

No. 113 October - November 2004

THE SEA CANOEIST NEWSLETTER



KASK President, Susan Cade, during a surf training session run recently at Wellington by John Kirk-Anderson (Photo: JKA)



The biggest seal launch in Australia! The editor about to plunge down into the Bay of Islands, in south-western Victoria.

**The Journal of the Kiwi Association
of Sea Kayakers (N.Z.) Inc. - KASK**

KASK

KASK, the Kiwi Association of Sea Kayakers (N.Z.) Inc., a network of New Zealand sea kayakers, has the objectives of:

1. promoting and encouraging the sport of sea kayaking
2. promoting safety standards
3. developing techniques & equipment
4. dealing with issues of coastal access and protection
5. organizing an annual sea kayak forum
6. publishing a bimonthly newsletter.

The Sea Canoeist Newsletter is published bimonthly as the official newsletter of the Kiwi Association of Sea Kayakers (N.Z.) Inc.

Articles, trips reports, book reviews, equipment reviews, new techniques, letter to the editor, and moments when the word 'Bugger!' was said singularly or often {referred to by some as incidents} are sought to enliven the pages of the newsletter.

Send in a plain brown envelope, or via cybermail to:

**Editor: Paul Caffyn,
RD 1, Runanga. 7854
West Coast .N.Z.
Ph/Fax: (03) 7311806
Email: kayakpc@xtra.co.nz**

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**KASK Administrator
PO Box 23, Runanga. 7854
West Coast**

Correspondence/Queries to:

Vanessa Hughes
KASK Administrator
PO Box 23, Runanga. 7854
West Coast

Send address changes for receiving the newsletter via email to Vanessa at: KASK.admin@xtra.co.nz

LRB3 - KASK HANDBOOK

For a copy (or trade orders) of this mother of all sea kayaking handbooks, contact Paul Caffyn, RD 1, Runanga, 7854. West Coast.

e-mail: kayakpc@xtra.co.nz

Price: \$24.00

New members: gratis

Make cheques out to KASK (NZ) Inc.

THE LRB3, or the Little Red Book 3rd. Edition, is a mammoth compilation on all aspects of sea kayaking in New Zealand, by many of the most experienced paddlers in the Universe. Following a brief introduction, the handbook is divided into six sections:
- Kayak, Paddle & Equipment
- Techniques & Equipment
- The Elements
- Trips and Expeditions
- Places to Go
- Resources

SEA KAYAKING NETWORK ADDRESSES

NORTH ISLAND

NORTHLAND Canoe Club

PO Box 755, Whangarei
Brian Lamerton
Ph: (09) 437 2858
email: brian.maree@clear.net.nz

AUCKLAND Canoe Club

22 Spinnaker Dve.,
Te Atatu Peninsula, Auckland.
email: auckland-canoe-club-owner@yahoo.com

HAURAKI Kayak Group

Pelham Housego
PO Box 46-146, Heme Bay, Auckland

WAIKATO KASK Contact

Evan Pugh, RD2, Putaruru
sheepskinsstuff@xtra.co.nz
Ph: (07) 883 6898

RUAHINE Whitewater Club

71 Salisbury St., Ashhurst.
Ph: 06 326 8667 Fax: 06 326 8472
www.q-kayaks.co.nz/pages/club.asp

BAY OF PLENTY - KASK Contact

Iona Bailey, Tauranga
Ph: (07) 576 1492
email: bailhut@clear.net.nz

ROTORUA- KASK Contact

John Flemming, PO Box 1872, Rotorua
Ph/fax: (07) 347 9950
email: shakey@actrix.co.nz
Rotorua Kayak Club
7 Mahana Place, Rotorua
Ph: (027) 292 3138
email: Woolhouse.Clark@xtra.co.nz

HAWKE'S BAY- KASK Contact

Adrian Rhodes
Ph: 06-8439853 Fax: 06-8439857
email: maddison90@actrix.co.nz

GISBORNE Sea Kayakers Club

John Humphris, 3 Matthews Rd, Gisborne
Ph: (06) 868 4657

email: thetrolls@xtra.co.nz or
gisborneseakayakersclub@hotmail.com
Website: www.geocities.com/gisborne_sea_kayakers/

NEW PLYMOUTH KASK Contact

Bob Talbot,
10 Ranfurly St., Waitara.
Ph: 06 754 4191(H) or 0274 457038
email: ecobiz@xtra.co.nz

WELLINGTON Sea Kayak Network

Christine Coshan, PO Box 26052,
Newlands, Wellington
Ph: (04) 971 2141
email: wellseak@hotmail.com
Website: www.wskn.wellington.net.nz

SOUTH ISLAND

MARLBOROUGH

Helen Woodward
Ph: (03) 579 5669
h.woodward@xtra.co.nz

NELSON - KASK Contact

Nora Flight
Ph: (03) 544 7877
email: nflight@xtra.co.nz

CANTERBURY Sea Kayak Network

Andy & Deirdre Sheppard
53 Kent Lodge Ave
Avonhead, Christchurch. 8004
Ph: (03) 342 7929
email: d_sheppard@clear.net.nz
www.CanterburySeaKayak.orcon.net.nz

OTAGO

Rob Tipa
(03) 478 0360
robtipa@clear.net.nz
SOUTHLAND Sea Kayak Network
Stan Mulvany
03 215 7263
email: eiger@xtra.co.nz
Website: www.sskc.wwwizards.net

SKOANZ

Sea Kayak Operators Assn. NZ
Suzanne Dent, Administrator
SKOANZ
PO Box 1222
Christchurch
Ph/fax: 03 329 8317
email: skoanz@xtra.co.nz
Website: www.skoanz.org.nz

KASK Website: www.kask.co.nz

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**DEADLINE FOR N/L 114
15 January 2005**

EDITORIAL

The Safe Sea Kayaking Brochure

Over 6,000 of the brochures have been dispatched by Water Safety New Zealand. The first full colour cover page, that featured with newsletter No. 112 was paid with help from WSNZ. My thanks to both Chris Robinson and Sarah Tomlinson with their invaluable help with getting the brochure printed and distributed. Printing cost was funded by a \$5,000 grant from WSNZ.

Special thanks to Max Grant for the cracker cover photo of Melanie Grant off Cape Egmont, also to Susan Cade and Iona Bailey for their input and feedback, JKA for the surf pic and feedback, and Tony Dumper and Alan Hall for feedback.

Please do your bit to ensure wide-spread distribution of the brochure. If your local kayak shop does not stock it, suggest the manager orders the brochure from WSNZ.

'2005 NZ Kayak Buyer's Guide'

Natalie Meek from Rotorua has made a great job of the '2005 NZ Kayak Buyer's Guide.' A full page KASK promotion has a lovely blend of safety initiatives and photos of paddlers enjoying themselves. JKA's lovely dog paddler pic that featured on the cover of KASK newsletter No. 110 is in full colour, as are some of my photos. Look for the guide at your favourite kayak shop or newsagent.

Easter 2005 KASK Forum

Pages 11-14 are a pullout section for registering for the Easter 2005 KASK Forum. It is your opportunity to request topics or sessions you would like covered. For North Islanders, it is time to ensure you have ferry bookings made. A KASK forum subcommittee is well advanced with planning; Susan Cade, Bevan Walker, Iona Bailer, Alan Hall and Helen Woodward. Please register as early as possible.

Australia

In late November I attended the Victorian Sea Kayak Club AGM at Portsea, south of Melbourne, and the following weekend, showed slides to a gathering of NSW paddlers at Bundeena, south of Sydney. One of

my kind hosts was David Winkworth, who has yet to visit New Zealand. Our voices were just about bugged after several days of swapping tale tales and true of paddling in tropical Australia. David will be an ideal keynote speaker for the 2005 KASK Forum.

My Victorian hosts, Peter Treby and Peter Costello, took me on a nostalgic tour of the western coast of Victoria, out as far as Port Fairy. At Warnambool, I caught up after 23 years with Max and Heather Hall, who looked after Lesley, Andy and myself during two days of gales. Heather said I've got something for you. She handed over a small coin wallet, that Lesley had left on a shelf in the living room. "We've been waiting for you to come back to give you this."

Foreshore and Seabed Bill

In late November 2004, the Labour Government bill on foreshore and seabed ownership was passed with support of the NZ First party. Ownership is now vested with the Crown. This has been a long protracted affair, following a 1997 Maori Land Court ruling that iwi had customary rights to the foreshore and possibly the seabed. The decision was appealed and in June 2001, the High Court rejected the iwi claim, and the case went to the Court of Appeal. In June 2003, the Court of Appeal ruled that the Maori Land Court had the right to investigate customary title.

In August 2003, the Government released a draft policy calling for Crown ownership and placing the seabed and foreshore in the public domain, ensuring freedom of access and recognition of customary rights. In August 2004, a select committee received over 4,000 submission on the proposed policy, including one from KASK.

Claims have been made by opposition parties that Maori would be able to claim about 10% of coastline. Under the new act, iwi with continuous occupation of a coastal area where they practice customary rights can apply for guardianship of the area, but cannot stop access unless the area is a traditional burial ground.

PRESIDENT'S REPORT

from Susan Cade

As the year draws to a close, I am stunned with the rapidity of its passing. I am sure the years are getting shorter. In the past two months, I have paddled twice in the Marlborough Sounds; one trip to Tory Channel with the Wellington Network, looking at old whaling sites - and a second for the pilgrimage, an annual gathering with formal dress for the Saturday evening dinner. Following the pilgrimage, I paddled into Mistletoe Bay and visited the Anakiwa Outward Bound Centre, both planned venues for the 2005 KASK Forum at Easter. An overnight camp out at Mistletoe Bay is planned for the Sunday evening.

