

No. 99 June - July 2002

THE SEA CANOEIST NEWSLETTER



Titled 'Joe Captures a Seal' from 'The Arctic World Illustrated' 'With a Historical Sketch of Arctic Discovery down to the British Polar Expedition 1875 - 1876'

**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:

Editor: P Caffyn,
RD 1, Runanga.
West Coast .N.Z.
Ph/Fax: (03) 7311806
E Mail address:
kayakpc@xtra.co.nz

KASK Annual Subscriptions are:

\$25 single membership
\$30 family membership.
\$35 overseas

Cheques should be made out to:
K.A.S.K. (NZ) Inc. & sent to the

KASK Treasurer:
Max Grant, 71 Salisbury St.
Ashhurst, 5451
Ph: (06) 326 8527 home
Fax: (06) 326 8472
email: max@q-kayaks.co.nz

Correspondence to the Secretary:

Maurice Kennedy
PO Box 11461
Manners St.,
Wellington.
e-mail: eurotafts@xtra.co.nz

KASK Website: www.kask.co.nz

KASK HANDBOOK

For a copy of this mother of all sea kayaking handbooks, contact KASK Treasurer, Max Grant,
71 Salisbury St.

Ashhurst, 5451
Ph: (06) 326 8527 home
Fax: (06) 326 8472
email: Q-KAYAKS@xtra.co.nz

COST:

New members: gratis
Existing members: \$14 + \$1 p&p
Non-members: \$18 + \$1 p&p
Make cheques out to KASK (NZ)IncTrade enquiries to Max Grant.

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

SEA KAYAKING NETWORK CONTACT ADDRESSES

NORTH ISLAND

Northland
Brian Lamerton
Tel (09) 437 2858

Auckland Canoe Club

Rona Patterson, Secretary
PO Box 45020, Te Atatu Peninsula
Waitakere City.
Newsletter Editor: Margaret Thwaites
Ph: 09 2927 883

Hauraki Kayak Group

Pelham Housego
PO Box 46-146, Herne Bay, Auckland

Waikato Contact

Waikato Region
Phil Handford
Phone 07 834 3395
email phil.handford@clear.net.nz.

Ruahine Whitewater Club

71 Salisbury St., Ashhurst.
Ph: 06 326 8667 Fax: 06 326 8472
www.q-kayaks.co.nz/canooclub.html

Bay of Plenty

Alan Hall
Ph: 07 579 2922 Fax: 07 579 2923
email: alanhall11@hotmail.com

Rotorua/Taupo Area

Emma Haxton
email: Emma.haxton@waiariki.ac.nz
Phone: 07 357 4660

New Plymouth Contact

Bob Talbot,
110 Ranfurly St., Waitara.
ph 06-7544191(H) or 025-457038
email: imageinfocas@clear.net.nz

Wellington Sea Kayak Network

Christine Coshan
PO Box 5276, Wellington
email: wellseak@hotmail.com
Web site: [Http://home.clear.net.nz/pages/wellseak](http://home.clear.net.nz/pages/wellseak)

SOUTH ISLAND

Sea Kayak Operators Assoc. of NZ

Bronwyn Duffy, Admin. Officer
c/o PO Box 255, Picton
Ph: (03) 573 6505
Fax: (03) 573 8827
Email: jandb_duffy@hotmail.com

Marlborough

Helen Woodward
Tel (03) 578 5429
h.woodward@xtra.co.nz

Nelson

Martin and Karen Clark
Tel (03) 548 5835
kmclark@xtra.co.nz

Canterbury Sea Kayak Network

Andy & Deirdre Sheppard
53 Kent Lodge Ave
Avonhead, Christchurch. 8004
Ph: (03) 342 7929
email: d_sheppard@clear.net.nz

Otago

Rob Tipa
(03) 478 0360
robtipa@clear.net.nz

Southland

Stan Mulvany
03 215 7263
molvany@clear.net.nz

INDEX

EDITORIAL **P. 3**

TRIBUTE/OBITUARY
for Grant Rochfort
by Beverley Burnett p. 4
by Rachel Tobin p. 5

TECHNICAL
Deceptive but 'Orrible'
Offshore Winds
by Paul Caffyn p. 6
The Weather Forecast was Wrong
by J. Kirk-Anderson p.16
Rescue Beacon Update p.18
Cost Recovery for SAR
by Ray Parker p.18

NEW PRODUCTS
Headlamps
by Stephen Counsell p. 9

LETTER TO THE EDITOR
from N. Rogers p. 9

BOOK REVIEWS
Ladies First
by Stuart Fisher p.10
'From the Rob Roy to the International Ten Square Metre Canoe'
review: Stuart Fisher p.10
'Over the Sea to Sky'
review: Stuart Fisher p.11
'Sea Kayaking' Outside
Adventure Travel
review: P. Caffyn p.11

NEW ZEALAND TRIP REPORTS
Wanganui River.
Downstream from Pipiriki.
by Susan Cade p.12
The Clark's Pilgrimage to the Holy Lands (Banks Peninsula)
by Marty Clark
Another Way of Doing It (Coromandel Peninsula)
by Peter Oliver p.14

THE 'BUGGER!' FILE
Classic Bugger! Story
by Alan Bye p.15
Quail Island Bugger! Story
by James Thompson p.17

HUMOUR
Auckland Excuses p.19

CALENDAR **p.19**

EDITORIAL

GRANT ROCHFORT

Grant Rochfort's death came as a shock. He was a consummate sea kayaking instructor and will be sadly missed, particularly by members of the Wellington Sea Kayak Network. Grant had set up and run kayak leadership courses for both KASK and the Wellington and Christchurch networks. John Kirk-Anderson, who is New Zealand's top qualified guide/instructor, noted in an earlier newsletter (No. 95) that Grant was a superb facilitator which I considered high praise indeed. Beverley Burnett has penned a moving tribute to Grant.

On behalf of KASK members I would like to extend our sympathy to Grant's friends and family.

Articles on WIND & WEATHER

With such a stormy winter and a number of reported rescues and incidents involving sea kayakers in recent months, I thought it timely to reprint an earlier article on offshore winds. And John Kirk-Anderson has an explanation of the terms used in weather forecasts, and what reliance to place on forecasts.

NEWSLETTER No. 100

Any bright ideas for material for n/l No. 100? My editorship began with n/l No. 36, in December 1991, after melanoma sadly claimed the life of newsletter founder and first editor, Graham Egarr. Staggering to realize I have been on the case now for almost 11 years.

I have put a lean on treasurer Max Grant for inclusion of a colour cover, and am considering reprinting some of the classic stories that have graced the pages of the newsletter. With a membership of over 600 currently, I am certain many of our new members would enjoy reading some of the classic yarns. I have been asking for feedback, but the only one to date of a revealing centrefold of bloke and blokesses, with paddles covering the naughtly bits leaves a tad to be desired.

Following the questionnaire sent out with the last newsletter, I asked president Vincent Maire if those returned

so far all said the editor was a shit hot bloke and needed a pay rise. The response from Vincent said there were a few 60+ ladies who said nice things about the editor, and did I want their addresses?

KASK SUBSCRIPTIONS

A reminder from the treasurer that subs, for 2002/3 are now due.
Single: \$25.00
Family: \$30.00
Overseas: \$35.00

2003 KASK FORUM

Port Underwood

Organizer Helen Woodward is keen for feedback with respect to topics and workshops for the 2003 forum. Some of the questions posed by Helen for which she would like feedback are:

- Workshops? A mix of on-water demonstrations, instruction and practice? Feedback on the level of instruction from members please.
- Workshops. I think it is worth building on the successful risk management workshop with the basic 'appetiser' as used in Wellington, and progressing to more advanced on-water scenarios etc.
- The womens workshop was successful again. Any desire to keep it going?
- Technical workshops on weather, tides, GPS etc. Perhaps more involved sessions for our advanced members looking for something more challenging?
- Other possible topics-boat/paddle building, gadgets, cooking, nutrition, injury prevention/treatment?

If you are considering attending the forum, and have an entertaining trip slide show, a song and dance routine, a workshop topic, or practical skills you can instruct or demonstrate, please advise Helen.

H.Woodward@xtra.co.nz

THANKS

Big mobs of thanks to the Ruahine White Water Club members for distributing the newsletter, to Max Grant for arranging the printing, to contributors and John Kirk-Anderson for sending the EPIRB up date and SAR cost recovery reports.

OBITUARY & TRIBUTES for Grant Rochfort

Sadly to report, Wellington paddler and kayaking instructor Grant Rochfort took his own life recently. The following tribute by Beverley Burnett is reprinted from the Wellington Regional Sea Kayak Network, June 2002 Newsletter.

REMEMBERING GRANT by Beverley Burnett

Grant was a founding member of the Wellington Sea Kayak Network and always the first person we turned to if we needed an instructor, information or advice. His exceptional talents ranged from yachting, kayaking and instruction to drawing and writing.

Grant was an exceptionally talented instructor. I haven't encountered any other outdoor instructor who had Grant's ability to make a student feel confident and safe enough to push their boundaries. If you didn't succeed, Grant didn't make you feel as if you failed, just that you needed to try a little bit harder and he'd be right beside you to help out. He pulled you out of the water and expected you to go back and try again.

I took many courses with Grant. I kept going back to him because even though my physical ability is limited, he always managed to get me to try just a little harder and accomplish that little bit extra. He didn't regard my limitations as a problem and his expectation that I could accomplish the goal he set made me confident to go further.

Grant also made me feel really safe and supported me when trying something new so that I wasn't afraid to go out of my comfort zone. As a result he

rescued me out of rivers and sea more times than I can count, but he did rescue me. He got such a kick out of his students' achievements too – on a river trip when I finally managed to do a perfect boof he talked about it for the rest of the day. He refused to let Jennifer carry on down the river until she managed to roll, and then he was so delighted he couldn't stop talking about it.

