

THE SEA CANOEIST NEWSLETTER

No. 126 December 2006 - January 2007



This remarkable photo by John Kirk-Anderson, at the recent Canterbury Sea Kayak Network Okains Bay's weekend, cries out for a caption competition. Is it paddlers prostrating themselves to pray to the weather god for some sunshine, or is it practicing moves to get into one of those very skinny Greenland kayaks? For those interested in the shocking truth, see the bottom of page 3.

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

KASK

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

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

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

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

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4th. Ed. KASK HANDBOOK Updated to July 2006

For a copy (or trade orders) of this mother of all sea kayaking handbooks, contact Paul Caffyn, RD 1, Runanga, 7873, West Coast.

e-mail: kayakpc@xtra.co.nz
RRP: \$ 34.90 including post & packing
New members: gratis
Make cheques out to KASK (NZ) Inc.

The fourth edition of the KASK Handbook, 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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Yoga and stretching session for paddlers at Okains Bay, run by yoga master Peter Sullivan.

**NEXT NEWSLETTER
DEADLINE
16 March 2007**

EDITORIAL

KASK FORUM

(from Susan Cade)
Registrations for the Anakiwa forum need to be in as soon as. Numbers have topped 100, with space for only 126 paddlers. The schedule is looking great - Cathye Haddock has been working on this - often 7 sessions on at a time, round about 5 small group sessions on the water, and two land based sessions running over 1.5 hour slots. Some great presenters, on such things as history and sustainability for recreational use of the Sounds (including great work on Blumine Island), NZ sea birds, paddling in Denmark and Labrador. Skills such as navigation, trip planning, first aid. Skills: bracing, rescues, surfing, towing, padding your boat.. Plus heaps more.

**WAITEMATA HARBOUR
SPEED RESTRICTION**

At the 14th National Pleasure Boat Forum, held in Auckland on 5 December 2006, I raised the close call that paddler Stuart Chrisp had, when he was run over by a Royal NZ Yacht Squadron RIB. The Auckland Regional Council (ARC) Harbour-master noted the intention of the ARC to impose a 10 knot speed restriction for that section of Waitemata Harbour from the harbour bridge eastwards to North Head, with a designated fast lane for ferries and emergency vessels.

This speed restriction has yet to be imposed, while comment/feedback is still being sought by the ARC. As this restriction is very significant for paddlers using this section of the harbour, and if you (or your club or network) wish to express your support for the 10 knot restriction, either: email to : harbourmaster@arc.govt.nz or mail to, John Lee-Richards, Harbourmaster, Private Bag 92012, Auckland.

EXPEDITION UPDATES

Solo South Island

Yasuhiro Murata gave up on the SI circumnavigation. He went home on the 6 January. I have his boat here for dispatch to Japan - few scratches -

pretty much did-not-get-off-the-beach stuff. He chose a bad year for high winds (from Grahame Sisson).

Crossing the Ditch

The guys have postponed their proposed crossing till next summer. Their weather guy said they should leave by early February at the latest, and they're clearly not ready. One look at their boat would tell you that some radical surgery is required to make it seaworthy.

PS Interestingly, they praised Andrew McAuley in their latest posting. Around Christmas they placed a message on their site which obviously criticised Andrew for being unprepared and turning back on his first attempt. (From Dave Winkworth)

CORRECTIONS

Sails

Well - that four letter word yet again. Re page 12 of Newsletter No. 125, Paul Heyward advised that the 'top of sail' width measurements, as shown in Rebecca Heap's original diagram, were not correct, which meant my quick trigonometry calculation was also at fault. Paul is absolutely correct. Using the vertical sail height, and 'base' of sail width, and proper trigonometry, the Big Sail top width is 1364 mm, and the Small Sail width is 872 mm. Paul notes there are several assumptions needed; the sail is symmetric, the top and base of the sails are straight and parallel, and the sides of the sail are straight, with no roach or curve.

Sea Kayaker Website

In my review of the December 2006 magazine, I had the wrong website address. Chris Cunningham has advised the website for the magazine is: www.seakayakermag.com

SAD NEWS

Long time KASK member Mike Rowley passed away recently at the age of 74. His funeral was attended by over 600 friends. A tribute from Max Grant will appear in the next newsletter. Mike was co-founder of the Ruahine White Water Club. KASK extends its sympathy to Mike's wife and family.



**December 2006 - January 2007
President's Report
by Susan Cade**

EXPEDITION DIARIES

Sandy Ferguson has compiled, from the websites of Andrew McAuley and Sandy Robson, edited expedition diaries. Sandy Ferg did the same when Chris Duff was paddling around the South Island, and Chris's trip diaries were appreciated by readers who were all not that web savvy. With both of these current expeditions, I have more than a passing interest.

Andrew is now only days away from completing his solo crossing from Tasmania to Milford, and the weather is looking so good for his last 100 or so kilometres. As of today he has spent 26 days confined in the cockpit of his kayak. I admire Andrew for paddling back to Tasmania, after he found he was too cold on the first night out back in December, and being patient until the weather situation improved. Once out, more than a few days east of Tasmania, the prevailing westerly swell and winds dictate there is no paddling back to Tasmania, only continuing for Fiordland. This is a gutsy challenge, especially as Andrew is going solo.

Sandy Robson - when you compare the size of Sandy to her boat (and newly painted rudder), she is only a slip of a girl. David Winkworth commented that her Mirage kayak was really heavy. To help with landing at low tide on broad mud/sand flats up north, Dave has built in a cunning trolley system. I am aware there have been over 20 attempts to paddle round Oz in recent years - one bloke from the USA has made three attempts - so Sandy has a big challenge ahead. Her website diaries show how she is rising to the challenge and I reckon provide inspiration not only to women paddlers but blokes as well.

NORTH ISLAND PILGRIMAGE

While at the recent Northland mini-forum, I broached the subject of the need for an annual North Island sea kayaker's pilgrimage, an informal gathering of paddlers with a dress up theme for the Saturday night. After settling on the Kaipara Harbour area, as central between Auckland and Whangarei, Barbara Leslie has selected a site at Tanoa, the Otamatea

Marae, for Saturday night, 22 April 2007. The tides are good for that weekend.

Barbara has suggested launching from the all tide launching ramp by the Pahii Beach Motor Camp, for the paddle to Tanoa. Looking at the Kaipara District map, there are plenty of other suitable sites in the harbour to launch from. At the marae, facilities such as toilets, shower and sleeping hall, but bring camping and cooking kit as though preparing for an overnigher. And dress ups in Victorian era style from 6pm on the Saturday night.

If attending, please email Jane Barr with your name(s), a contact email address and phone numbers - put pilgrimage in the subject header. Just in case there is a tangi on the marae. On two occasions in the South Island, we had to postpone pilgrimages due to atrocious weather!

Jane's contact email: barja@xtra.co.nz

Further details in the February - March 2007 newsletter.

ANAKIWA FORUM PHOTO COMPETITION

Bring along your outstanding colour prints to the KASK Forum for a photo competition. See page 20 for entry details. The forum organizing committee are really quite cunning; by dobbing in the three best sea kayaking photographers in Australasia as competition judges, they have left the photo field wide open.

Or you can mail your handsome prints to Iona Bailey by 19 February (address on p.20).

Photos must have a strong hint or focus on sea kayaking; the four categories include open, action, seascape and coastal/marine flora or fauna. Open, as I understand it, means the subject dominates the photo, or it is a pic that blows your hair back, it is so good; action, with a paddler in the foreground; seascape with the scene dominant, not paddlers or kayaks; last is a marine/coastal zone natural history category, with things that grow, fly, swim or attack passing paddlers.

Well what a busy month, with much time spent in preparation for the below. I hope the following proves to be of interest.

Anakiwa Forum 24-26 February 2007 This forum is shaping up to be very practical based which meets the goal of something for everyone. Cathye Haddock has been doing awesome work on the program, which is having multi, small group practical sessions over Saturday and Sunday, with a selection of great guest speakers and presentations.

Thanks to those folk who are generously donating their knowledge skills and enthusiasm. Presentations include: Kerry-Jayne Wilson with 'The state of NZ Seabirds,' Peter Sutton's 'Sustainability in the Marlborough Sounds' including conservation work on Blumine Island, John Orchard's 'Marlborough Sounds History', Nigel Foster's 'Paddling in Labrador' and Uffe Witt's 'Paddling in Denmark.'

Theory sessions at the forum include Paul Caffyn's 'Tidal Streams', 'Navigation,' 'Trip planning', and 'Weather,' Ron Keeble's 'GPS Navigation' and 'Boat and Equipment,' a discussion forum on 'Adaptive paddling techniques for people with disabilities,' and a 'Greenland rolling demonstration.' Also many other sessions presented by keen Kiwi paddlers. Land based practical sessions include: kayak set up and foam seat building.

Practical on the water sessions include:

Rescues, bracing, forward paddling, manoeuvring or directional control, surf-training, pawlata and Greenland rolling and surf launching. The maximum number, for on the water sessions, will be 12 paddlers. Instructors for these sessions include

Nigel Foster, David Winkworth, Uffe Witt and Level 2 NZOIA Sea Kayak instructors John Kirk-Anderson and David Mangnall, and Ben Dorrington who has just returned from the USA where he attended a Greenland symposium.

Many other enthusiastic New Zealanders and others are also leading and assisting with practical sessions at the forum. In addition dawn paddles for early risers and masochists, local paddles, a photo competition, the KASK AGM and prizes, and a chance of a singsong and dance if you have any energy left.

To finish off a grand weekend, for those that can stay, the Sunday night campout is at Mistletoe Bay. This is a grand way to socialize, plan trips and chat up members of the opposite.

Currently, we have over 100 registered for the forum so we are getting close to our cut off. Visit the KASK website to get the registration form or contact Evan Pugh, phone (07) 8836898

Nigel Foster National Sea Kayak Training Sessions

Nigel, accompanied by his wife Kristen, is an international guest sea kayak instructor from Seattle, USA. Refer to newsletter No. 125 for more details on Nigel's background. KASK is running a series of teaching sessions around the country. Nigel is used to teaching a variety of paddler experience levels so there is something for everyone. Cost is \$100 per day, (the training is subsidised by KASK and Water Safety NZ).

This training series is being well supported by paddlers with training in:
- Christchurch 10 -11 February
- Anakiwa 22 - 23 and 27 - 28 February
- Tauranga 3 - 4 March (full)
- Auckland 10 - 11 March.

A number of the sessions are almost full. If you are interested in registering do contact me or get the information on the KASK website. Batphone (027) 6015528 or email: susan.cade @xtra.co.nz

Accident Analysis

I was delighted to be able to attend a presentation in Wellington by Jed Williamson, from New Hampshire, USA, an international expert promoting the reduction of accidents in the outdoors. His goal being to help each other and get participation in reducing risk, but that doesn't mean we shouldn't venture out or that all activities are 100% safe.

Jed is a veteran outdoor education teacher and instructor with specialist interests and skills in safety, quality review and is also an accident investigator. Jed is the author of *Accidents in North American Mountaineering* (since 1974) and author of *Accreditation standards for adventure programmes*.

Dan Meyer and Jed Williamson have developed a matrix that allows accidents to be examined for objective and subjective causal, in the unfolding of an incident, and this was the theme for Jed's presentation.

