This is the Roll 2

by Justine Curgenven

Greenland Rolling with expert instructors Cheri Perry & Turner Wilson

Run time: 205 minutes

Reviewed: by John Kirk-Anderson

Availability: cackletv.com

(see the Australasian purchase option)

I have a confession to make. Prior to watching this DVD I had very little interest in traditional Greenland-style rolling!

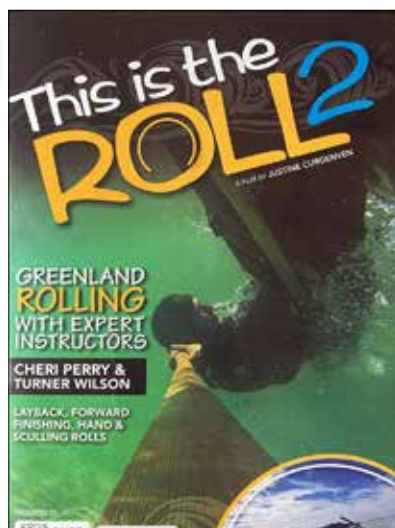
I looked on it as the same way I view vintage cars: I'm rapt that some people are interested enough to restore and maintain them, but give me the advantages of contemporary design and materials.

The instruction I have had in Greenland-style paddling (GP) was interesting, but I always translated it into how it would assist me using Euro paddles and a modern sea kayak.

Despite that, I was very keen to watch this collaboration between award-winning film-maker Justine Curgenven, creator of the *This is the Sea* series, and Cheri Perry and Turner Wilson, a Maine-based couple who are among the best Greenland-style paddling instructors in the world.

All three of them attended the 2006 Coastbusters Symposium in Auckland, and the instruction from Cheri and Turner was simply fantastic! Quite apart from the skill and enthusiasm they displayed, they were really neat people to be around.

I distinctly remember Cheri attempting to get me to relax into yoga poses at the home of hosts Natasha Romoff and Paul Hayward. I'm blaming the fantastic dinner we had just had, but this rigid body wasn't having any of that! Watching Cheri doing yoga on the DVD shows me she hasn't been idle for the last 10 years.



This DVD follows on from *This is the Roll*, reviewed by Dave Winkworth in the *NZ Sea Canoeist* #159. Cheri says, "Think of *This is the Roll* as the tree trunk, and *TITR2* as the branches." I haven't watched *TITR1*, but after seeing this DVD, I will rectify that.

Having had the pleasure of being personally instructed by Cheri and Turner, I was interested in how a video compared.

I have to say, very well!

The rolls are divided into four categories:

- Standard Greenland Roll Family, front to back
- Reverse Sweep Family, back to front
- Storm Roll Family, front to front
- Sculling Roll Family

All the rolls are shown from several angles, including underwater and with kayak-mounted cameras. Graphics add a great deal, highlighting paddle and body movements.

The rolls are also demonstrated on land, something I have never had much luck doing with students. In this case it seemed to work, even if I found myself cocking my head to follow the action on-screen!

Several of the rolls are also demonstrated in a modern sea kayak, and using a Euro paddle. For some rolls this doesn't work, and Turner is quite clear in saying that!

I was impressed by the honesty in saying that some of these rolls require good flexibility and strength. When complex physical moves are explained as "just use technique" I switch off, as it tells me the instructor is out of touch with others' reality. This is certainly not the case here. Some rolls are described as "maddeningly difficult", and that I believe fully.

There is a chapter on Yoga, and I had flashbacks watching Cheri move. There is nothing ethereal about this, it is a solidly physical display, showing tremendous conditioning.

To sum up, I think this is an outstanding instructional tool. For students of Greenland rolling it should become a 'go to'.

Before watching this DVD, I had little interest in learning any Greenland rolls.

I suspect that is going to change. I've tried some of the rolls using my Euro blade, and will have to put pride (and the years of mocking Sandy Ferguson with his 'lolly-pop sticks') behind me when I build my own Greenland Paddle!