Grant never compromised on safety. He was 100% professional on the water. He never asked you to do anything he thought would be dangerous for you, but if he asked you to do something, you did it because you had absolute confidence in his control of the situation.

One time on the Hutt River I fell out at the same time as another student and he had to decide who to rescue first. "Who do you like better?" I shouted to my old buddy, and he didn't answer but rescued the other person. He took great pains to reassure me later that he rescued me last because he thought I was a better swimmer. That was Grant for you – safety came first and your feelings second.

Grant was also a member of the Network's safety committee. It was Grant's expertise that helped us set up the first sea kayak Leadership and Safety Course, and he was instrumental in developing the leadership model that has become a standard for us and other sea kayak networks throughout the country.

Grant was so generous with his time and expertise. We all know he didn't do it for the money – he taught for the

love of paddling and sharing his knowledge. He touched the lives of countless people. No surprise that so many of us turned up for his funeral that latecomers had to stand outside and listen.

Grant had an endless appetite for mischief, which sometimes got him into trouble. At the last KASK forum it was Grant who thought of dunking the MC into a wheelybin full of water. He loved to get shoulder massages and would always manage to talk someone into rubbing his back when we were away on trips. He'd just lie there and purr like a kitten.

I also remember playing petanque with Grant on a trip down in the Sounds. Somehow it turned into the World Marlborough Sounds Petanque Championships but Grant kept on winning and we all refused to play with him any more. Whenever there was a commotion at the camp site Grant was sure to be in the middle of it. Whenever the shrubbery caught fire in Nancy's back yard it was sure to be Grant experimenting with his paddle-making. My trip report on the Sounds trip started ... "Turd throwing, flaming roosters ... yes, we are on holiday with Grant Rochfort."

We relied on Grant so much that it's hard to imagine developing the network without him. It's difficult not to mention Grant and the network in the same sentence. He is irreplaceable as an instructor and unforgettable as a friend. We miss him badly but won't forget him.

Beverley Burnett

Tribute From Rachel Tobin

This is a poem which you might like to include in the section for Grant. It's a Celtic blessing. 'Curragh' is a boat.

Blessing for Grant

On the day when
the weight deadens
on your shoulders
and you stumble,
may the clay dance
to balance you.

And when your eyes
freeze behind
the grey window
and the ghost of loss
gets into you,

And my wish for Grant - a great measure of freedom and healing.
Rachel

may a flock of colours,
indigo, red, green
and azure blue
come to awaken in
you a meadow of delight.

When the canvas frays
in the curragh of thought
and a stain of ocean
blackens beneath you,
may there come
across the waters
a path of yellow moonlight
to bring you safely home.

May the nourishment of
the earth be yours,
may the clarity of
light be yours,
may the protection
of the ancestors be yours.

And so may a slow
wind work these words
of love around you,
an invisible cloak
to mind you.

John O'Donohue

Grant Rochfort at the March 2002 KASK Forum, held near Titahi Bay. Photo: P. Caffyn



TECHNICAL

Deceptive but 'Orrible' Offshore Winds

by Paul Caffyn

This article was first printed in newsletter No. 58, August - September 1995, but in light of numerous incidents reported in the media in the past few months, and particularly after reading an article in the latest 'Sea Kayaker', I thought it was timely to reprint the article. The 'Sea Kayaker' article and media releases reprinted below provide disturbing reading, but I am trying to get the point across of how paddlers need to be extremely vigilant and cautious in offshore wind conditions.

'Life and Death off Baffin Island'

The latest 'Sea Kayaker' magazine, August 2002, has a harrowing, detailed account of two couples caught by the sudden onset of offshore winds in Pond Inlet, on the northern coast of Baffin Island, Arctic Canada. In mid July 1998, two couples flew into Pond Inlet, but having arranged to borrow two doubles, were left with no option but to tramp 10km to their destination or borrow four single kayaks. Setting off in the singles, the two couples were equipped with one piece exposure suits; these have flotation and insulation from a layer of closed cell foam but are cinched closed only by straps at the leg, neck and foot cuffs, and thus only provide protection for brief immersion times. The sea was oily calm when they set off, but after a lunch stop on shore, the sudden onset of strong offshore winds caught the four paddlers too far offshore.

Both ladies were unable to turn into the wind and paddle towards shore, and one lady capsized. During a rescue attempt, one of the males also capsized. One of the male paddlers reached shore with his partner on his aft deck after leaving the other couple in desperate plight, the male in the

water by his upright kayak and his partner, fighting to stay upright but being blown out to sea. Despite intensive rescue attempts, only one body was located after two weeks.

This is a very brief summary of a six page article written by Doug Lloyd, who has included a 'lessons learned' section. However I want to use this terrible accident to highlight the need to be ever so cautious with offshore winds, particularly where a group with mixed experience and skills is involved.

'Winds Wreak Havoc'

In early May, 'hurricane force winds wreaked havoc across coastal Otago.' 'Police were called after an Otago Peninsula resident saw a woman tossed out of her kayak by strong winds about 200m offshore. Christchurch Press, 6 May 2002.

'Police Slam Waka Regatta'

'Police have slammed the organisers of a waka regatta after dozens of people were rescued from Tauranga Harbour yesterday when their craft tipped in choppy seas and 45 knot wind gusts.' Christchurch Press 6 May 2002.

'Warning after rescue act'

'Rescue workers have issued a strong warning to kayakers after the helicopter rescue of three people swept out to sea at Mangawhai in Northland. Two adult students and a leader were swept 6.4km out to sea from Mangawhai Heads, 53km south of Whangarei, on Monday afternoon. They were winched to safety by the Northland Electricity rescue helicopter in 35 knot winds. The kayakers were in a group of 17 students and three leaders from Lifeway College of Snells Beach, south-east of Warkworth, course leader Peter Meafou said. The group were paddling in an estuary before heading out to sea, which turned rough suddenly. Three kayakers were swept out to sea, where they rafted their craft together for safety.

The rescue helicopter arrived half an hour later after the alarm was raised at 1.10pm, and the rescue was completed by 2.10pm, John Bain said. Rescuer Selina MacLean said all three

were cold and wet. Mr Bain said the incident should be a lesson for everybody. "We had to send a woman down on a wire to go down and pull them out. There are four of our lives at risk as well if anything goes wrong and it's not necessary if people take the right precautions."

Christchurch Press, 12 June 2002.

'Kayaker rescued from stormy seas' 21.06.2002

A kayaker testing the wild waters of Whangarei Harbour yesterday was winched to safety after he struck trouble and capsized. Northland Emergency Services Trust chairman John Bain said the man, an experienced kayaker, had left Onerahi at 10am to test a new kayak. Mr Bain said that although he had been wearing a wet-suit and a lifejacket he should not have ventured out. The Northland Electricity rescue helicopter winched the man to safety after residents in the area reported the man in difficulty. 'Northern Advocate' (Whangarei)

INTRODUCTION

Wind is the curse of sea kayakers. It can generate the bulk of problems that arise when paddling; choppy seas, capsizes, wind chill, and weather tide (wind against tide) effects.

The exception is a following breeze or tailwind, or quartering from astern, which can be a real boon in aiding progress through long surfing rides.

A beam wind (from the side) requires continuous corrections for drift and more concentration on balancing the boat.

A headwind, or quartering from the bow, can generate a soul destroying, tiring, very wet, slog.

The most deceptive and horrible wind blows offshore. Deceptive in that conditions may appear flat calm against shore with a light breeze wafting offshore, but with increasing distance offshore, wind strength increases dramatically. Clifed coastlines or those with marked topographic relief such as dune ridges, or swathes of forest, are particularly deceptive in that they will offer calm conditions close against

shore. Lurking sea kayaker traps are wherever those continuous cliffs or dune ridges are broken by gorges, fiords, steep sided valleys or narrow entranced bays, as offshore winds can funnel through those gaps with violent turbulence.

WIND STRENGTH

Above an altitude of 500 to 600m, wind has an unobstructed flow over the sea while below that height, there is increasing frictional or drag effect between the air and the surface over which the wind is blowing, resulting in a decrease in wind speed as the ground or sea surface is approached. The amount of wind strength reduction depends on the nature of the surface; over forested hilly terrain the air flow will be less than that over open sea because of greater frictional drag. Approximate values have been determined for frictional drag; over open sea a wind 500m above the sea reduces by about 33% at sea level, while over land the reduction is 66%. Thus a 30 knot wind at 500m will produce a 20 knot wind over the sea and 10 knots over land.

There is where the 'deceptive' description for offshore wind applies, for a factor of 50% can be applied to wind when it blows from land out to sea. A gentle breeze of 6 knots inland becomes a moderate wind of 12 knots offshore and a 15 knot wind inland becomes a near gale of 30 knots at sea level.

The height and nature of a coastline govern the zone width of calm, sheltered water in offshore wind conditions:

a. a long beach with a low sand dune ridge providing minimum relief, dictates a minimum width with the offshore wind felt at the water's edge.

b. a continuous line of vertical cliffs will provide a maximum width of calm, sheltered water, naturally depending on the height of the cliffs which govern where the offshore wind hits the sea.

What is the Problem for Sea Kayakers with Offshore Winds?

The obvious problem with offshore winds is being blown offshore. Where

there is no off-lying shelter, such as a reef or island, and the next continent is a squillion miles away, the chances of survival without a VHF radio or batphone are zilch. I maintain that once a wind rises over 30 knots, paddling progress into the wind grinds to snail pace. With wind strengths over 40 knots, strong forward paddling is overcome by drift downwind, with a resultant seawards drift.