It was interesting to see the list of potential errors in judgements which included the concept of the leader getting people to do things for their own entertainment, or to stretch people into zones that they are not skilled to manage. I was aware of risk shift, for example when on a sea kayaking trip - some less skilled paddlers may do things that they wouldn't attempt doing, if they had made a conscious decision, due to others in the party who are clearly more skilled, and comfortable with rougher paddling conditions.

This Matrix encompasses many of those subjective issues that come into analysing incidents and affirms the need to be open to analysing and reviewing incidents to reduce risk. Let's all learn from each other, prevent accidents and increase our knowledge base and skill development. If we plan to take risks lets be clear about what they are and let them be conscious calculated choices, that as a consequence don't endanger ourselves and others, or those who could be called out to rescue or find us.

Auckland Regional Parks.

Richard Bray, our KASK North Island Conservation Officer, reported back on a recent meeting with the Auckland Regional Council (ARC), and noted the ARC were very positive about sea kayakers.

ARC is fully aware of sea kayakers' basic requirements in terms of toilets, drinking water supplies, coastal access and camping.

There are three new parks that are being proposed by the ARC:

1. Atiu Creek Regional Park, an 800 hectare site, officially opening late 2007 or early 2008, on the inner reaches of Kaipara Harbour.

2. Waipiro Bay Regional Park, situated on the South Head peninsula, facing east on Kaipara Harbour and close to a small DoC Conservation Area; due to open about 2012.

3. Waitawa Regional Park, 188 hectares situated on the eastern coast out from Clevedon close to the existing Tawhitokino Regional Park, north of Orere Point. This land has been closed to the public for 50 years, having been previously owned by the Orica Mining company, as an explosives site - due for opening in 2009

Also, Pakari has recently been purchased for another ARC Park; this is just up the coast from DoC's first marine reserve at Goat Island. The ARC contact for comment and/or input on these parks is Darren Marsh: E: darren.marsh@arc.govt.nz.

(In addition a possible southern kayaking trail to incorporate a new park named Waitawa, expected to open in 2009 on the eastern coastline out from Clevedon near Orere Point.)

Well that all from me. I hope to see you at the KASK Anakiwa Forum.

Susan Cade
KASK President

THE 'BUGGER!' FILE

SHARK TALES

1 - January 2007 - Fishing by Mike Scanlan

The lessons from the following tales are:

- a) normally cautious people are capable of stupid decisions
- b) safety systems need backups

My shift to Snell's Beach seemed an even better decision when I found that over the summer/autumn months, Kauwau Bay is full of snapper and these are readily caught from a sea kayak only one - two kilometres offshore.

An essential, when fishing from a sea kayak, is a blunt ended knife clipped on to a bungee, ready to cut the line if something goes wrong. Obvious really.

Paddling out recently, I realised that I had left my knife behind. To return for it would have been an inconvenience, so I rationalised that I would be OK without it, and continued out to sea. (make that 'irrationalised').

Two kilometres out, I started fishing. Soon after there was a BIG pull on the line. This was no ordinary fish. Initially I thought it was a stingray, but after a bit of a battle, I had it close to the kayak and it turned out to be a **shark**. The shark was 4 - 5 feet long, small in circumference and with a long upper tail (a thresher?).

My trace was 80lb breaking strain and the line 30lb. Efforts to snap the line, were unsuccessful and so I was firmly attached to a shark 2km offshore. This did not seem to be a good thing.

Ditching my \$300 rod got only a momentary consideration.

I was also trying not to irritate the shark unnecessarily, especially as my *Beachcomber* is 'yum yum yellow' in colour.

I noticed that the shark seemed quite tired, so I started paddling towards shore, towing it behind. The shark seemed reasonably happy to follow along, making it the equivalent of about a 20 knot headwind. As the shore drew closer, I started thinking about the triumphant trophy photo for the fridge door, but then I started thinking about the reaction of the beach users to having a shark towed through them. As the water shallowed, the shark was less happy and resisted more and more - some 200 metres out from the beach, it finally broke the line and was gone.

The next day I was fishing at the same spot. I hooked a fish and then all hell let loose, as a big shark grabbed it. I keep my reel on free spool so that a sudden big hit wouldn't capsize me, (safety system) but this was so violent that the reel spun out of control and birdsnested so no line could run out.

As I grabbed for my knife (backup) - yes I had it today - who said men are unteachable - the shark crashed out of the water behind the kayak with a wall of whitewater and then was gone.

Later I saw another, BIG shark jump completely out of the water, presumably chasing something. Most impressive.

Today I brought home three snapper, and it was a guy in a nearby aluminium dingy who hooked up a shark. I still think it is safer than driving into Auckland on the motorway.

Author Profile:

Mike Scanlan made the decision to buy a sea kayak after observing his wife relaxed and warm in her Puffin (sea kayak) on a cold and rainy day on Lake Waikaremoana, while he shivered on a sit on top.

Earlier years, spent tramping and climbing, meant he was pre-programmed for longer kayaking trips - the first being Whitianga to Auckland with Sandy Gibson in 2002. The next three summers extended the length of coastline paddled, from Wairoa (south of Gisborne) to the Bay of Islands, with his thrill seeker mate John

Humphris. Then in 2006 with Sandy again, from Cape Reinga to the Bay of Islands (stopped short on that one). Mike is also keen on surfing in his *Dagger* whitewater kayak.

In 2006 Mike decided he had contributed enough to the IRD, and sold his share of a Gisborne Vet practice where he had kept fit as a farm Vet. He and his paddler wife Jan now live at Snell's Beach, one hour's drive north of Auckland. Mike has joined both the Auckland Canoe Club and Yakkity Yak Club, but is still looking for a paddling mate to do weekday trips with. (Email contact:

mikejanscanlan@xtra.co.nz)



2 - Whangarei Harbour Mako Shark by Paul Caffyn

Back in October 2006, Northland Canoe Club paddler John Cook was fishing with his 11 year old grandson in Whangarei Harbour, only some 300m out from his beachside home, and on the edge of the main shipping lane into the harbour. They were both fishing from a double kayak, and pulling in undersize snapper which were unhooked and going straight back into the water.

Without warning, John saw a huge shark explode completely out of the sea, close to their kayak. John reckons it was a Mako shark, about eight feet long. When John asked his grandson what he thought they should do, the response was, "I think we should do home now grandpa."

LETTERS TO THE EDITOR

Paddle Leashes by Tim & Jacqui Anderson

We always look forward to a new KASK magazine, and the letters and handy hints.

Further to the paddle leash letters: We never use them, and the concept of hanging on to your paddle at all costs is firmly implanted in our heads. Some years ago, Jacqui tried water skiing for the first time. When she fell off, she would not let go of the tow rope handle.

The small water ski boat was nearly stalling with Jacqui, deep in the water, creating a large surface wave, before finally letting go, to come up to surface and breathe. She decided breathing was slightly more important than hanging on.

Tim Anderson

'Bag Lady' Kayak by Mike Peers

Kathy and I are just back from a great week paddling Lake Waikaremoana. When we met a while ago in Wellington, you were most amused at my recounting of a tale about the 'The Bag Lady', our very cheap Russian, three seater folding kayak.

Many years before this episode, I received notice that Brent Harrison (Mainly Tramping shop) had a large kayak for me to take delivery of. Our daughter Janice had, just that week, started work in the offices of a Wellington solicitor; she was attending the usual Friday night social drink scene in the solicitors' offices. At that time, Friday still had late night shopping in Wellington, so a quick phone call to Janice - very important to meet her Dad at the corner of Willis Street and Lambton Quay. In those days, parking was OK on both sides of Willis St.

Janice, for some strange reason, was

rather annoyed to find she had been summoned by her father to collect another 'bloody kayak'.

In that year, Mainly Tramping was in the Grand Arcade where it has recently returned to, but the shop was up one storey above street level.

Janice and I without further ado, load the kayak onto our shoulders, and off we go; dad at the bow as is only right and proper.

Brent Harrison offered to stop the escalator, providing access to the first floor, but I assured him there was no need for this. We could manage. I was not the silly one wearing a tight skirt and high heels.

We arrived at the bottom of the escalator in due course, onto busy Friday night city foot and street traffic; my car being on the other side of Willis Street. We are also now part of a bus queue as we wait for a chance to cross.

In the bus queue, there was of course the usual inebriated young man, complete with a large bottle of brown ale, who informed all and sundry that there was no way we would be allowed on the bus with the said kayak, to the great amusement of all intending passengers and to Janice's intense shame and embarrassment. Our mission was successfully accomplished, but dad was told very definitely, "Never again."

Many years later, I visited a house in a Wellington suburb, where a folding kayak was 'For sale -make an offer.' The owner was asking \$800 - \$1,000. The kayak was quite a crude three seat, folding boat of Russian origin. The owner had just bought a trailer-sailer, which with a car, and the kayak was completely filling all available space of the section. In fact, there was no room to swing a proverbial cat.

This gave me the idea to offer \$200 cash on the spot for the folding kayak. The reply, as I expected, was pretty close to, "Get lost!" However as I walked up a garden path, back to my car, the kitchen window flew open, and the good lady of the house leaned

out, and informed both of us in no uncertain terms, "He'll take it." And he did.

I have made some adjustments and both Kathy and I, and our grandchildren, have enjoyed many days and multiday trips in our 'Bag lady' kayak.
Mike Peers

Morons in Fast Boats by Evan Pugh

A wee while back a sea kayaker was run over by a top official from the Royal NZ Yacht Squadron in a large launch in Auckland, right near the Westhaven Marina, no apology or cost covering was offered.

As an Auckland canoe club member, I would like to see the club stand up and organise a protest, imagine 300 kayakers blocking the Westhaven Marina entrances on the water, preventing boats coming and going. I will be there with some appropriate items.

I read in the paper today 4/1/07 that a Lake Te Anau a jet boat was clocked at 140 kph five metres, yes five metres, from shore and he had been seen doing this before. Please let the Harbourmaster fine him, as he is training for a big race event and thinks he owns the lake; and stuff anyone silly enough to be swimming or kayaking; why so close to shore, it is a big lake and there is no excuse what so ever for his actions?

If I race cars, I can not speed on the highway for practice. If you race boats, do it in the middle of the lake as we have to put up with the good old jet skis, let alone the few morons in fast boats who don't care about anyone else. I have great appreciation for boaties as I have been helped, and watched by many, but like on the road in your car, some just need to be bashed with big sticks for a while. Like the sergeant of Hill Street Blues used to say, "Please be careful out there."

Evan Pugh
Waikato

LETTERS CONTINUED (via the KASK website)

Subject: Sea Kayaking Website from Simon Willis

Hi Susan

I'm about as far away from you geographically as it is possible to be while staying on the planet, but I found your name on the newsletter page of the Kiwi Sea Kayaker's Association, so we share an interest.

Just of the love of the sport, I've started a Podcasting website on sea kayaking. I've been a broadcaster with the BBC for 24 years, so I hope they're reasonably well made. I'm making them freely available as a resource, and wondered if you would be interested in spreading the word to your membership?

There are three types of podcast: Routes, Expedition and General Interest.

- Routes: I imagine the routes section would only be of interest to Kiwi paddlers planning to visit the UK as they're interviews with experienced sea kayakers who know an area well and can advise the best routes, launches, camping and hazards.