I don't know what the digital equivalent of 'well-thumbed' is, but I'm sure this DVD will be frequently viewed.



Justine Curgenven, paddling along the Aleutian Island chain, 2014. The name Cackle TV comes from Justine's unmistakable laugh.

BOOK REVIEW

Title: *Painter, Paddler*

Subtitle: *The Art and Adventures of Stewart Marshall*

Author: Andrew Scott

Published: 2003

Publisher: Touchwood, Canada

Contents: 144pp; colour illustrations throughout, one map

Cover: hardback; dust-jacket

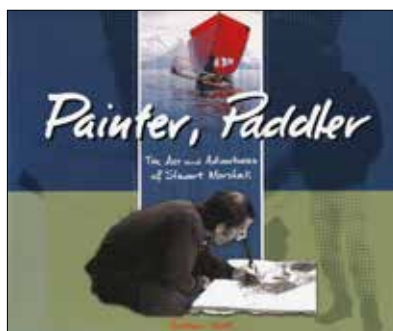
Size: 245 x 265 mms; landscape format

Price: NZ \$55.35

ISBN: 1-894898-07-9

Availability: bookdepository.com

Review: Paul Caffyn



The dust-jacket cover appealed to me for this hardback title, despite the fact the kayak has two sails flying for motive power. As I have moaned before, too many paddling titles of recent years are self-published paddling narratives with bugger all supporting photos, or detailed maps, just words, words and more words. Often they are poorly designed books with superb text like Tara Mulvany's *A Winter's Paddle*, printed on cheap paper, with an abysmal photo layout and the text only left-justified.

So I am fussy - I like a book that has an engrossing text (a good narrative), excellent illustrations (photos, figures, maps) and appeals to the eye i.e., a good design. I particularly like photos that are bled to the page edge, and not buried in a sea of white paper. In recent years I have reviewed two lovely soft cover titles with a mix of artwork, sketches, paintings and text: *Around One More Point* by Mary Gazetas (painting and paddling in British Columbia) and New Zealand's outstanding artist Ginney Deavoll's ...*The Long Way*, a paddle, bike and tramp the length of the South Island's West Coast.

Painter, Paddler is a biography of Canadian artist Stewart Marshall, which meets my criteria noted above. A landscape format hardback, with full page reproductions of paintings, a double column text layout which does not cram words onto the page, a mix of black and white and colour photographs, and sketches on the

page margins or included as watermarks.

In the summer of 1990, author Andrew Scott attended a Vancouver Island beach BBQ and was impressed with not only the mandolin playing ability of Stewart Marshall, but his beautiful BC marine landscapes viewed earlier at a nearby art gallery. Over the next 10 years, the author taped hours of interviews and gained access to the painter/paddler's writings and journals. He felt that the scope of Stewart's travels, 'the breadth of his vision and the quality of his work put him in a category of his own.' Well deserving of a book.

Born 1944 in Montreal, Stewart grew up with two passions, paddling and music. An early canoeing trip in Quebec led to his spending a winter with an old trapper, where he went in as a green city boy and came out being able to live in the bush with just a knife. Art school followed, a boy's trip to South America in a VW, then communal life in Denmark before Stewart returned to BC and built his first 6.5 metre long kayak. In 1977 he joined George Dyson in South-East Alaska during a try-out of George's fleet of six baidarkas. Stewart's hand-built kayaks are long by our standards, his third kayak was seven metres long and almost a metre wide; big enough inside to both sleep and house full sheets of water-colour paper.

Initial chapters move chronologically, accompanied by relevant pages of Stewart's evocative landscapes. In a break from kayaking, he sailed across the Pacific, eventually making an interesting landfall near Whangarei's town basin. His dramas included twice running aground,

sails blowing out, a halyard wrapped around the prop, stripping off his clothes to fix that, and a customs official trying to catch up with him - a lovely vignette, well described.