No matter whether a kayaker is five metres, 50m, 500m or 5kms offshore, in 35+ knots of offshore wind, the situation is the same. The chance of reaching shore is slim from 50m out and zilch from further out. Strong paddlers, with well tuned deep draught rudders, can cope with much higher wind strengths, however I suggest treating a 30 knot wind as the upper limit in which you can make forward paddling progress.

Any misadventure such as a dropped paddle or capsize, or inability to turn into the wind, results in instant seawards drift and a greater distance to reach shore after recovering from the misadventure.

Under what is called the Beaufort Wind Scale, the following terms are applied:

22 - 27 knots (40 - 50 km/hr) strong breeze - Beaufort Force No. 6

28 - 33 knots (52 - 61 km/hr) near gale - Beaufort Force No. 7

34 - 40 knots (63 - 74 km/hr) gale - Beaufort Force No. 8

By way of example to those who have yet to experience diabolical offshore wind conditions, during my first day in the Bering Sea, I was paddling on the northern side of the Alaska Peninsula with a gale force wind blowing offshore over a low dune ridge and flat tundra inland. The sea was flat calm, a low surge against a gravel beach, wind ripples close inshore but an increasing density of whitecaps with distance out from the beach. Deceptively good paddling conditions, but bear in mind the 50% increase in wind strength from land to sea, and conditions more than 10m offshore were well beyond my limit to reach the beach. I spent many hours

crabbing my way along the beach, with the kayak at a 45° angle to the line of the beach to check offshore wind drift, the bow rising and falling against up the slope of the beach with each surge. I was fully aware of the risk, realising the next stop offshore was the ice pack and unbearable polar bear country.

CLIFFED COASTLINES & KAYAK TRAPS

At the base of a long continuous line of cliffs, shelter is afforded in strong offshore winds. Cliffs are high enough to form what is called a wind 'separation bubble' with reversal of the wind direction at the foot of the cliffs. The width of the separation bubble (that is from the cliff base out to sea) is three to four times the height of the cliffs (Laughlin, 1997). But where a continuous line of cliffs or steep coastline is broken by a headland or cape projecting seawards, increasing wind strength must be expected off its tip, often accompanied by williwaws and strong gusts or bullets of wind.

Steep hillsides close to the coast, continuous dune ridges and tall forest also offer shelter close to a beach.

But wherever that continuous line of shelter is broken abruptly, for instance by a narrow fiord, narrow bay or harbour entrance, gorge, river or stream valley, the offshore wind is funnelled through that break with unbridled force, causing williwaws and violent gusts or bullets of wind. The unexpected violence of wind gust turbulence can cause the loss of a paddle or a capsize.

Many sheltered bays and harbours have narrow entrances which open back into broad areas of calm water. Jervis Bay in New South Wales is a classic sheltered bay, which has a narrow entrance with tall cliffed headland on both sides and we have many such examples in New Zealand. Offshore winds funnel through such narrow entrances with double or triple the wind strength of that inland.

Mountainous Coastlines

With offshore winds there is also a significant difference in the amount

of turbulence when comparing a flat lying hinterland with a mountain range backing the coastline. As noted above, wind strength will increase by 50% from shore to sea with a flat lying hinterland but with no significant increase in turbulence. However where an offshore wind blows over a coastal mountain range, the situation at the coastline is analogous to the base of a waterfall, as there is a strong down slope acceleration (water pouring down the waterfall) followed by abrupt deceleration at sea level (base of the waterfall). The deceleration causes turbulent winds gusts with speed of 50 up to 60 knots and lasting up to several minutes.

Katabatic Winds

These are dense cold air masses flowing down off either mountainous areas or polar/sub polar ice caps. Places to be wary of katabatic winds are Greenland, south-east Alaska, Prince William Sound, and the south-west tip of South America. Katabatic winds, when channelled down to sea level in narrow steep sided glaciated fiords, reach mind boggling wind strengths; the 'Arctic Pilot' has a reference to a katabatic wind speed off the ice cap of 129 miles per hour recorded by the 1930-31 Watkin's expedition to East Greenland, after which the head of the anemometer was blown off.

WHAT TO LOOK FOR

An increasing density of whitecaps with progressive distance offshore is the best indicator of strong offshore winds, along with spray fanning upwards off breaking wave crests.

Sheets of spray dancing over the water, indicates a wind funnel with bullet like gusts of wind lifting spray off the sea, also termed williwaws.

Carefully observe conditions off prominent headlands, for signs of violent turbulence, such as williwaws or sheets of airborne spray.

WHAT TO DO

1. If an offshore wind is blowing at the launch site, be prepared to abort or shorten the length of the trip.
2. If caught by a sudden or gradual

change to a strong offshore wind, turn tail immediately and run for the beach or nearest shelter. Sea conditions will deteriorate if the wind continues to blow offshore.

3. When faced by a wind violently funnelling out of a harbour or fiord etc., either return to the launch site or attempt to land and wait until the wind strength abates. Patience is the order of the day. If there is any doubt, it is better to wait.

4. When caught on an exposed coast by a change to offshore wind conditions, hug the coast intimately, even if this adds considerably to the distance paddled, for example by paddling around the curve of a bay.

5. Do not make straight line crossings of narrow entrances to bays, fiords or harbours. Paddle upwind into the feature far enough before heading out on a crossing. Attempt to ferry glide across the feature, with the bow pointed high into the wind. This is to combat ensuing wind and chop drift during the crossing and ensure reaching the far side safely. If spray is being lifted off the sea or williwaws are visible, land and wait for the wind strength to drop.

WEATHER FORECASTS

Listen carefully to the marine forecast and if the stated wind direction is offshore in your area, be extra wary before commencing a paddle.

Forecasts are not always 100% accurate, hence a final decision to paddle or not must be made at the launch site.

WEATHER MAPS

Before a planned trip, there are several means of checking the weather map and prognosis:

- study the TV weather map the night before
- the newspaper weather map the morning of the trip
- check one of the NZ weather websites

- check the weather map on Sky TV

If you can't read a weather map yet, then buy one of the weather forecasting in NZ books and learn how to interpret wind strength and direction from the weather maps.

In a nutshell, if weather map isobars cross a coastline at 90°, and the isobars are closely spaced together, strong offshore or onshore winds must be expected. Winds blow clockwise around low pressure cells in the southern hemisphere and anticlockwise around highs.

IN SUMMARY

1. Offshore wind conditions are deceptive, with calm water and light breezes against the beach. Look for whitecaps offshore, and williwaws or sheets of spray off headlands
2. Wind strength increases by 50% when passing from land to open sea.
3. Narrow topographic features funnel offshore winds, with a dramatic increase in wind turbulence.

Further Reading

'Coastal Radio and Weather for New Zealand Fishermen.'
ISBN 0670 844039

This is an excellent resource for New Zealand paddlers, not only with an excellent layperson's guide to weather by Kenneth Brierley but with a full listing of marine communication systems throughout the country.

'The User's Guide to the Australian Coast', 1997, Greg Laughlin. This is a practical but detailed guide to the currents, wave, wind and weather of the Australian coast with superb illustrations.

Paul Caffyn

NEW PRODUCTS HEADLAMPS

by Stephen Counsell

One of the great things about working in a toy shop like Canoe & Outdoor World is that we get to see lots of new goodies first! This week we received the first batch of a new headlamp by Black Diamond... and it is notable for one simple reason... it is tiny.

The recent development of white LEDs has led to a proliferation of headlamps that put out an even light, are compact and run for ages on a set of batteries. This new lamp is called the Ion. It tips the scales at just 25g and that includes battery!! Battery life is 15 hours and the two LEDs put out enough light to see 15m. At time of writing it is unclear how water proof it is. RRP is \$59.95.

Other LED lamps include the Petzl Tikka (\$95) with 3 LEDs, 70g including batteries running for 150 hours on a set of three AAA batteries {see full review in newsletter No,97 p.10}, and the Black Diamond Moonlight (\$99.95) with 4 LEDs weighing in at 90g with batteries and running for 70 hours.

In my experience more LEDs does not allow one to see much further away... rather it makes the area you can see brighter and a bit wider. The Tikka puts out enough light for me to run 'off road' tracks at night. It'll do that for about 10 hours on a set of batteries, after that it has enough light left for walking, camp chores and reading for 130+ hours. 'Sea Kayaker' Magazine tested the Tikka and found it still worked fine after submersion in water for 10 minutes and drying out.

There are also lamps available now that combine old and new technology. Black Diamond lead with the Gemini that has a halogen bulb and an LED. Three AA batteries run the LED for 1000 hours or the long life Xenon halogen included for 7 hours with it's 70m beam or they'll run the bright Xenon (also included) for 3.5 hours with a 100m beam! A superbright Xenon is an optional extra that casts a 140m beam for just 2.5 hours. This lamp is still tiny compared to more traditional headlamps.... it's only 150g with batteries. Others in the range have back up power supplies that allow the main batteries to go flat and still run an LED allowing one to finish a trip, or change batteries with lights on! Cool! Seems the old candle in a jar has numbered days.

Stephen Counsell
Canoe & Outdoor World
Christchurch.

LETTERS TO THE EDITOR

Dear Paul,

I continue to enjoy 'The Sea Canoeist Newsletter' - thanks for all of your effort and expertise. I have some responses to the last issue (no particular order, and feel free to quote where appropriate).

1. The Zuytdorp Cliffs article spoke for itself. Thinking readers will have identified the clear example of 'trip momentum' (however it may be expressed, e.g. 'not letting your mates down') over-riding rational decision-making, resulting in an unacceptable degree of risk. (Even in perfect weather, the circumstances ruled against proceeding: the 'fruit-machine principle' applies - don't start a trip with lemons already on the board; it only takes one or two accidental extra lemons to tip the balance into wipe-out.) For folks not recognising that, Dave Allen (newspaper columnist) has the final say: 'Accidents are nature's way of eliminating stupid people.'

