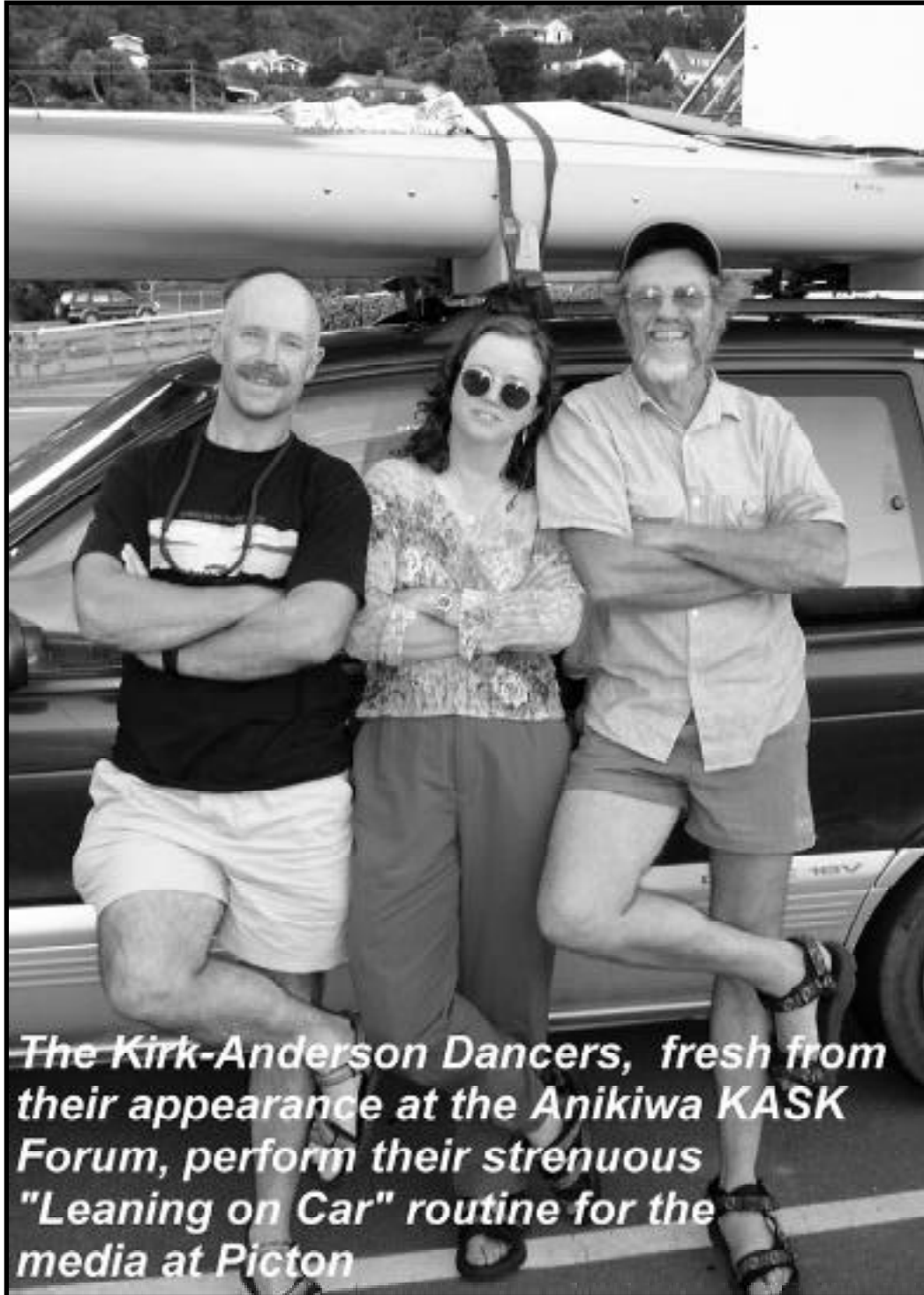


No. 118 August - September 2005

THE SEA CANOEIST NEWSLETTER



The Kirk-Anderson Dancers, fresh from their appearance at the Anikiwa KASK Forum, perform their strenuous "Leaning on Car" routine for the media at Picton

**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 Annual Subscription

\$35 single membership
(\$105 for 3 years; \$175 for 5 years)
\$40 family membership.
\$35 overseas

A subscription form can be downloaded from the KASK website. Cheques should be made out to: K.A.S.K. (NZ) Inc. & mailed to:
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LRB3 - KASK HANDBOOK

For a copy (or trade orders) of this mother of all sea kayaking handbooks, contact Paul Caffyn, RD 1, Runanga, 7854. West Coast.

e-mail: kayakpc@xtra.co.nz

Price: \$24.00

New members: gratis

Make cheques out to KASK (NZ) Inc.

THE LRB3, or the Little Red Book 3rd. Edition, is a mammoth compilation on all aspects of sea kayaking in New Zealand, by many of the most experienced paddlers in the Universe. Following a brief introduction, the handbook is divided into six sections:
- Kayak, Paddle & Equipment
- Techniques & Equipment
- The Elements
- Trips and Expeditions
- Places to Go
- Resources

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**Cover Photograph:
Who else but an Aussie
would come up with a
caption like this!
Taken by Crocodile Winky,
alias NSW paddler David
Winkworth.**

EDITORIAL

Overseas Expeditions

KOREA

Conrad Edwards is heading to Korea in October to paddle from Seoul around the west and south coasts to Pusan.

Conrad's website:
<http://www.conradedwards.net/>

SOUTH GEORGIA

Graham Charles, Mark Jones and Marcus Waters leave shortly for their attempt to complete the first kayak circumnavigation of South Georgia. The trio were interviewed on the Sunday morning National Radio program by Chris Laidlaw on 25 September. There have been two previous attempts to round South Georgia, one by a UK team and the other by an Aussie team; both defeated by the weather. The boys fly to the Falklands, and meet up with their chartered yacht for a five to six day voyage to the island. The south coast will provide a real challenge in terms of heavy prevailing westerly swell and a paucity of landing.

Sounds like quite a bit of planning has gone into the trip, with reading of the books about Shackleton, poring over maps and talking to boat captains. A satellite phone is being carried for communication, and the boys will have plenty of camera gear for a book and video doco.

The website for updates on progress is: www.adventurephilosophy.com

Sean Morley who was also planning the same trip, got beaten to a support vessel by an English team which includes Nigel Dennis. Both teams apparently are being a tad evasive about timing of their arrival in South Georgia.

Safe Sea Kayaking Brochure

At the time the of the Water Safety NZ AGM in Wellington, that KASK president Susan Cade attended, 35,000 of the brochures had been distributed by WSNZ. This is the brochure with the lovely Max Grant photo of Mt. Egmont on the cover. A 15,000 reprint is currently planned by WSNZ.

Susan Tucker of Maritime NZ, has arranged for boat/kayak safety packages to be provided for summer ferry passengers who are either kayaking or boating in the Marlborough Sounds region. Her similar program last summer was enthusiastically received.

Please do your bit for kayak safety by ensuring your local kayak retailer has copies of the brochure. In late July, MNZ sent out a follow up brochure order form to the 80 commercial kayak companies on the KASK database, with a letter of endorsement from MNZ included. Copies of the brochure are available from WSNZ or the editor.

Kayak Lights

Beverley Burnett has written a well researched article on lights to use when paddling at night. And Ian Calhaem has focused on the legal side of what is required.

Radios in Fiordland

If you are planning a summer trip to Fiordland or the outside coast of Stewart Island, mountain radio sets provide excellent nightly schedules on weather, including marine forecasts, and details of your progress are recorded.

It is preferable to hire from the Southland or Te Anau bases, as these service providers have best local knowledge.

Southland Field Radio:

Ray Phillips
Mill Rd, South, RD1, Invercargill
Ph: (03) 216 3751
email: rkphillips@xtra.co.nz

Stewart Burnby
Stews Place, Caswell Rd, Te Anau
Ph: (03) 249 8363

Radio hire costs \$25 per week.

And advice stressed by Ray, is to ensure the long aerials are fully unravelled.

SUBSCRIPTIONS

This is your last newsletter for the 2004-05 subscription. Please renew promptly.

KASK PRESIDENT'S REPORT

August - September 2005
by Susan Cade

The Wellington network had the privilege of Christchurch sea kayak coach John Kirk-Anderson running a training weekend. It was great to build on the development of skills with those who attended the training weekend held by John in 2004. For example, with surf skills training, one of the team had to practise blindfolded. Also to further develop a portfolio of coaching skills, which is really exciting to see. I am sure this matches some of the initiatives that are happening in other networks.

I am pleased to advise that the KASK 2006 AGM will be held at the March Coastbusters Auckland forum. Thank you Coastbusters - I am looking forward to it.

The KASK committee is having a weekend meeting in November to firm up project timetables using feedback from the 2004 member survey.

In September, KASK committee member Cathye Haddock attended the Outdoor NZ annual forum and she was honoured with an award for her significant dedication and work she has put into safety in the outdoors. Congratulations Cathye.