- Expedition: these should have more general interest - so far there's just Greenland, around Britain and South Georgia in there, but it's growing.

- General Interest: Here you'll find interview with Justine Curgenvin, the film-maker behind the 'This Is The Sea' DVDs; photography with a well known kayak-snapper; and the most popular so far, detailed descriptions of how the BCU awards are changing this year 3, 4 and 5 star; also Gordon Brown's interview, ahead of the publication of his highly successful manual for intermediate and advanced sea kayakers, drew a lot of discussion on forums in the US.

Please don't think you have to do anything with this, but if you think some of your members might be interested, then they can find the site at:
<http://www.SeaKayakRoutes.com>

There's a Podcast Library for older interviews, and two RSS feeds (one text one Podcast) so people can subscribe automatically via iTunes. In fact, if you put 'Sea Kayak' into iTunes store, I'm one of two Podcasts which comes up.

I might get some sponsorship this year, but it won't be intrusive. I've already turned down some offers to provide content because I want this to remain a free resource. If I can offer any more info, please give me a shout. And one day I'd love to get to NZ!

All the best

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Night Lights From: Beverley Burnett

Reading the letters to Editor in the latest *Sea Canoeist*. I too have been playing with the idea of a blue light at night. No-one else is using blue lights for anything, so we might as well make our own standard. Kayaks do not move fast enough for an all-round white light to be noticeable, so adding a flashing blue one to the metre-high white light seems to be a good option to me.

Who knows, we could start an international trend!

I am currently working on plans to install an electric bilge pump powered by a battery trickle charged by solar panels. Neil shares his shop with a solar energy expert, so I'm hoping to have it all rigged up by the next forum. I got the plans off Roguepaddler.com which is also where I got the best instructions for repairing a kayak gel coat. They say to always use the epoxy, never ever the other stuff. Anyway, I want to adapt the bilge pump setup to run a night light as well. In my fantasies the boat is covered with flashing blue lights so that it looks like a Japanese boy racer's car.

TECHNICAL

The switch from 121.5MHz EPIRBs to 406 ahead of February 2009 deadline

from Duncan Ferner NZ SAR Secretariat

The advertisements hit hard, and they're intended to. They feature lucky charms (which you'll need if you haven't switched to 406 yet), emotional photographs of a family floating downstream and even a toe tag which lists the cause of death of one unlucky person as 'waiting for the 406 beacons to get cheaper' - which clearly isn't going to happen as worldwide demand for 406 increases as 2009 approaches!

The truth is - alerting signals from 121.5MHz Emergency Position Indicating Radio Beacons (EPIRBs) will not be monitored by search and rescue authorities worldwide from February 2009. According to Duncan Ferner, NZSAR Secretariat Manager, the reasons are straightforward - "*the satellites that support the 121.5MHz system are old and a number of them have failed already. It is taking a lot longer now to get an approximate fix on a 121.5MHz EPIRBs than it used to due to the drop off in satellites.*"

The new 406MHz technology in contrast is vastly superior. A signal from an EPIRB utilising 406 MHz technology can usually be picked up in minutes by a fleet of new satellites while it can be hours before a signal from the old 121.5MHz technology is picked up by search and rescue authorities.

The location provided by the new 406 technology is also more accurate. Says Mr Ferner "*a signal from a 406MHz EPIRB allows search and rescue authorities to pinpoint the location of a distressed party to a radius of about 5 kilometre*" - that's a 97% improvement over the information provided by old 121.5 technology. In the event of an emergency, the benefits of 406

are obvious – help and assistance that can get to you faster saving your own life or those of the ones you love.

Registration of a new 406MHz EPIRB with the Rescue Coordination Centre is absolutely critical. It provides search and rescue authorities with vital information that can save your life in case of an emergency. It can also help prevent false alarms which are responsible for 97% of all 121.5MHz distress alerts.

To provide boating and marine enthusiasts with additional information about 406MHz, the New Zealand Search and Rescue Council has set up a website at:
www.beacons.org.nz.

The site provides you with lists of EPIRB retailers, and you can also register for updates via email.

Recently a 406 EPIRB was the hero in long-line tuna crew rescue - a long-line tuna vessel caught fire 150kms off shore. Three Mayday calls were made and the 406MHz EPIRB activated. The Rescue Coordination Centre New Zealand received the beacon alert and knew, within four minutes of the beacon activation, the position and name of the vessel and commenced planning the SAR response. The three crew members were located in their liferaft five hours later by a RNZAF Orion and soon afterwards were picked up by a rescue helicopter and returned to safety. Their vessel sank.



Common Questions about the New 406MHz EPIRBs

Is it just New Zealand that is making the shift to 406MHz EPIRBs?

No. 121.5 MHz signals will not be monitored by satellite anywhere in the world after February 2009. The new worldwide standard for distress beacons is digital 406MHz.

Do I have to change my EPIRB?

Maritime New Zealand recommends that all 121.5 EPIRB owners make the switch to 406 as soon as possible.

Where can I buy a new 406MHz EPIRB?

406 MHz EPIRBs can be purchased from most recreational boating equipment stores. You can obtain the details of the supplier nearest to you by visiting the New Zealand Search and Rescue Council sponsored beacon website at www.beacons.org.nz

Why should I register my 406MHz EPIRB?

406 MHz EPIRBs transmit a unique hexadecimal code. When alerted, search and rescue officials check this code against a database of registered users. Information in this database assists searchers and allows for a faster, more effective rescue operation. It also helps to rapidly resolve false alerts.

Should I buy a 406MHz EPIRB from overseas?

No, 406 EPIRBs are coded by international region. Each country has an individual 406 code and each beacon should be registered in the country in which the purchaser resides.

Where can I get more information on 406 MHz EPIRBs?

A website with more information about the changes is at:
www.beacons.org.nz

How do I dispose of my old 121.5MHz EPIRB?

Remove the batteries to ensure no accidental activation can occur and dispose of the batteries in accordance with local regulations. Some types of batteries contain poisonous materials.

EXPEDITIONS

Trans-Tasman Tasmania to Fiordland (Compiled off Andrew McAuley's website by Sandy Ferguson)

FIRST ATTEMPT

30 Nov 2006 - Wild Blue Yonder Standing on a remote beach on the east coast of Tasmania, what am I thinking as I look out over the ocean towards New Zealand? Am I looking forward to it? Am I scared? Am I excited? I'll be honest - it's all of the above. The balance of each emotion changes from time to time, but over all I can't wait to get out there and get it done. I'm hungry for some paddling! A couple of small delays have held us up a little longer than expected, so now I'm keen to get out there and get wet (I mean, get the boat wet!)

Here in Tassie I've been staying with Wade Fairley and Fred Olivier, Antarctic film shooters extraordinaire, and now good friends. I've spent the last few days with Jeff Jennings, working with the filming gear and refining the techniques I'll use out in the wild blue yonder to capture the moments you all want to see! Everyone has been so friendly and supportive of this trip, including the authorities - it's been fantastic. On Saturday morning December 2, Tasmanian Customs staff will come up to stamp me out of the country, and I'll be off. Keep an eye on the website for updates, they'll be posted every couple of days or so by my land crew, who I'll be in touch with via satphone. See you soon!

2 Dec 2006 - He's Off!

At 8:30am this morning, Australian Customs stamped Andrew's passport and cleared him out of the country. It was a teary farewell with wife Vicki and son Finlay, then he jumped in the kayak and started the long paddle east to New Zealand.

What a moment!! There was a small crowd of well-wishers including Tasmanian sea kayaking identities Jeff

Jennings, and Laurie Ford, many of the Maatsuyker Canoe Club, and a bunch of friends from NSW. Even the hardened Tasmanians had a lump in their throats as Andrew disappeared out of sight towards the Land of the Long White Cloud. It's one for the sea kayaking history books and those present could feel the significance of the moment.

The forecast is still looking good for the next few days, so keep your fingers crossed, send Andrew some positive energy and wish him well! New updates will be posted every few days.

6 Dec 2006 - Tactical Retreat

Andrew made excellent progress in his first 24 hours of paddling. With 40 knots of wind up the tail at the start, he delayed departure slightly until the wind had abated somewhat. Then in good conditions, he paddled all night on the first night, clocking up 80km. He pulled over for some sleep at 4am.

Casper the Cockpit Canopy worked very well, keeping out the weather and locking out all the water and waves from the cockpit area. The feisty 30 knot winds and big southern ocean swells are a great proving ground for the concept, and it worked well. However, Andrew had trouble warming up inside the cockpit. This is one of the compromises inherent in doing this crossing in a conventional kayak - there is no dry cabin to retreat to.

Andrew felt that later in the trip, the problem of cold could prove dangerous. As a result, he made the courageous decision to retreat back to Tasmania. With favourable westerly winds making the push to New Zealand an easier path, Andrew spent two days battling 30-knot headwinds to make landing on Maria Island, off the east coast of Tasmania. He returned safely to the Tasmanian mainland last night.

Andrew's effort has been applauded by veteran Tasmanian sea kayakers. He made a responsible decision in difficult circumstances, and had no reliance on external resources. This is the kind of self-sufficient adventure that we'd like to see more of in to-

day's society. Well done Andrew!

We expect to have a personal update from Andrew when he returns home in a few days.

9 Dec 2006 - Home

Thanks to my land crew for the updates below. I'm back home again - sooner than I thought I'd be! It's a little unexpected, but I'm comfortable with my decision to turn back. The Southern Ocean is a cold place, and cold is dangerous. I felt that the difficulty I had warming up while sleeping pushed the risk of the trip up to a level that was outside the boundaries I was willing to accept. I've said many times to friends and family that safety is paramount. While some might argue that if that's the case, I should stay at home... that doesn't fit my risk profile or ethic of adventure either!

Responsible adventure is character-building and good for people, but I felt that to continue on this occasion was not on. Without wanting to sound too melodramatic... making the right decisions in situations like this can save your life.

So what's next? I've been working with some great folk already to gather some good ideas to solve the problems. Laurie Ford in Tasmania has been a source of inspiration and helpful ideas. Friends John Tot and Grasshopper have also stepped in with some valuable input.

We've had a great sea trial in the Southern Ocean that has proved many of the concepts underlying this expedition, and identified a couple of problems to resolve. The next little while will be spent working on these issues in that great outdoor laboratory, the Tasman Sea.

22 Dec 2006 - Chrissy

I am stoked to be home for Christmas with my family. It's a special time of year and so nice to just hang out with some of the most important people in the world to me. Unfortunately I couldn't make it to see my parents, brother and sister, who are all interstate for this Christmas. The Tasman Project has consumed a lot of energy

and time over the last few months. I'll be off again for another crack at it within the next 2-3 weeks, with the exact date being weather dependent. As a result it's a quiet festive season close to home this year.

1 Jan 2007

The decade is flying by! There's plenty happening in the world of sea kayaking this year. I'll be off for my second attempt at the Tasman crossing soon. We're just waiting for a good weather window now.

There have been several modifications made to the kayak over the last few weeks to deal with the problem of sleeping in a wet cockpit area. I've also made some changes to make the general task of living at sea in my kayak a little more bearable - 'fun' might not be the word! Though I do enjoy it in an odd sort of way. I'm looking forward to getting out to sea again and doing lots of paddling. It won't be long now, so keep an eye on this website for updates.

