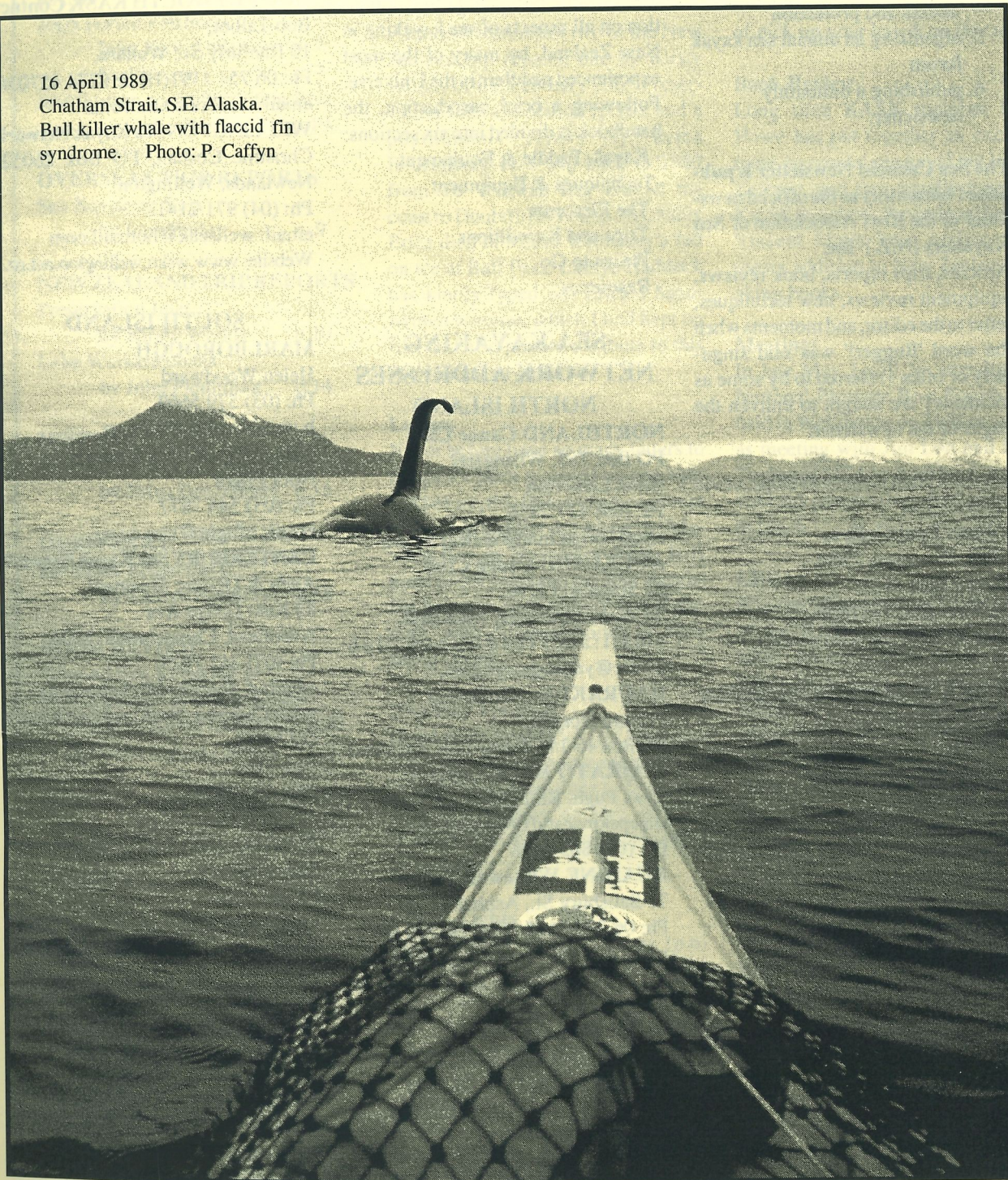


No. 116 April - May 2005

THE SEA CANOEIST NEWSLETTER

16 April 1989
Chatham Strait, S.E. Alaska.
Bull killer whale with flaccid fin
syndrome. Photo: P. Caffyn



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.

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KASK Annual Subscription

\$35 single membership
(\$105 for 3 years; \$175 for 5 years)
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A subscription form can be downloaded from the KASK website. Cheques should be made out to: K.A.S.K. (NZ) Inc. & mailed to:
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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

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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:

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- The Elements
- Trips and Expeditions
- Places to Go
- Resources

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**DEADLINE FOR
 MATERIAL FOR NEXT
 NEWSLETTER:
 15 July 2005**

EDITORIAL

Subscription Increase.

A motion to increase the annual subs. was passed at the 2005 KASK AGM. With the bank account steadily decreasing, despite a growth in membership, it was a necessary move. President Susan Cade has a report justifying the increase (p.19).

Trip Reports

Fiordland features in two of the New Zealand trip reports, one by Kirsty Woods of the February 2005 Preservation Inlet expedition (p.10), and a posthumous report by Erica Beuzenberg on a trip back in 1989 from Te Waewae Bay around the coast to Doubtful Sound (p.16). Sadly Erica died in March following a fall on ice at Ball Pass. Cathye Haddock has kindly typed out Erica's handwritten account, which I had kept on file, and also penned a tribute to this marvellous adventurer.

Letters

Never before have so many letters to the editor been received on one subject before, this following the account of the solo paddler drowning in Delaware Bay in November 2004. It is good to see some serious soul searching going on with respect to self rescues, with different points of view being stated.

Five Day Forecast

Good news from MSA (p.7) that marine forecasts are being extended, as of early May, from three to five days. It is vital to have an idea of what weather is on the way when planning an extended trip.

MSA - Lights

Susan Tucker of MSA notes (p.6) that strobe lights should never be used to prevent a collision when kayaking. It is compulsory to carry an all round white light or torch that can be used to signal an approaching vessel when paddling at night. Strobe or flashing lights should never be used. Susan noted that the Auckland Harbour Master has commenced issuing infringement notices to those boaties not complying. If you are regularly paddling in busy congested waters at night, an all round white light on a

stubby mast, mounted aft of the cockpit is very worthwhile, but if you do not have one of these, you must carry a bright white light such as a torch that you can use to indicate to an approaching boat that you are on a collision course. And make sure you are well aware of where the shipping lanes are, and make every effort to keep clear of them at night. Remember at night, a large ship or fast moving ferry is very unlikely to be able to either sight or pick up your kayak on its radar.

Book Review

Long time KASK member Kerry Howe has put together an excellent tome on coastal sea kayaking in New Zealand, and two equally long time KASK members, Kevin Dunsford and Vincent Maire have reviewed this meaty addition to New Zealand kayaking books.

Meetings

In late May I will be attending the National Pleasure Boat Forum to be held in Wellington on 31 May, as well as meeting with Jim Lott and Susan Tucker of MSA in Auckland. Anyone with any issues to be raised, please get in touch.

LRB4

Plans are afoot to print a fourth edition of the KASK Handbook by March 2006. An application for funding to help with this was lodged with Water Safety New Zealand. Kerry Howe has offered to update the brief page on trip and expedition planning; John Kirk-Anderson has taken on the onerous task of writing a chapter on practical rescues, and there will be a section on the use of VHF radios.

Next Newsletter

In mid May, Ian Algie, Max Grant and Bob Wishart paddle-portaged the Hollyford River to the bar at Martins Bay, and after Max was trashed in the surf on the bar but managed to roll and regain the beach, they continued down the coast in huge seas to Doubtful Sound. Bob has promised a longish trip report.

Kevin Killilea has a report of paddle/sailing in the Baja region, where committee member Iona Bailey has recently been fortunate to visit (p.9).

LETTERS TO THE EDITOR

Paddle Float Rescues

Date: 19 April 2005

From: Laurie Cooper

I was most interested to read the various replies to the paddle float rescue methods in n/114 and 115, and would like to add my two bob's worth.

I am a retired bloke of 65 and do probably 90% of my paddling on my own, and usually on one or two days every week of the year. I like to watch and photograph wildlife, and I find this is best done on my own.

Self rescue is a big thing with me, and I have done a lot of research on methods, and have over six hours of rescue methods on video, plus numerous books.

One of the best pieces of advice is to try all methods, and use what works best for you.

I have come to the conclusion that straps to retain your paddle behind the cockpit are not a good idea, because, when you are back into the cockpit and are recovering your paddle, as soon as you release one of the straps, you lose your stability and are at great risk of tipping again.

The method I find works best for me is, after my wet exit, I make for the bow and lift this to drain out the water and at the same time roll the kayak over, it wants to roll. Then I move back to the cockpit, hook my left elbow into the cockpit to retain contact while putting the float onto the paddle that is between me and the kayak, and blow it up. I then undo the paddle leash, hold the shaft near the other end blade, and clamp my thumb around the shaft and fingers around the combing. I am now very stable, so have a few seconds to move the kayak side on to the sea, with the float down wind.

With the kayak very stable I then leap across the rear deck and hook first the right foot then the left foot over the shaft. All the time moving around and placing one leg, then the other into the

cockpit and keeping my weight slightly on the side of the float. Lastly I change hands and hold the shaft while I rotate around the correct way. Then quickly bring the blade to in front and onto my lap while I do up my spray skirt. If I feel a bit tippy at this time, it is just a matter of leaning a little onto the float to regain my balance.

I don't bother with pumping out because most of the water was tipped out when I lifted the bow while it was upside down, and then I make for a safe beach to clean up.

Regards,
Laurie Cooper (Nelson)

Paddle Floats Again

Date: 19 April 2005

From: Evan Pugh

Hi Paul, a reply to a couple of paddle float issues in magazine.

Not everybody can roll, I can't and I get out a lot on my own and with others in all kinds of conditions. I have practised in rough conditions using my paddle float in onshore wind conditions with no other help available. This gives me great confidence and I practice often so it becomes methodical and doesn't take too long.

Sandy Fontwit says it took him 20 minutes to get sorted in rough conditions. This is a long time to spend, and himself and the kayak would be moved a long way by wind and waves in that time.

Iona Bailey says she gets tangled in the cord attached to the paddle float. I use bungy cord available from hardware stores and clip it on the deck near where the paddle will be positioned for a re entry with the other end obviously tied to the paddle float. When the float is attached, the bungy cord to the kayak is in line with your paddle shaft so should not get in the way. Have the cord just long enough so it has a slight tension and will not dangle.

You must get in your kayak from the opposite side that the waves are coming from and once in, sprayskirt on and pump out water, always keeping a touch of extra weight to the float side. Once water is out, carefully get your paddle back and turn into the oncoming waves before taking your paddle float

Sandy says he checks his paddle float every 10th. trip. Instead of checking it, use it and practice every chance you can; this will check it while getting your confidence up and ability tuned in. My wife and I practice rescues quite often especially at the end of a paddle before landing. Sandy is correct that a firm attachment for the paddle to the deck is best for a re entry.

A friend asked a while back about a paddle float come dry bag, I said it should be one or the other, when you really need a paddle float it should be ready to go, not half full of chocolate and biscuits and it should be looked after. It may be \$80 but if that is the only way that you can get back in the kayak, its pretty cheap then as nothing else matters when its needed.

