

No. 82 August - September 1999

THE SEA CANOEIST NEWSLETTER



IMAGES FROM WEST GREENLAND 1999



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

KASK

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

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

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

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

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

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KASK Subscriptions are:

\$20.00 per annum & cheques should be made out to:
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KASK BADGES

Canterbury paddler Rod Banks produced a badge of a paddler and sea kayak from solid sterling silver, with KASK NZ engraved. The badge can be permanently or temporarily affixed to hats T shirts, ties, evening gowns or dress suits but not dry suits. And the badge is appealing to the eye. Size is 23mm long by 11mm high.

Price is \$15 plus \$1 P+P, and available from the KASK Secretary, Helen Woodward.

LRB2 - KASK

HANDBOOK 2nd. Ed.

For a copy of this mother of all sea kayaking handbooks, contact KASK Secretary Helen Woodward:

82 Hutcheson St.
Blenheim
email: h.woodward@xtra.co.nz

COST:

New members: gratis
Existing members: \$10 + \$1 p&p
Non-members: \$18 + \$1 p&p

Make cheques out to KASK (NZ)Inc
Trade enquiries also to Helen.

THE LRB2, or the Little Red Book 2nd. 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

SEAKAYAKING

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EDITORIAL

GREENLAND

The SOPM or serious overseas paddling mission with young Conrad to West Greenland was successful with no major dramas. One of the highlights was spending a night in the small village of Igdlorssuit, with a population of 120 people and 500 dogs. Here in 1959 a young Scottish paddler, Kenneth Taylor, had a skin kayak built for him. Ken took the kayak home where several replicas were built, one in fibreglass which was called an Anas Acuta. Frank Goodman rounded out the lines by removing the hard chines and built the first Nordkapp. And Conrad and I took two Nordkapps back to visit their original source.

The weather was generally not very nice. After viewing Kevin Killilea's slides of West Greenland at the 1998 KASK Forum, we were anticipating heaps of 'another boring day in Disco Bay' calm sea/blue sky days as he had termed his paddling photos. Well we had ONE really boring day when the sun was up for 24 hours and the sea was glassy. The rest of the time it was mind numbing paddling on a compass bearing in thick fog, or wet and windy. Bad days were known as 'Bloody Kevin' days. We schemed various means of revenge on Kevin, one of the nicer being to tie him beneath the runners of a freight komatik (sled), and run with a pack of dogs not over ice but glacial moraine, and then the surviving entrails would be fed to the dogs!

Conrad Edward's 'Ode to K.B.K.' was written during the trip, and it has a nice finishing touch.

SAFETY SUPPLEMENT

The June Newsletter from the Wellington Sea Kayak Network included a safety supplement, compiled through the efforts of Cathye Haddock. This evolved from problems experienced with some of the previous network trips. And the network's latest trip, according to Cathye, was an outstanding success with a positive debrief afterwards.

The information in the supplement relates not just to the Wellington Network paddlers, but to all paddlers throughout New Zealand, be it an organized network trip or a few paddlers out for a jaunt. I would recommend that all paddlers read the safety supplement carefully and think about the issues raised.

THE 'BUGGER!' FILE

Derek Wakeling has an excellent lessons learned report for the 'Bugger' file relating to communication. There are also two anonymous reports which I was reluctant to include as the names, locations and dates are omitted, however as there are 'lessons learned' for us all in reports, I have included them.

Please send your embarrassing moments with lessons learned to the KASK Safety Officer:

Cathye Haddock, 1/18 Avon St.,
Island Bay, Wellington.
email: haddock.simpson@xtra.co.nz,

Or the editor. Cathye is off the North America mid October to present a key note address at a conference on Risk Management.

NEWSLETTER NAME CHANGE

Only one response to a name change to the Newsletter. Thanks Graeme Muir. So for the moment the title can stay the way it is!

RESOURCES

I have an extensive resource of:

- overseas newsletters and magazines, Australia, UK, NZ and North America
- files on NZ trip reports
- files on Overseas trip reports
- press clipping files
- files on skin boats

KASK paddlers are welcome to tap in to this resource, for the cost of return mail or photocopying.

Re press clippings relevant to sea kayaking, please clip or photocopy and send to the editor.

WELLINGTONSEA KAYAKNETWORK

June 1999 SAFETY SUPPLEMENT

Sea kayaking is an "adventure" activity and as such, carries associated risk. Ignoring factors of weather, tide, sea conditions and cold can lead to serious injury or death by hypothermia or drowning. When we hop into our kayaks and paddle off together we assume those risks, but we would be foolish not to take every step possible to minimize risk. Sure we want to have fun, and we hate being regimented. But where is the fun when someone drowns? We paddle in a group not only for social reasons, but to be safe together. One of the benefits of network membership is being able to paddle with experienced people who can pass on their skills and knowledge to us.

Our Network first got off the ground three years ago as a way for paddlers in the Wellington area to meet and stay in touch with each other. The casual nature of the Network has meant that the monthly Sunday paddles have been loosely organized, and once or twice the attitude has been "everyone for him/herself". Sometimes the result of this has been a situation where someone has gone on a paddle beyond their capabilities, got into difficulties and come close to disaster.

A group of long-standing core network members, experienced and careful paddlers, became so concerned that they met to discuss the situation and how we can take better care of each other on our Network paddles. The issue was also raised at the KASK Forum, and the response from Forum members was that the Wellington Network "should sort out its problem." We are not the first sea kayaking network to face this problem, either in New Zealand or overseas, and solving it is part of our maturation and growth as a network.

We are fortunate that two of our members have impressive credentials in this field. Cathye Haddock, recently elected KASK Safety Officer, has achieved a Masters Degree in Risk Management and is employed by the Mountain Safety Council. Grant Rochfort is a professional kayaking instructor with many years' experience in guiding and teaching sea kayakers. Grant and Cathye continually provide valuable input and guidance to network members and are part of the ad hoc safety committee.

The first discussion on safety lasted several hours, involved furious discussion around Shelley's dining table, and resulted in agreement to sponsor a safety discussion at the mid-winter meeting in order to obtain input from as many network members as possible. The scenario posed, and the responses, are included at the end of this article.

Cathye formulated the scenario, and the associated discussion questions which were presented at the meeting. After Cathye's introduction, the members present formed into small groups of four or five, and each group leader provided feedback. A summary of responses is also attached. All of the incidents in the scenario actually happened, although not all on the same outing. Cathye collected and summarized the responses, and another group gathered around Shelley's table to discuss them and suggest the new direction for the network.

The decision to promote a 'pod' culture (explained below), and make safety this year's focus for the Network, is the result of input from every member who spoke. This is not the final answer, it is a place to begin. Promoting a Network culture of safety, courtesy and common-sense is a learning process, and must be fed by input from every member of the network. Got something to say? Have a suggestion? Write a letter to the Editor, or come to the bi-monthly meeting and argue your point. Join us on a paddle and help us develop our 'pod' culture.

SO WHAT ARE WE GOING TO DO ABOUT IT?

We will:

1. Promote a "pod culture" for our network paddles, focusing on safety and risk management.
2. Provide leadership and safety training for people qualified and willing to act as leaders on network paddles (see "Expressions of Interest" above).

1. POD CULTURE

We've all seen dolphins in the harbour - some of us have even been lucky enough to paddle amongst dolphins. They travel in a "pod", or tight group, for safety. Each dolphin uses sonar and vocalization to keep track of the other dolphins in the pod. The greater the threat, the closer the distance between pod members. Pod members support decisions by the pod leader, because taking time for a consensus decision means you get eaten by the Orca.

