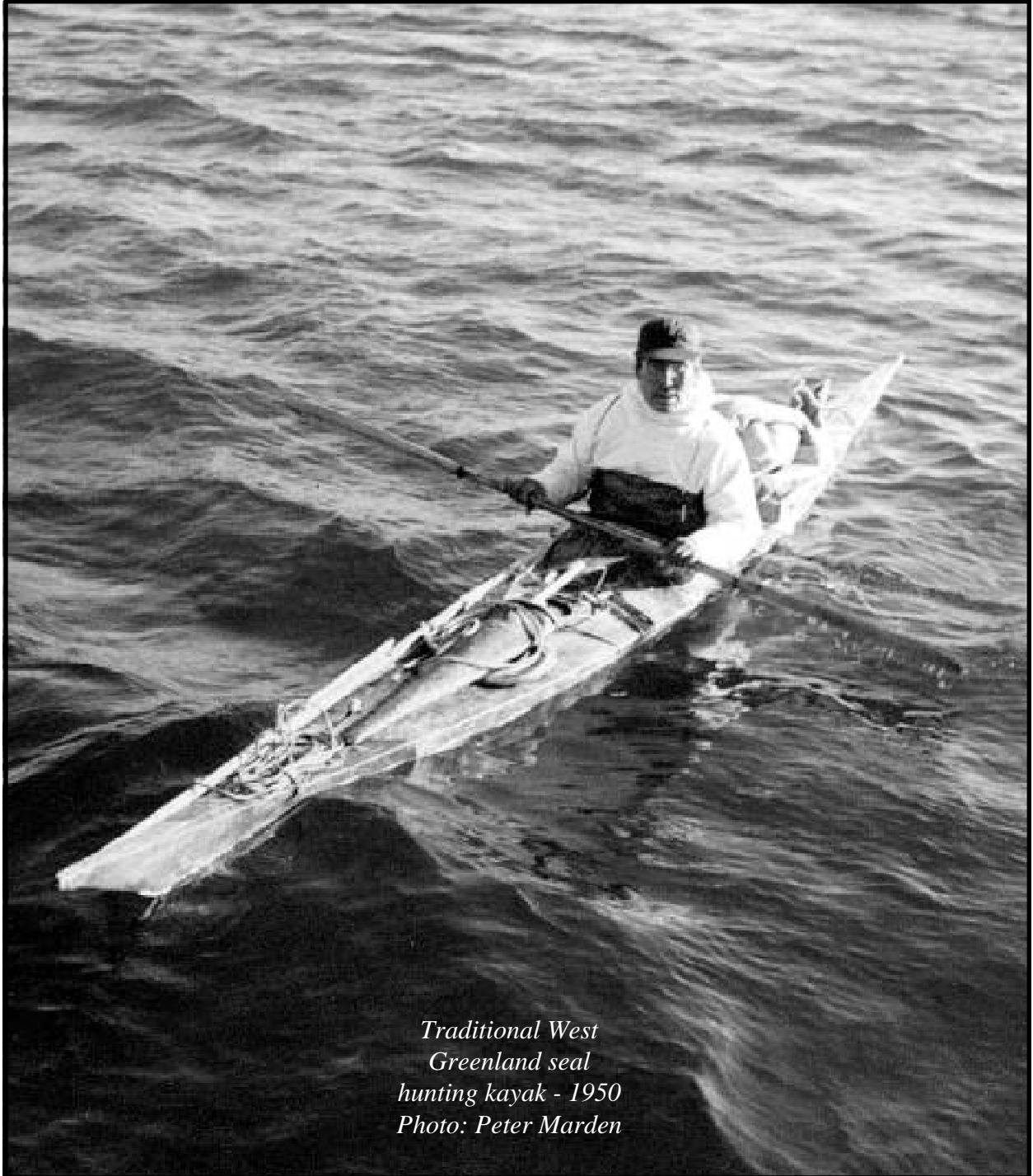


No. 124 August - September 2006

THE SEA CANOEIST NEWSLETTER



*Traditional West
Greenland seal
hunting kayak - 1950
Photo: Peter Marden*

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

KASK

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

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

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

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

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

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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
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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:

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- Techniques & Equipment
- The Elements
- Trips and Expeditions
- Places to Go
- Resources

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THANKS

**To the the contributors who
put time and effort into
writing articles.**

**DEADLINE
For next newsletter
15 November 2006**

EDITORIAL

Cover Photo

This historical cover photo, taken in 1950 by Peter Marden of Eketahuna, is of a West Greenland paddler in a skin kayak off a fiord at Etah, North Greenland. Peter was a member of an Admiral MacMillan expedition, that had voyaged north through Davis Strait on the schooner *Bowdoin*.

Back in 1999, at the KASK Forum held at Clive, south of Napier, Peter Marden showed a film of this 1950 expedition, and also displayed traditional Eskimo artefacts that were used for seal hunting from kayaks. MacMillan was with Peary on the 1909 expedition to the North Pole, and since that year, MacMillan had been regularly voyaging north to help the Eskimos. The 1950 voyage was his 29th trip.

Max Grant recently emailed the scanned image that appears on the cover, and Peter via fax added some more details. Etah lies north of Thule, south of Kane Basin, and on the east side of Smith Sound - one of the most northerly Inuit settlements in recent times. Two of the Eskimos who had sledged to the North Pole with Peary, Utak and Harrigan, were still alive in 1950. Peter also noted that the kayaks were about 19' long, 19" wide, and 9" deep. Seal skin was stretched over a light frame of driftwood and walrus ivory, all lashed together with seal skin raw hide thongs and gut sinew sowing thread.

On the foredeck of the kayak, a harpoon is carried, plus throwing stick, line from the harpoon head to a seal-skin float, as well as a rifle case. Thanks to Peter for use of the photo.

2007 KASK FORUM

The 2007 forum committee have confirmed that Nigel Foster will be attending the Anakiwa forum as guest speaker. With the help of Water Safety NZ funding, NZOIA and KASK are also planning regional training workshops with Nigel as instructor. As Nigel has not featured previously in the KASK newsletter, Susan Cade has written a paddler profile/ book-DVD promotion article.

A pull out section in the newsletter has a forum registration form, and plenty of space to write down your wish list for training and instruction. The 2005 KASK Forum at Anakiwa was an absolute cracker, despite three days of drizzly weather, and it was obvious by the number of paddlers on the water that the demand was there for on the water training and instruction.

Although KASK was unable to book Anakiwa for Easter 2007, an over-night paddle is planned from midday Sunday to midday Monday. If you can schedule in a sickie or mental health day for the Monday, the over-night camp at Mistletoe Bay is a grand way to fraternize with other paddlers, and members of the opposite, as well as a chance to view a grand variety of tents, kayaks and paddling paraphernalia, not to mention sampling a wide range of kayak cuisine and an excellent variety of wines. Be warned however to watch out for Kevin Kililea's extremely hot dehydrated peas! Even the local ducks could not cope with these.

NEWSLETTER

A wretched dose of seagull or albatross flu is partly to blame for the late production of the newsletter. However Susan Cade said the delay allowed for confirmation of the speaker for the 2007 forum and preparation of registration form.

