THE SEA CANOEIST NEWSLETTER

Issue 68 **April - May 1997**

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EDITORIAL

This issue is an effort to compensate for the scimpiness of No.67, and to move the role of the newsletter back to informing and educating the sea kayak paddlers of New Zealand.

The Product Review of inflatable sponsors and the Kayak Review of the 1997 Slingshot, plus a lengthy epistle on the Psychological Aspects of sea kayaking are a good start..

(continued on page 3).

KASK AGM

The 1997 KASK AGM was well attended with over 60 paddlers attending - what a cunning plan to hold the AGM prior to the dinner - and the following committee was elected for the 1997/98 year:
President: Paul Caffyn
Secretary: Peter Sullivan
Treasurer: Phil Handford
Committee:
Glyn Dickson (Safety Officer)
Helen Woodward (Conservation Officer)
Conrad Edwards (Instruction Officer)
Kerei Ruru (Publications Officer)

Three pre-notified remits or motions were passed unanimously:
1. That KASK applies for full membership of the NZ Water Safety Council by 1st June 1997
2. That the KASK annual subscription for members residing in New Zealand be raised from $10 to $20, and those residing overseas from $10 to $25.
3. That to the KASK Constitution, Clause 5 - Officers of the Association - the office of Forum organizer be added as category H.

Issues that cropped up in General Business were as follows:
- KASK to write to the NZ Canoeing Association expressing willingness to accept responsibility for sea kayaking in New Zealand
- KASK to send a sympathy card to Eric and Joce van Toor following the loss of their son
- a sometimes heated discussion on KASK being involved with sea kayaking racing in NZ

At the debriefing on the Sunday, Mapua was chosen as the site of the 10th Anniversary KASKForum. Mapua, a clothing optional camping ground some 20 minutes drive west of Nelson is where Graham Eggar held the first New Zealand sea kayak forum back in 1988. And following passing of the motion (3) relating to the position of forum organizer, John Dobbie was accepted this role for the 1998 forum. Plans are already afoot for an overnight paddle around Rabbit Island.

Also arising from the Forum:
Subscriptions - subs. will fall due at the time of the KASK AGM, rather than from the time when you joined. This falls into line with other NZ outdoor clubs, and a renewal form will be sent out with the last newsletter of the financial year. This is a change to Sandy Ferguson's system of numbers on the newsletter address sticker.

A Wellington paddler network address was listed at the Forum and further details on the contacts etc. will be provided in the next newsletter.

Following the flare demonstration, there was an offer from the local manager from RFD for bulk supply of flares and ancillary rescue items at close to trade prices. More details on items and who to order from in the next newsletter.

Product Review

Sea Wing Self Rescue Sponsons

Manufacturer: Georgian Bay Kayak Ltd. Penetanguishene, Ontario

Importers: Quality Kayaks

Weight: approx 1kg

Price: Approx $95.00

Reviewer: Peter Sullivan

Preamble:
For a number of years I've been looking for a self rescue system which in the event of missing a roll would enable me to safely re-enter, drain my kayak, and be merrily on my way.

I've never been a fan of paddle floats. The very thought of assembling, inflating the bag, attaching my paddle to the rear deck and then at the end of it all having to take it all to pieces in a kayak with about 5% primary stability scares the living daylights out of this ageing paddler.

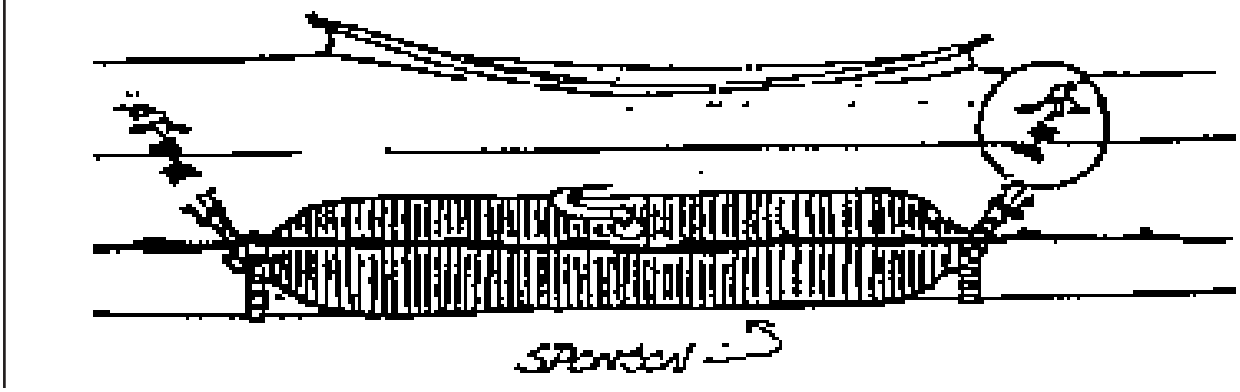
I'd read about sponsons and Glen (a friend) gave me a heap of info with product reviews and prices. I was about to send an order overseas when I spied some in Canoe and Outdoor World (which were cheaper than I could have imported them for) so I purchased a set.

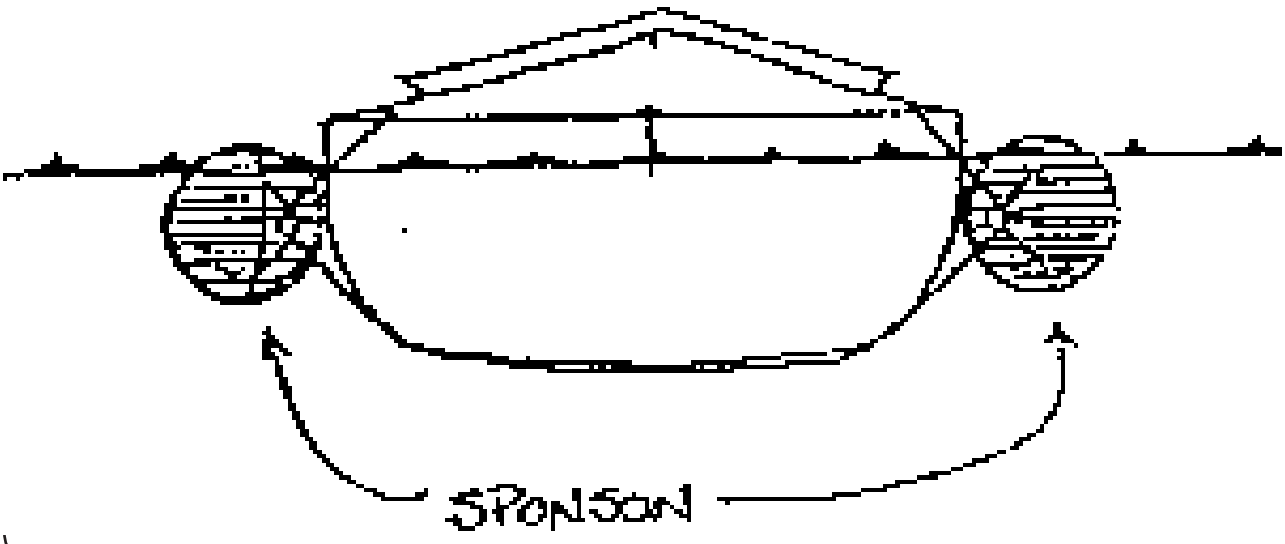
The Product:
Sponsons are two welded PVC vinyl tubes approx 950mm long by 150mm diameter when inflated. Each bag has a plastic eyelet fitted in each end so that they can be attached to the kayak by the 25mm webbing and Fastex buckles which are supplied. A length of thick cord is also supplied so that the buckles can be attached to the kayak. The sponsons are inflated through screw valve ended tubes about 500mm long set about mid way along each bag.