On a training note, I hosted John Kirk-Anderson from Christchurch, for a Wellington training weekend. John is New Zealand's most highly qualified sea kayaking instructor, with BCU Level 4 Coach (Sea), a BCU 5 Star (Sea), and a KASK/ SKOANZ/ NZOIA Level 2 Instructor awards. Six paddlers were coached including myself, a really positive experience with a full on Friday to Sunday training, including three pool sessions, two sea sessions (one flat water & one surf session) and two video feedback sessions. We covered manoeuvring strokes, bracing, broaching, and rolling skills. Comments I have heard ranged from: "I wish I had done this 15 years ago", "It was really affirming for skills with some good tips", "I know now why that style of roll didn't feel entirely right for me", "Now I know why I have had trouble with my shoulder."

Personally, I was left with a whole range of skills to develop. My confidence in surf was improved and the waves seemed smaller when I was broaching, and I am looking for bigger ones! This training was a significant building block on the instruction I had received from others, and what I have picked up from DVDs and reading. It allowed me to make more sense of techniques. I now have to

practise drills and follow some peer coaching tips which makes the learning more attainable. Thanks so much for your time John.

I am now even more determined to be pro-active about supporting skill training at both club and national KASK levels. I have noticed with the Wellington network training on leadership, stroke drills, rescues, rolling and surf training, there is clearly an increase in knowledge being passed on and practised, making sea kayaking overall safer and more skilful for everyone.

On a National basis, the brochure 'A Basic Guide to Safe Sea Kayaking' has been very well received around the country with bulk orders country wide being supplied by Water Safety NZ.

The KASK website has been tidied up, thanks to Sandy Ferguson. Paul Caffyn has been invited to attend the December meeting of the National Pleasure Boat Forum in Auckland.

The KASK Committee and Administrator, Vanessa Hughes have continued to work in your interests. We will have the results of the KASK survey out in the next newsletter - there has been a good response to this.

So, safe sea kayaking out there, and all the best for our peak holiday season.
Susan Cade

LETTER to the EDITOR

Subject: The Proposed Cook Strait Crossing

From: Caroline & Peter Gates

In response to the previous letters on the proposed Cook Strait crossing, we would like to defend the crossing by pointing out how well it was organized:

1. Support boats
2. Group practice - many hours spent on the water
3. A very good skill mix of paddlers (that doesn't mean beginners)
4. Not everyone that wanted to be part of the event was accepted
5. It was only going to happen in suitable weather and tide conditions, hence why it didn't happen.

Yours sincerely
Caroline Gates

New Zealand Kayak Builders Get Together 18 - 20 February 2005

Based at the Blue Lake in Rotorua. This is a chance for people interested in kayak building to meet other builders, try out different designs and paddle one of Rotorua's fantastic lakes. Even those unfortunate enough to paddle only plastic or glass will still be most welcome to join in for the weekend. This will be an informal gathering with plenty of time to "talk shop" and socialize. A group trip on either Lake Rotoma or Lake Tarawera is planned on Saturday with Sunday being the chance to test paddle those designs that have caught your eye.

Accommodation is available at the Blue Lake Holiday Park:

www.bluelaketop10.co.nz

Ph: (07) 362 8120. Bookings are on a first come basis and the management recommends booking early to avoid disappointment as they expect to be full for this weekend. An area for tents has been set aside for the kayak builders but advance booking will still be required. Please mention that you are part of the Kayak Builders Get Together. Food will be the individual's responsibility but bring a plate for the pot luck BBQ on Saturday Night.

Building your own kayak is a fascinating hobby as well as a way of obtaining a craft suited to your particular needs. So if you have already created a masterpiece or if you just want to see what it is all about, we hope to see you there.

For more information please contact Graeme Bruce ph 07 332 3112 or Grant Glazer ph 09 372 3267 email grantglazer@clear.net.nz

LETTER TO THE EDITOR

from Derek Wakeling

'Understanding how to determine a collision course'

Mark Hutson's method of determining a collision course in his article on page 9 of Newsletter 112 is unreliable, as Jim Lott points out. It will only work in a very few exceptional circumstances as follows:

1. The two vessels are on reciprocal courses, that is if they are heading towards each other bow on, when the prospect of a collision is all too obvious.
2. One vessel is stationary and the other is sailing towards it.
3. The fixed point is infinitely far away such as a star.

The method will certainly not work 90% of the time as Jim suggests. It might work 1% of the time, for the rest it will just mislead you, perhaps dangerously so. A similar method of steering a course to keep two fixed point in line can sometimes be useful for judging the best course to make landfall at a certain point or for clearing a headland, but the only rule to use for determining a collision course with another vessel or object is as follows. **If the bearing of the other object relative to your kayak does not change, then you are on a collision course.**

Put simply, watch the other vessel for a moment, and if it's bearing (direction) stays the same relative to your kayak you are on a collision course. In which case, make a large and obvious change of course, stop or paddle backwards, according to how imminent is the collision. One way to explain this is to imagine your kayak is at the centre of a large clock face with the bow of your kayak pointing towards twelve o'clock and you see another vessel at, for example, two o'clock. That is, in the same direction, as the hour hand would be pointing at two o'clock. If you hold your course and the bearing (direction) of the other vessel remains the same, which is it is still at two o'clock relative to your boat, then you are on a collision course

(remember you are still at the centre of the clock as the imaginary clock face moves with you). If the direction of the other vessel moves towards one o'clock then you will pass behind it. If, however the bearing (direction) of the other vessel moves towards three o'clock you will pass in front of it.

The rules of the road, collision regulations, stipulate that to avoid a possible collision, you should change course to your right (starboard) to leave the other vessel on your left (port). This can be important in confined water because it is important that both vessels turn away from each other. If both vessels change course in a tight situation and one goes to his left and the other to his right then they will still collide. Imagine you are on a river and see a powerboat coming at you, it is important that you both turn to the right relative to your own boat (starboard) so you go to opposite sides of the river. You should, in any case always be on the right-hand side on any confined waterway to avoid this situation.

There are a lot of other rules about rights of way but the important thing for a kayak is keep clear of everything bigger or faster than you and that usually means everything else on the water. It is also safest to assume the other guy has not seen you.

It is also important to remember that due its relatively slow speed, wind and current or tide have a large effect on the true course of a sea kayak, so that your true course can be quite different to where your bow is pointing. This becomes obvious when you paddle across a fast flowing river. This collision/constant-bearing rule automatically takes account of the true course and speed of both boats as affected by leeway (wind effect) and tide without you having to do any mental arithmetic.

This constant bearing/collision course rule becomes instinctive after awhile and you use it without thinking. This ability to act instinctively can be very useful in tight situations or when paddling in a strong current and/or with wind causing a lot of leeway. In this

situation you can often, due to leeway and/or current, be on a collision course with a moored boat, buoy or rock when you appear to be steering to miss it.

If you have ever tried padding across a harbour full of moored boats with a strong wind and strong tide on your beam that is, both the wind and tide are pushing you sideways, you will know what I mean. It is all to easy wrap yourself around the anchor chain of a moored boat if you do not keep your wits about you and think ahead. You sweep nicely past the bow of one moored boat only to immediately find yourself on a close collision course with the next moored boat with insufficient, time to get safely past its tight anchor chain.

You back paddle like mad to get around the stern of the boat hopefully without having to fend off only to find yourself in the worst position to get across the bow of the next boat. The trick is to steer a course into the wind and tide that keeps the gap you are aiming at on a constant bearing. In effect you ferry glide across the wind and tide.

Derek Wakeling 30.10.04

Hamilton/ Central Waikato Evening Paddle

I am organising a group for a regular mid-week evening paddle for people based loosely around Hamilton. The venue will change depending on the weather/mood (e.g. Raglan, Karapiro, River, Whangamarino etc).

If you're interested please contact Leigh Marshall
email: leighmarshallnz@yahoo.co.nz
Ph: (021) 155 3419
or (07) 855 1467

Incident Analysis Workshop

Cathye Haddock

At the White's Bay KASK Forum in 2003, I ran an incident analysis workshop, using the Lyttelton Harbour Incident as a case study (KASK Newsletter, No 101 October – November 2002 pp 4-7). Paul Caffyn asked me to write it up for the Sea Canoeist Newsletter. Alas, it has taken me 18 months to finally complete the article

OPERATION ZONES

After reading out John Kirk-Anderson's incident report, we discussed the Operation Zones Model for adventure activities. The model is a useful tool to help outdoor leaders understand the importance of their own and participants' competence in relation to the level of difficulty of an activity. It can also help leaders work out the ratio of competent leaders to novices for the trip.

An outdoor leader should strive to keep a good safety margin between the demands of the trip and their own competence, to enable them to look after their group and cope under stress. For example:

A grade 2+ kayaker leading a group down a grade 2 river, may have trouble coping if something goes wrong, as their concentration will be on their own paddling. Whereas a grade 4 paddler leading a trip on a grade 2 river is likely to be paddling without conscious effort, enabling them to better cope with the unexpected and avert or resolve any incidents.

Outdoor leaders are most effective when operating within their field of competence. The operation zones model can help outdoor leaders to determine the appropriate operation zone for themselves and participants. The model can also help leaders find the right balance between competence and difficulty when planning a trip for a particular group.