In September, I attended the Water Safety NZ AGM held in Wellington, and there will be a report on this meeting in the next newsletter.

Congratulations Paul with the new edition of your South Island book.

Susan Cade

Excellence in Outdoors Recreation Recognised

The 2005 Outdoors Excellence Awards were announced during the Outdoors New Zealand annual Forum held in Wellington. The awards represent the high standards expected of key individuals and organisations involved in delivering outdoor experiences to New Zealanders of all ages and abilities.

The top award - **SPARC Supreme Award for Contribution to Outdoor Recreation** was presented to **Cathye Haddock**.

Cathye has made a huge contribution to the outdoors sector for over twenty

years as an author, project leader and researcher. In 1993 she wrote *Managing Risks in Outdoor Activities* and in 2004 completed the *Outdoor Safety-Risk Management for Outdoor Leaders*.

More recently, as Senior Advisor in the Ministry of Education she has lead projects including the new *Outdoor Activities – Guidelines for Leaders; Safety and Education Outside the Classroom (EOTC) – A Good Practice Guide for NZ Schools; Safety and EOTC professional development; Current convener of the NZ Mountain Safety Council Risk Management Committee* and established adventure based learning and safety systems at Rotoiti Lodge.

“Recognising Cathye’s contribution to the outdoors in this way met with unanimous agreement and is thoroughly deserving for someone making such a big contribution” said Miles Davidson Executive Director Outdoors New Zealand.



Chris Knol ONZ Chairman presenting Cathye Haddock - SPARC Supreme Award

Abel Tasman National Park

Campsite Booking from 1 October 2005

On a brochure promotion mission in Motueka recently, I met Maureen of the Sea Kayak Company. She gave me a breakdown of a new campsite booking system for the park which commences from 1 October, and expressed her concerns with the way DoC have set up the system.

The booking system, which will operate all year round, is site specific. Booking is via the DoC website (www.doc.govt.nz), with a link to great walks having a calendar showing days and number of campsites still available.

A report from NZ Tourism noted the park was not overcrowded, but was under managed, and it is this report that apparently led to the implementation of the booking system. Apparently very little consultation was carried out with the local commercial operators who, after getting wind of what was being planned, banded together with a submission to the Chris Carter, Minister for Conservation, local DoC officials, the local harbour master and local MP's.

The submission expressed concern at campsite specific bookings with concern that it would greatly compromise visiting kayaking public's safety, with reasons provided why kayakers may not be able to get to their booked site:

- some people over estimate their ability
- some people under estimate the environment
- and sometimes the the element of the unexpected arises in a way that no one can predict.

It went on to note that site specific bookings will impel people to feel they must reach that booked destination no matter what the commercial operators will be saying with respect to safety being the primary consideration - rather difficult to impart to peo-

ple with English as a second language.

The commercial operators suggested a zone booking system (two or three zones) which would allow flexibility given the state of the weather and tiredness of paddlers.

However the DoC booking print out sheet does note the following: 'Special message for kayakers.

If the weather or sea conditions are beyond your skill or fitness level to safely kayak to your intended destination (the campsite you have booked) stop and wait for a few hours and if necessary camp at an alternative campsite. Kayakers are permitted to camp at a different campsite to the one booked for safety reasons.'

So poor old independent Kiwi paddlers are now stuck with this new booking system. I feel it is like shutting the stable door after the horse has bolted in terms of controlling paddler numbers in the park. If DoC and the Tasman District Council had long ago instigated a cap on commercial concessions and bums in seats, we would not have been subject to this new system. Gone now are the days when the weather map looks good and paddlers can scoot off to the park on a whim. If you have plans for a paddle in the park - at any time of the year from 1 October - keep in mind you will need to book a campsite. And forget about the Xmas - New Year period, as some sites are already fully booked.

Paul Caffyn

MORE ON THE PARK

From the TDC Harbour Master, Graham Caradus.

There are Navigation Safety Bylaw requirements for commercial kayak operators in the park, relating to the colour of kayaks. Blue and green coloured boats are being phased out. And the use of 'chopper flags' is not recommended thanks primarily to some rather odd behaviour from the local shag population. The link to the TDC website for specifics is:

<http://www.tasman.govt.nz/index.php?Boating-347>

BITS & BOBS

Montana Book Awards

(From Cant. Network)

Unfortunately no KASK member won an award though 2 books were shortlisted. A report on the judges' comments can be read at:

<http://www.booksellers.co.nz/documents/mnzba05%20judges%27%20report.pdf>

Subject: Kayak Testing Article

September 13, 2005

Hi there, I thought you may be interested in a comprehensive test of 17 different kayaks that I have done. As organiser of a new series of adventure race events in Australia, I wanted to give beginners some good information about the huge amount of options that they face when deciding what type of kayak to buy. The results can be found on our website - www.rapidascent.com.au

The 23-page report (with photos) includes all the key statistics on each of the boats, including flat-water speed. If you are able to publish a link to this on your website or by forwarding to your members, that would be terrific, the more kayakers who get to see the information the better.

We are currently planning another more comprehensive test for early next year, so if you have any comments or suggestions they would be most welcome.

Have fun out on the water!

Regards

John Jacoby, Race Director
Adventure Event Management
john@rapidascent.com.au
www.rapidascent.com.au

MHWS Definition

I found this definition of Mean High Water Springs in a coastal policy document. The term MHWS is used, for example to define seaward freehold title boundary of coastal properties.

MHWS is the two highest water spring tides in a 14 day period, taken over a full tidal cycle of 18.6 years, or however much data is available.

TECHNICAL

Night Lights for Kayaks

By Beverley Burnett

Contributor: Bruce Cochrane
Excerpt from the Kask handbook reprinted by permission of Paul Caffyn (Additional keystrokes by PK the cat)

You are paddling at night because:

- you have not reached your destination
- there is a full moon
- you have an emergency
- you like extreme adventure
- you are a spy.

Whatever your reason for paddling at night, maritime law requires any vessel under oars to carry a white light for signalling purposes. If you are in your kayak and on the water, you are navigating a vessel and must obey the law. The white light can be a torch that you wave to signal an oncoming vessel. You hope that the oncoming vessel sees your little torch before it runs over you. You hope that you see the big vessel in time to wave your little torch.

True stories:

1. The East-West ferry in Wellington, fortunately a catamaran, ran over top of a dinghy which was out in the harbour on Guy Fawkes' night without lights. The surprised rower popped out the other end in one piece.
2. A paddler fell out of his boat at night. The light was attached to the paddler and not to the boat and he couldn't find his boat in the dark.
3. A paddler capsized at night. She did not have a paddle leash. She managed to hold onto the boat but not the paddle. The paddle got lost in the dark.
4. A paddler capsized at dusk. He had no light and the people trying to rescue him couldn't see him.

You carry lights at night for four (possibly more) reasons, including:

- (i) You want to be seen in time to avoid a collision.
- (ii) If you capsize at night you want to be able to locate all pieces of your equipment.
- (iii) You want to be seen in order to be rescued
- (iv) You want to keep in contact with others in your group.

In addition to the legal requirement, having some kind of light is extremely useful, particularly when paddling with others. The light should be bright enough to be seen easily from at least two kilometres but not so bright that that it destroys your night vision.

Night Vision

Night vision uses different parts of the eye than day vision. Your night vision is powered by what is called the purple retina in your eyes. Your purple retina is located at the edges of the pupils and so your best night vision is slightly off centre from normal viewing. Artificial light will block out the purple retina and ruin your night vision. A bright light will destroy your night vision in a nanosecond, and it can take up to 15 minutes to regain it. Paul Caffyn has come up with a workaround for map reading ...

“Each eye adapts to darkness independently. By closing one eye prior to bright light exposure, when the light source is removed the closed eye will retain full night vision. Thus when leaving a floodlit harbour for pitch darkness offshore, if one eye is kept closed for the time it takes to paddle clear of the lights, night vision will be achieved when the eye is opened offshore.”

(Kask Hand Book. Night paddling, p. 61, Paul Caffyn)

Light Sources

A single white light can be difficult to spot against the background lights of a populated area and you may want to carry some additional lights for visibility. Chemical light sticks can be attached to your paddle, and torches in the compartments of plastic kayaks emanate a dull glow. Without looking like a Christmas tree, you want to be able to locate each piece of your equipment in the dark.

A strobe light is more visible than a solid light, but it is a distress signal and should not be used except in an emergency. You can carry a strobe light on your buoyancy vest and switch it on in an emergency. A large ship bearing down on you does qualify as an emergency. (Insert picture of RFD strobe light here and caption)

A headlamp is not suitable for night paddling because it is not visible from all directions and can destroy your night vision. There are headlamps which have both red and white bulbs. The red bulb can be useful for map reading without destroying night vision, and the white light can be used for searching the shoreline or the water around you.

Anecdotal evidence shows that red and green navigation lights will make your kayak more visible. However if you carry these you must display them in the same manner as a powered vessel; that is, red light on the left (Port) and green light on the right (Starboard) side of your boat. Although they are best located on the widest part of the hull for visibility, they need to be in a position that does not destroy your night vision.

