

Newsletter



August 2005

Highlights in this stellar issue

Mega-Feature! - GPS and sea kayaking by Matt Crozier



Plus!
Gavin Baker's sailing rig

The wave screen controversy!

The excitement just never stops.....

Editorial

I'm constantly amazed at the knowledge, enterprise and experience of many Auckland Canoe Club members. Last month's Newsletter has been the talk of the town! How many of you are a bit sore, as I am, practicing **Colin Quilter's** method of rolling training on the lounge carpet with half a split paddle? No end of amusement for hapless onlookers! But I think/hope that it might have solved the problem of my dodgy roll. I was taught to learn back last. Colin's method of leaning back *before* the final pull down/flick just might be the answer. Trouble is, I'll have to wait until the sea warms up next summer to try it out!

Colin's last month's sail plan has drawn other sail makers out of the closet. This month **Gavin Baker** presents details of his sailing rig, and I'm told another club member might send in yet another design.

And there is no end to the innovation! This month's unique **mega feature** is all about using a GPS in a sea kayak. Former president **Matt Crozier** puts on his hi-tech hat and leads us into the wonderful world of atomic clocks, way points and software upload/downloads. Those of you who have yet to experience the delights of owning and operating a GPS receiver should certainly rush out and buy one and start living! Dark rumour has it that Colin Quilter, having finally embraced sails, has also now bought a GPS!

Anyway, as an introduction to the **GPS mega feature** here is some historical background.

GPS in historical context

Humans have long been able to find their way about on land - it's a matter of using our in-built sense of direction, and of locating ourselves relative to features in the landscape, as well as observing moving bodies such as the sun, moon and stars.

Navigation becomes more difficult in 'featureless' parts of the world, and especially on oceans. The Pacific Islands were the last parts of the planet to be discovered and settled by humans because that required, for the first time in human history, the construction of blue water sailing vessels, and a means of navigating over it. By at least 3,000 years ago the first Pacific Islanders had developed sophisticated navigational techniques based on an understanding of the movement of stars, sun and moon, and on an acute observation of the natural

environment - including wind patterns, sea characteristics, bird movements, cloud formations, swell patterns and the like. To the skilled Pacific navigator the sea was not featureless but was full of helpful signs. It was a system based on detailed local and regional knowledge and experience.

Thousands of years later Westerners developed a different concept of navigation - based on the idea that they lived on a globe which they eventually mathematically gridded into lines of latitude and longitude. From about the sixteenth century onwards Western navigators became increasingly skilled at finding their latitude, that is their distance north or south of the equator, by measuring the angle of the sun above the horizon. And they could maintain a crude direction using a compass. But they often had little idea of their longitude, that is, their distance east or west of any given point. By the 1760s it was possible to use complicated systems for measuring lunar angles to calculate longitude. But many or even most ships' captains lacked the mathematical skills. Loss of life at sea reached appalling levels. It was already understood that if a very accurate time piece could be developed, one that could stand the rigours of temperature, humidity and oceanic batterings, then longitude could be readily and easily worked out. This idea was based on fact that the earth spins a full circle (360 degrees) every 24 hours, so it must move 15 degrees of arc every hour (360/24). If you carried a clock that was originally set in London (longitude 0) and maintained at London time, and if you noted when it was midday wherever you were on your journey (when the sun was at its highest in the sky), the difference in hours between you and London multiplied by 15 would give your longitude. Thus if the difference was 12 hours you were exactly on the other side of the world at longitude 180 degrees (12 * 15).

On his second voyage Cook had with him such a timepiece, developed by John Harrison (see Dava Sobel, *Longitude*). From then on, the production of cheap and accurate clocks, together with sun (and star) angle measuring devices such as a sextant provided the basis for modern navigation - knowing precisely one's latitude and longitude. But until the advent of the GPS, working out latitude and longitude still required training and some mathematical skills.

Now an idiot can push a button on a GPS, some now available for less than \$300, and be told where they are anywhere on the planet. The GPS is a magnificent culmination of hundreds of years of observational, mathematical and technological development.

