

No. 106 August - September 2003

THE SEA CANOEIST NEWSLETTER

Kohi Point - Whakatane. Photo: Kerry Howe



Whitianga Bay - photo: Kerry Howe. See trip report on page 9.

**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 Subscriptions are:
\$25 single membership
\$30 family membership.
\$35 overseas

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LRB3 - KASK HANDBOOK

For a copy of this mother of all sea kayaking handbooks, contact KASK Treasurer, Max Grant,
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email: mgrant@inspire.net.nz
COST:
New members: gratis
Existing members: \$22
Non-members: \$24.95
Make cheques out to KASK (NZ) Inc. Trade enquiries to Max Grant.

THE LRB3, or the Little Red Book 3rd. Edition, is a mammoth compilation on all aspects of sea kayaking in New Zealand, by many of the most experienced paddlers in the Universe. Following a brief introduction, the handbook is divided into six sections:

- Kayak, Paddle & Equipment
- Techniques & Equipment
- The Elements
- Trips and Expeditions
- Places to Go
- Resources

Each section contains up to nine separate chapters. The Resources section, for example has chapters on:

- guide to managing a sea kayak symposium
- Paddling Literature
- Author profiles
- Guides and Rental Operators
- Network Addresses
- Sea Kayaks in NZ listing

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DEADLINE FOR NEXT N/L
15 November 2003

THANKS

To tall those who contributed articles, and to Max Grant for the printing and Maurice Kennedy for the mailout.

SEA KAYAKING BOOKS

New and secondhand sea kayaking book *cattledog* is available from the editor, via email or snailmail.

**LAST
NEWSLETTER
UNLESS
SUBSCRIPTION
FOR 2003/04 IS
PAID**

EDITORIAL

Apology

To those alert readers who advised Sue Cade that her Port Underwood to Picton trip report (newsletter 105) was a tad on the short side, well spotted! And my apologies to Susan for somehow chopping out the bulk of her report. It appears in this newsletter in its original unexpurgated version.

Maritime Safety Agency (MSA) Consultation Meetings

KASK paddlers, including Cathye Haddock, John Kirk-Anderson and Max Grant have been attending the MSA consultation meetings, four of which have been held.

One issue raised at the consultation meetings was the compulsory carrying of PFDs that meet the NZ standard in all craft. There was a hue and cry from paddlers that buy their gear from small NZ companies that make activity specific gear that does not have the NZ Standards stamp but nevertheless meets the requirements (getting the standard approved is too costly for these small companies). MSA has decided to rescind this requirement from their pending regulation, so they DID listen to people at the meetings (from Cathye Haddock).

JKA commented that MSA said they were interested in the commercial canoeing and kayaking industries, as they were covered by the Maritime Transport Act. Soon after they agreed that 'anything that floats and can be navigated' fell under their jurisdiction. They said that recreational kayaking was also an area of interest but they lacked the resources to tackle it - yet!

John was concerned with discussion of what was acceptable risk in kayaking. The MSA bloke was unaware of Cathye Haddock's risk management manual, for which her second edition is due for release shortly.

Sea Kayaking Safety

Alan Hall sent me a paper by Dr Iona Bailey, which addresses the risks faced by sea kayakers in New Zealand and what is being done to educate paddlers to keep safe on the water. I have included the paper in full, for it would

appear to address some the MSA concerns noted above by John Kirk-Anderson.

Susan Cade has prepared a draft overview of KASK Sea Kayak Training, with input from KASK committee members (page 19). Susan is keen for feedback on this draft.

Liasion with DoC

Following discussion at the August KASK committee meeting, with a view to establishing closer ties with the Department of Conservation, president Vincent Maire sent a letter to Hugh Logan, the director general, expressing the aims and objectives of KASK and asking for closer liasion with not only head office, but also local conservancies.

In early October, editor Paul Caffyn will be appearing in Te Anau as a witness for DoC with respect to an environment court hearing over aerial access into the Fiordland National Park.

FORSHORE & SEABED OWNERSHIP

The editorial (n/l 105) and KASK website release generated a response from several paddlers. Back in 1979, before the Maori grievance industry was kick-started, I recall no problems with access to North Island beaches, during my solo circumnavigation, either for myself or the support crew. A recent email from a North Island paddler commented on the way some Maori are already actively excluding the rest of us from some parts of the country, and commented on personal experience at Pakiri Beach and Matakana Island; other friends of the correspondent had experienced troubles re access at Karikari Peninsula (in the far north), and Bland Bay. The email concluded with the statement, 'Rather than solving historical wrongs, the current processes are simply adding exponentially to grievance (on both sides).' I agree totally with this comment, in that the beaches and seabed should be owned by all New Zealanders, irrespective of colour or race. Whether this is legislated through this new so far undefined term 'Public Domain' or in crown ownership, the issue has to be sorted promptly by government.

KASK
Committee
Column
September 2003
from: Vincent Maire

I missed my deadline for the last issue as I had been overseas. We had our once-a-decade trip to Europe and struck that incredible weather. Indeed, it was too hot for much of the time we were there, especially in France. I kept my eyes peeled for sea kayaks though. On my birthday we did a three-hour boat trip on the Rhine and came across a pod of mostly folding kayaks out enjoying themselves. An uncle of one of the friends we stayed with had just bought himself a sea kayak (he lives on the Rhine near Mainz) and had taken it on holiday to Italy. There he heard about the annual circumnavigation of the island of Elbe and took part. He said there were sea kayakers from all over Europe and it was a great event. So if you are going to Europe keep this trip in mind. It takes place late June/early July and information is probably available on the Italian Sea Kayak website. There is a link to this site on the KASK website.

On August 22 - 23 the KASK committee gathered in Wellington for its annual brainstorming session. This event was so successful in 2002 we decided to repeat it this year. The main focus for the committee in 2003 has been getting the assessor training programme up and running. A huge amount of work has been done behind the scenes in bringing the programme to our members around the country. By the time you read this, a number of assessors will, or will about to be, trained. Wellington-based committee member Susan Cade has taken on the job of KASK Training Officer and she is working closely with Gareth Hare, John Kirk-Anderson and Maurice Kennedy in making the assessor training happen. To find out all about the training and the KASK qualification, visit the training page on the KASK website (see also p. 19)

A week or so after the meeting, secretary Maurice circulated the minutes and I found that I had a to-do list comprising 17 jobs. (Please don't tell my wife.) Some needed immediate action such as circulating information to members, clubs and networks about making a submission on the seabed issue. Others don't start to take shape until next year. But it's going to be a busy spring and summer.

The 3rd edition of the KASK Handbook (LRB3) has been a huge success with upwards of 400 copies having been sold. Once again, a huge thank you to our hard working editor Paul Caffyn for devoting so much time and energy to this very important project. There is just so much depth of knowledge in the New Zealand sea kayaking community and KASK is fortunate that so many people were prepared to contribute to the book.

The committee is considering two more publishing projects. One is a KASK Safety Book for which funding has been made available by Water Safety New Zealand. Alan Hall, Paul Caffyn, Susan Cade and John Kirk-Anderson will be working closely together on this book which has a tentative publication date of late 2004.

The other book currently simmering away (pun intended) is the KASK Kayak Cooking Book.

The committee is working on a number of other interesting projects including how KASK can better support networks around the country. These will be featured in up-coming issues of the *Sea Canoeist Newsletter*. So watch this space.

With summer on the way forums and symposiums are beginning to take shape. The Northland Canoe Club is hosting a KASK mini-forum on 31 October - 2 November 2003, and I urge all upper North Island sea kayakers to make the effort to attend. The registration form and programme can be downloaded from the events page on the KASK website. Also in the planning stages is the KASK Coastbusters Sea Kayak Symposium, which will again be held in Orewa.

Please circle the first weekend in March for this great event and watch the website and future issues of the *Sea Canoeist Newsletter* for details.

The KASK website is becoming more and more popular with distinct visits up more than 100 percent on the same time last year. We now have almost 120 subscribers to the KASK news service. It is easy to register. Just visit the site and add your name to the box at the bottom of the home page. I can assure that the database is totally secure and you will not be bombarded with emails from KASK – perhaps one or two a month at the most.

And finally, I think it appropriate to remind you of just who is on the KASK committee. Susan Cade (training), Paul Caffyn (publishing), Max Grant (treasurer), Alan Hall (safety), Maurice Kennedy (secretary), John Kirk-Anderson (safety & training), Bob Talbot (conservation) and Doug Vickery (finance).

Happy paddling

Vincent Maire
President

WANTED
RECIPES & IDEAS & RECIPES
& IDEAS & RECIPES & IDEAS
For the
THE KASK KAYAKING COOK-
BOOK

Do you have a favourite recipe or type of food that you take kayaking? If so KASK would like to know about it for a proposed new book.

It is envisaged the KASK Kayaking Cookbook will be A5 in size, spiral bound and will fit easily into a cockpit or food bag.

While the idea is still at the early development stage, possible chapters include diet, pre-trip food preparation, stoves, containers, dehydrated foods and stowing.