For the next newsletter, in view of providing early notice of the KASK Forum, I have held over a paddler profile of Percy W Blandford penned by Alan Bye, a significant Incident Review Report, compiled by Cathye Haddock and John Kirk-Anderson, which casts a critical eye over the Tory Channel incident in newsletter No.122, 'Unforgettable Rescue,' and a note on Lendal paddles by Alan Hall.

THE NEW HANDBOOK

A brief email from Ruth Henderson: 'Well talk about blow my socks off, and that was just opening the envelope. Congrats to all who worked so diligently and hard to give Kiwi paddlers such a great kayaking bible.'

KASK

September 2006 President's Report by Susan Cade

During the last few months, I attended a series of Water Safety New Zealand (WSNZ) strategic planning meetings, which were run over a series of day workshops, culminating in the WSNZ AGM on 19 September.

This has been a tremendous opportunity to represent the needs of recreational sea kayakers. Of particular note, the draft mission of WSNZ has been extended, from 'to prevent death by drowning' to include 'the prevention of injury'. The concept of, 'Through water safety education, prevent injury and drowning,' is consistent with KASK's mission statement, which is to promote safe recreational sea kayaking. This can't making kayaking totally safe, but it does support the importance of understanding the risks, and making informed judgments.

We have just had word from WSNZ that KASK has been successful with a joint funding application with the New Zealand Outdoor Instructors Association (NZOIA) to support the visit of Nigel Foster, an internationally recognised sea kayak instructor, to run a series of two different training workshop series. One for NZOIA Sea Kayak Instructors, and a second for KASK network volunteers, who are supporting skill development in their regions, and who have an ongoing voluntary commitment to training.

Over the weekend of 16 - 17 September, Paul Caffyn and I attended the Department of Conservation Summit to Sea Forum. The focus was looking at future needs of recreational users of the public conservation estate. It was identified that there is a need for a national outdoor strategy with con-

sultative forums to determine what values of recreation are to New Zealanders, and how they should be managed. The 200 participants were divided into five major groups initially Back Country, Front country/Commercial, Manage and Advise/ and Education and Health.

One of the important areas for recreational sea kayakers is that of coastal access, with both water and camping access, so New Zealanders can safely paddle on lakes, waterways and the sea. There is clearly more pressure on land usage from developers, as more areas become urbanised.

There was discussion about the needs of future young New Zealanders, and ways that they can have increasing exposure to the outdoors. Also noted was the importance of outdoor recreation not becoming a sanitised experience. There is also the expectation of self responsibility by users. There will be further information coming out of this, for KASK to have some input.

The 2007 KASK Forum will be held at the Anakiwa Outward Bound facility, 23 - 25 February (Marlborough Sounds). The forum will be based at Anakiwa for the Saturday and Sunday with the option of an overnight camp for those that are interested Sunday evening returning Monday.

Nigel Foster is now confirmed as a keynote speaker. He is a world-renowned international instructor. This will be an extremely practical instructional forum at a wonderful site, that enables very ready access to Queen Charlotte Sound. There will be a mix of land-based workshops and practical water based sessions. The last forum here the latter drew a lot of people onto the water.

Susan Cade

NETWORK REPORTS

**Waikato Region
& Some BASK trips
Date: 18 Sep 2006
by Evan Pugh**

July 2: Mike and I were on the water at 7.30am, seal launching off frozen grass straight into the Waikato River, Lake Arapuni section, paddling up to the Waipapa dam and back, with a couple of detours. The plan was to meet up with a dozen others from the Hamilton area who were paddling a 27 km section for the day. We found them and joined them for a while and a lunch break before heading back after a 50km day, always paddling into a headwind.

30 July: calm and overcast; five of us paddled from Pilot Bay in Tauranga Harbour up Hunters Creek before a walk in the shallow water with our kayaks, then continuing up towards the centre of the harbour and returning with assistance from the tide - 39kms for the day. No stingrays to be seen - as in the warmer months hundreds can easily be seen around the sandy shoreline.

20 August: weather forecast was not the best, so only three of us for a 30km paddle on Lake Taupo from Kinloch over to Boat Harbour and around the shore to enjoy some rock gardening and great scenery. The weather was overcast but fine and we had a great day.

3 September: four BASK (Bay Association of Sea kayakers) members, including me and another fella named Bill, set off from Whiritoa for a paddle to Whangamata and back, enjoying some caving, rock gardening, and surfing near the Whangamata bar. We had great weather during our 26km paddle and some nasty, big and steep dumping surf on our return to Whiritoa, where a couple of our number got dumped attempting to land, to the enjoyment from the surf club members on the beach. I was later informed that one member had lost their camera during the surf launching at the start of the day from

the pocket on the PFD - another hard lesson learned of the power of surf.

17 September: eight singles and one double paddled from Thornton Beach, near Whakatane, out to Whale Island, which is 9.5 kms offshore, with a decent chop near to side on to our kayaks, but a bit of a tail wind. This took us 1 hour and 20 minutes to get there, where we landed for a break. A DoC permit is required to land on the island, which is home for native birds and bush. We all did a lap of the island except for the double which decided to wait for our return. The south-eastern end has a good seal colony, and we spent a bit of time in the different coves and checking out some nice rocky outcrops, before heading up the seaward side into, at times, a very strong wind. Regrouping near the point, we paddled around the top of the island in a good mixture of waves and rebounds before landing again. After our break it then took 2 hours 40 minutes to get back into a now biggish chop and swells coming through from our right, with the wind picking up from time to time.

Back at the beach one paddler had gone through the bar already and two more stopped to the left side; I headed right and surfed in, on slow moving waves but had to paddle as hard as I could to get in the entrance, as we had missed high tide by 1.5 hours and the current was pouring out. One other made it through the bar, and the others helped each other across the sand before re-entering and paddling up-river to the boat ramp. The double had an escort kayak (thanks Mike) most of the way across and it was three hours before they landed. A good hard trip with a fairly strong group - 30kms earned with some good hard paddling.

This was a BASK trip. BASK which paddles the Tauranga - Bay of Plenty region, has been going now for about ten years. The membership is growing again and anyone interested in joining please get in touch, as there are trips planned for every second weekend, which cater for different levels of paddling experience.

Evan Pugh

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LETTERS TO THE EDITOR

Re comments from JKA about Paddle Leashes and Night Lights from Mark Hutson

Regarding night lights (KASK Newsletter No.123, p.5), I feel JKA's perspective is right on. Keeping your night vision is so important. Not sticking with the rules - if they don't make the best safety sense - was good to hear, in particular coming from someone, I would dare say, that everyone respects that know him. I do similarly when guiding a night paddle with my groups; we don't have any safety lights turned on during the normal course of paddling.

However, the essential piece of safety lighting that I do carry (either as a leader or solo paddler) is a small BUT POWERFUL diver's light. This I attach to myself with a lanyard, so it can't possibly be lost and I keep it immediately handy on myself. If encountering an oncoming vessel, my plan is to flash the beam of light back and forth repeatedly between the oncoming vessel and our kayaks. I feel that this will get their attention, IF they are in fact paying attention. Normal camping torches, I feel, are not sufficiently bright. Using lighting in this manner does require that the group sticks together, and I figure there should be a responsible paddler with a diver's light for each five or so paddlers in any given group.