Kerry Howe

Guest editorial - Matt Crozier

I bought my first GPS receiver about 10 years ago. It was a *Garmin 38XL*, was light and could fit neatly in my hand. I didn't have a particular use for it - I was just curious about the technology, and needed another gadget to amuse myself. I plotted a few waypoints, recorded a few tracklogs - it was cool to see how fast I was paddling! But that's about all I could do with it, really, and when I finally got bored it ended up on the shelf for the rest of the century. It was certainly very basic by today's standards and there wasn't the software around to support it (well, not software you could afford!). These were pre-Internet days, and Open Source (i.e. 'free') software would have been a crazy idea - if indeed anyone had even thought of it. And - it was the era of *Selective Availability*.

GPS is the brainchild of the US military. Only that kind of budget could make the system a reality, and the strategic advantage is obvious. That meant, though, there would have to be severe restrictions for civilian use. This was implemented by Selective Availability (SA): deliberately introduced errors in the satellite signals that only military receivers were able to correct. This meant that any commonly available GPS units like the 38XL would only be accurate to about 100m. That's really only of any use in wide-open spaces, so civilian use of GPS was typically confined to seafarers (but not in harbour channels). Eventually the U.S. government was convinced that GPS had the potential to save more lives than it could destroy (although it could have been the commercial opportunities that really flicked it). In the year 2000, S.A. was turned off - and the world changed.

Without SA, a simple GPS receiver can estimate its position to within about 10-15m, anywhere on the planet. There's no denying it - THAT IS PRETTY COOL!! GPS now has a practical use everywhere - on the roads, in the bush, on the tracks, in the sky, on the land (but not down caves - although at least the entrance can be found!). The idea inspired many people to think about how to use this technology. GPS manufacturers were fighting to come out with gadgets that could do anything they could think of - a bit like the toothbrush wars going on at the moment! Users craved detailed maps they could use with their units, and enthusiasts made free software so anyone could make their own. Geographic Information Systems (GIS) were revolutionised. Old school navigators sat down with their sparkling sextants and practised their long acquired art - for only the enjoyment of it. It was now even possible for someone to hide a secret stash somewhere and others, with just a pair of numbers, to actually find it!

The prospect of treasure brought the 38XL off the shelf. I powered it up for the first time in years and it

was like someone had turned the lights on - the readout wasn't bouncing around anymore! It just wasn't prepared for this - "I need more digits!" I could hear it cry. The Albatribes' first find was a geocache hidden at Cathedral Cove. **Becks** rescued the wizard, which still guards the mantelpiece at HQ. The passion was born. Not long later, URGU and I planted the first island geocache in Auckland. Not long after that, I was looking for others ways to use my GPSr.

With the GPSr (a *Garmin 12* by now) a regular companion, and having discovered software that could display GPS tracklogs on a chart (thanks Kerry!), my interest in kayak navigation was rekindled. Here was a tool that could demonstrate the effect of wind and current on one's paddling. I started kayaking on the Manukau Harbour where these effects could best be seen (see October **Newsletter** 2003). It was also apparent that GPS tracklogs would be an effective aid to documenting trips.

In the article that follows I attempt to provide a summary of what GPS is all about and how it can be useful from a kayaker's perspective. I'll describe how GPS can be used out on the water and what I've learnt from my own experience. We'll look at how GPS data taken from a hand-held unit can be used on the computer; and there is a good selection of Internet links to explore for further information.



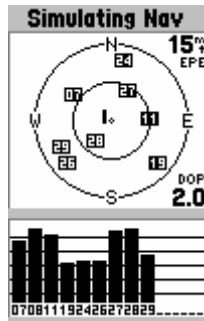
GPS and sea kayaking - Matt Crozier

What is GPS?

GPS is an acronym for the *Global Positioning System*. The system allows the user to determine their location anywhere in the world, to a high degree of accuracy (usually from within 15 meters to within centimetres depending on your equipment). This equipment (a GPS receiver, or *GPSr*), in its most common form, consists of a handheld electronic device that determines its position in the form of latitude and longitude coordinates.

How the GPS system works

GPS itself consists of 24 equally spaced satellites that circle the earth in very accurately determined orbits. Their arrangement is configured so that at least 4 satellites will be visible to a GPSr in the sky above it, anywhere on earth. Each satellite continuously



GPS screen showing 9 satellite fixes

transmits packets of information that includes its identification and the exact time (given by an on-board atomic clock) that each packet is sent. When a GPSr can lock on to 3 satellites, it can deduce the time very precisely. From that, it can determine how far away each satellite is by taking the time difference between when the packet was sent and when it was received. Using those distances and a bit of trigonometry, the GPSr can determine its position on earth. With a lock on 4 satellites, the GPSr can determine its altitude as well.