But what we want most of all are recipes. These will likely fall into the following categories: breakfast, lunch, snacks, dinner, dessert and drinks.

These kind of books can only become a reality if contributors support them. If you have a favourite recipe please email or post to the addresses below. Every recipe will be published under the contributor's name.

Proceeds from the sale of the book will go towards funding training initiatives around the country.

And if you feel like writing one of the chapters mentioned in the second paragraph, please let us know.

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SITUATIONS VACANT

CONSERVATION ADVOCATES

North & South islands

The KASK committee wishes to beef up its conservation advocacy role and needs two people, one in each island, to work in an advisory capacity.

The ideal person is someone who is a sea kayaker, is close to the conservation community and takes a strong interest in what is going on nationally, especially in regard to coastal issues.

Your role will be to simply alert the KASK committee that an issue has arisen in a particular area, what the implications are for sea kayakers and perhaps make one or two recommendations on what the committee should do. You may also be asked to vet any submissions KASK may take on environmental matters.

You will not be expected to attend committee meetings unless specifically invited.

If you can help please contact Paul Caffyn at kayakpc@xtra.co.nz.

KASK MINI-SYMPOSIUM NORTHLAND

31 OCTOBER - 2 NOVEMBER 2003

This should be a great fully catered weekend for up to 100 recreational paddlers, all for \$100 and just 30 minutes from Whangarei, set against a backdrop of Mt Manaia with a panoramic view of Taurikura Bay. Staying at the Manaia Baptist Camp at Taurikura, about 34 km from Whangarei. The camp has its own safe harbour beach, with Ocean Beach ten minutes away by car. The accommodation consists of a hall building with five rooms containing up to 13 bunks in each (including hall/dining room, toilets and showers), Jensen House (self contained for up to 20 people including small kitchen, fridge, freezer, toilets and shower), two lodges (containing three rooms for up to ten persons in each lodge, sink, zip, stove, fridge, freezer) and plenty of room for anyone wanting to camp (with a separate ablution block available).

Plenty of options throughout the weekend, including –

- Social event Saturday night (including jazz/blues band)
- Exploring Whangarei Harbour, Tuatua collecting, surfing, fishing from your kayak
- Visit Limestone Island with Patrick to track the kiwis, get up close to a kiwi and learn about its habitat (limited to 20 people on a first come first serve basis)
- Use GPS to show the effect of current flow on your paddling. Option of organising two groups of paddlers paddling across the Whangarei Harbour mouth to Marsden Point - one group will paddle across just heading straight toward a certain point, the other group will use the GPS to ferry glide across keeping a straight line. We can then plot the tracks on a chart to see the difference. We could have another group paddling straight across a section of deep and narrow water to determine the effect of depth on current.
- Search and rescue scenario on Whau Valley Dam
- Walk Mt Manaia for breathtaking views of the Harbour
- Displays - places to explore in Northland, gizmos and gadgets, trade displays
- Key note speakers - listen to Ingrid Visser sharing her experiences researching the Orcas (subject to availability), fishing from your kayak with Steve Tapp (Northland fishing guru), KASK training syllabus for New Zealand sea kayakers

A registration form and programme are available by emailing Sue Drake on drakesuenz@yahoo.co.nz.

Register early – this is run as a non-profit event. It is managed under the auspices of the Kiwi Association of Sea Kayakers Inc (KASK). KASK is dedicated to promoting and encouraging the sport of sea kayaking.

OVERSEAS REPORTS

WALES, A LAND OF WILD WATER & WILD WOMEN by John Kirk-Anderson

KASK Instruction Officer, John Kirk-Anderson, finds danger in unexpected places during his visit to Wales. This is the second of his three-part story.

As the coast of Ireland disappeared behind, I turned towards the coast of Wales and new challenges.

The last week had been great fun, an informal time in a relaxed land; a time to make new friends and to paddle foreign waters.

Ahead lay formal training and assessment, as I faced the structure of the British Canoe Union (BCU) and their instructor awards scheme. I was headed to the Anglesey Sea and Surf Centre (ASSC),

info@angleseyseasurf.com, on the island of Holyhead, to attend "BCU Week", a period of instruction at the end of their annual sea symposium. Paddlers from around the world would take advantage of the gathered coaches to work their way up the award scheme ladder.

But first, a little background.

I had first attended ASSC in 1998, after a lengthy process to be exempted from starting at the bottom of the BCU awards. These awards follow two pathways, Coach Awards for instructors, and the Star Awards, an indication of personal proficiency. Both have five levels, which require attendance of a training course, and following further experience, a formal assessment. Further explanation of these awards, and their relevance to recreational paddlers will be the subject of a later article.

Nigel Dennis, who owns ASSC, had paddled around Great Britain with

Paul Caffyn, and so accepted an endorsement of me. All I had to do then was complete the three days training and two day assessment. At the end of that testing process I passed my Five Star award (or Advanced Proficiency), which felt earned, as I knew I had been through the grinder.

Now, five years later, I was back, hoping to show that I could teach these same skills that last time I had merely demonstrated.

As Holyhead came into view I scanned the rocky coast for familiar landmarks. There, isn't that North Stack, where I had nearly collided with Nigel in a sea cave? That's right, there's the beach we landed on after leading a group in a howling storm.

My Welsh improved during the taxi ride to ASSC. I learned that local town Trearddur Bay was said "Tree Arthur", and something else about a dog and a wooden door, but that didn't make sense even then.

Chris Duff, whom I had last seen in New Zealand after his South Island circumnavigation, was the first person I met on arriving at ASSC. After much excited chatter he took me along to find Nigel, but we bumped into Roland Woolven who had assessed me five years ago. Roland recognised me immediately and launched into a tale about me that had grown in the intervening years. Still, it sounded good.

The last time I had met instructor Peter Jones I could barely understand him. A tough little Welshman, he spoke at 100 miles an hour, and I had been forced to fill in the gaps. As he sorted papers before starting our Level Three training, I cursed inwardly, thinking this was going to be hard enough without having to guess what was being said. However, the taxi driver's lessons must have paid off; no problems this time.

After a morning of lectures, we trained in the bay of Rhoscolyn, but not before being amazed by the gear that one woman was wearing. An instructor from the US, she was also working

her way up the BCU scheme, but her current status was a little unclear. Her buoyancy vest, or being American, her PFD, was covered by a fisherman's vest, loaded with more gear than Batman's utility belt. Most fascinating of all, everything was attached with little retractable tethers, like those extendable dog leads. Anything she let go of snapped back into place. I would have been worried about losing an eye!

That evening we toured the local Coastguard station, and learned about their organisation and procedures. The staff showed amazing patience as they listened to our daft questions.

Our trip from a local beach the next morning was cancelled due to sea conditions. We had planned to practice coaching while underway, but it was a good time to talk about 'Remits', or the conditions in which certain levels of coaching should operate. It sounded very limiting, but everyone realised that common sense must prevail.

The trip was instead run in Holyhead Harbour, with a deceptive offshore wind keeping everyone on their toes. A novice paddler in a new boat joined us, and I latched on to her straight away. While the other potential coaches were pretending to fix each other's faults, I had a real live student. A couple of other trainee instructors saw what I was up to and tried to muscle in, but after witnessing my style they left. My fierce glare may have helped.

That night, I was kidnapped.

Bright light shattered the darkness, and turning towards it all I could see was grinning female faces. Screaming maniacally, they scooped me up in my sleeping bag, carried me down the stairs, and dumped me in the middle of a party raging in Nigel's home. When it was revealed that I slept naked, I was allowed to leave, on the condition that I return, wearing clothes. I may have been bare-arsed, but they were embarrassed.

I was the subject of much male-envy

the next morning, as my exploits with five women were retold. I quickly emailed home, in case my wife heard the 'improved' version of the story.

Because I was attempting to do several years worth of assessments in a few days, the next day I started my Coaching Process course, which is normally only done for the L4 coach. I had been warned that it was a 'compulsory' course, and would be the most boring two days I would spend. The thought of classroom work pained me, as Chris Duff was spending his days paddling the tide races for which Holyhead is famous, and returning pumped full of adrenaline.

The critics of the course could not have been more wrong. We kicked footballs, skipped, juggled hoops, drew pictures on the instructions of others, and explored a great deal about teaching and learning. We were made aware of the differences in teaching at this level. "Instructors instruct skills, Coaches coach people."

As I hadn't done any previous coaching awards, I then had to step back and be assessed for my Level Two Coach, which caused a little mirth among fellow trainees. Peter Jones assessed me as I took a group of four, in a small tidal lagoon between the islands of Holyhead and Anglesey, gently introducing them to kayak and paddle. It went well, and luckily Peter didn't see the clients, who all knew each other, chuck the smallest member in the river at the end. That would have looked good - finished the paddling and then a drowned participant!

As part of the assessment, Peter was required to give me pointers for my future development as a coach, in preparation for my next level. I was being assessed in a couple of days, so he didn't spend too long on that.

One thing he could have shown me was how to tie boats onto trailers, as heading to the session, 'my' borrowed Romany fell off, grinding a large hole through the stern. This did allow me to demonstrate how to patch with duct tape, but I felt rotten about it. That was my second of three 'flying boat experiences'.

