



**December 2015 /
January 2016**

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These early morning paddlers are about to pass a welcome addition to the North Shore coastal walkway. This new draw-bridge provides pedestrian access across the Wairau Creek. It is just below the quaint little Milford Marina. Many years ago an old wooden foot-bridge spanned the creek about here. It was of considerable height to enable boats to pass underneath and was a favourite spot with the local kids. They used it as a diving platform.

PHOTO ROGER LOMAS

Auckland Canoe Club Information

Postal Address

P.O. Box 9271, Newmarket, Auckland

Clubrooms

Marine Rescue Centre, Mechanics Bay

Website

<http://www.aucklandcanoecub.org.nz>

Officers

<i>Patron</i>	Ian Calhaem	579 0512
<i>President</i>	Philip Noble	575 3493
<i>Secretary</i>	Rona Patterson	528 1155
<i>Treasurer</i>	Matthew Crozier	817 1984
<i>Trips Advisor</i>	Colin Quilter	360 6271
<i>Publicity</i>	Roger Lomas	846 6799
<i>Storage/kayaks</i>	Gavin Baker	528 5188
<i>Assistant</i>	Roger Lomas	846 6799
<i>Vine House</i>	Trevor Arthur	817 7357
<i>Newsletter Editor</i>	Claire O'Connor	027 238 1250
<i>Webmaster</i>	Ian Calhaem	579 0512

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hire@aucklandcanoecub.org.nz
(for kayak hire, or any related questions)

storage@aucklandcanoecub.org.nz
(for questions about storing kayaks in the locker)

Club Trip/Event Policies

Visit the Club website for details of safety and other important policies.

Contacting trip/event organiser

You must notify the trip organiser in advance of your intention to go on a trip. Organisers need to know numbers and to be able to contact you if the plan changes.

You must also discuss with the organiser in advance any medical or other conditions (such as your experience and ability) that might affect the progress of the group.

Cancellation

If the weather looks uncertain call the trip co-ordinator.

Club Banking Details

<i>Bank</i>	BNZ
<i>Branch</i>	Newmarket
<i>Account</i>	02-0100-0023453-000
<i>Name</i>	Auckland Canoe Club
<i>Particulars</i>	Your FULL name (Initials are not enough to identify some members with common names)
<i>Code</i>	Either SUBS, STORAGE, HIRE, OTHER (depending on what you are paying for)

If your payment is for several items, then please make **separate** payments for **each** item.

IMPORTANT

If you are depositing money to the Club Account please ensure that you include YOUR name so that the Treasurer knows who deposited the money.

Internet Banking

All major banks have set up Auckland Canoe Club as a registered payee for internet banking.

This means that you can pay to

Auckland Canoe Club

without having to enter the account number.

Check with your bank.

Kayak Hire

To book a kayak, enter details in the diary. Check diary before taking a kayak.

Kayak Hire Rates

Single kayaks

Daily hire – out am, back pm \$20.00

Half day – out am, back am
out pm, back pm \$10.00

Double kayaks

Daily hire – out am, back pm \$30.00

Half day – out am back am
out pm back pm \$15.00

- Please enter details of hire in register and on an envelope.
- Put money in envelope and place envelope in honesty box.
- **No I.O.U.s!**
- Carry or wheel kayaks to water.
- No seal launching.
- Please wash kayaks before returning to rack.
- Report faults or problems on the faults/problems sheet.

Regular Events

Vine House Weekends



On one weekend each month we have the use of Vine House. This gem in Mahurangi Harbour is a 2 km paddle from Sullivan's Bay, which is the ARC park at the end of the Mahurangi West Road, first on the right past Puhoi.

The house sleeps 10 and has all creature comforts. Bring sleeping bag, pillow case and food. A shared meal and nibbles is the norm for Saturday night, so bring your goodies.

Lagoon Bay is very tidal, so bringing a kayak trolley is a good idea. The range of paddling is endless, e.g. Waiwera, Warkworth, Kawau Island, Motuora Island – your choice. Or just rest and read and enjoy this tranquil and special place. We recommend you take a carry bag to get all your gear up the track to the house. Secure parking is at Sullivans Bay. Leave a note on your dashboard reading "Vine House Volunteer" when you park in front of the ranger's house.