In geographic systems, the earth is represented mathematically as an ellipsoid (a slightly squashed sphere at the poles). The parameters that define the

size and shape of the ellipsoid are called the geographic *datum*. Any geographic position is given with respect to a certain datum - so if you are given a set of coordinates, it is important to know the datum they were taken from. [I once sent the position of a new meeting place to committee members. One member almost got lost because his GPSr took him to a different location with those coordinates. The reason was that the GPSr was set to a different datum!].

Ever since detailed maps have been able to be produced, geographers and surveyors have needed to know the effect the curvature of the earth would have on their maps. They realised that the curvature of the earth is different at various places all over the world. This led to different datums being established in localised areas, as civilisation expanded over the planet. Centuries ago, the size of the earth could only be estimated (by today's standards). As we got better at determining the earth's size, more accurate datums were established. New Zealand's current topographical maps in print (e.g. the 1:50000 NZ 260 series) and older nautical charts are based on a datum specific to New Zealand - the NZGD49 datum.

By the time GPS was being developed, the geometry of the earth was known accurately enough to produce a model that would allow accurate positioning anywhere on earth. The World Geodetic System 1984 datum (*WGS84*) is based on this model, and GPS bases all its calculations on this datum. A GPS receiver typically has the ability to work with most datums in use around the world. It does this by 'transforming' coordinates between WGS84 and those datums. With GPS becoming more integrated in our lives throughout the world, WGS84 is becoming the standard internationally with the other more traditional datums becoming obsolete.

What does a GPS receiver do?

GPS units come in all shapes, sizes and prices these days, and some geared toward particular uses - surveying equipment (high precision), vehicle systems (optimal routing), nautical navigation systems (maintaining course, proximity alarms), aeronautical systems (altitude precision), and so on. For kayaking, nothing more than what is provided in a standard handheld recreational unit is required. A basic hand held can be purchased for around \$300 (and they are very popular on TradeMe). More sophisticated hand helds are virtually powerful microcomputers with vast amounts of storage and mapping capabilities.

There are many functions that a GPSr can perform. The basic features include:

Waypoints

A specific location saved in the GPSr's memory. Waypoints can be set beforehand if the location is known, or the present position can be marked as a waypoint.

Dashboard

A page that gives a readout of constantly updated information. It can include any combination of:

Position (lat/long or grid reference)

Altitude

Time of day as determined from the satellites

Current speed, Average speed, Max speed

Trip Odometer

Trip Time

Sunrise, Sunset at the current position

Battery Time, Voltage

Estimated Position Error (EPE) - an indication of the accuracy of the calculated position, mainly derived from the geometric configuration of the satellites.

D 255 W 285 30	
SPEED 9.8 ^k _h	TRIP TIMER 18:37
AVG SPEED 10.2 ^k _h	TRIP ODOM 190 ^k _m
ALTITUDE 35 ^m _t	MAX SPEED 107 ^k _h
S 37°02.177' E 174°41.655'	
11:38:36 09-JUL-05	

Goto

A location can be selected as a destination. The Navigation functions in the GPSr then become active to guide the user to that location.

Navigation

The GPSr can calculate a variety of information when it knows its destination:

Course the bearing to the destination at the start.

Current Distance and Bearing to the destination (as the crow flies)

Estimated Time of Arrival

Estimated Time Enroute time remaining to the destination at the current speed.

Crosstrack Error the distance you are off the course.

Course Made Good the bearing from the start point to the current position.

Velocity Made Good the speed you are travelling in the direction of the destination.



Map

A page that shows the current position in relation to nearby waypoints in 2 dimensions. It is possible to zoom the map in and out, and select a goto destination straight from the map. The map also shows the tracklog.

Routes

Consists of a sequence of waypoints to be traversed in order. The GPSr will automatically goto the next waypoint on arrival to an intermediary waypoint.

Tracklog

A breadcrumb trail of positions kept in GPSr memory, built up as it moves. The GPSr can use a TrackBack function to construct a route back to the start using the tracklog - very useful if you get lost!