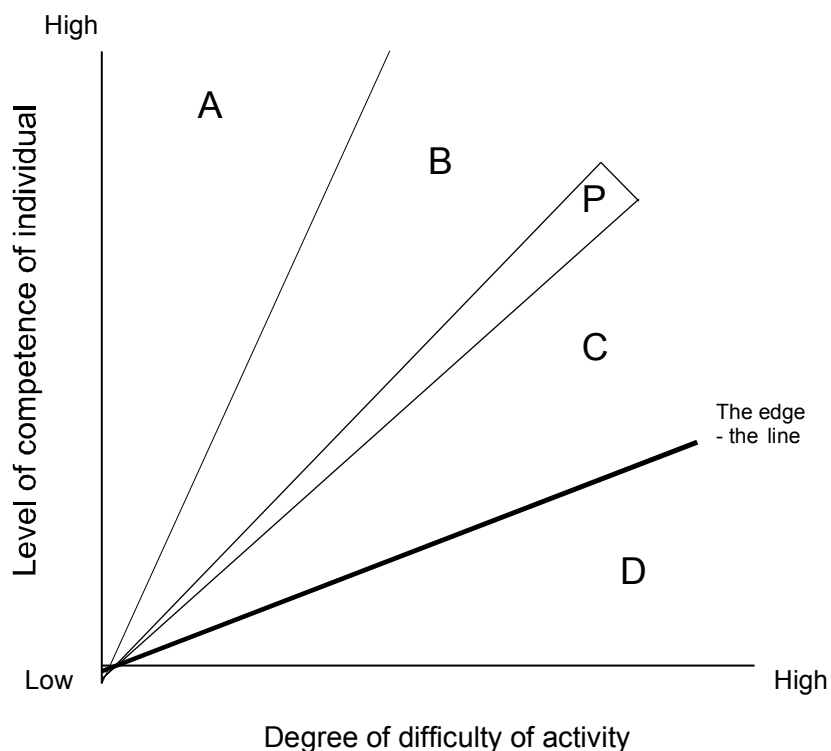


Figure 1: Operation zones model for adventure activities¹

¹ Adapted from Martin, P., & Priest, S. (1986). Understanding the adventure experience. *Journal of the National Association of Outdoor Education*, 3(1), 18-21.

The operation zones shown on the model in Figure 1 above are explained below:

A - Play:

The skill level of the leader or participant far exceeds the degree of difficulty of the activity. There is no challenge or excitement in the activity. This can lead to boredom, a lack of concentration and to incidents if leaders or participants decide to create excitement for themselves. For the leader, careful management of the group is often required in this zone.

B - Cruising:

The skill level is above the degree of difficulty of the activity so leaders and participants can cope easily with challenges or emergencies. There is often enjoyment without stress.

P - Peak experience:

People's competence matches the difficulty of the task. It is a zone where participants can experience the ultimate goal of an adventure experience.

C - Challenge:

The degree of difficulty of the activity is above participants' skill levels. A lot of learning takes place in this zone as participants rise to the challenges. Maximum concentration is required; there may be some anxiety or excitement and there is potential for mishap. Support for participants should be readily available from leaders, who should aim to be operating in A or B zones. Leaders should not aim to be operating in C zone.

The edge:

The 'fine line' between C and D zones, between pushing your limits and being out of control. There is high negative stress bordering on panic.

D - Distress:

The degree of difficulty is way above the skill level of participants or leaders. Lack of skill, anxiety and fear can lead to mishaps, serious injury or death. A sudden change in weather conditions can force a group out of A-C zones and into D zone quite suddenly. Leaders should aim to keep their participants and themselves out of this zone.

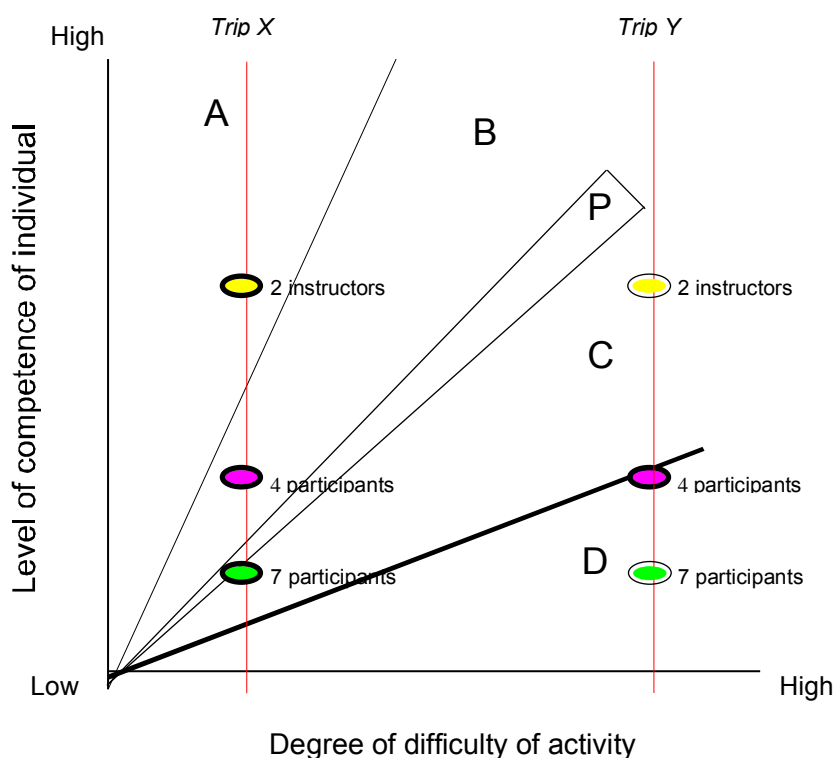


Fig. 2: Operation zones model for the Lyttelton Harbour trip

TRIP REVIEW

The operation zones model can be used to review a trip and learn from it. The model can help us determine the zones participants and leaders were operating in as the Lyttelton Harbour trip progressed. The group were operating in different zones on the way over to Quail Island (Trip X), compared to the return trip where the incident happened (Trip Y).

On trip X:

The experienced instructors were probably operating in A Zone. Four participants were probably operating in B zone, cruising, as they had paddled before. Seven participants were novices so were probably operating in P-C zones. Some probably found the trip challenging, especially those who felt ‘forced’ to go. The participant with the medical problem was totally dependent on the instructor, not being able to paddle.

On trip Y:

When the wind gusts hit, the instructors soon lost control of the group and were probably operating in C zone. The four participants that had experience were probably in C to D zones. The seven novices will have quickly moved into D zone, distress.

It does not take an expert to work out that the return trip was beyond the capabilities of the leaders and participants.

The outdoor environment is dynamic so trips may not remain static. A change in the weather or sea conditions can cause a trip to fluctuate between zones. So leaders need to take these dynamics into account in their planning and decision making. Escape routes and a Plan B are essential in a risk management plan. As is calling a trip off if fluctuations that could take the group out of their safe operation zone are likely.

Points to note:

- There will be a range of ability within a group.
- The trip chosen should be within the capabilities of everyone involved, even if conditions change. Most people’s ability should match or exceed the difficulty of the task.
- There should be adequate support for those in C zone.
- Ratios mean the number of skilled/experienced people to the number of novices in an activity; this does not always equate with the number of leaders to the number of participants, as leaders who are out of their comfort

zones themselves, are little help to participants.

- The environment is dynamic, so trips can fluctuate between zones.
- The leader/s must be operating in A or B zones in the activity. If they find the activity challenging, they will have no safety margin to assist if others require support or get into trouble.
- The leader/s should seek their challenge in managing the group, not from the activity itself.

Causal Pathways

Once we had established the zones people were probably operating in on the trip, I divided the workshop participants into groups of 5 or 6.

Each group were asked to “spot the lemons” in this incident. Lemon spotting is a good way of analyzing the factors that contribute to incidents. Imagine a poker machine. Every time a leader takes a group on a trip, they put \$1 in the slot and push the button. For every risk factor the leader ignores or overlooks, up pops a lemon in the window. The more factors overlooked, the more lemons appear. If enough lemons are overlooked, the leader will eventually hit the jackpot – a whole row of lemons - disaster!!²

Most groups spotted 20 or 30 lemons - factors that led to the Lyttelton Harbour incident happening. Some factors were apparent before the group even left the office, while others happened before they left the shore. Still others occurred on the return trip and while the rescue was under way.

The *pathways to change* model goes a step further than spotting lemons. It is a five-stage causal sequence. Causal pathways show that multiple causes are spread throughout several stages of an incident: immediate causes, basic causes, and lack of management control factors. Between these stages are pathways where intervention can reduce loss. Notably, incidents are often the result of factors that only management has control over.

²Raffan, J. (1984). Images for crisis management. *The Journal of Experiential Education*, Fall 1984.

Thus, the complexity of events leading to incidents can be viewed quite positively. The *pathways* provide opportunities to intervene and ultimately reduce the chances of an incident happening.

The small groups were given the task, of transferring their lists of lemons onto the *pathways to change* model. The following is the groups' collaborative effort to identify the causal factors in the Lyttelton incident; place them in the causal sequence; and identify strategies that may have prevented the incident or losses occurring.

Note that the closer to an incident you get, the less options there are for preventing any losses. This is consistent with international research that shows that the earlier the intervention, usually at the management control level, the greater the chance of avoiding a disaster. Contrary to a phrase often used by the media, incidents are not "freak" events. Most incidents are caused, and can therefore be prevented.

Further Reading

Haddock, C.M. (2004). *Outdoor Safety – Risk management for outdoor leaders*. New Zealand Mountain Safety Council Manual 38. Wellington, New Zealand.