DIY LIGHTING KITS

Currently the most popular option for night lighting is an all-round white light carried on a mast at the back of the boat. There are many home-made incarnations of this particular piece of equipment, a couple of which are detailed below. There is also a commercial version being developed in Auckland at the date of writing this article. It is possible that the all-round white light, as required on powered vessels, may become a requirement for kayaks.

To date, LED lights have not been very popular for marine lights. Despite using less battery power, they are only visible from one direction, unlike traditional bulbs. Bruce Cochrane's light kit featured below uses a circle of LED lights to overcome this.

The Wellington network has a couple of plumbers who have created light kits using large batteries in the rear compartment or day hatch connected to a mast made of PVC piping with a waterproof housing for the bulb on top. Pete McFarlane has inserted a short piece of PVC piping into his rear hatch cover to accommodate the mast and wiring, and when he is not using the mast, removes it from the pipe and screws on a watertight cap.

Many Kiwi paddlers have invented their own version of the PVC mast with battery-powered bulb on top. The most popular light is the C marine light made by RFD (www.rfd.co.nz). The light uses 2 AA batteries and is designed to be clipped to a life jacket. However it works really well when inserted into a mast made of plastic pipe. The big drawback is that the light has to be turned on by hand before you get into the boat. (insert c-light picture and caption here)

There are also many methods of attaching the mast to the rear deck. If you don't have a convenient fishing rod holder to take the mast, a board can be secured under the bungees or straps holding down the rear hatch cover. Whichever option you choose should not place too much strain on the rear hatch cover.

Bruce Cochrane writes:

I use a homemade kit that uses LED's for longer battery lights. Key points are:

- 1.2 metres above the deck (less in an ordinary rod holder);
- eight LEDs in kit set from <http://oatleyelectronics.com/leds.htm> in screwtop polycarbonate jar (e.g. peanut butter)
- four AA batteries in battery pack in bottom section-uses NICADs or ordinary batteries-gives 12 hours plus from 2000 mAh batteries;
- base is made from 32 millimetre plastic waste tube and fittings, all glued except end fitting is tight push fit to enable battery changes;
- to avoid leaking switches etc the light is turned on by rotating the ring with a little square magnet that operates a small reed relay inside;
- it is totally waterproof and floats.

Holder is cut off upside-down rod holder on plastic plate held down by deck bungees -I didn't want to cut a hole in my Kevlar baby for a conventional rod holder and also wanted the light to be vertical.

[The light] is visible for at least a mile even in the nulls between the LEDs.

If anyone has a great idea for a homemade lighting kit, or means of attaching it to the rear deck, please forward it to Paul Caffyn:

(kakaypc@xtra.co.nz). It would be great to have a database of DIY mods on the website.



- RFD C-light (above)
Emergency signaling light
- MSA compliant
 - Multi-faceted refracting lens intensifies light making it visible up to 3 Km
 - Corrosion resistant, waterproof case, attaches easily to lifejacket, liferaft or vessel with integral lash loops and velcro strap
 - Operates by 2x AA batteries

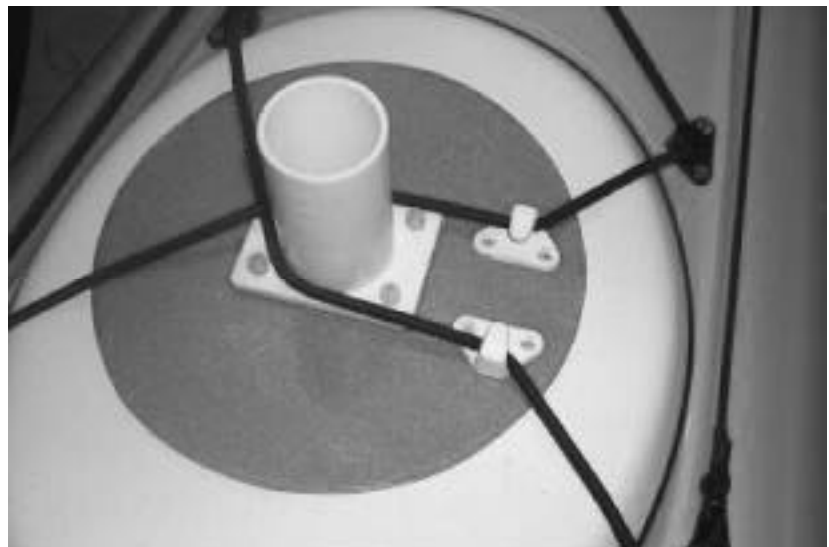


Mast for light: Photo B. Cochrane



- RFD Hemilight (above)
- Personal locator emergency light
 - SOLAS and MSA compliant
 - Fully automatic
 - Light and battery are integrated
 - Smaller than other compliant lights

Mastholder. Photo : Bruce Cochrane



Kayak Lights Legal Issues

The summary at the end of the article (below) by Ian Calhaem had what I felt was an incorrect interpretation of the Maritime Rules. I forwarded the article to Jim Lott, who is the Recreational Boating Manager for Maritime New Zealand. Jim's response is noted below, and Ian has amended his summary accordingly.

Hi Paul

You are indeed correct. The well-researched article made one error. Vessels under oars or paddles are not considered to be under power, although that is what is stated in the article.

Maritime Rule 22.25, "Sailing vessels underway and vessels under oars". Paddles are considered to be oars. Here the rule says that a vessel under oars (paddles) must show the side and stern lights as for a sailing vessel if practicable. But if it does not, 'it must have ready an electric torch or lighted lantern showing a white light which must be exhibited in time to prevent a collision'.

So a torch is acceptable, but Maritime NZ advises that it is much better to show a white light all the time. Regrettably, not all motor boats obey the rules and some fail to show lights at all. In such a case it would be possible for the two vessels to remain without any lights and collide as a result. The kayak would suffer most.

So purely as a self defence it is better to be lighted constantly. In no way do we condone incorrect lights and an unlighted power boat could well be prosecuted or fined.

And as the article said, white lights must have a 2 mile range.

Please make sure the correct rule is fully understood, and also the advice we give when you publish an article. Understanding why we give such advice is fully as important as the advice itself.

Jim Lott

Kayak Lights – Can you be seen? Are you legal?

**By Ian Calhaem, President
Auckland Canoe Club
and Jeremy Singleton,
Business Development
Manager, Hella marine.**

Introduction

Like many others I have experimented with a variety of lights, poles and torches for night time kayaking. Nothing has been very successful. The problem is a very real one for anyone kayaking in or near harbours. Commercial vessels and other pleasure craft create major hazards for the kayaker. I was at a Coastguard meeting recently and the Operations Officer told me of recent near misses in Auckland harbour between commercial vessels and kayakers. Kayaks sit low in the water and are almost impossible to see during the daytime, much less at night.

It was suggested that I contact Hella New Zealand Ltd, headquarters for Hella marine worldwide, as they are designing and manufacturing ranges of LED navigation lamps, and testing these on Coastguard rescue boats.

I contacted Jeremy Singleton, the Business Development Manager at Hella marine the next day and received an enthusiastic welcome. Hella marine had indeed been developing navigation lights that were being tested by Coastguard, and they were starting development of a light suitable for kayakers.

I am delighted to be able to report that the development is proceeding well and although I am unable to reveal details yet, it will be designed with active kayakers in mind. I would like to thank Jeremy Singleton for his considerable input in the preparation of this article.

Legal background

All vessels in New Zealand waters are required to comply with Rule 22 from Maritime NZ.

Rule 22 adopts the internationally recognised IMO Col Reg 72 rules for preventing collisions at sea, including give way rules and lighting requirements for all vessels.

As we know navigation lamps exist to make a vessel visible to other vessels in darkness, so vessels can judge another vessels movements, (and vessel type to apply the required give way rules) and avoid collisions.

Under Rule 22, power driven vessels (this included power by oars and paddles) less than 12m in length need a 2 Nautical Mile all round white light / anchor lamp, plus port and starboard lamps.

Kayaks and canoes are generally classed as vessels less than 7m in length so the following applies from Rule 22.

'a power-driven vessel of less than 7 metres in length whose maximum speed does not exceed 7 knots may exhibit an all-round white light, and must, if practicable, exhibit sidelights.'

So to be 100% technically correct a kayak moving at over 7 knots needs a 1 nautical mile port and starboard light set also, but it is generally understood that an all round white light of 2 nautical mile minimum visibility is sufficient for such craft, dinghy's included.

If a navigation lamp is certified to IMO Col Reg standards, then it meets the requirements of Maritime NZ. This must be marked on navigation lamps as 'USCG' then a visibility range.

Rule 22, section 2 - Lights and shapes
22.20 Application of Section 2

(1) This section is to be complied with in all weathers.

(2) Lights are to be exhibited from sunset to sunrise. During this time the only other lights which may be exhibited are those lights which -

(a) cannot be mistaken for lights specified in this Part; and

(b) do not impair the visibility or distinctive character of lights specified in the rule; and

(c) do not interfere with the keeping of a proper look-out.
[This means that your light must not blind others in your party]

(3) The lights specified must, if carried, also be exhibited during the day in restricted visibility. They may also be exhibited in all other circumstances where it is considered necessary.