Later that day I took the damaged kayak along to Nigel's factory, hoping to repair it. The boat was brand new, prior to my use, and I wanted to get it straight back in his rental fleet. The manager of the huge factory just laughed, and said, "What? Look around, we make kayaks here. This will be lucky to get repaired in the next year."

Free from the formality of BCU courses, it was now playtime. The tide races had been calling for me all week, and that evening we had a reunion.

Canadian kayak guide Chris Lockyer, and Axel Schoevers, a Dutch paddler, were the last of the 'Internationals' at the centre, and we teamed up to play in the big waters. Chris had been following a similar training path to me, while Axel had already been in the races during his time here. As the tides were building towards Springs, the races were getting faster during the week. Southerly winds that had

been blowing, had changed to the northwest, with a half metre sea. This was almost directly against the flooding tidal flow, and caused the seas to stand up.

Penrhyn Mawr is a tide race of world renown. As the tidal stream flows through the Irish Sea, the western coast of Holyhead Island and the headland of Penrhyn Mawr constrict it, in both width and depth. This causes large overfalls, similar to a rapid in a whitewater river. With flows of up to seven knots at springs, boat-handling skills can be put to the test. With no wind, the flow forms very distinct eddy lines, and standing waves allow for long surfing rides.

Wind-over-tide is a different story. Tidal streams are impatient beasts, and when the wind or an opposing swell tries to hold them up, they get angry. Haystacks of white water form, and collapse as quickly. Holes open in the sea surface, and waves come from every direction, trying to catch you off guard.

This was one such day. I was once told, "If you can still spit, it ain't that bad."

Spitting out salt water, I relaxed and enjoyed the ride. I was even able to shoot photographs, and came within a heartbeat of front looping into a hole so deep, the bottom looked black. Nigel and his girlfriend joined us and we played until the flow slackened, paddling home well after sunset.

A deep furrow was upon the brow of Axel, as he studied the maps and charts of Holyhead during breakfast the next morning. Too many tide races, too little time. We decided on Point Linus, the northern-most point of Anglesey, and were prepared for a testing day. Spoiled by the big water of Penrhyn Mawr, the metre high standing waves of this race were a let down, and we returned to ASSC disappointed. Nigel was surprised to see us and, knowing better than most what the races do, said "Rhoscolyn is just starting. On ya bikes!"



Rhoscolyn race doesn't have the same reputation as the nearby Penrhyn Mawr, but it was still big and fast. Unless surfing, it wasn't possible to paddle against the flow, and the eddy lines were sharp. Blind-sided by a wall of water, my roll was a reaction, completed without thought.

Keen to get a photo from a different angle, I swam onto a rock mid-flow, towing my kayak. I had practised swim landings during my Five Star assessment years ago, and it was appropriate it was here that I did it for real.

The 'International Holyhead Island Circumnavigators Club' was nearly disbanded the next day, when a portage was interrupted by an express train. Axel had taken the day off, pleading fatigue, and his replacement was a young Englishman named Phil.

A playboater at heart, he had also paddled half way around Britain, so we felt he was well qualified to join Chris and me.

The 34km trip is very dependent on timing the tides, both for the races, and the flow through the Inland Sea, a large tidal estuary. We got the races right and the Inland Sea wrong, which meant a portage over a road, through a narrow gate in a stone wall and then over a railway track.

"Its OK there are no trains here, FUUUUUU.."

Phil had been so well spoken until this point, when the Holyhead express roared past, whistle screaming.

Wales, a land of wild water and wild women, and we were nearly killed by a train!

The trip was completed on dusk, taking us exactly eight hours, which later was sniffed at by one paddler claiming it could be done in one tidal cycle, "with proper planning". Whatever!

Penrhyn Mawr beckoned the following day, but as both Chris and I were packing to leave, we resisted and instead watched as Nigel Dennis and his girlfriend Ruth showed how it could be done. The wind and swell had dropped, so the race was very smooth and fast. It was a joy to watch Nigel do breakouts with a perfect hanging- Dufek, it was Slalom in a sea boat.

I had often wondered how Nigel could coach kayaking day-in, day-out, and then go paddling, but the tide races of Holyhead Island explained it all. With such stunning water to play in, how could you not?

That evening I plotted how I could get an NDK Romany into my luggage, but try as I might, it wasn't going to happen. Take care my lovely, we'll meet again.

After the wild-women and wild-waters of Wales, what would Scotland bring? I was about to find out, as the Highlands called, with assessment for my Level Three Coach, and the Scottish Sea Kayak Symposium.

In the next article, wind, rain, and an epic off the west coast of Skye.



Kayakers in training! Photo: JKA

PRODUCT INFORMATION **Designs from Europe, Quality from NZ** **from Rasdex NZ**

A new brand of kayaking kit is coming to our shores in the very near future. Rasdex NZ Ltd is beginning manufacturing in Christchurch now, and will have New Zealand-made products in the shops for the spring/summer season. Rasdex has long been established in the UK and Europe as a manufacturer of specialist kayaking wear, and is bringing its European design features and waterproof fabrics to NZ for the benefit of all sea, white water and multisport kayakers here. Having the kit produced in NZ should ensure that prices are kept below the cost of imported brands. Current Rasdex garments include neoprene sprayskirts to fit all sea kayaks, plus a range of breathable waterproof jackets with special features for sea kayakers to cover all types of weather conditions. Rasdex NZ will be able to supply the garments you need for all types of trips, from lazy summer coastal paddles to extreme ocean expeditions. Look out for the kit in your local shop! Rasdex NZ can be contacted on (03) 382 5931 or info@rasdex.co.nz.

NEW ZEALAND TRIP REPORTS

SEA KAYAKING THE BAY OF PLENTY (against the wind...) by Kerry Howe

[Reprinted with kind permission from the New Zealand Kayak Magazine, Issue 21]

My intention was to sea kayak across the Bay of Plenty, from East Cape to Waihi Beach. That would complete my East Cape to North Cape project, undertaken during the summers of 2000-2003.

In late January, my son James drove me to Hicks Bay/Te Araroa, a seven hour trip from Auckland. There was massive surf and a howling southerly. After a rapid retreat back to the Bay of Plenty, I launched my kayak in calm seas at Otamaroa, just inside Cape Runaway. In the late afternoon I paddled across Waihou Bay, around reef strewn Orete point, and along Papatea Bay. The water was dirty and full of massive logs from the local rivers.

As evening approached I wondered how I would get ashore, since the steep gravel beach was being pounded by dumping surf. Fortunately at the end of Papatea Bay I found a sheltered way in through rocks and camped on a grassy ledge. The next day was fine and calm and I made good progress past Te Kaha. This coastline is quintessential East Coast - a background of rugged dark mountains, and an indented bush and rock coastline. I was a little disappointed to see how parts of it were quite built up with holiday homes, which is in stark contrast to when I had last been in this part of the world forty years ago. After 22 nautical miles of great paddling I called it a day just past the Motu River. The landing was through surf on steep gravel. I camped amidst acres of driftwood, and sweltered in evening heat until the sun set.

The following morning I experienced the first of the head winds that plagued the rest of the voyage. They started near Opotiki, where the dramatic hills and headlands of the previous few days gave way to the empty beaches that stretch all the way to Tauranga. I gave up late in the day after 18 nautical miles and was pleased to take refuge from the windy chop at the campground at Waitotahi. Early next morning I went past the entrance to Ohiwa Harbour, its bar was awash with large swells.

Then the nor'westerly set in and I spent hours clawing along Ohope Beach. Twice large waves caught me side on and took me on a broaching surfing run into the shallows. That was to happen several times over the next few days. No matter how far offshore I tried to paddle, there were always a few rogue waves that broke even further out. My best campsite of the trip was that night, in a sheltered cove just beyond Ohope Beach and tucked inside Kohi Point which lies to the east of Whakatane.

The next day was rotten - a stiff west/nor'wester and rough seas. My normal 3 knot speed was often closer to 1 knot and the sea kayak bucked about in steep chop. The coastline past Whakatane was a featureless beach that stretched to the horizon. After about 5 hours I had had enough and decided that I would make better progress towing the kayak on its folding trolley along the beach with a harness around my waist. Bad move. The sand was soft. My wheels left deep furrows. After every ten steps I had to stop and gasp for air. I read a lot about Antarctic travel and have always dreamed of man-hauling a sled to the South Pole. Not any more. I thought about heading back through the waves, but the wind was screaming. Then the sea turned black, and very smelly.

I was nearing the entrance to the Tarawera River. This river begins in pristine Lake Tarawera, near Rotorua. It leaves the lake in a trout filled stream which disappears into a huge hole and then gushes out half-way down the massive escarpment mark-

ing the volcanic plateau. It then runs through the Kawerau paper mill where it is instantly transformed into a black and stinking waterway that eventually runs into the sea near Matata. No one seeing it pouring into the Bay of Plenty, staining the sea black for kilometres around could ever believe in New Zealand's clean green image. It is a national disgrace.