Assembly Instructions:
The kit includes a three page set of instructions which are reasonably easy to understand. The diagrams leave a lot to be desired as some of the fine print is a way too small to be legible

Assembly:
Each piece of webbing is threaded through the eyelets at each end of the sponsons. They are knotted in place so that the tubes when inflated are half submerged. Part of the Fastex buckle is then threaded onto each end of the two pieces of webbing. The remaining halves of the buckles are permanently tied to a deck line or cleat on the kayak. These buckles are positioned so that when the sponsons are attached they lie in the correct position as per the following diagrams

(The diagrams below are scanned from the supplied instruction pages)





Setting the system up on a kayak
I am not impressed with the recommended set-up one little bit. Trying to tie knots in 25mm webbing and maintain a set distance between the sponsons is an extremely frustrating task. Once the sponsons have been fitted correctly to a particular width kayak, they would have to be completely re set-up for another of a different width.
I intend fitting a series of brass eyelets in the webbing so that with a carabiner or something similar I will be able to attach the sponsons to all of my craft both wide and narrow. It will mean purchasing some extra buckles.

Using the Sponsons in a practise self rescue:
I have stored the sponsons in an old leaky dry bag attached by a short cord behind my seat.

It took a few shots on dry land (I sat the kayak on a couple of saw stools) to get the hang of clipping the buckles (on the webbing on one side of the sponsons) to the deck half buckles and then passing the sponsons underneath the kayak so that the other buckles could be fastened to the other pair of buckles on the opposite side of the deck.

It's easier to attach the sponsons and then inflate them. It's also a good idea to fit them so that the inflation tubes are between the hull and the tube - this stops the chance of clipping them with the paddle blade.

It took around 6 full lungs of air to inflate each bag, not quite head giddy stuff but one would have to keep one's wits about them in a real life situation.

Did they pass the test?
Absolute magic! I could sit on the back deck of my Slingshot, feet on the seat and with the cockpit half full of water with no problems - there was as light wind and mildly choppy sea. I attempted to tip the craft over with the sponsons attached and had to almost crawl out of the kayak and throw myself over the side before it eventually capsized.

I found it easier to start paddling (ie have the craft moving forward) as I placed each leg and then myself into the cockpit. A hand pump made short work of the water in the cockpit.

I'm sure a wider craft would have absolutely no problems if you decided to stand up or even have a walk around the deck maybe?

I did about 8 fallouts from about every angle I could imagine and the sponsons performed perfectly every time. I tried to tip myself over with the sponsons attached and had to literally crawl out of the cockpit before it would oblige. However I did notice that the knots worked loose so the craft was tending to slip around a bit towards the end of the session. I think my eyelets and clips idea already mentioned will solve this minor problem.

One of the info sheets I read stated something like, a kayak would lose about 5% boat speed if they were left attached whilst paddling - not on your nelly! - closer to 95% I think! I tried to catch a wave (1m) with them attached - definitely not advisable. It was like trying to surf a brick.

I can see merit in sponsons for instructional purposes particularly if the instructor had similar kayaks and buckles attached to each one. A tired paddler who had a few swims and lost confidence could have the sponsons permanently attached and whilst they wouldn't make much headway they definitely wouldn't fall out again I mean these things really make a kayak STABLE.

Peter Sullivan.

ADVERTISEMENT
FORSALE

Sisson Nordkapp, kevlar, high volume deck, five years old. Excellent condition, little use. Offers over $2,100 considered.

contact: Gary Walls-Rewwick
Nelson: Ph (03) 546 7037

EDITORIAL CONTINUED.
To keep the 'Sea Canoeist Newsletter' moving in the right direction, requires input from all KASK members. Please keep the flow of reports, technical articles, and trip reports coming, not to mention letters to the editor. And as Peter Sullivan notes in his diatribe on sea kayak racing (p.11), there has not been an issue that has caused such polarization of paddlers since Graham Egarr printed an article on the pros and cons of unfeathered paddles.

A main focus for KASK this year is to publish the 'mother of all sea kayak manuals'. There are still 45 copies left of the second printing. These are available from Peter Sullivan (see address on page 1.) Peter and I are planning a final editing and layout session in late May. Relevant maps, diagrams, figures and sharp photographs are still required to create the 'mother'. Please send either scanned images on disc or hard copy to me before May 20.
Paul Caffyn.

1997 KASK FORUM Worser Bay, Wellington.

Wellington's reputation for windy weather is certainly ensconced in the minds of the 110 hardy paddlers who attended the Ninth Annual KASK Forum at Worser Bay. The organization and management were the best ever, the lectures ran on time, no complaints about the venue and food, and the overnighters returned on schedule to Worser Bay despite a few anxious moments in a brisk nor-wester.

Worser Bay lies on the western side of the Wellington Harbour entrance, a few minutes drive from the airport. On a small rocky promontory, three club houses are nestled at the water's edge. The Worser Bay Yacht Clubrooms hosted the dining and main lectures, while the scout hall and rowing clubrooms served for accommodation and lectures.

The management team, comprising members of the Ruahine Whitewater Club, had arranged an informative presentation pack, with help from the Maritime Safety Authority, that was passed out to paddlers registering on the Thursday night. Two slide shows followed, the first by Conrad Edwards on the Voyage of the *Blue Fox* (a folboat) from Farewell Spit to Picton, and the second by Max and Phil Handford on two Fiordland kayak Expeditions.

Up to five sessions running concurrently filled Friday morning, with a diversity of talented speakers many of whom we had not heard at previous forums; John Snook with kayak strength and fitness, Dave Herrington with weather and sea conditions, Max Grant with the sea kayaker at risk and surf landings and launchings, Mike Rowley with navigation, John Dobbie with producing kayaks and kayak parts, Ken Parlane with gear for gear freaks, and Ma'ara Ave with practical rescue techniques. Peter Sullivan covered customizing and packing sea kayaks, Maxine Handford and Dr. Jenny O'Donnell first aid, Conrad Edwards paddles and paddling technique, while Glyn Dickson hosted a discussion on kayak racing.