Please ring to book a bed, and for detailed directions. **Trevor 817 7357 or Matt 817 1984.**

Saturday Morning Coffee Cruise

Most Saturday mornings some club members do a short paddle from the club lock up at Okahu Bay.

We set off from the lock up at 9.00, returning by 12.30. The level is fairly easy and you can nearly always hire a club kayak. The route depends on the tide and the weather. We often paddle out to Bean Rock lighthouse and then stop at Kohi Beach for coffee in a local café before paddling back.

Join us for a relaxed paddle. It's a great way to meet people in the club.

Be aware: People don't go every week. You might go one week when no-one else happens to turn up.

You should have basic paddling skills to join this group, you will be responsible for yourself.

Note: Paddlers under 18 to be accompanied by a guardian!

For more information, contact either Lester Miller on 575 5942 or Chris Dentith on 486 5599.

NEW MEMBER



Welcome

The Committee extends a warm welcome to the following new member ...

Rajesh Patel.



Deadline for Next Newsletter

15 January 2016

SURF LANDINGS

Over the years I have been asked by several members to assist them in practising surf landings. I am setting up a list with contact details so that when the surf conditions are good for practice, we can, at short notice get together to address this.

The following article by Wayne Horodowich fits with the way I handle surf landings and is the technique I will be assisting you to practise.

Those who are interested should contact me to register and provide your contact details.

Philip Noble nznobles@gmail.com or 575 3493 (evenings)

Article by Wayne Horodowich

Landing your kayak through a surf zone can be fun or terrifying. Fun if you know how to do it and terrifying if you don't. The thought of being picked up by a wave and being tossed around out of control is the usual source of apprehension. From my experience the operative word is control. Nobody likes being out of control.

There are many different strategies you can use to land through surf. The most common one is called the in-out landing. The basic concept is trying to get to shore by following the back of a wave. Your goal is to stay perpendicular to the waves and counteract the wave's force so you don't end up surfing toward shore thus keeping control.

As you learn how to do this you will see that timing, a supportive back stroke and a reliable forward stroke are the three of four key ingredients for success. The last ingredient being the necessary self confidence/commitment to do it.

Keep in mind that you cannot paddle faster than waves in a surf zone. They will catch up to you. Therefore, you will eventually get hit by one or more of these waves as you try to land. The key is to pick the location so you have a better chance for control.

One of the basic rules in a surf zone is to avoid the area where the wave will break right on you. A great deal of energy is released where the wave breaks. It is best to avoid this spot. You want to get through that breaking area as quickly as possible.

Here are the step by step considerations for a successful surf landing using the in-out method.

As you approach the surf zone you are watching the area where the waves are breaking. You want to get as close to that spot as possible without getting caught by a wave. When you are out in the swells your kayak will only go up and down as the swells go under your kayak.

You want to paddle toward shore always keeping an eye out behind you for the next approaching wave. When the swell catches up to you do some backstrokes and let it go under you.

After the swell passes you by try to follow it in. However keep an eye out for the next building wave. Of course you have raised your rudder before you started your landing process. You don't want them getting broken off when your kayak touches the bottom near shore.

The closer you get to the break zone the taller and steeper the swell becomes. Soon it will be a breaking wave. This is where that good supportive back stroke comes in handy to help you back over the swell and not get surfed down the face of it.

The ideal location is to be where the wave is almost ready to break but you can still back over it. As soon as the wave is in front of the kayak the paddler charges toward shore. Since this is the beginning of the breaking area the paddler will be through it before the next wave comes in.

As the kayaker paddles toward shore he/she is watching the next wave come toward them. Since the kayaker is past the breaking point they will now have to deal with the whitewater waves which are a result of the wave breaking. These will soon catch up with our kayaker.

The paddler still races toward shore knowing one of the whitewater waves will catch up to the kayak. The stronger your forward stroke the more distance you can cover before the next wave catches you.