Suggestions for Pod Culture:

- Every trip has a designated leader. The group must support the leader.
- Communicate with the trip coordinator beforehand. Discuss the trip difficulty and your equipment and abilities. Let us know how we can look after you.
- Follow instructions from the leader.
- Do your own prep for a trip (weather, tides, safety equipment); don't leave it all to the leader.
- Acquire your own safety gear (pump, light, paddle float, radio, etc.)
- Be prepared to stay with the group.
- Develop your own paddling skills outside the group - take rescue and other training courses
- If you have concerns, share them privately with the leader. Don't foment mutiny. Have your say, but don't whine if you don't win.
- Be at the on-shore briefing on time.
- If you don't want to paddle with the group, don't come.
- Trips should be considered day trips
- we can't always get back by a specified time.
- Be honest about your own skills and abilities.
- If you require medication, bring it. Let a friend know about it.
- Keep groups small - split into sub-groups if necessary.

- Fill out the 'intentions' sheet on the beach. This sheet will list everyone's name, phone number and next of kin/emergency contact, and be left on shore.

- Take personal responsibility - carry your own first-aid kit. Wear appropriate gear - polypro, polar fleece or wool (no cotton), wear a waterproof jacket. Carry a whistle, water bottle, change of clothes.

2.LEADERSHIP/ SAFETY TRAINING

Suggestions for Trip Leaders:

- The Network will undertake to sponsor safety and leadership training for individuals. We are currently pursuing funding from the Hillary Commission towards this goal.

- No Network paddler will leave the shore without a competent leader. No leader, no trip.

- Sub-groups will be limited to 6 people

- Leaders will only lead trips within their comfort zone

- Leaders will have a laminated checklist for the on-shore briefing.

- Grade trips according to difficulty

SCENARIO - A SUNDAY PADDLE

Twelve paddlers from a Sea-Kayak Network, including someone new to the network, met at 10am on a beach within a harbour. One paddler had a lunch appointment, got impatient at the time the group was taking to get ready and paddled off on a trip by him self. The group did not see him again. There was a 10-15 knot southerly wind blowing, with waves coming into the inner harbour and a 1 metre swell on the south coast. A brief discussion was held with most members and it was decided to paddle out into the wind, through the heads to see what it was like, and decide what to do from there. People got into their boats and paddled off when they were ready.

The last four to leave were the new person to the network (Keith) who was relatively fit but inexperienced, Veronica who was relatively unfit, Bonnie and Bert who were moderately fit and experienced network members. As the four rounded the

corner out to the heads, they saw the others rapidly disappearing behind waves, several hundred metres ahead of them. Keith put on the pace to catch them, while Bonnie and Bert kept a moderate pace. After 30 minutes of paddling, Keith was now obscured by waves on the right of the reef in the harbour entrance (as were the group?) and on looking back, Veronica was out of sight too. Bonnie and Bert slowed down and kept checking behind for her. Two paddlers from the original group came into sight on the left of the reef and surfed back through the heads into the harbour 2-3 hundred metres to the left of them, heading for an island in the harbour probably. Eventually Keith, feeling uncomfortable in the big waves on his own and not knowing where the others had disappeared to, returned. Not used to a following sea or the size of the waves, Keith was surprised by a large wave which came from behind, lifted him up, turned his boat sideways and capsized it 50 metres ahead of Bonnie and Bert. Keith surfaced holding his paddle and deck line.

Anxious about Veronica by now as well as the scene in front of them, Bonnie and Bert had a quick discussion and decided to split up. Both had pumps, tow-ropes, paddle floats, flares, and Bert had a split paddle. Bonnie went to assist Keith while Bert turned around to check on Veronica. They decided to regroup again in the direction Veronica was last seen or on the beach they left from.

Bonnie rafted up beside Keith, who had never done a deep water rescue. He grasped onto her boat, letting go of his paddle in the process, and causing her to brace. Within two seconds they drifted out of reach of the paddle. She shouted to him to let go of her boat and hang on tightly to his own so she could get the paddle. They were broached to the wind and waves, drifting quickly toward rocks jutting a long way out from shore. He was upwind so she had to turn downwind to pull away before chasing upwind to recover the paddle. Paddle recovered, Bonnie returned to Keith who was swimming his

kayak out to sea, away from the waves breaking over the rocks 50 metres away. Bonnie talked Keith through an assisted re-entry, they both paddled out further from the rocks, then rafted up while Bonnie helped him pump out his cockpit. Keith had no emergency gear.

They returned the way they had come and on rounding the corner to the beach and calm water, they met Bert. He had found Veronica struggling slowly into the head wind and waves and a little uncomfortable in the conditions so had returned to the beach with her before going back to assist the other two. Over the next 30 minutes, the rest of the group arrived back on the beach in small groups, many commenting on the challenging and exciting conditions out to the southern end of the reef. Several said they would not have done this if they had not been in a group. The two heading for the island had not returned by the time the group had lunch and headed home.

QUESTIONS FOR GROUP DISCUSSION, AND RESPONSES

1. List the contributing factors to this incident.

Network issues

- **No game plan – no clear understanding of where going**

- No identified leader

- 12 too big (split group in two)

- Need to stay together

- Find out what gear people have - beforehand

- Assessment of group re:- competencies / conditions

- Weather planning

- Medical issues / health

Planning

- Trip briefing – all members

- Keeping count of people

- Group responsibility to stay together, need ground rules to stay together

- Disclosure of fear, comfort levels

- No identified tail ender

- individuals

- False sense of security in Network

- Inexperienced paddlers in bad weather

- Did not set off as a group

- What is responsibility of network – fun or safety??

Participant issues

- Lack of skills
- Experience of participants unknown to each other
- Participants not aware of responsibility to group to stay together
- Be part of group decision making
- Exposure of fear and comfort levels
- To have own safety gear and know how to use it
- Risk shift – people did something with group they wouldn't do be themselves
- They became separated
- No rescue experience
- Didn't stick together
- Beginners need to be responsible
- Members need to be honest about capability

Brainstorm some ideas for addressing these issues within the network concerned, for example

- What could the network do to ensure their trips are safer?
- If don't want to paddle with the group, don't come!
- Grading trips
- Safety days – practice techniques / skills
- Buddy system on paddles
- What to do if separated
- Actively fostering culture of supporting leader/s on trips
- Phone co-ordinator, discuss abilities
- Leaders capable and comfortable with trip they are leading
- Leader – has laminated checklist
- Culture of supporting and training leaders in preparation for leading trips

Leader communicate with participants before the trip starts – skill level / safety / directions / discussion of boats

- Make it clear if there is no structure OR make a structure and stick to it
- Must be a leader
- Groups must be small, each with a leader
- Make sure they have a mix of experience and gear
- Make people phone co-ordinator

What could participants do to ensure trips are safer?

- Phone in
- Do own preparation – eg. Wx forecast – not just rely on leader to do all

for you

- Pick a buddy
- Have safety gear
- Be prepared to follow rules, stay with group
- Accept the principle of collective responsibility
- Own training
- Communicate with leader before going
- Give information to leader
- Commit support to leader
- Don't go off by yourself
- Be at the briefing on time
- Everyone responsible for each other and group

3. What responsibility, if any, should a network take on with regard to people who participate in Network paddles?

- The leader should be prepared to say 'no' to a participant who may be too inexperienced for the conditions
- Leader be prepared to delegate
- Need to identify new paddlers on the beach and have an experienced buddy for each
- Need a back up plan in event of deteriorating conditions
- Leader designate partners where necessary
- List of participants on paddle (phone #'s, next of kin
- Notify Boat Clubs etc. (5 min. Intentions Form – return times etc.)
- Responsibility for people who come on trips
- Get people to phone first – question re equipment and experience
- Who you are taking / medical
- As much as practical

There's a time and place to push limits and it's an individual decision. When you're in a club and / or paddling with others the safety and welfare of the group (every member of the group) takes precedence over all else.'

Patrick Dibben
Vice President NSW Sea Kayak Club

PRESIDENTSREPORT 28 AUGUST 1999

from Phil Handford

This newsletter includes role descriptions for each committee member's position. Please take time to read and give your feedback, input and support direct to the people concerned or via Letters to the Editor.

As you will have noticed the format of the Newsletter has been upgraded and this format will continue. Thanks to Paul for the amount of time he puts into setting this up. The title "The Sea Canoeist Newsletter" is also under review and any feed back via the Newsletter would be appreciated. Paul's suggestions are in the last newsletter and we aim to get a better feel of what members think at the next Forum in Christchurch.

