

A photograph of a kayaker in a red jacket and white hat paddling through a narrow, rocky sea cave. The water is dark and reflects the surrounding rock walls. The kayaker is positioned in the center of the frame, moving away from the viewer. The rock walls are rugged and textured, with various shades of grey and brown. The overall scene is dramatic and adventurous.

NEW ZEALAND SEA CANOEIST

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*Martin Fraser paddles into Nydia Bay, the lodge is around the corner, right of photo. See story on page 6.
Photo: John Kirk-Anderson*



*Jillian Wilson paddles into a misty sunrise after departing the Nydia Bay Lodge
Photo: John Kirk-Anderson*

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- Editing & Layout: Paul Caffyn
 Deadline for the next KASK mag.
 25 September

EDITORIAL**Membership Renewals Due**

31 July marks the end of our KASK financial year. Please check your contact details on the supplied membership renewal form, and when paying by direct credit, Karen Grant asks for you to include both your name and membership number for the KASK statement. Certainly helps when there are multiples of the same surname.

Karen also encourages, 'those who use direct debit from their bank accounts to save KASK as a payee (so they don't have to re-enter account details) and, if they wish, they can set up an automatic annual payment'.

KASK KayakFest 2017

The enthusiastic organizing committee have advised that registration numbers are over the 50% full mark. Registration and program detail links are shown on page 4 and 5.

Lynn Paterson

Around NZ paddler Lynn Paterson is currently holed up on the north side of Whanganui Inlet (south-west of Golden Bay) and is a bit like me at the moment, well and truly over this terrible run of winter weather. With the last lot of spring tides, and that really deep low (964 mb) passing to the south of Stewart Island, I had solid lumps of salt water landing on my cottage roof. My scrap of front lawn was awash at times and it a good six metres above the high water springs mark. Poor Lynn has only managed four days paddling in the past three months. Fingers crossed for calm seas and light winds for her in August.

Grey River Near Miss

If ever there was a strong lesson about wearing a lifejacket with integral buoyancy as opposed to a manual inflated PFD, the 11 June near drowning on the Grey River bar is it. The television news and longer Fa-

cebook clip filmed by a Greymouth artist shows the young paddler daftly trying to do a 'seal landing' in his white-water kayak onto a concrete platform on the south side of the river mouth breakwater.

Twenty two year old Nelson man Jethro Nicholson capsizes, and screams for help, goes under twice, before a lifebuoy and line is thrown to him. The dark blue inflatable PFD can be seen, but obviously with the cold water shock and panic of being out of his kayak, he forgets to pull the toggle to inflate the PFD. Why this bloke didn't paddle back up to Blaketown lagoon where he had launched is beyond me. And trying to effect a seal landing against the incoming swell reflects his inexperience.

Four days later, his red kayak was found washed ashore 11 kms south of the Grey River, and local police are working on arrangements for the kayak to be re-united with its owner. If it had not been for the lifebuoy and rope on the southern breakwater, and the three men who effected the rescue, this bloke would have been another paddlecraft fatality.

Recent Rescues

On 16 July, off the Whangaparoa Peninsula, two paddlers in a double kayak used a VHF radio to call for a rescue. In 20 - 25 knot offshore winds, a Coastguard rescue vessel plucked the couple from the water. One person was treated for slight hypothermia. CG praised the pair for carrying the radio.

24 July, on Lake Rotorua, four kayakers were rescued by Coastguard Rotorua in winds gusting to 40 knots. The group was rescued from the lake while attempting a trip despite weather warnings.

Coastguard Rotorua were called out at 10:30 am on Sunday morning to find the group, believed to be two locals and two tourists, who had

COVER:

Evan Pugh paddling into the narrow east-west channel which splits Plate (Motunau) Island in the Bay of Plenty. Accessible by kayak with centimetres to spare, a calm sea is necessary for a transit. See story on page 6, and more photos on page 23. Photo: Dennis Hynes

tried to kayak to Mokoia Island from Ngongotaha. Despite the conditions looking okay from shore, around 200 to 300 metres out the group hit a strong westerly and realized they wouldn't be able to get themselves back. One person then fell from their kayak and was unable to get back in. The four were wearing lifejackets and carried a cellphone with them.

Coastguard Rotorua was contacted by someone on shore who had seen the man fall into the water. Local Coastguard president Barry Grouby, who was involved with the rescue, said that in his opinion it was 'crazy' to be doing this considering the weather conditions. Mr Grouby said the weather conditions were 'really rough', with the lake very choppy. He said there were 1.5 to 2 metre swells and it was 35 knot wind. A St

John Ambulance spokeswoman said three patients were taken to Rotorua Hospital Emergency Department at 10:50 am.

Hypothermia

John Gumbley's technical report on how to prevent and deal with paddlers becoming seriously cold is timely (see page 9), particularly given the two recent rescues off Whangaparopa and on Lake Rotorua with four paddlers in total treated for hypothermia.

In so many paddlecraft fatality entries in the KASK incident database, although hypothermia is a contributing factor, the general cause of death is drowning. Hypothermia is a slow killer while drowning in cold water is a quick killer.

This recent Lake Rotorua rescue sadly brings back to mind the tragic loss of Toni Thomson on 27 July 2007, when she was caught by a sudden weather change while paddling on the lake. Although Toni carried a cellphone, it was in a ziplock bag - in a pocket of her PFD. For the coronial enquiry, I surmised that Toni capsized, tried to effect a paddle float rescue, and during this the ziplock bag seal popped, drowning her cellphone.

For winter cold water paddling the safety messages remain the same:

- check the weather forecast
- leave trip intentions
- dress for immersion
- carry two forms of emergency comms; either waterproof or in water proof bags or containers
- practise, practise, practise wet exits and self / group rescues.

KASK Committee 2016 - 2017

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Overseas Paddlers

The barefoot kid, Tara Mulvany is paddling solo along the coast of Norway this northern summer. See her blog excerpt on page 14.

Chris Duff has been rescued from his dory during an attempt at completing his rowing mission from Scotland to Greenland (see page 18).

**KASK Kayak Fest 2017
Ponui Island, Hauraki Gulf
3 - 5 March 2017**



**Secure your spot at this exciting event.
We are 50% full!**

With an emphasis on paddling skill development, this is an opportunity for paddlers with differing skills to 'rub shoulders' with legends and "take their paddling to another level".

The registration fee is \$280. Register by 31 August to take advantage of the earlybird fee of \$250!

Visit the event link for more information and program outline: <http://goo.gl/8XiQvI>

Register here: <http://goo.gl/GwpUAX>

Contact the Kayak Fest event team by email: kayakfest@kask.co.nz

KASK KayakFest 2017 - Ponui Island

The event team have been working really hard putting together the program for KASK KayakFest 2017- Ponui Island - the 25th annual KASK New Zealand Sea Kayaking Forum.

What we can promise you is:

- You will be challenged, inspired, stimulated, and encouraged to try new things, harder things. You will not just participate but contribute. There will be opportunity to learn or re-learn from the best, to fine-tune and hone your skills, and try things not just once, but twice.
- You will get wet! You'll be on the water and in the water and 'on your toes' as you are introduced to different skills under the banner of white stuff, manoeuvres, rolling and rescues. And if you are already a pro at all that then try some of the alternatives on offer... or help out.
- You will be surrounded by a bunch of folk like yourself – passionate about and addicted to sea kayaking, all fired up to learn, to share knowledge and skills, to help each other achieve.
- You will be instructed by or sit at the table and converse with people who have paddled around the odd island or two (the Aleutians or Australia or perhaps Stewart?), camped in bear territory (polar, black, and brown), seal-launched with seals, sweated it out in Mexico or Tahiti...
- You will have fun; come, make your boat dance and your heart sing.

There will be something for you!



Checkout the great topics & inspirational instructors confirmed so far:

<http://goo.gl/ZGvYRT>

Tim Muhundan, President,
Kiwi Association of Sea Kayakers

Graham Egarr Memorial Trophy Award 2016 by Linda Pugh

It gives me great privilege to be asked to hold the presentation of this National award at our meeting today.

The Graham Egarr trophy is an award for outstanding contribution to New Zealand sea kayaking. This is the 25th anniversary of the passing of Graham Egarr who in the 1970s and 80s was the leading figure for recreational canoe and kayak paddling, water safety and river conservation. He began publishing the *Sea Canoeist Newsletter* in 1987 and organized the first national gathering of sea kayakers in 1989.

By 1991 Graham and Paul Caffyn formed our national organisation KASK. Sadly Graham passed away that year and handed the reins to Paul Caffyn who believes Graham would be proud of how KASK paddlers have taken up and continued the role he initiated with safe, rec-

reational paddling in New Zealand.

This year John Gumbley put forward a detailed nomination for Tim Taylor. Reading this, we can see Tim's achievements are worthy of such recognition.

In 2012 Tim paddled 5,529 kms, circumnavigating New Zealand in two expeditions. A total of 112 days on the water, averaging 49.4 kms per day. For the past year, in addition to establishing his kayak guide business, Tim has set the world record for 24-hour solo kayaking. On 17 April 2015, Tim paddled from Pilot Bay to Cathedral Cove and back, a distance of 209 kms, knocking over the previous world record of 194.1 km set by Randy Fine in 1986.