But I had no time to indulge in eco-political sentiment, for I had to cross the smelly thing. I lined the kayak upstream until I came to slower waters, and then very gingerly ferry glided to the other side. This was not the place for a capsize. I then lined it down the other bank, back to the beach, and continued with my man-hauling, fortunately now upwind of the dreadful river. I decided to camp in the sand hills, but abandoned that idea when I saw that they were recently heavily churned up by four-wheeled drive vehicles. I had no desire to be run over at night by drunken hoons.

Another mile or so down the beach I came to a camp ground at Matata and gave up for the day. The campground owner took pity on an exhausted sea kayaker and gave me a night's free camping, plus a fifty-cent coin for the shower. Did I really look/smell that bad? That evening I indulged in fish and chips at the local shop.

The next day I was hell-bent on getting to Maketu, before the predicted strong nor'westerlies set in again in the afternoon. If the trip was now in danger of being aborted by bad head winds, I at least wanted to get there. I had one nasty moment when a tiny wave made me overbalance while getting out of the kayak for a rest stop on a steep stony beach. I sat up and saw big black spots before my eyes. For a milli-second I thought I might have damaged my optic nerve. But no, it was just small stones jammed between my sun glasses and my ordinary glasses. And they were under my hat, in my ears, and everywhere. A couple more times I was washed nearly to shore by sneaky rollers, and my rudder was bent in the enforced broaching. But after 6 hours I finally made it across the bar into Little Waihi,

at Maketu. It was high tide and I was able to paddle right up to the empty campground in the sheltered estuary. It is a restful place. The tide ebbed in the later afternoon and I watched pipi gatherers on the vast drying flats of the estuary. I spent a happy evening dismantling my rudder assembly, finally being able to use a spanner that for years I have faithfully carried for the very purpose, and straightening the rudder blade using a rock for a hammer. I also repaired a badly worn stern keel with epoxy glue kindly lent to me by the camp owner.

The weather forecast for the next day was very bad - 30 knot head winds - so I planned a day off. The tent was buffeted by high winds overnight. I had a luxurious sleep-in, instead of my usual 6.30am on-the-water regime. But by about 10.00am a front moved over and the wind dropped. I hastily packed up and set off for The Mount. I saw it for the first time through passing squalls as I rounded the point at Maketu. I found out later that on that day its regenerated native bush had been set ablaze by idiots. Inevitably the nor'wester returned, stronger than ever, and the sea was now very rough. I was hardly making any headway at all. After 5 hours I reached Papamoa. Being now in a suburban landscape where free camping was not an option, I was forced to go to the Papamoa campground - a seething mass of humanity crammed into hun-

dreds of caravans, family sized tents and four-wheeled drives. With gale force winds predicted for the next few days, my time and luck had run out. I was rescued the next day by my wife Merrilyn who drove from Auckland.

I had paddled 100 nautical miles, but there was still unfinished business - the stretch from Papamoa to Waihi Beach. I went back a few weeks later and headed off from Papamoa on a beautiful calm afternoon. By the time I got to the Mount a strong head wind, against all weather predictions, started up again. Progress along the outside of Matakana Island in the evening was slow and painful. I came ashore, very weary of the unfriendly locals who are known to patrol the beach to repel strangers, and were doing so now - big muscular types in four-wheeled drive vehicles.

I had hoped to camp in the pine forest, but the scrub was so thick I could not get into it. I camped behind a low bush on the dunes, and spent most of the time lying down so as not to be spotted by the 4WD patrols that now cruised the beach about every 20 minutes. I cooked my meal lying down. As it got dark, I covered all my reflective tape on the kayak in case the car lights caught it.

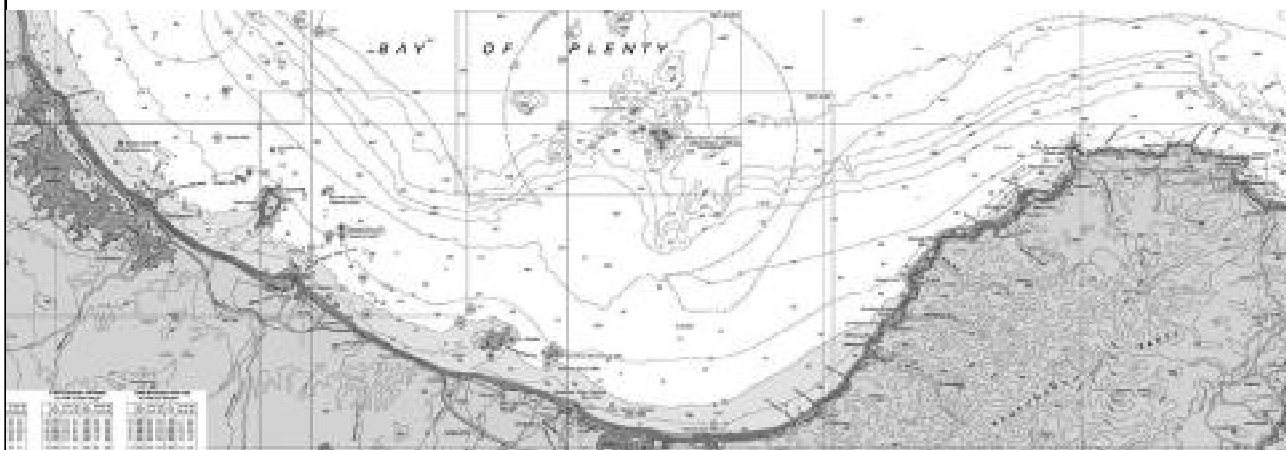
The patrols continued intermittently throughout the night! Where were they going? What were they doing? Parts

of the island are well known as cannabis country, so my mind dreamed up nasty scenarios of being found with all my spying equipment - such as my GPS and my VHF radio.

The weather forecast said no rain for days. It started to rain overnight, heavily. The morning was miserable, rain and mist. I assumed that the patrol guys would be lying in bed until late, but the first car came past at 5.00am, in the dark, and others followed at regular intervals. All my gear was soaked, and I lay on the wet ground, trying to keep out of sight, cooking my breakfast. When I thought the coast was clear I made a dash for the sea. It was low tide and it seemed to take an age to get to the water. Car lights appeared from both directions. I smashed my way out through the surf. It was 7.00am, but still dark and very misty.

The next obstacle was to negotiate the bar at the Katikati entrance. I ended up more than 2 nautical miles out to sea before I was safe from the swells. Then it was a short run through the rain to the northern end of Waihi Beach, where I completed my East Cape to North Cape Odyssey. I was cold and wet, but glowing inwardly.

Kerry Howe (krhowe@wave.co.nz)



**NEW
ZEALAND
TRIP REPORTS
LAKE HANKINSON
FIORDLAND**
by Sue McAllister

Jan Nicol, Bruce Robb, Chris Thomson, Sue McAllister
Otago Canoe and Kayak Club
26-28 July 2003

In July of this year four of us from OCKC journeyed to Lake Hankinson. This is a small lake located off the middle arm of Lake Te Anau in the heart of Fiordland and is the starting point for the tramping track leading over to George Sound. I used the word "journeyed" because to just say "paddled" would not accurately describe the trip I will explain later.

We put in on Lake Te Anau just above Te Anau Downs at the mouth of the Eglington river. The forecast was for rain and wind for the first day of the trip which was a concern especially crossing the exposed part of Lake Te Anau into the entrance of Middle Arm. However, when we woke on Saturday morning the lake was like a mirror and could not have been better.

It took us almost four hours to reach the head of middle arm with a small head wind near the entrance of south west arm and with one short stop for a stretch and a snack. We then started the portage across into Lake Hankinson. All sorts of variations of time on how long this portage would take, what the track was like etc. had been given to us. We were pleasantly surprised to find a good track, a bit up and down, that really only took about 15 minutes to walk over carrying gear. Carrying boats, however, was a completely different story especially the heavier plastic boats. One member of our group had his home made wooden sea kayak and the normally two strong fit males who carried this were red in the face and cursing mildly by the time they got to Hankinson! Altogether it took us about two hours to each do three trips, one carrying gear and two trips carrying boats, unloaded and reloaded boats, by which time we were well and truly ready to get paddling again.

The paddle up Lake Hankinson only took about one hour. This was truly majestic – very steep sided, snow capped mountains towering above and a feeling of being very remote. We paddled up the Wapiti River, at the head of the lake, to the first rapid and parked our boats from where it was

only a short walk to the hut. The last people in the hut were DOC workers at the end of May so recent renovations had been done and there was a good supply of wood and coal.

Day two started with balloons, party hats, birthday cake and candles for one member of the group. There was a steady rain all day and we decided to walk up the track for two hours to the next hut and check out Lake Thomson. This was well worth it to see the waterfalls all along the way and especially the huge one right near Thomson Hut. Once back in Hankinson Hut the birthday celebrations continued with about four hours of eating! We were determined we didn't want to carry any more than we had to on the portage on the way out! What better excuse does one need for eating?