Acknowledgements

I would like to thank Diane Morgan, who helped me to re-construct the group's causal pathway analysis one Sunday afternoon shortly after the Forum; and Beverley Burnett for helping to create the causal pathway model on the computer a few weeks later.

CONSERVATION

From Vincent Maire

DoC extends facilities for sea kayakers

In January this year KASK made a submission to the Department of Conservation on recreational facilities in a number of conservancy regions. The submission was part of a DoC instigated consultation entitled 'Towards a Better Network of Visitor Facilities' and KASK was one of 97 submitters in the Auckland conservancy.

The Department has published its report and the wishes of sea kayakers have certainly been taken into consideration. Key developments are as follows.

Great Barrier Island

Basic campsites (five tent sites maximum) have been proposed for Miners Cove and Rangihakaea Bay, which are located on the west and east coasts of the northern end of the island respectively. These locations are where sea kayakers start and end a trip around the top of the island and have been off limits to sea kayakers. Camping will be by permit only. Also of interest is to put in more tracks in this wilderness area.

Rangitoto / Motutapu islands

The idea of a campsite at Islington Bay was rejected by DoC as it would likely attract drunken hoons who would pester visitors and vandalise the beaches. Instead DoC will be establishing a basic campsite at Boulder Bay on the northern side of Rangitoto. This is a bad location for yachts and runabouts and therefore ideal for sea kayakers.

Waiheke Island

The report says: 'KASK asked if the department manages any land on Waiheke that would be suitable for overnight camping. This would facilitate links with kayaking opportunities in the inner Gulf and western Coromandel Peninsula coast. While the department supports this proposal in principle further investigation will

be required prior to a final decision.'

Motuora Island

The report states: 'There is clear support for a new hut on Motuora Island to replace the current booked accommodation.' It seems likely the new hut will be located up the zigzag track as the Motuora Island Restoration Society wishes to use the current cottage for its members. This hut is likely three years away.

In the summary the report states: 'Providing further basic overnight camping opportunities for sea kayakers is supported by the national sea kayaking organisation, KASK, and aligns well with the Auckland Conservancy Recreation Strategy. The overall cost of providing backcountry-standard campsites will not be significant.

The report also talks about establishing a 'sea kayak trail in the inner Hauraki Gulf' which is encouraging.

Coromandel

KASK also made a submission to the Waikato Conservancy supporting the proposal that a low impact campsite be established on Mahurangi Island, off Hahei. This has been accepted and the Waikato report also states: 'This user group (sea kayakers) is well established on the northern Coromandel coast and appreciative of campsites. There is an expressed need for more designated sites (similar to freedom camping) to expand their recreation into multi day trips and or overnight trips. A diminishing coastal camping opportunity is linked to recent land subdivision trends and closure of private and Territorial Land Authority campsites. The decision to proceed with the low intensity overnight shelter on Mahurangi Island addresses this need in part. Further low cost opportunities need to be investigated.'

Northland

KASK was one of 91 submitters to the Northland Conservancy.

Sea kayakers will have access to a new 22-bunk hut proposed for Deep Water Cove in the Bay of Islands. This is an ideal start / finish point for Cape Brett, but sadly, three submissions from sea kayakers calling for

'an informal' campsite at Whangamumu Harbour appear not to have gained support. This is the other end of the Cape Brett trip and also a very beautiful harbour.

Sea kayakers will also benefit from the upgrade in size and capacity of the recently built hut at Peach Cove on Bream Head.

The reports can be viewed at:
www.doc.govt.nz/Explore/DOC-Recreation-Opportunities-Review/My-Favourite-Place/index.asp

BLUMINE IS. UPDATE

Marlborough Sounds

A press release 4 December 2004, notes Blumine Island may one day be home to kiwi and other rare native

species. Minister of Conservation Chris Carter said the island would be transformed into the most publicly accessible island wildlife sanctuary close to the South Island. Chris Carter travelled to the island, where he announced funding of a government grant of \$22,000 for Department of Conservation (DoC) staff and other supporters of the Blumine Island project. He noted by removing pests, primarily stoats and mice, DoC will be able to relocate visitor friendly species such as robin, South Island saddleback and kakariki to the island. In the long term, kiwi, geckos and long tailed bats may follow. Native land snails, kaka, weka and blue penguins already lived on the island. While it would be a wildlife sanctuary, Chris Carter said all 378ha of the island would continue to be open to the public.

NORTH IS. CONSERVATION CONTACT

Warkworth KASK paddler Richard Bray has offered his services to the KASK committee with respect to North Island conservation issues. With a former police background and currently employed by DoC, Richard has offered to work in a national liaison and advisory capacity. His offer was most welcomed by the newsletter editor, who has been filling the conservation role for both islands.

If there are any local conservation issues in your region, or developments which will affect coastal access or have a detrimental effect on the environment, please get in touch with Richard Bray:

email: jacarandahouse@xtra.co.nz
ph: (09) 422 2394

Kiwi Association of Sea Kayakers (NZ) inc. **Notice of Annual General Meeting**

The 2005 Annual general meeting of the Kiwi Association of Sea Kayakers (NZ) inc. will be held at 5.00pm on Saturday 26 March 2004 at the Outward Bound School, Anikiwa, Marlborough Sounds, in conjunction with the 16th Annual KASK forum.

All notices of motion/remits/apologies etc. should be forwarded to the KASK Administrator: Vanessa Hughes, P O Box 23, Runanga, 7854, West Coast.

Email: KASK.admin@xtra.co.nz

It is a requirement of KASK's constitution for all notices of motion and remits to be in the hands of the administrator 30 days prior to the start of the meeting. The AGM will also elect officers of the association, these are, President, Safety Officer, Conservation Officer, Instruction Officer, Publications Officer, and Forum Organiser. Nominations for Officers must be submitted by members in writing, signed by proposer, seconder, and nominee prior to the AGM. Nomination forms are available from the administrator at the above address.

Make your contribution to KASK and recreational seakayaking by having your say at the AGM. A great opportunity to contribute to KASK's annual programme - have your say on issues facing the recreational sea kayaker, and to influence the future direction on national initiatives for sea kayaking like training and conservation.

Nominations are also requested for the two annual Graham Egarr Memorial paddle trophies:

- in recognition for services to sea kayaking in New Zealand
- in recognition of outstanding contributions to the KASK Newsletter

These beautifully crafted trophies were built by John Dobbie, laminated wooden blades on a stand.

Send nominations plus supporting information to the KASK Administrator.

2005 NATIONAL KASK FORUM

**Cobham Outward Bound School, Anakiwa, Marlborough
Friday 25 - Monday 28 March 2005 - Easter Weekend**

Numbers are limited to 150 people.



Based in an ideal location at Anikiwa surrounded by beautiful bush and directly on the foreshore of Queen Charlotte Sound. Accommodation in spacious bunkrooms, all on site

A SOCIAL FUN WEEKEND WITH PLENTY OF OPPORTUNITIES TO PADDLE, SHARE IDEAS AND LEARN, ON AND OFF THE WATER.

Featuring

Keynote speaker is New South Wales paddler, David Winkworth. David has extensive expedition experience; his last paddling trip was from Cairns to Darwin (KASK newsletter 107/9). In early 2000 whilst paddling from Cairns to Darwin Cape York, David's paddling mate was attacked by a crocodile (n/l 84). David rescued his mate, by racing out and leaping onto the back of the crocodile. He was later awarded a bravery medal by the Australian Government. David also builds sea kayaks, and has extensive experience as a sea kayaking guide and instructor.



Other presentations by guest speakers and NZ experts whose topics include Navigation, Tidal and Sea Conditions, Safety Practices to reduce risk, Tropical Expedition Paddling

- **Great Opportunities to take part in practical and theoretical Sea Kayak Training covering for example paddling skills and rescue techniques**
- **A chance to see and share ideas on sea kayak design and equipment**
- **Sea Kayak Top Town Team Sports**
- **Local Area information and exploratory paddles**
- **The KASK AGM**
- **Overnight paddle and camp out on the Sunday night at Mistletoe Bay**

2005 NATIONAL KASK FORUM REGISTRATION FORM

Name(s): _____

Address: _____

Email: _____

Phone: _____

Fax: _____

Mobile: _____

Emergency Contact While At Forum

Name: _____

Relationship: _____

Address: _____

Phone: _____

Accommodation.

Will be in spacious multishare bunkrooms on site. If you wish to stay off site you may have to book alternatives ASAP, as it is a popular long weekend.

Meals

Your registration fee includes Friday night dinner, Saturday breakfast, lunch & dinner, Sunday breakfast and lunch, Monday lunch. Bring your own food for the Sunday night campout dinner & breakfast Monday morning.

There will be vegetarian food available for those that require this.

BYO wine/beer.

Smokefree

Anakiwa is a smoke free zone.

Transport

Ferry pick-ups available by prior arrangement.

Please indicate:

- Number in party: _____
- Expected Picton arrival time: _____
- Number of kayaks to transport: _____

If you have kayak wheels you can walk your boat from the ferry terminal then paddle from Picton around to Anakiwa, which takes approximately a two hours.

Kayak Hire

Kayak Hire by prior arrangement.

If you need assistance with contact details for kayak hire in Picton, note here.

See also pp 140 - 141 of the KASK Handbook.

SKILL LEVEL

Please circle your skill level

- Novice Just started sea kayaking, no formal skills training.
- Intermediate Some support strokes, can do wet exit and assisted rescue in calm conditions
- Advanced & Intermediate Can complete an assisted and self rescue in moderate conditions and have completed day trips in a variety of conditions.
- Advanced Can roll a sea kayak in rough conditions. Have completed several challenging sea kayak trips.