Positioning and technical details of lights as it applied to kayaks.

All round white lamps must be positioned so they show an unbroken arc over the horizon of 360°. Thus if mounted on a pole on the deck of a kayak the lamp must be positioned above the kayaker's head to provide a full 360° visibility. (Hella marine will use at least a 1200mm pole to achieve this)

Hella marine Developments

The result of development work at Hella marine is an LED All Round White/Anchor Lamp range with 2 nautical mile performance and less than 2 watt power consumption that meets international navigation lamps standards and is thus approved for use in New Zealand. This range is called the NaviLED@360 and is designed to be connected to an external battery.

However, also under development is a rechargeable kayak specific range with a safe mounting base. The goal of this design is to include rechargeable cells in the sealed aluminum pole. An important consideration is how this light will perform in an active kayaking environment. What happens when the kayak is rolled in a not-so-perfect surf landing? Will the light blind fellow kayakers? Can it be recharged in the field during a multi-day kayaking trip? Will a single charge last for a full overnight trip? We hope to start field trials in association with the Coastguard in near future.

Extract from the Hella marine Catalogue:

Designed and manufactured in New Zealand, NaviLED@360 lamps provide power saving, visibility and durability with less than 2 watt power consumption. The new NaviLED@360 lamps draw a fraction of the energy required to operate a conventional 2 nautical mile bulb lamp.

Hella marine LED technology has no filaments to break thus making the lamps extremely shock, vibration and impact resistant. They are completely maintenance free. High impact acrylic housings provide superior durability in demanding conditions.

NaviLED@360 anchor lamps have undergone extensive 'tested to destruction' programs to accelerate and minimise possible failures. Each lamp is a completely sealed and waterproof unit, UV and corrosion resistant.

Utilising advanced Multivolt™ circuitry, NaviLED@360 lamps provide consistent illumination and safety from 9-33V DC - even under severe voltage fluctuations and low battery voltages.

Sealed within the aluminium pole, the slim Multivolt™ circuit board provides reverse polarity, spike and over-voltage protection for long life and reliable operation.

NaviLED@360 lamps are certified to meet the 2 nautical mile all round light requirements of New Zealand's MSA and Australia's NMSC.

They also carry IMO Colreg 72, USCG and RINA(I) approvals.

For more information please visit www.hellamarine.com

Email

Jeremy.Singleton@hellamarine.com or call 09 577-0352

IanCalhaem@xtra.co.nz or call 579-0512

Summary

It is strongly recommended that your kayak has an all round white light with a minimum visible distance of 2 nautical miles whenever it is used between sunset and sunrise.

The mounting of the light must not interfere with others and prevent them from keeping a vigilant lookout.

Maritime Rule 22 allows a vessel under oars to have "an electric torch or lighted lantern showing a white light which must be exhibited in sufficient time to avoid collision."

This is not a practical option for kayakers because it is impossible to keep a constant lookout to the rear and the relatively low output from a torch. [a torch visible from 600 metres would provide less than 60 sec for the skipper to take evasive action, after it had been displayed to the oncoming vessel.]



NEW ZEALAND TRIP REPORTS

Southern Ocean Kayaking Odyssey by Stanley Mulvany

(from the Southland Sea Kayakers
Network email newsletter
20 September 2005)

From the top of Bluff Hill on a clear day the Southern Ocean stretches away in a great arc from Ruapuke Island in the east to the rocky spires of the Solanders in the far west with Rakiura straddling the centre. It's a sobering sight subject to dramatic changes of weather and rich in history. I've often cast my gaze towards Ruapuke and wondered. Ruapuke so rich in history with great names such Tuhawaiki, Wohlers, Topi and Whaitiri beckoned me across the waters.

Last weekend I had planned to take a kayaking group to Milford Sound but on the Thursday night I remembered Ruapuke. After I checked the tides, the phase of the moon and marine forecast I put it to my companions that we kayak instead across to Ruapuke on Friday afternoon, camp there and on Saturday complete a crossing to Half Moon Bay on Rakiura. The last thing to organise was permission to land on Ruapuke as it is a private Maori Island. Simon gained this and we were set to leave at 1.00pm Friday at Bluff.

The weather was beautifully clear and warm as Belinda and I arrived early in Bluff. We unpacked our kayaks at the small beach opposite the paua house. Noel and Simon arrived shortly afterwards. As they were getting ready we popped off and bought some take-aways for lunch. Then Noel and I walked across the road to Meri Leask's house and introduced ourselves to Meri. Meri looks after the Bluff Fisherman's VHF Radio and monitors all the shipping in the Strait. I had already faxed her my Trip Details Report. Meri walked back with us and kindly offered to give us a ride back to

the beach after we dropped off our cars at a friend's place in Bluff.

Shortly after 1.00pm we pushed our kayaks into the water and headed down the right hand side of the channel and then straight out to sea. Conditions were good with a light easterly and negligible swell and only small waves. It is about 7 kilometres to Dog Island where we landed. A sea fog was now reducing visibility to maybe a kilometre. We did not linger and carried on around the eastern side of the island. Here we headed directly south.

After some time the fog cleared and we could see the north head on Rupee ten or so kilometres away on our port side. Later the steep cliffs of Bird Island appeared on the southern horizon and we altered course to Topi Island lying to the east of that closer to Ruapuke. It took us another 2.5 hours to reach it, which was a relief, as it was getting cold in the strengthening easterly.

Then we were through the channel between Topi Island and Ruapuke and into Henrietta Bay. This is a wide bay backed by a sandy beach with some dramatic rock outcrops. Just as we were coming in a fishing boat cruised in past South Point and anchored in the southeastern corner. We kayaked over and met the skipper Colin Topi known as Toe who was expecting us and said we could use the sleep-out on his house on the hill behind the bay.

We landed at 5.00pm and went up to the house and gratefully stripped off our wet gear. Colin got the generator going and opened up his kitchen so we could make have a meal in comfort and then retired back to his boat. By now it was dark and we cooked up a meal and retired early. We decided to get up at 6.00am and hit the water at 7.00am as the marine forecast was for strengthening north westerlies later in the day.

At 6.00am Saturday my alarm went off and I tumbled out of bed. It was dark and foggy outside and Toe's boat had gone. We sorted out breakfast, left a thank-you note and carried all

our gear down to the beach. I got the marine forecast at 7.05am and it seemed OK but fog had cancelled shipping in the strait. It is 37 kilometres across to Rakiura and we set a course to the main Hazelburgh Island and on to Bench Island. We soon worked out the best method of travel which was for me to kayak out in front as I had a marine compass strapped to my front deck bag and it was easy to follow. Noel had a GPS and chart, which was very useful for checking our speed and position in relation to islands further west.

The fog was quite thick only giving us less than 100 metres visibility. After an hour an island loomed up to port and then several more. In front of us a larger island appeared with a house on it. I guessed this was the main Hazelburgh Island. The houses are owned by Maori folk who for generations harvest the sooty shearwaters or mutton-birds who nest in burrows on all the island in the strait. The wind blew steadily from the northwest on our beam as we steered a southwesterly course.

From the Hazelburgh Islands it is a fifteen kilometre crossing to Bench Island and this we did in the fog. We grimly kayaked on trying not to think what would happen if the wind increased to 20 knots and the seas became unmanageable. It was quiet out there with just the noise of the waves and the oppressive fog as we steadily pressing forwards to the SW. Several cape pigeons glided past and later we passed a pair of mollymacks bobbing on the waves. I was concentrating all the time on our compass bearing and constantly correcting the swing of the kayak to the south.

Time flowed past slowly as we passed the point of no return. Now there was no turning back. It was all or nothing, a sort of paddle or die feeling. By 10.30am I figured we should be getting a visual on an island but it was nearly 11am before the mist rolled back to reveal an island to the north of us and shortly afterwards Bench Island dead ahead. By now the wind was quite strong and kicking up a bit of a sea but it was a brilliantly clear

day with a deep blue sky and olive green forest on the islands and on Rakiura. We altered course to the NW to round the northern end of Bench Island. We had been in or cockpits now for 5 hours and suffered from the 'bursting bladder syndrome' and my back was cramped up and aching like hell. On the next island we landed on a boulder beach and what an inexpressible relief. The sun had come out and the wind died and life felt good.

After lunch we set off on a 7-kilometre crossing to Bathing Beach in Half Moon Bay. Here we left the kayaks overnight and walked up the hill to Simon's house. On Sunday the forecast was for 20-knot north westerlies and a good excuse to get the Foveaux Ferry back to Bluff.

The probable first crossing of the Foveaux Strait to Ruapuke and from there to Stewart Island by Noel Carson, Simon Marwick, Stan and Belinda Mulvany on 9/10 September 2005. Distance covered 64 kilometres.