In addition to the dive light, I also carry an illuminated calumine light behind my head under my head torch strap (the head lamp is turned off). This is simply so the other people in my group can see where I am at all times. When it is too dark for me to see the other paddlers, I frequently have people verbally call out their pre-designated number, so I know all my ducklings are with me.

For each person in the group, I have

them carry a personal torch or headlamp (preferably) that can be turned on in order to see things close up, or when getting in and out of the boat on the beach. Again, the light that each person has, is not for broadcasting position - but more for personal use if needed - so it's generally kept turned off.

Let's back up and ask... why not an all around white light, or any colour light, besides the night vision issue? Basically, because humans lose depth perception in the dark. From having fished commercially in Alaska for four summers, I've experienced the difficulty in interpreting how far away a light is, and what it represents exactly when it's dark. In my opinion, a paddler cannot rely on an incoming vessel's skipper to make the correct interpretation as to how far away and what sort of light it is that the skipper is seeing (the light coming from the kayak). This is especially true the darker the night is, when there are no reflections to help with distance or size perception. On a really dark night, depth perception is completely gone - so this means a skipper may possibly interpret a kayaker's light as something considerably farther away than it is - a very dangerous interpretation for the paddler!

Lighting, of course, is not the only safety precaution when paddling at night - there are several other tactics that should be used in conjunction with an effective safety light system, however that is another discussion.

Paddle Leashes

Now, regarding leashes - I don't disagree with John, when his point is basically that paddlers are better off learning how to always hang onto their paddle. This is admirable for a good paddler. However, in the work that I do - leading average paddlers on open water and rough water at times - I feel that a leash used at the right times is sensible and adds to safety. I have a simple leash attached to all of my boats, including my own. We don't use the leashes unless encountering relatively WINDY conditions when the possibility of capsizing increases and equipment can get separated. This

allows a capsized paddler to hang onto their boat, or makes swimming for the boat (if initially separated) much easier, without having to worry about the paddle. This in turn makes a guide's job easier of getting everything back in order.

I think it's very important, when having a leash as part of someone's safety system, that the paddler or guide knows when it should be used and when it shouldn't. The times that it shouldn't, in my opinion, are:

- launching or landing on any beach that has surge coming up the beach (entanglement with the kayak in water only inches deep that is rushing up and down a beach is a real disaster!)
- while in the surf zone - either surfing or just passing through
- while exploring rock gardens or sea caves (any time the risk of entanglement after a capsize could have very immediate and nasty consequences). Just ask any whitewater kayaker if they would consider putting a leash on their paddle!

Using a paddle leash habitually is a poor idea of safety, I feel. I've noticed that some guides feel they are dangerous, however, I feel if they are used mainly out in deep open water, when it's significantly windy, then the risk is outweighed by the benefits.

Guided trips are one thing, but for experienced individuals - either in private groups or going solo - I feel they should be allowed to make that decision for themselves, provided they've got enough experience to think through the potential consequences when things go wrong. Also, folks using waves skis in the surf are in a completely different category and I would suggest that it is appropriate for them to use a leash, but again, their experienced judgement is what's most important.

Paul, I don't know if these issues have been beaten to death or not, but I thought I'd throw in my dime' worth, since pennies don't exist here in New Zealand any more!

Mark Hutson

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EDITOR'S COMMENTS

Night lights.

As Mark Hutson notes, the disadvantage of exhibiting an all round white light on a kayak is a near total loss of night vision for the paddler. On a late evening paddle out of Picton, en-route to Blumine Island, the pod of kayaks was lit up like a Xmas tree with a variety of fixed white and flashing red (pushbike) lights, but outside of a well lit area surrounding the kayaks, it was impossible to see anything, as our night vision was bugged! After Dieffenbach Point, where the Cook Strait ferries enter Queen Charlotte Sound, the lights were turned off, and full night vision was slowly regained. It takes up to 30 minutes for the 'rods' in the eye to reach full sensitivity in pitch darkness. Exposure to bright lights destroys that night vision rod sensitivity instantly.

GPS helps, but for locating a small landing beach and campground in pitch darkness, the best asset was night vision and finally powerful headlamps.

The situation is different for a motor cruiser, fishing boat or larger vessel, where port, starboard and all round masthead or stern white lights are not seen from a vessel's bridge. Radar plus GPS plots aid navigation on larger vessels. Paddlers have to rely more heavily on their night vision for navigation.

Red light does not affect night vision. Headlamps are currently available with either white/red bulbs or flip down red filters (the Petzl Tkka range for example). For illumination of charts, maps or GPS at night, keep the red light option in mind for night paddling.

The density of shipping traffic at night is important. For the New Zealand harbours with a high density of recreational and commercial vessels (Waitemata, Picton, Havelock), I

would suggest a fixed white light is obligatory, particularly when crossing designated shipping lanes. But outside of these areas, as Mark Hutson notes, night navigation in a kayak requires paddling without bright white lights, but a diver's torch or bright headlamp is vital to signal your presence to an approaching vessel.

When Conrad Edwards and I were paddling the southern coastlines of Malaya and Thailand, we quickly learned that the longtail fishing boats from coastal villages did not exhibit any lights at night. A fast approaching longtail was easily heard by the noise of its unmuffled motor. Our technique was for Conrad to switch on his headlamp and illuminate both our kayaks, but as I was lead kayak (navigator), I was not subject to loss of night vision. In this region, as many of the more remoter areas for paddling, there were no navigation lights either on shore or offshore, and 100% night vision was absolutely essential for navigation.

Paddle Leashes

Must admit I agree with Mark on the issue of paddle leashes. Although I do not have a paddle leash as standard equipment on my kayak, in extremely strong offshore winds, I tether my paddle to the kayak decklines. Particularly when solo paddling in remote regions, loss of kayak or paddle is tantamount to disaster. However on my wave ski, a paddle leash is obligatory as I do not have a 100% success with rolling in big surf. Miss the roll, undo the waistband quick release, and just hang on the paddle until the washing machine ride eases. Then pull the wave ski back in, climb back on, spit out salt water, and head out the back again.

With the rapid growth of sit-on-top kayak sales in recent years, and increase in both serious incidents and fatalities where a sit-on-top paddler has capsized, and let go of both sit-on-top and paddle, I believe the sit-on-top kayaks should have paddle leashes attached when sold, and also that manufacturers should include a leash attachment fitting on the deck.

SAFETY

The following was a personal note from Paul Hayward which is reproduced with permission as the two issues raised have relevance to all Kiwi kayakers. At the next National Pleasure Boat Forum, to be held in Auckland on 5 December, I will raise both of these issues.

Safety Meeting

Date: 2 Oct 2006

From: Paul Hayward

Had a very good session with Sue Tucker, the other evening - at an Auckland Canoe Club meeting - and it prompted me to pass on a couple of thoughts for any discussions that you may be having with MNZ / CG / etc. (Sue Tucker is a Maritime NZ Small Craft Safety Advisor, based in Auckland).

Kayak Lights

Kayak Lighting in urban waters versus open ocean:

Most of my night-time paddling is in the very 'urban' coastal water of the East-Coast Bays in North Shore City. Incoming fizz-boats cannot detect a slow-moving 'legal' all-round-white-light against the much brighter shore lights - the many thousand shore lights.