Evan Pugh

Paddle Floats

From: Sandy Ferguson

My partner and I have two types of paddle floats, a solid closed-cell foam float and wine cask liner in nylon bag floats. The former is always "inflated", has velcro straps on its bag to hold it on to the deck lines and is mounted across the hull behind the cockpit in front of the aft hatch. The wine cask liner type can be four or eight litre depending whether it is a single or double liner unit. The double bag unit is better as it has twice the flotation and is symmetrical about the paddle as is the solid foam unit (slit in the middle for the paddle blade). The blade is fitted between the bags on the bag type. They all have a draw-string around the bag opening and a hook at the end of the string to loop and hook round the paddle shaft. Though the solid foam float is single ended, that is, has one opening, it could be made double ended and that would allow

LETTERS TO THE EDITOR

the fitting of the paddle blade from either side of the kayak before the float is removed from the kayak's deck. We have not done it but it would be possible to fit a line, clipped to the deck line, and stowed within the bag in the same manner as a throw line. This means the line would not be deployed until the float was removed from the deck and there should be minimal chance of entanglement.

Now comes the method of fitting the paddle blade and staying in contact with the kayak. With decklines rigged all the way round the hull, it should be possible to loop an arm through the deckline beside the cockpit and still be able to work with both hands free. Once the blade is mounted in the bag, its Velcro straps are "ripped" free of the decklines, the paddle swung out and the free blade inserted under the decklines or webbing holders. All the time the paddler is in close contact with and attached to the kayak. Most of us carry a spare split paddle, and an inflatable float could also be carried as a spare so that if all else fails, you start again with the spares, and you are still attached to the kayak.

How many kayaks have decklines all the way round? How many kayaks don't have decklines? Maybe there should be a move to insist that sea kayaks have good decklines. They should be easily adjusted for tension and not be so tight that an arm can not be looped under them. The best method would be to have loose lines with a bungy tensioner to stop them flopping about. If they do not feed freely though the deck mounts then maybe they should be in two loops and tensioner at each end of the kayak.

If the kayak has webbing strap paddle holders for paddle float rescue, these should be adjusted for required tension by the owner before the kayak is ever used.

If KASK decides to try and improve the safety of kayaks sold in NZ, my recommendation would be that they insist on good decklines and fittings. For a start, ban Contour kayaks until

they have something to hold on to, preferably decklines.
Sandy

Paddle Float Rescue

From: Mike Wilkin

Just a few of my thoughts on paddle floats, I am one who is not in favour of having a paddle float or my paddle on a leash due to the risk of getting tangled up. Though I have seen a lot of well-respected paddlers with a paddle leash. With a paddle float re-entry I would recommend learning to hold the paddle shaft against the rim behind the cockpit with one hand. If it's rough enough to fall out and you rely on deck rigging to secure the paddle, this uses up extra time to set up while in the water, also more important when in the kayak you have to retrieve the paddle from under the securing straps behind you, putting you self at risk for another capsized. After talking to a few paddlers I now carry a drogue to keep the bow into the wind and sea if I ever have to do a paddle float re-entry in rough seas.

Buddy rescue!

Time and time again I see a buddy rescue where the capsized sea kayak is put across the bow of the rescue kayak to empty out, putting itself at risk of capsizing! Why do people use this time wasting rescue on a sea kayak?

This rescue is meant for kayaks without bulkheads which need to be drained by this method. Sea kayaks will still float when the cockpit is full of water. My recommendation is to use the Y method (this is the same as the T rescue but at a more stable angle) of lifting the bow to drain the cockpit, this method will just about completely empty most sea kayaks with less risk to the rescue kayak. In really rough seas don't muck about trying to drain the other kayak, it can be too risky, just get it up right and hold on to it correctly while the swimmer gets back in. Keep holding on to it (as in that rafted up position you are very stable) while the rescued paddler pumps out the water. This will also help them warm up.

Kayakers Upset Ferry Captain?

On the way back from the Anakiwa forum our ferry was held up from leaving the dock while two 10 year olds on a sit-on-kayak were trying to paddle across the bow. No wonder kayakers get a hard time.
Mike Wilkin

Paddle Float Rescue

From: Alan Hall

What a very sad yet very interesting N/L115 was. Due to a hiccup somewhere I did not get the previous N/L and was preoccupied with the symposium. There were so many good responses to the article re the paddle float/rescue, although somewhat belated and in danger of repeating what has been said before, I had to respond.

What a tragic loss of a young man's life, like many paddlers I saw myself in this story as I have paddled solo many times so I can't say don't do it.

What I can say is if you are going to paddle solo, you need to learn some serious skills and wear immersion clothing.

I have taught rescue skills for many years and am very reluctant to teach paddle float rescue simply because I don't believe in it. It is at best unreliable and at worst potentially lethal. Let me say straight away that I am not saying don't carry and use a float, everyone should carry one. What I am saying is don't think that it is the only way to do a solo rescue and don't rely on it exclusively.

The loss of this young man's life is my worst fear realised. At the symposium at Anakiwa I did the rescue skills workshop, some of the attendees no doubt wondered why I took the stance that I did on paddle floats that I did, well now you know.

There are very many issues involved here, first comes skill and training. The biggest problem I have found is apathy. As past chairman of BASK I offered training to the membership for free, I arranged the use of the new polytech. watersports pool, which was

LETTERS TO THE EDITOR

heated to 27°C and was a dream to train in. Sadly only the same few stalwarts turned up regularly, they made good progress, the rest are still where they were.

I have said it before and I make no excuses for saying it again "learn to roll" there is nothing magic about it, any one can roll - you just need to decide that you are going to learn.

I have taught loads of folk to roll, some roll very quickly others struggle a bit but most roll or get the beginnings of it quite quickly. It is a visualisation and orientation thing more than anything, you have to spend some time upside-down (and most people avoid this) to get the picture in your head.

At the last pool training session that I held, a young man turned up who had never kayaked before but said he wanted to learn. After going through the basics of support strokes etc., he said he would like to try to roll. I agreed to let him try, saying, "have a go, but." To my amazement, after 10 minutes of helping him and guiding the paddle, he popped up on his own and continued to do it unassisted. He said that he had been watching what others had been doing and had got his head round it. This is not the norm but I have had a few similar.

If you can't roll now, at least learn to do a re-entry, as Mike's little verse suggests, you can do a wet exit so learn to reverse the process and use your paddle float to roll up. With the massive buoyancy provided by the float, you can lie on your side comfortably till you get your breath back then roll up when you are ready. If you are really smart you can put your sprayskirt back on while the boat is upside down, that way you don't have to pump out. I can hear the cries of scorn from here at this but don't scoff, lots of guys can do it and they are no different from you they just took the time and trouble to learn.

Some people do not agree with paddle leashes and I would not generally use one but I have one on my paddle

always and if the conditions are bad enough, you should tie on. To secure your paddle for a PF rescue I carry a little length of 5mm marine cord about 250mm long with the same little rope end hooks on each end. When the cord is wrapped round the paddle shaft near the blade and hooked on to your deck line, the blade cannot pull out from under the deck line.

Sandy's notion to fit an electric pump is one of the best moves you can make. You have spent thousands of dollars on a kayak and kit. For a \$100 or so you could buy all the parts you need to install an electric pump.

If you come out of your boat it is generally going to be because conditions are serious. Trying to balance a boat with a swamped cockpit is a nightmare and you will need your hands free if you are going to pump. With an electric pump you simply flick a switch. I have had an electric pump in my boat for many years. I use a 500 Gal/hour pump available in any boat chandlers. For a battery I use a burglar alarm 12v rechargeable battery. The battery I am using at the moment has been in the boat for over four years and has been used countless times, mainly in pool sessions and is still going (I will use a smaller one next time). If there is any interest in this I would be happy to do an article on how to install an electric pump. Incidentally I still carry a manual pump, as you should not rely on power when you need it.

Noel's point about the fast onset of fatigue and hypothermia is one area not given enough thought to in NZ. I can only presume that because the weather is warm people don't appreciate how quickly you can lose heat in water. Noel states that the water was not that cold. If you are immersed in water and the water temperature is less than your body temperature (and it always will be) you will lose heat. You lose heat 26 times faster in water than in air at the same temperature. If you are thrashing about (and you probably will be) you will lose it faster, think about it.

Alan Byde has hit the nail on the head regarding training. Until we get a core group of people who are willing to pass on skills and devote time to training fellow paddlers and people front up to learning, tragedies like this one will continue.

Any skills I have I owe to a bunch of good club mates who very kindly devoted their time to teach me. I feel that it is my duty to repay that kindness by doing the same. I am willing to teach anyone to roll or to re-enter and roll or indeed anything within my ability - just get yourself to Blenheim, I'll even give you a bed for the night.
Happy, safe paddling,
Alan Hall

Lights -Rescue Equipment

Date: 2 May 2005

From: Susan Tucker MSA

Recently I made reference to your manual regarding lights for kayaking on the Auckland Harbour and after reading the paragraph - Rescue Equipment on page 62, please note that the terminology is a bit ambiguous in relation to a strobe light being used to prevent a collision. A strobe or flashing light should never be used in place of the required all round white light that all small boats must display. It would be good idea next time you print the manual to tidy up the ambiguity.

The strobe light is a last resort when a collision is imminent. If a horn is carried, a sound signal (5 short blasts) is recommended first.

Your recommendation of carrying a light that has the capability of having a strobe is excellent idea in case rescue is required.

Kind regards
Sue Tucker
Small Craft Safety Adviser
Maritime Safety Authority

MSA MEDIA RELEASE

FIVE DAY MARINE FORECASTS TO BEGIN 2 May 2005

Extended-range marine forecasts to help boaties and seafarers plan safer trips will go live this Monday. New Zealand will be the first country in the world to provide extended five-day marine forecasts. Until now, mariners have had to use 36-hour forecasts although some weather maps have predicted the situation for three days.

The Maritime Safety Authority began investigating the possibility of extended marine forecasts three years ago, and this was followed by extensive development. The MetService forecasts will be broadcast by MSA's maritime radio service.

MSA Manager Recreational Boating, Jim Lott, says the longer-range forecasts are great news for both recreational boaties and commercial seafarers. "The further ahead you can plan your trip, the more likely you are to get it right. You'll have greater knowledge of what the weather's doing and you can alter the route you take."

"A lot of people plan to go boating three to four days before the weekend, and until now they've known very little about what the weather's going to do. Anticipation of a planned trip can be huge – sometimes it's really hard to change your mind at the last moment if the weather's dodgy on the day. And poor weather is one of the three key factors of maritime accidents."

"Now, people can look five days ahead, and plan their trips with more confidence and make better decisions. This will go a long way to improving safety, and should save a lot of search and rescue effort," he said. Until recently, longer-range forecasts have been unavailable. Greater weather knowledge is now available through enhanced accuracy and improved computer modeling."

The forecasts will be for oceanic, coastal and recreational marine areas in the New Zealand. They will be available on VHF, HF, metphone, and through usual forecast channels.

2005 KASK FORUM FEEDBACK

Forum instruction

Date: 06 Apr 2005

From: John Kirk-Anderson

Well, was I caught out!

Volunteering to coordinate the teaching sessions for the Anakiwa Forum seemed simple enough. Run a couple of concurrent land and water sessions, have a few things up your sleeve to allow for bad weather, and stay flexible enough to allow for people not wanting to get on the water. Yep, that'll work!

Imagine my surprise when the massive white-board at the Outward Bound school was covered with names. Those who didn't write their names up early enough resorting to drawing long arrows, linking their chosen subject to the names written half-a-board away.

Rain didn't deter people, the use of the OB drying rooms may have helped.