During the morning, scudding low clouds and a freshening north-westerly announced the impending arrival of a cold front. The plan for Friday afternoon was a paddle to Ward Island, but rain and a 25 knot wind gusting to 35 knots left a white capped angry sea and kayaks requiring tethering around the club rooms. Fortunately the rain and wind did not dampen the enthusiasm for paddling, and lecturers from the morning sessions took participants out for practice on the water. The south side of the rocky promontory offered moderate shelter from the chop for trialing of rescue techniques, and superb surfing conditions were enjoyed by those who ventured further afield.

Following the KASK AGM, and an excellent buffet style dinner, Malcolm Gunn entertained the forum with a superb slide show of a kayaking expedition to South America (Trip Report in the KASK newsletter No.62).

Saturday morning began with a another five concurrent sessions, including Libby 0'Connor on trip leadership and planning, Bevan Walker on kayak sailing, and Paul Caffyn on skin kayaks, plus two repeat sessions. Gary Coventry of RFD (safety equipment supplier) then conducted a live flare session on the beach with opportunity for paddlers to fire out of date flares. The planning and approval by various agencies had proved a nightmare for Max Grant, but was worth all the effort.

After lunch, the sea and weather conditions were perfect for all the teams setting out on an overnight paddle up the harbour to a beach by the Hutt River mouth. Most went out around Ward Island then either directly to the beach or via Soames Island. The day was perfect, and the view from the top of Soames Island with a full panorama of Wellington Harbour was magic. Two of us were walking back from the gun emplacements on top of the island at 5pm. The last tourist ferry and two moored yachts had just departed from the island wharf. I could see the DOC ranger on his four wheeler watching us with a puzzled expression on his face. 'You must be' ... long pause ... 'kayakers!'
All bar one of the teams met up and pitched camp by dusk, on a gravel beach 200m north of the Hutt River mouth. A broad dune ridge hid all sight and sound of nearby Petone, but the tent village was close enough for two enterprising likely lads from Nelson, who were travelling light, to have takeaway pizzas delivered. Libby O'Connor's team arrived after dark, guided to shore by a flashing strobe light, set on top of a wigwam shaped tower of paddles. Sharp 20-20 eyesight with the aid of binoculars picked up the team's approach, and what appeared to be tiny lights at a distance, were in fact pieces of reflective tape attached to lifejackets, reflecting back the strobe flashes.

In view of another cold front in the offing, the choice of overnighting on this beach was wise, and the evening spent around a driftwood fire, with a magnificent view of the motorway and harbour lights in the background, was great for socializing and telling tale tales and true.

Dawn brought a freshening northwester. The South Island paddlers planned to head around the head of the harbour to leave their boats at the ferry terminal, then taxi back to Worser Bay, while the remaining teams, acting on a yachtie's advice, paddled north to the Petone Jetty with the aim of passing on the north side of Soames Island, then downwind to Worser Bay. Two double kayaks in the vanguard were well downwind for Soames, with two other large groups near the jetty when the cold front struck in earnest. Twenty five knot winds, gusting to 35 knots, quickly created a bouncy white-capping chop, good surfing conditions for some, but very intimidating for those not as experienced. The two groups plugged slowly back towards the beach, stopped for a breather, then hugged the coast towards the ferry terminal. And as quickly as the wind picked up, it eased to under 15 knots, and allowed a change of course di-

rectly back to Worser Bay.

Despite the trying conditions, group discipline was generally good, the only drama occurring with an overseas paddler, who unfortunately had told everyone how good he was, losing the plot. Grant Rochfort stuck with him, quickly rescued him after a capsize, but faced with the prospect of drifting with the two kayaks before the wind to Eastbourne, called up the Coastguard on his VHF radio and a swift rescue mission was undertaken with the paddler taken back to Worser Bay.

In view of the shipping movements in and out of the harbour, the Port Authorities were advised of numbers and timing of teams on the water.

After lunch, debriefing sessions were conducted on the overnighter paddle and the forum. With regard to the overnighter, the question of better communication on the water both between groups and to the port/rescue authorities was raised. Although most groups had a cellphone with them, these could not be used in the trying conditions. At least one VHF radio per group would have been better. Comments on the venue, food, lecture sessions and organization were all positive. Mapua, near Nelson, was chosen for the 10th Anniversary KASK Forum, with John Dobbie as the delegated KASK forum committee member.

In retrospect my only niggle of the weekend relates to the organization of the overnight paddle by way of comparison to Mark Hutson's organization of the 1996 Picton Forum's paddle to Mistletoe Bay (KASK Newsletter 62). Although a full briefing for the Wellington overnight paddle was planned, it didn't eventuate. One team leader did not know the location of the camping beach. In retrospect all the paddlers should have been briefed on the route, tide times, weather forecast and location of the main shipping channel prior to leaving Worser Bay. Although lists of paddlers and their equipment were compiled prior to the Friday afternoon on-the-water sessions, there was not an accurate listing of paddlers leaving for the overnighter. Prior to the Picton overnighter teams leaving, Mark Hutson was given a list from each team leader of paddlers in their group. This allowed for easy tallying that everyone was accounted for both at Mistletoe Bay and on return to Picton.

Despite the inclement weather, the 1997 KASK Forum was one of the best ever. Big mobs of thanks to the organizing team from the Ruahine Whitewater Club: Max Grant, Libby O'Connor, Dave Herrington, Melanie Grant, Graham McIntyre, Ken Parlane and Catherine Brown. And to the Wellington team of Conrad Edwards who sorted accommodation, John Brown who organized transport to and from the ferry, and Brent Harrison who arranged the catering. Apologies to anyone I have missed off the list.

Paul Caffyn

KAMIKAZE KAYAKER

Incident Report from the KASK Forum.
by Grant Rochfort

I had been looking forward to the KASK Forum for several weeks. What a great opportunity to meet fellow sea kayakers and share ideas, experiences and different techniques an skills.

This article is really an incident report relating to our return from the 'scenic' untouched beauty of Petone Beach. We left the campsite in three main groups with a couple of experienced paddlers acting as tail end charlies supporting the leaders of the groups. As the wind was increasing from the north, the groups snuck along the Petone foreshore to Petone Wharf, a point almost directly upwind from Soames Island, the idea being to avoid the less experienced paddlers having to deal with a cross wind and cross sea. As we proceeded towards Soames, we still encountered a slight cross sea. However the group was making steady progress without too much trouble. A Malaysian chap was having a little trouble and I went over to him and suggested he point his bow a little more into the waves which sorted him out nicely. Then suddenly a paddler 'freaked out', turned 90˚ to the group, paddling off directly downwind. He called out, "I can't handle these conditions; I've never been out on rough water." Max Grant requested that he stay with the group and I backed Max up. However the guy had obviously lost the plot and was paddling directly downwind like a man possessed. Something had to be done quickly so I offered to get him to the beach and set off in hot pursuit.