As this next whitewater wave gets near our kayaker he/she begins their supportive back stroke so they can counteract the force of the wave so they do not get surfed toward shore. They want to back through the wave.

Remember to keep your kayak perpendicular to the wave so it provides the least amount of resistance to the force of the water.

Again, as the wave passes the bow of your kayak you want to chase it towards shore. Always keeping an eye out behind you for the next wave, knowing you may have to repeat the back up process a number of times before you reach shore. This in-out game goes on until your kayak touches bottom.

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SURF LANDINGS

Continued from page 4

Hopefully you will chase your last wave in as it rushes up on shore. The ideal landing is when you can ride up on shore on the back of the wave. This way you are carried farther up the beach compliments of King Neptune.

I have to say I find this area the most dangerous in the entire surf zone. Your kayak can touch bottom and you can end up spinning around. It is also possible to be turned sideways and get partially rolled over due to water moving up and down the beach. This is where damage to equipment and bodies usually takes place if it occurs.

Landing with some speed helps with your control. Your goal is to come straight in.

As your kayak touches bottom it is important that you dig in to hold your position. You do not want to get floated back out to a possible wave breaking on shore. Since most waves will be 8-12 seconds apart you only have that long to get out of your kayak before the next wave comes up on shore.

When you are sure your kayak has stopped moving I recommend you get out as quickly as possible. Your goal is to be out of the kayak and pulling it up the beach before the next wave comes up on the shore.

As the water rushes out it gives an illusion that you are still moving but you are grounded. That is why I tell my students to look up on the beach and not down on the water to see if your kayak is moving.

Practicing getting out quickly is a nice dry land drill. I have put friction tape on behind the back of my coaming (where I put my hands) to give me a better

grip so I can exit quickly without my hands slipping off of the wet kayak. I usually toss my paddle way up on shore so I have hands free. Some of my friends like to put it under the deck shock cords. It is a personal choice.

Once out of your kayak grab the bow and head up the beach far above the high water line. That is when you can pat yourself on the back for a successful landing.

Remember to wear your PFD and helmet when launching and landing through surf. Also, keep those elbows pointing down during any high braces. See "Side Surfing Control" in case you end up sideways.

Practice with small waves on sandy beaches without rocks. It is wise to have a partner on the beach (when you practice) that can come out and help you if you need it. They can be more useful if they know how to swim with a paddle. Once you get a feel for this landing method you can have your partner (on the beach) try to land you with paddle signals which usually follows the in-out theory.

I would be lying if I said you will not be capsizing in your learning process. That is why knowing how to swim and towing your kayak is so important. I suggest you plan on getting wet and dress properly for a long immersion if you had to swim the entire surf zone. If you keep at it the rewards are worth it. It is such a powerful feeling when you can launch and land through a surf zone and feel in control. It actually becomes fun. Then the next step is playing in the surf zone.

Poet's Corner

*Now that the Cup
Is safely in our hands
The kings and courtiers
Back in their counting houses
We can sleep soundly
Knowing that all is
As it should be
And we can get on
With our own small adventures
Of a different kind
Kayaking into the Summer
Of this we don't know
How lucky we are country
With waters just begging
To be paddled*

*Bringing sanity
To our little lives
For the moment
And after a month
Of kayaking abstinence
Today back in the cockpit
In a cool nor westerly
On an ocean
Linking me
To the rest of the rock
I paddle on and relish
Each paddle stroke
In this ever perplexing world.*

Mike Randall

On the waterfront

Roger Lomas

My humble apologies are tendered for not submitting an article for this column in last month's newsletter. I usually sit down and put it all together a day or two before the deadline. Claire will probably tell you that it's a day or two after. Many things transpired about then which precluded my regular contribution.

Chief amongst these was the fact that I took a small holiday. It was all done at short notice and I feel much the better because of it. Long story short, we took a quick break down south that involved trains, boats and planes. The big highlight of the holiday was a journey on the Coastal Pacific train between Picton and Christchurch. It was a cracker day and the scenery was stunning. The train runs along the spectacular Kaikoura Coast for a good while. It's a pretty narrow strip in many places and at times the train is literally right on the beach. From a kayaker's perspective, it would be a fantastic paddle in favourable weather conditions. So if my article is missing from a future newsletter, I could well be out whale watching from the cockpit of my kayak.

