

THE SEA CANOEIST NEWSLETTER

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The Sea Canoeist Newsletter is published 6 times a year and is the official newsletter of the Kiwi Association of Sea Kayakers (N.Z.) Incorporated. Subscriptions are \$10.00 per annum and should be made out to K.A.S.K. (NZ) Inc. and sent to Eric Van Toor, 133 Port Hills Rd., Christchurch.

VHF Radio Coverage in Fiordland

A VHF radio system has been installed in Fiordland which will make the rugged coast safer for both fisherman and paddlers. The Fiordland Coast was the only area in NZ without VHF coverage and fisherman were dependant on single sideband frequencies for forecasts and emergencies. Kayakers were dependant on contacting fishermen for forecasts or carrying the Mountain Radio sets.

VHF radio repeaters have been recently installed on Rugged Mountain in Sutherland Sound and on Mount Irene. The Fiordland Fisherman's Association raised \$76,000 to buy the repeaters, including \$11,000 for an environmental impact study.

The Te Anau ship-to-shore station will monitor the VHF system along with the police. The new system will enable search and rescue operations to be run directly from the Te Anau police station. People will also have radios operating in their homes. Boats and kayakers would be able to trigger the repeaters in an emergency and could use the system to check in with the shore base. The new system should also service areas of Lakes Te Anau and Manapouri. (from the Greymouth Evening Star, 22 February 1994)

Marine Weather Forecast Areas

Maggie Oakley, in lieu of an article, has sent a sheet with the NZ

marine weather forecast areas and coastal phone numbers. The marine forecasts are generally more reliable than the land or farmers' forecasts and prior to a trip, the security of knowing what the local weather situation is should be well worth the expense of a phone call. Local radio stations and national radio do broadcast marine forecasts and you should be aware of the name of your local forecast area.

Women in Action

from Sandy Ferguson

As part of an "Introduction of Sea Kayaking" last year Sandy took Sarah paddling on Lyttelton Harbour:

We were on the water at 2pm. A passing yacht warned us of a front coming through "In about an hour". I thanked him and continued. We did the usual - into the sea cave, round to the wrecks at Quail Island and then headed home. There was a light nor-wester on the quarter and I'd been watching the clouds closely until we turned for home. Halfway back and the light breeze swung to directly astern and I managed with some quick paddle strokes to surf a little on the small waves, conscious of not getting too far ahead. The wind speed increased very rapidly and the effort to surf became viscious manoeuvres to keep the boat running straight including some bracing to hold things 'together' all the while trying to keep an eye on Sarah. I decided the prudent thing to do

would be to raft the kayaks up and missed on my first attempt by going too fast (hit by a gust) and having Sarah hit my rudder as I went past. Next attempt and I saw Sarah had broached (from trying to avoid me) and put the kayak into an angle I don't encourage. However she survived and we rafted up. The seas by now were very short and steep and the wind gusting to at least 40 knots (reported as a 35 knot wind by the Coastguard at their sheltered building). We now gently ambled home, altering course as necessary to get round the end of the marina breakwater and finally running up on to the ramp.

Lessons - always lessons....

We were upwind of our destination, I knew the tide was with the wind and I knew Sarah's abilities (she had first paddled Lyttelton Harbour at the age of 10). I knew the boat's performance, very low windage, reasonable stable even when empty. We both had practised self recovery techniques and I'd briefed her earlier on the way out on the importance of staying with the boat in the event of a capsize.

We had spare split paddles - one of us could have paddles while the other held the boats together if it had become necessary for major course alterations. A split paddle giving minimum windage as paddling would have been on one side only. I have been caught in Lyttelton Harbour by a 40 knot+ gusty nor-wester, in that case wind

and not waves, and I've had to handle similar conditions in Queen Charlotte Sound when paddling solo.

Sarah's comments after loading the kayaks on to the car? "If I'd been on time and not late, we'd have missed all the fun." As we drove away I saw the Coastguards rigging their boat to go out to rescue and unfortunate capsized Nordkapp paddler.

We were going downwind - I'd have found it almost impossible to reach her if she'd needed help and I'd been in a kayak with excessive windage. For South Island conditions (Lyttelton and the Sounds) low windage is more important than a dry boat when going to windward.

Rafted up, both people can hold on if the boats have rudders (one at least) and steer a course. Without a rudder, leaning the kayak to steer isn't going to do much good in those conditions.

Rafting up is RELAXING and SAFE - with beginners it should be the way to go if conditions become extreme (you should be able to go to windward of your destination). Going downwind the boats are rising and falling together. Both paddlers should put most of their upper body weight on to the deck of the other kayak.

New Kayaks

compiled by Sandy Ferguson with additional information from the manufacturers.

A number of new boats have reached the market over the last few months.

Dusky Bay II (Quality Kayaks): a double sea kayak that is slightly longer than Dusky Bay. It is extremely stable and tracks nicely through the water. It has three compartments, one easily accessible when paddling.

Length: 6.3m, Beam: 0.71m, Weight 40kgs.

Southern Skua (Quality Kayaks):

a stretched Southern Aurora. This 'has the stability of the Southern Aurora and the speed and grace that it is named by.

Length: 5.4m, Beam: 0.6m, Weight: 24kgs

Kyook Plus (Topsports): a 2 hatch 2 bulkhead version of the Kyook. Length: 4.68m, Beam: 0.62m, Weight: 26kgs, Price \$1695

Designed as an entry/intermediate level touring craft suitable for coastal, estuary or lake cruising.