StanleyMulvany

FOR SALE

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New Zealand Trip Reports

Port Pegasus Sojourn by Sandy Ferguson

(photos Sandy Ferguson)

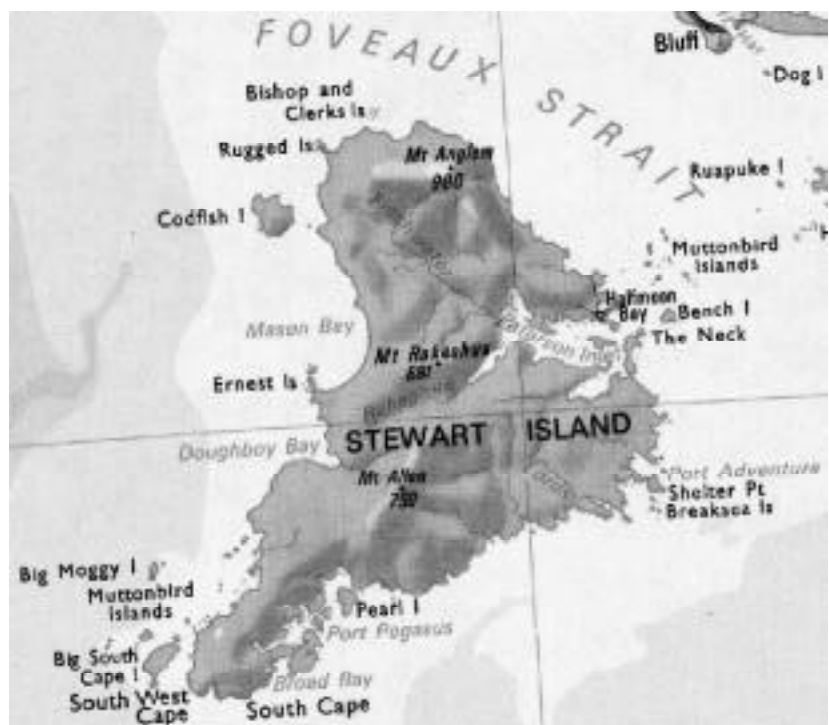
A lot of people go overseas for a winter holiday, so we did too. You mean they go north? You mean going south is, well, odd? So we loaded the van and headed south on Saturday while the rest of the group (10 divers and a paddler) followed on the Sunday with text messages giving us their progress and us on Sunday somewhere around the Toko River Mouth, or Kaitangata – we were heading for Bluff weren't we? A quick stop at the Invercargill museum to check on my relative's octant, just in case we needed some navigational instruments and on to Bluff by the designated hour of 4.30 p.m.

Next morning found us at the ferry terminal unloading vans and the ferry, *Aurora*, craning up aluminium boxes on to the wharf for us to fill, boxes about 1.5 metre by 1 by 1.5 high. A couple would do for all the personal gear and the other half dozen for the beer and a few cans of fuel(?). This was followed by 4 small power boats and 3 kayaks.

Of the weather we could have picked for the crossing of Foveaux Strait, this was about as good as it gets, nor'westers on the previous days had flattened the westerly swells. It took about an hour to cross the strait and a couple more to get us down to Port Pegasus and the camp opposite Anchorage Island, our base for the next 9 days.

The gear was ferried to the beach by the power boats and those in the know dashed off into the bush to claim the best camp sites. The one we first picked we were warned against using as it was prone to flooding so we found another far better one and only half the distance up the hill from the beach and on a nice little headland. By the time all was set-up, new toilet dug, sand on the tracks, mountain radio aerial up, gear unpacked in the hut and a few other jobs, the day was done.

Tuesday was bright and sunny and as we paddled off the beach, more like Abel Tasman National Park than the deepest, darkest ends of the Roaring Forties. I suggested paddling round Anchorage Island but some how we forgot to and spent the day travelling a distance that could be done in a couple of hours. Every rock, tunnel, cave, reef and fish had to be investigated and with water clear down to 15 metres, there was a lot to see. Down



Pegasus Passage, Blind Passage, caves on Noble Island, quick look at Islet Cove and back to base.

At this point I should be honest and admit we had a hut for shelter and cooking in and even more luxurious, a cook. We also had fish – fish for breakfast, fish for lunch, fish for dinner, crayfish, paua, blue cod, greenbone (butterfish), moki (smoked, yes we had one with us), tarakihi.

Dan, the organiser of the trip, had said if it was possible, go south, go that way as westerlies were the prevailing wind and would come up the arm. So our second day of paddling saw us heading south down channel and into Islet Cove. We explored all the little bays on the western side before heading across the bay to have lunch on a small beach beside the beach where another hut is sited. One of the runabouts came by as we were finishing lunch and we followed them a few minutes later up Cook Arm. The tide was running in fast and the wind blowing out, largely balancing their effects. About a couple of kilometres up the Arm, and where we fell off the chart we were using, we turned in shoaling water and headed back out. There is a long arm to the north-east, which nearly makes the piece of land our hut was on an island, but we ignored it, heading down a smaller arm to the southwest. From there we headed home to catch an entrée of just prepared shellfish.

There were strong winds for the next few days, some drizzle, alternating

with cloudless skies. This bright blue would be replaced by low grey clouds within 10 minutes.

The next good day for paddling had a forecast of gusty nor'westers. We headed north for Albion Inlet. Keeping to the north shore, we paddled up the river as far as possible until we ran into a low rapid and fallen trees. Bouncing off rocks and hazards, we made our way out again, tuis and kingfishers flitting overhead. The mouth of the river is shallow as we crossed to the south side on the west side of the island, then to a sandy beach for lunch.

There are four possible camp sites in the next 3 bays, an unnamed bay, a couple in Bens Bay and one in Bulling Bay, including a piped water supply out to a mooring not far from the beach. Not really practical though for a camper to have to paddle out to fill a billy for tea. All these bays were intimately explored before we headed home past Red Beach, where it might also be possible to camp on top of the yellow bank at the back of the beach.

The next day we headed out to find Smugglers Cove with vague directions as to its position, somewhere along the north shore of Albion Inlet. Smugglers Cove has a very narrow entrance and a "hole" with a beach at the back. Scanning the shore showed a lot of coast that wouldn't support such a topography and we ended up on the north west coast, finding the entrance reasonably easily once we were close enough to it. About 70



metres south from the north west corner of Albion Inlet. The entrance is less than 2 metres wide, probably the same depth of water and with 3-4 metre high walls. The cove inside is about 15 metres by 15 with a beach at the back and bush all round. We'd just paddled out when one of the runabouts came by with a couple of divers. I thought he'd go into the cove after saying "Hello." but he didn't as we found out later he didn't realise that was where the cove was.

We carried on south east along the coast until it turned north east. We followed this until a sand beach appeared in Twilight Bay. I thought there'd be a better bay round the corner but fortunately we didn't go to find it as there wasn't one. Message, if you have found a beach, use it, there probably isn't another one for miles. Here we stayed for lunch with a watery sun shining down. Our run up the coast to Belltopper Falls, past the ruined wharf and remains of a steam engine were in sun as the clouds were finally blown away. Belltopper Falls were so named because someone had had his belltopper, top hat, blown off when visiting the falls. We didn't realise at the time but the site of the hotel was not far away on the north east shore.

It was time to head home and we ferry glided across Albion Inlet against a 25 knot breeze then ran down the coast, only stopping to take pictures of Red Beach. Back to a dinner of fish again, a clear starry night and no wind.



Our final day of paddling was again with a report of gusty nor'westers. We headed south west directly for Kelp Point and from there spent the day rock hopping. In a bay just before the point leading into Evening Cove, there is a perfect camping area, looking large enough to take a reasonably large group of kayakers. Evening Cove is a convoluted series of little bays and islands and we finally exited it in time for a late morning tea on a low sloping rock point, covered with white lichen.

The two oyster catchers ignored us and carried on doing what oyster catchers do on a rocky islet. A short run along the northern coast of Shipbuilders Cove and another stop, this time for lunch on one of two useable beaches.

Though this is called Shipbuilders Cove, the ship building was actually done in a bay in South Arm, further to the south. Here the first ship on Stewart Island was built.

The next point had the longest cave we'd so far found, at least 7 kayaks long and still going. Not easy to see where we were and the only thing to do was to take a photo and find out where we'd got to later. We finally got to the south west corner of Shipbuilders Cove and managed to get a little way up the creek at the foot of Bald Cone.