The enthusiasm for getting on the water and trying things out was inspiring. A rescue class planned for the morning before the overnight paddle was full, despite the prospect of starting a trip with wet gear.

A silly session on strokes had bodies twisted in several directions at the same time. For those who still don't get the Colorado Hook, it's: Forward Sweep, Cross-Bow Rudder, Reverse Sweep, Bow Draw, Forward Paddle. If that becomes easy, try the Cross Sculling Pry (followed by the screw roll, most likely!).

Thanks to all those who took part, from the participants who came with lots of energy, to those who shared their skills. My apologies to those who offered to help but weren't used as well as they could be.

A note to whoever organises the next forum: Plan well for training sessions, KASK members are hungry for it. John Kirk-Anderson

Greenland Paddling Presentation Follow Up From Carl Brown

For those who missed my presentation (Lots of you were out getting wet at rolling which certainly made it easy on the presenter) or were unlucky enough not to be able to attend a great forum.

At the Greenland Paddling presentation we first went over some of the reasons why these paddles are great for sea kayaking including;

- Cost \$30 and a weekend of carving for a custom made paddle vs up to \$600 for carbon.
- Just as fast for touring once the correct technique is learned

- Easier on the body with their narrow unfeathered blades and low paddling position.
- Don't catch the wind especially side winds.
- Easier to roll and setup for rolling.
- Wooden paddles are nicer to look at and hold.
- Fun and rewarding to make your own kayak gear.

Making a west Greenland paddle was covered in detail using the excellent drawings and instructions by Chuck Hoist. These are available on the internet from Qajaq USA (www.qajaqusa.org) Types of wood were discussed with western red cedar being the lightest and easiest for a first paddle. Aluet paddles are probably more suited to heavier local timbers as they have concave faces which reduce the weight, they are slightly more difficult to make though.

Paddling and rolling techniques were covered using a CD of "video" clips put together by Grant Glazer from various sources. Copies of the CD were provided to those who attended and a few others. Some of the clips are available from Qajaq USA. Grant is the "web master" for the NZ Greenland Paddling and Kayak Builders email groups. These groups are a great resource of support and information. <http://au.groups.yahoo.com/group/NZGreenlandpaddling>
<http://au.groups.yahoo.com/group/NZKayakbuilders>
If you have trouble with these a link is available on the KASK web site.

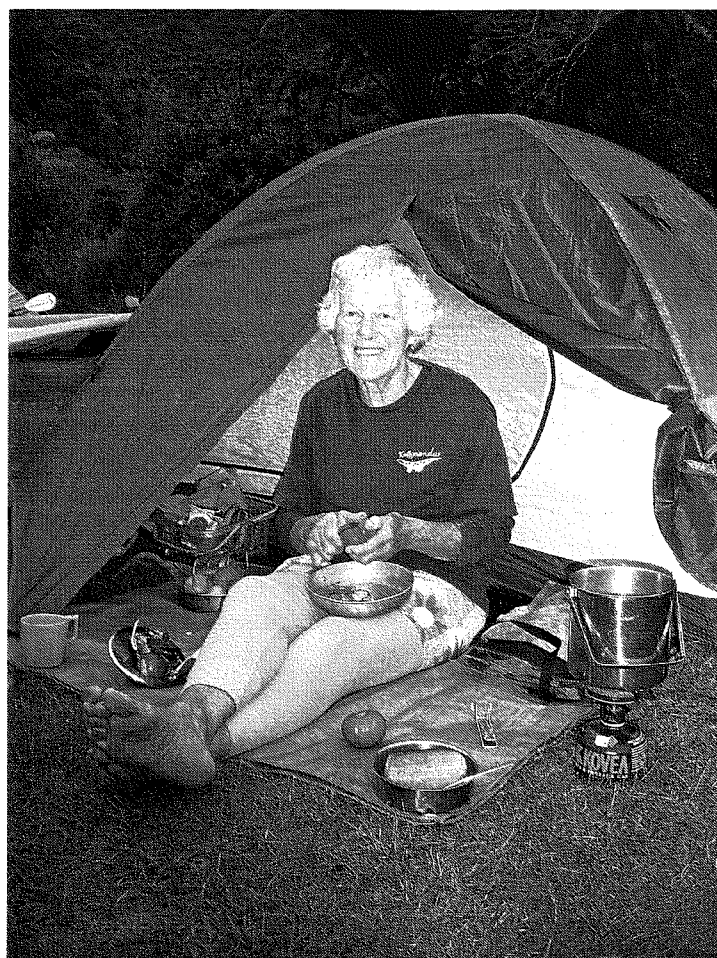
The session was finished out on the water with Conrad Edwards keen to try rolling with a Greenland paddle; he was successful on his first attempt. To warm up after a through soaking, a few impromptu races were held with me able to match the speed of Conrad and his wing paddle, at least until he "cheated" and caught a fast ride on the wake of a local water taxi.

Paul Caffyn, our esteemed editor, had started off the forum with an impressive slide show of his and Conrad's Greenland trip. A classic was a photo of a traditional skin boat being lashed together on the beach using a tradi-

tional mouth drill. The on the water training from John Kirk Anderson was fantastic, but it did feel like cheating using the Greenland paddle for his 'Silly Strokes' session as the paddle made it almost too easy.

A big thanks to Susan, Helen and the other organisers for hosting a great forum.

Carl Brown.



At the Mistletoe Bay overnight camp, Jean Kirkham preparing her evening meal. Following an early morning walk next morning, Jean was heard to complain about the fact that her husband had not packed up the tent. But then noted that she couldn't blame him really, as he was in Tauranga for Easter. Photo: David Winkworth

Government minister, Marian Hobbs, shortly after ramming the Outward Bound jetty, while trying to turn her kayak. Photo: P. Caffyn



OVERSEAS TRIP REPORTS

Sea kayaking Baja by Iona Bailey

By Day 3 of sea kayaking the Baja Peninsula, Mexico I had lost count of the days. Forgotten about work and had little interest in the outside world. The most demanding chore was lifting heavy loaded kayaks in and out of the water. My journey had begun!

The trip had been organised and escorted by Chris Gulley (Outdoor Discoveries, Auckland). The equipment, boats, food and local guide were supplied by Baja Outdoor Adventures in La Paz on the Baja California Peninsula. There were a variety of kayaks - both singles and doubles. Comfort and ease of use was variable but I was fortunate to have the use of a Seaward Luna single which performed well for me. I was glad that I had brought my own PFD and paddle.

We set off from a remote beach south of Loreto on 15th April and landed about 100 miles and 10 days later somewhere north of La Paz. Our major challenge was heat and dehydration as temperatures were often in the low 30's and the weather consistently hot and dry with winds either light or nil. The sea was often oily calm but still refreshingly cool at 22° C. There is only one tide each day and rarely more than one metre high.

The days quickly took on an easy relaxed pattern. We would be up from our tents by 7am and following breakfast be on the water by 9am. At lunch time after landing on a suitable beach we would need to erect a sun shade to avoid overheating whilst we ate. At our final destination each day the process was repeated, then dinner prepared. The food was amazing - certainly far removed from light weight dehydrated meals to which I am accustomed on kayaking trips. Dehydrated meals are not suitable for Baja due to the water shortage. Many of the meals were accompanied by tortillas and there seemed to be a plentiful



Iona Bailey

supply of alcoholic refreshment, especially tequila and local industrial strength wine. There were all manner of tins, bottles and packets, and we paid for this with a massive amount of weight in our boats. All waste had to be carried out and as the days wore on the rubbish bags, heated by the sun, became large and smelly.

To combat dehydration we were constantly sipping water. As there is a limited supply of drinking water on the peninsula all water had to be carried and only used for drinking. There was no water for washing. However it didn't seem necessary to wash too often as we were in the sea frequently. 'Campsuds' was quite effective if the smell or salt in the hair got too much. As for toileting - well suffice to say I have never gone 10 days without using toilet paper before!

Paddling distances each day were modest - between 10 - 25km - allowing plenty of time for photos, snorkelling, chatting or practising skills. I often found myself at the front of the group - a novel experience for me and a situation I attribute to recent tuition from Paul Caffyn and my new light weight paddle! I loved being able to carve patterns through the water and feel alone in the giant wilderness with the distant horizon shimmering in the heat. The sea was clear enough to see coral and brightly coloured tropical fish. Very occasionally we came across small mostly dilapidated looking houses but saw few people. One

day we bought fresh lobster from fishermen camped nearby - it was delicious. The scenery was dominated by red rock cliffs and mountains with deserted sandy beaches.

Vegetation appeared sparse except for many cacti plants dotting the landscape. We saw lots of pelicans - large strangely quite birds with a unique unpleasant odour. A pod of dolphins accompanied us one day. Manta rays were frequently jumping out of the water and we had to be careful when wading in shallow water.

Apart from the heat, the main health hazards were blisters and abrasions. There was an increased risk of infection in the tropical heat so that skin wounds had to be carefully managed; this included liberal use of Betadine. We saw a few scorpions but no snakes (though they are around). We were very careful with hygiene when preparing food and cleaning dishes. The 3 bowl method was used for washing up - detergent first, then bleach then rinse in sea water. No one became unwell except yours truly on the last day after eating a filled roll. I should have listened to my doctor!

I brought with me a suture kit much to the amusement of the group - that is until I had to use it! The injury needless to say did not occur whilst kayaking but was caused by a fall in the shower on the last night! We did not have any problems with wind whilst on the water but were warned about

'elephants'. These are fierce katabatic winds which whistle down from the canyons at speeds of more than 50 km/hr. We certainly experienced katabatic winds at night - indeed my tent was flattened on one occasion. Tents were pitched on the beach and guy ropes had to be secured using 'sand anchors' and heavy rocks.

My main concern for this trip had been whether the group would work well together. My fears were unfounded as without exception everybody was very friendly and helpful. Francisco, our guide, was a fountain of knowledge; it turned out he was a Chilean Lawyer. The NZ group looked to Chris as their leader and he impressed with his easy going but highly competent manner and sense of humour. He always seemed to be handy if there were any problems and was more than happy to pass on kayaking skills.

All too soon we reached our destination. There followed an unforgettable day trip to Espirito Santo to swim with the sea lions, then back to our hotel in La Paz for a wonderful hot shower, dinner and more margaritas.

Next stop Portugal....

Iona Bailey



Views of paddling in the Baja Region. Photos: Iona Bailey



NEW ZEALAND TRIP REPORTS

Yet another expedition to Preservation Inlet

By: Kirsty Woods

When Cathye Haddock proposed the idea of kayaking in Preservation Inlet for two weeks in February, I was keen but full of trepidation. Aside from the potential cost of flying in, how would we all get on down there for two weeks? I knew it was beautiful but what about the rain? And the sand flies? The prospect of spending enough to get to Europe and back just on the helicopter made us all "um" and "ah..." and then David Fisher came up with the option of chartering a fishing boat from Riverton to Preservation Inlet. Another group was due to be picked up by the fishing boat

'Jewel' around the time we wanted to go in and the skipper, Ian Baine, gave us the OK. It was going to take about six hours in rough sea but would cost a lot less than a helicopter.

The planning began in September with a practice run to the Marlborough Sounds at Labour weekend, complete with a trial "bug tent", a new set of billys and lots of food. Between then and the end of January, we met a couple of times to firm up potential route options and to agree on meals and other group gear. Cathye did a great job getting us all organised and

Diane Morgan made sure that we could cater for medical emergencies. By the time we were ready to get on the boat, we had enough food for 16 nights (just in case we got stuck), the group bug tent, mountain and VHF radios, our own personal gear and tents including home made "bug shirts", a mobile hospital, wine and enough cooking equipment to bake a cake.