Many kayakers who 'train' regularly (up and down this coastal shoreline in the winter months), simply use flash-

ing lights of white, red, or yellow colour - whatever they can find to 'stand out'. I agree that there are extremely good reasons why all of these are 'wrong' - but my sympathies also lie with kayakers (and any small boat operators) who have no approved method to be safe.

My own approach - after careful reading of the International and NZ lighting laws - was to choose to display a fixed blue light. This is in addition to the legal white light - and it only goes on when I feel in danger.

From personal experience, this works. Boats pick it up from a good distance - and I hear them throttle back to avoid me (and even to investigate me). It has the desired effect - I am seen. I believe that it would not go 'stale', even if all small boats had something similar. We would all 'stand-out' from the clutter.

My reasoning was that the allocation of blue was for the police boats from last century. Nowadays, they are all fast vessels - using the flashing-yellow provision to signal their speed.

There is work afoot in Auckland to produce a special kayaker's light - using a very bright LED-based light, waterproof and of the legal form (ie: white, all-round, 2-mile, etc). I certainly commend this - but I fear that it will make very little difference to the basic problem of white-on-white get-

ting lost-in-the-clutter invisibility.

Let us use a colour - please!

PS: I'm more than happy to be involved in any on-the-water trials of visibility - with any maritime agency / authority.

VHF - Handheld Units

Historically - it has been:
one boat = one VHF radio = one call-sign

Certainly, in the kayak community, there are a great number of hand-held VHF users who have more than one 'vessel'. It would be nice if Coastguard (and MNZ) could make provision in their database for this.

I did get a second call-sign - when I bought my second kayak (a 'double') - but I haven't done so for my training 'single'. There reaches a point (usually under stress) that having too many call-signs is counter-productive.

Sue mentioned that (some years ago) she had instigated a solution whereby several boats could be associated with a single call-sign. It would be good if this were still available - and if the CG was 'accepting' of it.

Finally - on a lighter note - a postcard from a friend overseas: escalation in the kayak-jetski war.

Paul Hayward



Paddler,
Bill
Whitcomb,
Artwork:
Mark
Hensel

Overseas
Escalation
of the kayak
- jet ski war

SAFETY

Another Word on Rescue by Beverley Burnett

With thanks to Dive HQ Petone for their assistance.

Sea kayakers and divers use several common rescue devices to attract attention, such as, personal EPIRBs, a high-pitched whistle powered by gas canister or the kind of air horn that you find at the football stadium.

Divers and kayakers also use night light sticks, personal strobe lights and smoke and rocket flares for visibility in an emergency. Another standby used both by divers and kayakers is a mirror used to attract attention.

Most devices carried by divers are designed to attract attention from a distance, particularly search and rescue boats and aircraft. Dive equipment tends to have greater visibility than the usual yellow paddle float, which might give kayak manufacturers something to think about. Dive gear is usually manufactured in fluorescent colours, quite often has an option for lighting, and has reflective material on it.

Rescue devices specific to divers, such as inflatable dive bags, can be adopted by sea kayakers as additional compact rescue features. An inflatable dive float bag, also known as an underwater lift bag, can provide additional buoyancy if you find yourself capsized. It can also be used as a towing device to provide additional visibility.

An interesting type of dive bag is called a day and night surviviballoon. It can be seen at a distance or from the air and it has inflatable chambers which can hold a torch so that it is illuminated from the inside. Again this is a device that can be towed, which will maintain your night vision.

Another device used for daytime visibility in the water is a cigar-shaped marker buoy. These are usually red or

orange coloured for greater visibility. Another type of marker buoy is a neoprene inflatable cigar, which is inflated by pulling the cord from a 20 gram CO₂ gas bottle. It also has a oral inflation valve to blow it up if you're not too busy surviving.

None of these devices are very expensive except perhaps the automatic inflatable buoy and gas canister which cost approximately \$150. When we are out on the sea, hoping to be rescued, we rely on the bright colours of our kayak and our clothing to attract attention, and perhaps a chopper flag for extra visibility. Carrying one of the visibility devices used by divers, might just give you the edge you need in an awkward situation.

Beverley Burnett

PADDLER PROFILE

Nigel Foster (2007 KASK Forum Keynote Speaker)

by Susan Cade

What led me to write this, is the value I have had from utilizing Nigel Foster's Training DVDs. Nigel has a quiet, clear structured teaching style, and to me this has been awe inspiring. So it is with real pleasure that I was able to be involved in supporting Nigel and his wife Kirsten Nelson to visit New Zealand for the 2007 Anakiwa Forum, and for him to undertake training sessions for sea kayakers in New Zealand. This is supported by joint work with the NZ Outdoors Instructors Assn. and also significant funding through Water Safety NZ.

So let me introduce you to Nigel. Most of this information has been found on the internet and also provided by Nigel.

Born in England, Nigel began paddling at the age of 15 in a canvas kayak, but soon graduated to a slalom kayak in which he developed an obsession for surf kayaking. He devel-

oped his kayaking skills as a teenager in England. One of his first journeys in a sea kayak, was across the English Channel to France, which he then repeated a couple of times by night. Nigel made a 400-mile solo journey around the south-west corner of England, and along the English Channel coast.

This led to longer explorations of the wild and exposed Scottish coast. In 1977, at the age of 24, he became the first to circumnavigate Iceland by kayak with Geoff Hunter. For this trip, they paddled a pair of Foster's first sea kayak design, the *Vyneck*. Nigel has also explored the Atlantic coast of Newfoundland, and crossed France from north to south in a double racing kayak, following canals and rivers.

In 1981, Nigel undertook a major expedition that could have been his last from Frobisher Bay on Baffin Island to Resolution Island, and then a 40 mile open water crossing of Hudson Strait, to the Button Islands off the northern coast of Labrador. The strait's tidal range can exceed 40 feet, and its tidal streams can run at more than seven knots. After fighting tidal streams in the dark, near the Button Islands, suffering frostbitten fingers and loss of gear (some 300 miles from the nearest village), he eventually gave up on this expedition, and hitched a ride on a passing tanker. This crossing is described in *Raging Rivers, Stormy Seas*.

In the late summer of 2004, accompanied by his companion Kristin Nelson, Nigel finally completed that wilderness expedition, by paddling from Kuuqiaq in Ungava Bay to Nain, a distance of over 600 miles. It's not quite uninhabited; his latest slide show covers this expedition and notes numerous encounters with polar bears!

Nigel taught at the National Watersports Centre in Wales, before starting his own kayaking business, running training courses in Wales, and guiding trips further afield in England and Scotland, to places such as Iceland, the Faroe Islands, and the Lofoten Islands in Arctic Norway.

Increasing demands on his time for presentations and teaching in USA prompted him to finally move across the Atlantic. He currently lives in Seattle WA, and can often be found instructing classes in the famous passes of the San Juan Islands.

His international reputation is built on his designs (he has designed six sea kayaks), his books, *Nigel Foster's Sea Kayaking*, *Nigel Foster's Surf Kayaking*, *A Sea Kayaking Guide to Southern Florida* and *Kayaking, a Beginner's Guide* to name a few. His six sea kayaking instructional DVDs cover from getting started, to advanced skills.