Leadership Experience. *Please circle your response*

- Do you currently lead sea kayak trips in your local area? Yes / No
- If yes, are you happy to lead a pod of up to 6 paddlers at the forum? Yes / No

Topics/Events. *Please circle your response*

- I am available to lead a workshop/instruction session If so, what topic(s)? Yes / No
- I am willing/know of someone to be a speaker on Saturday night: Yes / No
- I am willing to share some great slides from a recent trip: Yes / No

Note: All participants will be expected to abide by the guidelines set out by the FORUM organisers.

- **FORUM COST:**
- **If paid before 1 March 2005 - \$140 per person**
- **If paid after 1 March 2005 - \$150 per person**

(Includes bunkroom accommodation Friday and Saturday Night plus Sunday night campout fee and Friday dinner, Saturday breakfast, lunch and dinner, Sunday breakfast and lunch, Monday lunch.)

For those not camping at Mistletoe Bay, Sunday night accommodation is available at Anikiwa for an additional cost.

I enclose my/our registration fee of \$ _____

Note if you require vegetarian meals: _____

Make cheques payable to: *Sea Kayak Forum 2005*

**Please return form with payment to:
Helen Woodward,
82 Hutcheson St,
Blenheim.
Ph/fax: (03) 579 5669**

This form will also be available on: www.kask.co.nz

(email queries: H.Woodward@xtra.co.nz)

What are you interested in participating in or getting from the forum?

Please tick the things that might interest you over this weekend. This doesn't guarantee that all of these topics will be covered and that there won't be others included. It will depend on interest and availability of presenters, etc. If registering for a couple with different ability levels, use different coloured biro's for each person.

General Activities		I am interested in participating			
Sea Kayak top town team event					
Local paddles					
Overnight paddle and campout					
Practical Skill	Beginner	Some skills & knowledge	Wanting to refine skills	Wanting to develop teaching tips around these skills	Happy to teach others at the forum
Boat set up for paddling					
Forward paddling					
Maneuvering strokes					
Support strokes					
Rescue skills -Self rescue -Buddy Rescue					
Towing clinic					
Rolling					
Land based Sessions					
Topic	Interested in learning more	Interested in sharing knowledge	Interested in presenting		
Emergency communication & safety equipment					
Wooden boat session					
Boat and equipment session					
First Aid emergency management					
Risk & safety management for a group					
Navigation Bugger incident sharing					
Local paddling & area information					
Weather and Tides					

We are considering organizing some self-funded focused training workshops, probably on the Friday morning and Monday afternoon. It will depend on available instructors and participant's etc. Limited numbers. Note if interested: _____

There is an ideal opportunity to do a post-forum paddle from Tuesday to the following Sunday. If you are interested in knowing of other paddlers who are interested, please sign and give permission for your contact details to be circulated to those interested. _____

THE 'BUGGER!' FILE Rotorua Accident by Iona Bailey

Date: Wednesday 22 September 2004

Location: Lake Rotorua.

Weather forecast: (direct from MetService) 'Cold Southwesterlies rising to 45km/hr in exposed places' on land; 'rising to 25knots and waves 1 metre' on Lake Rotorua.

Actual weather: (from Rotorua Airport) SW winds. Ave 10 – 22 knots. Max gust 40 knots.

Max temperature: 12.5.C.

This involved a group of children, boys and girls, between 9 – 14 years with three adult instructors on a 10 day 'Project K' Adventure trip. These were 'troubled' kids from Auckland on their first kayaking trip. They were all novices. The leaders apparently were either SKOANZ or NZOIA qualified.

The kids were paddling Necky Amurak doubles. The leaders were in a Penguin, Storm, Contour. The first night of their trip was spent camping on Mokoia Island in the centre of Lake Rotorua. Prior to the trip they had not sought any local advice from local commercial operators or the Harbour Master.

The Harbour master did not know they were on the lake. They had a trip plan with the parent organisation in Auckland but nil locally. These Guides were a Service Provider for the organisation looking after the children. Apparently the group carried a cellphone with which they checked the marine forecast that day. They had no VHF, no flares, no signalling devices. The group was well equipped otherwise with PFDs, plenty of food and clothing.

On the morning of the accident the leaders looked out from the lee side of

the island and thought conditions looked OK. They checked the marine forecast using the cellphone. They set out for Ohau Channel heading for Rotoiti Holiday Park for the night. About 500m from shore they were caught out on the reef. This is a well known hazard to local kayakers. The water here is about 1 metre deep and is a hazard in these conditions. They had not checked with anyone local so that they did not know this. There was a 1.5m chop.

They all capsized. One of the leaders dialled 111. Shortly before this a passer by on the lakeside had seen the NIWA boat 'White Pointer' in the dreadful conditions and thought they were in trouble. That person called the police. An 'all stations alert' was posted by the Harbourmaster. The NIWA boat reported that he was OK but had seen some kayaks paddling on the lake. The Harbourmaster, who knew nothing about the kayakers, redirected a helicopter, which was in the vicinity. The helicopter spotted the capsized kayaks.

A rescue was organised involving the Harbourmaster, "White Pointer", Police, Ambulance and local kayak operators including 'Sunspots' Some of the kayakers were picked up by the White Pointer. Others managed to get to shore along a 2 kilometre stretch of lakeside. They were all picked up, taken to ambulances at Sulphur Point and transferred to Rotorua Hospital with hypothermia. All were sent home after treatment. There were no other injuries.

According to the Harbourmaster, this group had sought no local knowledge nor had they informed the Harbourmaster of their intentions. They did not carry a VHF radio. They did not carry flares or any other signalling devices. They made the mistake of not walking around the island to check conditions on the other side (? remember the Lyttleton accident-same thing happened) They made a gross misjudgement. They had wanted to get to their next destination so set off without adequately checking the conditions. They were well equipped. Donald at Sunspots who retrieved

most of the kayaks said that the kayaks were 'full' of provisions and very heavy. This would have made self or assisted rescues very difficult but it showed they had plenty of food to stay out on the island another night.

Iona Bailey

(Iona is a travel doctor in Tauranga, and a KASK committee member).

BOOK REVIEW

Title: Outdoor Safety - Risk management for outdoor leaders

Author: Cathye Haddock

Published: January 2004

Publisher: NZ Mountain Safety Council, Mountain Safety Manual 38

ISBN: 0-908931-19-0

Content: Spiralbound, 145pp, illustrations, B/W photos, Appendices.

Size: 160mm x 210mm

Price: \$20 organisation \$25 individual

Availability: NZ Mountain Safety Council, Box 6027, Wellington.

www.mountainsafety.org.nz

Review: Iona Bailey

This excellent book was first published in 1993 and is acknowledged within Australasia by outdoor instructors, tertiary lecturers and the general public as a prime reference. It should be compulsory reading for anyone leading sea kayaking trips and I can thoroughly recommend it.

The scene is set with a poem by Janet Rand entitled "Risk" which points out that "The greatest hazard in life is to risk nothing" Cathye points out that participating in adventures involves taking risk which makes the activity challenging, fun and worthwhile. The skill of the leader is to ensure that the participant is protected from harm. Outdoor organisations now prefer the term 'Safety Management' to reduce the potential for harm because the language is more 'positive' than 'Risk Management'. This manual outlines the principles of managing risk by



Author of the Risk Management Manual, Cathye Haddock, experimenting with a new digital camera on the November sea kayaker's Pilgrimage to the Marlborough Sounds.

matching residual and perceived risk. This involves identifying factors that contribute to risk which includes factors associated with the people, equipment and environment in which the activity takes place. Human factors account for more than 90% of near miss incidents in the outdoors and, from Paul Caffyn's accident data, sea kayaking incidents follow a similar pattern. Cathye has particularly researched social and psychological factors contributing to incidents in the outdoors. She lists these as:

- Being too familiar with the situation
- Risk shift
- Dropping your guard
- Get home-it is
- Wild cards
- The behaviours associated with attribution theory (take the credit, share the blame)

- Risk homeostasis (have cell phone, will travel)

These factors underpin safety management procedures covered in the manual. Tools required for outdoor safety management are described and an outline given of what to do if things go wrong. Cathye talks about the importance of accident reporting and analysis; she describes the 'lemon theory.' This is a tool which helps to remind leaders of some risk management principles. The analogy is to a poker machine. Imagine every time a group is taken out on a sea kayaking trip that money is put in the slot and the button pressed. Each time a factor that could lead to an incident is ignored, up pops a lemon in one of the windows.

As more contributing factors are overlooked, more lemons pop up. If enough lemons are hit then the jackpot is struck and disaster occurs. Competent leaders will identify the lemons and deal with them before they cause

incidents. To illustrate this theory Cathye uses a sea kayak incident which was reported in the Bigger Files some years ago. The manual describes ways to spot lemons and identify the causal sequence occurring in incidents. It outlines skills and experience required for a competent outdoor leader. The chapter about legal requirements and responsibilities will be of interest to all trip leaders. The KASK Handbook is (of course!) advised as containing the best practice guidelines for sea kayaking in New Zealand. The extensive references will be invaluable to anyone wishing to investigate risk management in greater depth.

If you are leading groups in outdoor activities, then you NEED this book. It is not just for the professional guide; a group could be your own family!