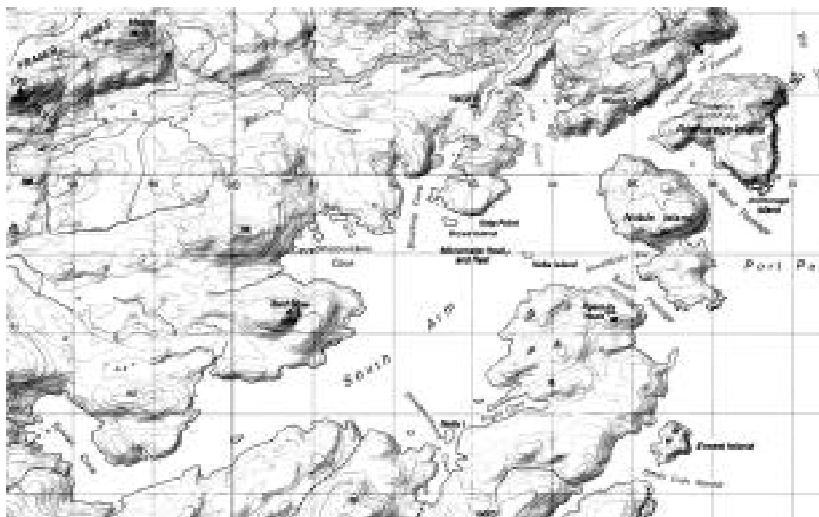
Time to head home, mainly with a tail wind, until it died on us. In Pegasus Passage we spotted the only penguin

we saw on Stewart Island, popped up, dived, popped up a couple more times and vanished.

The weather report boded well for the trip back to Bluff. *Aurora* arrived about 8.45 a.m. and the large heap of gear on the beach was ferried out and loaded with our kayaks last, on to the top of the bins. We kept out to sea to catch the tide and when rounding 3 of the capes, the skipper killed the power as we shunted into standing waves, wind against tide. Buller's mollymawks followed us effortlessly while the few seagulls panted frantically to keep up with our 16 knots. By Bluff it had started to drizzle as we unloaded, collected vehicles and headed to the pub for showers and clean clothes.



Belltopper Falls



Old steam engine wheel



The first day out

A massive load for the boat



CALENDAR

Coastbusters 2006 is ALL GO Preparation and planning for Coastbusters 2006 is well under way for the event to be held again in March 2006.

What is it?

A bi-annual Sea Kayak Symposium put on by independent recreational sea kayakers for sea kayakers. The highly successful last event was held at Orewa in March 2004. Ask your pals if they enjoyed it!

Where is it ? What format?

We have moved to Milford Primary School on edge of lovely Lake Pupuke, Milford North Shore City for Friday evening on to a full- on day Saturday with, workshops, demonstrations and highly entertaining speakers. Then Sunday to the coast to Sullivans Bay, Mahurangi West for the mass paddle exercise

When is it?

Friday evening, Saturday all day and the evening, Sunday - March 17,18,19 2006

Who Can Go?

Any actively involved seakayaker, from any club,group or non aligned individual paddlers

How do I Apply or get more information?

Watch the website for details.

Entry information and fee will be posted later in 2005 as costs are finalised

www.coastbusters.org.nz

or email us your questions

Put it in your diary. Due to a sell-out at last event we have increased the numbers but we will still be limited. Do not leave it until late and be disappointed.

NB: Coastbusters is an incorporated society

ANNUAL SEA KAYAK PILGRIMAGE Marlborough Sounds

Date: 25 - 27 November 2005

**Venue: Ratimera Bay DoC campite, in Ruakaka Bay,
Queen Charlotte Sound**

The pilgrimage is a gathering of paddlers for a formal dinner on the Saturday night, when an object of scorn and derision to sea kayakers is stoned, chanted at and then burnt. During past pilgrimages, mock ups of a river kayak and a jet ski have been sacrificed.

The phantom (alias AJ) has suggested a dress theme for the dinner of Vikings and Virgins.

OVERSEAS TRIP REPORT

Kayaking the Isle of Skye. by Iona Bailey

Our visit to Skye, Scotland in June 2005, was a trip down memory lane. My family used to live near Broadford and I remember many happy holidays spent hiking the hills and mountains on Skye. We arranged to spend a day kayaking with Gordon Brown of *Skyak Adventures* and I hoped to be able to revisit some of my old haunts.

Our day with Gordon was spent kayaking from Ord to Heast across Loch Eishort. I remember Ord for the fabulous afternoon teas served at Ord House - plates loaded with yummy cakes and huge pots of tea. Sadly the afternoon teas are no more but the beautiful beach with white sand and fabulous views of Cuillin mountains across the water remains.

Gordon is one of the top coaches in UK; he holds a level 5 BCU coach award. He gave us loads of advice about our kayaking skills and more. At Heast we spent some time examining the fossil beds where as a child I used to come with my brother. Unfortunately these days most of the best fossils have been removed and only the imprints are left in the rocks.

Along the way we were accompanied by inquisitive seals unconcerned about the bone chilling wind and freezing cold water; we were glad of our new paddle jackets and layers of thermals. Gordon has some great gear.

I was particularly impressed with the Valley 'Pintail' kayak which I was paddling. I felt it fitted me perfectly, was fast and easy to manoeuvre and I didn't find the skeg at all difficult to use. A pity no one is importing Valley kayaks to New Zealand as I suspect many other women would like this boat. We also used 'Chillcheater' spray skirts. These are made from light, breathable, waterproof material and have a 'fleece' lining. Apparently

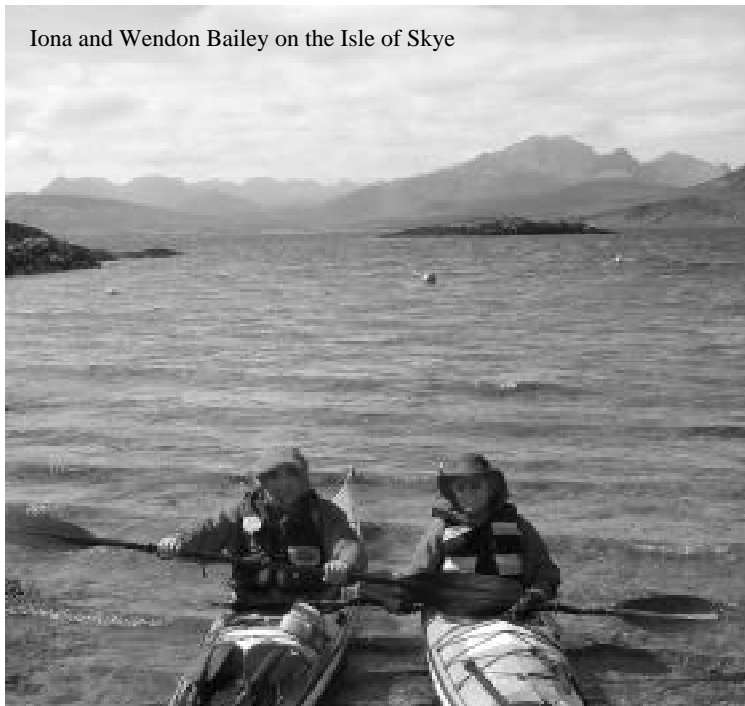
they dry quickly too and Gordon has found the Chillcheater garments and sprayskirt to perform well during expeditions. Wendon loved the Lendl paddle which is light and ergonomically designed to avoid muscle strain.

Sadly we had to leave all these wonderful products behind when we reluctantly bade farewell to Gordon and his wife Morag. We had a wonderful day. According to Gordon Skye has some of the best kayaking in UK and

I would recommend Skye as a great destination to any keen paddler from NZ.

Skyak Adventures contact details are:
SKYAK ADVENTURES
13 Camuscross
Isleornsay
Isle of Skye
IV43 8QS
info@skyakadventures.com
www.skyakadventures.com

Iona and Wendon Bailey on the Isle of Skye



Paterson Inlet - Stewart Island Warning to Paddlers

Last summer, Bevan Walker and John Dobbie were paddling doubles with their families up the Freshwater River on the western side of Patterson Inlet. Both doubles had very close encounters with fast moving water taxis. Following the near misses, Bevan laid a complaint with the local MSA office, as the Code of Practice river safety rules note that:

'no person may, without reasonable excuse, propel or navigate a vessel at a proper speed exceeding 5 knots within 50m of any other vessel, raft or person in the water.'

As Bevan noted the water taxis almost grazed his paddle, despite the fact they were hugging the river banks, the above rule was clearly breached.

The written response from MSA John Whitely was not really satisfactory. He noted the river had a speed uplifting allowing users of the rivers to exceed the statutory 5 knots. (This apparently is so the water taxis can use the high tide to drop off trampers). He noted: A brochure is to be published outlining the code of practice for distribution to various centres and Signs are to be erected at strategic points to make all river users aware of the code of practice.

So if you are planning on paddling up the Freshwater River this summer, be aware of the water taxis. Stay close to the river banks. If you have a VHF radio, listen out on channel 71, as boats are required to report the start of both their upstream and downstream legs to Stewart Island Maritime Radio.

BOOK REVIEWS

Title: 'Obscured by Waves'

Sub Title: South Island Kayak Odyssey

Author: Paul Caffyn

Published: August 2005

2nd. Edition

Publisher: Kayak Dundee Press

Contents: 192pp, 59 b&w and 16 colour photographs, 39 maps

Size: 295x 210mm

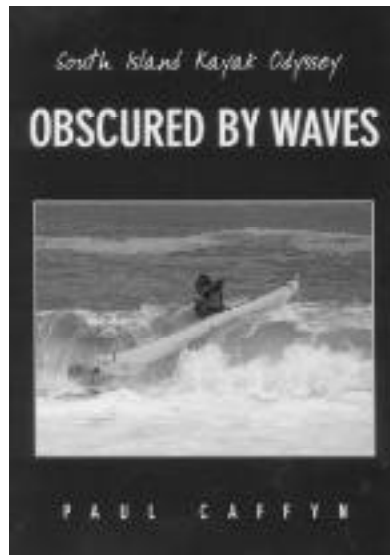
Cover: Limpbound & hardcover

ISBN: 0 9583584 0 0

Price: NZ \$35 1/b \$50 hardcover

Reviewer: Kerry Howe

Availability: Author, Boat Books, Canoe & Outdoor World



now very rare, and expensive. Apparently it went out of print in 1984, so there is a whole new generation of sea kayakers out there who have probably not read it.