The Bay Association of Sea Kayakers consider Tim a fantastic person and we are in awe of his efforts.

At the BASK AGM, Tim Taylor was rather surprised to receive this lovely paddle trophy award for outstanding contribution to sea kayaking - the first award he has ever received.

Photo: Dennis Hynes



Today we are proud to have Tim Taylor join a list of a very select group of paddlers on the Graham Egarr Memorial Paddle Trophy.

NEW ZEALAND TRIP REPORTS

Plate (Motunau) Island by Dennis Hynes

See also Dennis's photos on the cover and page 23

Plate (Motunau) Island is a seldom visited gem which lies about 13 kms north-east of Maketu in the Bay of Plenty.

A 30 km round trip, over five hours exposed to the open sea, surf launch/landing, no opportunity to land on the island and fantastic rock gardening to be had, means favourable wind and swell conditions are required for this trip to be enjoyable (or even do-able). Swell less than 0.5 m and winds less than 10 knots are preferable. This means a club trip planned well in advance doesn't have a great chance of success. Best to have it on the radar for a quick call up when the right conditions present themselves.

Launch from Maketu and cross the bar, or from Newdicks Beach just over the hill to the East of Maketu. (Access to Newdicks Beach is via private road, \$3 fee, open after 9:00 am during the winter months, earlier during summer). It is a



This seal was so relaxed - it didn't want to play!

stunning beach and well worth the access fee.

An early start is often rewarded with an offshore tail wind, which dies down through the morning.

We have encountered orca, dolphins and various sea birds (petrel, gannet, gull), little blue penguin, bait fish work ups etc. on the way. Flocks of fluttering shearwater exploding out of the water next to the kayaks is an unnerving, but neat experience.

Motunau Island is a Wildlife Sanctuary administered by the Department of Conservation (Bay of Plenty Conservancy). An entry permit is required to land on the island. However the shoreline is mostly backed by cliffs, so landing is not really an option. Paddlers need to be prepared to spend more than five hours in their kayaks.

The island is split in two by a narrow (two metre minimum width) channel running east-west in a V shape, accessible by kayak with a few centimetres to spare, which makes for an interesting incursion if there is any sort of swell running.

There are a number of large caves to be explored. One, at the northern end of the island, opens out like a cathedral with fascinating light patterns. In the right conditions and on a full tide, it can be traversed in one end and out another.

There are six outlying rock stacks less than 100 metres from the main islands as well as a scattering of small rocks.

The island is home to numerous seals which are generally more than willing to play. The water is crystal clear so getting up and personal with the resident seals is the norm.

With no predator mammals, the islands also have a large population of tuatara and breeding petrels.

All in all, extremely worth the pre planning and then last minute call up.

Ten Years of Annual Nydia Bay Trips by Jillian Wilson

Would he have thought he'd hit No.10 when he started? Martin Fraser, talented kayaker and organizer extraordinaire, has just hit the jackpot in putting together Number 10 back-to-back Queens Birthday paddles to Nydia Bay. A destination in the Marlborough Sounds, Nydia Bay is a tricky destination when the weather plays up, but Martin seemed to be able to pull it off every time. A hot line to the gump in the sky?

The Canterbury Sea Kayak Network is indebted to Martin, and wife Fiona too, for their time, dedication and patience for being able to participate in these thoroughly enjoyable scenic paddles.

I've been lucky enough to join four trips, and think I enjoyed and appreciated the 10th one the most. With two injuries and the complications of the Christchurch quakes, I'd got to the stage of thinking my kayaking days were behind me. Not so!

We had ideal conditions this June, paddling out to the Nydia Bay Lodge, with the waters being mirror calm in Nydia Bay itself. It was incredibly beautiful. Our middle day saw some of us walking to the head of the bay and beyond, and others paddling out to Jacobs Bay. With calm conditions again on our last day, we paddled into a gloriously golden sunrise and out into a strong gusting wind as we rounded the point into the Hikapu Reach. Lucky for us though, as it dropped while we were having a cuppa on Pipi Point.

The highlight has to be mentioned last. The Celebration Cake! Made by Mary Kirk-Anderson, this special cake was a work of art, celebrating Martin Fraser's extra special contribution to kayakers and the CSKN. I'm not too sure how John Kirk-Anderson managed to carry the cake and matching biscuits to the Lodge undamaged!

Many many thanks to Martin and Fiona, for hours and hours of fellowship and fun on the water. We're in your debt."



Fiona and Martin Fraser with John Kirk-Anderson on a magic morning in the Sounds. Photo: Jillian Wilson

by Martin Fraser

Having run the CSKN Nydia Bay trip for 10 years it seemed like a good number to finish on so this will be last year I have to drive from Christchurch to Havelock in the dark after work on Friday night (not going to miss that!).

In Christchurch, we didn't have many regular trips so I thought I would invent one, having no previous experience with running trips I thought I would start with a three day one, which, on the face of it, might seem a bit ambitious. I modelled it on how motorcycle clubs run motorcycle rallies which is a formula that works well and keeps the organizing to a minimum.

The plan was to leave from Double Bay near Havelock in Marlborough and paddle to the Nydia Bay Lodge owned by DoC, a distance of about 20 kms on the Saturday of Queens Birthday weekend, let people do whatever they liked on Sunday and paddle back on Monday, getting back in time for paddlers to drive back to Christchurch in the afternoon.

It is a paddle that can be achieved by novices, which I thought important to save me from having to vet people and meant I didn't have to worry too much about the weather as it could be run in most conditions. I didn't plan on limiting numbers thinking

it could be controlled easily enough with someone at the front in VHF contact to me at the rear.

As it turned out the plan worked, we had some quite rough weather and inexperienced paddlers over the 10 years but didn't have any incidents. I did quite a lot of planning trying to identify any possible barriers to us completing the trip. I produced several documents for CSKN members to use in helping them to also plan a trip.

Lessons I have learned in no particular order:

- don't get involved in co-ordinating transport. Tell them where the start is and leave it up to the paddlers to get there
- don't get involved in collecting money to pay for the trip (I had to pay DoC which was difficult every year) let the paddlers sort out any payments
- don't think you are responsible for everything during the trip, let the paddlers sort themselves out, they normally will, just concentrate on getting your part right
- be aware of the financial cost to you of running a trip if the plan is to do it every year. The closer to home the easier it will be on your pocket
- complex trips requiring lots of planning are not really feasible to run every year.

- there is no real way to grade paddler ability so don't make a trip too hard.

We didn't have any incidents over the years but about five years ago, 'planking' was a thing, so on the way back we had to keep stopping so that people could have their photos taken planking on their kayaks - not sure where it came from and it only happened for one year. I didn't see that coming!

I think it is important for clubs to have trips to keep members engaged so I have another one called 'The Café Classic' I will run, but not every year.

Martin with the celebration cake



see more magic photos by JKA on pages 2 and 24

TECHNICAL

VHF Channel Changes from 1 October 2016 Compiled by Sandy Ferguson

<http://www.rsm.govt.nz/projects-auctions/current-projects/changes-to-the-maritime-mobile-repeater-allocations/%22>

Maritime radio channels will be changing on 1 October 2016

New Zealand, along with a number of other countries, is required to change some maritime VHF repeater channels to make space for newly allocated international services for ship tracking and data services.

New Zealand will be moving a few private VHF repeater services, all Coastguard VHF repeater services, and all NowCasting weather services to accommodate these changes.

The frequency changes will take place in New Zealand on 1 October 2016, before the peak summer boating season when VHF radio services become busy. This ensures New Zealand is ready for the changes that come into force internationally on 1 January 2017.

No change to emergency distress calling Marine Channel 16

Although some maritime channels will be changing, the existing marine Channel 16 used for safety, distress and calling purposes will not change.

No need to buy a new radio

Your current radio will be able to access all the available channels after the changes take place. However, you may need to switch to a new channel number to continue to access your local repeater or listen to the weather forecast.

New maritime channel numbers

The biggest change you will notice is the new 4 digit maritime channels for the Coastguard and NowCasting weather service. These 4-digit channel numbers are allocated internationally to new maritime channels. New Zealand will be using some of these new 4-digit maritime channels for the Coastguard and privately provided NowCasting weather services.

You will still be able to listen to the weather channels on your current VHF set by simply **dropping the first two digits and using the last two digits of the 4-digit channel number**. For example, in the Waitemata Harbour where the new weather channel number is 2019, you only need to use channel 19.