KASK is keen support courses and forums run by the networks. This can include providing speakers as well as subsidy. Any inquiries should be directed to KASK's Instruction Officer - John Kirk-Anderson (PO box 409 Christchurch, Ph 03-329 4928, email jmkirkanderson@hotmail.com)

With Spring now emerging so are more warm weather paddlers coming out of hibernation, please take a check on your local retailers and make sure they have the KASK Handbook on display and the KASK brochure. If not let me know and I will follow up (mail me: 104 Lake Rd., Hamilton; Phone 07 834 3395; email phil.handford@clear.net.nz)

Take care,
Phil Handford

ROLE DESCRIPTIONS

CONSERVATION

(Peter Sullivan. Ph: 03 388 3380)
Aims and Objectives: (for 1999-2000)
1. To set up a nationwide network of KASK members who are concerned about environmental issues.
2. To encourage these people to report to a central group re their concerns so that KASK can take any steps it con-

siders appropriate

3. To encourage and support any member in making private submissions regarding environmental issues
4. To advertise the fact that KASK is environmentally aware and concerned regarding issues relating to coastal waters, the adjoining coastline and hinterlands, and our inland waterways and lakes.

SECRETARY

(Helen Woodward. Ph: 03 578 5429)

1. To take and write minutes of committee meeting and AGM
2. To receive and reply to correspondence
3. To Keep membership list up to date
4. To Send mail labels to newsletter distributor
5. To keep constitution
6. To Submit financial statement and Constitution changes to companies office

TREASURER

(Max Grant. Ph: 06 326 8667)

1. To receive and bank all cash and pay invoices
2. To follow up overdue creditors
3. To keep full and accurate financial records
4. To make available financial statements at end of year for audit and for presentation at the AGM

PRESIDENT

(Phil Handford, Ph 07 834 3395)

1. To chair the committee
2. To provide support to the committee officers
3. Printing of Newsletter, handbook and brochure
4. Promotion of KASK and handbook

INSTRUCTION

(John Kirk-Anderson.

Ph: 03 329 4928)

1. Monitor sea kayak standards and instruction on offer from service providers.
2. Encourage these service providers to liaise with KASK.
3. Support regional networks in their efforts to raise standards.
4. Gather information on courses that may be of interest to sea kayakers.
5. Liaise with Safety Officer to maintain contact with WSNZ.

SAFETY

(Cathye Haddock Ph: 04 383 5446)

1. Set up accident and incident register.
2. Develop accident and incident reporting procedures.
3. Identify safety officer for each regional network.
4. Analyse results annually.
5. Publish results in newsletter.
6. Maintain 'bugger file' in conjunction with Newsletter editor. Emphasise 'learning points'.
7. Attend Water Safety Council Meetings on behalf of JKA.

Conservation Report: **from Peter Sullivan**

Following on from my our request for information on local problems I'd like to thank the following for their contributions:

Cherie Lohead has been keeping us up to date with the 'Fast Ferry' wake problems in the Sounds. Cherie has been attending meetings on KASK's behalf and the newspaper cuttings and reports are much appreciated.

Neil McLennan sent us newspaper clippings and a detailed report on mussel farming - advantages and disadvantages in the Marlborough Sounds.

Mike Larson from Invercargill recently had some problems regarding camp sites whilst paddling in the Fiordland area. Apparently DOC has given local operators permission to develop the local camp sites which they use for their clients. The proviso stipulated by DOC was/is that they can develop the sites but cannot evict any one other party who may be at the site first. Apparently this is what has been happening. Mike has been in contact with DOC who have sent a circular to all the local operators reminding them of their 'first in first served' policy. I'm not sure what you do in such a situation when a 3.5m x 250kg guide comes at you with a bull whip demanding that you 'get off his camp site' but try to stand your ground - good luck! Any problems, get in touch with your friendly KASK Conservation Officers and we'll see what we can do.

We've latched onto/into the NZRCA network of conservation people so our web has been widened somewhat. Thanks to Maree Baker.

Remember, we need your assistance in building up our own network. If you have a few moments and are concerned about something 'green' - get in touch.

Peter Sullivan 7 Monowai Cres.
Ch.Ch. 9(03) 3883380,
dsullivan@xtra.co.nz

or

Ray Forsyth, 132 Cavendish Rd
Ch.Ch. 5(03) 3527924

SEAKAYAKSWAP

Sea Kayak Abel Tasman/Marborough Sounds with no boat hire. We have 2 Nordkapps and a Southern Light and want to swap use of boats while we are in Northland, for use of our boats in Nelson any time during the year. We holiday most summers for 2-3 weeks up in Whananaki just north of Whangarei. Its too expensive to get our Sea Kayaks up there for 2-3 weeks.

If anyone around Whangarei or Auckland is interested in swapping kayak time we would appreciate it. Please contact us at:

025-368-441, 03-540-2227,
7 Moreland Place, Mapua
craig.hornblow@agfirst.co.nz
Craig Hornblow

FORSALE

Dobbie Double sea kayak, kevlar, white hull, yellow deck, centre hatch, \$3,800, Offers

Craftsman made American Chesapeake 17 design single sea kayak, glass and epoxy sheathed gaboon plywood hull, & varnished deck with blue trim, \$950. Excellent pedal rudder system. Length 17', beam 24". Fast boat for its type with good secondary stability.

Both kayaks in excellent condition. Only selling because we have too many kayaks.

Contact Pam or Derek Wakeling:
07 3322198

HIGHTIDEWARNING

by Paul Caffyn

An article in the Christchurch 'Press' has a warning of abnormally high tides in the next 12 months. Derek Goring of the National Institute of Water and Atmospheric Research, said on Christmas Day, tides would be particularly high due to an alignment of the sun, earth and moon, when the moon was particularly close to the earth. If the high tide event coincided with either onshore wind or low pressure, an increase in sea level of 0.6m could be expected. He warned for people to be aware of the risk of flooding at the mouth of the Waimakariri River and the Estuary.

Dates in 2000 when planetary alignments will bring very high tides include: January 24, May 7, June 5, July 4, August 2 and December 15. I recall another article that noted the July 4 high tide would be one of the highest for many years to come.

The extremely high tides will naturally be accompanied by extremely low tides, as the overall tidal range will be at a maximum, not just the high tide.

Ramifications for sea kayakers to ponder include:

- campsites close to the high water mark may be inundated. Readers of the last newsletter (81) will recall the damp evening for paddlers at a DoC campsite on the east coast of D'Urville Island, when waves inundated the whole campsite.
- tidal stream strengths will stronger than the spring tide maxima
- reefs and rocks, not normally exposed, will surface at the low tides

And remember that if a low pressure system covers the country, sea level can increase, particularly if onshore winds are blowing in the area you are paddling. The dates again are December 28 1999, January 24, May 7, June 5, July 4, August 2 and December 15 2000.

BOOKREVIEWS

Title: 'Haida Gwaii'

Subtitle: 'Journeys Through the Queen Charlotte Islands'

Publisher: Raincoast Books, Vancouver, BC.

Content: 160 pp, 60 photos

Price: Can\$24.95

Reviewed by: Tamsin Venn

"Of all the places on Canada's extraordinary West Coast, there is nowhere more beguiling, more hypnotic, more intoxicating and infuriating and enigmatic, more ineffable, than Haida Gwaii."

So begins a book that will satisfy anyone who has had wanderlust for paddling off the British Columbia coast. Haida Gwaii is a travelogue full of reverence and awe for the history and natural history of these very special islands, most easily reachable by ferry from Prince Rupert on the mainland. The book covers three distinct explorations to the islands and describes in detail the geography, history, weather, and current status of those places. The author is Ian Gill, a former broadcaster with CBC Television and current director of Ecotrust Canada. The photographer is David Nunuk whose work has appeared in Canadian Geographic and Outside, among other magazines.

Most appealing about the book is the interweaving of text and photos so that whatever the author is writing about is illustrated by one of Nunuk's beautiful colour images.