Hindsight is a real pain sometimes as it makes you look at your mistakes and as I hate making mistakes, I'm embarrassed to admit to this one. I tried to coax the paddler to the shore but he was having difficulty balancing as the waves went under him. What I should have done is physically turned his boat so that his bow was facing into the wind and waves and set him on a ferry glide angle, which would have made it easier for him to balance. Anyway the inevitable occurred and he fell out. I told him to hold onto his boat and paddle, and this he did. He started to turn the boat up the right way and I asked him not to, but it was too late now, so I had to deal with a cockpit full of water. After tipping the boat back over, I performed a T rescue to empty most of the water and then pulled the boat alongside mine, with his bow pointing at my stern. Importantly, his boat was to windward of me as it easier to brace the empty boat and as the rescuer you can see the oncoming waves and lift the windward rail so that the waves pass under the boat and don't throw it around or end up refilling the cockpit.

Next I got the paddler to give me his paddle. The paddles were then laid across the cockpits to help stabilize the kayaks. I then got the paddler to come from the rear of his boat, between the two boats and hold on to the rear of his cockpit with his left hand, and the front of my cockpit with his right hand. He was then asked to lie back and put his left foot in his cockpit and his right foot on my boat. I explained to him that on the count of three I was going to get him to lift himself. On three he lifted and I

squeezed the boats together, which got the boats under the paddler being assisted. He then slid into the cockpit and I gave him my pump and told him to start pumping.

I would like to point out at this time this was a real rescue in quite rough conditions and there was absolutely no problem with the paddler being crunched between the two boats and it was not physically hard to keep the two boats separated. Some say you should bring the paddler in on the outside of the two boats, but I have found in practice that it is physically hard for the person to drag themselves up onto the boat, and there is a tendency for the boat to tip to a stage where the cockpit gets more water in it. At this stage, the situation wasn't too serious and I decided to keep it that way. His boat didn't have paddle float straps. Unfortunately while I was trying to lash a paddle to his boat, the paddle float was washed away out from the bungy and floated away. (I now connect my paddle float by a bungy which is tied on and long enough to use the float.

I believed the risk of repeated swims and possible hypothermia was too high, so I contacted Wellington Radio on my VHF radio and requested assistance. I gave my position by means of visual transits of prominent landmarks and was advised help would be 20 minutes away. I got the paddler to put on my pogies and his hat on, and after about 10 minutes, I stuck my paddle in the air and waved it.

Later in the day,I rang the Coastguard to find out what they saw first. They advised me that in the rough water, the boats were invisible but that the paddle, a black carbon wing, stood out like 'dog's balls'. {The rescued paddler was then taken on the inflatable rescue boat back to Worser Bay, while Grant paddled back upwind towards his group.}

There are a few things in my opinion that could have avoided this incident.

1. At the morning briefing, the participants were made aware of the forecast for strong winds however I was not aware of the bulk of the participants being made aware that conditions were likely to be rough and that there was a bail out option, a trailer was available to get back to Worser Bay.

2. If I or the participant had been carrying sponsons, the balance problem could have been easily overcome.

3. In my opinion, the group to leader ratio was way too large and this may have led to the lack of monitoring I observed. If the participants were regularly asked how they were going, the paddler involved may have been identified as having a problem before he 'freaked out'. Which would have had the effect of a decision on dealing with the problem, may have been dealt with instead of the leader being forced to react.

4. The participant did not take self responsibility and over relied on the group to look after him.

5. The participant overestimated his own ability and underestimated the potential for rough conditions. He was also late for the briefing.

6. We all have the responsibility to ourselves and others in our trips to at least discuss any fears or doubts we may have with the group leader before we leave the beach. One person can put a whole group at risk.

I was concerned that with so many paddlers on the water, there was not a switched on radio in each group, so that we could let each other and rescue services know exactly what was going on. This resulted in quite a bit of radio conversation going on between Police and Coastguard, trying to work out where all the kayakers were.

I hope I haven't put any noses out of joint with this article as this is not my intention, but I was asked to write this article and as I have considerable experience and training in risk management, I felt it was important for us to spot the lemons and learn a few lessons to avoid future incidents.

Grant Rochfort.

KAYAKREVIEW

From: Glyn Dickson

Please find enclosed a review of the '97 Slingshot written by Mike Hayes. Mike was our first retail Slingshot buyer, and these are his comments following several months paddling the new beast.

PADDLING PERFECTION"S MIGHTY '97 SLINGSHOT

The winner of Open, Senior, & Masters Divisions in the February 1997 "Gulf Busters"Ocean Kayak Championship, confirms my belief that there are few quantum leaps in kayak design. Paddling Perfection in the form of the '97 "Slingshot", have achieved through incremental design progression from Racing Surf Ski via MkI, MkII, and Mk1.5, the state of the art Cruiser/Racer, or should that be Racer/Cruiser? The Cruiser/Racer tag is justified when we learn the '97 Slingshot has more storage volume (a function of length) than Paddling Perfection's Sea Bear I, long considered "King of the Cruisers", with justification for the Racer/Cruiser label being the impeccable racing record.

At 5.65m overall, with a maximum beam of 0.52m carried well into the ends, a speed promoting waterline that runs on forever, and a customer specified weight between 16 and 20 kg in epoxy modified kevlar laminates, the '97 Slingshot is a lean, mean machine.

To a paddler with hours on the water, adding up in the log or paddling CV, the engineering logic and paddling experience of the design/build team is evident in the many facets of the '97 Slingshots appearance, sophisticated features, systems, and construction. Peter Sullivan of Christchurch launched his ground breaking original Slingshot in 1990, and Paddling Perfection's '97 Slingshot retains the performance, ergonomics, and positive handling characteristics of the earlier Slingshots, while negatives such as limited initial stability for first time users, have been eliminated.

Beam has increased from 0.47m to 0.52m in the area immediately fore and aft of the cockpit. The additional volume in this area flares from the waterline to the hull/deck intersection and is responsible for the increased stability and smooth progression from primary to secondary stability which puts the "CONFIDENT" feel into the '97 Slingshot for paddlers stepping up from beamier (read slower) craft. Modifications to the bow have improved speed upwind into steep chop and the wave shedding ability of the new deck profile, coupled with the increased freeboard forward have advanced the Slingshot, already with legendary downwind speed, to the status of "Downwind Freak".

The semi flush fitting moulded rubber hatch covers, initially needing some practice to replace after packing, are now WATERTIGHT and are pressure tested before leaving the factory as part of the overall QA process. The rear hatch is offset from centre to provide clear deck space for split spare paddles, which are carried in a moulded recess cunningly styled as a rear deck feature. There is also a moulded-in paddle shaft retainer located on the deck immediately aft of the cockpit, designed to assist with paddle float re-entries. Other deck features run to a textured finish under the deck bungies to prevent scratching of the deck by drink bottles, sunnies, flares, etc., a subtle, barely visible flat on the fore deck for compass mounting, and a moulded rudder park which retains the rudder blade when playing in rock gardens.