Iona Bailey

NEW ZEALAND TRIP REPORTS

Pelorus / Queen Charlotte – Two Sounds Adventure by Sari Lewis

Early November, Marty and I headed out of Moutapu Bay, (east of Havelock) in the Pelorus Sound, for a five day trip around to Ngakuta Bay near the head of Queen Charlotte Sound. Leaving a vehicle on the road above the launching ramp, we headed out in the morning on an outgoing tide with settled weather forecast for the next couple of days.

We had planned on campsites about 30 km apart, and the first evening saw us comfortably settled at Kauauroa Reserve (east of Maud Island) by 5pm. The notoriously wild waters of Tawhitiui Reach were oily calm and the skies were clear. (Looking at the map, it appeared there might be an easy portage across Piripaua Neck bypassing the mouth of Pelorus Sound but conversation with previous paddlers assured us that the map does not do justice to the low, but rugged, cliffs to which no kayak owner would wish to subject their boat!)

Thinking to maximize the calmness of early morning we were on the water again by 6am and enjoying mirror calm seas out to the mouth of Pelorus. Still wanting to make the most of the extraordinarily calm Cook Strait conditions, we chose the outward passage across to a colony of the endangered king shag at Duffers Reef, rather than heading south east through to Allen Strait. We tucked in on the eastern side of Culdaff Point for breakfast and a pleasant swim.

Still benefiting from calm seas we decided to give Titirangi campsite a miss and headed against the tide across the 8 km to Alligator Head and another shore break. Time for lunch, a swim and to collect a few paua for our dinner, we then chewed up the kilometres to Cape Lambert. Another short break and the run across Port Gore to

Cape Jackson with a gentle tail wind had us well pleased with our progress. Marty, with his sail, was almost able to keep up with my paddling! We were able to slip easily through the tidal flow at the cliff edge, at the same time giving some thought to the cruise ship, Mikhail Lermontov, who scratched her bottom (and came to grief) travelling through the same narrow passage.

Now in the Queen Charlotte Sound, a gusty nor'west wind blew in from our right, against an outgoing tide, making the 10 km down to the Cannibal Cove campsite definitely seem like the hardest part of our 60 km day! It was a welcome campsite and well sheltered with huge macrocarpa trees and the promise of much history (both Maori and Pakeha). A couple of oyster catchers abused us heartily as we inadvertently stood beside their camouflaged nest of three eggs on the foreshore. Just on dusk the training ship, Spirit of New Zealand, slipped passed the mouth of the bay, and gave us a chance to reflect on the history of the area.

Still the weather held, and in the calm of the next morning, we headed across the northern end of Motuara Island to explore the tidal flow and cliffs of Cape Koamaru. It is a magnificent area with huge caverns and clear depths. It was here that we saw our most spectacular tidal effects, and experienced the situation of riding the waves and going nowhere! I was flying along in the waves beside a dolphin but when I glanced up at a nearby rock to my left, it was in the same position as some minutes previously! A most disorientating experience ... and requiring considerable effort to push the boat beyond the grip of the outgoing tide. The bottle-nose dolphin must have found us too slow and boring as it continued to enjoy its solo surfing! We cruised down the west coast of Arapawa Island, across the northern tip of Long Island, and back to Cannibal Cove as the nor'west winds again blew up in the late afternoon.

My tent site with a view almost proved my undoing in the night as gale force

winds blew in from the north east! The next morning clearly called for a rest day as winds battered the campsite (and the coastline from Cook Strait to Nelson). After re-siting my tent deep amongst the macrocarpa I noted that the winds and next high tide had buried the oyster catchers' nest and even swished over my previous night's camp spot! Although we searched for her eggs, it was the oyster catcher herself who managed to locate one single egg from amongst the driftwood and seaweed cast up on the shore.

By late afternoon the winds had obeyed the forecast and were dropping, so we packed up our camp and headed out at 5pm. There were still big swells and initially with a tail wind, so we rafted up and whizzed along under Marty's sail. It was not the conditions for sailing a kayak alone! but it was certainly an exhilarating ride for the two boats. We then had a good hour of paddling into big seas and moderate winds before pulling in to the Blumine Island campsite. Just off shore we had our first cell-phone coverage of the trip, and later picked up on VHF at the campsite.

Forecast for our final day was for nor'west winds increasing to 50 knots during the day. Launching from the steep stony beach at Blumine into a light wind and moderate seas, gave us the opportunity to refine our style on driftwood log rollers. We both emerged into the waves fairly dry! Big swells rolled us south west but the excitement started when we encountered the gusty crosswind at the mouth of Bay of Many Coves.

Less than 2 km across, it was a hard slog with some of the stronger gusts requiring us to hang in there with our braces. A commercial fishing boat had pulled into the western side of the bay to watch us safely across (bless his heart!). Aware that there were several more similar open bays to cross before we would reach our destination, we decided that discretion was the better part of valour and powered up to the Bay of Many Coves Resort to link in with the regular water taxi service back to Picton. Coffee

and cake at the very comfortable restaurant was some compensation for the break in the rhythm of our trip!

By the time we reached Picton the seas had abated somewhat, so we repacked, dropped our boats in the water and completed the 10 km paddle to Ngakuta Bay, feeling well satisfied with our adventure!

Distance covered: approx. 160 km
Boats: 2 singles - Skua and Nordkapp
Map: Marlborough Sounds Parkmap
1:100,000
Sari Lewis
November 2004

WAIHEKE ISLAND

When is Summer Coming? by Julie Reynolds.

Our trip around Waiheke Island turned out to be quite the adventure. I have to admit to being a little dubious about the distance but Scott seemed confident, and I hate being left behind on outings, so there I was on the beach at Omana ready to go at 3.30pm Friday afternoon. We were joined by 9 other paddlers.

We had a following wind with an outgoing tide, so the trip to Otakawhe Bay on the Eastern end of Waiheke was fast but bumpy. I had to dust off the brace stroke on occasion, but overall we covered the 15km comfortably. I am biased of course, but find that my Southern Skua comes into it's own in waters like this.

The DOC lodge at Otakawhe was excellent, old and rustic with the convenience of electricity and hot running water. Although when I say hot, two of us managed a hot shower then it was cold water for the remaining paddlers. After a convivial evening and a restless sleep we were up and preparing breakfast at 6am on Saturday morning. Scott's plan was to have us all on the water by 7.30am. The theory being that if the weather turned to rubbish in the afternoon as predicted we would be at least 2/3rd's of the way to our next destination. The day presented us with continual rain

but thankfully no wind. The water was flat and in some places remarkably clear. Visibility was limited so we kept in our groups. One group of five went via Pakatoa Island to Kauri Point and the rest of us ambled across the bays.

As we rounded Kauri Point we were rewarded with some stunning rock formations, blowholes and caves. I think this was my favourite portion of the trip. At the 17km mark we stopped for lunch. The rain was still falling but this had kept the wind away so we were feeling relaxed and in good spirits. We were averaging a leisurely 5km per hour and making good time. We were pleasantly surprised when we realized that Onetangi was only a further 10km on from our lunch point.

When we landed on the beach at Onetangi we were greeted by fellow clubbie Colleen who had kindly agreed to play the support role. She brought her car across on the car ferry at midday so that we had an out option if any of us were not up to completing the third day or if the weather packed in. Colleen started her support duties by locating the backpackers we were booked in to. She reported that it was on top of the hill above us so we started trundling our boats full of gear up the hill. I can tell you, after 27km on the water this was tortuous. I don't know why I thought not having to take a tent would make a difference in weight.

On a bright note though, the new manager of the backpackers was awesome. Nothing was too much trouble and as it turned out his efforts for us on Sunday were much appreciated. After hot showers and some down time we went to, 21 The Strand for dinner. Another great night with the group. The rain hadn't let up and we had heard a weather forecast on the VHF predicting 40knot winds on Sunday, so understandably the conversation at times focused on the next day's plan.

Sunday greeted us with strong winds and rain. After breakfast, again at 6am, Scott, Paul, Chris and Grant went off for a wee recce. They returned with a 'No paddling' verdict.

Unanimous. The wind was a howling 35knots and at times gusting upwards of 40knots. Colin called us from Omana Beach on the mainland to give us a report that did nothing to alter the decision. We jumped straight to plan B. Or at least we made plan B up as we went along. The Backpackers manager organized us a trailer and we hitched it to Colleen's car. We loaded two boats on the roof and four on the trailer and drove across to Kennedy Point to arrange travelling back on the Car Ferry. Subritsky's was great.

While the car went back for the second lot of boats we booked ourselves on the 11am sailing and then waited, watching the weather steadily deteriorate. We had to move our boats once or twice because they were being blown around on the dock. Eventually the ferry arrived and with military precision and haste, we jogged 10 boats on to the deck. We were just about settled in the upper lounge when the Skipper sent word that he needed us to rearrange the boats, so down we went and moved them tightly against poles and roped them together.

As the ferry made its way across to Half-moon Bay, we didn't even begin to question Scott's decision. It was truly awful out there. At Half-Moon Bay we were greeted by my brother who at short notice had come to meet us at the ferry and drive those with cars still parked at Omana back to them. I'm sure he was quite amused by the sight of us carrying our fully laden kayaks off the ferry and did make comment about kayakers being rescued from Waiheke Island. Hey, I was very happy to be rescued.

Anyway, thanks bro. The final part to our adventure came when we returned to our kayaks with our cars. The wind had picked up sufficiently to make loading the kayaks onto roof racks quite a challenge. Spirits remained high though and all of us are keen to return to Waiheke and complete the circuit. Maybe next year, weather permitting.

Julie Reynolds



Eventually the ferry arrived and with military precision and haste, we jogged 10 boats on to the deck.