Nigel, like most teachers, has his own style; he likes to be flexible in his approach and often teaches for a mixed level of skill group, facilitating skill development for all. He notes some of the topics that he finds popular are 'directional control' which covers edging control and the how the different turns work, and why they work. Specific techniques include the stern draw, bow rudder, sideslip (hanging draw) and using braces to aid edging control during turns.

'Control in wind' applies those directional control skills to turning and tracking in wind. 'Discovery Learning' works through a series of exercises that help individuals get the best from their own kayak and paddle. By comparing one move, blade position, turn etc. to another and analysing the result, each paddler builds up a unique profile of what is effective for their own combination of paddle, kayak and skill level. This is a step-by-step progression with some detailed analysis and explanation of the results.

'Fun with Foster' is a light-hearted yet enlightening session, that works on body flexibility, balance, blade control and kayak control through wacky strokes.

Nigel teaches simple, functional techniques of not only how a kayak works but also how to maximize applied effectiveness of techniques for paddlers. He has BCU qualifications of A level 5 coach in sea and in surf, level

3 coach in white-water kayak and in open canoe, with 5-star in all four disciplines.

If you are interested in knowing more about training opportunities with Nigel Foster while he is in New Zealand, which will be over the February and early March period please let me know. Depending on interest it is likely there will be limited training places available and initial opportunities will be given to support KASK sea kayakers, networks and clubs around the country that have an interest in skill development. However we will try to accommodate as many interested as possible. There will be a cost for training. If you are interested please contact Susan Cade by phone: (04) 567 5593 or e-mail: susan.cade@xtra.co.nz

Sea Kayaking Books by Nigel Foster

Nigel Foster's Sea Kayaking

Explained in easy to understand language and illustrated with many illustrations and photographs. If you already grasp the basic techniques as demonstrated in *A Beginners Guide to Kayaking*, then *Sea Kayaking* will explain how to apply and adapt your skills to the variety of sea conditions. Launching from shore, paddling techniques, turning, the roll, capsize recovery, how to handle tides and currents, landing on a surf beach, navigation, understanding weather signs and much more is covered in concise and practical manner. Published jointly by Fernhurst Books and Globe Pequot Press.

Nigel Foster's Surf Kayaking

Currently the only Surf Kayaking manual, this covers techniques to catch and ride a wave, manoeuvre, and finish a ride with style. Learn how waves form and what causes them to break. Learn about safety in the surf zone, equipment and etiquette. Photographic sequences in colour reinforce the text. Globe Pequot Press

Kayaking, a Beginner's Guide

Photographic sequences and clear explanations detail all the basic manoeuvres in a kayak, from launching

to wet-exit, from a variety of rolls to braces to prevent capsize, from rescue techniques to bow and stern rudders. A comprehensive training manual for paddlers at all levels aspiring to fine technical control of a kayak. Fernhurst Books

Raging Rivers, Stormy Seas

Terry Storry, Marcus Baillie and Nigel Foster recount kayaking adventures from around the world. With Marcus and Terry describing their white water descents, Nigel kicks off with a description of the southern coast section of his 1977 Iceland circumnavigation with Geoff Hunter, and contributes the final chapter describing a night trapped by wind beneath 2,000-foot-high cliffs in the Faroe Island, and his solo crossing of the Hudson Strait from Baffin Island to Northern Labrador. This book is out of print but it was published by Oxford Illustrated Press, and used copies can sometimes be found.

The 6 Volume DVD Training Series

Vol. 1 Getting Started

The fundamentals; Nigel Foster touches on history, boat selection and a variety of styles and types of equipment you may choose from. Learn what to take with you when you paddle, and what you should consider when deciding what to wear. Become an informed paddler!

Vol. 2 Essential Strokes

Paddling forward, turning, moving sideways and backwards, *Essential Strokes* examines the quiver of techniques required to get you around in your kayak. Go beyond the essential safety procedure that you practice in case you should overturn. Learn how to rescue another paddler, and how to help in your own rescue. This volume offers a good grounding in essential skills.

Vol. 3 Directional Control

Starting with essential components used to control the direction of your kayak, Foster layers the techniques for a variety of turns, blends one with another and highlights why certain techniques work better in particular

conditions. "Directional control" will help you manoeuvre your kayak accurately and also keep it on a straight course, no matter what the wind direction.

Vol. 4 Rescues

A capsized kayaker may be an inconvenience but should not be a problem. "Rescues" offers both mental and technical solutions. Learn how to empty a kayak at sea, how to re-enter your own kayak from the water, and how to take control of a rescue until the swimmer is safely back in their kayak. A number of different techniques are covered with guidance as to how to decide which method is best for each situation.

Vol. 5 Forward Paddling

Keep up with your paddling friends with the minimum of effort. Learn good blade placement, efficient application of power and how to keep a straight course without wasting precious energy. What causes blade flutter and why do kayaks weathercock? What part do your feet, legs and torso play in your forward stroke, and how can you modify your stroke to take advantage of a following sea? Learn the answers and much more from someone who has fine-tuned the forward stroke through thousands of miles of expedition paddling.

Vol. 6 Rolling and Bracing

When you have a reliable roll and brace, your confidence level in a kayak will rise to new levels. Nigel Foster looks at some non-intimidating ways to learn a roll, examines the essential components of different braces and a variety of practical everyday rolling techniques.

For more information and for ordering videos click on www.nigelfosterkayaks.com

CALENDAR

**Wet West Film Fest open for entries
4 - 7 January 2007**

The Wet West Film Festival is now open for entries for the 2007 event. This year, the organisers are calling for both the emerging and well established New Zealand film makers to enter their watery tale, for screening in early January. Festival director Dave Kwant says, "We receive the bulk of our entries from overseas, and while it's great to offer a true international flavour in the Festival, it is a good opportunity for kiwi film makers to have their film seen, and judged, within a festival environment."

"All films must refer to the Festival theme of water, but can add imagination to that, using it in any of its forms, we'd even get the link with a desert film! It's not so much about limiting story types, as focussing the story telling," says Jo Kearns, co festival director. Competing films enter into the categories of Adventure and Expedition, Culture and Environment, Best Adrenaline Film, Best Short Film and Best Amateur Film. Also, the audience votes for the People's Choice Award, while the panel of judges decide on the Judge's Choice. All winners receive a unique, sculpted trophy by award winner carver James Washer, using local materials such as pounamu, native timber and ardulite.

Entries are welcome from now until 31 October 2006 with all details and entry forms available on the website. The four days of screening runs from 4 - 7 January 2007, with between 40 and 50 films hitting two big screens in Hokitika, one at the grand old Regent Theatre (seating 350) and the other the wonderful leather lounge style DVD theatre the Crooked Mile (seating an intimate 30).

For all Wet West Film Festival information see: www.wetwestfilmfest.com

**Northland Canoe Club / KASK
Mini-Symposium**

Date: 11 -12 November 2006

Venue: Taurikura Bay, just north of Whangarei
Manaia Baptist Camp

Cost: \$110

(this includes all meals from Saturday breakfast to Sunday lunch, accommodation and social)

Limited to: 100 people.

Contact for registration: Sue Drake

Ph: (09) 4389-021

email drakesuenz@yahoo.co.nz

A registration form (Word document attachment) is available by emailing Sue Drake: drakesuenz@yahoo.co.nz

PROGRAMME

FRIDAY – 10 Nov.