On Saturday 12 February, 15 people met at Riverton and loaded the 'Jewel' with gear and kayaks. After red meat and blue cod at the RSA, we went back to the boat for the night, so that

the Ian could get going by 3.00am.

The 'Jewel' started out being quite comfortable but after a while, a trail of people started rushing for the bucket. Breakfast was served five hours later but not everyone was up to it. Ian couldn't believe it: "What's the matter with you? This is nothing – it's flat as!"

Ian dropped us off at Weka Island around 9.00am on Sunday morning. The other group of 16 was waiting at the 'barge' ready to load up and go. They'd had really good weather during the previous two weeks but had ended on a dispirited note with the disappearance of one of their party the day before. A search and rescue operation was already underway.

The barge is an old catamaran which looks as though it's been used for tourist trips in a previous life. Ian told us we could leave excess gear and food there and collect it as we wanted. We planned to split into three groups: two groups of 4 and our group of 8. The two smaller groups headed over to Chalky Inlet early on, while we decided to find our sea-legs in Preservation Inlet, and debate the option of going around to Chalky later on.

We spent most of that first morning packing the boats and sorting out gear to leave on the barge. Everyone was feeling tired and a bit woozy but it was a gorgeous day, so we decided to spend at least the first night at Te Oneroa after going for a gentle cruise around some of the islands in the afternoon. We stopped to explore a cave on Round Island and paddled around Cording and Steep-To- islands before heading across to Te Oneroa. The water was truly "flat as" now, so we could take it easy. I remember we were all pretty tired when we arrived at Te Oneroa and it took a while to set up camp. We set up all the tents including the bug tent but in the end, we didn't use it.

We ended up spending the first three nights camped at Te Oneroa. With the amount of gear that needed to be packed each time we moved camp, it seemed easier to set up base camps

every three to four days and explore nearby areas through day trips. The first day we visited some friends who were staying at Kisbee Bay and working on the Coal Island Restoration project. There was good fishing on the way back – blue cod was the entrée that night. In fact it turned out to be a regular entrée for most meals.

Te Oneroa, the site of a busy mining settlement in the late 1800's, was an interesting place to explore, with its remnants of boilers, stamper batteries, mine shafts, and the piles of an old wharf. We were all really pleased to find the Alpha Battery up at the top of the escarpment behind Te Oneroa. The battery is pretty much intact and even boasts an old safe.

Every evening we called into the Mountain Radio Service. While there was a gale warning in force for Puysegur Point most evenings, the wind wasn't really a problem where we were. The main exception was our last night at Te Oneroa. We planned to leave early next morning, but during the night, I wondered if we would be going anywhere, as a gale blew in and with it, an incredible downpour. However by around 5.00am, it had passed over. We packed up and set off to the barge to drop off excess gear and top up our food. We decided to leave the bug tent behind as we'd hardly used it. We had a really pleas-

ant and calm paddle to the portage to Cunaris Sound – half way up Long Sound, where we set up camp around mid afternoon. The campsite seemed gloomy when we first arrived soon felt like home.

We spent three nights at the portage. We had more rain there than at any other place on the trip. On our first day, we set out for the waterfall at the head of Long Sound. After about 20 minutes paddling it started to pour. Then the wind came up. By then we were wet enough to get really cold, and opted to head back to the camp to warm up. It was Peter's birthday so we had plenty of time to bake a cake and check out the portage.

The next day we woke up to more rain. We decided to head for the waterfall again but dressed more warmly this time. The drizzle came and went but it stayed calm. The whole place had a primeval feeling about it, like paddling into an old time painting of Fiordland. With all the rain, the waterfall was in full flight so we had a bit of fun catching the rapids back downstream.

That night the forecast said worse weather would arrive the following afternoon. In the morning we set off early for Cuttle Cove. The wind was behind us all the way to Colt Head. From Colt Head we paddled across to

The magic of paddling in Fiordland on a fine day. Photo: Kirsty Woods



Cuttle Cove through the Cording Islands, keeping together as much as possible as we headed back up into the wind.

Cuttle Cove turned out to be a good place to camp. While we were more exposed to the northerly than we had been in Long Sound, the rain never seemed to be able to get a hold on our gear. On our first day there, our group of eight split into two groups. Cathye, Pete Simpson, Sue Price and David paddled up to Isthmus Sound. Peter Williamson, Erica Law, Diane and I walked through a flat area of bush at the back of Cuttle Cove and found the beach where you can get access to Spit Island. The first thing we tried to do when we got there was to find a way around to Seek Cove, so we could explore the portage through to Lee Bay and South Port. We could only walk so far along the beach before we had to head up into the bush to find a way around. It seemed to take forever and we ended up turned back, sure in our minds that it would only have taken "another 10 minutes". When we paddled around there a few days later that we realised if we'd gone a bit further, we would have reached Lee Bay without having to walk through the portage! In any event, we returned early enough to catch the low tide and walk across the sand-spit that leads to Spit Island.

It's hard to describe the feel of the

David Fisher & Diane Morgan off the entrance to Otago Retreat. Puysegur Point in the background. Photo: Kirsty Woods



place but the sky, bush, golden sand and rock give the place an ethereal quality which is only heightened by accounts of the battles that took place there over 200 years ago. One detailed version of events is set out in Charles and Neil Begg's book: "Port Preservation". There may well be other versions but this is what Begg and Begg had to say.

In the late 1700s, Tarewai, a Ngai Tahu chief, is said to have led an attack on the Hawea people who were living on Spit Island, or Matauira. In the battle that followed, many of the raiding party were killed. Tarewai was mortally wounded but with the help of another survivor, floated his way to Cavern Head, where he was dragged into a cave and died.

Some time later, a party of warriors set out to avenge the death of Tarewai. They hid their canoes at Cuttle Cove and walked through the bush to reach the beach that faces Spit Island. On this occasion, the war party killed everyone they encountered, and burned down their houses. At the same time, a small party consisting of some of the island's inhabitants returned from a hunting trip in Long Sound. When they reached Cuttle Cove, they found the hidden canoes. They took the canoes and as they travelled around Cavern Head, discovered the burnt remains of the pa. They paddled further out to sea and

headed for Dusky Sound. The victors, who now had no means to return home, pursued them overland and caught up with them at Dusky Sound, where both sides were said to have been killed. Nevertheless, it has been suggested that in 1773, Captain Cook encountered a family of survivors at Dusky Bay.

According to Begg and Begg, the story doesn't quite end here. In the late 1800's, the body of Tarewai was discovered in the cave at Cavern Head by crew of the cutter 'Rosa'. They left his body but returned about a month later to retrieve it, only to find that it had gone. The captain of a nearby whaler admitted that his crew had removed the body to prevent its desecration.

Our party stayed at Cuttle Cove for five nights. During that time we rearranged ourselves into smaller groups. Some of us also explored Isthmus Sound and Coal Island. Cathye, Sue and Erica decided to pack up and head for Chalky Sound via Gulches Head. We weren't all keen to follow as the swell had been high and we didn't all feel that confident about paddling in such conditions. After they left, we were drawn back to the beach that adjoins Spit Island two more times. The third time, we paddled around to the bay and had a look at the seaward side of the island. By then the swells had calmed down a bit, and we headed over to Seek Cove to explore South Port and Lee Bay. The walk through the portage was straight forward and only took about 20 minutes.

We left Cuttle Cove on the day before we were due to be picked up by the 'Jewel'. There wasn't much time left to have a look at Puysegur Point light house, so we paddled across to the Oil Store and had a look at the caves on Steep-To-Island on the way.

It was raining by the time we arrived at the Oil Store so it was great to be able to haul our boats under the veranda and unpack in the dry. Paul Caffyn, Sue Cade, AJ and Netty were there before us but had decided to head for Te Oneroa. Puysegur Point was wet and windy, consistent with

the mountain forecasts. By the time we got back to the Oil Store, Cathy, Sue and Erica had arrived back from Chalky via the upper portage and Long Sound. They spent the next morning relaxing and exploring the lighthouse, while the rest of us paddled back to Kisbee Bay to walk over to the Wilson River to find another stamper battery. We made the most of the day, and arrived back at Weka Island to find the 'Jewel' waiting for us with crayfish, paua and wine. We left next morning around 5.00am and had a smooth trip back to Riverton – thankfully without the need for buckets.

Preservation Inlet is a fascinating and awe-inspiring place. Two weeks went really quickly. The sand flies and the rain weren't that bad, and everyone got on well. Thanks to Cathye for doing such a great job getting us all motivated to go, and to everyone for being such good company.
Kirsty Woods

PRESERVATION INLET BACKGROUND READING

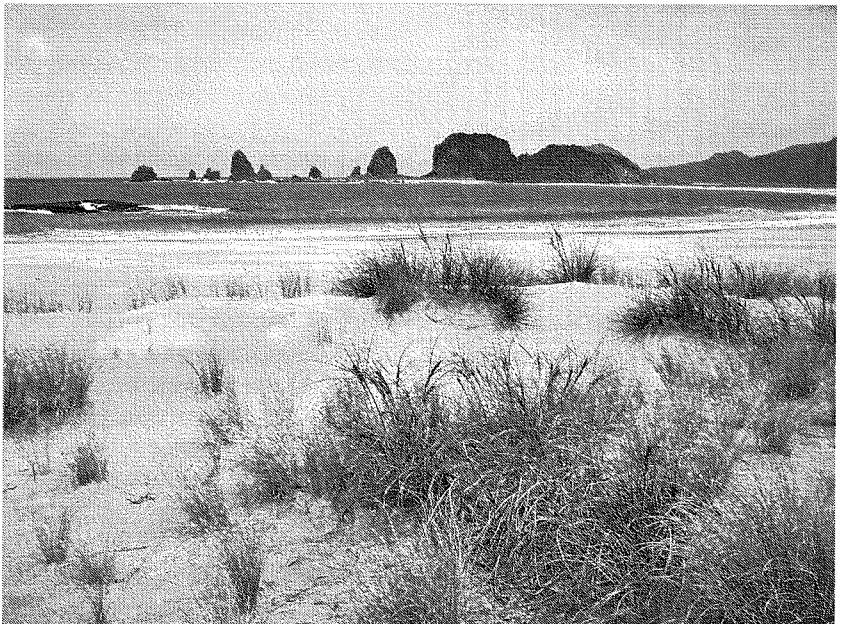
For detailed information on Preservation Inlet, the books to look for in the secondhand shops or libraries are:
'Goldfields of the South' by John Hall-Jones
'The Fjords of Fiordland' by John Hall-Jones
'Port Preservation' by A.C. Begg and N.C. Begg

COASTAL CLEAN UP

(Christchurch Press 18 May 2005)
Fishing debris littering coastal Southland has been attacked in the Great Fiordland Coastal Clean-up, Environment South says. In the third year of a five year project to clean up the coast, more than 40 volunteers collected 35 wool bags of rubbish between Five Finger Peninsula and Charles Sound. Most of the rubbish included fishing buoys, rope, floats and Asian water bottles, believed to have been thrown from ships in the Tasman Sea and Southern Ocean. Each year a different section of the Fiordland coastline has been tackled by Volunteers. More than 300km of coastline has been covered in the past three years.