SECOND ATTEMPT

11 Jan 2007 - Take two!

Well, he's off again! Customs officials stamped Andrew out of the country and he departed the shores of Fortescue Bay, Tasmania, at about 3.30 this afternoon, with light westerlies to push him off shore. The forecast is looking great for the next few days, so he should be able to settle into a good rhythm and get some miles under his belt. He was all smiles as a small group of friends and well wishers waved him off and watched him disappear from land. Just think - 30 days (give or take) living in that tiny little kayak all alone at sea!

Jan 12, 2007 - All systems go!

Things are looking pretty good out in the Tasman at the moment. Andrew paddled late into the night and pulled up for a comfy first night's sleep. He has this really neat hammock system (home made) that will keep him off the cockpit floor and help avoid pressure sore problems.

Jan 14, 2007 - U.S.O. sighting!

Andrew had his first encounter with an unidentified swimming object out



Andrew McAuley, about to set off on his second attempt at the Trans-Tasman voyage. Photo: Laurie Ford

on “Lake Tasman” yesterday. Something very huge, but it wasn’t a whale! Lake Tasman turned into the rough Southern Ocean during the night, but settled down to allow for good progress this morning. He also had a bit of a cheer squad out there today — with big dorsal fins and big teeth!!

15 Jan 2007 - Cruisin’ along!
While we’re lounging around, sipping our warm tea and maybe having a bowl of ice cream while reading a novel before bedtime, Andrew is still clocking up the miles out there.

He’ll bunk down around midnight — not much else to do really, other than paddle. He has no books, no mini DVD player, he didn’t even take the ipod this time. So I guess he’ll be singing to himself (it’s a good thing he’s so far from civilization!) He’s cruising along, averaging around 50 km a day, and feeling good.

16 Jan 2007 - Rogue wave!
A bit of excitement on the water, or rather IN the water today — Andrew was capsized by a huge wave, but nothing he or the boat couldn’t handle. Apparently the only tragedy was that he didn’t capture it on film!

Apart from that, it was just another day at the office. Ho hum. And like all days at the office, we don’t always get everything our own way — who asked

for those wretched nor-easterlies?? Andrew’s message said, “LKG FWD TO END OF THIS NEWIND.” Bring on those westerlies, please!

17 Jan 2007 - Batten down the hatches!
Here’s a picture of Andrew tucked into “Casper” the cockpit canopy. Looks cozy, doesn’t it? The bean bag seat is his pillow. He’s been in here since 3.30 this afternoon — an early finish for the day, due to the particularly unpleasant 40 knot northerlies. Lucky for him, the weather is due for a westerly change overnight.

With not much else to do, he decided to phone home, much to the delight of Poor-old-long-suffering-one. He’s in really good spirits, and said he has too much food! “Start eating more”, I said. And, he’s looking forward to being there. I told him he’s closer than he was before!!

18 Jan 2007 - 1 down, 3 to go!
One whole week’s gone by and Andrew is almost one quarter of the way across. So he’s right on target for the estimated 30 day crossing. Those nasty northerlies were replaced by a gentle 10knot sou’easter, so he had a bit of a headwind, but it was a far better day than yesterday.

Casper (the cockpit canopy) is certainly earning his keep! Andrew was very excited to report that he capsized

several times during the night, but Casper simply popped him upright every time, and he was all smiles! Good on ya Casper!

19 Jan 2007 - The good wind!
I was telling my friend in Hobart yesterday about Andrew’s less than favourable winds thus far. He said he’d point his bum east and fart. Well, it did the job. That’s some wind ya got there, Kieran! Keep it coming! Andrew reported 10-15 knots Northwest today and “YAY!”

Speaking of bums, Andrew’s is a bit sore (not enough fat on it). But thanks to his very luxurious and spacious accommodation, he’s able to sleep on his side, for a bit of relief.

20 Jan 2007 - Thanks, Cheer squad!
We’ve been receiving heaps of encouraging and supportive messages from people all over the world. I just wanted to thank everyone for cheering Andrew on — I’m sure all those positive vibes are helping him out there!

He’s travelling well and feeling right at home in his kayak (says a lot for his home life, eh?) Today’s message was “WIND 10KTS NNE SKY LOW CLOUD,RAIN.POS 44 19S,153 10E. ALL OK. ARE WE THERE YET?!” Well, only about 1,100 odd kms to go!

21 Jan 2007 - The first third mark!
I could sense the excitement in Andrew’s text message this evening. He’ll pass the one-third way mark tonight. A momentous occasion - wonder if there’ll be a flashing neon sign out there. He’ll be celebrating with a Back Country Cuisine of some exotic flavour, heated using one of those flameless heating kits. He’ll probably even have dessert tonight. Back Country Cuisine Apricot Crumble or something like that! (His ration packs have a dessert for every second day.)

22 Jan 2007 - Blowing a gale!
The 5.30pm report came in early this afternoon. Andrew has been holed up inside Casper all day, riding out a gale. After spending the best part of the day twiddling his thumbs, the 40+



Andrew's rather confined sleeping position in the kayak

knot gale finally backed off at around 4pm. He said "EASED NOW SO IMOFF4 APADL". Not much else to do, I guess! He'll paddle into the wee hours of the night. Think of him out there as you tuck into bed this evening!

23 Jan 2007 - Only 930 km to go! He's getting there! The 25-30 knot nor'westerlies gave him a bit of a push today and he's closing the gap! His boat is getting lighter too, as he eats his way through the supplies, so that must be helping him pick up a bit of speed. He'll be flying across the finishing line!

I've had a few enquiries about what technology Andrew is using to send photos back to us. Well, unfortunately his little Toshiba Libretto notebook wouldn't fit in, so he has no means of sending us live photos. We'll get to see the real Trans Tasman pictures when he gets to the other side!

24 Jan 2007 - Spin cycle!
Imagine being inside a washing machine on full spin cycle. That's what it must have been like for Andrew last night when he and Casper did a complete roll in very rough seas. It didn't dampen his spirits though. He clocked up close to 70 km today in 15-20 knot sou'westerlies and all's well.

25 Jan 2007 - Halfway! Hooray!
After all the years of planning and

preparation, he's finally out there — literally in the middle of the Tasman now! He'll paddle past that flashing neon half way banner early tomorrow morning, so I reckon he's feeling pretty happy with himself.

It's been two weeks since Andrew had his last glimpse of land, and another two before he'll set eyes on it again. And what a glorious sight that will be!

See the blue thing around Andrew's neck? He claims this to be the most valuable piece of equipment he has on board. It's a home-made 'cockpit change bag' (maybe we should patent it!) It's like a giant, spacious spray skirt that comes up to the neck. This allows him to perform delicate tasks (some requiring a large cut-off soft drink bottle) in the upright position without the cockpit being flooded by waves over the deck.

Andrew made close to 70 km again today, with a 25 knot following breeze. He had some fast downwind runs in squally conditions this afternoon.

26 Jan 2007 - Australia Day Celebrations!
Instead of the usual Aussie Day BBQ, Andrew celebrated in style — he was escorted across the half way line by a whale. He then had the company of a couple of fur seals later in the day.

What a bonus!

Andrew's daily average has been given a boost these last few days. He clocked up 80 km today, with 20-25 knot nor'westerlies giving him a push. You might expect him to be a bit tired after that. Well, he still needs some muscle power to pump his Katadyn Survivor-35 manual desalinator. He took 50 litres of fresh water, with the aim of working through most of it in the early days to lighten his load. He'll now be desalinating his daily H2O requirements - 15 minutes of pumping yields one litre of fresh drinking water.

27 Jan 2007 - No picnic today!
Apparently fun was not on the agenda in the Tasman today. Andrew battled 35 knot northerlies for most of the day and this is what he had to say about it — "NOPICNIC2DAY!"

And to top it off, his watch stopped working. Hopefully he's now so in tune with nature that he won't need to rely on such mod cons - so long as he knows when it's time to send his daily reports!

28 Jan 2007 - Pressure point!
I don't know about Andrew, but I certainly felt a bit low when I read his report tonight. He was caught in the middle of a nasty low pressure system that made for a very rough night out there. He capsized many times, so I can't imagine he got much sleep last night! If it's any consolation Ant, neither did I!

At least the wind was pushing him in the right direction. Things improved a bit today, with 20 knot nor'westerlies to help him along. I've had a few questions regarding sea sickness. All I can say is, Andrew has a cast iron stomach. Although he does have a rather comprehensive medical kit (practically a pharmacy), including sea sickness pills, antibiotics for possible skin infections, antifungal creams, lotions to prevent chafing etc. He's also wearing those sea bands that work on the pericardium 6 accupoint — great for preventing or relieving sea sickness. Hope they're working!

29 Jan 2007 - Hitchhikers!
'Barnacles on hull! Don't ask how I know!' That was the message for the day. Oh well! He was probably due for a bath! Hope he knocked the hitchhikers off while he was there — they could cause a bit of drag.

Today's weather produced 20-30knot sou'westers, with thunderheads and squalls up to 40 knots - I guess they were responsible for his discovery of the barnacles!

After that little episode, the bilge pump would have had a good workout, so it seems an appropriate time to answer some questions regarding Andrew's electronics.

He has a 5W flexible solar panel on the rear deck, with 2 x 3 amp sealed gel cell batteries with diodes fitted to prevent reverse charging at night. These live in a waterproof box inside the rear bulkhead, accessible only from a hatch inside the cockpit.

Andrew can isolate one battery while charging accessories, e.g. phone, beacon etc, leaving the dedicated bilge pump battery fully charged. The bilge pump has a deck mounted switch for operation while paddling & another switch mounted inside the kayak for use when holed up inside Casper during bad weather or at night. Both batteries can be fully charged from flat in approx 20 hours.

30 Jan 2007 - Rollercoaster!
Today was one of those days when Andrew would have been asking himself, "What am I doing out here?" (no doubt with a few expletives thrown in!)

It was a bit of a wild rollercoaster ride in huge seas, with 35 knot northerlies tossing him about before a change came through. The good news is he's getting there! Only about 500km to go!

31 Jan 2007 - Weather the weather!
Whether the weather is rough, or whether the weather is not, he'll weather the weather, whatever the weather, whether he likes it or not! And I'm thinking he's NOT at the moment!

It was no day for paddling. Andrew has been tucked in tight, riding out this storm. He reported 40 knots WNW all day, with seas huge and confused.

A quick call to Jonathan Bogais, our weather forecaster, has eased my mind though. Conditions will abate, he said. Hopefully he's in for a much smoother ride for the remainder!

A few people have asked how Casper breathes. A good question, since Andrew has spent the last day and a half holed up in there. Casper is fitted with a yacht ventilator, which has a bunch of little balls inside that rise to block the holes if it's underwater. When it's upright, air flows freely through these ventilation holes.

2 Feb 2007 - Looking forward to a beer! Phew! After surviving the nightmare of the last few days, Andrew reported that winds abated to a pleasant 15kn SW after a 'bloody windy' morning. He is desalinating all his daily H2O requirements now, and is 'looking forward to a beer at Milford'! I reckon we might even give him two!

3 Feb 2007
Only 300km to go, we can almost relax. Andrew had a calm morning, which then blew up to 30kn SW. He reckons it'll be another bumpy night.