6pm onwards : Registrations / paddlers arrive etc

SATURDAY 11 Nov

7.30am Breakfast

8.45am Welcome – (By President) & housekeeping.

9.00- 10.00am Speakers John Cook (Maori / Whg heads history) Noel Hilliam – "Searching for shipwrecks"

10.00am Morning Tea

11.00am On water for paddles

6.30pm Dinner

7.30pm Band arrives for social

SUNDAY 12 NOV

7.30am Breakfast

8.45am Housekeeping

9.00- 10am Ian & Laura Richards talking – white water rafting with slide show & talk on injury prevention etc.

10.00am Morning tea

10.30am- 11.30 Kerry Howe

Paul Caffyn - KASK

11.30am spot prizes etc

12.00noon Lunch

12.30pm Afternoon activities.

2007 NATIONAL KASK FORUM

**Cobham Outward Bound School, Anakiwa, Marlborough
Friday 23 - Sunday 25 February 2007**

Optional overnight camp Sunday night to Monday 26 February

Numbers are limited to 125 people.



Based in a superb location at Anakiwa, surrounded by beautiful bush, on the foreshore of Queen Charlotte Sound. Accommodation in spacious bunkrooms on site.

A SOCIAL FUN WEEKEND WITH PLENTY OF OPPORTUNITIES TO PADDLE, SHARE IDEAS AND LEARN, BOTH ON AND OFF THE WATER

Keynote speaker: Nigel Foster (supported by Water Safety NZ)

Nigel Foster began kayaking as a teenager in southern England in a canvas kayak. He was first to circumnavigate Iceland, has crossed France from north to south via rivers and canals, ventured across Hudson Strait in Canada, and explored the Faroe Islands, where 2,000-foot-high cliffs glare down on 10-knot tidal rapids in north Atlantic swell. He makes a living teaching kayaking skills, all around the world, but nowadays in addition, does kayak and paddle design work. Nigel has written several books and many articles on kayaking and has also produced a series of six sea-kayaking instructional DVDs.



Nigel's keynote presentation will be about his latest exciting trip to Ungava Bay and Labrador in sub-arctic Canada. With Kristin Nelson, on a 675-mile wilderness trip, while figuring out the complexity of the forty-foot tidal exchange, which exposed rocks and ridges the height of five-story buildings, and having close encounters with polar bears. This trip featured in the June 2006 *Sea Kayaker Magazine*.

Other presentations by guest speakers and NZ experts

- **Great opportunities to take part in practical and theoretical sea kayak training, covering for example paddling skills and rescue techniques**
- **A chance to see and share ideas on sea kayak design and equipment**
- **Local area information and exploratory paddles**
- **The KASK AGM**
- **Overnight paddle and camp out on Sunday night at Mistletoe Bay**

2007 NATIONAL KASK FORUM REGISTRATION FORM

Name(s): _____

Address: _____

Email: _____

Phone: _____

Fax: _____

Mobile: _____

Emergency Contact While At Forum

Name: _____

Relationship: _____

Address: _____

Phone: _____

Accommodation

Spacious multishare bunkrooms on site. If you wish to stay off site you may have to book alternatives ASAP, as it is a popular area.

Meals

Your registration fee includes Friday night wine & nibbles, Saturday breakfast, lunch & dinner, Sunday breakfast and lunch. Morning and afternoon teas provided. Bring your own food for the Sunday night campout dinner & breakfast Monday morning.

There will be vegetarian food available for those that require this.

BYO wine/beer, apart from for Friday night.

Smokefree

Anikiwa is a smoke free zone.

Transport

Ferry pick-ups available by prior arrangement.

(Airport pickups, Koromiko or Blenheim, also by prior arrangement)

For ferry arrivals please indicate:

- Number in party: _____
- Expected Picton date/arrival time: _____
- Number of kayaks to transport: _____
- Picton departure date/time: _____

If you have kayak wheels, you can walk your boat from the ferry terminal to the water, then paddle from Picton around to Anakiwa, which takes approximately a two hours.

Kayak Hire

Kayak can be hired locally, or from Picton.

See the resources section of the latest KASK Handbook (p.195) for rental companies.

or page 141 of the third edition.

SKILL LEVEL

Please circle your skill level

- Novice Just started sea kayaking, no formal skills training.
- Intermediate Some support strokes, can do wet exit and assisted rescue in calm conditions
- Advanced & Intermediate Can complete an assisted and self rescue in moderate conditions and have completed day trips in a variety of conditions.
- Advanced Can roll a sea kayak in rough conditions. Have completed several challenging sea kayak trips.

LEADERSHIP EXPERIENCE *Please circle your response*

- Do you currently lead sea kayak trips in your local area? Yes / No
- If yes, are you happy to lead a pod of up to 6 paddlers at the forum? Yes / No

TOPICS/EVENTS *Please circle your response*

- I am available to lead a workshop/instruction session If so, what topic(s)? Yes / No
- I am willing to share some great slides of a recent trip Yes / No
- Do you want details about the photo competition: Yes / No

Note: All participants will be expected to abide by the rules set out by the FORUM organisers.

• **FORUM COST:**

- **\$150 per person (KASK members)**
- **\$160 per person (non KASK members)**

(Includes bunkroom accommodation Friday and Saturday night, plus Sunday night campout fee and meals as noted earlier)

Note: Once maximum numbers are reached, registrations will close

Numbers of paddlers attending:

I enclose my/our registration fee of \$

Number of people requiring vegetarian meals:

Make cheques payable to: *Sea Kayak Forum 2007*

Please return form with payment to:

**Evan Pugh
Lichfield
RD 2
Putaruru 3482**

Enquires to Evan Pugh:

Ph/fax: (07) 883 6898

email: sheepskinsnstuff@xtra.co.nz

This form will also be available on: www.kask.co.nz

What are you interested in participating in or getting from the forum?

Please tick the things that might interest you over this weekend. This doesn't guarantee that all of these topics will be covered and that there won't be others included. It will depend on interest and availability of presenters, etc. If registering for a couple with different ability levels, use different coloured biro's for each person.

General Activities	I am interested in participating
Photo competition	
Local paddles	
Overnight paddle and campout	

Practical Skill	Beginner	Some skills & knowledge	Wanting to refine skills	Wanting to develop teaching tips around these skills	Happy to teach others at the forum
Boat set up for paddling					
Forward paddling					
Maneuvering strokes					
Support strokes					
Rescue skills					
Towing clinic					
Rolling					

Land based Sessions

Topic	Interested in learning more	Interested in sharing knowledge	Interested in presenting
Emergency communication & safety equipment			
Wooden boat session			
Boat and equipment session			
First Aid emergency management			
Risk & safety management for a group			
Navigation			
Bugger incident sharing			
Local paddling & area information			
Weather and Tides			
Any other topics of interest			

Non-forum Nigel Foster Training Workshops

We are considering organizing some self-funded focused training workshops, with Nigel Foster, probably on the days either before and after the forum. How we organize this will depend on numbers and interest, as to length of training sessions, from half day to two days.

Tick if interested and require further information. Warning: place may fill quickly.