The map of Weather Information Channels PDF:

<http://www.rsm.govt.nz/projects-auctions/pdf-and-documents-library/current-projects/weather-information-channels-map-480kb.pdf>

VHF Channel Changes PDF:

http://www.rsm.govt.nz/projects-auctions/pdf-and-documents-library/current-projects/RSM_MR%20campaign_VHF%20Maps_A3_FA_web.pdf

The following key messages are from Coastguard NZ:

A website called www.retune.co.nz containing in-depth information about the changes has been set up and it contains both maps with old and new channels. The maps will also be on Coastguard websites and Facebook pages. Please take a look at: www.retune.co.nz

We've created some key messages that will be important to remember as the new channels are introduced:

- 1) users do not need a new VHF Radio to access the new channels
- 2) channel 16 – the marine distress channel is not changing
- 3) current channels are effective up until 1 October, 2016
- 4) new channels will take effect from or around 1 October, 2016 (or once the work has been completed on each repeater site within a four week period either side of 1 October)
- 5) to find out what local channels are changing to go to www.retune.co.nz or www.coastguard.nz to view the maps with all Coastguard channel changes.

SAFETY

HYPOTHERMIA

What are the Signs, How does it Occur, How Do You Treat it, and What Can You do to Minimize the Condition?

by John Gumbley

With winter's cooler temperatures I was prompted to think about:

- what I wear when kayaking
- how well I might fare if I capsize
- whether I have a change of easily accessible suitable clothes
- how do I recognise and treat hypothermia
- what factors may contribute to the condition and how can these be minimised.

There are a range of excellent brochures and articles on hypothermia first aid (see reference list) particularly Iona Bailey's chapter in the KASK handbook (*Manual for Sea Kayaking in New Zealand*, entitled Hypothermia and Other Environmental Challenges). Water Safety New Zealand also have a Hypothermia First Aid brochure.

Other literature on the subject is discussed but in particular the website www.sportsscienist.com, from which the graphs (and associated text) are substantially copied - refers mainly the section *What can you do to minimise getting the condition?*

The signs and symptoms for a hypothermic paddler:

- they may complain or become argumentative
- hand/eye co-ordination may deteriorate
- they may mutter and speak incoherently
- they may capsize without reason.

Hypothermia can lead to:

- loss of co-ordination
- breathing difficulties
- mental deterioration
- circulatory failure
- unconsciousness
- death

Several reactions occur when immersed suddenly in cold water:

- uncontrolled gasping, which increases risk of water inhalation and drowning
- hyperventilation, which can cause fainting due to altered levels of carbon dioxide in the blood
- loss of coordination, which makes swimming or rescue back into your kayak difficult
- decreased 'outer shell' blood flow; blood vessels close to the body's surface constrict, forcing blood from the extremities to the core, which increases heart rate and blood pressure. This can lead to strain on the heart which may result in cardiac arrhythmias or heart failure.

How does it occur?

The human body works best at approximately 37°C. The 'outer shell' can get much colder but the vital organs in the 'core' must stay at this constant temperature.

Hypothermia is when the core body temperature drops to a level where normal brain and muscle function is impaired - usually at or below 35°C. When the body cannot cope it goes into survival mode, shutting down non-essential functions.

Hypothermia occurs when the body cannot make up for the amount of heat lost.

Cold shock is when a person is rapidly chilled, e.g. falling into cold water. Hypothermia is not the immediate concern here as the core takes up to 30 minutes to become hypothermic.

Environmental factors that may contribute to hypothermia are:

- wet clothing, which has decreased insulating properties
- wind, which will draw the heat from the body
- cold, when combined with wind increases chances of hypothermia.

Other factors that may hinder the body's ability to maintain core temperature are:

- poor food intake; not enough, not often enough, wrong type
- fatigue, which may be due to a lack of fitness, activity inexperience, or heavy loads
- recent illness, especially influenza and 'gastro' illness
- injury and/or anxiety can decrease the body's ability to cope with cold conditions.

What do you do to treat?

Hypothermia can lead to a medical emergency. Immediate action is needed to prevent further heat loss and assist re-warming. Do not ignore the signs.

Responding to Hypothermia:

- stop! Prevent further cooling
- find shelter. Get ashore. Look for or construct a shelter. Get out of the wind and rain. If you cannot get ashore immediately, support the patient and amongst the group gather dry clothes and help them change (thermal hat on the noggin), tow their kayak, reassure them
- remove and replace wet/damp clothes, with warm and dry items. Remember gloves and a hat
- warm sweet drinks. These will help to warm the patient from the inside. Do not give any liquid to an unconscious person. Do not give alcohol - assist re-warming
- assist re-warming. An emergency thermal bag (or blanket) can be used as an interim measure to prevent further heat loss. Further warming will be required using other heat sources; get the patient into a sleeping bag with an insulating

pad underneath. You can increase warmth by placing bottles filled with warm water around the torso (not against skin), or have another fully clothed person inside the sleeping bag to share body heat.

- recovery position; for any patient that is unconscious - handle any unconscious patient with extreme care and only move them when absolutely necessary

- monitor for changes in level of consciousness, temperature, pulse and breathing. CPR – if the patient is unconscious and there is an absence of normal breathing, then begin Cardiopulmonary Resuscitation (CPR). Once started, CPR should be continued until breathing returns

- call for help; activate your Personal Locator Beacon or contact emergency services via VHF radio or mobile phone

Note with warmth and shelter, victims often appear to recover quickly. Don't press on as they may relapse. Full recovery may take several days.

What can you do to minimise getting the condition?

Heat losses in water are so much greater than on land, in fact, water conducts heat about 25 times better than air. So when water moves across your skin you will lose heat more quickly compared to air simply because of its physical properties.

The introduction of some water to the mix ('Just add water') makes the situation far more complex and challenging.

Perhaps the first, and maybe the most surprising fact about cold water physiology, is that **your body has too much heat to become hypothermic within about 30 minutes**, no matter how cold the water is! In other words, it is not possible to get so cold that you're in danger unless you are in the water for more than about 30 minutes. The graph to the right shows this:

From this graph, you can see that even at water temperatures of 0°C, 30 minutes falls within the marginal zone, not the lethal zone. Many would probably survive for close to an hour.

The implication of this is that if someone is immersed in cold water, and dies, the cause of death is unlikely to be hypothermia unless that person has been exposed for a long time! Hypothermia is often wrongly blamed for death in people exposed to cold water – getting too cold is actually the least of your worries! We'll take a look at the main challenges a little later, but first, a key discussion about body composition and its effect on your ability in the cold.

The first important point about cold-water exposure is that body composition has a profound effect on core temperature during immersion. The importance of body fat, that is 'fatter = warmer'.

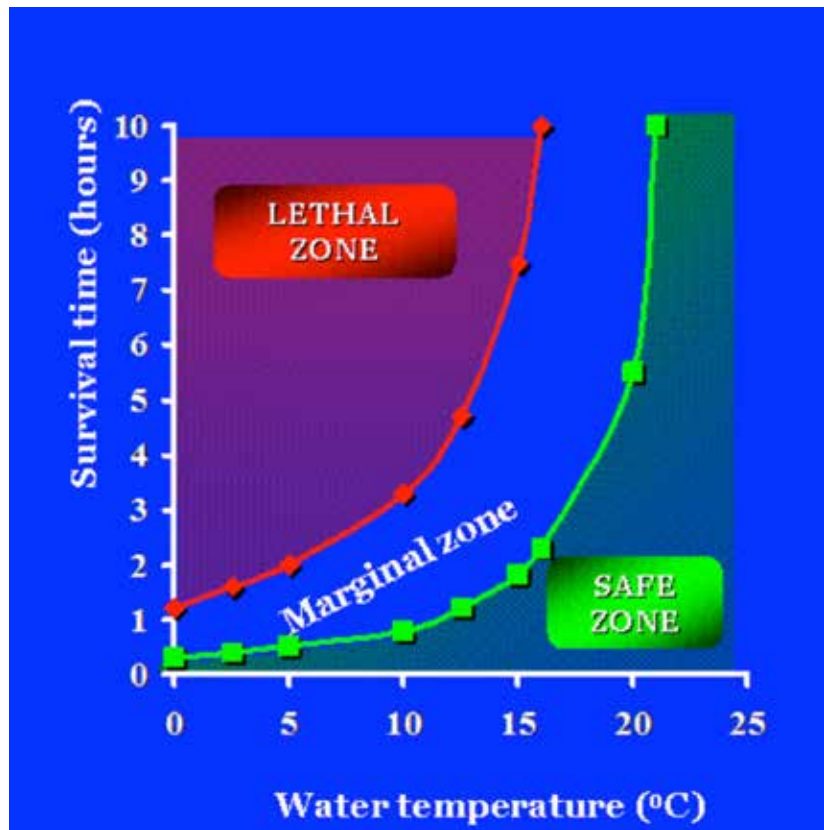
There is a substantial body of evidence that demonstrates both the effects of cold-water immersion and how we adapt to this stress.