Sailing was not always smooth for the sail-powered, heavy kayak and the chapter *Dangers and Afflictions* recounts some close calls at sea, including a torrid crossing out to Haida Gwaii, well almost, then blown back towards the mainland, but finally reaching the offshore islands. Off the appropriately named Dead Man's Point, when nearing Bella Coola Harbour, he capsized at speed when a wind gust hit, the kayak sank, and he was close to drowning while trying to take off his waterlogged sweatshirts. By a fluke of luck, a fishing boat saw his plight and rescued Stewart and took his submerged kayak in tow.

Encounters with the Wild has a mix of really scary encounters (brown and black bears, and a cougar) and exhilarating close meetings with big and small cetaceans.

As to the paintings, Stewart's landscapes capture the moods of the sea and weather so vividly - almost like being there but without salt spray in the air. Some of the paintings lack the detail I like, a broad brush stroke style, but there are plenty I would love to have on my wall, especially one titled *November Passage* - a moonlit scene with large cresting waves and Stewart flying down the face of a wave with all sails set.

At the time of printing, Stewart was living on an island off the NE coast of Vancouver Island, with his partner and daughter in an old homestead close to his art studio, which is cantilevered on piles over the sea.

Author Andrew Scott has made a marvellous job stringing together this engrossing biography, and Touchwood have turned the words, paintings and photos into a lovely coffee table book. I sourced this copy from The Book Depository (UK). Be careful - the freight free delivery is very enticing if you love books as much as I do.

BOOK REVIEW

Title: *Gone for Shore*

Subtitle: *a sea-kayaking guide to northern queensland*

Author: Tim Trehearn

Published: 2015

Publisher: author self-publish

Website: www.GoneforShore.com

Contents: 104pp, colour photos throughout, index

Cover: softcover

Size: 148 x 210 mm

Price: NZ\$ 25

ISBN: 978-0-646-94252-0

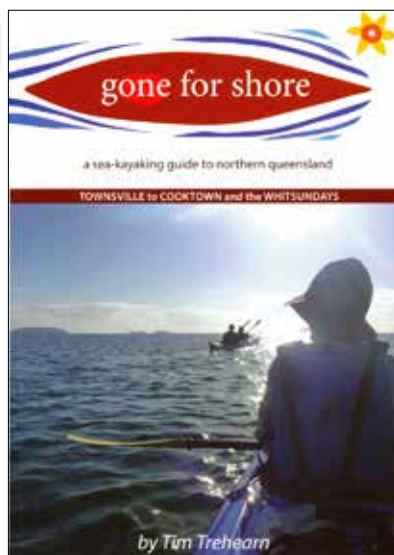
Availability: author's website

Review: Paul Caffyn

This slim 104 page paddling guide covers the North Queensland coast from Townsville to Cooktown and also the Whitsunday Islands. The combination of double column text, with full page-width maps and single column thumbnail photos works well.

The map work is good, with regional maps showing position of the larger scale maps. The detail maps show basic topographic features, with symbols showing camping island maps, sites, tap water, mobile phone reception etc. The symbol key is on the last page of the book along with a list of emergency contacts for - marine rescue and reef marine park authorities (including one for croc sightings).

An introductory 10 page section covers the most important considerations for paddling north of the Tropic of Capricorn; the sun, marine stingers, tides, weather and climate, fishing, being croc-wise, the stinging tree, food and water, whales and lastly sandflies. But I was disappointed to see 'flooding with vinegar' recommended for jellyfish stings when a product known as *Stingose* has a proven track record for relieving pain and minimizing allergic reactions to stings and bites (see Stingose.co.nz). However, the important crocwise suggestions are comprehensive, topped off with a side bar story of a crab fisherman plucked from a riverbank at the En-



deavour River campsite in Cooktown. A snapped rope, jandal, watch and new video recorder were all that were found by police.

The bulk of the guide then covers the coast between Townsville and Cooktown, followed by a slimmer section on the Whitsunday Islands. The text descriptions are well written, and always accompanied by relevant thumbnail photos, large-scale maps with side-bars of ancient and more recent history.