The first journey sets the stage for these remote and wild islands. The author and photographer choose to visit the wild west coast of Haida Gwaii in early spring. They are dropped off by a motorboat charter and face five days of snow, sleet, hail, ferocious winds - enough to bend the tent down to the ground. Their main occupation is praying the charter will be able to pick them up as planned - it doesn't. The second visit is to Graham Island, the biggest and most populated island. Here they use a rental car, among other means of transportation.

The third trip is to a new national park called Gwaii Hanas, the Place of Wonder, on South Moresby Island. Here they travel by sailboat charter.

The book is somewhat misleading - the cover has a photo of kayaks being transported by boat, but the author and photographer do more journeys by Zodiac than kayak - although they certainly do some paddling. Inherent in the descriptions, however, is something that would be very appealing to kayakers.

What is that? A reverence for place, for the Haida Gwaiians who were nearly entirely wiped out by contact with white traders, for the current fight the native peoples are fighting to regain their heritage and sense of identity. (Bringing totem poles back to the islands where they were originally chopped down and transported to various museums is one example.) The author and photographer also impart a sense of wonder and haunting history for the ruins of the long houses lying under moss. They track down and talk to some of the current Haida Gwaiian leaders who are struggling to preserve their native heritage including posting 'watchers' at the ruined villages. Gill and Nunuk follow or surprise various wildlife - Orca, dolphins, eagle, birds, black bear, deer, whales, porpoises, seals, sea lions...

While the sense of respect is inspiring and the photos beautiful, I wonder if the text does justice to the place. Perhaps the author takes a little too much for granted - for our ability to follow geography. I had to keep turning back to the map to figure out where I was. It might help to have the map redone with each chapter. Also, the author assumes a lot in terms of knowledge of the northwestern indigenous peoples and about the different kinds of totem poles or architecture. The reliance on citing other sources is sometimes confusing.

Also for would-be travellers, be aware that while the islands sound magical and beguiling, the author points out it rains two out of every three days. The misery quotient for outside recreators could be pretty high.

But no doubt about it, the Queen Charlottes are a special place. For 10,000 years, the islands were home to the Haida, one of the most powerful and enduring Northwest Native tribes, famous for their warrior culture, their myths and their totemic art forms. Probably between 15,000 to 30,000 Haida inhabited the islands before the population was reduced to 600 by smallpox as well as overhunting, and the disappearance of old growth forests. Once, Haida Gwaii had 60 major villages; today only two, at Skidegate Reserve and Old Masset (both visited by the author), with an indigenous population of 1,500.

Canada's most isolated islands have earned them the identify as Canada's Galapagos and are thought to be home to nearly 40 unique species and sub-species of plants and animals - from mosses to black bear.

If you're headed that way, this book is a must read. If you're not, it will send you drifting to distant western shores wishing you were.

Tamsin Venn

TITLE: 'Sea Kayak Navigation'

Author: Franco Ferrero

Publisher: Pesda Press, Wales, UK

Published: 1999

ISBN 0-9531956-1-9

Contents: 62pp, softcover

Size: 148 x 210mm

Reviewed by: Chuck Sutherland

Price: NZ\$26

NZ Availability: COW, Christchurch.

This book in the author's words: 'covers what sea kayakers need to know and are likely to use; no more, no less.' In 12 concise, carefully crafted chapters and 62 pages, Mr. Ferrero introduces readers to charts, compasses, magnetic and true north, tides, tidal currents, how to determine a course, locate your position, and compensate for tidal currents and wind.

In a kayak, our work area is the size of an airline dinner tray and is constantly refreshed by the sea. Mr. Ferrero expects us to do our navigational work

in that space when we are underway. It can be done there with ease and accuracy, and Mr. Ferrero shows us how. Although this book is tailored for kayakers paddling in the British Isles and in spite of my opinions noted below, 'Sea Kayak Navigation' will be a useful addition to your library.

Each chapter deals with some aspect of navigation and is illustrated with one or more diagrams that make the process of navigation understandable. Chapter 11 discusses the role of GPS in navigation, and chapter 12 is devoted to overall trip planning. Mr. Ferrero has succeeded in providing us with an excellent, review of navigation techniques for sea kayakers.

American readers, as he suggests, will want to have a NOAA chart of some sea coastal areas, Nautical Chart #1, and a Tide and Pilot book handy when studying his book. British Admiralty charts are not marked in identical fashion to our NOAA charts. NOAA charts do not include the tidal current information noted at important constrictions on the Admiralty charts. Channel markers are reversed from the European buoyage system (in the U.S., red on right, returning from the sea). Chart #1, referred to as a pamphlet, is 99 pages long, currently in its 10th edition and shows all abbreviations and symbols used on NOAA charts (\$2.50 at your local marine store). On the east coast, I like the Eldridge Tide and Pilot Book. This, or a comparable annual book, is essential for determining tides and tidal currents when planning trips on the East coast (\$10. at marine stores). You may view US NOAA charts on the NET at <<http://mapfinder.nos.noaa.gov>>.

I differ from Mr. Ferrero on several points. Many U.S. marine stores have transparent, waterproof plastic charts cases available, making it unnecessary to cut up and laminate our expensive marine charts as Mr. Ferrero has to do. I have a substantial collection of charts. I would hate to see them in pieces.

Mr. Ferrero correctly points out some annoying aspects of trying to navigate using a pocket compass, and says that

if you are doing long open crossings or paddling frequently in fog you should use a deck-mounted compass. Any kayaker doing navigation should use a deck compass for the reasons cited. The author dismisses deviation, the difference between magnetic north and what the compass actually points toward (error usually caused by metal near the compass). Such compass error can not be ignored. When your boat is loaded and ready to launch, use your pocket compass to check that the deck compass is free of significant deviation. Do this routinely, or you will be unpleasantly surprised someday.

The process of finding your position is not well described. In Figure 7.1, Mr. Ferrero establishes his position using two widely separated, recognizable marks on shore by giving us the bearings from the boat to the shore marks. In actual practice, we would use those bearings to calculate the 180 degree reverse bearings (back bearings) and then plot them on the chart to establish our position at the point where those lines cross at sea. The concept and use of back bearings is not discussed.

The option of following a bearing to a known shore point to track one's course, instead of following a range {transit} line, is not discussed. In Figure 4.1, the paddler is 'travelling in a straight line' on a bearing to a mark. On the next page, 'Our paddler is sure that he is travelling in a straight line...' How the paddler knows he is travelling a straight line is not explained. The issue is important. The paddler is on course if the bearing from the boat to the mark remains constant over time.

Course tracking in this book is all done using natural range marks {transits} that seem ever present. This is no doubt true in the British Isles. In the U.S., there is little change in elevation inland from the beach on our coast from roughly New Jersey to Key West and around the Gulf of Mexico to the Mexican border. From any distance offshore, we see only a line of lumps along the horizon. We navigate by determining from a chart the bearing

to our next landfall, matching that to a distinguishable lump on the horizon, and by then ferrying at an angle that maintains the identified lump on the desired course bearing until we arrive at our intended landfall. This type of course tracking is also used at night when paddling toward an identified light. You must compensate for drift caused by wind or tide if you observe that your bearing to the mark is changing with time.

Bearings from a known position are also used to identify islands on the horizon, to spot channels through overlapping islands, and to confirm that channels in massive, complex salt marshes are in fact the ones we think they are on the chart. Does the channel you think you are in lie along the bearing indicated by the chart? If it doesn't, you are lost!

The discussion of converting chart and compass bearings from Magnetic to True and back is classical in nature. If the author, or anyone else, insists on using a hand compass for obtaining bearings from the chart, one should at least have a compass that has a rotatable centre piece inside the degree scale (compass rose). Brunton makes a compass of this type. This allows the variation for the region in question to be set on the compass from the start of the trip. Thus, for Pemaquid Point, Maine, where variation is 17 degrees west, rotate the centre of the hand compass so it lines up on 17 degrees EAST of ZERO degrees on the rim of the compass. This makes the compass rose read magnetic when the parallel lines in the centre are oriented parallel to the True lines on the chart. Now, after the base plate is lined up along any course of interest, when the parallel lines in the centre of the compass are oriented parallel to the True lines on the chart, the bearing indicated by the base plate centre line reads in degrees magnetic. No more adding and subtracting. No more NAVIPHOBIA.