I don't mean that rigidly of course, and such judgements must be tempered by the acceptance of risks inherent in individual endeavour. Your own editorial comments are entirely apt.

2. I'd be keen to see a collection of past newsletters on CD. I'm not very familiar with pdf format: would it be possible to do a 'search' or to have an index of topics for ease of access? What kind of cost are we talking about?

3. Including maps and gear details of trips would be interesting - writers could be invited to include a summary list with gear, duration, season, contacts, hazards etc - brief indicators for others. In terms of using this as some kind of authority for following suit, ('would you use a particular brand kayak for that trip?') however, another quote from the inimitable Grahame Sissons may be apposite: 'If you are depending on your boat for your stability and safety, you shouldn't be out there. It's your own skill, experience and preparation that are your ultimate protection.'

(Again, a maxim to be considered in context.)

4. I've just responded to the subscription questionnaire, but add some of my comments here:

I'd be interested to see in the Manual and/or the newsletter ideas of gear lists, menu's, check lists, gear sources, vehicle mounting tips, handy hints (repairs, maintenance, waterproofing, sealing around bulkheads, clever

dodges etc etc.) If we could learn from others' mistakes or successes, it may save some of history repeating itself.

5. In respect of this last comment, I have had to replace the perished rubber diaphragm on the bilge pump of my much-loved Nordkapp. The original part for the 'Whale Gusher 8' could not be sourced (and seemed likely to be costly based on equivalent parts for a different model). A snoop around a plumbers' supplies warehouse unearthed an Aquaseal roof flange (to waterproof around pipes emerging through a house roof) which can be trimmed into a boot of almost identical proportion. Mount it slightly off-centre on the upper ring to get the pump handle sitting snugly on the deck. Keeps the boat original if that matters to you.

6. One of the questions asked me to identify my skill level. I wonder if there is an objective list of skill descriptors to compare with? (possible available from a professional qualification Unit Standards descriptor.) Such could be useful for identifying gaps in your skill repertoire.

Thanks again.
Neville Rogers
Tata Beach.

LITERARY

LADIES FIRST by Stuart Fisher

Although Victorian artists included many parasols and voluminous skirts in their depictions of boating scenes on English rivers it is a curiosity that no British female seems to have penned any reminiscence of a canoe trip during the nineteenth century heyday of the sport. Maybe those Victorian ladies confided their paddle experiences to 'dear diary' but apparently none was sufficiently enthused by the rapid development of canoeing which followed on from John Macgregor's 'Rob Roy' voyages to contribute to the proliferation of published material of the era so it is across the Atlantic we have to look to find the first female authors in the canoeing bibliography.

Mary Smith takes the honour by strictly chronological reckoning; her 260 page 'Their Canoe Trip' was published in 1889. However, good read that it is, Mary's tale is a fictionalized account (what historical novelists term fiction) of a 100 mile trip on New England waters. Her heroes are two young men; she was most probably related to one or both of the individuals on whom she based her characters. Authentic as her descriptions read, there is little to suggest she had first hand knowledge of canoeing. At the end of her story she makes a telling remark about youthful adventuring that will strike a chord among many readers of advancing years: 'As the years roll on bringing cares and trials that shall somewhat dampen the enthusiasm of boyhood, brighter and brighter will shine the memory of those happy, careless summer days...'

Three years after 'Their Canoe Trip' hit the bookstores, Florence Snedeker had published a gem of a book which not only qualifies as the first non fiction account of a canoeing vacation but must also be one of the smallest items on canoe book collectors' shelves. Measuring just under four by five and a half inches, the 137 pages of

'A Family Canoe Trip' are packed with description, sketches and not too sharp photographs detailing Florence's summer tour with her husband and 'little boy' to join the 1891 American Canoe Association gathering at Willsborough Point on Lake Champlain. If the products of their Henry Clay camera are less than professionally perfect, the sketches and watercolour illustrations which augment Florence's words are delightful in the atmosphere they evoke; one can see the exact same 'dreadfully earnest consultation' at any modern day canoe meet!

Interesting, too is Florence's record of the minutiae of gossip with other ladies at the campsite were as popular a topic as the struggle for supremacy in the race programme.

The Snedeker's canoe 'Gernegross' was a stretched version of Macgregor's 'Rob Roy' but although the boat had faithfully served them on previous holidays Florence yearns for a Peterborough, as is revealed by her comments in the Addenda where she also offers tips for the camping gear, clothing and medicines needed for an extended canoe trip. From the purist canoeing viewpoint some may feel that the lead up to the ACA meet, when the Snedekers and 'Gernegross' start their journey aboard a commercial barge plying the busy waterways of New York state, is the less interesting part of the book but Florence's style is such that the reader is carried eagerly along in anticipation until 'Gernegross' begins her voyage proper on page 16. From then on the family paddle their leisurely way to Willsborough Point, camping along the way and fortified by 'cocoa and broiling ham.' It would appear that by the time Florence was writing, many ladies were taking an active part in canoeing, not just reclining passenger style as the artists tend to suggest. Some even competed in races against the men. Florence's little book may have inspired others of her sex to take up a paddle but, to the best of my knowledge, no other ladies committed their experiences to print until well into the following century.

(Reprinted from; 'Canoeist' June 2002)

EDITOR'S NOTE

With respect to authors of sea kayak narratives, the tide has well and truly turned in the past decade with lady authors in the lead with publication of new books, for instance:

Maria Coffey, 'A Boat in Our Baggage' 1994, and 'Visions of the Wild', 2001

Jill Fredston, 'Rowing to Latitude', 2001

Jennifer Hahn, 'Spirited Waters', 2001

Victoria Jason, 'Kabloona in the Yellow Kayak', 1995

Anne Linnea, 'Deep Water Passage', 1995

BOOK REVIEW

Title: From the Rob Roy to the International Ten Square Metre Canoe

Author: Eastwood Andrew

Published: 2000

Publisher: Author

ISBN: 0

Content: CD

Price: £15

Availability: 109 Main St, Fintry Glasgow G63 OXE

Reviewed by: Stuart Fisher

It is sad that a book of this quality, so thoroughly researched with photographs, lines, lists of trophy winners and so much more, should be so specialist as not to be viable as a printed book. Instead the author has written it to CD in two forms, Microsoft Word for the PC and HTML so most people should be able to open it. I was not prepared to read a 217 page A4 book off the screen so I printed it out, getting the text and picture captions but needing to return to the computer to view the photographs.

Any profits from the work will go towards a sailing trophy. By any measure this has been a labour of love.

The book runs from the history of canoe cruising and racing in this country in the 1860's, concentrating predominantly on racing of the 10m² design and the models leading to it, including the tactics of some major

regattas, particularly challenges for the New York Canoe Club Trophy. Central to everything has been the Royal Canoe Club with some surprisingly Victorian attitudes, Uffa Fox never being offered membership, even as late as the 1950's, because he was in trade rather than being a gentleman. Appendices include a number of his irritated letters to the RCC about the rules, which were under their control. A number of other canoe sailors, if not household names are certainly known throughout the nation's sailing clubhouses, some of their companies still being central to the sailing market. The book features a number of them, including our profiles of some of the more recent proponents.

I had hoped to learn the nature of the serious disputes in 1987 between the Canoe Sailing Committee and the canoe builders Graham Mackereth and Alan Hassell, both of whom left the sport as a result, although the author declines to go into details in a book which lifts the carpet on many other issues.

The more important omission is that although the book was completed in 2000, it covers only up to 1990, even the trophy lists, thus virtually ignoring the asymmetric spinnaker developments. I would also like to have had the OCSG contribute a chapter on their developments from the common 'Rob Roy' ancestry. Hopefully, in due course these might be included and someone will to put into print a book which is too important to be left to the transient fickleness of computer technology.

(Reprinted from: 'Canoeist' July 2002)

BOOK REVIEW

Title: 'Over the Sea to Skye'
Subtitle: 'Early travels by Canoe to the Scottish Islands and West Coast 1874 - 1876'
Author: Poskitt, Jan
Published: 2002?
Publisher: Solway Dory
2 The Ave, Grange over Sands, Cumbria, LA11 6AP, England
ISBN: 0 9542401 0 3

Content: Softcover, 91pp
Price: £6.99
Availability: Publisher
Reviewed by: Stuart Fisher

The first canoe club, what was to be the Royal Canoe Club, was set up in 1865. Eight years later the Clyde Canoe Club was established at Rosneath on the Gare Loch and this book is published in association with them under their new name Loch Lomond Sailing Club. It is largely a compilation of reports published in national newspapers of their activities between 1874 and mid 1876. Sailing and paddling, they undertook a series of trips which covered much of the coast between their clubhouse and Stornoway and also their future base on Loch Lomond. Even today it would be seen as a prodigious amount of activity but so soon after the start of recreational canoeing, in largely unknown areas and with the benefits of modern equipment it can only be regarded with awe. The reports are illustrated with photographs from the club's archives around the turn of the (2nd?) last century. The venues visited are some of the best canoeing areas in the world and I get itchy fingers just reading about them.

In addition to the cruising there are some regatta reports, including one from the Royal Canoe Club which is a diversion to the Thames for a Paddling Challenge, marathon with portages, K4 Race and Upset Race plus notification of a Dover to Calais sailing race.

The club have a particularly good collection of historical canoes in their loft. Amazingly, it seems that two of the four canoes which did the 1875 trip from Stornoway to Tobermory still survive. Appendices by Winning, Dixon Kemp, Ford and others give information on the craft, paddles, clothing, camping kit and more. There is much we would not consider today, a look inside a black house in the Hebrides, the need to hire a horse and cart for each portage and the fact that trips would not move on a Sunday and some members would go off to find a church service. Tiphys, on personal equipment, insists that a clothes brush

is essential and, answering concerns about solitude for the lone cruiser, says 'a man must be poor company who is not good company for himself.'