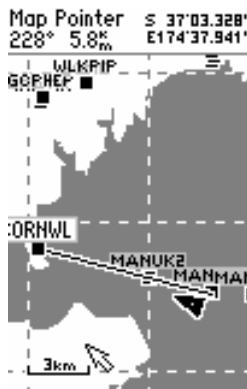
As well as the standard functions above, there are some other common features that are particularly useful.

Interface

A port on the GPSr that can be connected to other devices via a plug and cable. Waypoints, routes, tracklogs, and maps can be uploaded from or downloaded to a PC computer or PDA, for storage or manipulation. It also allows the GPSr to send its data in real-time to a device so it can be used in a more sophisticated way (in-car street navigation, for example).

Mapping

The next step from the basic GPS units are those capable of storing geo-referenced information and Points Of Interest on the map page. Primarily, this consists of the coastline and major roads. How many maps and to how much detail depends on how much memory the GPSr has. The detail appears as you zoom in on the map, and it is usually possible to goto any of these POI without having to create a waypoint.



What to look for in a GPSr

A well-powered unit tends to acquire satellites faster, responds quicker to changes in position, and maintains a lock under tree cover. It is usually possible to plug in an external antenna under these circumstances - however, this is generally not an issue for kayakers out on the open water.

There is a lot to be said for a GPSr with ample memory. The more the on-board memory, the more waypoints, routes, and tracklogs can be stored. The remaining memory after this allocation is used for map storage. A high-end hand held can hold all the roads and coastline of New Zealand.

Any electronic device taken out to sea should be watertight. It's good that GPSr manufacturers make robust and waterproof units, to submersible standards (although sometimes you wouldn't think so by looking at them). I always keep mine in a clear waterproof bag tied to the deck, regardless.

Some GPS units are able to store Tide Tables. This would be very handy for a kayaker, but it would pay to check that the tide almanac adequately covers local ports.

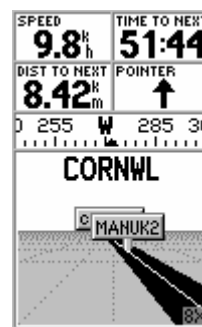
As far as accessories go, a set of NiMH batteries and a recharger are definitely worth the investment. Even a backup set of rechargeables is a good idea. They are available from the local supermarket these days (although you can probably get them cheaper from Wellington kayaker, Ian Jenkins - ecobatteries.co.nz).

Navigation

With an eye height at sea level of around 1 metre, the horizon appears to the kayaker to be only about 4km away. So there are less visual navigational aids available to the kayaker than for other boaties. In

mist or a heavy downpour, a paddler can get very disorientated without even realising. Without visible navigational aids, GPS is the best way to ensure that you are keeping on track, and gives you the comfort of knowing exactly where you are.

For the GPSr to be of any use in navigation, it needs to have a good set of fixed waypoints or a detailed map *already* loaded (unless it can display a chart). Knowing your position just by a pair of coordinates or a dot on the screen is no good if you can't relate that to the earth. Channel markers are the most useful features to a kayaker on the water - they indicate where the water is likely to be moving faster. Their location is published in the Nautical Almanac, so it is a good idea to set up waypoints for these in the GPSr if they are not on the loaded map. If your GPSr doesn't have any map capability, then a few coastal landmarks should be set up as waypoints as well. With this information in the GPSr, the kayaker can navigate in a simple way without having to use the explicit navigation functions of the unit.



In large open waterways, a kayaker typically intends to paddle straight from A to B. However, with any hint of current or wind, this is seldom the case. With the bow pointed straight toward B the whole time, the kayak will be taken off course. They end up paddling in a slight arc instead and usually have bit of extra work to do at the end. Unless the kayaker is keeping a constant eye on a transit (see Navigation 101), the effect of wind and current can go undetected.