Obscured by Waves is a classic in many respects. It marks a pioneering milestone in sea kayaking in New Zealand, and one very few others have copied even more than 25 years later. Indeed it marks a world sea kayaking epic in that it was by far the longest southern hemisphere paddle at that time, and one around particularly daunting coastlines. More significantly, most New Zealanders had never heard of sea kayaking until Paul Caffyn came along to let us know that it was available to all.

One a more personal level, the original book changed my life. I read it in the early 1980s and immediately went out and bought a sea kayak. I could never paddle as far or fast, but I could go on short camping trips for a few days. What blew me away was not only Paul's epic journey itself, especially with all that terrifying West Coast surf, but the basic idea that with a sea kayak you could readily go to the most wonderful, wild, remote locations and be totally independent. You could put stuff in a bag, push it into hatches, and head off. You could carry your entire world in a tiny boat. You could paddle off and not come back before dark. You could live some sort of primeval/natural existence totally immersed in the landscape. I've been

obsessed with sea kayaking ever since and gone on many multi-day paddles, all totally pathetic by Paul's standards of course, but suitably affirming for me.

Paul's circumnavigation of the South Island in 1977 was both audacious in the extreme but also very simple. He launched his kayak, along with Max Reynolds at Te Waewae Bay at the bottom of the South Island and paddled to Fiordland. It was a trip fraught with huge seas and terrifying landings. Then, solo, Paul continued from Jackson Bay up the wild West Coast, around the top of the Island, and down the other side. Four months and 1,500 miles later he ended back at Te Waewae Bay. His account is far more than a technical trip report. It's a frank account of his emotions and heart-stopping situations. It also captures snippets of history and local colour, and depicts the amazing characters he met along the way – fisherman, lighthouse keepers, farmers. It's New Zealand the way it used to be, and perhaps isn't anymore.

The text is basically the original except for some changes to a few terms (canoe becomes kayak) and he has adopted the past tense. Unfortunately his dreadful puns remain. The original photographs look like they have been improved with some tweaking, and some new ones have been added. There is much the same use of coloured photographs as the original. A new preface outlines his subsequent voyages all over the place, and updates the life stories of those associated with his South Island expedition.

Using my head I would have to say that Paul's *Dreamtime Voyage*, his account of circumnavigating Australia in a year long paddle, is a more polished tale of coastal touring. But my heart prefers *Obscured by Waves* for its inspirational impact, for its novelty, for its youthful exuberance. Looking back now the whole trip was all so utterly kiwi in its planning and execution – the DIY spirit, the humour, the determination, the naivety, the fear, the optimism, the curiosity. It's a quintessential New Zealand story.

When I first heard that Paul was going to republish *Obscured by Waves* my initial reaction was to say that I wished he would first publish books about his many other legendary trips – such as his circumnavigations of Japan, England, New Caledonia, Alaska, and parts of Greenland. There is just so much of his amazing story not available to the public. But having just had the brand new version of *Obscured by Waves* chucked against my door by a courier, I have to say that a republication was actually a pretty good idea after all!

First, this new production is simply stunning. It's now in large (A4) format. The paper is quality shiny stuff. The text is beautifully laid out, the photographs are crisp and clear, the maps have all been carefully redrawn. It's one of those books that is a pleasure to hold and flip through. My copy of the original publication, in 1979, pales by comparison. After all, its design does belong to another century. It is also most pleasing to see that the new edition was printed in Christchurch rather than Asia where most New Zealand books are now printed.

Second, the tale of Paul's South Island circumnavigation is a classic and rightly deserves to be back in print for all to enjoy. Copies of the original are

Obscured by Waves will cost you \$34.95 from Boatbooks (and you can buy it from them on-line), or any discerning kayak shop. You can also get it directly from the horse's mouth – Paul Caffyn, RD1 Runanga, 7854, West Coast, for \$35 including p&p. There is also a limited run of 100 hardback copies, numbered, autographed, for \$50 (including courier freight).

If you have never read *Obscured by Waves* buy it now. If you read it in the old days, have another go with this edition. I've read the account several times over the years, and still always find something new and refreshing. And follow that up by reading about his North Island circumnavigation (*Cresting the Restless Waves*, 1987), and his trip around Stewart Island (*Dark Side of the Wave*, 1986). Yes, none of us can go anywhere on the New Zealand coast where Paul has not already been!

Now, Paul, about those other trip accounts waiting to be published....
Kerry Howe



Newspapers & Magazines

Humpback Whale Count Promising 'The Press' 1 Sept. 2005

The Department of Conservation has hopes for a gradual recovery in humpback whales numbers after the latest survey. A group of former whale hunters spent 16 days scanning Cook Strait for whales last month and spotted 18 humpback whales passing through on their annual migration to tropical breeding grounds.

The survey was the second to be carried out, and although sightings were lower than the 35 seen last year, scientists were confident that the species was recovering. Wellington marine specialist Natalie Gibbs said the survey had been timed to coincide with the peak period for migrating whales but the numbers suggested the whales had migrated later than usual.

In the first week of the survey, the group spotted only two whales but that climbed to 16 in the second week. Last year, the team spotted 35 humpbacks with another 12 reported to them. Six whales of other types were seen last year but not this year. "We've had reports of similar surveys in Australia also counting fewer whales than normal this year, and the likely explanation is that the peak migration period was later than it would usually be," Gibbs said.

Marine mammal scientist Simon Childerhouse said the results this year provided further evidence of a gradual recovery in humpback whales after a dramatic drop in numbers from 1960 to 1963. An estimated 25,000 humpback whales were killed during that time, largely as a result of illegal Soviet whaling.

In 1963, whalers operating in Cook Strait encountered only 10 humpback whales over a three month period during the migration, and it was then that whaling ended because it was uneconomic.

Humpback numbers were now thought to be 20% of what they were before the mass slaughtering began in 1960. Many of the whales in this year's survey were photographed, and a skin and flesh sample taken for DNA analysis using a biopsy dart. The whales seen this year were different to those seen last year.

'Sea Kayaker' August 2005

The main feature is titled 'Race to Recreation', by Joe Glickman. Although the title put me off as competitive sea kayaking racing does not appeal to me, the article has some excellent tips on how to improve the efficiency of your paddling. In the 'Technique, Technique, Technique' section Glickman notes, 'Speed is not so important to non racers. But learning how to use the large muscles of your torso and even your legs, as racers do, expands your paddling horizons: Places that seem beyond your reach could be accessible.'

He discusses paddling posture and notes the key is to rotate your upper body. His comments on boat weight I heartily agree with: 'Lighter boats, some of them half the weight of their plastic equivalents, are easier to accelerate onto a wave or into the wind, but you'll really feel the difference when you lift the sucker onto and off your car.' On paddles, he notes most recreational paddlers use paddles that are too heavy and long.

Glickman's comments on rudders echo what Kiwi and Australian paddlers have been saying for decades. He notes that both Greg Barton, an Olympic gold medal sprint paddler, and Oscar Chalupsky, the 10 time World Surf Ski Champ, insist that boats with rudders are invaluable if you plan to paddle in the ocean or big, wind-swept bays. Chalupsky is quoted as saying, 'Paddling downwind without a rudder is like riding a bike without steering.'

'A Rite of Passage' describes a voyage from Vancouver to Juneau with two paddlers who require the use of wheelchairs on shore. The destinations section has an article on pad-

dling Lake Powell in northern Arizona.

The kayaks reviewed are a new model Aquanaut RM from UK based Valley Canoe Products, and a Lagoda 1 folding kayak from Russian based Triton. The intro from Peter Orton of VCP notes, 'Our new construction technique (three layer polyethylene) ... has less weight, more rigidity and greater inherent buoyancy.' The weight of an Aquanaut tested by S/K was a staggering 67.25 pounds! That's over two pounds heavier than my very first 1977 Nordkapp. The British blokes must wear trusses and the ladies girdles to carry a kayak of this weight. The manufacturer's response notes that the current production model is almost eight pounds lighter than the tested model. Still a ridiculous weight for a single kayak.

The 'Bugger File' story is a heart-breaking tragedy of a father and son paddling on the south side of Lake Superior. The son, who was only wearing shorts, a T shirt and PFD, capsized and the father also capsized while trying to tow his son to shore. They were pushed by the wind and seas into a cave, where the son slipped into hypothermia. The father then made a valiant effort to swim out of the cave to a nearby beach, to call for a rescue. The Coast Guard effected a difficult swimmer rescue from the cave, but despite the best efforts by hospital doctors, the son died.