If you are interested in the history of our sport, this is a fascinating read.

(Reprinted from: 'Canoeist' June 2002)

BOOK REVIEW

Title: 'Sea Kayaking'
Subtitle: Outside Adventure Travel
Author: Hanson, Jonathan
Published: 2001
Publisher: Norton, USA
ISBN: 0 393 32070 7
Content: Softcover, 215pp, colour pics, index
Size: 180 x 230mm
Price: \$59.50 (US\$21)
Availability: Canoe & Outdoor World, ChCh.
Reviewed by: P. Caffyn

The title does not hint at the book's content, which describes 20 paddling destinations worldwide.

Part One, 'Setting Out' lists nine more sheltered paddling destinations; Johnstone Strait in B.C., the Everglades in Florida, Belize, Greece, Madagascar, Lake Malawai (Africa), Fiji and Palau.

Part Two, 'Deeper Waters,' has six slightly more committing destinations, including: The Maine Island Trail (N.E. USA), Notre Dam Bay in Newfoundland, Baja California, Lofoten Islands off Norway, Marlborough Sounds and Fiordland in NZ, the Coral Coast of Queensland.

Part Three, 'Outer Limits,' describes five destinations for an expedition or guided tour party: Tuktoyaktuk Peninsula in Arctic Canada, Disko Bay in W. Greenland, Tierra del Fuego, the Isle of Mull and the Orkney and Shetland islands of Scotland.

Each destination has a gushingly descriptive introduction, then sections on Suggested Routes, What to Ex-

pect, Guides and Outfitters and Recommended Reading. Side bar topics add a little on either marine fauna or local history. The NZ section has two sidebars, one on NZ's flightless birds and a second of 'Maori, Muttonbirds and Mountains.' Location maps are small and show the major towns and rough location of each paddling destination. Another side bar summarizes, trip length, paddling distance, ratings of physical and mental challenge, prime time, price ranges and staging city.

The term lavishly illustrated is apt for the book, and the quality of the colour pics is excellent. I was most intrigued by the photo caption, 'Marlborough Sounds, the sheltered water where Captain Cook anchored 'Endeavour' during his first journey to New Zealand.' The pic is actually taken from Kaikoura, looking north! The pic of a

Rotorua hot pool is a worry. I can envisage a plastic sea kayak slowly melting around its paddler! And Kiwis will be interested to learn that Picton can be reached by ferry from Auckland!

The recommended reading choices in each section are disappointing - for NZ, 'Tramping in NZ' and 'Lost Paradise, the Exploration of the Pacific.' These choices are not appropriate for paddling in NZ. My own list would include the KASK Handbook (with its destinations and resources section), the Caffyn trilogy of NZ paddling titles, 'Discover NZ, The Glorious Island' which is the magnificent coffee table aerial photo book, and the 'Lonely Planet Guide to NZ.' The Greenland section is also disappointing as it lists 'Arctic Dreams' by Barry Lopez and 'Ice' by Tristan Jones both of which are inspiring books but

have very little to do with Greenland. There are so many good books on Greenland which include kayaking, for instance 'Vikings, The North Atlantic Saga,' and H.C. Petersen's 'Skinboats of Greenland.' And if you get the gist of it, the Aussie section only includes two travel guides! 'Cruising the Coral Coast' by Alan Lucas plus the Stiller and Caffyn titles should have been listed.

A winter evening skim through the pics would be ideal for picking an exotic location to visit, and gaining a brief insight to the history, fauna, and climate in the areas, but for planning an expedition to one of the areas described, I feel you would be better off purchasing the relevant Lonely Planet Guide and a secondhand copy of the relevant 'Pilot.'

Paul Caffyn

NEW ZEALAND TRIP REPORTS

WANGANUI RIVER Downstream from Pipiriki by Susan Cade

Wellington Anniversary, 19th - 21st
Jan 2002

The team was Susan Cade, Peter Williamson, Mike Coburn, Mike Wilkin, Wayne Stevens, Katja

We all met at Pipiriki late Friday night and slept in the toilet block shelter there, which had a large sheltered concrete floor. On Saturday morning the drivers dropped their vehicles off in Wanganui, utilizing a driver from the Rivercity Tours which did a great transport deal.

Opposite where we had camped was Captain Andy's house, built prior to 1885, which was handed over to the river scenic board, it is now known as the Colonial House Information Centre and Museum. It sells a reasonable selection of information about the river. However the lady there did say that some Wanganui River guidebooks were going to go out of print. I personally wonder about how correct this is. Also at Pipiriki is the deteriorating

remains of the 'Ongarue', a river steamer built in 1903, and it once served the upper river. It is now up on a platform and you can see the way the screw was recessed into a tunnel under the hull, which meant that its vulnerable blades were not so damaged by rocks and snags.

I was amazed to see that the original site of Huddles Temperence Hotel, originally built in 1891 and replaced by the large Pipiriki Accommodation House, which was burnt down in 1959, now had a large deteriorating, partly constructed building on it. Apparently in 1990 work was started by a Maori co-operative on a replacement building, caravan park and camping ground, and for some reason was abandoned.

After a look around we launched at the boat ramp. It was superb weather and we were shortly off downstream in the slightly high muddy engorged river, on a beautiful sunny day. That day we paddled from Pipiriki to Downes Hut just opposite Antene about 38km.

We had wondered what the state of

the river might be because we knew there might be some negotiation required around the remains of old training walls. These were generally built on the diagonal across shallow rapids, the walls reducing the channel width and giving greater depth of water for river steamers. There was clearly quite a number of them in various state of repair. They were built of hard shell rock, and to run over a wall with insufficient depth of water could cause damage to our boats. At low river levels they apparently nearly all show above the surface of the diagonal line. Also we were informed that there may small breaks with displaced rocks lying just downstream. In fact on a few rapids, breaks were deliberately made and flood breaches enlarged and used as steamer channels. The Regional Council now maintains the walls where necessary. However with reasonably high river flow we were in luck, many of them were hidden, though we did keep them in mind as we used the river guide to take the best route down river. This day we were interested in seeing quite bit of remnant bush, clearly areas that couldn't be farmed very readily.

We had interesting views of Jerusalem, particularly the Roman Catholic Church; St. Joseph's which a number of the party had visited on the Friday night. In the late 1800's a Roman Catholic Mission, a school, orphanage and farm were established here by a French Woman Suzanne Aubert, (Mother Aubert later founded the homes of compassion). The church and convent here today were built in the 1890's and the social welfare and catechist work started by Mother Aubert is still undertaken from here today. Also here was the commune led by the late James K Baxter in the 1970s. Up to 200 people dwelled in the commune which dissolved soon after Baxter's death in 1972. Nothing of it remains today

Next stop was an interesting visit to Kawana flourmill, built in 1864 (operated from 1854 for 50 years) and restored to its original state in 1980. The miller's colonial cottage was also restored and sited next to the mill. The mill is open at all times and had some interesting information and photos displayed, complete with water wheel and grindstone. It's well worth a visit.

We visited Moutoa Island, which is said to be a fragment of Taranaki, left behind as he fled from the central plateau. Scene of a decisive battle during the wars of the 1800's Fought on 14 May 1864, the Hauhau were defeated by the lower river tribes and turned from the purpose of 'driving the pakeha into the sea'. The memorial in Moutoa Gardens, Wanganui, commemorates the event. The surviving Hauhau were defeated again in the battle of Ohautahu, upstream of Hiruharama, at which battle the Wanganui chief Hoani Wiremu Hipango was mortally wounded.

From there it was a bit more serious as the weather wasn't quite so kind with a little rain and we were thinking about camping. We did take a walk up to a Marae perchance to camp which seemed absent of people. Also looked at a known campsite at the mouth of the Ahauhu stream, on the downstream side but this proved too difficult and extremely muddy as well as a bit steep

for landing. In the end it was downriver to Downes Hut, and what a great spot.

We landed on a large shingle flat just downstream of the hut and it was a few minutes walk back and up to the hut. The river in fact came up a bit that night so we were pleased to have tied our boats up high. Downes Hut sleeps eight on a communal bunk. There are beautiful views of the river. Even though you can see the road on the other side, the river is broad here and there is no road access so it is very private. This originally used to be a historical private family hut, they say it is the best hut on the river. Apparently there is an old steamer landing below it but I can't say I noticed this. We all enjoyed our stay there feeling rewarded for our effort and had a wonderful feed.

Sunday saw us doing about 25km to Hipanga Park, an easier day. The river changed a lot on this run. There was a lot more open farmland and also big winding bends. We were fascinated with the Antene Loop, which is an old river loop now high and dry from the river. I would have liked to do the Skyline walk here which gives great views of Egmont and Ruapehu (an 8-9 hour walk) however the day was a bit cloudy.

Soon it seemed we were at Hipango Park. The Wanganui City Council and the Department of Conservation administer this. There is a wonderful old steamer landing here with about four different platforms. It was fascinating to think what it would have been like in its heyday as it was a favourite for weekend excursions on the stern-wheeler 'Manuwai'. There is a large camping area, big enough for sports games, a short walk up. It was full of meadow flowers and also had a large shed shelter. Plenty of tables and toilets (in various states of repair) also some hitching rings for horses. The area was also the site of the pa Potakataka and there is a short walk that is now overgrown in places where you can see some of the old fortifications. Once again a very worthwhile spot, with easy swimming from the wharf.