The discussion of tides is appropriate for the British Isles, but not for the U.S. coast. There is only one high tide per day in the Gulf of Mexico, and the Pacific coast has one great high tide

and one lesser high tide per day. Also, tide height on the outer most points along the east coast are often much lower than tides at points in estuaries some distance back from the coast (Bay of Fundy effect on a smaller scale).

Finally, one does not suddenly navigate successfully in fog without having previously spent many happy days practising easy navigation in clear weather. 'Sea Kayak Navigation', will help you to become a confident and competent navigator on your future coastal kayaking voyages.

It is available in the U.S. for \$12 from Alpen Books, 3616 South Rd. Ste C1, Mukilteo, WA 98275 <cserve@alpenbooks.com>, phone 800-290-9898.

Franco Ferrero began sea kayaking at the age of 15. He was lucky enough to be brought up in the Channel Islands. The small scattered islands, fast tidal streams and summer fogs meant that navigation was a key skill learned at an early age.

In 1978 he was one of a team of three Jerseymen who completed the first circumnavigation of Ireland by sea kayak. In 1989 with Kevin Danforth he made a record breaking unsupported crossing of the North Sea; 90 nautical miles as the crow flies, over 100 after allowing for the tidal streams, in 27 hours and ten minutes. He currently works at Plas y Brenin, the UK National Mountain Centre where he is head of the Canoe and Kayak Department.

SEAKAYAK WANTED TO BUY

Sea kayak, lighter, faster and more responsive than the Puffin it replaces, suitable for lighter-frame paddler. Both kevlar (eg Southern Aurora or similar) or lighter plastic considered. Spray deck and life jacket too! Please phone Rachel (04) 473 1020

Coastbusters 2000

The next Coastbusters Sea Kayak Symposium will be held over the weekend on March 17 to 19 next year. The event will be different to those held in previous years with a less structured programme and more time for socialising and having fun.

The venue for the 2000 symposium is Puriri Park Motor Camp in Orewa. Puriri Park has been selected because it offers a range of facilities including a large swimming pool which will be put to good use on the Saturday. There are plenty of lecture rooms, an excellent restaurant, lovely gardens and both tent and cabin options are available.

One major difference to previous Coastbusters is Sunday will be spent entirely on the water. Delegates will drive north to Sullivan's Bay in the Mahurangi Regional Park and it is envisaged that a leisurely day will be spent paddling to one or more of the wonderful destinations in the park. It is also planned to have a barbecue lunch.

In order to maintain a relaxed and convivial ambiance, the event will be limited to just 100 hundred delegates. The theme is Practical Sea Kayaking with attention given to improving the skills of existing kayakers rather than catering to novice paddlers.

Although the programme is still being developed, workshops will include case studies from the 'bugger' file, risk management, navigation, food, build your sea kayak, gadgets and gizmos and, places to go. A key note speaker will also be invited and on the Friday evening, there will be slide presentations on Greenland and the Chatham Islands.

A Coastbusters 2000 web site will be launched in November and a full programme and registration form will be mailed early in the New Year. For further information contact Kerry Howe on (09) 478-9952, K.R.Howe@massey.ac.nz or Vincent Maire on (09) 424-2293 asknet@xtra.co.nz.

THEBUGGERFILE'
A SERIES OF STUPID
DECISIONS
LAKE ROTORUA
From Derek Wakeling

Dusty Wadell and I were fishing from kayaks in Lake Rotorua, he in a Quest and myself in a Penguin. There was a strong north east wind blowing so we were at the sheltered NE end of the lake off Mourea. After a couple of hours I got bored with fishing. I could not see Dusty in the direction last seen, so then stowed my fishing rod and went further out where there were a lot of white horses and some good waves of the short steep Lake Rotorua variety. I was initially looking for Dusty but then I took off down wind having great fun planing down the waves going fast enough to be down past Mokoia Island before I realised how far I had come and it took me an hour and a half to paddle back the 5 or 6kms to Mourea against the wind and waves, longer than it should have done because despite the rough water I was again trailing a fishing line which slows a kayak down a fair bit. I had completely lost track of time.

Meanwhile Dusty had become worried about my prolonged disappearance and dialled 111 on his cellphone. I had seen a small plane and then a helicopter circling and apparently taking an undue interest in me as I paddled back. Then when I was nearly back to Mourea, 'Rescue I', the local Coastguard Niad came towards me at speed, stopped and hailed. After making sure I was OK they said they had been trying to raise me on the VHF. I had switched off my set (my friend did not have a VHF and I did not have a cellphone). The lifeboat crew watched me until I was ashore. I felt a real fool at my series of stupid decisions and my face must have got even redder when I found two policemen and a very relieved Dusty waiting for me on the shore.

The police had called out the Rotorua Lakes volunteer Coastguard and then alerted the Rotorua airfield control

tower, which is close to the eastern side of the lake, to ask for overflying aircraft to report if they saw me. I subsequently telephoned Graham Douglas, the president of the local Coastguard and who was skipper of the life boat on that day, partly to apologise for causing so much trouble and partly to ask if I should help pay for the cost. I was told not to worry, the cost was already covered, that he and the crew felt much happier at finding me OK and that my being a member of the coastguard was enough (I had joined as a supporter the year before). He also made me feel better by saying that one of the crew remarked that I was better kitted out than many they drag in from the lakes. He said they had learned from the exercise as the report from the aircraft regarding my position had been misleading.

I still feel humbled by the efficiency, kindness and concern of everyone involved when I felt they had every right to be angry with me. I am now a trainee lifeboat crew member.

Derek Wakeling

ANONYMOUSREPORTS
Only the names are omitted
to protect the guilty
Report No.1

A double with owner and a child in it, and a single with the child's father set out. Conditions were cold with 10 > 15 knots of wind. The kayak owner was experienced with the 'T' rescue which had always worked will and so did not carry a pump. The person in the single capsized but when the 'T' rescue was attempted it was discovered that the neoprene stern hatch cover had imploded and so the stern compartment was full of water and the 'T' rescue could not be performed. The rescuer then tried to tow the rescuee to the nearest land but could not make progress against the wind, so ran down wind and landed the rescuee, put the child ashore and took the rescuee boat back to the car. He then went back with dry clothing and picked up the child. The rescuee was cold and had been in the water about 20 minutes.

Contributing factors:

- the kayak owner did not have a pump
- the owner did not check that the neoprene cover was firmly in place (he suspects it wasn't)
- there was no firm board or support beneath the hatch cover to prevent implosion.
- the neoprene hatch cover was not attached to the boat, and was lost. (the boat was later recovered)

Readers will be pleased to know the owner went out next day and bought a pump, and is very twitchy now about checking hatch covers and making sure the supporting board is in place.

Report No.2

A party of six set out for a trip. It was led by two moderate to well experienced sea kayakers/boatees. A cold front was forecast - it is not known whether the party were aware of it. The front was observed approaching and the party made their way quickly towards the nearest land. The front struck with an instant 70 knots. Four paddlers found themselves swimmers in the first few seconds, fortunately only some 50m from the rocks. Two kayaks got to shore OK, and all were able to rescue themselves and/or each other. Two of the capsized kayaks were recovered. The remaining two boats were last seen tumbling across the sea, heading towards South America. One of these boats was later recovered by a fishing boat some 70 nautical miles away, sans split paddle, hatch cover and seat, but the other boat was lost.

A FEW WORDS ON MR.
COCKUPPAYING A VISIT.
from Nick Woods of Cable
Bay Kayaks.

This report refers to an account in Newsletter No.80, referring to a situation when two Canterbury paddlers in single kayaks ended up in the water. An electric pump was used to quickly pump out one of the kayaks, and both men regained the cockpits safely.