With the summer season now well underway, lots of new kayaks and outdoor equipment is making an appearance. Our early morning kayak group paddlers have been quick to embrace good new products.

Another two new Barracuda Interface sea-kayaks joined the fleet at the end of last month. We now have nine paddlers in the group using these lightweight craft. The two latest examples have been extensively customised for expedition paddling. Amongst the modifications is an interesting adaption that allows a set of trolley wheels to be attached to the hull of the new Interface kayaks. A support shaft for the trolley wheels goes right through the kayak hull.

Kayak trolleys tend to be very bulky pieces of equipment. This is especially so with the ones designed to haul heavily laden kayaks over rugged terrain. The new Barracuda built kayak trolley is quite compact. It utilizes the kayak hull as a structural support for the trolley axles. It is quickly assembled, compact and easy to stow. A new accessory allows for the wheels to be secured above the rear hatch leaving more room inside the hatches for all the essential expedition gear.

As we get older, we become a bit more demanding of our creature comforts. When it comes to camping, a good night's sleep is high on the priority list. Well it certainly is amongst our early morning group. Three of us have just spent big bickies on upgrading our sleeping systems.



This kayak trolley has been custom built for the new Barracuda Interface sea kayak. It breaks apart for easy stowage and is capable of supporting a heavily laden kayak. Just to prove the point, the new owner hopped on board and was wheeled around in it.

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The best sleep ever when away camping. The new Helinox Cot One folds down into a compact 54 cm long x 14 cm diameter bag. It weighs just over 2 kgs. It's the perfect partner for the light-weight Chair One from the same company. Who says you have to rough it in the outdoors?

It's a bit like going from economy to business class. I currently have three different camping mattresses, none of which delivers the desired comfort level sought. Just recently I splashed out and ordered an overseas sourced camping stretcher. It is light-weight and very compact, but assembles into a wonderful bed that really does the job.

When it first arrived by courier post, I eagerly assembled it. Of course I had to try it out. It must have been after a long hard day's work or something, but in no time at all, I had dozed off on the new stretcher. I can't wait to give it a proper field test now. That's a pretty good endorsement for the new Helinox Cot One. Have a look at it on the internet. They are not cheap, but what price a good night's sleep?

Fergs Kayaks at Okahu Bay has a new owner. The early morning group were just back from their Saturday paddle and were enjoying a cup of tea in the sunshine outside the club locker when Simon, the new owner came over and introduced himself. He has taken over both the Auckland and Wellington shops, and intends to continue on as Ian Fergusson has done for the last twenty-five years. The iconic business name will remain and Ian Fergusson will now focus on opening and developing the new Wero white-water kayak facility out at Manukau.

A couple of the early morning paddlers were off on a mini expedition up north recently. They departed from Castor Bay in good paddling conditions and in no time at all were up at Hohora. The weather then packed up, so they decided to return to Auckland. A week or so later they were off again, this time both in brand new Barracuda Interface sea-kayaks. They were taking them on a voyage out to and around Great Barrier Island, and then on down to Tauranga. Not a bad effort for a shake-down cruise.

When a stiff south-westerly wind is blowing, our early morning group can often be found

sneaking up the harbour, seeking shelter on the leeward side along past the wharf area. Many years ago it was possible to paddle in between the wharf fingers. Unfortunately international security concerns post the 9/11 incidents put paid to that.

In those pre 9/11 days, a paddle around the port was an interesting adventure. It required keeping an alert lookout for impending port movements. I well remember one sunny Saturday morning when we were venturing up past the end of Captain Cook wharf. One of those large ugly car transport ships was berthed with its bow pointing out towards the channel. Just as we passed under it, the ships horn mounted high up on a bow mast erupted in an ear shattering blast. The big ugly beast was actually just about to get underway. My paddling companion had a severe allergy to ships, particularly if they were moving. Well this one was, only just. He was a large fellow and he was paddling a big beamy Sea-Bear kayak. In the blink of an eye his arms were a blur of frenzied paddle strokes. The big Sea-Bear rose up onto the plane and with a rooster tail of spray disappeared way off into the distance. It took months of coaxing before he would venture back up past the port again.