He must be feeling pretty happy with himself. He can see the mouth of Milford Sound in his mind, and he knows it's only a few days paddle away psychologically a far more appealing position than what he faced a few weeks ago.

4 Feb 2007
Battling into headwinds is really not what Andrew needs at this stage of the game! 15 knot easterlies may not sound that bad.

SLAP

Sandy's Long Australian Paddle

Compiled off Sandy Robson's website by Sandy Ferguson

Diary Entry 1

22 December 2006 - Day 1 I departed from Queenscliff in Victoria on 22 December 2006. The departure ceremony was organised by Les Bognar, David Golightly and Geoff Brewster of the Victorian Sea Kayak Club (VSKC). They met us at the ferry and directed us to 'Caffyn Cove' - the place where Paul Caffyn started his journey around Australia by kayak 25 years ago. The gentleman from the Queenscliff Maritime Museum volunteered to take my kayak off my hands on my return and put it on display in the museum - there is a long way to go before that happens! He also asked if I would like him to set off a canon for the departure. Thinking he was just joking, I said, "That would be lovely. Thank you." He then ran off to return later with a small canon that let off a big bang for the official start of the trip.

With the canon blast, we were off across The Rip to Point Nepean with

Sandy Robson at Queenscliff, prior to commencing her round Aussie paddle. Photo: Peter Treby



a small group of VSKC paddlers to see us off. Tod & John paddled the whole way with us on Day 1 from Queenscliff to Flinders. 60kms was not a bad start I thought. Darren and Jason (friends from Uni) paddled with me from the start and will be with me until I get down to Wilson's Prom. It is awesome to be travelling with this pair of trusted friends while I am still sorting out where to pack everything in my kayak and getting used to having such a heavy kayak. Darren's wife Tji, packed us a really nice lunch for the first day complete with apple/rhubarb custard for dessert - this is the life! That evening we went back to Darren's place for the night. The real start to the trip with all of the gear in my kayak is tomorrow.

23 December - Day 2

We had our first hospital visit of the trip. Darren's leg was still tingling pins and needles from being a bit cramped in the cockpit yesterday. We made him go & get checked for DVT. It all came back ok. After a bit more organisation we finally got back on the water and paddled across to Phillip Island and made camp late in the day. It felt good to finally be camping. There is a dead sea lion on the beach, we are camped up wind of it.

24 December - Day 3 Got on the water at 8am and with another tail wind (we've been lucky with this so

Queenscliff, Port Phillip Bay, Victoria. Now traditional commencement point for round Australia paddlers. Sandy Robson about to launch.

Photo: Peter Treby



far) paddled to Cowes where we bought lunch supplies from the bakery. Then headed on to San Remo. We had completely misjudged the tide time and the paddle time to get there and we had to paddle against the tide to get out...it was really hard...I am learning. From San Remo we headed directly across to Cape Patterson. We got caught in some bad weather 25 knot winds and big seas that came up as we rounded the cape. I got caught by one big breaking wave and got points from the boys for the first live roll of the trip. It beat the points Darren got for seeing a seal leap out of the water on day 2. We were getting a bit cold and made a decision to land just before Cape Patterson town site on the beach. We surfed in imagining that we might well find dumping surf, but it was quite gentle and Darren scouted out a landing with no rocks. I almost lost my spare Werner paddles as I came in - will lash them down better for the rest of the trip. Wet and cold after the landing we scouted out a sheltered tea tree campsite beyond the dunes and worked as a team to get all of our gear up there and to ensure everyone was ok, warm & happy.

25 December - Day 4

Today is a rest day because the wind is howling 25+ knots and the sea are 3 m swell. We have slept in, strolled on the beach, checked out rock pools, listened to triple J, made Christmas

calls to the family, read books, dried out gear, eaten toasted cheese sandwiches from the shop, checked weather & email and I tried talking to some cows on the road into town but they ran away. Tonight I am going to eat whatever is in the Christmas package that one of my students (Melissa Robinson) gave me. It hasn't been the indulgent Christmas eating that would usually happen on Christmas day, but we have had a restful day and that is good because I can't remember that last day I stopped for a rest.

26 December - Day 5.

To be continued....we might try to paddle the short distance to Inverloch so we can get a good run to Cape Liptrap when the weather changes.

1 January 2007 - Day 11

Oberon Bay to Waterloo Bay (Wilson's Prom)

Got up at 4.30am to check the wind - it was still very windy so went back to bed until 6.30am. Jason and I then went down the beach together to have another look. I was keen to get out of Oberon Bay by this stage. It was hard to decide, but we agreed that it was not as strong a wind as when we had arrived and so we set out to leave, knowing that we could always retreat back here if it got too bad out at south east point. As far as we were aware there were no other good landings between here and Waterloo Bay. It took me about 2 hours and 15mins to pack up, do the portage and be packed ready to go! I still can't believe how long it takes. We paddled in the lee of the wind around the west side of the prom - the granite there is beautiful. We found lots of interesting things to look at like pink jellyfish and an osprey nest. I was conscious of keeping going though as I was concerned about the wind.

After we passed Wattle Island we had a strong headwind. I paddled as hard as I could into it and I made a little forward progress for a while because there was a large rock behind me with surf crashing onto it. I kept looking behind me to check if I was going backwards and then paddling harder to avoid being swept onto the rock. I found that I couldn't make a lot of

progress into Fenwick Bight, so I signaled to Jason and we retreated back behind the point out of the headwind. We paddled back to a little cove that we had seen opposite Wattle Island. Jason investigated and found that behind a big rock there was indeed a little sandy beach that we could land on for a break. It involved doing a sharp turn around a large boulder at the entrance to get in, so Jason spotted my kayak so I was not swept onto the rock in the surge. A creek flowed out onto the beach and it was a beaut' spot for a break. I had some snacks and sat on the warm rocks while Jason went off exploring.

When we departed from our rest spot I thought we would have to paddle back to Oberon, but Jason noticed that the wind had dropped off a bit, so we went for attempt number two. This time we made it all the way to the base of the cliffs where the lighthouse sits atop Australia's southern-most point. We sat in the bay at the base of the cliffs and had a break before heading off into the wind and swell again. We may have been able to get out at the bay below the lighthouse. There is a big old winch there that was once used for unloading ships and some huge steps are carved into the granite. I didn't like the idea of the trying to get the boat up on the rocks, so elected to continue to Waterloo Bay, having this spot as a back up plan if conditions were too tough.

We rounded south east point and the lighthouse. The sea became turbulent as we dealt with waves, swell, rebound from the cliffs and a head wind. To the people up on the lighthouse lookout we must have seemed insane out there in our little kayaks. I am sure they expected us to capsize. I felt very small in these conditions, looking out into bass straight, with the cliffs and lighthouse towering above. It is this sort of experience that makes you realise how insignificant you really are. Despite the challenging conditions, my kayak was heavy and stable and I wasn't out of my comfort zone. Jason pointed out Cape Wellington and I was paddling hard towards it and concentrating on the sea. Your focus in these conditions is always on what

the swell is doing around you, keeping an eye out for rogue waves. We eventually got to Waterloo Bay and I had used my energy reserves to get that far in the headwind. I really wanted to be on the land again. The swell rolls into Waterloo Bay and Jason was quite hesitant about landing on the beach there, worried that it would be difficult to launch the next day. At the end of the long day we landed on the beach and this was not the beach where the campsite is located, however, Jason did find a whole roll of toilet paper in a zip lock bag whilst scouting out a place to camp. So we will be right for a few days!

2 January 2007

Waterloo Bay (Wilson's Prom)

Well! After a bit of relaxation to let the muscles recover from a hard day yesterday, we got ourselves ready to launch on the beach with the intention of a short paddle to Refuge Cove. After two hours of trying and failing I found that I could not launch from this beach through the surf. This is the first time I have ever been stuck on a beach & now I know why Jason was hesitant about landing here yesterday - I am learning - we set up camp again and will try again tomorrow. Wished I had some pancake mix at this stage!

3 January - Day 13

Waterloo Bay to Refuge Cove (Wilson's Prom) Early morning walk along the beach looking at the surf. Jason has gone for a wander looking for his hat that he lost on landing here. No hat, but there are 14 dead seals on this beach, a couple of bluebottles (I thought it was too cold here for them) and Jason found a coconut (what the!).

I didn't sleep especially well last night, my subconscious was listening to the surf I think...don't know if I will be able to launch? The wind is about 14knots (a lot less than yesterday which was 19knots) & the surf looks bigger than yesterday. I watched the waves for ages and thought I could see a good line out. In the process of trying to get out I got washed back in a couple of times and I almost hurt my neck in one capsize in shallow water. However, eventually I got out through the line I had spotted. Once I could

see the deeper blue water on the other side I put the power on and got some good air on 3 waves, by which stage a group of bushwalkers had stopped to watch. They didn't think I would get out, but I was free of Waterloo Bay! I wish I had been spectating on the beach to see Jason launch. When he was almost out two massive waves in the set rolled under me and I thought he would be swimming, but he came out grinning after rolling under both of them. I was very proud of him.

From Waterloo Bay we paddled around Cape Wellington into Refuge Cove. Initially we were undecided as to whether we would camp there or go on further, however, when you get to Refuge, it is just that. It is the nicest place I have been so far on the trip, I really wanted to stay there. Then we landed and met Rob on the beach. Rob was kind enough to invite us to lunch onboard his yacht - 'Longshot'. He ferried us across and I think we decided we were staying for the night here after the first round of drinks! Rob was great company and we had a tour of his yacht and he taught us a few things and shared his tales of the ocean. A Pacific Gull landed on the table after lunch and we got some lovely close up photos.

After lunch and relaxing in the sun we went and set up camp in the boaters campsite at Refuge Cove. This is the only place I have found so far where they have a bushwalkers campsite and a separate campsite close to the water for boats. It is ideal for us as we don't have to do the big portage of gear. There is a fence here where all sorts of boaters have carved their names in pieces of wood and put them up to mark their visit. There are big pieces of whalebone here too and another dead seal on the beach. Rob says that some guys were caught a while back shooting about 60 seals...maybe this is why there are so many? We had dinner with Rob out on 'Longshot', I really should put in a BBQ on my kayak...& I couldn't believe it when he gave us lovely fresh fruit and yoghurt for dessert - it was sooooo good. THANKS ROB - you really made our day at refuge a one to remember.

4 January - Day 14

Refuge Cove to Snake Island Today we paddled from Refuge Cove to Snake Island. There was no wind in the morning and an easterly in the afternoon. We landed at Johnny Suey for lunch and I nearly hit a rock! We met some other sea kayakers later in the day. They were paddling to Johnny Suey to camp the night. It was good to see a couple of women out on the water in the second bunch that we met. Jason has decided to try his luck on Bass Straight, so this is our last night camping together. It feels kind of strange to be leaving my good friend and heading out solo...a little sad and a bit daunting. I have contacted Geoff Brewster from the Victorian Sea Kayak Club and he is going to meet me at Port Albert tomorrow afternoon and may paddle a day with me to get me onto 90mile beach. Geoff waited several days at McLaughlins and Port Albert for me whilst I was stuck on the prom, so I REALLY appreciate his support and the fact that he is coming down again to meet up with me and show me this area.