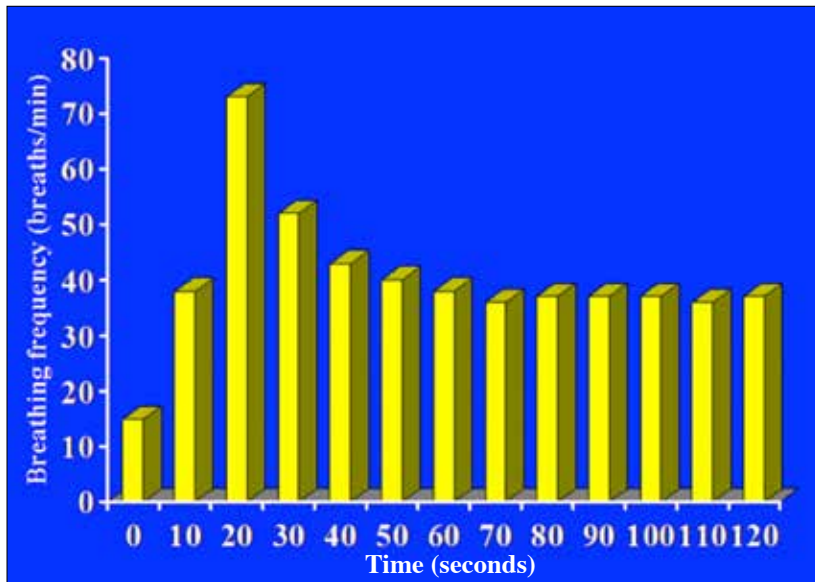
One of the first things you experience when submerging yourself in cold water is something called the 'cold-shock response'. This is characterized by an uncontrollable gasp for air, followed by a prolonged period of hyperventilation – more rapid breathing. In fact, this response is one of the most likely causes of death in most cold-water immersions. It's not difficult to see that if the timing of that 'gasp' is slightly wrong, you'll take in a huge lung full of water, and one or two gasps while underwater, is all it takes to drown.

The other big 'killer' is a heart attack, which can result when the temperature of the blood returning to the heart is suddenly cooled – this can affect the electrical conduction within the heart, causing fibrillation. So it is these two possibilities – drowning and cardiac arrest that are most likely the cause of death.

Often people blame hypothermia for death, when in fact the body temperature does not need to fall for an unlucky kayaker to perish in the cold.

Once you've overcome the problem of cold shock, the next thing to worry about is getting back into





your kayak. And again, the hyperventilation that happens in the cold has a profound effect on the ability to swim or get back into your kayak in an efficient manner. The graph top of page 11 (from Eglin and Tipton (2005) in www.sportsscienist.com) shows the breathing response of a swimmer exposed to cold water. It shows the BREATHING RATE in breaths per minute against time in a person who stands in a cold shower at 10°C.

Within the first 20 seconds the rate of breathing goes up from about 16 breaths per minute to 75 breaths per minute. It then stays up at 40 breaths per minute for the next few minutes. It is not difficult to see how that would affect your ability to swim, because your stroke rate would have to change substantially to allow you just to breathe.

The next problem is equally significant – when the muscles and skin are cooled, the muscles becomes weaker! So cold water on the skin will make a powerful swimmer incapable of swimming, simply because their skin is cooled.

There is evidence from studies showing that that the ability of the muscles to produce force is as much as 25% lower immediately after exposure to water at 10°C. Then we add to that the fact that as you get cold, your body’s natural response is to shiver. But when you shiver, your co-ordination is affected, making it

even more difficult to swim or get back into your kayak.

This obviously has profound implications on ability to swim or attempt self-rescue - skin and muscles get too cold to contract normally! The principle remains, however – a good kayaker/swimmer in warm water will be an average in the cold. And a weak swimmer in the cold water - well? We make adaptations to stressors such as cold-water immersion. The data show that exposures to cold water as short as three minutes in a 10°C shower will attenuate the cold-shock response by as much as 20-30%. In the graph below (Eglin and Tipton in sportsscienist.com) compares breathing rate AFTER six 3-minute long exposures to the cold water!

Only six exposures in cold water is enough to reduce the cold shock

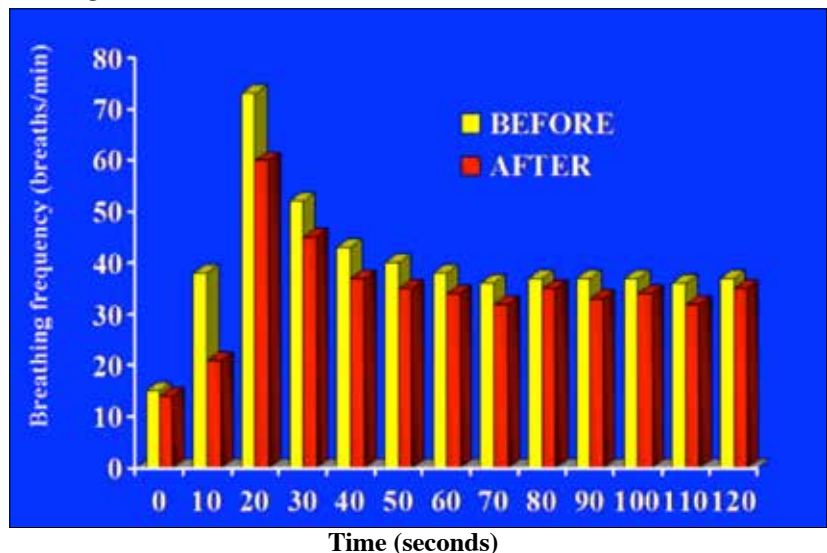
response by 20%. If you have even longer exposures, you can bring it down by 50%. The implication is that immersion in cold water will be far easier if you are simply adapted to the cold.

The second important adaptation has to do with blood flow and heat loss. When at rest your muscle tissue actually acts as an insulator. This changes when you exercise because now you are pumping lots of blood to the working muscles, and it is the blood that transports heat around the body.

Therefore when you find yourself in cold water you send more blood to the muscles, and all this does is increase your heat losses as now the blood - and the heat it contains - is close to the surface of the body and the cold water. Since water conducts heat very well, the heat from your body readily moves to the water, and the consequence of this is a decrease in core temperature even though you are producing some heat with your muscle contractions.

Another big change that occurs with repeated cold water exposures is that we lower our ‘shivering threshold,’ or the temperature at which we begin to shiver. The bonus of/with shivering is that we produce heat as our muscles are contracting, although involuntarily.

The bad news is that when trying to perform a complex movement such as a rescue, shivering can really foul things up. So we adapt by lowering



the temperature at which we begin to shiver, and the result is that you can delay being hampered by shaking limbs and uncontrolled movements.

There is evidence that humans actually increase their core temperature either acutely or chronically in response to repeated cold-water exposures. The net effect of this response is that they can then remain in a cold environment for much longer before suffering any detrimental effects of the exposure. Simply put, they have more heat in their bodies, and together with the other adaptations mentioned above, it means they reach a critically low temperature much later than someone who is not adapted to the cold.

So the take-home message here is that cold water exposure is just like any other 'stressor' or training stimulus. Our physiological response to these stimuli is to make adaptations that allow us to cope better, which in this case is cold water immersion. Right then, it's cold water showers starting from - now.

Take home messages:

- remember hypothermia can kill
- even young and fit people can succumb to hypothermia
- the symptoms may appear like fatigue: the victim may not realise the danger they are in
- people die of hypothermia without complaining of the cold
- if one person has symptoms, then others in the party may also be cold
- never try to reheat a victim rapidly
- hypothermia can be prevented, refer the excellent references opposite

*Lewis Pugh - Arctic/Antarctic cold water swimmer shown swimming in the Ross Sea, Antarctica (February 2015). John considered the greatest risk in the water were leopard seals.
Photo: John Gumbley*

Iona Bailey in Kayaking Fatalities in New Zealand (1992-2005) comments:

Hypothermia often occurred because many incidents involved capsizing and immersion in cold water. In the author's experience hypothermia is poorly understood in New Zealand and under-rated by sea kayakers as a cause of serious injury and fatalities; sea kayakers are often ill-prepared for cold water immersion. Once immersed, unless a rescue is achieved promptly, even in New Zealand, a victim quickly becomes tired and cold and loses the energy and manual dexterity required to successfully re-enter the kayak. Hypothermia was then logically often seen in incidents with a higher severity rating.

Iona further comments:

There were a number of factors identified as contributing to each

incident. Most incidents appeared to have behavioural or human rather than physical causes:

- being inexperienced with inadequate skills inevitably resulted in poor decision making, which highlighted the need for sea kayakers to seek training
- capsizing was common because many people were unskilled and kayaking in rough, windy conditions
- both wearing inadequate clothing and hypothermia could logically have been related. Wearing clothing designed to protect the wearer from the effects of wind, cold, and wet, even when immersed in water, helps prevent hypothermia.

Acknowledgements & References

I thank Dr Iona Bailey for comment and advice and Paul Caffyn for additional references.

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Overseas Reports

WEST ISLAND BITS

Dave Winkworth

Boarding a Large Boat From Your Kayak at Sea

What's this you say? Why would I want to go aboard a large boat? I'm out for a paddle!

Well, I put this question up on the board at the Keppel Weekend and it did 'fox' a few people in that they're not prepared for it.

But firstly, why would you want to board a large boat - say - a fishing trawler or similar?