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Some of us really enjoyed those intimate port paddles. There were many fascinating sights to be seen. One of the best adventures to be enjoyed was the awesome under the wharves paddle. This started up at the Fergusson container terminal and entailed paddling under along the length of all the wharf piers moving progressively towards the Viaduct Basin. In the port area alone, it involved almost seven and a half kilometres of paddling around the wharves. Over half of this distance was paddling under them, and that was just to get up to the top end. Caution was required on this paddle. At certain stages of the tide, the wharf horizontal cross support bracing was lurking just below the surface. These big concrete beams were all encrusted with razor sharp oyster shells. It was a bit like participating in an aquatic version of hurdling. Pity the poor unfortunate who grazed or got stuck on one.

It was a world of darkness and damp smells. We would paddle past giant freighters unloading at the wharf outside. Container cranes and port equipment was busy buzzing around above us. They were oblivious of our presence as we passed stealthily below. Occasionally at the city end of the wharves the gaping maw of storm-water or sewage channels would appear in the gloomy half-light. Eerie gurgling sounds and offensive smells emitted from these sinister portals. It was no place for sensible sea kayakers to enter, but I know that a couple of adventures did, and somehow survived. Paddling right into the inner depths near the base of some of these wharves brought a few surprises too. Ancient old stone seawalls from our city's early years were occasionally glimpsed.

At another dark corner a long way under the wharves was an area where two wharves converged. It covered an immense area. Here we could faintly hear the distinctive sound of waves breaking on a beach. It was way up the back in the inky blackness. A torch was switched and its probing beam revealed a glistening white sandy beach away in the distance. We went ashore for a cuppa. The beach had been built up over the years from spilled sand. This was from sand dredger barges being unloaded nearby. It was tucked away at the back of Bledisloe Wharf near Tinley Street. So we sat on the sand in almost pitch black conditions and raised our tea mugs to christen it Midnight Beach. We were probably the only people ever to land and have a cuppa there.

A little further up the harbour near Marsden Wharf is an interesting little backwater. Wedged in between Marsden and the last remnants of the former Kings Wharf is a piece of Auckland's maritime history. Bolted into the seawall is the almost five metre tall

rusty old iron tide scale indicator. It is positioned beside the Kings low landing steps. This is just about opposite where the big Britomart underground railway station is. It was the place where all the Auckland tide readings were observed.

The port paddle would always end up with a visit to the old Viaduct Basin. In the pre Americas Cup era the Basin was a stagnant old backwater. It was a place of derelict old barges, fishing trawlers and tugs. It stank of oil and fish. The old rolling bascule lifting bridge that spanned the entrance was still active back then. It would occasionally clatter and clank open for a tug or trawler to pass through. Little else stirred those turgid smelly waters.

I had a real heart stopping moment up here early one foggy morning. Every time that I paddled up under the wharf area, I feared of the possible encounter with a body in the water. I tried to imagine how I would handle the situation. I always carry a tow line, but would I have the fortitude to use it? I also carry a whistle and felt that it would probably be my choice. Summon help. That foggy morning my worst fears finally manifested themselves. In the swirling vapours hovering above the dark water, I saw something. It was human hand half submerged in the oily waters just ahead.

Some of the old fishing boats moored up near the back of the basin was home to a few old vagrant type characters. They liked to give the bottle a good nudge every now and then. Perhaps it was one of them that had toppled overboard. With great trepidation I paddled closer. The hand sank lower, only to slowly rise up again. I thought about the whistle but there was not a soul to be seen. I pathetically hoped that it would just sink below the surface and then I could alert authorities to deal with it. But no it bobbed up again. I was now almost alongside the lifeless limb. My heart was racing. Then I saw what it was; an old rubber work glove. With great relief I paddled back to Okahu Bay keeping well away from the wharves.