Tim writes in a side bar of the Cedar Bay Invasion on 29 August 1976 by police and customs agents landing via helicopter to raid a small 'alternative lifestyle' community for marijuana. The 30 uniforms, backed up by a light aircraft, customs launch and navy patrol boat, burnt down the commune's shelters, destroyed food and handcuffed the commune dwellers to coconut palm trunks. Talk about overkill!

Paddling routes are only suggested and not marked on the maps, although many of the island to island crossings have approximate paddling times.

The Whitsunday section is introduced with good sections on logistics, kayak tours, kayak transport by barge, when to visit in terms of wind and weather, and tidal movement.

A nicely colour coded comprehensive index to places and maps rounds out the guide.

Tim's first experience in a sea kayak was in a Nordkapp while at Loch Eil Outward Bound School in Scotland where he and his wife were working in 1984. It was love at first paddle; remote beaches, treasures in small coves, wild tidal races and the start of an obsession with wind and weather.

All in all a nice slim, lightweight guide to carry in a kayak for paddling the coast of North Queensland, however I do have three minor niggles; the first two relate to the cover. The title and cover photo (an up-sun photo of paddlers) have no relevance to the guide. A cover photograph should entice paddlers into visiting an area. The daft title is from a song title *Gone for Sure*, written by a paddling mate of Tim's.

However what niggled me most was a reference on page 7 to Roland McKie's book *The Heroes* on 'Operation Jaywick', the 1943 raid by foldboats on shipping in Japanese occupied Singapore Harbour. Tim claims the *Krait*, the fishing boat that carried the *Jaywick* team from Exmouth in WA to the Riau Archipelago, now 'resides in the war museum in Canberra.' Bollocks! *Krait* remains moored in Sydney's Darling Harbour, at the Australian National Maritime Museum. The Australian War Memorial does own *MV Krait*, (which is on permanent loan to the National Maritime Museum), but plans are afoot for this unassuming vessel to displayed in a custom-built expansion to the Maritime Museum's Wharf 7 building - in Sydney. A simple Google search should have checked this (see photo below).

So apart from my minor niggles, this guide is a well illustrated guide and is well worth sourcing if you are planning a trip to the magic tropical coast of Queensland.



HUMOUR

Religious Temptations

A priest and a rabbi were sitting next to each other on an plane.

After a while, the priest turned to the rabbi and asked, "Is it still a requirement of your faith that you not eat pork?"

The rabbi responded, "Yes, that is still one of our laws."

The priest then asked, "Have you ever eaten pork?"

To which the rabbi replied, "Yes, on one occasion I did succumb to temptation and tasted a ham sandwich."

The priest nodded in understanding and went on with his reading.

A while later, the rabbi spoke up and asked the priest, "Father, is it still a requirement of your church that you remain celibate?"

The priest replied, "Yes, that is still very much a part of our faith."

The rabbi then asked him, "Father, have you ever fallen to the temptations of the flesh?"

The priest replied, "Yes, rabbi, on one occasion I was weak and broke my Faith."

The rabbi nodded understandingly and remained silent, and sat thinking, for about five minutes.

Finally, the rabbi said, "Beats a ham sandwich, doesn't it?"

Almost Unbearable

An atheist was walking through the woods. 'What majestic trees! What powerful rivers! What beautiful animals,' he said to himself. As he was walking alongside the river, he heard a rustling in the bushes behind him. He turned to look. He saw a seven-foot grizzly bear charging towards him. He ran as fast as he could, up the path. He looked over his shoulder and saw that the bear was closing in on him. He looked over his shoulder again and the bear was even closer. He tripped and fell on the ground. He rolled over to pick himself up but saw that the bear was right on top of him, reaching for him with his left paw and raising his right paw to strike him.

At that instant moment, the Atheist cried out: "Oh my God!"

Time stopped. The bear froze. The forest was silent.