Not aliens from another planet, but Wellington paddlers with their home made sandfly proof apparel. Photo: Kirsty Woods



View of the the twin rounded summits of Spit Island. Photo: Kirsty Woods



Sue Price enjoying some Fiordland liquid sunshine. Photo: Kirsty Woods

NEW ZEALAND TRIP REPORT

**Lake Waikaremoana.
Easter 2005
By: John Flemming**

Now doesn't that roll off the tongue nicely ... especially when combined with "I've just returned from a 6 day paddling experience" with a small group of friends. With so many trips recently aborted by bad weather, it was just great that finally we managed to get things right at last.

Althoughwhen we arrived at the Lake Waikaremoana Motor Camp on the Tuesday afternoon (prior to Easter) and the skies opened up and sent down yet another concentrated downpour, we were beginning to wonder whether we would have to turn tail and make yet another run for home. Especially when the camp commandant informed us they had already had 8 continuous days of rain.

A quick chat amongst the group and it was decided that to allow the weather to settle (or otherwise) we would book into a couple of cabins for the night and then luck being with us for a fine warm day, completely windless, we would load our boats the following morning and bugger off.

Bunks were claimed and gear carried to our respective cabins as the rain hosed down, and after a hearty meal cooked and consumed in the Dining Hall, it was hot showers and off to bed. Before hand tho A practise at a social hour with a sample of various beverages which were eagerly consumed, mixed in with the excitement of our proposed trip on the lake.

Wednesday dawned fine and clear, and most of all, windless!! Our course was set to travel clockwise around to Onepoto Inlet. This can be a rough ride with adverse conditions, but today was absolutely perfect with barely a worry.

We landed on a sandy beach and whilst one of the party chose to remain with our boats, the remainder of us walked to the start of the track and up to the Onepoto Redoubt high above the lake, then into a small lake. Kiropukae is down a slippery track thru dense bush and is adjacent to a grave site containing bodies of a couple of members of the Armed Constabulary stationed there at the time of the Maori Wars, and a small child.

The view to the north from the Redoubt explains why it was situated there, giving an unobstructed view as far as the eye could see over a wide expanse of the lake.

Soon after a bite to eat and a good hot brew we were back on the water and continued along the base of the Panekiri Bluffs and along to Te Piripiri Bay. From here we turned north towards Horoinga Point, joining some of the group who had cut the corner of this big bay and waited till we caught up.

We crossed the opening to the approach to the eastern end of The Narrows (Te Kauangaomanaia) and headed towards a small bay opposite to establish our first nights freedom camping. I steered the group wrong here and had to backtrack towards the east slightly until we located Wekaku Bay, the next one along.

With the lake level being really low, we had a long carry with our boats from the water's edge to the bushline, but this was made easier by using three strops slung under each, and bodily carried (load and all) by six able-bodied bods higher up the beach. The campsite here is commonly known as Bear Camp from a previous time we stopped here, complete with strange noises, and had visions of bears crashing thru the bush during the night. It is a delightful camp, slightly up above the beach and plenty of space for a good sized crew. A stream is usually evident, but barely so this time.

Our pyromaniac Jim, soon had a roaring fire going after camps were set up, and later in the evening it was com-

pletely surrounded by the group discussing what had been a perfect start to our trip. A few corks popped and the odd can was opened to celebrate the occasion.

Day two on the water began with us launching our boats about 9am. We cruised thru the Narrows, then turned to our right and made out way up into Te Puna Arm and pulled up for a brew at the new DOC hut before heading south again and lunching at Marauti Hut. Several camp sites beyond the 500m restriction of camping close to the track were sited and noted for future trips on the lake.

As we departed this bay it was intended to carry on to Korokoro and walk into the falls, but conditions began to deteriorate and we decided to head back across to the far side of the lake and find another of our camps which we had previously named Possum Camp (for obvious reasons). This was deep in Wairoa Bay and we had a great area to set up in, complete with fireplace where Jim again went about his business of stoking up a fire, much to everyone's delight. More corks were popped here until rain drove us to our beds.

Don decided he was going to have a layday, so next morning the remainder of us paddled down to view Blanchies favourite spot, Angel's Falls. I didn't find the inlet quite as attractive as usual but the water poured down the falls with a vengeance. With the lake down, the weed was a bit of a problem and the water course had narrowed to nearly one way traffic.

From here we carried on to Waiopaoa Hut where we went ashore and viewed both old, and a big new hut being constructed on the edge of the camp that DoC has there.

A wee bit of rudder trouble with a couple of our boats, and deteriorating conditions and a freshening in the wind saw us go directly back to camp. Korokoro falls would have to wait until our next trip. This was only a small area of coastline we didn't cover, but managed to circumnavigate the remainder of the lake in the time we

were on the water. The rain chased us to bed the second night in this camp and the night was wild and noisy like the previous one.

Next morning conditions once again settled and we had a pleasant trip back towards the north and no problems at all negotiating The Narrows. A slight tail wind brought the brollies out and the rest of us had to rely on broad backs and paddle blades to take advantage of the wind to help push us along. Inside out brollies seemed to be the order of the day!!

Once we reached the opening to Whanganui Inlet we were disappointed to find a camp already set up in our intended campsite. We had a short T-break nearby, then set off again for the top end of the Inlet. There didn't appear to be many camps in Mokau Camp opposite, so there would be room for us to land there if nothing better was found.

Well up into the arm, we passed Jim and Ron who had gone on ahead with the intention of sighting and paddling behind Waihirere Falls before returning back to base for an early return to Katikati. The colour of Ron's boat (fluorescent pink) stood out in particular as they cruised back along the far shore.

We turned into Tapuaenui Bay and followed the shoreline before coming to and using the DOC campsite as a lunch spot. Proceeding on we rounded several small points and approached the area where Whanganui Hut is situated back in the bush from the lake edge.

Surprise surprise ... I was hailed from the shore by a couple of trampers (members of Rotorua Tramping Club, and both kayakers). One of the two has paddled several times on Waikaremoana with groups I've taken down and it was good to see her.

Moving on we turned into a famous Brown Trout area on the lake, but the stream was narrow and the weed too evident, so cut across the mouth of Hopuruahine Stream and moved south again so WE could play under the

waterfall cascading down into the lake. Before we reached them we sighted another group of kayakers. Eleven boats from Whangarei were also on a few days exploration of Waikaremoana, some for their first time. We waited till they were clear of the falls and then indulged in time spent cruising in and behind as the water crashed down from above.

Next major turn to the left, took us into Mokau Landing where we had decided to spend the last night under canvas. The noise of two rowdy boats dragging water skiers made conditions unpleasant after our previous nights peaceful conditions, but we managed to get boats ashore and found an area just outside the camp boundary and had probably the most photographic site of all. No fire tho, as the resident DoC guy probably would not have appreciated us camping so close to one of their camps, and we didn't want to finish our trip with confrontation.

You would have thought that all the cork popping would have concluded by now ... but no, there was still some to be dealt with and it didn't take too long. Another delicious meal prepared by Blanchie for Don and Me, then all the dirty pots were bundled into a large plastic bag and put aside to attend to after our return home the following day.

A leisurely trip back to Home Bay next morning and the tedious task of unloading boats attended to, we raided the camp store and some of us drooled over a hot pie. Much to the detriment to two of us as it turned out, as we picked up a bug and suffered as a consequence with many hurried trips to the loo.

A three hour drive home was broken with an ice cream stop in a little town on the way back. Finally back in Rotorua we off loaded Blanche and her gear, and Don and I returned to Devon St. and unpacked everything into the house to be attended to next day.

Blimey It was hardly dark before we hit the sack Pleased to be back

in a comfortable bed, but annoyed with so many trips to the outhouse during the night and next morning.

Two days later now, and everything just about back to normal. Tummy settled right down. All the washing done and attended to. Cooking gear cleaned and packed away. Tent flies washed and dried. Chairs, stretchers and all the other bits and pieces back in their rightful pace. Boats re-slung under the carport and tomorrow only the van to be washed down.

The phone calls have begun and the real world is slowly creeping back into reality BUGGER! Why did we not stay longer!!!

Thanks to the crew:

Blanchie and Don in the Sisson Double.
Joan and John Grace In their new Tasman Expresses.
Lyall (with his new hatch Prion)
Judith with her multi-coloured unit.
Ron with his fluorescent Puffin (or should it be Poofin!)
Jim in his fire-red (Katikati Wanderer.) Sequel.
Shakey In (his water logged, scratched and tippy) Spook.

FOR SALE

Expedition Sea Kayak P&H (UK)
- Make: P&H (UK)
- Model: Capella
- Construction: Rotationally Moulded Polyethylene (Three Layer Laminated)
- Length: 16'8" (5.1m)
- Colour: Orange
- Large Front & Rear Hatches
- Variable Skeg
- Fitted Electric Pump
- Fitted Towline- quick release
- Fitted Thigh Braces
- Adjustable Foot Pegs
- Comfortable Seat with adjustable Back Strap
- Price: \$1795 ONO

Contact: Pam Hall
Ph: (03) 579 4066

HISTORY

In March 2005 paddler and kayaker, Erica Beuzenberg, fell to her death at Ball Pass in the Mount Cook National Park. Erica attended two early Mapua Sea Kayak Forums in the late 80's, and at the 1989 Forum, she asked me for advice on paddling around Fiordland. Erica sent me a handwritten trip report, which Cathye Haddock has typed out and it is reproduced for the first time below. Cathye has also written an obituary and included press clippings of tributes to Erica.

Kayaking Te Waewae Bay to Doubtful Sound Summer - 1989 Paddlers: Erica Beuzenberg & Andre Gygax

**By Erica Beuzenberg
1963 - 2005**

1. We only had to wait three days for the suitable uncommon easterly forecast filling in the time mountain biking. Arrived at Invercargill to discover that no mountain radio was available, no primus spare parts for our failing primus, and no 10 minute form at the police station. The policeman said *'You know don't you, that it's the roughest piece of water in the world!'* The local policeman at Tuatapere drove with us to three quarters of the way down Te Waewae Bay and drove our car back. *'It won't be there when you get back otherwise.'* Then he asked if we could get through those waves. *'No worries, we play in them.'* The first ones were no worries, but half an hour later, I broke through the last set airborne, exhausted and shaken. Grey sea, sky and land didn't look welcoming, but the sea was always interesting with a two metre back swell crossing the predominant southerly roll. Occasionally waves that looked like tidal waves, thundered into the reefs. Luckily none picked me up, it would have been the grand finale. We motored along with the 20 knot tail wind, and were amazed at the abundance of mutton birds with the occasional mollymawk and alba-

tross skimming over the wave crests and flying just out of reach. Landing at Sandy Point for lunch looked like death, but turned out alright. It's always hard to assess the landing from sea, and being committed on the crest, isn't the best time to make that assessment. We then paddled to Big River and found a calm landing and perfect campsite - all that worry for nothing. We started feeling at home here.

(57km 7_hr)

2. It rained all night but was calm and the morning forecast was two metre swell and east gales from midday. We set off in thick rain and visibility 1-3 km made navigation tricky. We stopped at Gates Harbour, a lovely sheltered bay with a very wet campsite. The gales never came but it rained all day and night.

(25km 4hr)

3. Sunshine and blue sky certainly made everything look breathtaking. Forecast was for strong winds and swell diminishing. We walked around the bay all morning, admiring wild seas and finding caves. One had stalagmites and stalactites, stank and had a slimy floor of rotting seaweed and driftwood that we slithered over. There were plenty of deer signs on the beach, which is normal for Fiordland. We dried our gear in the sun, then set off with a back wind and slight seas round Puysegur Point and into Otago Retreat. Suddenly dark clouds arrived with calm seas and a hush fell over the inlet. A school of dolphins escorted us to Weka Island, then we paddled to Cording Island and camped.