The snug fitting cockpit is a work of art, designed/engineered to balance the equation of power input, stability, and Eskimo rollability. The seat is set well forward of the back of the cockpit and forms the bulkhead for the aft compartment. With no sand, grit or shell able to lodge under or behind the seat, keeping the cockpit clean is an easy matter.

Demonstrating the '97 Slingshot I have yet to come across anyone who has not felt comfortable in this hip hugging seat which transmits body English, (hip control or edging) to the boat when surfing or negotiating rough water. When seated, the paddler carries his/her knees fairly high, preventing hamstring tightness and again adding to boat control through contact with the shaped deck at the fore end of the cockpit, and the knee box situated between the paddler's knees. The foot brace/foot pedal unit is the best in the industry, easily adjustable Whitewater style via two punched alloy straps located by toggles either side of the cockpit. The optional bilge pump mounts behind the foot brace moulding, and is operated by a foot pedal between the rudder control pedals. Pump capacity is around 18 litres per minute, making it possible to pump the cockpit dry within a couple of minutes of a re-entry and roll. Rolling the '97 Slingshot comes naturally given the relative snugness of the bracing afforded by the excellent seat, foot brace, knee box and deck shape.

If all of my comments above sound like an advertisement conceived to sell '97 Slingshots, you are in some ways right, as I could be considered a "Slingshot Aficionado". My only gripes, a rear hatch fairing which flexes too greatly when towing line and paddle float are stored under the bungies provided, and a plastic knob (hand pull) attached to the rudder down line which inevitably trails over the side of the boat and rattles against the hull.

For the paddler who aspires to the Porsche/Ferrari end of the sea kayak market, the '97 Slingshot has your name on it! As perfection as it gets, there are still one or two modifications I would like to see. As we all know the absolutely, positively, perfect sea kayak has not been conceived, designed and built yet, but as my article started out, good design owes a great deal to evolution.

Mike Hayes
Owner '97 Slingshot #4
May 1997
Island.

DISCUSSIONPAPER
Psychological Aspects of Sea Kayaking

by Paul Caffyn

Cave diving is a sport that requires a high degree of planning, training, mind control and judgemental decision making. My cave diving experience is limited to three dives; in Easter Cave in Western Australia, the Riwaka Resurgence near Nelson and Cave Creek on the West Coast. The Cave Creek dive was in less than 20cm visibility on the return trip, flippers having stirred up sediment on the passage floor, and absolute mind control was necessary on my part to prevent panic. Since those trips, I have always maintained an interest in cave diving, and some months ago was lent a book on 'Mixed Gas Diving' edited by Tom Mount & Bret Gilliam. One chapter in particular seemed so pertinent to sea kayaking, a chapter on the physiological aspects of cave diving. I have drawn heavily on the material from this chapter for the following discussion paper.

In a stress situation on the water, an individual's determination is probably one the greatest single survival factors. And one of the main problems with sea kayaking is paddler stress, in choosing which survival skills to use when faced with a real or perceived threat. It is well documented that people react to stress through a survival response that employs both physiological and psychological instincts that includes the use of overlearned emergency skills and techniques.

Forum and instruction weekend lectures and discussions, examples of paddling emergencies and their solutions, and even non-stress related practice of paddling and rescue skills in a swimming pool, will not develop the required subconscious reaction needed to handle a true life threatening situation on the water.

To control stress, paddlers must be exposed to specific controlled exer-

cises during training that stimulate 'realistic and stressful' situations that paddlers may face during their paddling career. These exercises allow mind and body to work together and develop the necessary skills which may one day allow a paddler to a life - their own or some other paddler.

The knowledge and skills described are designed to help a technical paddler to develop instinctive and effective survival reactions. Open water exercises use various forms of stress inducing techniques such as time pressure, task loading, physical exertion, and ego threat. When overlearned, these skills pay a dividend in group or self rescue.

Teaching paddlers to recognize and deal with stress during paddling is the area of paddler training that is the most crucial and least developed with instruction. Dealing with stress is a crucial element of paddling in the event of something going seriously wrong. Taking this concept one step further, it is the overall attitude and outlook of a paddler towards the stress of a moment that in fact determines the degree of safe paddling performance. Thus knowledge of the psychological aspects of stress - understanding stress, detecting stress and management of stress - must be developed by a paddler.

Psychological Aspects of paddling

I would like to define three categories of paddlers:

1. those fully aware of their level or limits of skill, knowledge and experience, and stay within those limits when paddling.
2. those who underestimate their level or limit of skill, knowledge and experience, and paddle well under their limits when paddling
3. those who overestimate their level of skill, knowledge and experience, and venture into sea conditions that are well beyond their limit.

It is a paddler's frame of mind or attitude that dictates the reaction of their body. What we think, we are capable of doing, is exactly what we are able to do. We establish our own limitations, and that limit can often be a mental block rather than a physical skills block.

To develop safe paddlers, we must produce training that allows a paddler to develop a belief system of self confidence, responsibility and awareness on the water; an awareness that can handle any emergency up to the level of their skills. To help develop this attitude, paddlers must be introduced to exercises in stress control.

The state of mind regarding limiting situations is significant; the paddler who feels they will capsize when the wind lifts over 25 knots invariably will capsize, while the paddler who feels they will not capsize in the same situation will invariably stay upright. To experienced paddlers, a 25 knot plus wind creates good surfing conditions, while to less experienced paddlers, an intimidating situation where paddlers have been known to totally lose the plot and freeze up. Paddlers have survived almost unimaginable situations simply because of a positive frame of mind, believing they could survive.

Frame of mind can control our fate. A positive frame of mind invariably achieves success. If we believe we cannot succeed, our mind programs failure. If we believe we can succeed, our mind will program our success.

When considering the psychological aspects of paddling, becoming attuned to the present situation and your needs along with those of your co-paddlers, is an absolute must. Perceived dangers become the actual dangers.

ATTITUDE

Mental outlook towards a specific objective -

To develop a safe paddling attitude, one must be knowledgeable about the skills needed for changing weather, tide and sea conditions. Knowledge of all inherent dangers, physiological and environmental, combined with preventative steps and emergency skills is needed to develop confidence. Training exercises which allow a paddler to control and overcome stress in emergency situations assist in confidence building and attitude development. An 'I can do it' philosophy will evolve with patience, practice of realistic training drills and mental preparation utilizing visualization techniques.

There is a significant difference between controlled emergency skills and actual paddling emergencies; for example the difference between a self rescue in a warm swimming pool and offshore on a choppy sea that will quickly induce a hypothermic situation while a paddler remains in cold water.

To develop an attitude of confidence in a paddler's ability to cope with a real emergency, pool or open water exercises must incorporate stress management discipline. Self reliance and not dependency on others or equipment should be the goal of paddler training.