As a bright light shone upon the man, a voice came out of the sky, "You deny my existence for all these years, tell others that I don't exist and even credit creation to a cosmic accident. Now you expect me to help you out of this predicament? Am I to count you as a believer after all?"

The atheist looked directly into the light and said, "It would be hypocritical of me to suddenly ask you to treat me as a Christian now but, perhaps you could make the bear a Christian?"

"Very well," said the voice.

The light went out. The sounds of the forest resumed. The bear dropped his right paw, brought both paws together, bowed his head and said, "Lord bless this food, which I am about to receive from Thy bounty, through Christ our Lord, Amen!"

Twin Irish Sisters Celebrate

Twin sisters in an Irish Nursing Home were turning 100 years old. The editor of the local newspaper told a photographer to get over there and take pictures of the two 100 year old twins.

One of the twins was hard of hearing and the other could hear quite well.

Once the photographer arrived he asked the sisters to sit on the sofa.

The deaf sister said to her twin, "What did he say?"

"We gotta sit there on the sofa!" said the other.

"Now get a little closer together," said the photographer.

Again, "What did he say?"

"He says squeeze together a little."

So they wiggled up close to each other.

"Just hold on for a bit longer, I've got to focus the camera," said the photographer.

Yet again, "What did he say?"

"He says he's gonna focus!"

With a big grin, the deaf twin shouted out, "Oh my gawd! Both of us? Can I be first?"

Marriage Anniversary

A man and his wife were celebrating 50 years together.

Their three kids, all very successful, all agreed to a Sunday dinner in their honour.

"Happy Anniversary Mum and Dad," gushed son number one, a surgeon. "Sorry I'm running late. I had an emergency at the hospital with a patient, you know how it is, and didn't have time to get you a gift." "Not to worry," said the father, the important thing is that we're all together today."

Son number two, a lawyer, arrived and announced, "You and Mum look great Dad." I just flew in from Los Angeles between cases and didn't have time to shop for you."

"It's nothing," said the father. "We're glad you were able to come."

Just then, the daughter, a marketing executive, arrived. "Hello and Happy Anniversary! I'm sorry but my boss is sending me out of town and I was really busy packing so I didn't have time to get you anything."

After they finished dessert, the father said, "There's something your mother and I have wanted to tell you for a long time. You see, we were very poor - despite this, we were able to send each of you to university. Throughout the years your mother and I knew we loved each other very much, but we just never found the time to get married."

The three children gasped and all said at once, "You mean, we're bastards?"

"Yes," said the father, "and miserable ones at that."

Xmas Shopping

A married couple were in a busy shopping centre just before Christmas - the husband dragged along under protest. The wife suddenly noticed that her husband was missing and as they had such a lot to do, she called him on her phone.

The wife said, "Where are you darling, you know we have lots to do?" He said, "You remember the jewellers we went into about 10 years ago, and you fell in love with that diamond necklace. I could not afford it at the time and I said that one day I would get it for you?"

Tears started to flow down her cheek and she got all choked up. "Yes, I do remember that shop," she replied. "Well I'm in the bar next to that."

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:

**Paul Caffyn,
1843C Coast Rd,
RD 1, Runanga 7873, West Coast
Ph: 03 731 1806
Email: kayakpc@xtra.co.nz**

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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.

SEA KAYAKING NETWORK ADDRESSES

NORTH ISLAND

NORTHLAND Canoe Club
PO Box 755, Whangarei Northland
Carola Carstens, 42 Isola Street,
Raumanga, Whangarei
Ph: (09) 430 2707
email: scrollan@xnet.co.nz

AUCKLAND Canoe Club
PO Box 9271,
Newmarket, Auckland
email: secretary@aucklandcanoeclub.org.nz

HAURAKI Kayak Group
PO Box 46-146, Herne Bay, Auckland
email: kayak@hkg.org.nz
www.hkg.org.nz

WAIKATO KASK Contact
Evan Pugh, RD2, Putaruru 3482
email: evanlindap@gmail.com
Ph: 07 883 6898
www.sportsground.co.nz/bayseakayak

RUAHINE Whitewater Club
c/o Melanie Grant, 5 Waitapere Court,
Ashhurst, 4810.
P: (06) 326 8667.