(25km 5_hr)

4. Forecast NW gales from midday. Just as we got up it started raining and it wasn't hard to decide on a pit day. Andre went fishing and was back in no time with three large cod, nothing but the best is eaten here. In the afternoon we went for a two hour paddle into Isthmus Sound. A rainy windy day.

5. Forecast strong westerlies and three metre swells. We paddled to Welcome Bay for lunch, stopping at several long golden beaches. Then we paddled round Gulches Head in a fu-

rious but fun sea and a wind that got so strong that we no longer made forward progress. We turned back and in calmer waters, met our first cray boat. They were dancing with the rocks between the waves, it looked a bit dangerous to me. They said they were going to Dusky Sound tomorrow if we wanted a lift. After much umming and ahing we agreed, as we were keen to discover what cray fishing was all about. We then paddled to Kisbee Bay where they were to anchor for the night. I had a guilty conscience accepting a lift on a kayak trip. We got there in no time with a strong back wind but it was freezing. We spent the night on the crayboat and had our first taste of the amazing hospitality of the cray fishermen.

6. We didn't sleep much, with the sounds of the storm raging, the boat was rocking, thumping and splashing and I thought we were sinking. Next morning it hailed with 50 knot squalls. We had a great sleep in, then they shifted the boat to calmer waters in Isthmus Sound. We caught cod for lunch, then went for an afternoon paddle up Isthmus Sound in a back wind and hail storm. A ten minute portage brought us into Long Sound and luckily we only had a few squalls coming back to the cray boat. We were then offered a shower and what a surprise, you can sit or stand in the toilet while showering and sandflies can bite simultaneously.

7. Fresh snow! The boys fished for cod and proper for lunch. Andre's rod got shorter every time he caught a dog shark, and I became a professional filleter. The restless fishermen steamed to Gulches Head to see if they could sneak into Chalky Inlet, but huge swells turned us back and we steamed to Revolver Bay in Long Sound. Andre spotted a deer on the beach and the boys went after it but no luck. More yukky weather.

8. A bit of a rough night. SW 40 knots and showers. But the days went by fast with such a great bunch of people. We pottered on the beach for a couple of hours and spent the rest of the time chatting on the cozy boat.

9. The fishermen had had enough and wanted to go home. It was all right for us, as it was still a novelty to be here. We steamed back to Kisbee Bay and tied up next to a yacht. The chopper arrived and flew the fishermen home, leaving the cray boat in our hands. The weather deteriorated and the forecast was for SW 60 knots and 6 metre swells. Thankfully the inner sounds were protected.

10. Sunshine between rain squalls and very cold. SW 35 knots. We paddled to Puysegur Point where the sun shone. What a sight the 6 meter swells were as they broke like bombs, what a waste that no one lives in this prime piece of real estate. We passed two deer on the track. When we returned, the yachtie said it had rained and hailed all day. The further into the sounds you go, the wetter it gets.

11. Calm weather but heavy clouds and still a 5 metre swell. The yacht departed for another bay for better shooting. Andre didn't seem interested in doing anything today, so I paddled to the head of Long Sound and camped at the head near a thundering waterfall. Glimpses of surrounding peaks between clouds, revealed snow caps. (5hrs 35km)

12. I paddled back to the cray boat in completely calm and overcast conditions. Occasionally the mirror reflections on the water, unbalanced me and I became confused as to which way was up. Andre wasn't happy that we had missed an opportunity for the next exposed coastline.

13. Forecast was a bit of everything. I tried boiled cod head for breakfast. It was almost dark when I started eating it. Most of it was really nice, but it had a few slimy bits. As it grew lighter I noticed that the head had one empty eye socket. I didn't feel very well that day. It took two and a half hours to pack! We paddled in calm waters and dull skies, till Gulches Head, where three tides meet creating jobbily seas. Then through to Bad Passage and a lunch stop on the contrastingly white Chalky Island. We decided to try for Dusky Sound and made hasty progress until a head wind slowed us to a stop,

just past West Cape. We spotted a possible landing, which turned out to be a picture postcard beach with ideal camping and easy landing. Drizzle soon became rain.

14. Seas were slightly calmer with a southerly tail wind. We packed up in heavy drizzle but as we paddled, the sky cleared. Sunshine at last – but now it blinded us as we tried to find Luncheon Cove and the barge the fishermen said we could stay on. We found it in an unusual maze of little islands and just after making ourselves at home, it started raining again. The barge was a dream with all the mod cons, and if you looked between the floor boards, you could see the seals swimming underneath. We dried everything and caught fish.

15. It rained heavily and blew at night but at dawn we got a few minutes of sun as we paddled through Many Coves to Cascade Cove. The hut was derelict, but two Christchurch couples had erected a tent city and invited us for lunch (their breakfast). We ate bambi and beans, and left with Easter eggs. We arrived at Supper Cove hut on dark after a boring dull day paddling in heavy rain. But the hut was perfect with a fire and some Easter trampers. (7 _ hrs 45 kms)

16. Again it blew and rained at night but was not too bad at dawn, with a few minutes sun. This was the last time we got reception from our walkman, other than several Australian stations that were loud and clear. Further south we had received Invercargill national radio quite clearly for the 5am marine forecast. Reception normally fizzled out during the day. We paddled to Disappointment Cove, via Acheron Passage. The day was dull and boring but not much rain fell. Unfortunately the clouds concealed the magnificent mountain tops, although, the rain had fed endless waterfalls cascading into the sea. Fishermen in the neighbouring cove, steamed over in the evening asking if we had enough food. We suggested a bit of bread would be nice. As usual it rained all night.

(7 _ hrs 45 kms)

17. We were just leaving in the drizzle, when the fishermen arrived with a huge box of food, even worse, Andre accepted it. Then we had to try fitting it in the kayaks. We paddled up the coast for Dagg Sound, but gave in to the relentless headwind, and headed for Breaksea Island. It was a great hut with a shower and no sandflies apart from the cloud that came out of our tent when we hung it to dry. The sun came out for a moment and we even wore shorts.

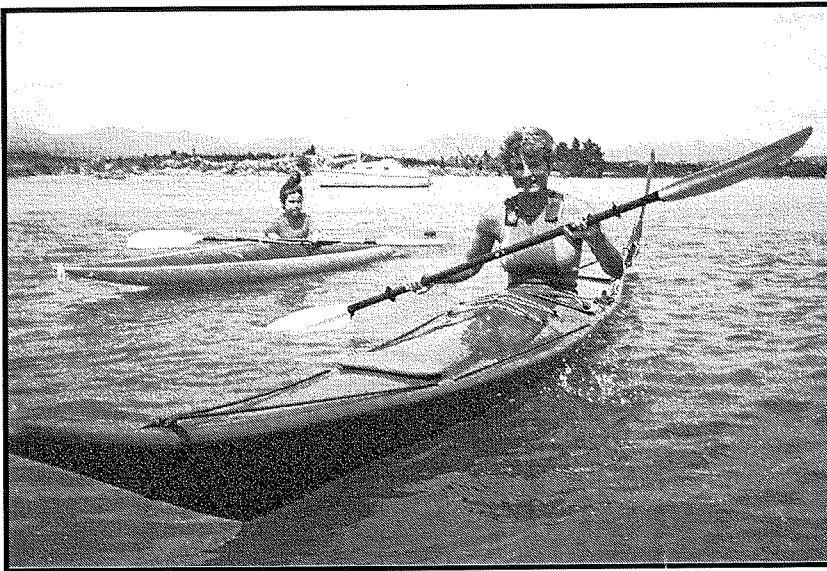
18. Norwest gales shook the hut and the rain dropped in torrents like waves breaking on the roof and windows. Some time to read at last.

19. Southerly change meant a sleep in. We left at lunch time for Dagg Sound, this time with a back wind and very exciting seas. We got there in four hours but unfortunately Andre was too seasick to continue. We caught some sun in the afternoon, bringing the total sunshine hours to 11 (this was actually the total for the complete trip). Camp was great, set on an island next to a lagoon and big breakers at the head. We had our first camp fire, and I had just remarked that it was the first night without rain, when it started again.

20. It poured in the night and all the next day. We paddled out to the heads to discover it was now a strong side wind, so we decided to do the Dagg portage. The portage took four and a half hours and was most unpleasant, requiring some trial and error to find the best way to shift the kayaks comfortably. The track was easy to follow and is now blazed with red gel coat. We paddled down the steep sided Crooked Arm and camped at Doubtful Sound. A few stars – looked good. (6hrs paddling)

21. A bit of blue sky! Paddled to Deep Cove where Fiordland Travel make regular connections to Manapouri, and will transport kayaks and people for \$27 each way. (3 _ hours)

We were delighted with the overall performance of our kayaks: a Selkie and a Puysegur (Sisson boats), the latter not so good in cross winds. It is



Erica Beuzenberg at the 1989 Mapua Sea Kayak Forum. Paddling a Nordkapp, and a very young Tristan Egarr watching from a slalom kayak. Photo: P.Caffyn

indeed a canoeist's paradise down there especially if you get fine weather. The locals say this can happen any time of the year and without warning, and they mumble about equinoctial gales. Between November and March seems the best time, especially mid summer. They say winter is cold and shady but beautiful. They also take forecasts with 'a grain of salt'. When you ask them the weather, they look at the sky and say 'who knows?' The cray fishing boats are in the area between August and March.

Obituary

Erica Beuzenberg wrote this trip report after her trip around Southern Fiordland with Andre Gyax. She posted it off to Paul Caffyn for the KASK Newsletter some time around 1989. While the report was never published in the newsletter at the time (being handwritten) Paul kept the report along with a hand drawn map, in her neat draftswoman's hand. After attending Erica's funeral in Fairlie, I asked Paul to send me a copy of her trip report to type up as a tribute to this all-round adventurer, who was taken too early.

On the way back to Christchurch after the funeral, we (some of Erica's friends) shared stories about Erica and the adventures we had shared

with her. George Murray, a long time friend of Erica and the Beuzenberg family, regaled the story of the time he and Erica attended a sea kayak forum where they had learned all about how to plan and prepare for a sea kayak expedition – among other things.

They returned to Christchurch in good weather and on the spur of the moment, bought food in the supermarket, threw it into their kayaks, drove to Birdling's Flat and kayaked off around Banks Peninsula. They pulled into their first camp site on dark and were on the water early the next day. When they arrived at Sumner a day or two later, they caught a bus to George's place, got on the tandem bike and pedalled to Birdling's Flat to retrieve the car before returning to Sumner to pick up the boats. George remarked how they had laughed about the irony of learning about trip planning, then seizing the moment and just taking off on a memorable trip.

This was Erica, living life to the full, making the most of her skills, her time and her life.

Tears and Tributes for Climber - Dominion Post 17 March 2005

Tears mixed with laughter as Erica Beuzenberg was farewelled yester-

day as a mountain guide, an adventurer, a sister, a daughter, a wife and a friend.

A week after Beuzenberg, 41, was killed with two clients in a fall near Mt. Cook, about 200 people gathered in a Fairlie hall to say goodbye.

Tributes have flowed for Beuzenberg, one of New Zealand's top guides and an accomplished climber who had tackled some of the hardest peaks on Earth, but some of her accomplishments came as a surprise to her close-knit family.