The DOC lodge at Otakawhe was excellent, old and rustic with the convenience of electricity and hot running water.

Photos: Julie Reynolds

TECHNICAL

Selecting a Handheld VHF Marine Radio

by David Fisher.

November 2004.

I have an Icom M1 handheld marine VHF radio that I am happy with. It is one of the more expensive, but good radios. The replacement model to my radio in this range the IC M1V, which is waterproof with the specification of submersion up to 1m depth for 30 minutes which I believe is a desirable spec for marine electronics for kayaking. (JIS7) (My older model has the waterproof spec lower something about so much water thru a one inch hose over so much time).

Other desirable specifications to look for in my opinion are:

- Nickel metal hydride rechargeable batteries or better. That is better than the older NiCads that I have which are subject to memory charging problems.

- Also desirable is the provision (not available on my radio) of using alkaline or other disposable batteries. Some brands loose their water resistance when using alkaline battery packs so check this out.

Models (not Icom) start from two hundred and something dollars up towards \$900 or so. Should be better now with high NZ\$ but may not have filtered thru. Generally, physically

larger models are cheaper. Higher degrees of water resistance or waterproofness cost more, as do 'name brands'.

Another desirable feature is the ability to select or 'tag' a few channels for scanning. I generally paddle with my radio in the pocket of my buoyancy vest; it is turned on and scanning several channels including Channel 16 – the emergency & calling channel, plus the local repeater channel, local harbour channel if applicable, and maritime radio's local channel. This gives me local shipping movements, weather forecasts etc. If you are just going to have the radio for listening to weather and emergency calls out, then the scanning refinements are not so important. You expect the option of two transmit powers usually 1 and 5 watts or similar. Uniden had a 1 watt model only that quite a few sea kayakers purchased a couple of years ago.

If you do long trips and choose a model with rechargeable batteries, then one that has the option of a 12volt charger could be desirable.

People who repair such radios and I, recommend that they be carried in a waterproof 'bag' designed for such

use, even those with good (e.g. JIS7) specifications. This is part of my 'belt and braces' philosophy.

My background is with coastal and offshore yachting, and the local coast-guard so I 'm familiar with marine VHF radio and so use it (mostly just listening) whenever I'm on the sea. Have a look in your local boating shop, and the NZ boating magazine(s) for what models are available. If you happen to be in Auckland, the boating and marine electronics shops around Westhaven marina have a good selection. The Hummingbird brand has lower priced models and Uniden offer physically larger and cheaper model(s) plus some newer smaller units. Icom have several models, and there are others. I have only recently seen Auckland boating shops advertising several model of a Cobra brand. Generally physically larger models are cheaper

As with most electronics technology is improving and new models with better specifications and features are being introduced regularly. If you search the internet the latest models can be found, often including brands and/or models not (commonly) available in NZ. This can be a good way of comparing features and relative prices.

OVERSEAS TRIP REPORTS

Adventurer Stalked by Shark & Crocodile

John Andersen -
'Townsville Bulletin'
26082004

A Sydney man attempting the first solo canoe crossing of the Gulf of Carpentaria has already faced off a rudder-chewing shark and a lurking crocodile. Andrew McAuley, 34, an IT executive with Coca-Cola Amatil, left Weipa yesterday after paddling his sea kayak down Cape York Peninsula's west coast from Horn Island in the Torres Strait. He expects to complete the gruelling 530km in six or seven days and to arrive at Nhulunbuy on the Northern Territory's Gove Peninsula on Sunday or Monday.

His aunt, Susan Sandral from Nhulunbuy, said that a shark had mauled the rudder of his sea kayak while paddling to Weipa from Horn Island. She said that while the shark was attacking the rudder a crocodile was following the canoe.

'He told me he had to keep one eye on the shark and one eye on the crocodile. Fortunately they both went away,' she said. Ms Sandral said Mr McAuley had been able to straighten his bent rudder by hand.

A spokeswoman for his sponsor, the Australian Geographic Society, said that after leaving Horn Island, he was briefed on currents, sharks and crocodiles by members of the Injinoo community in the far northern peninsula. 'They also gave him fishing tips as space for food alongside his water supplies is limited,' the spokeswoman said. 'He'll have to endure the energy-sapping daily 100km of paddling.'

She said he would sleep in his kayak and that on a previous trip across Bass Strait, he had capsized while asleep and awoke to find himself submerged. Mr McAuley had made modifications to the kayak including hollowing out the bulkhead so that he could stretch out and lie flat, she said. He had also

built detachable outriggers to provide stability at night.

Australian Geographic Society trustee Rory Scott said the society had defended a number of adventurers this year after rescues had to be mounted. 'Exploration is part of our cultural heritage and Australians should be encouraging the spirit of adventure, not squashing it,' he said. Ms Sandrail said yesterday's weather conditions were ideal with only a light breeze and a flat sea.

Townsville Bulletin, 3 September 2004

A man who paddled a sea kayak 530km across the Gulf of Carpentaria to Nhulunbuy in the Northern Territory said staying calm in dangerous situations was the key to survival.

Andrew McAuley, who arrived at Nhulunbuy at 9.15am Tuesday, after leaving Dufyken Point near Weipa at 6am on August 25, had seas breaking over the bow of his kayak the entire trip. He told the Townsville Bulletin that he had broken out in ulcers after sitting in salt water during the journey and lying in it at night while sleeping

Andrew and the kayak he used for the six day crossing of the Gulf of Carpentaria

on the bottom of his kayak. He said the saltwater ulcers were the only ill effect of the trip.

He said he used a battery operated bilge pump to suck water out of the kayak, but he was never able to empty the canoe of water completely as it seeped through the sprayskirt covering the cockpit.

Mr McAuley, who had encounters with two sharks and a crocodile and numerous sea snakes, said the cockpit was only seven centimetres above the waterline. One of his key pieces of safety equipment was a homemade outrigger he used to stabilise the kayak at night while he slept. He said an attachment to the outrigger which broke would have left him in a serious situation if he had not been able to repair the device.

'It was a big mental challenge. When you have bits of gear failing you just have to stay calm and level-headed,' he said. 'If you're suffering in the kayak you know one thing, and that is it's going to be a lot worse outside the kayak.'



TECHNICAL PADDLES

a Picton Polemic*

Alan Bye - 29/10/04

The Inuit seal hunters built kayaks suitable for their needs. For thousands of years the design of the kayak developed. With that design went the narrow bladed paddle they use. With what authority does the modern sea kayaker dismiss the narrow blade paddle as a fashion statement, a stylish gizmo?

You put on a sea kayak and apply power to move it with the paddle shaft by pushing the kayak past the paddle blade. Narrow blade or skinny blade you grip a narrow shaft approx 3cms diameter. (Petersen, p 20 "eqinneq" is the circle formed by touching the tips of the fingers with the thumb which determines the paddle hand grip) Every action has an equal and opposite reaction, so power on the shaft must find resistance at the blade.

The Europeans played about with blade shapes. Most of the development took place on rivers which are often shallow. A long narrow blade must go deep to develop resistance to shaft power. A spade blade need go only the depth of the blade to get grip. Spade blades are more useful in shallow water.

H C Petersen in his book *Skinboats of Greenland* (ISBN 87 85180 084) (pp18-19) details the timber used for various parts of the kayak, its equipment and the paddle. He states that timber came from Alaska, from the native timber in the warm protected fiords of the south and from driftwood.

In the early eighteen hundreds Danish traders supplied suitable timbers. There is some evidence (Meddelelser om Groenland, Danish Geological survey, look it up on the web) that the Hanseatic League of traders took long Baltic timbers to Greenland for the early Scandinavian farmers in the twelfth and thirteenth centuries. When the settlements failed the roaming Inuit must have found deserted farmhouses with timbers for the taking. If they had needed them they could have built spade blade paddles.

On page 20 of the book Petersen names "assaat qilorat" as the "distance between the top joint of the fingers and the inside of the thumb" as the width of the paddle blades and the throwing board. (I tried that and it seems inordinately wide. I think he means the bottom joint of the little finger to the thumb.) The kayak and its equipment were built for an individual, to his measurements, for a purpose. One human body shaped the kayak and its equipment. Now we buy it mass produced from shops.

The excellence of the West Greenland sea kayak cannot be denied. It has a history of development that puts today's paddlers in place. How in Hades can the sea kayaker, however great his or her reputation, decide grandly that the narrow blade Inuit paddle is "elegant but least efficient of all"? At the very least a thousand years of development of a deep sea vessel and its equipment mock his presumption. If it was inefficient, how could a hunter paddle sixty miles a day, days on end, or haul two killed seal behind his kayak? Come on! Get real!

Alan Bye, is a retired British paddler, currently domiciled in Picton. He wrote some six books back in the late 60's and early 70's on kayaking and building kayaks.

(* a polemic is a controversy or argument over doctrine).

DIRECTIONAL CONTROL

Another Picton Polemic from Alan Bye.

Direction in a sea kayak on the sea varies. Each wave has currents which tweak the kayak this way and that. Wind is the major influence on the buoyant kayak. Try this: retract control surfaces from the water with the kayak abeam to the wind. Take a transect in line with the kayak at the start. Let the kayak drift sideways and see which end is leading the drift after a few seconds. The stern almost always will lead downwind.

To keep the kayak balanced on the wind in that place at that time in those influences, some form of control surface should be applied in the water aft

of the centre of lateral pressure (air). Because the influences on the kayak vary moment by moment the control surface must be adjustable.