Last day saw us paddling 29km to Wanganui City. We had had much contemplation re the tides and slow moving reaches on this part of the river, and timed it about right. Our first stop was at Kemp's Pole, which overlooks the mouth of the Kauarapaoa stream which tradition says was named by Kupe, the first explorer of New Zealand. The pole was erected on the site of the old pa Mataikai to mark the corner of a large block of land which Major Kemp (Te Rangihiwini) attempted to set aside as a Maori Land Trust in 1880. However his efforts to save the land for the Maori people failed. The poles erected at the other corners of the block, which extended almost as far north as Waiouru, have long since disappeared. This pole proved to be a really muddy stop with only three of us venturing through the mud for a closer inspection. Worth it though. We also paddled the long straight that was once used for the World Rowing Championships.

We stopped also at Upokangaro with hopes of a cafe treat however all shops were closed. We did have a look at the Church, which has a unique triangular spire on a square base, giving the impression of leaning to one side, then the other as you pass by. A senior local invited us in for a drink and showed us his collection of antiques and paintings.

Then it was a smooth downriver run into the City of Wanganui and under its many bridges. With timely views of the restored paddle steamer 'Waimarie' a real picture with its steam billowing up and paddlewheels going. This was dug up forty years after its sinking, from the Wanganui River mud and was methodically restored. It now goes up to Upokangaroa with tourists and is often fully booked

For us it was an exit at local wharf and home. A great trip on the lesser paddled length of the Wanganui River. Susan Cade

(Photo from this trip was on the cover of Newsletter No. 98).

NEW ZEALAND TRIP REPORTS

The Clark's Easter Pilgrimage to the Holy Lands {Banks Peninsula} By Marty Clark.

Yes, Easter came and we adorned ourselves with ashes and sackcloth, mounted our donkeys and set forth for the holy land. We were on a mission and were cooking with gas!

So as not to arouse the ire of those religious fanatics amongst you, I'm talking about heading for Banks Peninsula - a place so holy it's coastline resembles swiss cheese.

It wasn't the best of starts with us (Karen and I) losing Giselle (Clements) somewhere in the Maruia Falls car park which if you've been there will know how hard that is. By absolutely flogging the Subaru to death we reunited somewhere near Culverden then proceeded to camp the night in urban Lyttleton. For a good shuttle time try the coastal Banks Peninsula roads with three sea kayaks on the roof. Wahooo more grey hairs! We finally got to perform that magic act of stuff the contents of the car into the sea kayak in front of a growing but appreciative Akaroa crowd before heading for the heaving Pacific ocean.

Down the harbour we went and it's our first introduction to the wonderful world of huge seacliffs which were to be our near constant companions till the paddle finished several days later. Dwarfed, we were feeling like mere flotsam and jetsam on the ocean. Out the harbour entrance and we made a hard left turn and those cliffs kept peeling off into the distance, mile after mile. A late lunch was taken at Flea Bay, where the local farmer who was a keen sea kayaker gave us the good oil on the local conditions. We grabbed a few more sea miles that evening before paddling onto one of the many marginal boulder beaches. After the big haul of gear and boats across the boulders, tents were pitched on the farm foreshore and we began

the difficult task of eating and drinking our way through everything we'd packed four hours earlier.

Day two was something of an ordeal, grey overcast skies were quickly filled with flying spray as a jaunty 25 knot headwind kicked in. We battled around a few points before we opted to park up on a boulder beach for a few hours till the weather made up it's mind what it was going to do. By 2 o'clock the lack of potential camping forced us on - plus a herd of curious cows, who judging by the number of dead ones on the beach were keen on the odd bit of cliff diving. So out into the wind and swell we went. Definitely a highlight of the trip was watching Karen pull off a killer mystery move. With impeccable timing she struck a set wave as it reared up over a submerged reef just as it met a large backwash off the cliff. I've never seen a sea kayak leap so high and move so fast sideways in my life. I'm sure Giselle, who was behind Karen and already a little nervous, wished she hadn't seen it at all. It was a testy haul up the coast, then we were greeted at our designated camp spot by juicy metre-high surf, which looked fairly intimidating from behind because of a brisk offshore wind.

Surf landings 101 - I backed my boat to the edge of the impact zone while scanning the horizon looking for a break in the sets and when it came it was a short sprint through the break to catch a small wave to the sandy beach. Karen did a pretty good job of the same, while Giselle took the religious option, paddling in on blind faith. High and dry, another carry of gear to the sand dunes and another concerted effort at the food stuffs.

The surf had dropped the following morning but the paddle out still called for some good timing and a brisk sprint to escape an early morning dunking. The day was superb and the cliffs, arches and sea caves just rolled away.

Lunch was had after a brief stop at Okains Bay and a taste of civilization. We trucked on, making the most of

the great conditions and clocking up a good five hours of paddling, putting all but the north-eastern coast behind us. We pulled up on a farmers front lawn as dusk fell - luckily he was a good sort and happy for us to camp as we were too stuffed to look elsewhere. With the weather again settled the next morning we were faced with only about four hours paddling to Lyttleton. We finally began to relax knowing we'd all but made it and spent more time exploring some of the sea caves. Not only did the weather hold but as we turned into the harbour a tail wind kicked in offering up a few good surfs.

Three and a half days, cliffs by the mile all riddled with sea caves like swiss cheese. Plenty of dodgy boulder beaches and not too much in the way of camp sites. Plenty of good food, wine and great company. Enough dodgy weather to make you feel you'd had a mission but all in all a great trip.
Marty Clark

ANOTHER WAY OF DOING IT. By Peter Oliver

I always read with interest the trip reports of successive large-kilometre days; battling point to point, seemingly never going to make it to that day's goal and wondering if it will ever end. Now I like a work-out too, but here I am offering a trip report with a difference.

In mid January, John Feisst and Margaret Kelly, friends who own a Dobbe double, borrowed a second kayak (Martin Dobbe's 20' Kevlar double) for my wife Mimi and me and suggested the four of us do a 6 day trip around the top of the Coromandel peninsular. We could leave one car in Colville and the other in Waikawau, and take our time. Considering Mimi had at that point essentially no sea kayaking experience, the timetable sounded good and so, after a quick safety training session in Lake Rotoiti, we were paddling out from Colville mid-morning January 19.

NEW ZEALAND TRIP REPORTS

Just for the record the first day was a good solid grunt for four hours or so. It was the same day that Kerry Howe had a rest day at Fletcher Bay and wrote in his trip report in the January Newsletter, 'The sea was a mass of wind-whipped foam.'

He paddled past us the next morning as we were preparing to launch from Fantail bay to idle our way up to Fletcher Bay.

Anyway, we punched into it on the nose, or ahead of port beam, for four hours solid to reach Fantail Bay and make camp, and it was fun. The doubles are like small ships compared to my 5.4 m Baidarka, so all we had to do was keep paddling, weather the breaking seas and enjoy the ride. If we stopped paddling we headed back the way we had come pretty fast, so for this day we didn't ease up much.

But, after that first day and a surging dumpy landing on the pebble beach we had light winds and sunshine, blue seas and a hugely enjoyable time. With no strict timetable, 20 km was a big day, although fishing trips added a bunch to that for some of us, but what was the most fun was meandering through reefs and rocky channels, timing the surges to get through the really narrow places, backing and filling our way out of blind guts and getting as close to the rocky cliffs as possible to look up under the overhangs and into every cave. Mimi up front yelling, "PORT!,.....PORT!,.....NO,... I MEAN STARBOARD!"

Out around Flattop rock, heading for the Pinnacles, the water became very deep and blue, kelp waving far below us and the explosive WHOOMP! of a large kingfish right behind the rudder. We could see them sweeping through below us, sleek 25lb fish.

Skinny-dipping on deserted beaches, scrambling around rocky coasts to climb headlands, we had plenty to do. And we had the most wonderful sandwiches when we came ashore for

lunch: Avocado and lettuce, tomato, ham and cheese on the molenberg. And with the boats and all the gear hauled above danger at night we raised a glass of wine or brandy to wash down our dinner. We have seven children between the two couples and none of them was with us!!

The DoC camps are good but the best part was free-camping two nights in Three-stone Bay on a grassy terrace above the wonderful boulders that make up the beach. After long periods snorkelling we draped ourselves over successive boulders sucking their latent heat back into our chilled bodies. These rocks made it harder to get our over-laden doubles ashore when there was a small swell running but using a strategically placed piece of driftwood as a runner we could land and launch them without a scratch.

The birds and other wildlife are one of the joys of camping out anywhere in this wonderful country but we had a bonus one evening; a strange bird-call caught our attention and two Kaka flew across the bay returning just after dark. Small incidents like this, and the kiwis we listened to in the evening at Fantail Bay, serve to emphasize the reasons for leaving our everyday lives behind for a while and paddling away.

We had some luck catching fresh kahawai for dinner; after some unrewarded paddling I found that if I trailed a lure close behind the rudder and put on occasional bursts of speed with sudden turns the strike rate increased considerably. Maybe the rudder turbulence helps disguise the lure. My baidarka single doesn't have a rudder but then if I catch a decent fish I haven't yet figured out how I will both pull it in and keep upright so that will be another trip and, I guess, another experience.

We turned back before Kennedy Bay the last day, and backtracked to pull out at Waikawau - relaxed, tanned and happy. Mimi, having sworn she never wanted to go sea kayaking, wanting a double of our own and she had paddled most of it with my spare

Greenland split-paddle too. Another convert! We only covered 50 to 70 km of coastline but we had a really good look at it and the next section will be there for another trip. Interestingly enough, we spent a while appreciating one amazing rock formation close up somewhere past Waikawau and on the way back 200 m off shore where most boats pass I couldn't even recognize the place. So many boaties miss so much.