Route Plan	
KARAPT-CORNWL	
Waypoint	Leg Dist
KARAPT	5.86%
MANU10	4.11%
MANUK8	2.51%
MANUK6	2.02%
MANUK4	3.18%
MANUK2	5.75%
CORNWL	
TOTAL	23.4%

With the GPSr 'going to' the destination, the unit can display the straight-line course intended. This line acts as a handrail, and the GPSr can visibly display how far off course you are (Cross Track Error). It can usually even tell you what direction you need to be paddling to get back on course again (assuming current speed). Being strictly on course isn't generally as critical to kayaks as it is with deeper draughted boats - unless you are paddling through complex and dynamic waterways. Manukau Harbour is a good example of this. It is a huge expanse of water (extending a kayakers horizon), most of which dries at low tide. There are a few major arteries, meeting between Pupunga and Kauri Pts, which produce a very swift current at half tide. Paddling on the Manukau (or any west coast harbour) involves some planning for tidal streams, and is a great exercise in navigation.

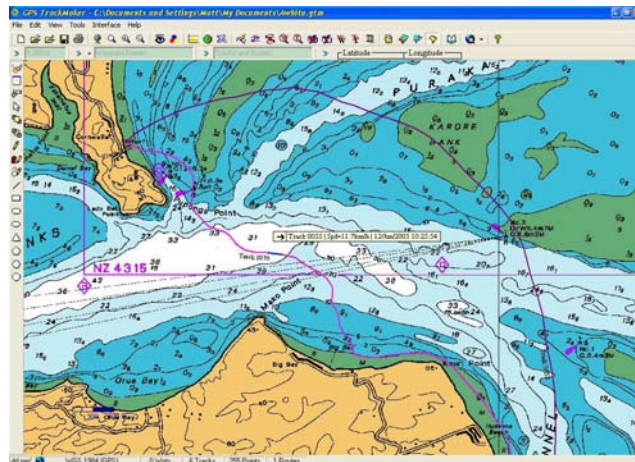
The channels are your friends! They will keep you being caught on a bank as the tide goes out, and will take you for a ride if you get the timing right. But you have to know where they are, and on the Manukau - they're not obvious. In this case, setting up routes along each channel beforehand is a good idea. You'll need a nautical chart to work out the waypoints along the centre of the channels, from which to construct a route. When setting off, activate the desired routes on the GPSr when required.

As an illustration, the tracklog shown below is from a trip I did a month or so ago, from Cornwallis Wharf to Awhitu and back. The tides were spot on and the sea calm, but the fog was so thick when I arrived that I couldn't see the end of the wharf from the beach - so GPS essential!! My Garmin 12 only had waypoints for channel markers, but no map. I set the GPSr to go to the Awhitu waypoint - a course that would go through the Graham's Beach headland (a precaution given I couldn't see anything). The track shows the effect of the incoming tide over the main channel. I didn't see land until the point where I took a sharp left turn just on the 'green Mud' area of the chart at Big Bay! Coming back was interesting - I took a wide sweep in harbour to compensate for the very swift outgoing current.

Trip logging

As seen from the above, not only can GPS be used for navigation while you are paddling, it can also be used to record a track of where you have been. It can give some insights into your paddling when you come to look at it later - it may give an indication why you ended up paddling not quite where you thought you were! It is also particularly useful if you do a lot of expedition paddling to a variety of different areas, as the tracklog can be stored in a catalogue of trips. It helps a great deal when writing trip reports as a memory jogger for what happened where.

When using a GPSr for trip logging, the more memory it has available for track points, the better. A good GPSr may be able to record the whole trip in its memory. There may be a function to compress the tracklog by eliminating redundant points (such as



(Sourced from Land Information New Zealand data)

those on a straight line), freeing up more memory for further points. If not, then it may be feasible to take a PDA (a hand-held computer, e.g. 'Palm') with some GPS management software loaded that can store the tracklog each day, allowing the GPSr to be reset for the following day.

Otherwise, the tracklog settings can be adjusted so that it records track points at longer time or distance intervals. The track points will then not be added to the log so frequently. By default, a new track point is added to the log when the GPSr determines it has moved, within the bounds of error. To determine what time/distance interval to use, divide the total estimated time/distance of the trip (with a good margin) by the total number of track points the GPSr can store.

If you are concerned about having the GPSr on deck, or you are more interested in the scenery, then you could put it inside the hatch, close to the deck. There is no (if any) hindrance to the signal in kevlar kayaks. Plastic kayaks may be ok too, but it's easy to check. Have the GPSr showing the satellite reception page, with a good lock - then put it in the hatch for 5 minutes. If the lock is still strong after that, it should last the distance.