5 January - Day 15

Snake Island to Port Albert

Jason took his boat down to the beach this morning and went back to get his gear. I headed down to get my boat out and spooked some cattle that had appeared on the beach! I had a lot of things in my risk management plan, but cattle were not on the list. They bolted and leapt over Jason's kayak, narrowly missing stampeding his paddle blade by about 2cm – close one! Can you imagine having to abort mission and fix your kayak after a cow has jumped on it? We paddled into Port Welshpool with the incoming tide and into a head wind, said our goodbyes and I set my sail and paddled off toward Port Albert, on my own for the first time on the trip. It felt a bit weird, but I was soon enjoying myself with the sail up and the wind pushing me along as I paddled. It was hard navigating in the inlet. The land is so flat that it is hard to see where the islands start and end.

I stopped at one stage to check my position with a family who were out fishing because my map was not mak-

ing sense to me. I was conscious of getting to Port Albert before the turn of the tide or I may be stuck dragging my laden kayak over mud flats instead of paddling. One of the nicest things about the estuary was the flocks of black swans. When you paddle near them they all take off at once and they run on the water, which makes the most wonderful sound.

On arrival in Port Albert it became evident that the entire town has a rock wall around the perimeter. Luckily Geoff had given me directions to the one and only bit of sand next to the yacht club. I landed there amongst small children and began the process of unloading so I could lift the kayak up on to the rock wall for the portage to the caravan park. Some lovely people befriended me and they were so kind. They put all of my gear into their 4WD and took it to the caravan park for me. Riki helped me wheel and carry my kayak around the footpath to the caravan park lawn – thank goodness for nice people. I got a powered site so I could charge up my pump battery and phone and then set about cleaning all of my gear for the first time in ages. When Geoff arrived, I discovered that he and Barbara are sponsored by Smirnoff (a vodka or two is great after a long paddle)...After I had a shower they let me in the car and we went for a drive to have a look at 90mile beach so I could see what I was in for at Woodside Beach. It was unusual being in a car. We made a plan to paddle to Woodside Beach tomorrow and the beach looked fine – it eased my concern about paddling this beach with the bad reputation. We had dinner in Yarram at the pub to finish off a great day.

6 January - Day 16

Port Albert to McLaughlins Inlet

I put most of my gear in Geoff's car this morning so that we would both have similar weight kayaks for the paddle. We set out from Port Albert toward McLaughlins. At first it was so calm and beautiful and we were paddling on our reflections in the water. I can't believe Victoria has mangroves! This is a haven for all sorts of bird life. At about 10.30am

the wind blew up E-NE. We were paddling slowly over some shallow areas as the tide retreated. In hindsight we should have been on the water about an hour earlier. We had to alter our course to go where the water was and avoid mudflats. This and the headwind slowed us down. It became evident that we would not make it to Woodside today. It was relatively sheltered in the estuary compared with out on the beach. We changed our plan and decided to finish the day's paddle at McLaughlins instead. Barbara had bought us some sandwiches for lunch and they were really great. Nice to have a packed lunch after a few days on crackers and paddle snacks. We got to McLaughlins at about 2pm and I loaded up my kayak with all the gear again and made camp at the inlet – ready for a quick get away on the ocean tomorrow morning. It felt strange camping on my own out there.

7 January - Day 17

McLaughlins to Seaspray (90mile Beach)

Today I started 90mile Beach. I was up early, on the water at 5.50am and out of the inlet with my sail up at 6am, just as the sun was peeping through the clouds on the horizon. I got to Woodside by 7.30am and didn't land there. I arrived at Seaspray at 11am. I am using the GPS a bit to see how far it is between places and check my speed. It is easy to spot these places because of the people and the surf clubs, but the coast between in low sand dunes and beach that doesn't vary too much for the whole way. I felt like a break so I landed a bit further along the beach from the surf club where the surf looked a bit smaller. Landing was smooth and some people gave me a hand to slide my kayak up the beach and could not believe what I was doing. They had lots of questions. I had lunch and wondered if I could launch here – it looked challenging. Later the wind and swell picked up and so I stashed my boat in the dunes and went to find a campsite in the caravan park. Getting my gear from the beach to my campsite behind the surf club was a mission. I was glad I had wheels to push my kayak along the beach. There is a corner shop here and I had a great

veggie burger for dinner...I needed it after the 4 trips down the beach to get everything to the campsite.

8 January - Day 18

Seaspray Rest Day

I am camped behind the surf club at Seaspray in the caravan park waiting for the surf to ease so I can get on the move again. It is a bit frustrating 'cos the wind is blowing the right way strongly, but the surf is too strong for me to break out. Could be worse though - There is a corner shop here. I haven't been into a shop since Tidal River. They do a nice veggie burger. 2 days to Lakes Entrance from here where I will meet Laurie Geoghegan to paddle the Croajingalong NP (National Park) section!

This morning I met Glenn Lazzaro at the Seaspray SLSC. He gave me some advice on the surf, a good push off the beach and escorted me out into the waves on his surf lifesaving surfboard. I tried to get past the sandbar but the waves were really standing up on the bar and pushed me back so I lost my momentum. I rolled once and tried for a while to get out, but I just got swept along by the strong rip in the channel and ended up realizing how hard getting off this beach could be.

I landed again and thought I would have to do the mega portage once again back to the caravan park, but Glenn gave me and my kayak a lift with his ute, so I was really grateful! I thought I would try again tomorrow a bit earlier in the morning. At the surf club Glenn checked out the weather forecast through the RAAF base in East Sale. I thought about how to lighten my kayak to make life easier and posted some things off that I thought I would not need.

9 January - Day 19

Seaspray

I checked the beach early and the surf looked a bit smaller, but by the time I was on the beach ready to launch it had picked up considerably. The waves were bigger than yesterday. Glenn met me there at 7.15am and offered me a place to stay at the surf club until the seas were more favourable. I had the opportunity to go into

Sale with John Morgan and read my book today. It's a bit frustrating waiting to go.

10 January - Day 20

Seaspray

Still at Seaspray. Met John Woollard today from the VSKC. He took me for a drive to have a look further down the beach so I could see what I was in for at Loch Sport, Golden Beach etc. It is all pretty much the same the whole way along. Also, David Winkworth called me today to offer encouragement and told me to maintain my focus. I tried to see if I could find another paddler to do this section with me, but it doesn't inspire anyone, and I can see why. It is about 95kms from here to Lakes Entrance....

11 January - Day 21

Seaspray to Gippsland Lakes

Got up early, determined to leave Seaspray today and get as far as I can down 90mile beach. On the beach at sunrise I met Viv' Cooper and asked if he might give me a push off as I launched. I didn't know if I would get away. Viv said that if I didn't make it then I was welcome to come back to his place for a coffee and hopefully I wouldn't be having the coffee... I had great speed as I approached the sand bar and I thought I was going to get through until a big wave reared up in front of me and I was too far forward to escape this one, I knew I was going to get nailed! The wave pushed me backwards with enough force to stand the kayak up on the rudder on the sand bar - I heard it hit (ouch!).

I half rolled up when another lot of white wash hit me and I was disappointed to miss my roll and pull the spray deck for a swim in whist trying to stop my kayak from getting further damage as we landed. Viv gave me a hand on the beach with a now extremely heavy boat full of water. Once I got all of the water out we took everything back up to the surf club and investigated the damage to the rudder. It was well and truly split after the endo and the pin was bent making it difficult to remove.

I spent the rest of the day at Viv's place with his lovely family and friends. It

is amazing the treasures you find on the beach! I fixed my rudder in his workshop and had pancakes for breakfast and Turkish coffee.

I decided to go to PLAN B...portage with the aid of Viv and the Seaspray SLSC trailer.

At about 2pm, Viv and Red dropped me off at the historic Swing Bridge just outside Sale. Here on the La Trobe River I launched for the paddle via the Gippsland Lakes to Lakes Entrance, this is an alternate route, which avoids 95kms of the 90mile beach. The sky was beautiful as a result of bushfire-induced haze and the river looked amazing. The smoke haze was like a filter that enhanced the green tones in the vegetation. I was on my way again! That felt good.

The river was fascinating as there were lots of carp gasping for air at the surface - they are huge fish. There were also birds and wallabies that I saw today. I ended the day with a sail up going across a slightly choppy Lake Wellington and made camp at the start of the McLennan Straight. I am extremely grateful to everyone that helped me and was kind to me during my stay in Seaspray, especially Viv, Red, John W, Glenn, John M, David M and all the crew at the surf club.

12 January - Day 22

Gippsland Lakes

Last night there was amazing thunder and lightening so I didn't sleep very well - my life is so controlled by the weather now. I realized at Seaspray that I am going to live the weather this year and this is all a part of it. Once again loads of birds in the McLennan Straight made my focus change and I paddled slower and really enjoyed being there. I followed it down to Lake Victoria and took a bearing to Loch Sport where I knew there was a café to stop at for a break and a cooked breakfast - this is the life! The sun came out and it was a warm day on the lakes. I camped opposite Raymond Island on a point where some pelicans gathered. There were two dead pelicans on the shore that looked like a fox had got them? I had to service my stove as it was playing up...I really

have out my repair kit to good use in the last couple of days.

13 January - Day 23

Lake Victoria to Lakes Entrance

Today it is only about 20kms to Lakes Entrance so it is only a half a day paddle. I enjoyed paddling past Mettung where there are several houses with private jetties – looks like an awesome spot to be out on a boat. Just before arriving at Lakes Entrance there are lots of moorings and picnic spots. I had a wander across to 90mile beach to see what it was like on the other side. It is such a contrast to the lakes. I am glad I went via the lakes because I have seen so much more wildlife via this route....but at the same time, I would maybe consider coming back and paddling the section I have missed at some stage, but with some other paddlers rather than on my own.

Stayed at the Big4 caravan park in lakes entrance. It was really convenient to the beach. Spent the rest of the day preparing for the Croajingalong section and relaxing. The wind is

looking good for leaving tomorrow – SW change.

14 January - Day 24

Lakes Entrance to Cape Conran

On the water at 6.45am and out of the entrance by 7.30am. Today I paddled further than I have ever paddled before in one day. I calculated about 75kms! This was the final section of the 90mile beach. From here the coastline changes and there are headlands and points to land on again. I was on the water for about 13 hours non-stop. I was very pleased to land at Cape Conran and eat dinner. Slept well after that mammoth effort.

15 January - Day 25

Cape Conran to Point Hicks (Croajingalong NP)

Feeling weary after yesterday. Strong headwinds forecast, so thought I wouldn't go today. Got up and made pancakes for breakfast in the BBQ area and listened to the radio. It became evident that there was hardly any wind and the weather looked much like yesterday so I decided to give the run the Pt Hicks a go. Launching late,

so expecting to get into camp late today. Three hours later at the first point I came to across the bay, I noticed a kayak on the beach and knew it was likely to be Terry Barry. Terry has been paddling from Sydney to Melbourne as I have been paddling in the opposite direction and so we have been staying in touch and looking forward to catching up. I was hoping he might have been at Cape Conran when I arrived. We had a great chat on the beach and shared information about what lay ahead. We took photos of each other and I headed off with another 5 hours at least to reach Pt Hicks. I landed at the wrong bay at Pt Hicks – bummer! I went into Stable Bay and once I got in I was really kicking myself because I knew it was going to be a challenge to get out of... just when I thought I was learning.