The centre of lateral pressure (air) is in most cases aft of the centre of gravity of the kayak and its contents. The directional balance of the kayak on the move is affected by the load it carries. Putting the majority of the weight aft of the cockpit could be enough to achieve directional balance without a control surface but weight distribution isn't usually adjustable while on the move.

H C Petersen in his book *Skinboats of Greenland* (p68) refers to a fixed skeg at the stern being used to reduce yaw and roll when the harpoon is about to be launched. Jens Reimer experimented in 1867 to achieve stability at the point of launching the harpoon. At first he put the skeg right aft but soon moved it further forward and had better results.

I visited Norway in 1977 and saw old longboats with a steering oar on the starboard side (steerboard side). The old term before port side was 'larboard side' or landing board side. They usually moored port side to the jetty. Photographs of various Viking steerboards show they are situated between 12% and 15% of length overall fore of the aftermost part of the ship. Seafaring Vikings knew what worked.

Stern hung control surfaces are often ineffective in waves. When the stern is hoisted up the control surface is out of the water. Wind effect is greatest and control least on the crest. Stern hung rudders are out, side hung rudders or skegs fore of the stern are in.

You could have a central control surface in a box (leaks?) under the hull and this has been used many times. The magazine *"Yachting Monthly"* for 1910 shows on p 199 a prize winning design for the sailing canoe "Mattie" It has a rudder which can be retracted into a box in the centre line of the hull. It is near the stern of the hull approx 5% of loa forward of the stern. "Nerenuf by Morgan Giles has a centre rudder fore of the stern.

How will the slight one-sided drag of the control surface in the water affect direction? Would there be a tendency to yaw off course? Offside drag could be, say, 4 inches or 10 cms off centre. Multiply that moment arm by the drag and you get a small figure. Set against that the resistance of the whole hull in the water multiplied by its length (moment arm) and the hull has the advantage many times over.

I built two or three off centre control surfaces and found that in a double sea kayak, if I wanted to turn rapidly, my partner and I used opposing draw strokes and turned the kayak almost on a central pivot. The control surface was retracted or it would have slowed the rate of turn.

Because the control rod worked through a screw system from the aft cockpit, I found that a very small turn of the screw was necessary to adjust the kayak to a course, balanced on the wind. The maximum amount of turn of the rudder blade was very small, perhaps +/- 5 degrees which was quite

enough when there was ample searoom to achieve the desired result which might take a minute or more. Ergo, the faster the turn, no control surface, if time is not important a control surface is used.

When a rudder blade is turned away from the centre line, one can draw the parallelogram of forces showing drag versus turning effect. When the rudder blade is about 30 degrees from the centre line of the kayak drag equals the turning effect. That is inefficient. Turned at 90 degrees it is a brake without turning effect.

A skeg is always in line with the kayak. It can be lowered or raised. When fitted to one side it can be rotate through 360°. It can knock-up moving forward or backwards. There is only one control line unlike a rudder which needs at least two. When the kayak is caused to yaw by the influence of the conditions, sideways pressure opposing the yawing effect is generated on the skeg. It is instant and takes effect before the yaw becomes a swerve.

Consider the rudder. Even in a well maintained system there is lost motion in rudder pivots, slack lines, rudder bar or pedal pivots. By the time the paddler has recognized the need to apply correction through the rudder, by the time the lost motion has been taken in the tendency to yaw has become a swerve. Skegs are automatic and instant, rudders slow and inefficient.

Marchaj in his book "Sailing" deals with rudders on sailing craft. The ideas are interesting and could work on kayaks. The Americas Cup yachts all have long fin rudders forward of the stern.

Why do almost all sea kayaks have stern hung rudders? Only because the Nordkapp fitted them and Valley Canoe Products sold them. Frank Goodman who adapted the Nordkapp from the Igdlorssuit kayak had a lot to write at different times about skegs and rudders, both pro and anti. He represents the uncertainty of the river kayaker when it comes to 'directional control' on the sea. That term, like 'military intelligence' is an oxymoron. Alan Byde



Pics of a recent pilgrimage to Queen Charlotte Sound:

Left: The lovely campsite in Ruakaka Bay
'Bottom' left: The proud owner of a Nordkapp adjusts a new rudder pedal system
Right: The last of the hairy Mohicians
Bottom right: AJ with his home made paddle float; velcro wraps around the paddle shaft and a wine kask bladder for flotation.



HUMOUR

Ouch!

A drunk gets up from the bar and staggers for the toilet. A few minutes later, a loud, blood curdling scream is heard from the bloke's toilet which reverberates through the bar. A few minutes after, a second loud scream echoes through the bar. The bar manager throws down his dish rag and strides into the toilet to investigate why the drunk is screaming.

"What's all the screaming about? You're scaring the customers!"

The drunk replies, "I'm just sitting here quietly on the toilet, and every time I try to flush the loo, something comes up and squeezes the hell out of my family jewels."

With that, the bartender opens the toilet cubicle door, peers in, and says, "You bloody idiot! You're sitting on the mop bucket."

Bloke's Night Out

A bloke jet skier, staggered home in the early hours of a morning after a boy's night out with his drinking buddies. Shoes in left hand to avoid waking up his wife, he tiptoed as quietly as he could toward the stairs leading to their upstairs bedroom, but - he badly misjudged the bottom step in the darkened hallway.

As he caught himself by grabbing the bannister rail, his body swung around and he landed heavily on his rump. A whiskey bottle in his back pocket smashed. This made the landing extremely painful. Managing to sup-

press a quiet scream, the man sprung up, pulled down his pants, and examined his lacerated and bleeding buttocks in the full length mirror of a nearby darkened hallway. He then managed to find a large full box of Band-aids and proceeding to place patch each laceration as best he could, on each place he saw blood. After carefully concealing the now almost empty Band-aid box, he managed to shuffle and stumble his way to bed.

In the morning, jet skier awoke with searing pains both in his head and buttocks and his wife staring unsympathetically at him from across the room.

She said, "You were drunk again last night."

Forcing himself to ignore his agony, he looked meekly at her and replied, "Now, honeybunch, why would you ask such a mean thing?"

"Well," she said, "it could be the open front door; it could be the glass at the bottom of the stairs; it could be the drops of blood trailing through the house; it could be your bloodshot eyes; but, mostly.... it's all those Band-aids stuck on the downstairs mirror!"

Life in the Muddle East

Two Arabs are sitting in a Gaza Strip bar chatting over a pint of fermented goat's milk. One pulls his wallet out and starts flipping through pictures and they start reminiscing.

"This is my oldest son, he's a martyr." "You must be so proud," says the other.

"This is my second son. He is a martyr also."

"A fine looking young man," replies his friend. After a pause and a deep sigh, the second Arab says wistfully, "They blow up fast these days, don't they?"

Passengers Panic

A man was flying from San Francisco to Seattle. Unexpectedly the plane stopped in Sacramento

The flight attendant explained there would be a delay, and if passengers wanted to get off the plane, it would be re-boarding in 45 minute Everybody got off the plane except one gentleman who was blind.

A passenger noticed the blind man as he walked past, and could tell the gentleman was blind because his seeing eye dog lay quietly underneath the seats in front of him throughout the entire flight. He could also tell he had flown this flight before, because the pilot called him by name and said, "Keith, we're in Sacramento for almost an hour. Would you like to get off and stretch your legs?"

The blind man replied, "No thanks, but maybe my dog would like to stretch his legs."

Picture this:

All the people in the gate area came to a complete standstill when they looked up and saw the pilot walk off the plane with a seeing eye dog. The pilot was even wearing sun glasses.

People scattered.

They not only tried to change planes but they were trying to change airlines. True Story Apparently!

Wet West Film Festival makes a splash! HOKITIKA - 7 to 9 January 2004.

The Wet West Film Festival is an international, competitive film festival, to be screened in Hokitika, with water as its theme, mixed liberally with the outdoors and stirred by adventure! Think laterally: there's snow, ice, sea, lakes, rivers, sea, rain - all sorts of connections!

The Wet West Film Festival is a world first in its aim to celebrate water, its power and energy in many settings and water's place in the outdoors. Hokitika plays perfect host, naturally surrounded by wild sea, world class rivers, internationally acclaimed glaciers with a backdrop of the snow covered Southern Alps to complete the water, ice and snow capped environment. Then of course, there's the odd shower of rain!

7 - 9 January will see Hokitika in a splash of swirling excitement as the Wet West Film Festival is screened at Hokitika's Regent Theatre. Details of the Festival can be explored at:

www.wetwestfilmfest.com - check out the programme of films from all around the world.

Weekend passes are on sale at the Hokitika Information Centre and can be phone ordered on (03) 755 6166 for just \$25. Now's the time to book as seats are limited for this truly unique celebration of water and water people.

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KASK MEMBERSHIP POLICY

Current membership fees are:

- \$25 for ordinary membership
- \$30 for family or joint membership
- \$35 for overseas membership
- new members receive a free copy of the handbook
- members should endeavour to renew by 1 August
- the KASK financial year runs 1 August to 31 July the following year
- a subscription due notice and up to two reminders are sent out with the newsletters between June and October
- if a membership renewal is not received by 1 December, membership lapses
- new members who join between 1 June and 31 July automatically get their membership credited to the following year, receiving a 14 month membership
- the KASK committee puts its emphasis confirming renewals from existing members from July to October; and promoting new KASK memberships from November to February.

Wallace Weka, at the recent pilgrimage. This stealthy raid resulted in Peter Simpson chasing Wallace through the bushes to recover a smoked chicken! (photo: Cathye Haddock)