Day three, the rain had stopped, the mountains were clear with only wispy bits of cloud hanging in the valleys and again the lake like a mirror (the weather gods were looking after us). We set off on our return journey in a meandering like way, partly because of a reluctance to leave but also such is the incredible beauty of the area we had to stop frequently to view and absorb it all. The portage going back didn't seem nearly as difficult or take as long.

The first view again of Lake Te Anau quickly dissolved any worries we may have had of being caught in wind. The reflections of boats and mountains on the lake provided real picture post cards type shots. We knew we had plenty of time to get across Te Anau so we were all in cruise mode enjoying everything around us, the intense silence with only the sound of paddles hitting the water, and the privileged feeling of being able to be in such a wonderful place. It all finished too soon. It was then time to unload boats, get off the smelly gear and drive back to Dunedin.

Long, long beaches in the Bay of Plenty. Whale Island on the horizon.
Photo: Kerry Howe



NEW ZEALAND TRIP REPORTS

Port Underwood to Picton

26 - 27 July 2003

by Susan Cade

Giselle Clements and I set off from Ocean Bay at the eastern entrance of Port Underwood after a very late night and early drag out of bed.

After a marine radio trip report and condition's check, it was hard to believe that we were on our way. I had had lots of contemplation whether the trip was a goer with the weather conditions. Thank you to those that offered thoughts and wisdom to me in the trip preparation. There was supposedly a 25-knot north-easterly wind forecast and a one metre swell, we were both very conscious of going into the Cook Strait area - the mention of potential rips off Lucky Point and Jordy Rock, the normal ocean current running along the eastern coast from Rununder Point north of up to one knot, as well as the need to enter Tory channel ideally at the start of a westerly flow. The cruising guide also said that north to north-east winds tend to curve and blow down these whole coastal areas. Time would tell!

Definitely there was a bit of a wind swept flow coming out of Port Underwood and from there we had the joy of variously sheltered patches as we headed north along the rugged cliffy coast. There were fantastic views of snow clad Tapuae-o-Uenuku, in the glow of the sunrise and also in the clear sunlight of the beautiful day that emerged. As there were dips in the ranges we got momentary blasts of wind and seas to battle until we were clear again. But overall paddling conditions were very good.

We thought the last real camp spot would be Fighting Bay, but it looked like there was still a good chance of a clear run, so we went on without questioning. I was curious about the name, it was named to commemorate the event when Tuhawaiki, the famous Bloody Jack from Southland and his

men inflicted a defeat on Te Ruaparaha.

Further along the coast we started to see the odd fishing boat and closer to Jordy Rocks (these were named after a whaler) we saw many more recreational fisherman, obviously good conditions for them to be out there.

Past Jordy rocks we were interested to see a couple of small sandy beaches we could have landed on, but our sights were set on the Tory Channel entrance. The westerly run was due to start at 1233hours and we entered at 1300hrs. We had heard of the potential for really rough water on the eastern side in particular, but it was as calm as, with no ferries in sight.

We peered around the corner and crossed Tory Channel as quickly as we could. With great relief, we stopped for lunch at Te Awaiti Bay, after six hours in the kayaks. Thank you Conrad Edwards for the tip on the 'thermarest' seat - I'm sure it kept me far more comfortable. John Guard named Te Awaiti Bay Fairhaven in 1827 and he returned a year later and established a whaling station there. In 1840 this was where the township of Wickett was, with a population of 240 as the most considerable township in the South Island. Joseph Toms who is buried there succeeded Guard and has the oldest European Gravestone in the South Island there. There were still some old tri-pots near the beach and some of the early graves. A current resident we met, has the contract to mow the lush green cemetery strip that runs like a park up the middle of the current bach sites. This was the bay where many of the whalers, who worked at Fishing Bay, lived. There being a track over the hill.

After a lunch break we had a look at the old whaling station Fishing Bay, this had been operating from about 1924 to 1960's. Some of the remains have been protected and set up with information board and photos that proved very interesting - worth a visit.

After an extended break we set off again at about 1600hrs and paddled to Queen Charlotte Sound, making pretty

good time. Before we reached Queen Charlotte, a boaty had advised us to head back the way we had come to camp, asking us whether we knew where we were going. Then he said "You two Sheila's" and left. We did have a bright night-light and we were hugging the side of Tory Channel, with me often in fact having a play with the prolific inshore weed. It was one of Giselle's first serious night paddles in the real dark, so she did really well. We were determined to go on.

In the dark it was quite an interesting aspect watching the Cook Strait Ferry turn to go into Queen Charlotte Sound as we were ourselves crossing the sound, aiming well to the North of Tory Channel entrance to West Head. There was very little boat traffic. At West Head we discussed our location and made an accurate assessment as to where we were, then paddled almost directly to a campsite in Ruakaka Bay.

This time, after four hours in our boats, we were certainly a lot stiffer and the day's paddling was starting to tell. Over 50km with tired limbs and noticeable stiffening. I for one, with the previous late night, opted for bed and snacks while Giselle warmed up and cooked some food.

The rest of the trip was pretty smooth (about 26km run home), with time for me in the morning paddling with some Dusky dolphins. We then paddled to Double Bay to check out its fish reserve. The only fish I saw were more of the cockabilly nature, other than jellyfish and starfish! However there were lots of nesting raucous shags and it was an interesting place to visit. On the final leg near Allports Island we saw some Hector Dolphins that were heading on a mission north, as we made our way into the Waikawa Marina.

I am now looking forward to going back and exploring the coast further, as well as the old historical sights. Thankyou Giselle for a great trip and company.

Scribe: Susan Cade

SAFETY

SEA KAYAKING IN NEW ZEALAND - HOW SAFE IS IT?

by Dr. Iona Bailey

Sea kayaking in New Zealand is an increasingly popular aquatic activity and is perceived as relatively safe by many people. There is a wealth of literature emphasising the skills and techniques necessary for safe paddling but the question of quantifying the actual risk remains unanswered. This essay will review and discuss the data available in New Zealand which addresses the safety of sea kayaking and relate this to the overseas literature on this topic. In particular it will focus on safety issues within the context of Wilderness medicine. It will not be within the scope of this essay to discuss medical issues in detail.

Modern sea kayaking was popularised by the Scot, 'Rob Roy' McGregor, who designed the first recreational canoe in 1865. Modern sea kayaks vary in design and materials, although most are constructed from plastic, kevlar or fibreglass. (1) Folding kayaks are experiencing a revival due to their portability and increased access to over seas travel but are rare in New Zealand. Sea kayaks are intended for long sea voyages and are therefore designed to move fast forwards and track in a straight line in wind and waves, whilst being adapted to suit body configuration and storage requirements. The sea kayak is longer and more stable than the white water kayak and should have two watertight compartments fore and aft to enable storage and buoyancy.

'Sit on top' open kayaks have become popular in New Zealand but are considered unsafe in open water according to experienced sea kayakers. (Personal communication, Alan Hall, Chairperson, Bay Association of Sea Kayakers 1/7/03) This is because the sit on top kayak is difficult to manoeuvre, offers no protection from the elements and is difficult to hang on to in

the event of a capsized. Nevertheless sit on top kayaks are perceived as safer and easier to use by inexperienced kayakers mainly because they believe there is no danger of being trapped under the boat during a capsized. Interestingly none of the literature I investigated mentioned sit on top kayaks.

Racing or multisport sea kayaks are quite different to recreational sea kayaks. They are designed for speed over distance and thus are lighter, narrower, and more oval in hull shape and usually have no watertight bulkheads. This means the racing kayak is quite unstable, difficult to Eskimo roll and likely to sink if capsized. The only sea kayaking fatality in recent times in New Zealand involved an inexperienced multisport kayaker (2) who ventured off Sumner Beach, capsized and drowned. It was noted at his inquest that he was lightly clad, had no signalling equipment and that his kayak was partially submerged (called the Cleopatra Needle scenario) and because of this impossible to re enter without assistance (3). Kayaks are sold in New Zealand as 'sea kayaks' with only one watertight bulkhead; these are considered unsafe in the open sea by experienced sea kayakers because, like the multisport kayak, if capsized they sink easily and present the Cleopatra Needle situation.