BAY OF PLENTY - KASK Contact
Iona Bailey, Tauranga
Ph: 07 576 1492
email: bailhut@kinect.co.nz

BASK Bay Assn. of Sea Kayakers
Bevan Grant
bevanandbern@kinect.co.nz
07 576 8885
www.sportsground.co.nz/bayseakayak

ROTORUA Kayak Club
7 Mahana Place, Rotorua
Ph: 027 292 3138
email: Woolhouse.Clark@xtra.co.nz

GISBORNE Sea Kayakers Club
John Humphris, 3 Matthews Rd, Gisborne
Ph: 06 868 4657
email: thetrolls@xtra.co.nz

WELLINGTON Sea Kayak Network

John Andrews
(04) 472 8281
(021) 454 096
john.andrews@forsythbarr.co.nz
<https://www.facebook.com/WellSeaKayak/>

SOUTH ISLAND

NELSON Canoe Club
www.nelsonkayakers.co.nz
PO Box 793, Nelson 7040
Diane Winter
Ph: (03) 548 2026
dwinter@xtra.co.nz

CANTERBURY Sea Kayak Network
Andy & Deirdre Sheppard
53 Kent Lodge Ave,
Avonhead, Christchurch 8004
Ph: 03 342 7929
email: d_sheppard@clear.net.nz
www.sportsground.co.nz/canterburyseakayak

OTAGO Canoe and Kayak Club
Lesley Pijpker
email: lesley.pijpker@gmail.com
Ph: 027 7270811

SOUTHLAND Sea Kayak Network
Stan Mulvany
03 215 7263
email: eiger@xtra.co.nz
www.sskn.uniformnz.com

YAKITY YAK Clubs
www.canoeandkayak.co.nz
ph: (09) 476 7066

NZOIA Outdoor Instructors Assn
www.nzoi.org.nz

Coastguard Boating Education
P: (0800) 40 80 90 (09) 361 4700
E: info@boatingeducation.org.nz
W: www.boatingeducation.org.nz

New Zealand Search & Rescue
www.nzsar.org.nz
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www.beacons.org.nz

Maritime New Zealand
www.maritime.govt.nz

KASK Website
Kask.org.nz

*Before and after photographs of Lynn (Red) Paterson
in the Canterbury Bight, south of Banks Peninsula .
This is the 'Before' launching photo*

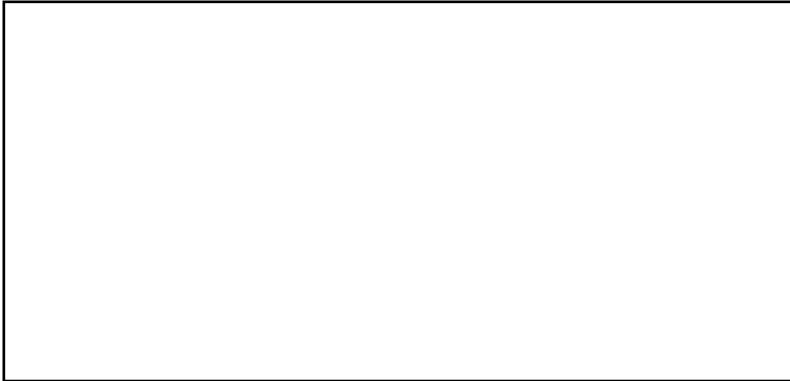


*This is the 'After' landing photograph when
photographer Nat obliged the editor for a surf
landing photograph, which meant she wasn't on
hand to catch the kayak's bow.*

Both photos: Nat Frew



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Watching and waiting - Nat Frew at Hicks Bay with VHF radio, binoculars, sunglasses and cellphone, keeping a watchful eye out for round New Zealand paddler Lynn (Red) Paterson to arrive. Photo: Nat Frew

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