I've done this a few times on expeditions - and of course it is mainly on a paddling expedition that it might happen. I've been invited aboard for lunch, to pick up the latest weather forecasts - and to replenish water supplies. If you're lucky they'll give you some fresh fruit! Boy is that welcome on a trip! I boarded one boat in the Gulf of Carpentaria and stayed on board for two days! It is really worthwhile being set up for this, should the need arise. Look, it could be the Navy or a rescue boat that you need to board.

So, this might happen for you on a crossing or well off the coast. Expect the wind to be blowing and a bit of a sea running. The gunwale of the boat you intend to board might be two, three or more metres up so you can't just step aboard! The crew will invariably throw or place a ladder over the side for you which extends down to water level.

This is what I do. Firstly two things you will need: You need to have a way to store your paddle securely and quickly along the foredeck. I slide mine under the decklines and clamp the back end with an olive and shockcord affair. Simply putting the paddle in the cockpit doesn't work. Not only is it a difficult thing to do as you climb the ladder but it may get knocked out as your boat swings on your towline. Don't do that.



You also need to have a 'painter' - a length of cord attached to the bow which runs back to the cockpit with a loop in the end. If a sea is running, you pretty much won't have access to the bow of your kayak.

Set things up before you paddle up to the ladder. Get your towline out, clip one end onto the loop in the painter and the other to your PFD. Paddle up to the ladder, secure your paddle, slip out of the cockpit and onto the ladder. Kick the kayak away - hopefully your towline deploys without tangles - and climb aboard. It works! Your kayak will swing downwind while you enjoy lunch!

Tricky bits: If there are two or more of you going aboard then the kayaks need to be clipped bow to stern. Having two kayaks on equal length lines banging together is not good!

The last tricky bit is how do you re-board your kayak? I usually jump into the water and then climb aboard the kayak. A loaded kayak is much more stable than an empty one so it works for me that way. However, if you're on board a fishing boat and they're in the process of sorting or cleaning catch, jumping into the water is not a good idea! You can work it out.

East Coast Lows

The south east of the Australian coast has been recently hit hard by two East Coast lows. These weather systems, the confluence of a strong high up against a strong low you might say, bring super strong winds and big seas onto our coast from the east. Our bays and beaches are pretty well protected from south-east winds and seas but not from due east. This time we had the double whammy of an intense system and the biggest tide of the year. Port infrastructure at Eden was hit hard and the beaches

suffered huge erosion. The wave recorder buoy off Eden registered a peak wave height of 17.8 metres.

The beaches will recover if left alone and no structures are built on replenishment zones. You may have seen TV footage of houses, pools and front yards sliding into the sea at Sydney where development consumes beach replenishment zones. Sea level rises over coming years are going to get these properties, no matter how much rock they tip over the cliff.

Keppel Sea Kayak Symposium

I'm just back from a month's travelling and the Keppel Sea Kayak Symposium. Paddlers, if you come to Australia for some paddling in winter - then you've just got to make it to this event!

Run by Paddle Capricornia each year, the event caters for a maximum of 50 paddlers and that's part of the attraction - but let me give you the complete run down.

This is an island gathering, held at the Environmental Education Centre on North Keppel Island, the northernmost island in the Keppel group of islands about 15 kms off the central Queensland coast near Yeppoon. We paddle out in 'pods' on a Friday morning and stay till the following Tuesday morning. That's five days of warm water paddling and island bushwalking!

Because it's an island event it's not really for complete novice paddlers or non-paddlers although the centre does have their big aluminium catamaran which carries all our gear out and back. Not having to pack boats is bit of luxury! All meals plus morning and afternoon teas are provided. Too much food is barely enough! There is heaps of on and off water instruction on a wide range of paddling skills and dining hall after-dinner presentations on the Friday, Saturday and Sunday nights.

Certainly in Australia and New Zealand there is no sea kayaking event quite like this one! I finally worked out the attraction this year - it's bloody addictive!

Overseas Reports

Stormy Seas & Sea Eagles From the Edge of Russia by Tara Mulvany

From Tara Mulvany's website
blog: tarasjourneys.com
Posted: 25 June 2016

Bleak, barren, and beautiful. It's hard to sum up the past few weeks and paint a picture of the landscapes that I have travelled through.

Headland after headland, one fjord crossing and then the next - the wild and windswept northern coast of Norway has not disappointed. Day after day I've been soaking wet, cold, tired and sometimes hungry, but it has been awesome. Here is a little insight into my journey so far.

After catching the Hurtigruten for 36 hours to its eastern most, and turn around port of Kirkenes, I found myself huddling behind a small building, trying to get some shelter from gale-force winds. Two giant bags were beside me, and I'd weighed down my beautiful kayak with another big bag so it wouldn't get blown away. Waves were smashing onto the rocky sea wall, sea spray blew in the wind, and my colder than usual toes turned pink.

I'd considered starting my journey from Kirkenes - but it just didn't feel right - I had to begin at the border, and the true beginning of Norway's coast, at a place called Grense Jakobselv. The question then was how to get myself, and my kayak there. Fortunately, the legendary James Baxter came to the rescue, and that was in the form of a tall friendly Norwegian called Ole. A few years back James skied the length of Norway in winter, and then paddled back down the coast - and Ole was a friend of his. He agreed to drive me and my kayak the 40 or so kms to the border so I could start where Norway did.

We skirted lakes and drove through small patches of forest, which Ole told me were the western most roam-



*The barefoot Kiwi Kid!
Photo: Lukasz Warzecha*

ing grounds of the Siberian tiger. It wasn't reassuring that I was going to be camping not far away! As we neared the end of the road, a small river separated us from Russia. Two young soldiers huddled under a tarp marked a border well guarded, and we continued on, crossing over paddocks before the road met the sea in a small sandy bay. Whitecaps covered the ocean and gusts of wind blew raindrops sideways across the windscreen.

Ole told me about a guy he knew, who in the 1980s, as a 15 year old, had been kayaking close by. The wind came up and he was blown slightly out to sea, then a current pushed him into Russian waters. He spent three days in a Russian jail before they let him go.

I could see the yellow buoy off the river, marking the separation between countries, and I really didn't want to get blown past it. But, despite the wind blowing in that direction, I was eager to get going and make a start, even if it was only a few kms.

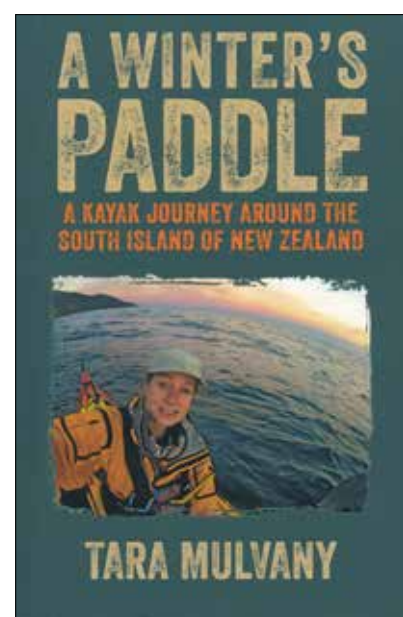
So in the gale I packed my boat, faffing a bit with a huge pile of gear and then eventually failing and strapping my drybag backpack to the top deck. Ole waited until I was ready, took some pictures of me (I wonder if he thought they might be the last of me) and then helped push my boat off the

beach. I wobbled, paddled, turned and waved goodbye before paddling out into rough water and the wind.

It wasn't an ideal start, I was feeling a little uneasy about being back in such a narrow boat, and quickly realized that these were actually the roughest conditions I'd ever paddled the boat in. I cut across the bay, working slowly into the wind and towards a headland not far away. If I could get around it, and keep my distance out to sea, it was only a few kms of exposed water before I could tuck back into a small inlet.

The sky was grey and waves smashed on the rocks, and the tops of waves occasionally surged, sending a small amount of tumbling whitewash towards me. I wasn't relaxed but I wasn't uncomfortable, so I pushed on, happily making calm waters a few hours later. I pulled up outside a small wooden hut that belonged to a friend of Ole's.

I love huts. Especially unlocked ones beside the ocean, and this one became my home for the next day, as the winds continued to blow. Sea eagles danced in the wind, the feathers on their ginormous wings flapping wildly. They were the first of many of these incredible creatures that I would see in the weeks ahead.



Tara's book is still in print, and a great read if it is not already in your library

Marine Fauna

The Gannet by Kerry-Jayne Wilson

The world's three species of gannets are the temperate latitude counterparts of the tropical boobies; all of them seabirds that obtain their food by plunge-diving.

There are three species of gannet, the Cape gannet of southern Africa, the Atlantic gannet of the north Atlantic and our Australasian gannet that occurs around much of New Zealand and southern Australia. Gannets breed in dense colonies, each pair just pecking distance from the neighbours that surround them.

Within New Zealand the northern most colonies are on the Three Kings Islands and the southernmost on Little Solander Island in Foveaux Strait. The best known and most accessible colonies are at Muriwai west of Auckland and Cape Kidnappers near Napier.