Sea kayaks are propelled with the use of a double blade paddle whilst seated in the cockpit with the knees and hips slightly flexed and 'braced' against the sides of the kayak. Paddle design aims to prevent overuse injury in the upper extremity and increase efficiency. Paddle blades are usually feathered, which refers to the degree of offset of the planes of the two blade surfaces. This confers less resistance to the wind during use and is overall more efficient than non feathered blades. Bent shaft paddles have an offset shaft is ergonomically designed to reduce wrist strain. (4)

According to the Marine Safety Authority (5) in New Zealand there are more than 100 commercial kayaking operators offering sea kayaking sales, rentals and guided tours. There is one

designated sea kayaking professional organisation, the Sea Kayak Operators Association of New Zealand (SKOANZ), which has developed a code of practice and assessment program for commercial sea kayaking operators (6). Eleven sea kayaking operators are listed on their website. There are two other organisations offering qualification standards for outdoor leadership in sea kayaking. (7) Kayaks are often rented only to 'experienced' kayakers. However there is no national qualification standard for recreational kayakers in New Zealand and because of this it is unlikely that most sea kayakers are actually aware of their ability level. Guided trip are advertised as suitable for 'novices' but there is no way of knowing whether the trip leader has the necessary experience to address all safety issues. I contacted a number of sea kayak commercial operators in New Zealand for information regarding their qualifications and to get an idea of the number of kayaks sold or rented. I received a polite 'no comment' from one and no reply from the others. The Kiwi Association of Sea Kayakers (KASK) realises that voluntary trip leaders and recreational paddlers need to be skilled and experienced to keep safe (7) and is attempting to address the situation of a qualification standard for recreational paddlers

There are no studies in New Zealand looking at the safety of sea kayaking. In fact there is an extreme paucity of any information relating to the incidence of injury or accidents involving sea kayaking. We do not know even how many people there is sea kayaking in New Zealand. Out of a population of 4 million we know from the 2001 census (8) that in the previous twelve months 2% of the population (80,000) had participated in boating for leisure (9). Boating includes sea kayaking. KASK (7) has a membership of more than 500 and represents the interests and speaks for recreational kayakers in New Zealand. Its primary goal is that of disseminating information via publications and a website. It organises sea kayak forums around the country. 60% of members belong to the thirteen sea kayaking clubs or networks around

New Zealand each of which has 50 or more members. Thus it is likely that there are around 1000 sea kayakers affiliated to a group which attempts to address safety issues.

The Marine Safety Authority (MSA) investigates any fatalities involving water activities. It also collates information relating to incidents reported to it – often by NZ Police and Coastguards I obtained a list of all boating accidents recorded by MSA between 1/1/99 and 1/6/03. (Personal email communication. Helen Fletcher, Assistant Analyst Maritime Safety Authority 30/07/03). Of the 765 recreational accidents there were 75 fatalities and 99 injuries. Only 2 incidents involved kayaks at sea and of these there were no fatalities or injuries recorded. Of the 1134 commercial accidents there were 28 fatalities and 160 injuries. Five incidents involved kayaks- 3 fatal and 8 injuries. However there was no way of knowing the type of kayak involved in these incidents. Most incidents were caused by lack of knowledge, poor judgement or failure to comply with regulations. The finding that there are more commercial accidents may be because recreational accidents are less likely to be reported. Because not all incidents are reported these figures can only be taken as a 'guide' to likely trends. Also on the MSA website (5) I found a document written by Director of MSA regarding Adventure Tourism. It claimed that between July 1998 and November 2002 there were 5 kayaking incidents including one fatality involving commercial operators and 27 incidents involving kayaks or canoes including 11 fatalities involving recreational paddlers. Little can be concluded from this as the report did not distinguish between type of kayak nor the sampling method. However it does highlight the concern of MSA about the safety of kayaking.

The New Zealand Coastguards (10) monitor marine traffic and with Police assistance undertake search and rescue operations involving boaters, including sea kayakers, in distress. Sea kayakers like other boaters should maintain radio contact with the Coastguard when venturing into the ocean.

Most sea kayakers do not own a marine radio, usually do not expect to need rescuing and often rely on cell phones which are not always able to be used (Personal Communication Alan Hall) Despite this the Operations Director with Tauranga Coastguard could only recall one incident involving sea kayakers in the last few years (Personal Communication Murray Wilson, Operations Officer, Tauranga Volunteer Coastguard Association. 3/8/03). This was a group of kayakers fishing off the main beach at Mount Maunganui who were thought to be in difficulty (but were not) by an observer on the beach. The New Zealand Police record all Search and Rescue callouts. (Personal Communication Senior Sergeant Lyn Manning, Tauranga Police. 10/08/03) However, prior to July 2003 the NZ Police database is unable to identify 'sea kayaking' as a contributing factor. Thus although there is a Search and Rescue(SAR) process for sea kayakers there is no way of knowing how often or for what reason there are SAR call outs.

I also undertook a search of the websites of The New Zealand Herald and the Christchurch Press for sea kayaking incidents in the last two years. I discovered five reports, three of which I think were not mentioned in the MSA data. One of these three incidents was the multisport kayaker in Canterbury already mentioned. The other 2 incidents involved young, inexperienced, poorly equipped kayakers who made unsafe, potentially life threatening decisions (11, 12). Both incidents resulted in hypothermia and hospital admission- one kayaker had a core temperature of 27 degrees C and was lucky to survive.

The Injury Prevention Research Unit (Personal Communication by Email Dan Russell 4/9/03) at Otago University provided some useful data. Unfortunately sea kayaking is not explicitly specified as an activity within their current coding standards. Within the public hospital and fatality data sets kayaking can fall under a number of codes e.g. 'struck by' 'drowning and submersion'. A search of public hospital event description between

1992 and 2001 found 38 hospitalisation events that had the word 'kayak' and only two of these also contained the word 'sea' or 'ocean' There were 12 fatalities between 1990 and 1999 where the event description involved 'kayak' but none containing the words 'sea' or 'ocean' Hospitalisation refers to admission to a public hospital where a person stays at least one night and excludes non injury events and readmissions. ACC data on their website (13) does not distinguish between different types of boating so is not very helpful.

I also looked at other sea kayaking literature in New Zealand. KASK produces a comprehensive and informative handbook (14) which it claims 'is not to highlight the risk of sea kayaking but to emphasise the skills and techniques necessary for safe, incident free, and enjoyable paddling' The inference then is that sea kayaking is not necessarily safe but the risk can be managed. The handbook is very comprehensive and covers equipment and skills required to prevent injury and immersion in cold water (which can lead to hypothermia and death) Much of the advice regarding equipment and skills highlights the perceived risk of sprains and strains to the upper extremity and back. There is a first aid chapter which includes advice about first aid kits and implies that skin wounds, sprains and strains do occur. Avoiding sunburn is considered important, rightly so given current trends in melanoma incidence and UV radiation risk in New Zealand (28) Hyperthermia, dehydration, allergies, sea sickness and diarrhoea are covered although no mention is made of the frequency of these problems. Carrying adequate food, clothing and shelter to prevent illness and hypothermia is advised although interestingly there is little information regarding hypothermia and drowning specifically.

KASK also circulates to members a bimonthly newsletter (15) edited by Paul Caffyn, who is to sea kayaking what Edmund Hillary is to mountaineering. The newsletter includes a 'Bugger' File. These articles relate to incidents in New Zealand where there

was usually avoidable injury or risk to welfare. The newsletter also includes reports of sea kayaking trips where often incidents do occur. Between June 2001 and July 2003 from the Bugger Files there were reports of 7 incidents involving 27 people with no fatalities but 7 injuries. All but one incident involved capsizes. All related to inexperience, lack of judgement and lack of proper equipment. One incident involved alcohol intoxication. Of the 7 injured, 6 suffered hypothermia and two required hospitalisation.

Talking to experienced sea kayakers in New Zealand it appears that the longer one is paddling the more likely one is to experience an injury or a potentially unsafe incident. (Personal Communication Alan Hall) Apparently the potential for injury or accident is high in New Zealand because few paddlers limit their paddling outings within their skill and experience level. The most common injuries involve sprains and strains especially of the upper extremities and back. Most often these types of problems can be avoided by correct technique or the use of appropriate quality equipment. Poor risk management and leadership on trips can lead to accidents which can be life threatening especially if associated with hypothermia. There is no objective data however to tell us how often accidents or injury occurs. This may explain why sea kayakers frequently take unacceptable risks; they are simply ignorant of the actual risk.

Overseas literature concerning the safety of sea kayaking is only marginally more enlightening than in New Zealand. From USA there are at least four retrospective studies of current paddlers looking at white-water paddling injuries. (4, 16, 17, 18) The findings from these studies show similar trends. Most respondents were male with several years experience. The most frequent site of injury was the upper extremity especially the shoulders, wrist/hand, elbow/forearm. Blisters, sprains, tendonitis, lacerations, abrasions and contusions were the most common injury diagnosis. Most kayakers in the studies made a full recovery. Wallace (1992) examined

'close call and serious injuries' where there were 11% near drownings and 8% fatalities. Shoulder dislocation was common in all the studies and occurred in up to 45% of respondents. Head injury occurred in 16 – 18%. The most common mechanism of injury was striking an object (44%). The studies however are limited because they are retrospective and do not include paddlers who have dropped out of the sport due to injury or death. The selection of participants (some from the internet) creates sampling bias and depends on memory of the injury. The studies do not examine factors leading to specific injury events. Whilst the studies are from white water kayakers and not sea kayakers, the results are still of interest for New Zealand sea kayakers. Impact injuries involving striking an object, particularly where the head and shoulder are involved, would probably be less frequent in sea kayaking in New Zealand. This is because in New Zealand sea kayakers generally paddle in deep water and therefore avoid submerged rocks. Launching and landing through surf may be the riskiest time for head and shoulder injuries for a New Zealand sea kayaker. Head injury could occur when the sea kayaker is turned upside down in shallow water and the shoulder injury when the kayaker is attempting a high brace manoeuvre in breaking waves. In my experience most sea kayakers try to avoid surf landings in New Zealand. Other 'impact' injuries could include collision with other boats; there are anecdotal reports of near misses with jet-skiers in the Bay of Plenty (Personal communication Alan Hall)

There was one study examining the skeletons of Alaskan and Canadian Inuits which found that there was a high rate of spondylosis of the lower back caused by stress fractures in these people (19). This may be because the Inuits spend many hours in kayaks. These findings could have implications for sea kayakers in New Zealand.