The Beaver seaplanes will be busy buzzing in and out of their base up near North-wharf this summer. Being an avid aviation buff, I went for a flight in one recently. What a fantastic way to view our city. We taxied out into the harbour near the end of Princess Wharf and took off towards the Harbour Bridge. The Beavers big radial engine had us airborne in no time or distance at all. Kayakers need fear not these magnificent old aircraft. Any concerns about visibility were quickly allayed. I was sitting up front in

the cockpit next to the pilot and had a good forward view of the take-off and alighting (seaplanes don't land). I can report with authority that both the pilot and the front seat passenger will quickly spot any nearby kayakers or craft. These floatplanes don't create great spumes of spray to obscure visibility. It was that great old Grumman Widgeon pilot, Captain Fred Ladd who coined the phrase "A shower of spray and we're away." His aircraft had its hull in the water at take-off time and that caused the spray and visibility problems. The beaver sits up high upon a pair of big canoe shaped floats and just like us kayakers, creates very little spray.

It's often said that kayak retailers don't make their money out of selling the craft. It's all the accessories that make them the most profit. I can personally vouch for that. Over the years I've had four paddles, six life-jackets, seven spray-skirts, at least eight pairs of paddling boots and god knows how many pairs of sunglasses which have been lost overboard. Now that's just the paddling equipment. Then there's the paddling clothing and all the camping gear, dry-bags etc. We can all no doubt relate to this on-going accessory replacement situation. At least it ensures that the poor old kayak retailer survives, even if he does only sell us one kayak.

Developments will soon be underway on The Landing at the far end of Okahu Bay. The old Royal Akarana Yacht Club building will be demolished in preparation for building the new Marine Sports Centre. This will become home for a combined group of yacht clubs and other aquatic ventures. Whilst this development is going on, temporary facilities for the yacht clubs will be housed in and around the Auckland Sailing Club building. It's going to be a bit of a squeeze for a while down at our end. Eventually it will be our turn for some new facilities. In a bit of a re-shuffle of positions, a new building will house Ngati Whatua interests, Orakei Water Sports, Auckland Canoe Club and Fergs Kayaks. A new wharf and floating pontoon will be built at our end of The Landing, along with a new toilet block and changing rooms.



When the wind picks up, we always look for a leeward shore to paddle along. It's even better when a long winding mangrove creek is at hand. This group of early morning stalwarts were out on the Manukau Harbour recently. A strengthening north-westerly kept them close to the coast. Here they are up Big Muddy Creek near the tailrace of the Lower Nihotupu Dam in relatively calm conditions.

We will maintain our footprint on the waterfront with a slightly larger boatshed. It could be a good opportunity to customise it with a few creature comforts for that après paddle activity. Some comfy sun chairs, a small fridge and barbecue would be a good start. Tea and coffee making facilities would be the icing on the cake. It could be a mini waterfront clubhouse for us all to enjoy. It's a great place to sit and watch all the busy activity going on out in the bay. With Fergs Kayaks right next door, our club profile will be greatly enhanced and any on-going recruitment concerns would certainly be allayed. The future certainly looks bright.

When tide and weather conditions decree, the early morning paddlers can often be found paddling the Manukau Harbour. We always end up enjoying the contrast this western harbour provides to our regular Waitemata wanderings. In recent paddles we have made a special effort to get out around Puponga Point on the Cornwallis Peninsula. The fur seal pups have been resident on the rocks here for some months now. They always appear interested in watching kayakers paddle past. Even when the weather is a bit iffy, a paddle up one of the many Manukau mangrove creeks will suffice. Paddling near the top two hours of the tide brings best results for most sections of the Manukau Harbour coastline.

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These lads have just over indulged on Christmas cake at the Viaduct Basin morning tea stop. As a penalty they had to paddle over to Wynyard Wharf to view the resident De Havilland Beaver floatplane before heading back to Okahu Bay and more cake no doubt.