Her sister, Miranda Beuzenberg, told the service how modest her younger sister was.

"We often had no idea of her achievements ... because that wasn't important to her. Her big thing was living life to the full and making the most of every single minute of every day." One thing they were sure of, her brother Stephen Beuzenberg said, was her attitude to the service.

"What would Erica make of all this? I can hear her saying: 'Oh God, I hate funerals.' She loved life, not death. For the last several months since she married Brent [Fagan], she blossomed into radiance. It's been an enormously warm pleasure to see her live with such zest again in her relationship with Brent."

Mr. Fagan said he felt enormously privileged to have loved Erica, even though their work commitments kept them apart half of the time.

"We made the most of our togetherness," he said.

"The last day we had together was Sunday. She arrived home late Saturday and it was maybe one of the most special days we've shared. If I'd known it was going to be our last day together, I can't think of anything I'd have done differently. When I found Erica's diary, the last entry related to that day. She wrote four words: 'Luxury day with Brent'. – *The Press*

KASK SUBSCRIPTION INCREASE

Issues Presented Regarding the Increase in KASK Subscriptions

by Susan Cade

The points listed below were outlined at the last KASK AGM meeting, at Anakiwa Easter 2005, when a proposed motion to increase subscriptions by \$10 was passed.

The new subscription rates are:

Single: \$35

Family: \$40

Overseas: \$35

Current membership costs are:

Single: \$25

Family: \$30.

Overseas: \$35.

The overseas subscription remains unchanged at \$35, as the newsletter is PDF file emailed to these members.

Current Costs

Annual costs for editing, printing and distributing the newsletter are \$18.00. For new members, there is an additional cost to KASK of the gratis KASK Handbook at \$24.95 (Retail), plus postage costs.

Administrator Costs

In the early days of KASK, the roles of secretary and treasurer were voluntary, however in recent years when the number of members grew past 500, an honorarium of \$1,500 was agreed by the committee to pay for the secretary's time.

Currently the former joint role of secretary/treasurer is being managed in a very efficient manner in the new administration part time position which Vanessa Hughes has taken on. This now is an additional cost to KASK. However it does free the KASK Committee to focus on projects and initiatives, as well represent its members.

Other KASK Costs

1. Being able to cover the cheapest flight or equivalent travel cost, and no more, for a KASK Committee member to represent KASK.

2. Currently Committee members have covered other additional costs.

3. Where-ever possible we seek reimbursement of this from other sources.

Known meetings for the forthcoming financial year are:

1. Water Safety New Zealand, (of which KASK is a member) Annual AGM, a two day workshop.

2. Drowning Prevention Workshops (hosted by ACC).

3. National Pleasure Boating safety forum six monthly meetings., (cost of travel covered by MSA).

4. Outdoor New Zealand Forum, annual two day forum.

5. Representation of KASK for critical submissions and incident data work. For example; proposed law change for Marlborough Sounds to not allow sea kayakers to be on the water at night, which was not passed following numerous submissions to the Marlborough District Council.

6. To attend key consultation meetings to support KASK members' interests, that of the recreational sea kayaker and to meet contractual and liaison obligations regarding projects.

Funding for KASK member endorsed projects:

1. Such as updating the KASK Handbook.

2. Supporting training at forums.

3. Having funding for projects, (for example the joint project with Water Safety NZ Inc., with "A Basic Guide to Safe Sea Kayaking" brochure where the committee generously donated many man hours for development and printing preparation). This may not always be the case. KASK Committee will continue to seek funding from other sources.

Ability to Respond to the 2004 Survey

For example with respect to sea kayak skill training, there was clear direction for KASK members to support training. Only 18% wished KASK to have a formal credited training scheme. 50% supported other options, with 77% supporting training forums for members.

92% wished KASK to assist in collating and sharing information. Of this 82% wished this to include safety / skills equipment and providing written information such as KASK newsletter and handbook.

Standard Operating Procedure Document.

This has been written to ensure correct processes and mandates are used for projects and KASK business. This new document is to be finalised by the current KASK committee.

In Conclusion

The KASK Committee does not wish to see KASK having a large bank balance. But we do need to ensure that the subscription is realistic and we are not cutting into our savings. We do want to be able to put into place effective projects to support our members and representation of safe recreational sea kayaking, which we hope will help protect the freedom of our members to carry out the activities they enjoy. Already this year we have submitted funding applications to WSNZ to support three projects:

- the KASK Handbook update
- sea kayak practical training,
- Analysis of the incident data database.

Our goal is also to be realistic in what a volunteer organisation is able to do. We believe this increase was essential for KASK to be able to continue functioning.

Susan Cade
KASK President

NEWSPAPERS & MAGAZINES

'Sea Kayaker'

The April 2005 issue has feature articles on:

- a paddling expedition to Alaska's Shumagin Archipelago
- destination, the Everglades in Florida
- two paddlers surviving the Tsunami in Thailand
- day tripping in New York

The gear review section has eight pages on sails for kayaks. The paddler profile features Lonnie Dupre, who with John Hoelscher circumnavigated Greenland by dogsled and kayak, the story of which appeared in Lonnie's book, 'Greenland Expedition: Where Ice is Born'. The profile notes that in May 2005, Lonnie is setting off from Siberia with Eric Larsen to head for the geographic North Pole and then on to Ellesmere Island in Canada.

'Wilderness'

The April 2005 issue has a story by Donna Hammond of her April 1998 trip with Ross Hickey around Stewart Island, and an article by Kerry Howe on paddling the western Firth of Thames.

'Auckland Canoe Club Newsletter'

The May 2005 issue has an article on the Preservation Inlet trip, that Kirsty Woods writes about in this KASK newsletter. New editor Kerry Howe is doing a great job with the revamped ACC newsletter.

NEW MARINE RESERVE

'The Press' 9 March 2005.

A new marine reserve north of Nelson has been given the go-ahead after nearly a decade of consultation. It will extend 985ha, for 5km from Glenduan (The Glen) on Nelson's Boulder Bank, to Ataata Point, at the south-western entrance to Cable Bay, protecting a range of marine habitats on the shore, rocky reef and deep silt. The reserve area contains extensive boulder reefs which support a variety of reef-dwelling plant and fish species.

RUSSIAN ROWERS

'Greymouth Evening Star'

17 May 2005

Twin Russian adventurers have aborted their bid to row across the Indian Ocean after their water desalinator failed 850km off the West Australian coast. Sergey and Alexander Sinelnik, 31, were rowing their 7.3m wooden boat from Carnarvon, 900km north of Perth, to Tanzania in southern Africa - a trip of 7,400km - in approximately 100 days.

They had been drinking the boat's ballast water for 10 days after their desalinator broke, and the decision was made to abort the trip. They were never going to make it to Africa with no water and rather than wait until it got to serious, they decided to call for a rescue.

TECHNICAL

Tow Systems from Alan Hall

Further to the great towing debate in the n/1 last year, I took up the challenge.

After much brain storming, fiddling about and trialling, I have now come up with what I feel is the most versatile tow system, which should suit the needs of paddlers no matter how you want to tow.

My new system now has the following:

- Can be attached directly to any kayak.
- Does not need to be fixed or bolted on to boat
- Can be moved from boat to boat or person to person instantly.
- Can be worn as a belt.
- Can be carried on deck.
- Is contained in a bag.
- Instant emergency release.
- Built in Marine bungee antishock.
- Can be used as a throw bag, whether attached to belt, boat or held.
- Top quality marine stainless fittings.

As the man says, Beat that!

The system is now available by post or in some retail outlets, trade enquiries welcome.

Alanhall11@hotmail.com

BOOK REVIEWS

'Coastal Sea Kayaking in New Zealand'

Author: Kerry Howe

Published: New Holland Publishers NZ Ltd.

Release Date: May 2005

Content: 144 pages, illustrated

ISBN: 1 86966 090 0

Size: 210 x 148mm, softcover

Price: \$29.99

Reviewer: Kevin Dunsford

From the obsession of a few to an experience of the masses, sea kayaking has become something everyone must try. But after day trips and island hops what's next before circumnavigating New Zealand?

'Coastal Sea kayaking in New Zealand' answers this in a well researched, entertaining and very readable celebration of kayaking as an intimate method of coastal journeying in New Zealand. In every page you sense the sensual pleasure of sea kayaking and feel the achievement of primeval coastal journeying. Kerry Howe's 'practical touring manual' is a pleasure to read and is a book that is long overdue. It is down to earth, and addresses the practical aspects of travelling day-to-day, and camping night-to-night while touring the kayaker's dream coast, the eastern coast of the North Island of New Zealand.

From the first chapter, 'Its late on a hot summer afternoon. You've been paddling for hours', 'its time to look for a nest for the night.' the scene is set and you are drawn into this well written book. After a brief chapter on preparation and where to acquire skills, there is a discussion of the pros and cons of group verses solo trip management. The author, having paddled a good part of the east coast of the North Island solo, has had plenty of time to contemplate these and makes some very good points on a subject I have not seen covered in any detail before. Material such as daily expectations of distances, route planning, maps, charts, tides, navigation and

where to get long-term forecasts are also covered and will be useful as references to return to later. One quote I liked was "Navigating the New Zealand coastline is not difficult", "keep the land on one side and you can't go far wrong". The book is sprinkled with an academic's wry humour and understatement that will have you well amused.

Gear and equipment is never far from many kayakers' minds and Kerry is no exception. A good twenty pages of interesting observation and experience, complete with black and white photos, will satisfy even the most avid gear freak's needs. It may save kayakers, yet to experience coastal travel, ending trips early through gear failure and inexperience, usually only discovered by trial and error. I must admit to guiltily getting out and polishing my kayak after putting the book down, and yes, it did slide easily through the water, as well as down the beach afterwards. Safety and emergency gear, an important aspect of coastal kayaking, especially solo paddling, is also well covered.

But only one third of the time spent coastal kayaking is at sea, the remainder being land based. Setting up camp, decamping, resting, eating and making merry. Chapters on life on the shore are covered with equal passion and practicality.

Surprisingly, this is the first kayaking book I have read with a chapter on life in the cockpit, from the necessities born of long paddling hours to eating, fishing and nature watching. While the book covers the author's personal experiences it has been well researched and is comprehensive in its range of topics. One criticism is that while male pee management is well covered, the book refers to "neat devices for women to use", a subject I suspect female coastal kayakers would have found interesting to know more about.

If you get the feeling that I enjoyed this book you are right. I read it from its wonderfully pictorial front cover to the last chapter on further reading in one sitting, a day well spent, and will return to it as a reference. It does

not attempt to cover everything in detail but gives enough information to entice the reader who wants to discover more through further investigation and experience. The book is aimed at the kayaker wanting to try the joys of coastal kayak touring and it very successfully fulfils its objectives. It will also be of interest to experienced coastal kayakers wanting to pick up tips from an accomplished coastal solo kayaker. Another of its pleasures is it is one hundred percent applicable to New Zealand sea kayaking conditions. At under \$30 I can see this book being a very affordable must have for every sea kayaker.

'A Practical Touring Manual'

Review by: Vincent Maire

Coastal Sea Kayaking in New Zealand: a practical touring manual, by Kerry Howe, New Holland Press:

The publication of this book is timely. Sea kayaking just continues to become more and more popular and while there are plenty of overseas 'how to' books, Kerry Howe's book is going to find a market that is well primed and waiting for a book based on local conditions.