There is also an interesting study (20) looking at fatal incidents and risk factors in recreational boating in Ohio,

USA. Ohio requires registration of all watercraft including kayaks which provides a means of obtaining data on a random sample of boats. Compliance with registration is high because of a \$100 fine for defaulters. Injuries relating to water transport, most of which occurred during recreational boating, are among the top ten causes of years of life lost from unintentional injury. Again this was a retrospective study involving 759 respondents of whom 12.1 % owned canoes or kayaks. Factors associated with risk of death were less than 20 hours of boat operating experience, lacking of formal boat safety training and age less than 30 years. Canoes, kayaks, rowboats and inflatables were associated with a higher rate of fatal incidents per million hours of use than motorboats. Young age and lack of experience were associated independently with higher risk. The implication is that supervised experience and safety programmes aimed at younger operators should be aimed at higher risk boats (which might include sea kayaks) It would be interesting to know if there are similar trends in New Zealand.

There are a number of overseas texts which look at sea kayaking injuries and injuries specific to the wilderness setting. Auerbach's Textbook of Wilderness Medicine Fourth Edition (21) covers many topics which may be relevant to the sea kayaker in New Zealand. The list of potential risks to health is too long to detail here but some of the problems not already covered in this essay which may be encountered in New Zealand are worth mentioning. Giardia is considered a risk in the bush setting in New Zealand (29); disinfection with halogens, filtration or boiling water should suffice. Shellfish are unsafe in many areas due to toxic algal bloom or chemical contamination (30). Arthropods in New Zealand are generally more a nuisance than a danger, except for the Katipo spider which has been found in the sand dunes on some beaches. Those nature loving kayakers wishing to visit Uretiti nudist beach in Northland should take care, as the potentially lethal Katipo spider has recently been found there by Lincoln

University researchers (22). Allergic reactions to arthropod stings can occur. Sea kayakers may encounter large sea animals such as whales, sharks, dolphins, and seals. There are no recent reports of attacks or mishaps involving sea kayakers although warnings to kayakers have been issued in some areas (23) to stay clear of seals and sea lions which can inflict nasty bites which frequently become infected. In the Abel Tasman seal pups have been known to climb onto sea kayakers. (24) Occasionally venomous sea snakes are seen in Northland but have not been reported in recent times as a hazard for sea kayakers. Sting-rays are frequently spotted by sea kayakers in New Zealand and may present a risk when wading through shallow water. Marine envenomation has been reported from time to time especially on the Northland coast as a result of the Pacific man o' war jellyfish. (25) The sting is usually not fatal and removal of tentacles (without skin contact) and application of cold fresh water helps to alleviate the pain. A multiday kayaking trip involves camping where there is the risk of burns from the camp fire or cooker. Dental trauma, eye injuries, drug and alcohol abuse, prevention of tetanus, infectious diseases, and problems related to age or pregnancy, anxiety and stress reactions are other problems which may be relevant to the sea kayaker in New Zealand. (26)

Shelley Johnson an experienced American sea kayaker has written a number of (non medical) sea kayaking texts (27). She particularly writes about wrist and shoulder injuries caused by incorrect paddling technique and poor conditioning. Shelley also mentions that 'many sea kayakers have experienced or observed dislocated shoulders' Other injuries covered include sprained ankles from walking on slippery rocks, back sprains from a poorly customized cockpit combined with poor posture, numb feet from sitting for prolonged periods with pressure on posterior thighs, sunburn, dehydration, hyper and hypothermia, saltwater rashes, cuts from shells, poisonous insects and plants, blisters, burns and eye problems. The British Canoe Union

(BCU) Handbook (1) contains a comprehensive 'Safety' section where it emphasises sudden cold water immersion, hypothermia and drowning. New Zealander sea kayakers may consider this not surprising given the colder climate in the UK; in fact hypothermia and drowning hardly gets a mention in the KASK handbook. However we know from the 'Bugger Files' (15) that hypothermia is in fact common when a capsize occurs. Other topics covered by the BCU Handbook include hyperthermia, swimmers ear and osteomata, sunburn and drowning. The book specifically mentions leptospirosis as a danger in polluted water. Leptospirosis is more related to contact with infected cattle in New Zealand and probably rarely a danger for the outdoor enthusiast. The book mentions superficial keratitis of the eye which can result from prolonged periods sea kayaking in bright sunlight without eye protection – undoubtedly a potential problem in New Zealand.

What conclusions then can we make from all this information regarding the safety of sea kayaking in New Zealand? The indications from the literature in New Zealand and overseas tell us that most injuries are self limiting and often involve the upper extremity. Death whilst sea kayaking is rare but a capsize for an inexperienced kayaker frequently results in hypothermia. There is concern regarding the number of sea kayaking accidents reported to MSA and potentially serious incidents do occur regularly especially involving young and inexperienced kayakers. Sea kayaking worldwide is associated with many perceived and sometimes serious risks but those risks probably can be managed with skills training, experience and proper equipment. Nevertheless we have no objective data which gives us a clear indication of how safe sea kayaking is in New Zealand. Therefore until further research has been carried out, the safety of sea kayaking in New Zealand remains uncertain.

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FORSHORE - SEABED OWNERSHIP

KASK WEBSITE RELEASE

Subject: Sea Kayakers and the Fore-shore and Seabed Issue

The Kiwi Association of Sea Kayakers (KASK) is taking steps to ensure that sea kayakers are represented in the debate over ownership of the foreshore and seabed.

This is a profoundly important issue for all sea kayakers as it impacts on the critical matter of access to coastal areas for recreational purposes. Can you imagine how terrible it would be if sea kayakers were prohibited by law from landing on large areas of our coastline?

KASK committee member Paul Cafyn is preparing a detailed submission on this issue to the Government. However, the KASK national committee would very much like to see as many clubs, networks and individuals as possible also speaking out on behalf of sea kayaking.

Written submissions can be sent to Foreshore and Seabed Submissions, Department of Prime Minister and Cabinet, PO Box 55, Wellington or made on line at

<http://www.beehive.govt.nz/foreshore>. Feedback must be received by Friday 3 October.

The Government has made it very easy for submissions to be made and appears to be making an honest effort to be inclusive. The above website has extensive information on the issue.

The key points in the KASK submission are as follows.

1. KASK believe the foreshore carries the same values and should be accorded the same status as our national parks
2. KASK says it is not against recognising customary rights providing they are viewed only in an historical

context such as for shellfish gathering or fishing from a waka.

3. KASK believes that any definition of customary rights must specifically exclude any monetary recompense being derived from activities such as aquaculture, oil and gas revenues and tourist ventures. Monetary recompense could create a precedent that may lead to a user-pays approach to beach and foreshore usage.

4. KASK is recommending an approach used for several national parks, (Mt Egmont & Mt Cook for example), which were publicly given back to local Iwi with immediate return by Iwi to crown ownership. What Iwi gained was 'mana' or acknowledgement that the land was returned to them and they gave it to the Crown. This is a potential positive suggestion and one that has yet to be mentioned by any of the many parties involved in the debate.

5. KASK believes a change of status to foreshore ownership has the potential to present a serious safety issue for all sea kayakers.

6. Sea kayakers are, by the very nature of their sport, very concerned and often very active environmentalists and sea kayaking is a pastime, which has minimal impact on the marine environment.

KASK requests that your club committee, or you as an individual, take this opportunity to make a submission on an issue that could have an impact on the recreational use of the coastline for generations to come. If speaking on behalf of a club or network, it is important that you identify how many people are represented by your submission.

PS If you do make a submission please let us know so that we have an idea how many people have spoken up for sea kayakers in New Zealand.

Vincent Maire
KASK Webmaster

RESPONSES TO THE EDITOR & WEBMASTER

Subject: Re: Sea Kayakers and the Foreshore and Seabed Issue

Dear KASK

Thank you for this opportunity, I do wish to make a submission in this regard. I will be representing myself and two others, my children Isaac and Ashlin. You seem to be focussing on the issue of native Maori claims regarding the coast (vis a vis your points 3 & 4). To my (admittedly limited) knowledge Maori have never prohibited public access or enjoyment of any coastal areas, with the exceptions of isolated sacred/burial or pa sites. I am much more concerned with the revelation that upto one third of the coast line is privately owned by individuals who often have (and are) preventing any access or use of the foreshore by anyone else – I see this as leading to ‘user-pay’ scenarios (I have read of at least one absentee (American) owner who has reputedly blocked public access and began charging for private access to the beach in one area). As a civil engineer, I was taught that ‘riparian rights’ could not be passed on outside of the original family ownership (i.e. they ceased when land was sold) and that the queen’s chain did indeed apply to all coasts and waterways elsewhere. I feel deeply shocked and disturbed to learn that this is not the case. I hope we can resolve this issue in a manner that is to the benefit of all concerned, whether Maori or pakeha.
Jim Rolfe

Dear Editor (The Sea Canoeist)

I would like to challenge your editorial (Newsletter No 105) no doubt penned in haste to catch the publication / distribution deadline.