16 January - Day 26

Point Hicks to Petrel Point (Croajingalong NP)

Tried to launch in the morning early, but the surf was likely to push me onto the rocks in the bay so I sat out for a while and tried to come up with an alternative plan. I considered portaging my gear out onto the rocks a bit for an easier launch site? Then the swell seemed to drop off a bit so I waited. I was very lucky in the end because a family came down to play in the waves and they gave me a push out and spotted me in case I came back toward the rocks, which I did not...underway and another learning experience behind me. If you ever go to Pt Hicks in a sea kayak – go into Honeymoon Bay - not Stable Bay.

I paddled to Petrel Point and the wind came up strongly so I stopped there for the day. It was hot and lots of march flies. I had a few swims and explored the point and found a nice fresh water spring with really cold water. It was like drinking water straight out of the fridge. I have hit the wall a bit after two big days on the water so it is nice to have a short day.

17 January - Day 27 Petrel Point to Mallacoota (Croajingalong NP) Today I paddled all the way to Mallacoota from Petrel Point. I thought I might go in at Wingan Inlet, but when I

Sandy with her newly painted rudder.

Photo: David Winkworth



arrived at The Skerries the surf into Wingan looked pretty huge and there was plenty of day left so I kept going. The Skerries were the best part about today. There is a seal colony out there and they were really intriguing to watch. I think I sat out there for about 30mins just watching them all. You can't beat this sort of experience. Arriving in Mallacoota I came in at low tide through the small surf at the entrance and paddled against the tide up to the caravan park. I had to drag my boat over a couple of shallow spots on the way. Two boats were stranded at the entrance due to the low tide – I guess they just have to come back later and get them. Terry Barry had told me where the best spot was to land and as soon as I got into my campsite some people came up that had met Terry. They were really interested in my trip and in how Terry was going too. I had dinner at the Tide restaurant and slept well. Feeling tired after the big km days on the Croajingalong section. Tomorrow I am having a rest day.

18 January - Day 28

Rest day in Mallacoota Shopping, catching up on emails, downloading photos from my camera etc. Mallacoota has a great bakery!

21 January - Day 31

Gabo Island to Merica River (Nadgee Nature Reserve). Today I crossed the border into NSW.

24 January I am in Tathra now!....here for a few days doing boat modifications & repairs with a local kayak manufacturer and sea kayaking legend, David Winkworth. Dave builds Nadgee sea kayaks. He once jumped on a croc's back in Cape York to save his mate so he has some pretty awesome stories to tell. Promise to get on to the trip diaries between lessons in boat building & repair.

Latest on Sandy's progress (via Sandy Ferguson): 1 February 2007 - Black Boat Cove Jervis Bay; Average Distance Paddled Per Day: 23.11km - Total Distance Paddled: 970km

Sandy's Website:

<https://netstorage.penrhos.wa.edu.au/slap/>



AN ASIDE FROM THE EDITOR

While Sandy was at David Winkworth's workshop, I managed to have a long yarn with Sandy via telephone. As one of Sandy's concerns up north, was woman eating sharks, I advised her to adopt ever so cunning Kiwi anti-shark nibbling strategy. For those paddlers in New Zealand who have seen either Bevan Walker's Nordkapp rudders or the deep draft rudder blade on his wooden double, because they are Kiwis they realize that Bevan has chosen either a combination of horizontal yellow and black or white and black racing stripes on his rudder blades (see the cover photo of the 3rd. Edition of the KASK Handbook). And they understand the rationale for this strategy - the yellow bellied sea snake has the most toxic (deadly venomous) venom of any slithery snake in the world!

Over the phone, I tried to explain to Sandy Robson that not only was her *Mirage* kayak rudder next to useless in terms of design, but she needed horizontal yellow and black racing stripes on the blade as a deterrent to woman eating sharks in the far north of Oz. It is obvious from the photo, of Dave holding his nose and his unsymmetrical, diagonal painted stripes, that is an Unbeliever! Little does he know that Bevan Walker has never had his kayak rudders graunched by a great white, battered by a barracuda or even groped by a groper. And indeed, Bevan has paddled the north Queensland tropic coastline and all around the South Island of New Zealand.



CALENDAR

2007 KASK FORUM
23 -25 February 2007
Outward Bound School
Anakiwa,
Marlborough Sounds

Details: www.kask.co.nz
Enquiries re registration to
Evan Pugh email:
sheepskinsstuff@xtra.co.nz
Ph/fax: (07) 883 6898

NORTH ISLAND
PILGRIMAGE
21 - 22 April 2007
Otamatea Marae, Tanoa
Otamatea River,
Kaipara Harbour
Victorian era dress from
6pm on the Saturday night.
Attendee's emails to
Jane Barr
barja@xtra.co.nz

PHOTO COMPETITION

KASK Forum Anakiwa 2007

Bring along your best photo prints for a forum photo competition. Entries must have a sea kayaking connection of some sort.

Entry Guidelines

Photos may be entered for any or all of the following categories

- Open
- Action (Sea Kayaking)
- Seascape (kayaks or people do not dominate the picture)
- Coastal/marine flora or fauna

First, Second and Third places awarded per category, and a paddler's choice for the best overall photo.

Limit of four photos per photographer per category

Format/Techniques:

Colour or b&w prints to a maximum size of A3, preferably mounted. Note on the back of each photo: category, caption or locale, name, mail address, email address . No slides please; only digital or colour/b&w negative prints. Images can only be edited with, cropping and resizing.

Submission:

Entries can be submitted on arrival at the forum, up to 8.30am on Saturday 24 February.

Otherwise entries mail entries to, (no later than the Mon 19 February):
KASK Photo Competition
c/o Dr. Iona Bailey
CentralMed,
Pete's Postbag 14,
Tauranga

Photos can be submitted by all who attend the forum and KASK members not attending the forum.

While every care is taken, KASK will not accept liability for damage to entries

Usage of Photos

Winning photos will be published in the KASK Newsletter. Photo competition entrants agree to allow their entries to appear in the KASK newsletter, and agree to enter in discussion with KASK re their use in either KASK safety promotional material or the handbook.

Display of Photos

The photos will be displayed throughout the weekend and the winners announced at the dinner on Saturday night.

Judging of the photos

The judges for this competition are John Kirk-Anderson, Paul Caffyn and David Winkworth.

BOOK REVIEWS

Title: *Simple Sea Kayak Navigation*
Subtitle: *Practical Piloting for the Passionate Padder*

Author: Ray Killen

Published: 2006

Publisher: McGraw-Hill Co; USA

ISBN: 0-07-146794-7

Content: Softcover, 135pp; black & white photos, figures

Size: 186 x 233mm; portrait format

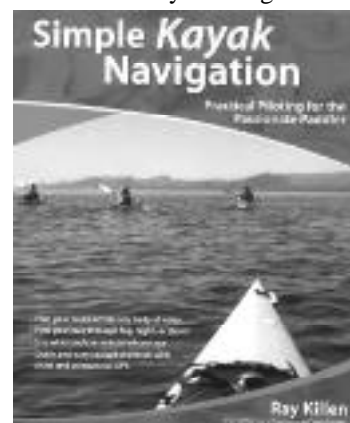
Price: \$30 (US\$14.95)

Availability: Canoe & Outdoor World,

Reviewed: Kevin Killilea

This handy slim volume encompasses all the varied skills one must become familiar with to be a competent kayak navigator. It covers all the 'have-tos' in a direct no nonsense manner. Being of American origin, its measurements are Imperial and it is orientated to northern hemisphere conditions. Compasses, tides and tidal currents (tidal streams), navigating in fog and wind, ferry angle calculation and GPS use are all addressed. Having been released in 2006, its 16 page GPS section covers the newer GPS receivers, such as the Garmin map 76CS, that have the capability to load charts, a handy feature at any time.

Several appendices suggest further reading options as well as detailed online navigation sources, a rapidly expanding area in this day and age. It's not too "tetchy", but covers subjects usually falling under that category, in easy to understand layman's terms. Selling for \$30 locally, it's good value for someone wanting up-to-date information, so integral to safe and confident kayak navigation.



Title: *Greenland Expedition*

Subtitle: *Where Ice is Born*

Author: Lonnie Dupre

Published: 2000

Publisher: NorthWord Press, USA

ISBN: 1-55971-707-6

Content: Hardback, 159pp, all colour photos

Size: 235 x 285mm, landscape format

Price: US\$24.95

Availability: specialist bookshops?

Reviewed: Kevin Killilea

This book is concerned with the exploits in Greenland of Lonnie Dupre, an American from northern Minnesota and John Hoelscher, from Queensland. They attempted to complete the first circumnavigation of the island via the traditional methods of kayak and dog sled, travelling clockwise, essentially in one go.

The original plan was to start in southwest Greenland at Paaimut during May 1997 and paddle 1500 miles north to Qaanaaq in northwest Greenland, home of the remaining most traditional Polar Inuit. Once in Qaanaaq, they proposed to winter there while training locally purchased dog teams. Then in the spring, depart Qaanaaq, mush north and east, resupplying at thirteen caches, staged 175 miles apart. The hope was to reach Ammassalik on the central east coast in the early summer. From there the vision was to paddle south along the lower east coast, round the bottom of the island and finish back at Paamiut.

Unfortunately, as with much polar travel, the plan did not work out quite that way. The book details their travel north from Paamiut in the first season in sail equipped, catamaran rigged, tandem kayaks.

The story begins with their initial meeting, trip planning, fund raising, gear preparation and training. They had various adventures dealing with changeable local weather. Although their personal backgrounds were somewhat different, they seemed to get on well enough and carry on despite not progressing as quickly as they'd hoped.

Once they reached Kullorsuaq on August 08, at the south end of Melville Bay in central west Greenland, it became apparent that they were now approaching autumn ice conditions, which precluded their ability to continue paddling north. So they organised a fizz boat lift 189 miles across uninhabited Melville Bay, to Savissivik. After a few days rest there, they continued by fizz boat to Qaanaaq.

Here the book becomes confusing. On page 59, it says they'd hoped to have kayaked the 270 miles from Kullorsuaq to Qaanaaq. A quick glance at the map shows the direct distance from Savissivik to Qaanaaq to be at least equal to the distance from Kullorsuaq to Savissivik. One summer I whimsically paddled 420 miles from Savassivik to Qaanaaq. Granted we went up and down every side fjord possible, but there seems to be an unexplained distance discrepancy there. Perhaps there was a typographical error?