Common sense is an inherent and learned trait. The development of common sense to the point of reflex behaviour that can be relied upon in new kayaking situations takes time and progressive building up of experience. It must incorporate the following:

1.theoretical aspects and practical considerations of the paddling and rescue skills involved
2. overlearning of practical paddling and emergency rescue skills
3. an in depth appraisal of specific conditions paddled, tides, tidal streams, weather, landings etc
4. practical application of the knowledge
6. visualization
7. skill maintenance

With common sense an individual can make calm reasonable decisions, demonstrating sound judgemental decision making. To use common sense, a paddler must have a thorough base of knowledge and understanding about the weather, sea, tides, tidal streams, equipment, paddling and both self and group rescue techniques.

Self discipline and self honesty is paramount in developing a beneficial attitude and philosophy. Self discipline is the ability to:

- react to conditions based on common sense, logic and level of skills
- to maintain the decision even if tempted to do otherwise

Self honesty is the insight to know ones own limitations, desires and needs.

Visualization is a very positive contributor to developing these traits and in expanding our limitations. Visualization is the process of creating in your mind, realistic situations that may occur on the water, and working through these on how best to react and deal with these situations.

Just as the implementation of common sense used in a paddling environment must be developed through training and experience, so must our feelings of self honesty and will power to enforce our self discipline.

Intuition, that little understood sixth sense is one of a person's most dependable decision making guides. To develop intuition, a base line of paddling skills and knowledge must be ingrained through training skills and progressive building up of paddling experience. Once the mind has sufficient understanding, intuition will, if one listens, make itself known. At this point the paddler who is mentally in tune, will be able to make accurate decisions based on input from the logical mind, emotions and intuition. With the review of these three processes taking place, correct decisions are made.

Assumption of responsibilities is essential as a paddler matures. There are three major areas of responsibility for paddlers:
- to yourself
- to co-paddlers
- to the paddling community

The self responsible and self aware paddler thinks ahead and anticipates the events of an offshore paddling adventure.

Co-paddler responsibility incorporates a self reliant co-paddler system. A group paddle must be within the ability range of each paddler in the group. Thus a paddling plan does not overextend personal abilities, secondly the paddle is limited to the mental and physical skill of one's co-paddler as well as your personal capabilities. For a large group, the trip must not be beyond the limits of the skill and experience of the weakest paddler in the group.

PADDLER STRESS

Stress is an emotional factor that causes mental or physical tension. Stress alters the state of equilibrium in an individual. Simply stated, stress modifies performance. With adequate realistic training, the initial discomfort of stress is replaced by a sense of ease once we adapt to new environmental and equipment changes. But what if the unexpected occurs? It is here accidents occur and it is for this reason that stress management exercises, both physical and mental should be included in a well structured paddling education.

Physiologically the reaction to stress is evidenced by increased heart rate, release of adrenalin and increased respiration. Of these three reactions, we can control respiration through conscious effort. At the first sign of uneasiness, stop all activity, exhale and inhale slowly for a full inspiration. Repeat this slow breathing for three respiratory cycles while remaining still. The stress stimuli will come under control with the establishment of controlled breathing.

Behavioural changes induced by stress may become life threatening. If left unchecked these changes may lead to panic. Panic is the greatest threat to survival. Panic is the point where control is totally lost and a paddler may react contrary to safe rescue practices. Panic indicates a breaking point where mind and body no longer work together. It is as if the mind shuts off and the body reacts independently. Panic can be life threatening. It can be the result of a reaction to a perceived danger, more so than to a real danger. Because of this perception of a situation, rather than a logical evaluation of the circumstances, it is prudent to be trained with self confidence skills. Training skills must allow a paddler to develop a database of situations to reference when an emergency is occurs. Training activities that include visualization techniques, mental and physical exercises in the safety of a pool or controlled on open water, can be used to develop this database from which to draw upon in an actual emergency. This enables us to achieve a conditioned mind for reacting to stress and awareness that it can be dealt with. In short, self confidence drills develop the 'I can' attitude that is the foundation for a philosophy of survival.

Mental narrowing is an early reaction to stress. This inhibits the ability to analyse the environment and the moment. It also limits the skills and amount of knowledge brought to bear on the problem.

Perceptional Narrowing is an early symptom of stress. Our perceived reality is what we normally react to. Thus as stress increases our perception of the problem may be worse than the actual problem. Therefore it is imperative that we have overlearned rescue skills under controlled stress situations to avoid an 'end of the world' perception of an emergency.

Analytical narrowing occurs under stress and is frequently associated with events that lead to an accident. What is perceived as an equipment malfunction, may be a paddler stress problem.

Response Narrowing is another side of stress and its effects are enhanced by forgotten skills. The skills that are forgotten are those learned poorly initially or not practised. Unfortunately in the concept of paddler training today, many survival skills fall into this category. Emergency skills must be overlearned skills.

Other behavioural effects are produced by errors in research, judgement, common mistakes, carelessness, and failure to properly plan trips.

What produces stress in the sea kayaking environment? Basically the factors that contribute to stress anywhere except they are compounded by be-

ing on the water.

The following are the prominent factors of paddler stress:
Time Constraints - simply racing against the clock; this can be as simple as breaking camp and loading kayaks when one paddler is much slower than the rest; or racing back to meet a time commitment when the weather is worse than marginal.

Task Loading: this is produced by compounding the number of tasks an individual must perform at one time.

Exertion and Cold: are both stressful to all of us. I'm sure all paddlers can recall a time when feeling either exhausted from a long day of paddling or extremely cold, which led to a greater stressload than normal during a paddle.

Ego Threat: a subtle threat but a potential threat to paddling emergencies. For instance when a paddler is goaded into conditions beyond them by demeaning remarks about their abilities, particularly when the abilities of the paddler are underestimated.

Physical Threat: is when something is perceived that is about to cause you harm. It may be an impending cold front, a fast approaching vessel or a triangular shaped fin slicing toward the stern of the kayak.

Compounding sources of stress are most often the culprit in paddling accidents; when two or more sources of stress present themselves at the same time.

Controlling stress is of major importance to paddlers. One of the major ways to be prepared for dealing with stress is the process of overlearning and maintenance of skills, mastery of good paddling technique, group and self rescue skills, weather and sea information and good equipment, plus maintaining a reasonable level of fitness.

One of the most important tools in stress management is mind control through the visualization process. Anticipation is a key means of avoiding a panic reaction to stress. Again training and visualization exercises that are stress control related will enable a paddler to form the basis for anticipating events that may or may not occur during a paddle. Physiological control via mind control is the most effective means of coping with stress. Visualization is one of the most effective ways to direct and control stress and human performance.

A final phase in developing a realistic philosophy is that of risk analysis or risk management. There is a fine line between the confident and competent sea paddler and the red line pusher. It is a fine line to cross but one that exists and may be totally unforgiving and demanding. This occurs in all extremes of outdoor sports where record holders and adventurers prevail. As in all activities, there is a higher price to pay as the limits are pushed more severely. The true explorer accepts total risk, which may result in loss of life or permanent body injury, and values the resultant activity to be worth the price.

