

KASK AGM
21 February 2015
MERC Auckland

Reports from Paul Caffyn

Publications

The big development for 2014 with the *New Zealand Sea Canoeist* was going to full colour with the June - July 2014 issue. My thanks to Mark Allen and his pre-press crew at Forum Print in Petone for allowing this upgrade without a significant change in pricing. With some software changes, I can now send the entire magazine to Format in one 'press quality' PDF file, instead of five separate PDF files.

My thanks to you wonderful writers and photographers, who have provided material for this superb paddling magazine. My criteria for your stories is not always seat of pants, adrenalin-rush drama, but stories of all aspects of what Kiwi paddlers get up to, what your favourite bit of kit is, and what you have enjoyed reading or what books have inspired you, not to mention outrageous jokes. I do prefer tight, concise writing, and articles provided with well-captioned photographs.

The next KASK magazine is No. 175. I picked up the role at No. 35 after Graham Egarr fell off his perch, so that means about 140 noosletters to my name. With the demise of the British *Canoeist* and USA's *Sea Kayaker*, there are bugger all paddling magazines still produced in print form. I seem to spend so much time on the editing and layout of each magazine, it is a such a big sigh of relief when that PDF file has been cyber-delivered to the printer. But when the rural postie arrives with the box of unfolded 'overs' I am as keen as he is, to see the magazine in print (the postie likes the jokes).

Re a 5th edition of the now out-of-print KASK handbook, I have not progressed very far this past 12 months. Most of all the updated chapters and material are on file, but I will aim for bringing up to proofing standard by June this year.

Safety

Both the KASK database of 'Fatality Statistics' and the 'Sea Kayaking Incidents' are up to date as of the end of December 2014. The only paddlecraft fatality for 2014 occurred when a couple was caught in strong offshore wind conditions near Gisborne. The woman was rescued but the male, who was not wearing a PFD or carrying emergency comms – drowned.

Two offshore rescues attracted much media attention, perhaps the luckiest was that of French tourist Phillip Cartier, who was swept offshore near Motunau Island, and although he carried a SPOT messenger and was able to trigger a Mayday message, the lack of either a PLB or EPIRB led to enormous difficulties for the searching helicopter. It was night, Phillip had dropped his torch and the SPOT was not sending out regular GPS co-ordinate updates. It was a flicker of light from Phillip's SPOT that was observed by the searching helicopter, and he was rescued by a local fishing boat. John Kirk-Anderson wrote an excellent report on this rescue for the KASK magazine - he stresses the importance of not relying solely on a SPOT messenger – a VHF radio, and or PLB or EPIRB should be carried in addition to a SPOT.

The second was that of Scott Donaldson off the Taranaki Coast, when he was helicopter rescued after waiting off the coast for six days for offshore winds to subside. The debate as to whether his craft was a kayak or a vessel will continue.

In 2014 I represented KASK and paddle-craft users at two National Pleasure Boat Safety forums in Wellington on 6 June and in Auckland on 28 November. At the latter I presented a PPT show on paddle-craft fatality and incidents statistics, but including ideas for future safety initiatives. This forum which meets twice a year has been renamed the 'NZ Safer Boating Forum'.

In 2015, sadly the first SUP fatality for NZ occurred on 7 January at Whangamata when a 15 year old girl was swept underneath a moored yacht by a combination of strong wind and tidal streams.

KASK needs to remain vigilant in continuing to spread the safety messages of, wearing a PFD, carrying two means of communications, checking the forecast and leaving your intentions.

Webmaster's Report

from Sandy Ferguson

There have been new items added to the various sections. Links or broken links are always a problem and these are monitored over the entire site 3 or 4 times a year or checked when noted. Despite being overseas for nearly 3 months over the past year, a webmaster's job is still possible by the wide availability of WiFi and requests for edits or additions are at the most a day from being actioned providing the item is accessible for editing.