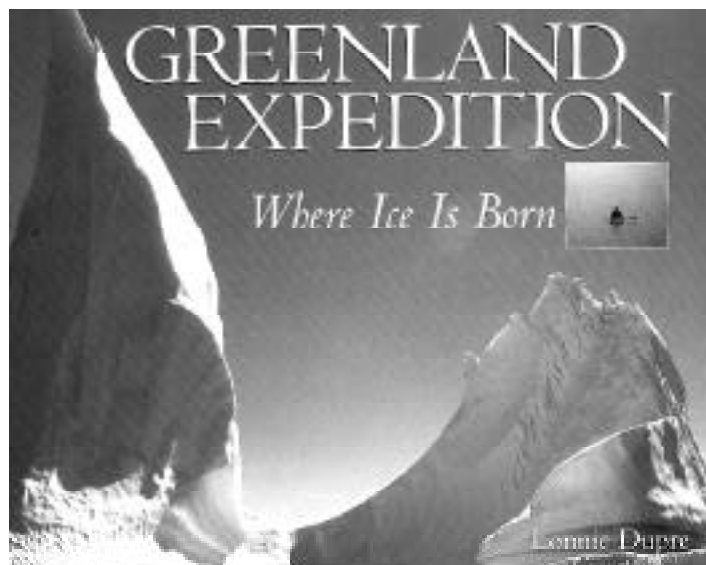
While in Qaanaaq, the planned dog team collection and training went ahead. Lonnie had to depart for some time to continue fund raising while John carried on. Unfortunately, the following spring, bad ice conditions turned them back once they got to Washington Land only 325 miles north of Qaanaaq, after a month of travel. It necessitated their return with only 10 days worth of supplies. They spent the remaining days of their time in the Qaanaaq area by visiting local villages via dog sled.

Thus thwarted in their attempt to dog sled around the north end of the island, they flew to Ammassalik in early May to get organised for their double kayak journey down the south-east coast. It was a bad ice year, so they did not get away until July. The coast presented numerous challenges due to its varied geology and weather. They were able to get south to Prins Christian Sund and traverse it to Qaqortoq on the southwest coast. Once again weather prevented their carrying on to Paamiut to complete that section.

And at that point the book ends. A documentary film shows them, after a 15 month respite, returning to Greenland. They restarted by mushing north (anti-clockwise) from Constable Pynt on the central east coast, 600 miles north of Ammassalik, back to Washington Land. Then they flew to Constable Pynt and paddled south in their double kayak to Ammassalik.

So they maintain they succeeded in the first circumnavigation of Greenland. They were not able to complete it solely by traditional methods of kayaking and dog mushing as they had hoped. But it was an honourable effort regardless.

The book contains many fine photographs which convey the spirit of their journey well. The linoleum prints by the author's wife Kelly and informational side bars add to the book. It's an entertaining chronicle of their varied adventure through an always challenging environment.



Book Reviews

Title: *Lighting the Coast*

Subtitle: *A history of New Zealand's coastal lighthouse system*

Author: Helen Beaglehole

Published: 2006

Publisher: Canterbury University Press

ISBN: 1-877257-43-5

Content: Hardback, 365pp, colour & black and white photos, index

Size: 205 x 277mm, portrait format

Price: \$55

Availability: NZ bookshops

Reviewed: Keith Lyons

For those of us who like to take kayaks out along New Zealand's coastline, lighthouse stations and harbour lights are more than just navigation aids. Lighthouses and lights not only tell us where we are, they also tell us where we've been. Coastal towers and lights are a tangible reminder of this nation's seafaring past, and today, despite the growing reliance on GPS navigation, provide comforting reference points for kayakers.

With the last 'manned' light automated in 1990 and many of the old lighthouses now historic monuments, this book is timely in celebrating the key role of New Zealand's coastal navigation system, and the rich history of siting, designing, constructing and operating lights along 4300 km of coastline. Writer and editor Helen Beaglehole, a longtime coastal sailor who has circumnavigated New Zealand and visited most of the lighthouses, has researched the archives to build up a comprehensive account of the development of this country's lighthouses.

She provides enough gripping real life material to dispel romantic notions about lighthouses, but does admit, 'there is something about them with their lights beaming out into the unknown dangers and mystery of a dark night which continues to ignite our imagination, interest and sympathy'.

Rather than focus on individual lighthouses, the book is chronological and thematic, placing the development of coastal navigation systems in the context of a pioneering urge to establish dominion over nature - or at least reduce the danger of hazards. The tales of shipwrecks, storms, giant swells and strong currents provide a compelling argument for the location of safety systems and signals starting with the Pencarrow light in 1859.

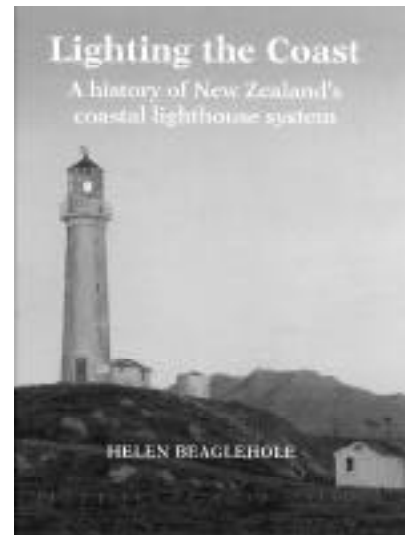
The book explores the rise of shipping in the new colony, in particular coastal trade, and laments the 21st century's lack of contact with ships and shipping in New Zealand. Complementing the text are more than 280 b&w and colour illustrations, including charts, diagrams, paintings and early photographs.

For all the facts and figures and engineer feats, the most interesting section looks at the life of the lighthouse keepers: real Kiwi characters who lived extraordinary lives in remote places. The insights into their lives makes the subsequent 'de-manning' of the lights more tragic.

This 356-page hardback book, complete with a glossary of technical terms, information on each of the lights and comprehensive notes, is fascinating and will appeal, even if history is not your thing. For a greater appreciation of those white phallic symbols on the skyline, 'Lighting the Coast' will give you some 'expert knowledge' for your next group paddle.

Reviewer's Background

Keith Lyons (info@keithlyons.org) is former communications advisor for Greater Wellington's environment division, which manages the region's coastal navigation. His father worked for the Ministry of Transport's Marine Department inspecting lighthouses throughout the South Island.



HUMOUR

The Christmas Angel

One particular Christmas season a long time ago, Santa was getting ready for his annual trip - but there were problems everywhere. Four of his elves got sick, and the trainee elves did not produce toys as fast as his regular ones. So Santa was beginning to feel the pressure of being behind schedule. Then Mrs. Clause told Santa that her mum was coming to visit. This stressed Santa even more.

When he went to harness the reindeer, he found that three were about to give birth and two had jumped the fence and were out, who knows where. More stress. Then when he began to load the sleigh, one of the boards cracked and the toy bag fell to the ground, scattering the toys. So frustrated was Santa, he went into the house for a cup of coffee and a shot of whisky. When he went to the cupboard, he discovered that the elves had hidden the liquor and there was nothing to drink. In his frustration, he accidentally dropped the coffee pot and it broke into hundreds of little pieces all over the kitchen floor. He went to get the broom and found that mice had eaten the straw it was made from.

Just then, the doorbell rang and Santa cursed on his way to the door. He opened the door and there was a lovely, little angel with a great big Christmas

tree. The angel said very cheerfully "Merry Christmas Santa. Isn't it just a lovely day? I have a beautiful tree for you. Isn't it just a lovely tree? Where would you like me to stick it?"

Thus began the tradition of the little Angel on top of the Christmas tree.

Wayne the Painter

There was a tradesman, a painter named Wayne, who was very interested in making a penny where he could, so he often thinned down his paint to make it go a wee bit further. As it happened, he got away with this for some time, but eventually the Baptist Church decided to do a big restoration job with re-painting one of their biggest buildings. Wayne put in a bid, and because his price was so low, he got the job.

And so he set about erecting the scaffolding and setting up the planks, and buying the paint and, yes, I am sorry to say, thinning it down with turpentine. Well, Wayne was up on the scaffolding, painting away, the job nearly completed when suddenly there was a horrendous clap of thunder, and the sky opened, the rain poured down, washing the thinned paint from all over the church and knocking Wayne clear off the scaffold to land on the lawn among the grave stones, surrounded by telltale puddles of the thinned and useless paint.

Wayne was no fool. He knew this was a judgement from the Almighty, so he got on his knees and cried: "Oh, God! Forgive me! What should I do?" And from the thunder, a mighty voice spoke "Repaint! Repaint! And thin no more!"

You Don't Have To Own A Cat To Appreciate This One!

We were dressed and ready to go out for the New Year Eve Party. We turned on a night-light, turned the answering machine on, covered our pet parakeet and put the cat in the backyard. We phoned the local cab company and requested a taxi.

The taxi arrived and we opened the front door to leave the house. The cat, which we had put in the yard, scoots

back into the house. We didn't want the cat shut in the house because she always tries to eat the bird. My wife goes out to the taxi, while I went inside to get the cat.

The cat runs upstairs, with me in hot pursuit. Waiting in the cab, my wife doesn't want the driver to know that the house will be empty for the night. So, she explains to the taxi driver that I will be out soon, "He's just going upstairs to say goodbye to my mother."

A few minutes later, I get into the cab. "Sorry I took so long," I said, as we drove away. "That stupid bitch was hiding under the bed. Had to poke her with a coat hanger to get her to come out! She tried to take off, so I grabbed her by the neck. Then, I had to wrap her in a blanket to keep her from scratching me. But it worked! I hauled her fat ass downstairs and threw her out into the back yard!"

The taxi driver hit a parked car...

Drunk Driver

Only a person in Greymouth could think of this! From the province where drunk driving used to be considered a sport, comes this story:

Recently a routine police patrol parked outside a busy hotel bar in Herbert Street, Greymouth. After last call for drinks, the officer noticed a man leaving the bar so intoxicated that he could barely walk. The man stumbled around the parking lot for a few minutes, with the officer quietly observing.

After what seemed an eternity in which he tried his keys on five different vehicles, the man managed to find his car and fall into it. He sat there for a few minutes as a number of other patrons left the bar and drove off.

Finally, he started the car, switched the wipers on and off - it was a fine, dry summer night - flicked the blinkers on and of a couple of times, honked the horn and then switched on the lights. He moved the vehicle forward a few inches, reversed a little and then remained still for a few more minutes as several more of the other patrons' vehicles left. At last, when his was the

only car left in the parking lot, he pulled out and drove slowly down the road.

The police officer, having waited patiently all this time, now started up his patrol car, put on the flashing lights, promptly pulled the man over and administered a Breathalyzer test. To his amazement, the Breathalyzer indicated no evidence that the man had consumed any alcohol at all!

Dumbfounded, the officer said, "I'll have to ask you to accompany me to the police station. This Breathalyzer equipment must be broken." "I doubt it," said the truly proud coaster. "Tonight I'm the designated decoy."

Taught a Lesson

A bloke is in a queue at the Super Market when he notices that the rather dishy blonde behind him has just raised her hand and smiled hello to him.

He is rather taken aback that such a looker would be waving to him, and although familiar he can't place where he might know her from, so he says "Sorry, do you know me?"

She replies "I maybe mistaken, but I thought you might be the father of one of my children!"

His mind shoots back to the one and only time he has been unfaithful. "Christ!" he says, "are you that stripogram on my stag night that I shagged on the snooker table in front of all my mates while your blonde mate whipped me with some wet celery and stuck a cucumber up my bottom?"

"No" she replies, "I'm your son's English Teacher."

The Ideal Woman

The ideal woman makes passionate love until 4.00am, then turns into a pizza. Anon. (don't worry, this was sent from Australia)

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KASK MEMBERSHIP POLICY

Current membership fees are:

- \$35 for ordinary membership
- \$40 for family or joint membership
- \$35 for overseas membership
- new members receive a free copy of the handbook
- members should endeavour to renew by 1 August
- 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.