At a time when many other clubs are struggling to survive, the Auckland Canoe Club continues to quietly go about its business. Paddling is of course our main focus and various factions within the club maintain regular paddling programmes. These events are being run every week or every month. Summer is the time for expedition paddling and weekend camping trips. Already two expedition type ventures are underway and the club summer camping schedule is being fine-tuned. Our first big camp out will be next month during Anniversary Weekend at the popular Home Bay on Motutapu Island. It's a lovely sheltered grassy campground just a short pleasant paddle away from the big city. Activities abound with island walkways, coastal kayak exploring and good fishing. I intend to be out there with my new camp stretcher, camp chair and a good book. At the end of each day we all gather for the obligatory evening sun downer session.

It will be a whole lot of fun and a chance to catch up with new and old club members. Paddle out on your own or team up with others to suit your departure preferences. If you would like more information or help, then give Philip a call.

Our hard working editor will be taking a short break in January, but the newsletter will be back the following month. Claire will be looking forward to receiving all those summer paddling and camping stories, so take a few pictures and start writing. We all enjoy reading them and it's a great way of sharing helpful information. The committee will also be taking a break in January, but you will probably be able to catch up with most of them out at the Home Bay campground. They will be happy to hear and discuss any suggestions pertaining to the club's future.

With Christmas almost upon us now, festive events abound. Our club Christmas party was thoroughly enjoyed by all under the flowering Pohutakawa trees at Judges Bay Parnell recently. The early morning group has a special way of celebrating. They have a Christmas party every week right throughout December. We started the month off with a super-rich Christmas cake which we devoured on the landing steps in the Viaduct Harbour. Each week there is a new Christmas treat to enjoy. The more you eat, the bigger distance you have to paddle. You are welcome to come along and join us if you would like to indulge in regular early morning paddling.

Happy Christmas paddling,

Roger.

January and February 2016 – Trips and Events

Please be advised that this is the last newsletter of 2015. During the year end break, trip notifications will be posted on the club website.

Saturday 30th January to Monday 1st February (Anniversary Weekend) Paddle and Camp at Motutapu (1, 2 or 3 days)

Email **Philip** on nznobles@gmail.com to express interest in this event which in the past has seen a good sized group enjoying a great time on this iconic island with day trips to other islands in the Gulf, or walking the island, or just chilling out at Home Bay.

Sunday 21st February Chelsea Swim Escort (See below)

Master Swim Association 2016 swims and swim escort details

The following are the remaining dates and times for this season. Kayakers need to ensure they are on the water 15 minutes before the start of each event. (If you have any queries please phone Philip or any of the committee members, see phone numbers on page 2 of this newsletter.)

	Event	Date	Swim Start time	High tide
1	Chelsea	21/02/16	6.00 am	7.16 am
2	Rangitoto	10/04/16	7:45 am	9.32 am

Notes

- 1 Chelsea swim runs from Masefield Beach to Chelsea Sugar Refinery. Park your car on Curren Street Extension and wheel your kayak to the beach. Kayakers' briefing at Masefield Beach at 5.40 am.
- 2 The Rangitoto to St Heliers swim starts at Rangitoto Wharf at 7.45am. Briefing will be at 7.15 am on the wharf. Kayakers have two options: to paddle on the morning of the swim to Rangitoto or paddle over on Saturday afternoon and camp on the deck Saturday night. More details nearer the event.

Saturday 27 February Day trip to Moturekareka Island

Meet at Martins Bay at 8am. We will paddle out to Moturekareka Island (4km) and have our first stop for a stretch and a look at the wreck. Then head north to Motuketekete Island and Beehive Island for morning tea. The white sands and blue/green water of Beehive Island are a delight. If you have to get home early, then it's only 5km back to the cars. If you want to paddle up to 20km, then we will head over to South Cove on Kawau Island and maybe have lunch in Farmer Bay. We can explore the western side of Kawau Island or head back to Martins Bay.

If the weather is unsuitable for this trip, I will try to come up with an alternative trip. Everyone interested in coming should email me in advance (gedfagan@gmail.com). You are not committed to come on the trip, but it will make it easier for me to advise you of a change of trip destination.

Gerard Fagan, mobile 021 071 5917