So....for those paddlers out there who like to set themselves big goals and tests of endurance but who are also taking the spouse or partner or maybe potential paddling partner out to experience the deep joy of being afloat on the ocean in a small boat, don't forget that all rocks and beaches look the same from a distance but up close, really close if the weather permits, they are all different and fascinating and the journey can be way more important than the arriving.

Peter Oliver

BUGGER FILE

Back in the seventies when the BAT baths boats (short kayaks) were becoming popular, a man turned up at Frank Goodman's Valley Canoe Products to buy two BATs. I think they were 2.8 m long then. He had an estate car with a lift up tail gate.

The BATs were loaded in side by side on the passenger's side. The tail gate was lowered and came to a halt just a centimetre from latching. As Frank watched the man gave the gate a firm shove to close it remarking as he did so, "It's always been a bit stiff." That's when the front end of the BATs popped out the windscreen.

from Alan Bye

TECHNICAL

“The Weather Forecast Was Wrong.” by John Kirk-Anderson

How often have we heard that after a trip has gone awry?

If I were a meteorologist I think I'd be very bitter and twisted. Hearing people blame bad forecasts, when they often don't understand what they mean, makes me cross.

Granted, weather forecasts are sometimes inaccurate, but trying to predict the future in a process of change is a hard task. Add in that some of those processes are difficult to observe and little understood, and it's a wonder the weather forecast is ever correct. For the record, it is, more often than not.

On the Sunday morning of the February Okains Bay forum I was handed the Marine forecast. From the synoptic charts (weather maps) the general situation was clear. A low-pressure area over the Chatham Islands was moving eastwards. A high, south of the South Island was moving slowly eastwards and extending a ridge back over the country. A strong south to south-east flow, funnelled between these two pressure systems, was dying out. The isobars in the ridge showed a sharp turn over the east coast of the South Island.

From this information a likely forecast for Banks Peninsula was easy to work out. The strong southerly winds had gone, but the waves that they had generated would remain for a while, in the form of swell from the south-east. As the winds blew anti-clockwise around the high, they would 'spin-out' due to centrifugal force. This causes them to be stronger than the isobars sometimes suggest. The sharp turn over North Canterbury would increase the effect. Think of a high-speed sharp corner in a car.

As if to confirm my diagnosis, the forecast stated: 'Winds Northeast 15

knots, Sea Slight, Southeast Swell one metre.'

Based on that, a decision was made to stay within the bay when going paddling. Venturing out past the protection of the headlands proved how interesting the mix of wind against swell could be. Peter's rescue of a capsized paddler was very slick.

Imagine my horror when reading 'The Press' the following day. Several waka, being paddled from Kaikoura to Okains Bay for Waitangi Day celebrations had capsized with paddlers being rescued by the accompanying Coast Guard vessels. All concerned were amazed by the conditions, which 'came from nowhere'. This was from the Coast Guard themselves.

I guess the moral of that story is, be wary of what other 'expert' boaties tell you.

So, before we condemn weather forecasts for being wrong, we should learn what they are telling us. The Marine Weather Bulletin has precise language, delivered in a specific format:

WARNINGS: Issued when mean wind speed is over 33 knots (GALE WARNING) or over 48 knots (STORM WARNING). Note the word mean. Gusts can be well over 33 knots with no warnings being issued.

TIME: Forecasts are generally issued for 12 hours, with an outlook for the following 12 hours.

SITUATION: A verbal description of pressure and frontal systems affecting the area.

WIND: Average wind speed is given in knots and one knot is approximately two kilometres per hour, with the direction being where the wind blows from. It is important to note that gusts can be expected to 50% higher than the average, i.e. if winds of 20 knots are forecast, expect gusts to 30 knots.

WEATHER: The state of the sky and any precipitation, i.e. Cloudy periods with frequent showers.

SEA STATE: Waves generated by local winds. Given in descriptive terms, these can mask the true heights. A CALM sea is one with waves of less than one metre in height. A SLIGHT sea is up to 1.25 metres, while a ROUGH sea has waves of up to four metres. These heights are averages.

SWELL: Waves generated by distant winds continue to roll on, long after the winds themselves have died away. The average height of this swell is given in metres.

OUTLOOK: Looking further ahead is less accurate, and so the information is often of a general nature.

As we can see, a plain language forecast may not be that plain at all. Remember our forecast for Okains Bay: "Winds northeast 15 knots, sea slight, southeast swell 1 metre."

That means winds gusting to 22 knots (40 kilometres per hour), waves up to shoulder height on a standing adult, and metre high swells coming the other way!

Not quite so benign after all.

So, learn the language, apply it to the ground over which the weather is moving, and watch for changes.

After all that, consider carefully before crying, "The weather forecast was wrong".

John Kirk-Anderson

(reprinted from the 'Canterbury Sea Kayak Network Newsletter' No.45, March/April 2002.)

FOR SALE

'Completely Southern Sea Kayaks' Stewart Island. For sale or lease. House available for rent or future purchase. A Fantastic opportunity to live and work on Stewart Island, with NZ's largest national park. The potential is large for a small highly reputable business.

Enquiries to: Jo Paine (03) 2191275 (025) 2630187

THE 'BUGGER!' FILE

from James Thompson

On Sunday, 3 March, I thought that I would take a friend of mine on an introductory paddle over to Quail Island, have lunch there and then return to Cass Bay. This trip did not however end quite like this and a few valuable lessons were learnt.

We arrived at Cass Bay at about 10.30am and got the kayaks ready. I discussed with my friend, Shailer, what safety items we had and how we would use them if we needed to. Also talked about how to get out of the kayak if it tipped over. As for safety equipment we both had PFD's, cell phones and I had a paddle float and a pump. As Shailer had done a little white water kayaking before I thought the trip would all go well.

I was using my wooden kayak and Shailer was in one of Sandy's red kayaks. Sandy's kayak has funny hatch covers that require a screwdriver to tighten up so there was one of my reasonably good screwdrivers in it behind the seat.

By 11.00am we were on the water and we spent a few minutes paddling in the bay so that Shailer could get the feel of the kayak. We then headed off for the western end of Quail Island. Once out of the bay we started making good progress to our destination. I noticed on our way that a bit of a nor'wester had started but thought nothing of it. About three quarters of the way to Quail Island we met up with Tim and Heather who were returning from an excursion and on their way back to Cass Bay. We talked for about five minutes and then went on our way. Tim mentioned to me that the wind was forecasted to be up to 30 knots in the afternoon. I should have taken notice and returned to Cass Bay with Tim and Heather, but didn't.

Soon after leaving Tim and Heather, the water became quite choppy but did not have much of a swell and we

continued to the island. By the time we were about 500 metres off the island the chop was getting rather nasty and I started getting a little nervous. Shailer must have thought so too and shortly afterwards he got hit side on and fell out. "Bugger!!" I paddled over to his kayak, got it upright, pumped out the cockpit and got Shailer back in. Screwdriver gone for good though, - "Bugger!" I then made a decision to continue heading for Quail Island but within three paddle strokes Shailer had fallen out again. Now I was getting rather worried. Once again we went through the process of getting Shailer back into the kayak, which was successful. I then thought that a change in direction would possibly help us stay in the kayaks and decided that we should head straight up-wind towards Governors Bay. Do you think this was a good idea?? I don't think I will ever know because as we started our turn into the wind Shailer fell out again. So I began the re-entry process again and as you can probably guess things didn't go so well this time. The bottom fell off my pump and I could not get it back together. (More expressive words than Bugger were being used by now). Anyway I got Shailer back into a boat half full of water and asked him how he was feeling. The answer - shagged and getting cold. We had by now also drifted to the eastern end of Quail Island.

We had a bit of a talk and decided that we should try and get some help. I got my cell phone out and called the Police and asked if they could send the Coastguard to come and get us. I had about a ten minute conversation with the operator as she organised a policeman from Lyttelton to go down and get the Coastguard out. Twenty minutes later, all the time trying to stay rafted up, we were rescued. The Coastguard were not at all upset that we had called them and said that we had done the right thing, which was good because I was feeling rather pathetic at needing to be rescued.

They took us back to the marina where the policeman was waiting for us. He was rather amused by me as he took our details and discovered that I was a

rescue instructor for Environment Canterbury. We then loaded up our kayaks and returned home.

A lot of lessons were learnt that day. The biggest probably being that I should have taken a bit more notice of the wind forecast and not taken Shailer out by myself. I am very grateful of the Coastguard and pleased that they were available.

James Thompson

A few more comments should probably be made (from Sandy Ferguson)

1.) Fasten everything into the kayak that doesn't float and fasten the rest to stop it floating away.

2.) If in doubt, raft and run. The beauty of Lyttelton Harbour is, that unless you are at the entrance, you should be able to reach some sort of landing by running with the wind. You might have to walk to get home but there are worse things, especially if you haven't got a cell phone to call in the 'cavalry'.

3.) Having done a rescue, you should take sometime to check whether the rescued person has recovered their confidence. If not, start a rafted tow if you need to get somewhere. In Jame's situation, a rafted turn would possibly have been the thing to do. Have you ever tried it? Next time out on the harbour, spend a few minutes with someone else trying it out. Fasten with a quick-release, their bow near your cockpit and have the other person hold on to your stern. You can also do it 'face-to-face' with the 'towed' person being pushed and holding your bow.

FOR SALE

Arctic Raider sea kayak (kevlar)
Excellent condition.
\$2000

Tel: Rachel Tobin
04 473 1020
021 473 012

TECHNICAL COSPAS - SARSAT System Status

Background. The COSPAS-SARSAT satellite system for search and rescue provides distress alerts and location information to SAR Services worldwide. Since the launch of their first polar-orbiting satellite in June 1982, COSPAS-SARSAT has provided assistance in rescuing 12,747 persons in 3,747 SAR operations worldwide. COSPAS-SARSAT assisted in the rescue of 1,520 persons in 2000 in 386 separate SAR incidents. Of this total number of SAR events in 2000, 255 were maritime incidents, 67 were aviation-related and 64 were land distress events.