The Australasian gannet is one of few New Zealand seabirds that increased in numbers during the 20th century; from about 21,100 pairs in 1946 to 46,000 pairs spread between about 27 colonies in 1980/81 when the last nationwide census was made. The population has grown further since 1981. Another 6,600 pairs breed in Tasmania or Victoria and a few in the Norfolk Island group.

Gannets lay one egg each breeding season in a nest which is little more than a small bowl in the accumulated guano with bits of gathered seaweed. As with all seabirds both male and female take turns to incubate the egg and feed the chick.

Most New Zealand bred juveniles migrate to Australia soon after fledging and don't return until they are ready to breed. Unlike most birds which have a featherless brood patch on their bellies while incubating their eggs, gannets and boobies cover the eggs with their feet. Gannets first



Australian gannet in flight

breed when three to seven years of age, and can live for up to 30 years.

Many sea kayakers will be familiar with the spectacular plunge-diving behaviours of gannets where, having spotted a suitable fish, they dive, often from heights of up to 30 metres, into the sea in order to catch that fish. Until underwater video was obtained of the underwater portion of the dive we thought that gannets were unable to actively manoeuvre under water, thus they relied on the momentum and angle of dive to catch the fish.

Recent video shows an unexpected ability to swim in pursuit of their



Gannet chick at Cape Kidnappers

prey; perhaps not surprising given they will dive from great height into quite shallow water. They can catch up to five fish in a single dive.

Whenever I see a gannet I am reminded of an incident years ago. One dark and dismal night in a remote part of Newfoundland, wet and tired from a day in the field, we were looking for a place to stay. We entered a lonely bar where locals suspicious of strangers asked what we were doing hereabouts.

"Counting seabirds," says I, usually a conversation stopper in such situations.

"Do ya know the difference between a turre (murre) and a gannet," replied one local.

I began comparing the size, colour and shape of the two species in question.

"Na," he said, "you can eat a turre, can't eat a gannet, gannet too tough."

Photos by Sandy Winterton



Sandy Winterton's beautiful photo of a nesting gannet at Cape Kidnappers

Overseas Reports

My First Paddle

How Harvey Golden became a Kayak Historian

Reprinted with permission from *Adventure Kayak Magazine*

Kayak historian Harvey Golden happened upon his vocation through a serendipitous intersection of providence and paternal support.

Back in 1991, having spent three years at Oregon State University pursuing a literature degree, Golden realized he wasn't where he wanted to be, dropped out of college, moved back in with his parents, and fell into a depression. Months passed. The melancholy deepened.

Then something happened. "I came home one evening and Harvey was rummaging around in the garage, which was unusual, as for the past few months he hadn't been doing anything much at all," remembers Golden's father, Steve. "When I approached him, he looked different - very determined. When I asked what was up, he told me he was building a kayak."

"I'd stumbled upon a schematic drawing of a historic kayak from Greenland at a friend's house," says Golden, recalling the fortuitous impetus behind his first build. "At the time, I had this deep inkling about water, didn't have any money and didn't know what to do with myself. When I saw the plans, for whatever reason, something in me said, 'You have to build that boat.'"

Over the course of the coming months, he salvaged materials and constructed a handmade wooden-framed kayak. On his maiden voyage, Golden remembers feeling suddenly very alive, very free.

"It was like I'd subconsciously allowed the adage 'steering your own ship' to be taken completely literally," he laughs. "The kayak was such an

intimate craft - it was just me and the boat, alone on the water. I realized I'd created this experience for myself and it was wildly empowering."

Later, Golden remembers thinking: *These boats had to have come from somewhere...*

"I'd fallen in love," he says. "I was seized by this great need to know the kayak's original purpose, what the first versions looked like, how they were built, what they were used for, where they came from."

In the 25 years following his coastal epiphany, Golden, now 45, devoted himself to not only investigating the historical development of kayaks and kayaking throughout the northern hemisphere, but to reconstructing replicas of the crafts he so diligently researches.

Golden's quest has led him to write two 500-plus-page tomes - titled, respectively, *Kayaks of Greenland: The History and Development of the Greenlandic Hunting Kayak, 1600-2000* (published 1999) and *Kayaks of Alaska* (published January 2016) - with a third volume on the historic kayaks of north-eastern Canada presently underway. He's traveled to the storage rooms of museums all over the world, and ultimately founded his own replica museum in Portland, Oregon. And, of course, he's built lots more kayaks, replicating some 75 skin-on-frame designs.

"By the time Harvey got his boat out of the water that first day, he was already planning his next build," chuckles Steve. "It was amazing to watch what I assumed would be a passing hobby transform into a passionate career."

Indeed, within days of returning from his first outing, Golden says he'd scoured library stacks, borrowed books on traditional kayaks, selected a model, sought out schematic drawings and begun making plans for the next vessel. "Since then, I think I've constantly had a replica underway - and most of the time, two or three. It's become something of an obsession."

Looking back, this acclaimed historian identifies his outdoor-rich childhood as the substrate from which the fixation sprang. Two years after Golden was born, Steve and his wife, Nancy, decided they didn't want to raise their children in the city and made the drastic move from Los Angeles to the rural, river-rich coastal range of Oregon.

"If not for that decision, I wouldn't be doing what I'm doing," Golden says. "I wouldn't have had the experiential vocabulary that's made it possible."

To learn more about Golden's replicas, order his books or check out the Lincoln Street Kayak and Canoe Museum, visit:

www.traditionalkayaks.com

Harvey with his first home made kayak; his father Steve holding the bow



Overseas Reports

The 'Bugger!' File

The following article is reprinted with kind permission from *Salt*, the magazine of the NSW Sea Kayak Club, Issue 101, June 2016. If ever there was a salutary story for using a cockpit cover when on shore, this is it!

A Nightmare on the Water By Mark Pearson

Background

It is a 13-day trip from Townsville to Mission Beach (North Queensland). My trip companions are Dee Ratcliffe (Trip Leader), Harry Havu, and Margot Todhunter. Importantly, I am a late ring-in on this trip. I had the suspicion that I had only been invited purely because I was a man and therefore had superior LKCA (laden kayak carrying abilities). But I came to suspect that I had disrupted the group dynamic of what had been a very close-knit trio.

And things had gone badly when the dodgy trailer I had organized to take all the kayaks north broke down through inland Queensland, causing my three companions some inconvenience and angst. This was compounded by the fact that after they did all the hard yards in outback Queensland, I flew to Townsville in luxury. It was no surprise then that as the trip commenced I felt about as welcome as a turd in a swimming pool that had been hired for rolling practice.

Day 7 - Saturday 11 July 2015

We are at Cape Richards, the northern tip of the amazing Hinchinbrook Island. My tent was pitched about 100 metres along the beach from my trip companions. I had slowly been increasing my camping 'distance' from the rest of the group by about 10 metres per night. I saw this as a way of doing penance for the dodgy trailer, and also to give the original group more space.



Mark Pearson, shocked and stunned after his encounter with the wee beastie

It had rained during the night. My kayak was parked about two metres from some rainforest foliage at the back of the beach. We had agreed to be on the water at 9:00 am. Being so far from my companions I carried my boat alone to the water's edge, then began the pack up. A week into the trip, my procedure was becoming a more efficient process and it was soon done.

I jumped into the boat to negotiate the tricky shore dump. As normally happens, the wave of the day arrived at the critical moment, ran over my foredeck and deposited 20 litres of water into the cockpit as I struggled to seal the sprayskirt. Cursing, I paddled out while vigorously working the foot pump. Some minutes later Margot and the others joined me. The plan was to meander down the western tip of Hinchinbrook before turning north-west to our next stop at Goold Island.

As Margot and I paddled along a rocky shore the day was cloudy and cool, almost windless. I looked back. Harry and Dee were now 500 metres

behind us – I assumed this was because they were still annoyed with me about the dodgy trailer.

Tiring of the shoreline, Margot and I decided to head out to sea. We were chatting as our kayaks cut cleanly through the glassy water. I'm not sure what we were talking about but it was a nice pleasant conversation. Margot was in a good mood. I was in a good mood. Life was good. Who cared if Harry and Dee had chosen to paddle by themselves. Ahead of us Goold Island looked big and exciting.

And then something is not quite right. I'm listening to Margot and there is a sensation on my right shin. I am aware of movement. The tentative but purposeful movement of a living thing. I think of rubbing the area with my other foot, but something tells me not to. Margot is still talking but I am no longer listening. With my kayak still cruising along I peeled back the spray skirt and slowly pulled my leg back.

Margot is still talking as I scream. A giant centipede is on my bootie contemplating moving onto my leg. An ugly ginger body with yellow legs. Its head, complete with the giant fangs, is on my skin. I simultaneously hit out at the horror while also kicking my leg outwards with the power that instant adrenalin provides.

It is the fastest capsize ever. I am submerged in water. My head comes up first then I lift my right leg into the air. The thing is still there clinging to me. I groan in disbelief and thrash at it again and again. Margot, who is



Mark's kayak parked 100m from the other kayaks - sans cockpit cover - with the creepy critter inside



Margot and Mark observe the wee beastie now discarded from his cockpit.