Circle a response, if interested and would like to receive further information:

YES / NO

Magazine Review

Title: *Kanu Culture*

Subtitle: Ocean Paddler's

Lifestyle Magazine

Size: A4

Content: 100pp

Price: NZ\$ 11.90

Although the focus of the June-August issue focus is Australia and islands of the Pacific, the note below from Maria Miller opens the way for Kiwi contributors to this magazine. A broad range of ocean paddling vessels are featured, from outriggers, to sea kayaks, and most impressive of all, a Flyak - a K1 kayak with two T-foils under the hull. The current top speed of the Flyak is 27.2kph or 16.9mph. The front foil acts also as a rudder, and with the entire hull above the water at speed, this boat out sprinted a K4 over a 200m sprint race. (see also www.foilkayak.com).

An appealing layout, plus broad variety of article subjects provide plenty of enjoyable reading. For sea kayakers, a crossing of Bass Strait, a kayak sail kit, and a humorous article of the roll as an essential for women. Articles on pain relief, fishing, and cooking fish dishes will appeal to all paddlers.



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www.kanuculture.com
email:
maria@kanuculture.com

Cover of June -
August 2006.
Vol 1 No.6

Letter from *Kanu Culture*

My name is Maria and I am the Managing Editor of a publication called *Kanu Culture*. I sent one to the KASK office early this week, hopefully it has arrived and you have had a chance to look at it. In the past, the publication was focused only on Outrigger Canoeing, but since we took it over a year ago, we have increased the scope of sports covered to include all salt-water paddle sports.

While we have reasonable contacts and expertise in some areas, we are constantly on the lookout for new stories and people passionate about their sport who would like to work with us. As the publication is sold in newsagents in both Australia and New Zealand, we thought it would be good to contact your association and see if you know of any members who would like to submit articles and images?

One of the many goals we have for the publication is to introduce people to the various saltwater sports and encourage them to give it a go. So for each sport and in each issue, we try to have one adventurous, inspirational story and one that is more for the beginner. We would really be interested in any feedback and suggestions you have. Look forward to hearing from you. Thanks, Maria Miller

BOOK REVIEW

Title: *Inshore Britain*

Author: Stuart Fisher

Published: 2006

Publisher: Imray Laurie Norie & Wilson UK

Contents: 357pp, maps & photos

Cover: limpbound

Size: A4, 210mm x 297mm

Price: £ 29.50

ISBN: 978-085288906-0

Review: Paul Caffyn

Availability: See note below.

The brief title understates the value of this book. For anyone planning a small boat/kayak journey, anywhere around the coastline of Britain, I suggest this book is absolutely essential reading.

For well over 20 years, Stuart Fisher was editor of 'Canoeist' magazine, a glossy publication published monthly, which described all aspects of paddling in Britain. Back in 1989, Stuart included the first of a series of coastal guides in the magazine, and this led over the years, not only to the slowest solo kayak circumnavigation of Britain, but also another 61 coastal guides, all of which appeared over the years in 'Canoeist'.

What sets this book apart from the those a paddler would normally research for a UK trip, such as the England, Scotland and Wales Pilot's, and coastal yachting manuals, is that each of Stuart's coastal guides contains a comprehensive blend of descriptions of :

- the coastline
- weather, sea, surf and tidal conditions
- maritime and onshore history
- strip maps
- photos
- listing of maps, charts, campsites & hostel accommodation, rescue service contacts, forecast area names.

The 62 coastal section descriptions commence from number 1, in West Cornwall, and work progressively clockwise around England, Wales and Scotland, to close the circuit with number 62 back in West Cornwall.

This book is profusely illustrated - a marvellous mixture of coastal views from a kayak, on shore photos, historical site pics, and images of both book dustjackets and stamps which have local significance.

The double column text layout works well, and the coastal strip maps are all shown with north to the top of the page - photos and/or text fill the spaces on the page left by the map strips' orientation.

Stuart took 15 years to complete his kayak circumnavigation of England, Scotland and Wales. British and overseas paddlers are indeed fortunate that Stuart wasn't on a point to point mission over one summer, and that he had the time for detailed research on local history and sea conditions. For instance in the Northwest Devon section, a photograph of the small port of Clovelly shows a sectional kayak that was used in the making of the film *Cockleshell Heroes*, the 1942 foldboat raid on German shipping in the Gironde estuary of France. On the adjoining page is the cover of the book *Cockleshell Heroes*, which was written by Lucas Phillips.

Notes on shipwrecks, snuggler's caves and tunnels, derivation of place names, bird colonies, museums etc. add to local colour, and prevent what could have been a mundane 'pilot-like' coastal description. In section 46, Humber, there is a note about Trinity House at Kingston upon Hull having the oldest kayak in Britain, collected with its occupant on a trip back from Greenland in 1613.

As Stuart notes in an introductory section 'The Long Way Round - The highlights and lowlights of paddling around Britain' - the journey brought home to him so much of coastal history that he was unaware of. Low points of the trip included pollution, poor visibility days, while the one of the highlights was paddling into the harbour at John o' Groats, to be presented by his sons with a Land's End - John o' Groats tie.

It is difficult to tell if the following story was a low or highlight. After a

17 hour day from the Gower peninsula, he was hoping for a good night's kip under a blackberry bush, only to be woken a few hours later by a young lady stripping off in front of him, for an early morning swim.

Availability - I can only suggest ordering from your local specialist bookshop, or getting in touch with the publisher:

Imray Laurie Norie & Wilson Ltd
Wych House
The Broadway
St Ives
Huntingdon
Cambridgeshire PE27 5BT
England

www.imray.com
email:ilnw@imray.com

Postage on the review copy received was £13, but the publisher emailed me with a printed page postage cost of £25.

I do not view this book as a how to do it paddling guide to the coast of Britain. Times and distances for getting from A to B are not included. But to me, this is a very big plus. Part of the enjoyment I receive from long trips is generated during the planning phase, which includes researching all aspects of the area to be paddled. And that prior research of early history, fauna and flora, paddling perils etc. add to my overall enjoyment of a trip once underway. For example I can't imagine why anyone would paddle in Greenland without first researching the Norse and Inuit history.

After the 1980 trip around Britain with Nigel Denis, I was stung by the airlines for being overweight; books and brochures about coastal Britain partly to blame. I only wish now that Stuart Fisher's book had been available prior to the 1980 trip. It would have added to my appreciation of the coastal history of Britain no end.

Inshore Britain is a treasure trove of information about the British coastline. Not just for the coastal paddler, but recreational boaties, armchair paddlers and overseas visitors alike.
Paul Caffyn

Serious about Mathematics

Young Trevor was doing very badly in mathematics at primary school. His parents had tried everything- tutors, mentors, flash cards, special learning centres. In short, everything they could think of to help his mathematics.

Finally, in a last ditch effort, they took Trevor down and enrolled him in the local Catholic school. After the first day, young Trevor came home with a very serious look on his face. He didn't even kiss his mother hello. Instead, he went straight to his room and started studying. Books and papers were spread out all over the room and young Trevor was hard at work. His mother was amazed.

She called him down to dinner. To her shock, the minute he was done, he marched back to his room without a word, and in no time, he was back hitting the books as hard as before. This went on for some time, day after day, while the mother tried to understand what made all the difference.