Constructed of light weight polyethylene, spacious cockpit with moulded seat and adjustable supporting backrest, large rear hatch and new front hatch, bungee cord deck fastenings and over stern rudder.

Narpa (Topsports): A new look plastic kayak, constructed in polyethylene.

Length: 5.00m, Beam: 0.60m, Weight: 27 kgs. Price: \$1695

Large rear hatch and forehead storage area accessed through a watertight hatch. Both hatches covered by neoprene and a hard plastic outer shell secured by tiedowns.

Prijon Sea Yak: A German plastic boat.

Length: 4.9m, Beam: 0.6m, Weight: 24kgs.

Sea Bear Packhorse (Ron Augustin): a Sea Bear II with the cockpits apart and a midships hold. Starting to be the choice for hire work. The rudder pedals look like a Don Currie/Peter Sullivan brainstorming session with adjustment innovations from Ron Augustin.

Shearwater (single and double): two wooden kayaks built in Whangarei by Ocean Kayaks.

Single - Length: 5.2m, Beam: 0.58m, Weight: 16.5kgs

Double - Length: 6.7m, Beam: 0.76m

And not hitting the market, Encore (Sealand Kayaks): a wooden double, cockpits apart, mid holed. Similar in many ways to a stretched Seaward single. Plans available.

Length: 6.4m, Beam: 0.72m,

Weight: 40kgs.

Mana Island Sea Kayak Race

A challenging 22km race from Titahi Bay around Mana Island and return.

Date: Sunday May 8 1994

Support vessels, prizes, finisher's certificates, post race meal, Le Mans style start. Various categories of craft: plastic singles, fibreglass singles, doubles and single and double surf skiis.

Entry fees range \$30 to \$80 for a late double entry. Hire kayaks available. For information and the entry form, contact:

Waterbased Recreation
6 Spur Grove, Titahi Bay
Ph/Fax: 04 236 8687

Paddlers Wanted - Fiji trip

Scott Melzer is planning a circumnavigation of Vanua Levu, Fiji's second largest island, during September and October 1994, taking approximately six weeks. If anyone is interested, contact

Scott: 03 5742 610
or Fax 03 574 2333

Kayak for Sale

Feathercraft double kayak, aluminium alloy aircraft tubing frame, cordure deck, rubber feathertex hull, free piece of luggage on international carriers, good condition - well maintained

\$3,200 (\$6,500 replacement cost)
Phone/Fax: 03 482 1202 (Sharon Spence)

PO Box 142, Waitati, Otago.

'DREAMTIME VOYAGE'

I am hoping to have a book launch for my story of the Around Australia Kayak Odyssey at the Picton Forum. A pre-publication order form is included with the newsletter but I hope to have copies available for sale at the Picton Forum.

1994 KASK FORUM 22 - 25 April 1994 PICTON

Planning has been finalized for the sixth annual KASK Sea Kayak Forum to be held at Picton on the ANZAC day weekend. Discerning readers will have noticed a slight error with the dates in the program and registration details sent out with the last newsletter; naturally a check to see who was using 1994 diary calendars.

Registration will commence at 7pm on Friday 22 April at the Queen Charlotte Yacht Club, which is on the eastern side of Picton Harbour opposite the *Edwin Fox*. Road access is from Waikawa Rd. Saturday 23 and Sunday 24 have a full schedule of lectures, on the water sessions and panel sessions. A half day paddle/cruise down Queen Charlotte Sound is planned Monday 25 morning leaving plenty of time for travelling home later in the day.

Notice of Attending

Thirty five paddlers and kayak manufacturers have so far registered intent to attend and maximum capacity at the yacht club is 60. If you are attending or considering attending, please drop me a line, phone or fax. It is not

fair on the meal caterers to keep changing the numbers attending, so please notify me before April 7 at the latest. Please

Accommodation

A map showing location of the venue and accommodation spots is included. The Blue Anchor Holiday Park (No. 16 on the map), 5 minutes walk from the yacht club, has camp sites and cabins available for the weekend:

11x4 person cabins, 3x8 person cabins

@ \$11 per person per night (group booking)

cabins have toasters and kettles only. camp sites at \$8 per person per night (group)

I have made a KASK booking at the Blue Anchor Holiday Park for 6 of the 4 or 2 person cabins and 8 campsites. Lunches and evening meals are catered for, but please bring your own fodder, cups, crockery and utensils for breakfasts.

If you plan to stay at a motel, please make your own booking.

Photographic competition

Bring a set of up to three slides or handsome prints of some aspect of sea kayaking, to be viewed by an impartial judge. Modest prizes awarded for both categories. I would like to intro-

duce a third category for most humorous slide; if you have a pic that will raise a smile, laugh or mass hysteria, please bring it along.

KASK A.G.M.

The annual general meeting of KASK will be held prior to the meal on Saturday day night. Eric van Toor has advised he will be standing down after several sterling years as secretary/treasurer.

Ferry Pick-up

If you require a lift with gear and kayaks from the Picton terry terminal, please phone, fax or drop me a line with ferry arrival time and numbers or people and kayaks so transport can be arranged.

Flights to Picton

Soundsair fly from Wellington airport to a small strip south of Picton with a minibus ride to Picton. Flights from Wgtn:

8.10am, 12.10pm & 4.10pm.

Flights back from Picton:

8.50am, 2.10pm, 4.50pm. Cost is

\$50. (for an extra \$14, across the strait before the ferry leaves the harbour.) This flight is a superb way to see Cook Strait.

Ph: Wgtn (04) 388 2594

Ph; Picton (03) 573 6184 or your local travel agent for bookings.