I believe you have entirely missed the point. Most of the foreshore and seabed is currently actually or effectively now in Crown ownership. As such, ie owned, it is open to ownership claim by any group of people who can mount treaty or other ownership claims..When the seabed and foreshore is held as public domain it is safe from such claim. I believe the policy is on the right track.
Martin Ward

My friend sent me this info if you want to read it. Just a few points to think about if you intend to make a submission.

1. KASK believe the foreshore carries the same values and should be accorded the same status as our national parks. Large plots of land in our National parks were illegally confiscated from Maori. The word ‘national park is not an excuse to override property rights.

2. KASK says it is not against recognising customary rights providing they are viewed only in an historical context such as for shellfish gathering or fishing from a waka. This would make sense if Europeans were prohibited from fishing except when using 19th century sailing vessels and twine nets. Pakeha fishing methods have evolved in the 150 years since the treaty was signed. It’s idiotic to suggest that, had Maori been granted rights to the fisheries that they had a right to 150 yrs ago, they would not have developed their fishing methods in any way and would still be fishing from a waka.

4. KASK is recommending an approach used for several national parks, (Mt Egmont & Mt Cook for example), which were publicly given back to local Iwi with immediate return by Iwi to crown ownership. What Iwi gained was ‘mana’ or acknowledgement that the land was returned to them and they gave it to the Crown. This is a potential positive suggestion and one that has yet to be mentioned by any of the many parties involved in the debate. What’s the point of this? If property rights to the foreshore do exist (and I am not saying that they do), returning property to the rightful owners on the proviso that they give them straight back is completely pointless and does not acknowledge that property rights mean you can do what you like with your property.

For the record, I’m very much in favour of ‘one law for all New Zealanders’. This means that when you sign a treaty, you honor it, and when property has been illegally confiscated, you give it back.

Alan Bell

Thanks for the information.

I wonder if you have read the recent comments by Dr Rangi Walker? These

tend to put a very different light on recent events and suggest a very much more appealing situation with regard to the foreshore issue. It does not appear to be the problem that the media has suggested that it is.

I believe that Kask, as any professional organisation should, takes a renewed look at the comments and intentions before propagating what MIGHT be a false situation.

Yes we should all make ourselves aware of the true processes and intentions, but not be too hasty in formulating replies that we might regret later..
Ian Calhaem

NZ Recreational Canoeing Assn. AGM report from Max Grant

I attended this meeting in Wellington last weekend as a RWWC rep, and also put myself down as a representative of KASK. The NZRCA have several concerns at present which are the same as our concerns, eg foreshore & seabed issues, liability problems and PFD safety standards problems. I spoke for some time explaining KASK's concerns on the foreshore issue.

We agreed to putting forward a joint statement to support the Government's proposed creation of ‘public domain’ for the foreshore and sea bed along with the following organisations:

Forest and Bird
Fish and Game NZ
Federated Mountain Clubs
NZ Fishing Council
ECO Coalition
NZ Recreational Canoeing Assn
KASK

The joint statement reads as follows: "We, the undersigned Environment, Conservation and Outdoor Recreation organisations of New Zealand, support in principle the creation of a new, statutorily recognised status for land, called ‘Public Domain’, for the foreshore and seabed of New Zealand. This ‘public Domain’ (or ‘New Zealand Commons’) status to be distinct from Crown land, and binding upon the Crown, which would be designated as the statutory manager responsible for the Domain's ecological sustainability and permanent availability for free recreational enjoyment by all the people of New Zealand"

A Draft Overview Of KASK Sea Kayak Training

by Susan Cade

Background

Following a call from members for more training opportunities, KASK decided it was timely to develop a more comprehensive training approach aimed specifically at recreational sea kayakers. This builds on the significant work already done by KASK with leadership training and specific skill training. The need for this training was reconfirmed at the last AGM at the Whites Bay Forum, and KASK is addressing this on a number of levels.

To date there has been a lengthy process involving extensive liaison with many parties and obtaining feedback and opinions from KASK members. This has resulted in a memorandum of understanding being signed by KASK, the Sea Kayak Operators Association of NZ (SKOANZ) & the NZ Outdoor Instructors Association (NZOIA). The purpose of this document is to show willingness by the three organisations to work together and develop an all-embracing set of assessment standards for sea kayakers in New Zealand. Each organisation would be primarily responsible for its respective sector; KASK for recreational sea kayakers, NZOIA for professional instructors and SKOANZ for commercial guides.

Gareth Hare was appointed by the Aviation, Tourism & Travel Training Organization (ATTTO) to support KASK in getting the training for assessors and the proficiency standards formalised and on the NZ Qualifications Authority (NZQA) framework.

The KASK Committee identified the following goals :

- To promote safety standards to members
- To provide opportunities for training in sea kayaking skills, knowledge and leadership
- To provide a seamless training pathway to KASK members to structure their training should members so desire, and increase the skills of those interested in training others.

- For KASK to have a strong voice in supporting the interests of our members and the wider recreational paddling community

- To provide the opportunity for members to have nationally recognised evidence of their skills.

The Sea Kayak Proficiency Awards

- This is made up of five NZQA standards. The New Proficiency Awards are made up of five proficiency NZQA standards, which can be down loaded from the training page of the KASK website (www.kask.co.nz):

1. Prepare and demonstrate Sea kayaking skills
2. Rescue skills
3. Knowledge & maintenance of equipment
4. Skills for and completion of Day & multi-day trips
5. Rolling

- This allows the opportunity for KASK members to receive certificates of recognition for these units through NZQA, via KASK.

- The initial stage is to develop a group of KASK members as trainers with skills in teaching ,and an assessment process

- Over 25 KASK assessors will be trained around the country by Gareth Hare between September and November 2003.

A Coordinated approach

See diagram, 'The Coordinated Approach To Training' on page 20.

KASK is developing this training structure in the full understanding that members can improve their skills in whatever way they choose. Any recognition or assessment through KASK is an optional component.

It is envisaged that a number of training opportunities will be developed in time, as well as strengthening those currently in place.

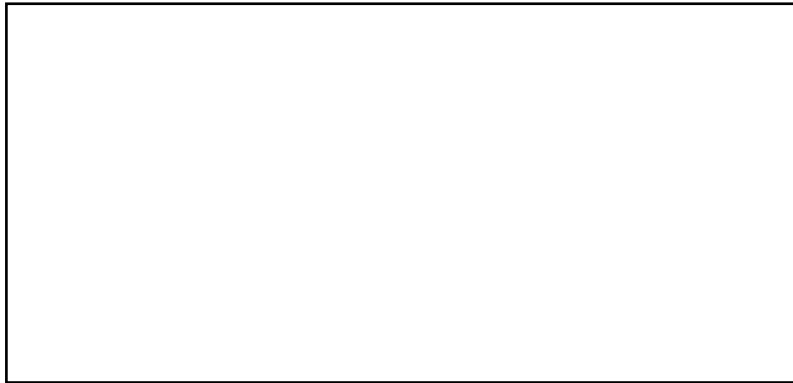
For further information on this project, visit the KASK website or contact Susan Cade on: (susan.cade@xtra.co.nz). I welcome any feedback or questions.

Late nominations for this current assessor training may be still possible. We are taking names for further assessor training and those wishing to do sea kayak training and /or assessment.

Susan Cade - KASK Training Coordinator

(With considerable input from John Kirk-Anderson, also Vincent Maire, Maurice Kennedy and the editor)

MAILED TO



If undelivered, please return to:
Maurice Kennedy, PO Box 11461, Manners St., Wellington. 6034



Draft Diagram of KASK sea-kayaking training structure. Training either within KASK or with other providers

<p>KASK Supported Training KASK courses could cover the following:</p> <ul style="list-style-type: none"> - Basic skills / knowledge - Stroke skills - Rescue skills - Rolling - Surf Training - Leadership Skills - Expedition knowledge - Safety Training - Navigation 	<p>Ongoing links and/or working relationships with organizations such as: Maritime Safety Authority (MSA) Water Safety New Zealand (WSNZ) SKOANZ NZOIA NZQA SFRITO ATTTO</p>	<p>NZ Coastguard Federation Education Service Marine VHF Operators Day Skipper Boatmaster Marine Medic Course Rescue Liaison and Practices</p>
	<p>NZOIA SKOANZ KASK For meeting the Sea Kayak Proficiency Award (This is made up of NZQA unit standards, but it is a stand alone award)</p>	<p>Other Sea Kayaking Training SKOANZ Level 1 Guides NZOIA Instructor courses</p>
		<p>First Aid Qualifications St Johns Red Cross Mountain Safety Council Coast Guard</p>