Symptoms of stress

Detection of stress: detecting and reacting to stress is an art all sea kayaking instructors and group leaders should be familiar with:

Pre-Paddle: nervous gestures, extreme withdrawal, frequent clearing of the throat, fixation with pieces of equipment, clumsiness in donning gear, loading the boat and entering the cockpit
Leader's Reaction: talk calmly and reassure the paddler; remain with them until they become relaxed. Go over the paddle plan with them, and discuss their concerns. Point out all the tricks of the trade to make the paddle an enjoyable experience.

During the Paddle: wild eyed look, white knuckles, failure to respond to voice or hand signal communications; losing physical coordination; lack of balance in the kayak; freezing up;
Leader's Reaction: make eye contact; signal to stop and undertake slow deep breathing; communicate and reassure the paddler that all is OK. Once back on shore, debrief the paddler and discuss it as a learning experience.

PRACTICE AND MAINTENANCE OF SKILLS

Paddlers generally learn their paddling and survival skills in calm conditions, in a warm swimming pool or sheltered bay. However life threatening, stressful situations generally occur in strong winds and/or rough sea conditions, with wind chill and cold water adding to the stress. Thus the skills learned in calm conditions must be practised in real life offshore situations, bracing, rolling, group rescue, towing and self rescue.

Many paddlers are intimidated by surf landings and launchings. The only way to build up confidence in surf, is not in a swimming pool, but by practising and playing in surf. To reinforce the message, I would like to pass on two examples of both negative and positive frames of mind in dealing with intimidating situations.

One of the greyest episodes in my paddling career occurred on the Coorong Coast in South Australia. Facing a mile width of breaking surf prior to a break-out, I was intimidated by the size of the breakers and went out with a negative frame of mind. I had worked myself into a tizz to the point of convincing myself it was impossible to break-out. I was trashed in the surf, lost the plot and nearly my life. Seven days later, having bullied the brain into thinking positively, I made an easy break-out. Mind you the surf had settled a whisker.

However on a brighter note, when faced with a similar situation in the Gulf of Alaska, huge open smoking surf beaches, I spent five months training on a wave ski in the West Coast surf. Not only were my physical skills of balance, bracing and rolling honed to perfection, but my mind was also sharply tuned to be comfortable (I wouldn't say relaxed) in the intimidating environment of West Coast surf. And it worked. For the first time ever, the big breakouts and landings through nigh on a mile of surf were accomplished with a smile on my face. The result of both prior visualization of what I would face and sound physical and mental preparation.
Paul Caffyn

BOOKREVIEW

Title: 'New York to Nome'
Subtitle: 'The Northwest Passage by Canoe'
Author: Rick Steber, from the recollections of Shell Taylor.
Published: 1987
Publisher: North River Press, Box 241, Croton-on-Hudson, New York.
ISBN: 0-88427-073-4
Subject: A canoe trip from New York, across the rivers and lakes of North America to Nome.
Cover: Hardback
Contents: 168 pages, 2 maps, four sections of black & white photos, two maps.
Size: 165 x 240mm
RRP: US$17.50
Reviewed by: Paul Caffyn

This book has only one short chapter on paddling on the ocean, but it is a classic paddling adventure. In 1936, America was mired in the depths of the depression. Two young publishing company clerks, Shell Taylor and Jeff Pope, made a spur of the moment decision to make a northwest passage through the rivers and lakes of North America from New York on the Hudson River to Nome on the Pacific Coast of Alaska. Bankrolled by Shell's nightclub singing sister, Muriel, whose name christened their ancient wood and canvas Canadian canoe, the two boys set off in a blaze of publicity from New York on 25 April. Six months later, as winter began to set in, they reached Fort Smith in the Canadian Northwest Territories, and wintered over. In May 1937, they began paddling again as the frozen over rivers began breaking up. From the Mackenzie River, they poled and portaged up the Peel and Rat rivers, over the divide and down the Yukon River to the sea. From the Yukon mouth, they paddled and sailed along the Alaskan coast, completing their trip on 11 August 1937. The two boys had covered a distance of 7,165 miles.

The book is written by Rick Steber, a newspaper columnist, from the recollections of Shell Taylor. Although 50 years since the trip, the memories of Shell Taylor are brought to vivid life, with a marvellous narrative, which is hard to put down. A blend of dialogue, descriptive passages of sights, sounds and scenes, vignettes of the fascinating backwoods characters they met, snippets of history, and blunt vocal encounters between the two boys bring the story to life. The characters of Shell and Jeff are poles apart. Shell was the driven man with heaps of drive, and determined to achieve the daily average mileage set, while Jeff was difficult to rouse from sleep early morning, and lacked a sense of humour. Although at the outset, one of their commandments was that any disagreement was to be settled by the toss of a coin, Shell tended to push decisions on Jeff. On their last day before reaching the north mouth of the Yukon River, Shell pushed one decision too many on Jeff and they landed to settle things by Marquis of Queensbury rules. The bruising fight was a draw, and left both boys bruised and battered. A press clipping included in one of the photo sections noted their ten commandments of friendship, and not revealed in the book, the seventh commandment was, 'We resolve not to settle any differences with our fists'.
But Shell admits in the epilogue that the two of them were a:

> *perfect blend to make the expedition a success. If we had both been like him, we would still be paddling up the Hudson. And if we were both like me, we probably would have driven each other into the ground. The blend, the team, it worked.*

An epilogue nicely rounds off the book, briefly tracing the lives of both men up to 1987. A double page map inside both end covers shows the overall route covered, while a selection of black and white photographs add to the 'colour' of the narrative.

Unfortunately this book is not on sale in New Zealand to my knowledge. I can only suggest trying the interloan library service to get hold of this classic paddling adventure.

Paul Caffyn.

Subject: Sea Kayak Racing

from: Peter Sullivan

A few questions and statements re sea kayak racing and what constitutes a sea kayak.

What would you have done if officialdom had told you that you couldn't paddle around Australasia, and the remainder of the universe as we know it because it was too dangerous?

Why is it, that what you have achieved in the sport has been heralded as OK -(don't tell me you didn't take calculated risks) and yet doing an 80 km kayak race is so abhorrent??? I can't get to grips with your reasoning on this one old son! I've done a lot of racing (extremely enjoyable) and a fair amount of sea kayaking (even more so) and can see the arguments from both sides. For the record, I opt not to race sea kayaks although I must admit I have done so. I see absolutely no reason why I or KASK should stop others from doing so if that's what they choose to do.

I agree entirely with you that sea kayaking is a recreational pastime (I was offered a plane ticket a while back to compete in one of their long races in Auckland but declined) - but - these guys are adamant that they are going to race sea kayaks and if necessary they will amalgamate with another organisation if need be.

They are still racing in sea kayaks and the flak will be ours to behold (especially from the media - the multisport race in Christchurch is evidence to this) so I really feel it would be better for KASK to embrace them.