The beastie desperately clinging to something solid

somewhere on the other side of my capsized kayak, is now concerned and shouting. Something along the lines of “what the F*CK is happening!?” I lift the leg again. It is gone. I’m shouting, “Centipede. Giant Centipede!”



But then I realize it is not over. I’m hanging onto my upturned kayak and it’s swimming towards me, the nearest ‘land’. “Help me!” I’m pleading. “No way!” she says, she’s not coming anywhere near that nasty swimming thing.

So we are 700 metres off shore, I’m pushing water at a giant centipede to keep it at bay and I’m slowly becoming tiger shark bait and my rescuer refuses to help. How about that for a scenario Stuart Trueman, Mr NSWKC Training Officer?

But Margot’s conscience soon cuts in and she relents. She starts barking orders as to what she wants me to do. I sense she’s loving the power she now has over me. It’s difficult positioning the boats and myself while keeping half an eye on the

circling creature. But we manage a V rescue and I’m back in my kayak.

Harry and Dee now appear wondering what all the noise is about. Margot and I are laughing now. Harry sees the beast and picks it up with his paddle, takes some photos. Harry remains annoyingly calm and unexcited by all the drama. I pump out my boat with Dee’s excellent hand pump and we head for Goold. The centipede is last seen swimming hard for Cape Richard.

Minutes later Margot quietly assures me, in that comforting womanly way, that my scream, which apparently matched Janet Leigh’s in the shower scene from *Psycho*, will remain our secret and that no one else need know about it. I am grateful.

My mind is now reviewing the morning’s events. My kayak had been on sand. So the beast had walked onto the beach and performed a difficult climb up a hard-chined hull. Probably something to do with the rain. When I’d taken on litres of shore dump water, the stowaway had probably got wet and then agitated at my vigorous foot pumping.

At Goold Island we met up with a sea kayaking tour group. Talking about the incident, the group leader told me that a giant centipede had bitten his partner some years ago. He described her experience as a ‘world of pain’ that went on for three days. I had been lucky.

Epilogue

The beastie incident in a funny way seemed to bring us more together as a group. That night I felt less despised and isolated and so I camped a mere 30 metres from my companions.

And from then on every morning I checked my cockpit thoroughly before getting in.

Chris Duff Rescued off Iceland

Since 2011, American paddler Chris Duff has been attempting to row a 19 foot long dory from Scotland to Greenland. Before he took up trans-ocean rowing, Chris had paddled around the South Island (2000), Ireland (1996) and Britain (1986). In 2014 Chris reached Iceland from the Faroes. Then on 30 June this year, he set off from Iceland and expected to make landfall in Greenland in about two to three weeks. By Saturday with storm force winds buffeting his dory, and with days of more northerly winds forecast, Chris called for a rescue. The big rescue boat took 12 hours to reach Chris, some 100 nautical miles south-west of Grindavik. Sounds like a touch and go rescue in huge seas, with Chris flying a kite to help the boat locate him. Chris got two bags aboard the vessel and was said to be close to losing consciousness when he was pulled onto the rescue boat. His dory was lost during an attempt to tow it back to Iceland.

Book Reviews

Title: *Deadly Secrets*

Subtitle: *The Singapore Raids
1942-45*

Author: Lynette Ramsay Silver

Published: 2010

Publisher: Sally Milner Publishing

Contents: 449 pages, black and white photos, maps, appendices, honour roll, reference list, bibliography, index

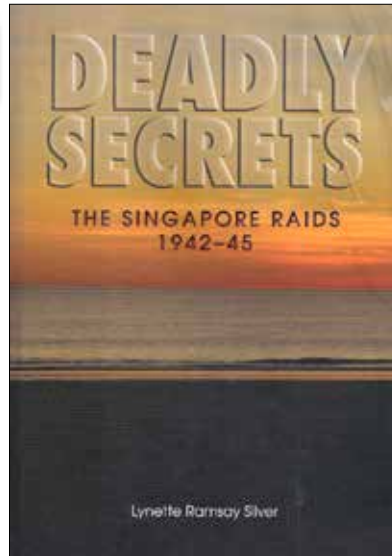
Size: 255x180 mm

Cover: Softback

ISBN: 978 1 86351 410 1 (pbk)

Availability: Fishpond NZ \$37.76

Review: John Gumbley



This is the story of the incredibly daring Operation *Jaywick* and Operation *Rimau* raids in which missions were undertaken behind enemy lines in World War II. Lynette Silver, a military historian, describes in considerable detail how covert operations were planned and executed.

In turn, Silver provides a sobering account of the fine men who volunteered for such hazardous special operations and for which so many died.

The story is told with the benefit of not only accounts provided by interviews with SOE personnel including a secret service agent but also private papers provided by families of the servicemen. Importantly the release of files kept secret for 30 years is acknowledged, as these provide key information for which previous accounts about these operations did not have the benefit.

Sadly the post-war assessment of many of these operations found them to be politically, rather than militarily, motivated and that much death, misery and suffering was caused to both civilian populations and the servicemen themselves. Recognition for these acts of bravery was seriously left wanting.

Interestingly, the New Zealand and Australian commandos of like elite special unit ZSU (Borneo operations) faced similar dangers and acts

of bravery. Many of these men also died without their families ever knowing what they did, due to their being sworn to secrecy, and only this year ZSU personnel are finally receiving recognition (*NZ Herald*, June 18, 2016; Review, Daring Deeds that History Forgot).

The book begins with an account of when war came to Singapore, the exodus and escape of civilians and servicemen, some of whom became key figures in the *Jaywick* and later *Rimau* raids.

Using a boat later re-named *Krait*, a small group of men attacked enemy shipping in Singapore Harbour - an action that had tragic repercussions for the people of Singapore as the Japanese attempted to find out who conducted the raid after 37,000 tons of (cargo) shipping was sunk.

A year later members of the same team embarked on a second more ambitious raid - Operation *Rimau*. This mission was partly successful but there were no survivors.

The blackened folboats used in the *Jaywick* raid were five metres long, two-man craft weighing 315 kilograms (loaded with limpet mines).

The book describes how each folboat crew went about their tension-filled missions and how after the raids, they had to battle storms, often with damaged craft and cover 45+ kms distances at night to (submarine or boat) pick-up appointments.

Many pick-ups never materialised with fatal consequences.

The book discusses the many fabrications, fallacies and fakes that have emerged over the years about these two missions. Perhaps too harshly, Silver points out the errors of previous accounts although she acknowledges the benefit that she had in the release of 30-year secret files. There is an occasional distraction in referring to the weaknesses and poor judgement of senior army commanders, including Australian Prime Minister Menzies.

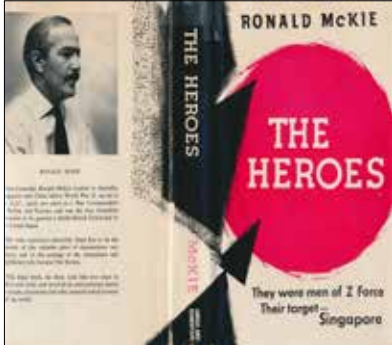
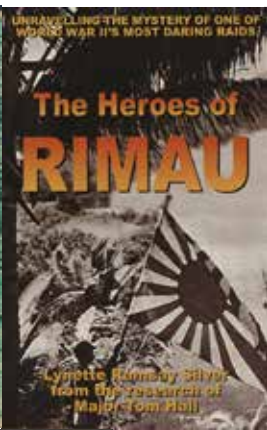
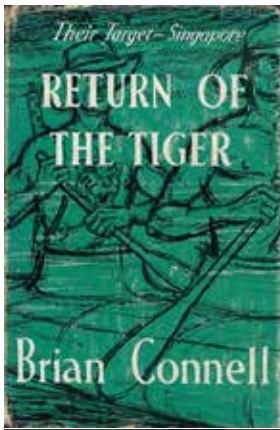
There were however serious inefficiencies in the management of special operations to the extent that *The Oxford Companion to Australian Military History* frankly states: *it cannot be said that SOA (Special Operations Australia) missions achieved anything of significance.*

This is a well-researched, fascinating but often harrowing account of two missions by truly brave men. The book is well illustrated with maps, sketches and images including detailed references, chapter notes and bibliography.

Operations *Jaywick* and *Rimau* The Earlier Books by Paul Caffyn

The 1943 Operation *Jaywick* in my view was the most daring and successful wartime raid of WWII, with a captured Japanese fishing boat used to carry a team of folboat paddlers close to Japanese occupied Singapore. Led by Ivan Lyon, three folboats slipped at night amongst moored vessels, attached limpet mines, and slipped away to link up several nights later with the fishing boat renamed the *Krait*. The team safely returned to Exmouth (WA), surviving a close encounter with a Japanese destroyer in Lombok Strait. Some 37,000 tons of shipping was sunk when the mines exploded.

Given the success of the *Jaywick* raid, you would think the allied propaganda/publicity machine would have been trumpeting this outstand-



increasing intrigue with the folboat raids on Singapore, he set out to retrace the route taken by *Rimau* folboat paddlers, attempting to evade the Japanese. In a double *Klepper* he and a mate reached Java, with the highlight of their paddle being locating two old limpet mines in a cave on the western shore of Pulau Panjang.