While there's a risk in assessing an incident when not present, these com-

ments are general in nature and apply more to the conclusions reached. As a commercial operator in the area mentioned, I feel a word or two is in order:

1. Rogue waves are a statistical reality
2. An 'all in capsized' is a scenario which should be rehearsed.
3. The obvious solution is a competent re-entry and roll (the drawback being a full boat) and consequent pumping.
4. The main object of any rescue should be to empty the capsized boat before re-entry. The swimmer should stabilize the rescuer while he raises the bow and rotates the capsized boat.
5. The key statement in this scenario is that of leaving the paddle float at home. A well designed paddle float can be used in both assisted and unassisted rescues and provides stability when pumping out.
6. There are no such things as water proof electricals. Even salesman refer to marine electronics as water resistant at best. Call be old fashioned but a well designed hand pump is just as quick and infinitely more reliable, and almost impossible to block. It also has the advantage of being able to empty boats whose pump batteries have mysteriously gone flat.
7. While in agreement with the majority of the conclusions, I must take issue with the clothing suggestions. (Wear polypro longjohns and top even in mid-summer.) Carry a drybag with the polypros and jacket at all times and wear them if the weather looks unsettled. But to suggest togging up is mandatory in Nelson's midsummer is akin to wearing a prophylactic on Saturday night in case you get lucky.

Nick Woods
Cable Bay Kayaks

FOR SALE - SEA KAYAKS

- New Albatross, \$2,200
- Used (not much) kevlar Albatross & pump, \$2,250
- Evolution edge, kevlar, excellent condition, \$1,500
- Slingshot, kevlar & carbon, mint, \$3,500

Phone, Wayne: 09 4343738

WANTED TO BUY - FOLDING KAYAK

Klepper Aeriis, Aeriis I or II
Phone, Wayne: 09 4343738

HUMOUR

Subject: Multinationalism!

On a beautiful deserted island in the middle of nowhere, the following people are stranded:

- 2 Italian men and 1 Italian woman
- 2 French men and 1 French woman
- 2 German men and 1 German woman
- 2 Greek men and 1 Greek woman
- 2 English men and 1 English woman
- 2 Russian men and 1 Russian woman
- 2 Japanese men and 1 Japanese woman
- 2 American men and 1 American woman
- 2 Australian men and 1 Australian woman
- 2 New Zealand men and 1 New Zealand woman
- 2 Irish men and 1 Irish woman

One month later, the following things have occurred:

One Italian man killed the other Italian man for the Italian woman.

The two French men and the French woman are living happily together having loads of sex.

The two German men have a strict weekly schedule of when they alternate with the German woman.

The two Greek men are sleeping with each other and the Greek woman is cleaning and cooking for them.

The two English men are waiting for someone to introduce them to the English woman.

The Russian men took a long look at the endless ocean and one look at the Russian woman and they started swimming.

The two American men are contemplating the virtues of suicide, while the American woman keeps on bitching about her body being her own, the true nature of feminism, how she can do everything that they can do, about the necessity of fulfilment, the equal division of household chores, how her last boyfriend respected her

opinion and treated her much nicer and how her relationship with her mother is improving. But at least the taxes are low and it is not raining.

The two Japanese men have faxed Tokyo and are waiting for further instructions.

The two Australian men beat each other senseless for the Australian woman, who is checking out all the other men after calling them both "bloody wankers".

Both New Zealand men are searching the island for sheep and the New Zealand woman is asleep under a tree.

The Irish began by dividing the island into North and South and by setting up a distillery. They do not remember if sex is in the picture because it gets sort of foggy after the first few litres of coconut whiskey, but they are satisfied in that at least the English are not getting any.

WEST COAST SANDFLIES

From the FMC Bulletin 137, and an article of the Hooker - Landsborough Wilderness, by Shaun Barnett.

At the end of our second day we opted to camp above Stag Flat, on a small shingle beach above the river. Sandflies began to nibble at any exposed flesh as soon as we stopped. As far as ferociousness goes, in my opinion West Coast sandflies come a close second after those of Fiordland. I was reminded of something I'd once read in hut book - supposedly a conversation between two sandflies who'd just 'captured' a tramper.

"Shall we eat him here or take him home," one sandfly queried.

"Let's eat him here or the Really Big Sandflies will steal him".

TRIPREPORTS

Elaine Bay to Nelson 28 August - 2nd Sept. '99 by Giselle Clement Groves

Neil McLennan and I didn't get moving till 11am. I had a week's supply of grub including one huge cauliflower and because of this gorgeous vege I had to leave some non-edible items behind in my car which was left at the bay. Perfect weather when you can paddle eyes wide shut with empty bays devoid of boat traffic. Towards evening we glided into Waitata Bay to find an ideal campsite; we just had to burn some gorse to make room for the large tent. A nosey weka took the opportunity of stealing my toothpaste - couldn't imagine what he'd do with it!

Next morning, still no wind, as we packed up and headed north past Port Ligar and bade gooday to a large seal family with juveniles. Coastline was becoming more rugged, the bush having receded till Clay Point loomed ahead. I expected at least a swell from Cook Strait as we gazed across at the Chetwode Islands. Predictably these islands are named after some obscure lieutenant who was in charge of HMS Pelorus and are now wildlife reserves.

Before reaching Clay Point we explored a cave complete with stalagmites; loud gurgling noises were heard from a side passage as if water was being sucked down a narrow hole; it was too dark to investigate. From Whangapoto Pt. it was long sprint across Admiralty Bay, hopefully to catch slack water at French Pass.

Three dolphins accompanied us part of the way. Would any of them be descended from Pelorus Jack, the dolphin who once escorted ships across Admiralty Bay?

It was getting late but the water didn't look too turbulent as we approached the pass. Had the turn turned? Yes it had - flood tide was already flowing towards Current Basin. Neil kept in the main channel while I somehow drifted towards the left and presto I got caught sideways in an eddy After

I straightened out I was in survival mode as I panted, arms suddenly rigid with tension, muscles in hyper-drive in order to avoid being swept backwards. I was a winner after that effort but still Current Basin threw surprises at us and it was good to pull in at a small beach for the night.

While Neil busied himself putting up tent and kayaks had been offloaded, I went fossicking at low tide. I was rewarded with three large paua, but a squid in a rock pool refused to be lured into a plastic bag. That night the tide kept coming and coming and coming. It was all suspense in the tent till eventually one of us had to rush outside with torch. Water was lapping a mere six inches from the tent but there it stayed, thank goodness!

After Sunday's long day - about 33km - we thought Monday would be sweet. Near one bay we played hide and seek through a long arch and took turns at catching a lull in the swells to sprint between reefs. Here spotted shags, terns, oystercatchers, blue penguins and even a majestic gannet added interest.

On crossing Croisilles Harbour we decided to pull in at one of the small islands at the entrance but because of the boulderly terrain, had to keep going. For those of you lacking in local history, this harbour was once a haven for a notorious pirate, Bully Hayes, who had slipped out of Auckland without paying for repairs to his ship. A drowning accident gave publicity to the ship's whereabouts and his ship was seized and auctioned in Nelson. We both had sore bottoms which was a perennial problem on this trip. At last we made a landing on a broad bay with a backdrop of gorse-covered hill. Must be Maori-owned land! The tent had to be erected in an exposed spot so Neil put another tent fly over it as added protection. Later that night however he donned his Scout leader's hat and without an expletive of any sort, busied himself outside. His three year spell in the Territorial army was a bonus. In the morning I saw that he'd dragged the kayaks right against tent and tied tent lines to them as the wind had threatened to blow us away. We

stayed put that day and tried our luck eeling but you know, the eels are not interested in salami bait!. So we had to console ourselves with a giant scone cooked over a driftwood fire - delicious.