Products reviewed include a new Kinetic Wing paddle from Lendal Products and an inflatable PFD by Kokatat. The book review is, 'Kayaks You Can Build', 'An Illustrated Guide to Plywood Construction,' by Ted Moores and Greg Rossel.

DVD Review

'This is the Sea' Reviewed by Tamsin Venn

(reproduced with permission from 'Atlantic Coastal Kayaker' September 2005.)

This dvd bills itself as "the first ever action sea kayak video." That statement could indeed be true. Most sea kayak dvds are instruction oriented, even the crazy tsunami rangers who jumped off California cliffs into impossible seas, remarkably tried to give serious pointers in their video. This dvd is more like a wild ride into the thick of the surf with various people and environments that experienced sea kayakers have gotten to know through the years - "a world tour with this planet's top sea paddlers."

Justine Curgenvén, owner and producer of Cackle TV Productions, with production credits on the BBC and National Geographic Channel, is the mastermind behind the scenes. She's also a full participant in the fearsome tidal race off Anglesey, Wales and a far-flung trip to Kamchatka, Russia. She just wants to have fun, and film it, and that spirit clearly shines through.

The world tour includes footage with Malligiag Padilla, five-time Greenland champion; writer and explorers extraordinaire Brit Nigel Foster and American Chris Duff; Nigel Dennis in Wales; and with women paddlers Shawna Franklin and Ginni Callahan who do some amazing surfing. Equally compelling is footage with Greenland roller Greg Stamer; Leon Somme; and Dale Williams of Sea Kayak Georgia gliding effortlessly through the washing machine of the Georgia coast.

Instruction is almost non-existent. The visuals set to upbeat music carry the spirit, and you can't but help learning some maneuvers. Malligiag demonstrates some fine rope work and rolls, set in his native Greenland to the salsa music of Los Burritos. All the underwater shots are outstanding. Diving mask on, Nigel Foster executes rolls

to observe manatees on Florida's Weeki Wachee River.

Curgenvén's remote 18-day Kamchatka trip seems more hilarious than life threatening as they search for a campsite in an area where the most grizzly bears in the world congregate and they coax their appointed Russian guide into six-foot-high beach surf with predictable results. Not to mention getting arrested by Russian soldiers and having their kayaks taken down to the station on a pre-war tank.

Much of the filming is done with a camera mounted on the kayakers' bow - Curgenvén developed the specialized waterproof minicam - so you get wonderful special effects of salt spray and a close up of people's facial reactions and comments to spellbinding surf. Some of that footage runs a little too long, but in short, the one-hour dvd is as unpredictable and fun as the sea itself.

To order:

www.cackletv.com.

Also available from the Sea Kayaker Store: www.seakaykermag.com

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This is a sample of Giselle's work - Conrad Edwards in Greenland - it looks stunning in colour.

HUMOUR

Just before Battle of Trafalgar - a conversation is overheard on the Deck of HMS Victory:

Nelson: "Order the signal, Hardy."
Hardy: "Aye, aye sir."
Nelson: "Hold on, that's not what I dictated to Flagg. What's the meaning of this?"
Hardy: "Sorry sir?"
Nelson (reading aloud): "England expects every person to do his or her duty, regardless of race, gender, sexual orientation, religious persuasion or disability." "What gobbledygook is this?"
Hardy: "Admiralty policy, I'm afraid, sir. We're an equal opportunities employer now. We had the devil's own job getting 'England' past the censors, lest it be considered racist."
Nelson: "Gadzooks, Hardy. Hand me my pipe and tobacco."
Hardy: "Sorry sir. All naval vessels have now been designated smoke-free working environments."
Nelson: "In that case, break open the rum ration. Let us splice the main brace to steel the men before battle."
Hardy: "The rum ration has been abolished, Admiral. It's part of the Government's policy on binge drinking."
Nelson: "Good heavens, Hardy. I suppose we'd better get on with it.....full speed ahead."
Hardy: "I think you'll find that there's a 4 knot speed limit in this stretch of water."
Nelson: "Damn it man! We are on the eve of the greatest sea battle in history. We must advance with all dispatch. Report from the crow's nest please."
Hardy: "That won't be possible, sir."
Nelson: "What?"
Hardy: "Health and Safety have closed the crow's nest, sir. No harness. And they said that rope ladders don't meet regulations. They won't let anyone up there until a proper scaffolding can be erected."
Nelson: "Then get me the ship's carpenter without delay, Hardy."
Hardy: "He's busy knocking up a wheelchair access to the fo'c'sle Admiral."
Nelson: "Wheelchair access? I've never heard anything so absurd."
Hardy: "Health and safety again, sir. We have to provide a barrier-free environment for the differently abled."
Nelson: "Differently abled? I've only

one arm and one eye and I refuse even to hear mention of the word. I didn't rise to the rank of admiral by playing the disability card."

Hardy: "Actually, sir, you did. The Royal Navy is underrepresented in the areas of visual impairment and limb deficiency."

Nelson: "Whatever next? Give me full sail. The salt spray beckons."

Hardy: "A couple of problems there too, sir. Health and safety won't let the crew up the rigging without hard hats and sunscreen. And they don't want anyone breathing in too much salt - haven't you seen the adverts?"

Nelson: "I've never heard such infamy. Break out the cannon and tell the men to stand by to engage the enemy."

Hardy: "The men are a bit worried about shooting at anyone, Admiral."

Nelson: "What? This is mutiny!"

Hardy: "It's not that, sir. It's just that they're afraid of being charged with murder if they actually kill anyone. There's a couple of legal-aid lawyers on board, watching everyone like hawks."

Nelson: "Then how are we to sink the Frenchies and the Spanish?"

Hardy: "Actually, sir, we're not."

Nelson: "We're not?"

Hardy: "No, sir. The French and the Spanish are our European partners now. According to the Common Fisheries Policy, we shouldn't even be in this stretch of water. We could get hit with a claim for compensation."

Nelson: "But you must hate a Frenchman as you hate the devil."

Hardy: "I wouldn't let the ship's diversity coordinator hear you saying that sir. You'll be up on disciplinary report."

Nelson: "You must consider every man an enemy, who speaks ill of your King."

Hardy: "Not any more, sir. We must be inclusive in this multicultural age. Now put on your Kevlar vest; it's the rules. It could save your life"

Nelson: "Don't tell me - health and safety. Whatever happened to rum, sodomy and the lash?"

Hardy: "As I explained, sir, rum is off the menu! And there's a ban on corporal punishment."

Nelson: "What about sodomy?"

Hardy: "I believe that is now legal, sir."

Nelson: "In that case - kiss me, Hardy."

True story from the Jacksonville Police Department

A man goes to a party and has much too much to drink. His friends plead with him to let them take him home. He says no -- he only lives a mile away.

About five blocks from the party, the police pull him over for weaving and ask him to get out of the car and walk the line. Just as he starts, the police radio blares out a notice of a robbery taking place in a house just a block away.

The police tell the party animal to stay put, they will be right back.

They hop a fence and run down the street to the robbery. The guy waits and waits, but finally decides to drive home.

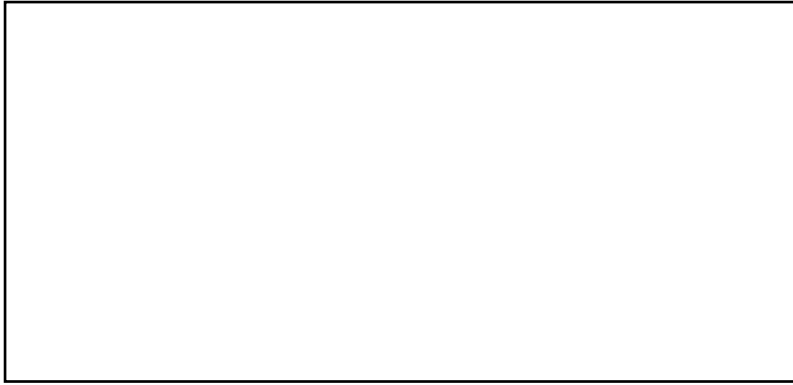
When he gets there, he tells his wife he is going to bed, and to tell anyone who might come looking for him that he has the flu and has been in bed all day.

Two hours later the police knock on the door. They ask if her husband is there. His wife says yes, but that he has the flu and has been in bed all day. The police produce his driver's license. Then they ask to see his car. She wants to know why but they insist so she takes them to the garage.

They open the door. There, sitting in the garage, is the police car, with all the lights still flashing.

A true story, told by the driver at his first AA meeting.

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- the KASK financial year runs 1 August to 31 July the following year
- a subscription due notice and up to two reminders are sent out with the newsletters between June and October
- if a membership renewal is not received by 30 September, membership lapses
- new members who join between 1 June and 31 July automatically get their membership credited to the following year, receiving a 14 month membership
- the KASK committee puts its emphasis confirming renewals from existing members from July to October; and promoting new KASK memberships from November to February.