It is important to note that this is not a 'how to' book in the classic sense, and this, I believe, is its great strength. Absent are chapters on knots, ergonomics, boat construction, rolling techniques, etc. *Coastal Sea Kayaking in New Zealand* cuts to the chase, as should a book that is sub-titled 'a practical touring manual'.

The book invites investigation. The cover photo of soft greens and blues is of a coastal landscape that is immediately familiar. A fishing rod and chart bag are visible and any would be reader, and especially a sea kayaker, would instantly know that here is a book aimed at going off shore.

At this juncture it must be noted that Kerry is highly skilled on three fronts. Over 15 years his coastal explorations have taken him from East Cape to North Cape. He has also explored much of the northern end of the South Island and the lower North Island. Another great skill is with the pen. This is, I believe, his 9th book. Kerry is internationally acknowledged as an expert on the Austronesians, those intrepid navigators who came out of Asia and over many thousands of years, explored and settled the Pacific. Indeed, his most recent book, *Quest for Origins* resulted in an invi-

COASTAL SEA KAYAKING

IN NEW ZEALAND a practical touring manual



tation to curate the Pacific Navigation exhibition to be held at the Auckland Museum in 2006.

What all this means for the reader is the added bonus of a book written with great verve by someone who brings to the topic a passionate understanding of long distance exploration in small craft.

Coastal Sea Kayaking in New Zealand opens with three chapters devoted to planning and preparation. Readers are not inundated with facts but taken through the basics that include learning, Coastguard courses, clubs, books, skills, cars, maps, gear, boat, weather, tides and importantly, sources of information off the internet.

Beyond this point the reader enter a treasure trove of information and practical advice. Kerry writes in the first person. He examines the options and then gives sound reasons why he opts for a particular solution. Using red onion bags as opposed to commercially made deck bags is an example of this, as is a clean fertilizer sack to which he has sewn shoulder straps for carrying gear from the boat up to a campsite. His waist harness for pulling a kayak on its wheels is another example of a simple solution to a difficult problem. I would like to have seen a photograph of the harness in use included in this section of the book.

Entire books have been devoted to navigation. *Coastal Sea Kayaking in New Zealand* covers this topic in nine pages, which is more than adequate for a book of this type. Kerry is a great fan of GPS as are a growing number of sea kayakers. Just over two pages are devoted to GPS and given its increasing popularity and his knowledge, I believe more could have been written on this topic.

Further chapters deal with weather, VHF, preparing for emergencies, emergency gear and perhaps the most informative, hazards at sea. Here he deals with all the key concerns such as weather, surf, tidal streams, collisions and sharks. His patented anti-shark devise is yet another example of a very simple (but as yet untried) solution to a potentially serious problem.

More sound advice comes through in the chapter titled 'Life on shore' and is filled with tips on camping, gear, food and even what clothes to take for *après-kayak*.

While no minimalist Kerry does offer many creative solutions to the reader. The old CD becomes a signalling heliograph. The cut down Janola bottle for bailing, the marmite jar for the topline, the simple foot sling and the already mentioned anti-shark device.

My hope is that this book encourages more people to experience multi-day touring in a sea kayak. Indeed, chapter one, 'New Zealand dream coast', serves as an invitation to 'read on'. I also hope it makes more sea kayakers paddle on.

Coastal Sea Kayaking in New Zealand ends with an aptly titled chapter, 'Aftermath. Endings are also beginnings, he writes, and goes on to say:

Reflecting more philosophically on a trip can be rewarding. I'm a great believer in the Romantic poets' adage about 'emotion recollected in tranquillity'. No matter how difficult and unpleasant some aspects of the trip might have been, even they can generate an afterglow in safe, warm retrospect.

I couldn't have put it better myself.
Vincent Maire

TERRIBLE HUMOUR

AUSTRALIAN TOURISM

These are from potential visitors. They were posted on an Australian Tourism Website and the answers are the actual responses by the website officials, who obviously have a snide sense of humor.

Q: Does it ever get windy in Australia? I have never seen it rain on TV, so how do the plants grow? (UK).

A: We import all plants fully grown and then just sit around watching them die.

Q: Will I be able to see kangaroos in the street? (USA)

A: Depends how much you've been drinking.

Q: I want to walk from Perth to Sydney - can I follow the railroad tracks?(Sweden)

A: Sure, it's only three thousand miles, take lots of water.

Q: Is it safe to run around in the bushes in Australia? (Sweden)

A: So it's true what they say about Swedes.

Q: Are there any ATMs (cash machines) in Australia? Can you send me a list of them in Brisbane, Cairns, Townsville and Hervey Bay?(UK)

A: What did your last slave die of?

Q: Can you give me some information about hippo racing in Australia? (USA)

A: A-fri-ca is the big triangle shaped continent south of Europe. Australia is that big island in the middle of the Pacific which does not... oh forget it. Sure, the hippo racing is every Tuesday night in Kings Cross. Come naked.

Q: Which direction is North in Australia? (USA)

A: Face south and then turn 180 degrees. Contact us when you get here and we'll send the rest of the directions.

Q: Can I bring cutlery into Australia? (UK)

A: Why? Just use your fingers like we do.

Q: Can you send me the Vienna Boys' Choir schedule? (USA)

A: Aus-tri-a is that quaint little country bordering Ger-man-y, which is...oh forget it. Sure, the Vienna Boys Choir plays every Tuesday night in Kings Cross, straight after the hippo races. Come naked.

Q: Can I wear high heels in Australia? (UK)

A: You are a British politician, right?

Q: Are there supermarkets in Sydney and is milk available all year round?

(Germany)

A: No, we are a peaceful civilization of vegan hunter/gatherers. Milk is illegal.

Q: Please send a list of all doctors in Australia who can dispense rattlesnake serum. (USA)

A: Rattlesnakes live in A-meri-ca which is where YOU come from. All Australian snakes are perfectly harmless, can be safely handled and make good pets, especially The Taipans.

Q: I have a question about a famous animal in Australia, but I forget its name. It's a kind of bear and lives in trees. (USA)

A: It's called a Drop Bear. They are so called because they drop out of gum trees and eat the brains of anyone walking underneath them. You can scare them off by spraying yourself with human urine before you go out walking.

CHICKEN SURPRISE

A couple decide to go for a meal on their anniversary and after some deliberation decide on their local Chinese restaurant. They peruse the menu and finally agree to share the chef's special Chicken Surprise. The waiter brings over the meal, served in a lidded cast iron pot. Just as the wife is about to start in on the meal, the lid of the pot rises a tiny amount and she briefly sees two beady little eyes looking around before the lid slams back down.

"Cripes, did you see that?" she asks her husband. He hasn't so she asks him to look in the pot.

He reaches for it and again the lid rises, and again he sees two beady little eyes looking around before it firmly slams back down.

Rather perturbed he calls the waiter over, explains what is happening and demands an explanation.

"Well, sir", says the waiter, "What did you order?"

"We both chose the same," he replies, "the Chicken Surprise."

"Oh I do apologise, this is my fault" says the waiter, "I've brought you the Peking Duck."

LAWYER JOKE

Never ask a question unless you are sure of the answer

Why lawyers should never ask a witness a question if they aren't prepared for the answer.

In a trial, a Southern small town prosecuting attorney called his first witness to the stand, a grandmotherly, elderly woman.

He approached her and asked, "Mrs Jones, do you know me?"

She responded, "Why, yes I do know you, Mr Williams. I've know you since you were a young boy and frankly, you've been a big disappointment to me. You lie, you cheat on your wife, you manipulate people and talk about them behind their backs. You think you're a big shot when you haven't the brains to realise you never will amount to anything more than a two-bit paper pusher. Yes, I know you."

The lawyer was stunned. Not knowing what else to do, he pointed across the room and asked, "Mrs. Jones, do you know the defence attorney?"

She again replied, "Why yes, I do. I've known Mr Bradley since he was a youngster too. He's lazy, bigoted, and he has a drinking problem. He can't build a normal relationship with anyone and his law practice is one of the worst in the entire state. Not to mention he cheated on his wife with three different women and one of them was your wife. Yes, I know him."

The defence attorney almost died. The judge asked both counsellors to approach the bench and in a very quiet voice said, "If either of you bastards asks her if she knows me, I'll throw your sorry asses in jail for contempt."

ANOTHER BLONDE JOKE

A blonde lady motorist was two hours from San Diego when she was flagged down by a man whose truck had broken down. The man walked up to the car and asked, "Are you going to San Diego?"

"Sure," answered the blonde, "do you need a lift?"

"Not for me. I'll be spending the next three hours fixing my truck. My problem is I've got two chimpanzees in the back which have to go to the San Diego Zoo. They're a bit stressed already so I don't want to keep them on

the road all day. Could you possibly take them to the zoo for me? I'll give you fifty dollars for your trouble."

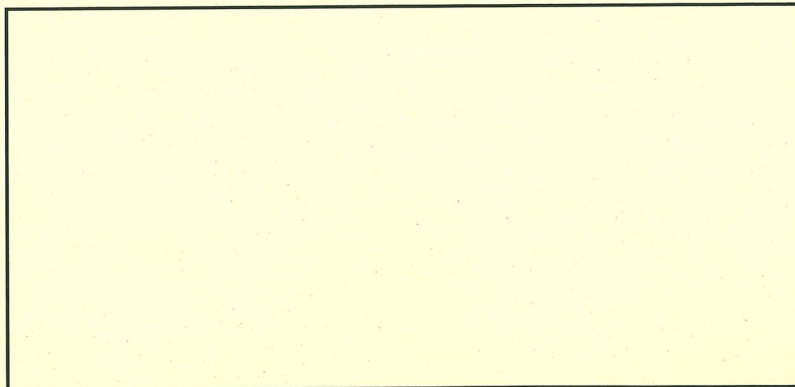
"I'd be happy to," said the blonde. So the two chimpanzees were ushered into the back seat of the blonde's car and carefully strapped into their seat belts. Off they went. Five hours later, the truck driver was driving through the heart of San Diego when suddenly he was horrified! There was the blonde walking down the street and holding hands with the two chimps, much to the amusement of the crowd. With a screech of brakes he pulled off the road and ran over to the blonde. "What the heck are you doing here?" he demanded, "I gave you fifty dollars to take these chimpanzees to the zoo." "Yes, I know you did," said the blonde, "we did that, but still had money left over. So we went to the movies!!!"

SHE WASN'T A DOCTOR

A man walks into a Auckland shopping centre with his young son. The boy is holding a coin. Suddenly, the boy starts choking, going blue in the face. Realising the boy has swallowed the coin, in a panic dad shouts for help. A well-dressed, attractive woman in a blue business suit is sitting at a coffee bar in the centre reading her newspaper and sipping a cup of coffee. At the sound of the commotion, she looks up, puts her coffee cup down on the saucer, neatly folds the newspaper and places it on the counter, gets up from her seat and makes her way, unhurried, to them.

Reaching the boy, the woman carefully takes hold of the boy's testicles and starts to squeeze, gently at first and then ever more firmly. After a few seconds the boy convulses violently and coughs up the coin, which she deftly catches in her free hand. Releasing the boy, she pockets the coin and without a word walks back to her seat in the coffee bar. As soon as he is sure that his son has suffered no ill effects, the father rushes over to the woman and starts thanking her saying, "I've never seen anybody do anything like that before, it was fantastic. "Are you a doctor?" "No," she replies, "I work for the Inland Revenue Department."

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