Wednesday was beautiful again and we put down lines of the headland but nothing doing - I guess it was going to be another scone that night.! After stopping at Whangamoa Inlet we noted diagonal fault lines on the cliffs as paddled in choppy water. To avoid Delawere Bay's steep northern cliffs we paddled far offshore in a 1.5 metre swell, aiming for Pepin Island. We had an easy landing - it was satisfying to glance to the right at rough surf breaking over the estuary bar. What wimps we were; it might have been fun if we'd had empty kayaks!

Later after setting up camp I negotiated a Taranaki gate to find fresh water; I was quick doing this as the local cattle came thundering down to meet me. There were strange noises that night which made me imagine marauding cattle ready to stampede the tent!

Thursday dawned halycon with a long haul to the water's edge, then a bouncy circuit of Pepin Island. Once past Cable Bay we glimpsed Nelson's famous Boulder Bank on the horizon. This line of boulders is 13.5 km long, surely one of NZ's great wonders. We had to watch out for wakes from fishing trawlers and took note of seabirds cruising over a container ship further out - they must have been after some pickings. A stop at Haulashore island amid wildflowers - no rabbit droppings, and calls of nesting seabirds, all within sight of busy Rocks Road. We made it to our destination, suburb of Monaco, just after tide had turned, and retrieved Neil's van and trailer from his parents' place.

A very interesting trip and a surprise to us at what this coastline has to offer in scenery and birdlife.

Giselle Clements (Groves)

ODETOK.B.K.

by Conrad Edwards

(K.B.K. = Kevin Bloody Killilea)

Kevin Killilea beguiled us with
his slides of a paddler's paradise,
Of seas so calm, of skies so blue,
of ice bright white, of the mountain view,
And after each enticing slide he'd say
"another boring day in Disko Bay".

Long-bearded Kevin Killilea,
if he told us twice he showed us thrice
Slides of a Greenland paradise
with such boring paddling days.

So we packed our bags, did Paul and I,
and took a plane to the northern sky,
And we ferried our kayaks, did Paul and I,
to the land of peaks, to the land of ice,
In search of Kevin's paradise
and those boring paddling days.

And we paddled through fog, did we two,
with narry a peak at a mountain view,
For our view didn't change a jot all day:
the bow of our boat in a circle of grey,
For many a long, cold paddling day.

That bloody Kevin Killilea,
if he told us twice he showed us thrice
Slides of a Greenland paradise
with such boring paddling days.

And we paddled in rain, did Paul and I,
with narry a glimpse of clear blue sky,
For the sun was hidden by layers of cloud,
and the mountain sides in mist were shroud,
For many a cold, wet paddling day.

That bloody Kevin Killilea!
if he told us twice he showed us thrice
Slides of a Greenland paradise
with such boring paddling days.

And we sat out storms, did Paul and I,
while the heavens raged in a darkening sky:
The seas ran high and the rations ran low
as we crouched in the lee of the Arctic blow,
For many a cold, non-paddling day.

And then one day it was paradise,
with seas so calm and skies so blue,
With ice bright white and a mountain view:
but we needed food and had to stay,
So we missed the only boring paddling day.

And we paddled in wind, did we two,
and the swell rose up, and the surf did too,
And the only calm seas were in our dreams,
as we slept to the clock of the tidal streams,
For many a cold, hard paddling day.

That lying bastard KBK!
if he told us twice he showed us thrice
Slides of a Greenland paradise
with such boring paddling days.

'Til we finished our trip at a northern town
when at last we saw what Kevin had done:
We saw seas so calm and skies so blue,
we saw ice bright white and a mountain view,
And we took slides of the postcards too!

MOREBOOKS

The following review is reprinted from the August 'the MoBB' Newsletter.

TITLE: 'The Hauraki Gulf Boaties Atlas, charts of all the Islands of the Hauraki Gulf, including Great Barrier and the Mercury Islands.'

ISBN: 1 877197 16 5

Author: David Thatcher

Publisher: Captain Teach Press

Cover: hard cover, spiral bound

Contents: 30 full colour charts plus supporting text

Size: 298 mm by 210 mm (A4).

RRP: \$59.95

Availability: Boat Books, Auckland

The Hauraki Gulf Boaties Atlas is a set of full colour, mostly full scale reproductions of the largest scale New Zealand hydrographic charts for the Gulf, available by courtesy of Land Information New Zealand (who are the authorities for producing charts of New Zealand waters). It features 7 full size charts segmented into 27 pages, divided into five geographical sections.

Each includes notes on anchorages and facilities and the plans are marked with useful GPS waypoints. A novel feature is the provision of logbook pages for skippers to make their own notes, and to list photographs and other sources of information. The book of colour photographs 'Anchorages in the Hauraki Gulf' (ISBN 0 908990 57 X) would make an excellent companion text, and the 'Boaties Atlas' refers to full colour plates in the book by page number. A concluding section contains notes on obtaining weather forecasts and giving VHF radio and emergency information, and provides additional log book pages.

This is the second cruising book written by our {Boat Books} manager, David Thatcher, his first being South Pacific Cruising (ISBN 1 877197 12 2). He has been sailing the Hauraki Gulf and the northern New Zealand coastline for over 30 years. He has cruised extensively through the South

Pacific, and as a delivery skipper has sailed yachts to such exotic destinations as Tahiti, Tonga and Vanuatu. He currently manages our Seahorse Bookshop in Westhaven Marina, Auckland, but frequently runs away to sea as a charter skipper!

In previous lives he trained as a primary school teacher and taught 'everything except music' to intermediate level. He joined New Zealand's first commercial yacht charter company, Rainbow Yacht Charters, and became their fleet operations manager. During his spare time he and his wife Alison sail their 31 foot double ended cutter throughout the area covered in this Atlas.

TRIPREPORT

**ARAPAWA ISLAND TRIP
JANUARY 1900
BY Martyn Smith**

Last year, Alex, John B., and myself set out on a two day trip from Port Underwood, camped over night at Ngaruru Bay, Arapawa Island and then paddled to Waikawa. A reasonably uneventful trip with only an expected moderate southerly hitting us 10 minutes before we rounded West Head into Tory Channel. With an incoming tide it wasn't going to be a problem. However as we headed up the coast a thought crossed my mind, wouldn't it be beaut to carry on and paddle around Arapawa Island. With the school holidays coming to an end I approached John MacDonald, my son in law, of just one month, to see if he would like a bit of a challenge, a three day trip around Arapawa Island. John being super fit, training for Avalanche Peak and also a strong multi spotter and paddler, jumped at the opportunity.

The weather had been hot and sunny with light northwesterlies for a couple of days and the map showed more fine weather on the way. I rang Joe Heberly, who lives on the island just inside Tory Channel entrance, to get permission to camp on his property. He was

very kind and said, "Not a problem, use the woolshed. It'll save putting up the tent. The powers is on and if you like use the electric jug. My wife and I had just spent five day's paddling the Abel Tasman and three of those were stuck in Tonga Quarry Bay because of wet and rough weather, so the idea of the woolshed appealed to me. Joe gave us an update on the weather and also the sea conditions we were likely to encounter up the east coast and rounding Cape Koamaru. It was during those few days when there was fog and mist forming at the top of the South island somewhere and causing the closure of Wellington airport. Joe said the weather seemed stable enough and we shouldn't have too much of a problem.

I gave John the Puffin to paddle and some heavy gear to carry as I knew he would be a faster and much stronger paddler than myself. I said it would make it easier for me to keep up with him. He just laughed and thought I was kidding. I paddled a Southern Aurora. We left Waikawa Bay late morning. We planned to hit Tory Channel in time to catch the outgoing tide. About 1p.m. we called into a small bay for lunch and a brew, lifting the boats well above high water mark as the Lynx was due, and its wash can spell disaster for boats parked up at the water's edge or thereabouts.

We had made good time so decided to take a look over the old whaling station. The oil storage tanks have gone but quite a bit of the old machinery is still there. It wasn't hard to imagine what life must have been like, in the old days as DoC have, placed information signs in a variety of positions explaining how the whales were caught, towed in, cut up and processed, and how the people lived in this area. Well worth the visit.