In 1990 the most thoroughly researched book to date on the two raids was published – *The Heroes of Rimau* was written by Lynette Ramsay Silver, from the research of Major Tom Hall. Two years later, Lynette had a second book published on the history of the *Krait*, the captured fishing boat that carried the *Jaywick* raiders to Singapore and back.

Then this latest 2010 comprehensive title *Deadly Secrets* by Lynette Ramsay Silver, reviewed by John Gumbley. Without doubt it is the most thoroughly researched story on the two Singapore raids to date, with a comprehensive reference list, bibliography and index.

Easily sourced from Fishpond for a good price, this is perhaps the best and most authoritative study on operations *Jaywick & Rimau*, but if you ever see a copy of *The Heroes* in a second-hand bookstore, buy it. This is the book that kicked off the interest for me and John Dowd (and no doubt many other paddlers) in the first courageous and daring raid made by folboats against Japanese shipping off Singapore.

An outrageous plan formulated by leader Ivan Lyon, and put into action by a brave band of Aussie comandos.



FREYA BOOKS

Freya was in touch recently seeking information on future paddling missions. She advised that her new book on the wee paddle around South America will be released in September. Co-authored by Klaus Vogt, the 320 page paperback will be only published in German, by Bastei Lubbe. The title translates as '*Cape Horn is not a Given. Alone in a Kayak around the World*'.

Freya sent me a signed copy of the 2012 first German edition of her Round Aussie book written by the late Joe Glickman. It is a far classier edition than the cheap USA paperback, pages a tad bigger and the photos in glorious technicolour. Interesting title - seems much to do with my lovely cover photograph.



ing success worldwide, however for some daft reason(s), total secrecy was applied. Tragic for the Chinese in Singapore, for the Japanese occupiers thought it was local resistance fighters who had sunk the vessels.

A second raid on Singapore (*Rimau*), with a strong team dropped by submarine who were to use sleeping beauties to attach limpet mines to vessels, was an unmitigated tragic, disaster. No one survived; some died in fire-fights, some through torture and deprivation after being captured – the last 10 survivors were brutally executed five weeks before the Japanese surrender.

The Australian public first became aware of the raids through newspaper reports in late 1945. Circa 1948, the first book published on the *Jaywick* raid was titled *Winning Hazard*. It was written by Nancy Davidson, widow of Donald Davidson (2IC of the *Rimau* raid) but under the pen name Noel Wynyard.

In 1960, two books were published, *Return of the Tiger* by Brian Connell and *The Heroes* by Roland McKie. It was the latter which aroused the interest of both John Dowd and myself. John found a copy in a Bombay YMCA hostel in 1969, and with his

HUMOUR

Cinderella

At last, a beautiful sequel to this best loved fairy tale. Cinderella is now 95 years old. After a fulfilling life with the now dead prince, she sits upon her rocking chair, watching the world go by from her front porch, with a cat named Bob for companionship.

One sunny afternoon out of nowhere, appears the Fairy Godmother. Cinderella says, "Fairy Godmother, what are you doing here after all these years?"

The Fairy Godmother replies, "Cinderella, you have lived an exemplary life since I last saw you. Is there anything for which your heart still yearns?"

Cinderella is taken aback, overjoyed, and after some thoughtful consideration, she utters her first wish.

"The prince was wonderful, but not much of an investor. I'm living hand to mouth on my disability benefit and I wish I were wealthy beyond comprehension." Instantly her rocking chair turns into solid gold.

Cinderella says, "Ooh, thank you, Fairy Godmother."

The Fairy Godmother replies, "It is the least that I can do. What do you want for your second wish?"

Cinderella looks down at her frail body and says, "I wish I was young and full of the beauty and youth that I once had."

At once, her wish becomes reality, and her beautiful young visage is returned. Cinderella feels stirrings inside her bosom that had been dormant for years.

And then the Fairy Godmother speaks once more. "You have one more wish; what shall it be?"

Cinderella looks over to the frightened cat in the corner and says, "I wish for you to transform Bob, my old cat, into a kind and handsome young man."

Magically, Bob suddenly undergoes so fundamental a change in his biological make-up that, when he stands before her, he is a man so beautiful that the likes of him neither she nor the world has ever seen.

The Fairy Godmother says, "Congratulations, Cinderella, enjoy your new life."

With a blazing shock of bright blue electricity, the Fairy Godmother is gone as suddenly as she appeared.

For a few moments, Bob and Cinderella look into each other's eyes. Cinderella sits, breathless, gazing at the most beautiful, stunningly perfect man she has ever seen. Then Bob walks over to Cinderella, who sits transfixed in her rocking chair, and holds her close in his young muscular arms. He leans in close, blowing her golden hair with his warm breath as he whispers in her ear, "I'll bet you're sorry now that you cut my nuts off."

Embarrassing Phone Call

Wendy checked into a motel on her 65th Birthday. She was lonely and a little depressed at her advancing age so decided to risk an adventure. She thought, 'I'll call one of those men you see advertised in phone books for escorts and sensual massages.' She looked through the phone book, found a full page advert for a guy calling himself 'Tender Tony', a very handsome man with assorted physical skills flexing in the photo. He had all the right muscles in all the right places, thick wavy hair, long powerful legs, dazzling smile, six pack abs and she felt quite certain she could bounce a quarter off his well-oiled buns. She figured, what the heck, nobody will ever know. I'll give him a call.

"Good evening, ma'am, how may I help you?"

Oh my, he sounded sooooo sexy! Afraid she would lose her nerve if she hesitated, she rushed right in, "I hear you give a great massage. I'd like you to come to my motel room and give me one. No wait! I should be straight with you. I'm in town all alone, and what I really want is sex - long, hot sex. I want it hot, and I want it now. Bring implements, toys, everything you've got in your bag of tricks. We'll go at it all night - tie me up, cover me in chocolate syrup and whipped cream, anything and everything, I'm ready! Now how does that sound?"

He said, "That sounds absolutely fantastic, but you need to press 9 for an outside line."

Fly(ght) of Fancy

There once was a happy little fly buzzing around a barn, when she came upon a large pile of fresh cow manure. Since it had been hours since her last meal and she was feeling hunger pangs, she flew down to the irresistible delicacy and began to munch out.

She ate, and ate, and then she ate some more. Finally, she decided she'd had plenty. She washed her face with her tiny front legs, belched a few times, and then attempted to fly away.

But alas, she had pigged out far too much and could not get off the ground.

She looked around wondering what to do about this unpleasant situation when she spotted a pitchfork leaning upright against the barn wall. She'd found a solution! She realized that if she could just become airborne she'd be able to fly again.

So, she painstakingly, climbed to the top of the handle. Once there, she took a deep breath, spread her tiny fly wings, and leaped confidently into the air.

She dropped like a rock and splattered all over the floor, a dead fly.

The moral of this sad story, is never fly off the handle when you know you're full of sh...t.

Old Blokes Chatting

Two old men are drinking in a bar. One says, "Did you know that Lions have sex 10 to 15 times a day?"

"Awe, Bugger!" says his friend, "and I just joined Rotary!"

Post Surgery

A man is recovering from surgery when the Surgical Nurse appears and asks him how he is feeling.

"I'm O. K. but I didn't like the four-letter word the doctor used in surgery," he answered.

"What did he say," asked the nurse. "Oops!"

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 magazine.

The New Zealand Sea Canoeist is published bimonthly as the official journal 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 magazine.

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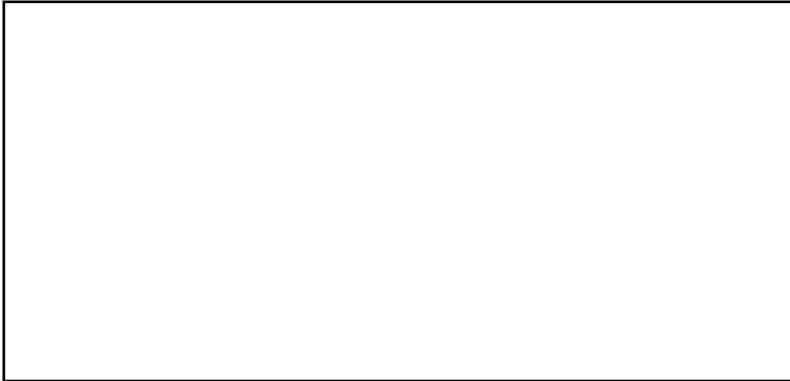


John Gumbley (left) and Evan Pugh on the return paddle from Plate Island - 12 kms offshore in the Bay of Plenty. Not a breath of wind. Photo: Dennis Hynes



One of the spectacular archways on Motunau (Plate) Island. See story on page 6. Photo: Dennis Hynes

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Fiona, left, and Martin Fraser paddle into a misty sunrise after departing Nydia Bay Lodge in the Marlborough Sounds. See story on p. 6. Photo: John Kirk-Anderson



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Current membership fees are:

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- for new members \$35
- \$40 for family or joint membership
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- 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
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