Let the Auckland committee which is setting out the aims and objectives at present do (and doing a good job I might add) everything and give us the opportunity to ratify or otherwise the safety issues rather than have them join another body (which hasn't got a clue on what the sea can do to mere mortals).

Whether we like it or not KASK will

still have to face up to newspaper headlines like 'Sea Kayaker drowns in race off Mana Island' or something. It's not going to affect the Wildwater Racing Organisation's or whoever's kudos one little bit, but KASK's will be mud.

I'm a little concerned that KASK could face the dilemma that the now defunct NZCA experienced and which eventually led to it's demise. That is, the racing people could take over the show and spend hours at our AGM fine tuning policy for themselves and tie up all our finances. I don't believe this should be allowed happen and surely some person/s could have our rules laid out so that it can't.

KASK can learn from the NZCA's demise and represent all the facets of sea kayaking without the fear of pressure groups forcing their ideals on the majority if we realise that we're all in this game to enjoy ourselves.

A few old die hards should also try and come to grips with the fact that our craft don't have to have been designed in the Northern hemisphere to qualify as sea kayaks and that surf skiis are here to stay whether they are sit on top or have bulkheads and hatches! Surely the fact that they can get from A to B quicker than a traditional sea kayak must act in their favour particularly from a safety point of view. Sure they are only suited to a more experienced paddler, I've never denied this but I invite anyone to try one out in a following 1-3m swell and not come out the other end without the hairs on their back all a quiver and knees knocking with the adrenalin rush! I see no reason in living in a time warp and I definitely don't think Frank Goodman is a guru.

At present it seems that anyone can flick out a craft and call it a sea kayak, and as long as it sort of resembles a Nordkapp it's acceptable. I suggest to those who seem to follow this ideal that almost every Aleutian tribe had their own kayak design, to suit their own needs. (Have a nosy at George Dyson's "Baidarka" Alaska Northwest books). Not too many of them have the slightest resemblance to a Nordkapp. They must have done the job asked of them by their paddlers or I'm sure they'd have changed the shape smartly - so - what's wrong with developing a craft without the restrictions the Eskimos had ie wood bone and hide, and adapting a local product ie a surf ski to suit our conditions in epoxy, kevlar and carbon fibre?

I applaud the Auckland group for their forward thinking in actually having the guts to attempt to lay out a criteria as to what a safe sea kayak should actually look like and perform like. I only hope that designers sit up and listen to these people. It can only be good for our sport.

Let's see what this stirs up eh?? We haven't had a good correspondence going since Graham Egarr published the articles on the pros and cons of feathered and unfeathered paddles.

Peter Sullivan

Sea Kayak Racing -Sacrilege or Simply Another Part of Sea Kayaking??

From: Glyn Dickson

Obviously this issue produced some strong reactions at the KASK AGM in Wellington, so I am setting out the issues as I see them.

Sea Kayak Racing, or perhaps more appropriately racing kayaks on the sea, is gaining popularity, and if current indications are anything to go by, could become a very popular sport. I enjoy racing on the sea, particularly because it introduces aspects other than brute strength and fitness to the equation, when compared to flat/sheltered water racing. Suddenly, the experienced sea kayakers can gain an advantage from reading tide and wind patterns, surfing wind waves more effectively, and navigating better around the course. The ability to handle open water conditions, swells, and rebounding waves from rocky cliffs/points all become an advantage. My main water sport prior to kayaking was yacht racing, and sea kayak racing shares some of the same tactical considerations.

Whether we like it or not, these races are going to happen, and while I obviously have a commercial interest, what has motivated me to try and get some guidelines established is the issue of safety. We all agree the sea can be a very dangerous place, and I am concerned that without guidelines being established by a credible national organisation, kayak races will be run with very slim safety margins. The ill fated race in Christchurch last year is one example. Racing from Lyttelton around to Sumner, into the Estuary and up the Avon River, a number of boats entered were of flatwater racing origins, and clearly not suited to the conditions likely to be encountered. It is my/our hope that a set of guidelines would recommend appropriate boat/equipment standards for the conditions likely to be encountered, while competitors would be required to have the experience and means to re-enter their craft in case of a capsize. I believe conditions such as these would have averted the media fiasco which ultimately damaged the credibility of kayakers, including us in KASK. Members of the general public remember these incidents only as sea kayaking accidents...

Here in Auckland, we are in the process of putting together a sea racing framework, and are looking for a national body through which we can circulate these guidelines to gain a full national input, before they are ratified. The majority of those so far involved, are already KASK members, and KASK is our first choice as national body. This is because within KASK there is a fantastic sea kayaking experience base, which is the crucial part of what we are considering. Our main issue is that of SAFETY.

For KASK, I see this only as a positive thing. It promotes the sport of sea kayaking, and encourages participation in a safety conscious manner. It promotes safety, both in terms of equipment, and in personal skills. It brings new paddlers into sea kayaking who start with a race, and then look at the other things sea kayaking offers. It offers KASK input/control of the standards for safety/kayak design criteria etc. And finally it requires

almost no extra effort from KASK as an organisation, because the people already working on this are KASK members.

I accept that a number of KASK members believe that racing on the sea is a sport devoid of finer sensibilities, but then how many people want to kayak around Australia, or paddle 4km from Marahau and camp on the beach for a week? Does this make racing on the sea any less "sea kayaking" than the others? I say not, that it is merely another form of it, which faces the same dynamics of wind and sea that all sea kayakers face. I find as time goes by that the different aspects of sea kayaking are part of its attraction. Playing in the surf one day, drifting with the incoming tide in a mangrove estuary another, an easy club paddle on the harbour for beginners, or a blast out an around a few islands in a race. These are all sea kayaking experiences and the diversity of them makes sea kayaking a fantastic sport.

Concern that racing might "take over" or swamp KASK comes down to how it is managed. The problem the NZCA faced with racing was largely due to its constitution which made it the penultimate body for any canoeing or kayaking issue. When disputes broke out as to who was selected for the Olympic team, and those not selected took up their grievances, the NZCA had the final say. Consequently any if not all disputes ended up there. For KASK, it would merely require the appointment of a racing technical committee, which would handle the issues, and report back to the full committee.

Hopefully due to this being aired through the Sea Canoeing Newsletter, the issue can be debated and resolved. If KASK, in its wider membership feels it is inappropriate to include sea racing guidelines under its jurisdiction, we will find another national body to ratify our framework.

Glyn Dickson

KASKSUBSCRIPTIONSDUE

The annual subscription will now run from the end of the financial year. The books are closed at the end of February, and a reminder will be published in the Newsletter.

The 1997-1998 sub. is now due.

Please send $20 to;

Phil Handford, KASK treasurer
104 Lake Road,
Hamilton.

If undelivered, please return to: Peter Sullivan, 7 Monowai Cresc. New Brighton, Christchurch..
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