As soon as we arrived at the beach we made our way up to the Heberly homestead. All of a sudden we heard a woman yell out from another direction. 'If you're after Joe he's not in. I'm Heather his wife, can I help?'. It was really nice meeting Heather and some of her family, in fact I'd just finished reading her book 'Weather

Permitting'. If you have paddled around Arapawa Island or the outer sounds, this book is a must, beautifully written. We introduced ourselves and after a brief chat Heather directed us to the woolshed saying Joe would call in on his way home.

Joe didn't stop long as he was tired and hungry from a long trek he'd had with some others trying to find evidence of a Maori woman who used to live on her own in one of the secluded gullies on the east side of the island. There is a lot of evidence of Maori occupation on the island Joe told us. It was a popular trading spot. Apparently the Maoris would stand their canoes upright against the cliffs, being the only safe way in the event of a heavy swell, spring tides or a storm. Paddlers' problems, haven't really changed have they? The east side of the island doesn't offer much in the way of safe beaches. To heck with pasta, it was fresh spuds, beans and carrots for tea, and instant pud for desert. Late evening the, mist rolled in and it became difficult to see Tory Channel entrance only about a km away, consequently all through the night we were awakened by ferries using their fog horns.

We were still pretty tired by the time it came to get up. Porridge, toast and tea for breakfast, then we were ready to go. The loaded boats were carried to the water's edge. Joe said to call in before setting off and get an up date on the marine forecast. To our delight he had nothing to report. The weather didn't seem to be doing anything unusual, strange we thought. Joe's final words, "If that wind gets too strong, come back. I don't want to have to come and look for you."

Departure time 8.30a.m. Disgusting really! However with a forecast like that, who needs to be in a hurry. We rounded the point then into the left side of the channel at a leisurely paddle, a couple of minutes went by and it suddenly dawned on us we weren't making any progress. Oops. We sort of forgot about the incoming tide. Bugger! Without us realising it we had ferry glided out into the main flow of water. A quick left rudder to catch

the eddies to help us wind our way out through the rocky outcrops which surround the entrance to Tory Channel. An awesome sight.

You may think kayakers are mad taking on Cook Strait. Just before we left Okukari bay, two jet skis called in. It appeared they had come from the direction of Port Underwood and that they were heading up Tory Channel, but no, just a final check before heading off in the direction of Wellington! Visibility about half a kilometre! It was to be hoped that these marine cowboys had some sort of suitable navigational equipment on board. They quickly vanished from sight and mind.

There was quite a gentle swell coming in from the east as we paddled towards Perano Head. It's a rugged coast line. I was constantly surveying the rocky beaches thinking if we ever had to make a landing or camp over night it was going to be quite difficult to land. The beaches look short and sharp and there wouldn't be much room to pitch a tent.

It was comfortable paddling up the coast, the scenery was superb and the high rocky cliffs were magnificent. After about two hours and still misty, the sun hadn't come out and we couldn't see the Brothers. The wind had come up, the sea became choppy and the going was starting to act tough. It was interesting to see that we had a headwind directly from the north, yet the, clouds of mist/fog were racing over head at 90° to it. The wind continued with us until we rounded the Cape. It was difficult to communicate with each other. I knew John was strong enough to keep going but I was unsure of myself. Fortunately we had plenty of energy bars stuffed in our PFD's.

Of all years of paddling this was going to be the first time I've had to relieve myself in the boat. The large sponge came in real handy, not mine by the way! A friend in need is a friend indeed. In that rough going I don't know how the fairer sex get on with the hot water bottle system

I have never paddled so hard and been so exhausted as that day, and it was so disappointing to reach the last point only to find that there was another point and then another point to go. However this disappointment soon changed to excitement when we finally reached Cape Koamaru. The sun came out, the Brothers stood out beautifully, the wind had dropped, and all we were faced with now was to pass through the tidal rip. It had taken us longer than expected. The tide was on its way out, and we had to drum up that last ounce of energy to get through. It was quite a sight, where the two tides meet, Northern Entrance and Cook Strait, white water running out towards Cook Strait as far as we could see, two different coloured waters. John passed through with ease. It took me a little longer. Once through it was such a relief and it was such a sight. I told John I would get a photo but while I was getting the camera ready I didn't notice we had drifted back almost into the white water. Bugger again! Another hard paddle to get out of that situation, energy I didn't think I had, kicked in. I took the photo on the third attempt. A slight breeze took us into Oamaru bay for a long overdue rest, lunch a hot brew.

I surprised myself how quickly I recuperated and was set for the next leg of the journey, Blumine Island our second planned campsite. The wind was now coming in from the north. One of the joys of paddling in the Marlborough Sounds being that you get winds from all directions. We got to Cooper Pt. opposite the northern end of Long Island to find the wind directly behind us. I cried out to John, "What say we put up the sail?" I always carry my tent fly handy for these situations. "What for?" came the reply. This was all new stuff to John. We rafted up. Using the paddles as masts and light nylon cord for a back stay, the rectangular tent fly worked brilliantly as a spinnaker. The wind was so strong that the sail almost became unstable. A small tuck in the sail and all was well. Eat your heart out Bevan! We sailed all the way to Dieffenbach Pt. with one comfort stop on Pickersgill Is. We had travelled almost 20 km. under sail. 'There was still some

daylight left so decided to carry on to Waikawa. Admittedly we were tired by the time we landed at Waikawa beach at about 9.30 pm. however very pleased with our effort. Approximately 45 nautical miles in 18hrs.

Marty Smith

BOOK & MAGAZINE CATTLED OG Sea Kayaking, Canoeing & Rafting

Due to a downturn in the coal industry on the West Coast, the editor has reluctantly comes to terms with parting with some of his duplicate titles, in order to maintain his paddling habit. A cattledog of 30 new and secondhand titles, plus half a set of 'Sea Kayaker' Magazines is available on request. The cattledog can be sent via cybermail, fax or mail. See inside cover for editor's address.

ESKIMO NELL

Despite exhaustive searching in Greenland, Conrad and I could find no trace of Eskimo Nell. She has however penned some rather raunchy cartoons, which will feature in the n/1 from time to time.

ONLOOKERS



© Lesley Sales 1999

2ND. ANNUAL SEA KAYAKER'S PILGRIMAGE - MARLBOROUGH SOUNDS

Date: Labour Weekend - 23 > 25 October 1999

Venue: Pipi Beach, Hikapu Reach, Pelorus Sound

Meet old friends & new. Catch up on new boats & latest gadgets. Listen to tall tales & true. Chill out from the rat race with good company. BYO tent, gourmet meals & grog. As dress standards were lax last year when the river kayak was ceremoniously stoned and burnt, formal evening dress is requested for the Saturday evening; blokes a suit and blokesses an evening gown.

Paddler pods will depart from Havelock at 8.30am on Saturday 23 October, & from Portage at the same time. N.I. paddlers are paddling from Picton to Torea Bay with portage transport arranged.

When the pilgrims have gathered on Saturday night, the highlight of the evening will be the sacrificial stoning & burning of a loathsome jet ski.

For more information, phone the Phantom: (03) 544 6322

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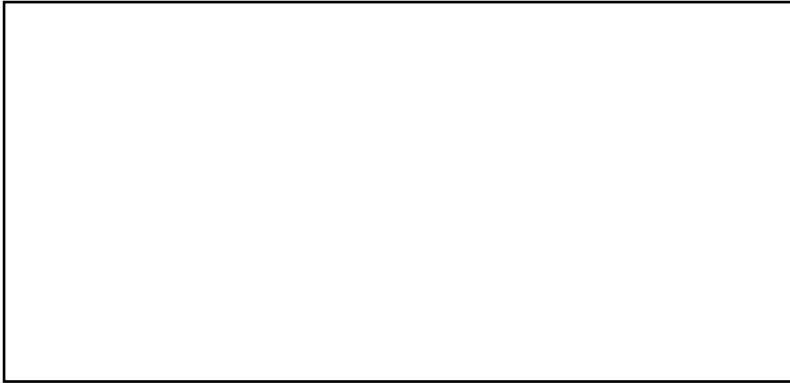
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