Finally, young Trevor brought home his report card. He quietly laid it on the table, went up to his room and hit the books. With great trepidation, his Mom looked at it and to her great surprise, young Trevor got an 'A' in maths. She could no longer hold her curiosity. She went to his room and said, "Son, what was it? Was it the nuns?" Young Trevor looked at her, and shook his head, no. "Well, then," she replied, "was it the books, the discipline, the structure, the uniforms? WHAT WAS IT ALREADY?"

Young Trevor looked at her and said, "Well, on the first day of school when I saw that guy nailed to the plus sign, I knew they weren't fooling around."

The Bacon Tree

Two Mexicans are stuck in the desert, wandering aimlessly and close to death. They are close to just lying down and waiting for the inevitable, when all of a sudden; "Hey Pepe, do you smell what I smell? Ees bacon, I is sure of eet."

“Si, Luis eet smells like bacon to meee.” So, with renewed strength, they struggle up the next sand dune, and there, in the distance, is a tree loaded with bacon. There’s raw bacon, dripping with moisture, there’s fried bacon, back bacon, double smoked bacon...every imaginable kind of cured pig meat.

“Pepe, Pepe, we is saved. “Eees a bacon tree.”
 “Luis, are you sure ees not a meerage? We ees in the Desert don’t forget!”
 “Pepe, when deed you ever hear of a meerage that smeell like bacon... ees no meerage, ees a bacon tree.”

And with that, Luis Races towards the tree. He gets to within five metres, Pepe following closely behind, when all of a sudden, a machine gun opens up, and Luis is cut down in his tracks. It is clear he is mortally wounded but, true friend that he is, he manages to warn Pepe with his dying breath, “Pepe... go back man, you was right, ees not a bacon tree.”
 “Luis, Luis mi amigo... what ees it?”
 “Pepe, ees not a bacon tree..
 “Ees
 Ees
 Ees
 Ees
 Ees a Ham Bush.”

Bedtime

One summer evening during a violent thunderstorm a mother was tucking her small boy into bed. She was about to turn off the light when he asked with a tremor in his voice, “Mommy, will you sleep with me tonight?”
 The mother smiled and gave him a reassuring hug. “I can’t dear,” she said. “I have to sleep in Daddy’s room.”
 A long silence was broken at last by his shaking, little voice: “The big sissy.”

Airline Cabin Announcements

All too rarely, airline attendants make an effort to make the in flight ‘safety lecture’ and announcements a bit more entertaining. Here are some real examples that have been heard or reported:

1. On a Southwest flight (SW has no

assigned seating, you just sit where you want) passengers were apparently having a hard time choosing, when a flight attendant announced, “People, people we’re not picking out furniture here, find a seat and get in it!”

2. On a Continental Flight with a very ‘senior’ flight attendant crew, the pilot said, “Ladies and gentlemen, we’ve reached cruising altitude and will be turning down the cabin lights. This is for your comfort and to enhance the appearance of your flight attendants.”

3. On landing, the stewardess said, “Please be sure to take all of your belongings. If you’re going to leave anything, please make sure it’s something we’d like to have.”

4. “There may be 50 ways to leave your lover, but there are only 4 ways out of this airplane.”

5. “Thank you for flying Delta Business Express. We hope you enjoyed giving us the business as much as we enjoyed taking you for a ride.”

6. As the plane landed and was coming to a stop at Ronald Reagan, a lone voice came over the loudspeaker: “Whoa, big fella. WHOA!”

7. After a particularly rough landing during thunderstorms in Memphis, a flight attendant on a Northwest flight announced, “Please take care when opening the overhead compartments because, after a landing like that, sure as hell everything has shifted.”

8. From a Southwest Airlines employee: “Welcome aboard Southwest Flight 245 to Tampa. To operate your seat belt, insert the metal tab into the buckle, and pull tight. It works just like every other seat belt; and, if you don’t know how to operate one, you probably shouldn’t be out in public unsupervised.”

9. “In the event of a sudden loss of cabin pressure, masks will descend from the ceiling. Stop screaming, grab the mask, and pull it over your face. If you have a small child traveling with you, secure your mask before assisting with theirs. If you are traveling

with more than one small child, pick your favorite.”

10. “Weather at our destination is 50 degrees with some broken clouds, but we’ll try to have them fixed before we arrive. Thank you, and remember, nobody loves you, or your money, more than Southwest Airlines.”

11. “Your seat cushions can be used for flotation; and, in the event of an emergency water landing, please paddle to shore and take them with our compliments.”

12. “As you exit the plane, make sure to gather all of your belongings. Anything left behind will be distributed evenly among the flight attendants. Please do not leave children or spouses.”

13. And from the pilot during his welcome message: “Delta Airlines is pleased to have some of the best flight attendants in the industry. Unfortunately, none of them are on this flight!”

14. Overheard on an American Airlines flight into Amarillo, Texas, on a particularly windy and bumpy day. During the final approach, the Captain was really having to fight it. After an extremely hard landing, the Flight Attendant said, “Ladies and Gentlemen, welcome to Amarillo. Please remain in your seats with your seat belts fastened while the Captain taxis what’s left of our airplane to the gate!”

15. Another flight attendant’s comment on a less than perfect landing: “We ask you to please remain seated as Captain Kangaroo bounces us to the terminal.”

16. An airline pilot wrote that on this particular flight he had hammered his ship into the runway really hard. The airline had a policy which required the first officer to stand at the door while the Passengers exited, smile, and give them a, “Thanks for flying our airline.” He said that, in light of his bad landing, he had a hard time looking the passengers in the eye, thinking that someone would have a smart comment. Finally everyone had gotten off except for a little old lady

walking with a cane. She said, "Sir, do you mind if I ask you a question?" "Why, no, Ma'am," said the officer. "What is it?" The little old lady said, "Did we land, or were we shot down?"

17. After a real crusher of a landing in Phoenix, the attendant came on with, "Ladies and Gentlemen, please remain in your seats until Capt. Crash and the Crew have brought the aircraft to a screeching halt against the gate. And, once the tire smoke has cleared and the warning bells are silenced, we'll open the door and you can pick your way through the wreckage to the terminal."

18. Part of a flight attendant's arrival announcement: "We'd like to thank you folks for flying with us today. And, the next time you get the insane urge to go blasting through the skies in a pressurized metal tube, we hope you'll think of US Airways."

19. Heard on a Southwest Airline flight. "Ladies and gentlemen, if you wish to smoke, the smoking section on this airplane is on the wing and if you can light 'em, you can smoke 'em."

20. A plane was taking off from Kennedy Airport . After it reached a comfortable cruising altitude, the captain made an announcement over the intercom, "Ladies and gentlemen, this is your captain speaking. "Welcome to Flight Number 293, nonstop from New York to Los Angeles. The weather ahead is good and, therefore, we should have a smooth and uneventful flight. Now sit back and relax... OH, MY GOD!"

Silence followed, and after a few minutes, the captain came back on the intercom and said, "Ladies and Gentlemen, I am so sorry if I scared you earlier. While I was talking to you, the flight attendant accidentally spilled a cup of hot coffee in my lap. You should see the front of my pants!" A passenger in Coach yelled, "That's nothing, you should see the back of mine."

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Most recent newsletters with the exception of No. 100 are also available in PDF format.

The KASK website has a full index of newsletters Nos. 35 - 123 in PDF format.

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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.