Present Status. As of March 2001, the COSPAS-SARSAT System was composed of eight satellites in polar orbit at low altitudes (about 1,000km); three geostationary satellites, plus two in-orbit spares; 38 ground-receiving stations or Local User Terminals (LUTs) for the Low Earth Orbiting satellites (LEOLUTs) and six for the Geostationary satellites (GEOLUTs); 22 Mission Control Centres; about 600,000 beacons operating at 121.5MHz, mostly carried on aircraft and small vessels, and over 250,000 406MHz distress beacons.

As of March 2001, 124 type-approval certificates have been issued by the COSPAS-SARSAT Secretariat for 406MHz beacons. Of the 124 type approval certificates, 12 have been issued for models of beacons (ELTs, EPIRBs and PLBs) with the capability to accept position data from internal or external navigation devices, essentially GPS receivers.

Phase-Out of 121.5 MHz Satellite Alerting Service. 121.5MHz distress beacons are available at a very low cost, but this out-dated technology, which cannot be improved easily, is the source of a very large number of false alerts (over 98% of all 121.5MHz COSPAS-SARSAT distress alerts turn out to be false alerts). Although these devices are installed on board a large number of aircraft and are used at sea onboard small craft and fishing vessels, the absence of an

automatic capability for identifying 121.5MHz alerts is a serious limitation of the 121.5MHz system, which, in turn, significantly increases the workload of the RCC. This situation has impacted upon the efficiency of SAR operations and has led to a request for a termination of the COSPAS-SARSAT processing of 121.5MHz signals.

In 1999, the International Civil Aviation Organisation (ICAO) issued a requirement that all new aircraft from 2002, and all aircraft from 2005 must carry an ELT operating on 406MHz, and 121.5MHz for homing purposes. ICAO also agreed that COSPAS-SARSAT processing of 121.5MHz ELT's could be terminated from 2008. In response to a request of the International Maritime Organisation (IMO), and following the agreement of ICAO, the COSPAS-SARSAT Council decided in October 2000 to plan and prepare for the termination 121.5MHz satellite alerting services on 1 February 2009.

The COSPAS-SARSAT Council has approved a comprehensive Phase-Out Plan for 121.5/243.0 MHz satellite-alerting services. About 600,000 distress beacons operating on 121.5 MHz will have to be replaced either by 406 MHz equipment or other means of alerting prior to the planned 121.5 MHz cut-off date. Therefore, a major aspect of the phase-out preparation is to ensure the availability of 406 MHz ELT's/EPIRBs/PLBs for use as replacement beacons, and the management of the 406MHz beacon population growth during this period.

NZ System Status and Operations.

A Low Earth Orbit Local User Terminal (LEOLUT) and a Geostationary Earth Orbit Local User Terminal (GEOLUT) are collocated with the rescue Coordination Centre (RCC) in Lower Hutt and are connected to the COSPAS-SARSAT Mission Control Centre in Canberra.

Australian/New Zealand Standards. The Australian/New Zealand Standards for 121.5MHz and 406MHz satellite distress beacons are AS/NZ4330: 2000 and AS/NZ 4280:1995, respectively.

Cost Recovery or Charging for SAR Services

from Ray Parker

Ray Parker is the Administration Officer and one of the SAR Mission Coordinators employed by the National Rescue Coordination Centre (NRCC), which is associated with CAA.

The following is a response to a query concerning payment for SAR (Search and Rescue).

As you probably know SAR in NZ is categorised as either Class I, II or III. The Police are responsible for the first two and the CAA, using the NRCC, is responsible for coordinating and managing the latter. Class III SAR relates basically to all searches for missing aircraft or aircraft in distress; large-scale land searches that are beyond the capabilities of the Police to coordinate, "open - ocean" large-scale maritime searches and any SAR operation associated with an emergency distress beacon, be it a Personal Locator Beacon (PLB), an Emergency Locator Transmitter (ELT), or an Emergency Position Indicating Radio Beacon (EPIRB). Any distress beacon that is activated and is transmitting on the distress frequencies of either 121.5 MHz, 243 MHz or 406 MHz is a Class III responsibility because we, at the NRCC, operate the ground earth station for the satellite SAR detection system that covers this part of the world.

It is generally accepted that governments that have ratified the various UN and other international conventions on Aviation and Maritime SAR that are sponsored by the International Civil Aviation Organisation (ICAO) and the International Maritime Organisation (IMO) do not operate a cost-recovery system for any SAR services they are obliged to provide. And that is the system operated by the NRCC. We do not, as a rule, send a bill. There have been situations, however, when an individual has realised that his/her carelessness or stupidity may have contributed

significantly to a SAR expense being incurred and has agreed to contribute towards the cost of a portion of a SAR operation. This is most rare but it has happened.

The Police SAR operations, on the other hand, do not have the same international obligations associated with them, being primarily land SAR and domestic. I would therefore hesitate to describe the Police attitude towards cost-recovery for SAR-related expenses. Generally I understand that the Police meet the costs of any SAR expenses incurred, although I also know that some portions of their Rescue costs are met by ACC, depending upon the nature of the event and the individuals involved.

As far as the specific scenario that you described where the trampster sought assistance because he was 'wet and miserable', we generally rely upon individuals not to activate their distress beacons unless they are actually in distress. By definition in SAR this

means that they are, 'in grave or imminent danger.' I am not sure that 'wet and miserable' qualifies but it becomes a matter of education and if you are running a course, you could add the need for self-discipline to the characteristics of an outdoors-pursuits person.

Hopefully trampsters, sailors and aviators will continue to demonstrate the appropriate discipline that means we do not have to ask for a Credit Card number before we deploy search and rescue assets.

Ray Parker
ParkerR@caa.govt.nz

HUMOUR

Four married Auckland blokes met early Saturday morning for a weekend sea kayaking trip in Hauraki Gulf. While loading the kayaks, the following conversation took place:

First bloke: "You have no idea what I had to do to be able to come out paddling this weekend. I had to prom-

ise my wife that I will paint every room in the house next weekend."

Second bloke: "That's nothing, I had to promise my wife that I will build her a new deck for the pool next weekend."

Third bloke: "Man, you both have it easy! I had to promise my wife that I will remodel the kitchen for her next weekend."

They continue to pack the kayaks when they realised that the fourth paddler had not said a word. So they asked him, "You haven't said anything about what you had to do to be able to come paddling this weekend. What's the deal?"

Fourth guy: "I just set my alarm for 5:30 am. When it went off, I shut off my alarm, gave my wife a nudge and said, "Sea kayaking or Sex?"

She yawned and said, "Wear your polarfleece!!!"

CALENDAR

KASK FORUM 2003 - 28 to 30 March Port Underwood

Whites Bay at the entrance to Port Underwood, the Rarangi Surf Lifesaving Club rooms, and adjacent DOC campground. The club house has shower and toilet facilities, bunks for 20 for those who don't want to camp. The club room upstairs has a good sized room for communal meeting, and a large uncovered deck area outside. The campground, adjacent to the beach, is a nice grass area with native shrubs and trees. The bay is on the east coast, north of Rarangi, and is sheltered from the northerly, north east and westerly/NW winds. It is at the south west end of Port Underwood, along which the coast is riddled with caves. Fishing is excellent.

KASK Rotorua Lakes Sea Kayak Symposium

21 - 23 February 2003

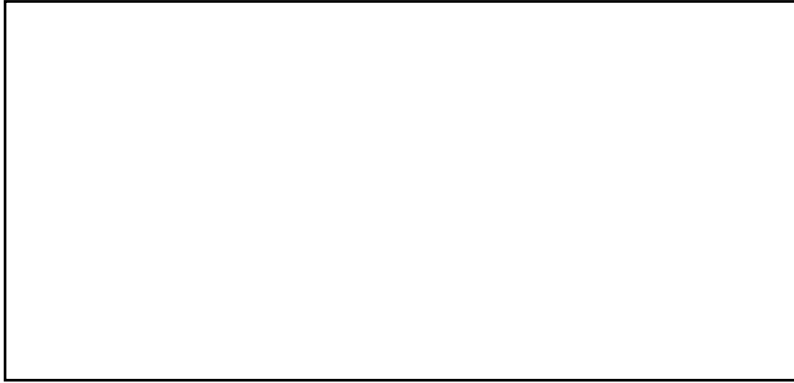
ATTENTION REGIONAL NETWORKS AND CLUBS

KASK is very keen to help any regional sea kayak groups to get up and running. At this stage the most tangible support we can give is in assisting you to run the KASK Sea Kayak Leadership weekend course for experienced members in your networks / clubs. The leadership course is three years old and has been run in Christchurch, Wellington, Auckland, Tauranga and Rotorua.

It has evolved out the need for clubs and networks to upskill the people who volunteer to run day and weekend trips. This means that it is not for novice paddlers nor people who do not see themselves running club trips. Nor is it a course for people who want to do professional guiding or run sea kayaking trips for school groups, scouts, etc. It is specifically for clubs and networks. Each weekend course is limited to eight participants. The cost is \$500 (travel may be additional) and KASK is looking to pay \$300 of this. The \$200 should come from the participants at \$25 a head. Participants must also be KASK members. (\$25). Participants receive a certificate of attendance.

There are currently three KASK leadership course facilitators, one each in Auckland, Wellington and Christchurch. If you want to have the KASK Leadership course run in your area please make contact with the following people. In the North Island Vincent Maire at Vincent.maire@xtra.co.nz. and in the South Island John Kirk-Anderson at jka@netaccess.co.nz

MAILED TO



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