The GPSr should be in powersave mode. This extends the battery life considerably by not polling satellites so frequently. The unit won't be as quick to respond to changes in speed or direction, but that's a small price to pay on the open water. Switching off the background map so it doesn't have to be constantly updated, especially if it is stowed in the hatch, can compensate for that. And don't forget those spare batteries and the recharger - you're likely to be spending at least one night at a facilitated campsite!

It may be useful, for whatever reason, to mark the current position as a waypoint. It could be the place where you lost your hatch cover so you can come back at low tide to get it, or it could just mark an event that happened on the trip. Different GPS units will have different ways of doing this, but it is usually done with just the press of a button.

The February issue of the newsletter included a trip report of an expedition along the Eastland coast last summer. You can see the tracklog for that trip at the following web locations. I downloaded each day's track to a Palm PDA with GPSPilot installed for storage. These tracks were then uploaded into TUMONZ (see below), from which Adobe PDF files could be generated.

<http://www.vernonsystems.com/Matt/EastCape>

or

<http://www.giscover.com/tours/tour/display/334>

Finally, it's generally considered good practice to not rely solely on any electronic equipment when away from civilisation. In the same way that a VHF radio or cell phone is no substitute for flares or other signalling equipment - a GPSr is not a substitute for having a compass, or maps in hard copy.

GPS Maps and Software

Using the interface on the GPSr to connect to a computer, the tracklog and waypoints can be downloaded into software used for managing GPS data. It can be then be superimposed on a detailed map, and/or stored in a catalog of trips.

The most basic software will simply act as a repository for your GPS data. As the number of waypoints, routes, and tracklogs grow, so does the need to manage that data - especially when there is more of it that can be stored in the GPSr itself. It is much easier to add/change/delete waypoint data or construct routes on a computer than using the rocker pad on the GPS unit. GPS data can be consolidated into their own files and uploaded to the GPSr when required. A good example of such software is *EasyGPS*, available from www.topografix.com - and it's free!

A variety of file formats for storing GPS data have emerged over the years as manufacturers have built their products independantly. Generic software, such as EasyGPS, can interpret some of these, but not usually all of them. The good news is that a standard portable file format, *GPX*, for GPS data has been developed that most software products now support. Another handy program for converting between file formats is *GPSbabel* (www.gpsbabel.org).

It's a lot easier to manage GPS data if it can be represented on a 2D screen - so you can see how all the waypoints, tracks, and routes relate to each other. Various bits of information can be shown along specific parts of a track, such as speed, time, direction, and distance. Even better if a scanned image of a map can then be uploaded to use as a background, to give an overall picture. This map image needs to be *georeferenced* (positioned correctly on the coordinate surface) so the GPS data is aligned correctly on the map. Some simple programs georeference images just by specifying the coordinates of two points on the image. This works well with marine charts, which are orthogonal *Mercator* projections - ie. The *geographic* (lat/long) lines are straight and are at right angles to each other. One neat little freeware program that supports this is *GPStrackmaker* (www.gpstm.com) - see screenshot above. Chart images can be downloaded (with all the standard disclaimers) from www.hydro.linz.govt.nz.

Topological maps are a little more complicated, especially small scale ones. They use a *Grid* projection, where distance scales are preserved, but geographic lines are curved - so they are not so easy to georeference. *OziExplorer* (www.ozexplorer.com) is slightly more sophisticated in that more than two points are used for georeferencing. The more points you use, the better the interpolation of the 'curved' surface of the map.

For the really keen, these programs can usually be used to construct maps that can be loaded into your GPS receiver! Because maps that come with GPS units are typically low in detail for this part of the world, a group of people has started building their own and have made them available for download, in an Open Source fashion. They are available at the *NZ GPS Open Map Project* (gwprojects.orcon.net.nz/gps). The coastline map is a must-have.

But for those who just like a complete package with detailed preloaded maps, there are several products available. They are predominantly land based, but some have marine chart add-in modules. The following are some common products that use *raster* maps. These are published detailed topo maps or charts that are scanned and stored electronically. The map image is very clear and easy to read. Zooming in and out of the map in the software is just like using a magnifying glass on the printed page - you will still only see what was printed on the page in the space given.

NZmapped www.polymedia.co.nz (has chart module)

Memory-map www.memory-map.co.nz (has chart module)

MapToaster www.maptoaster.com

Another product, *TUMONZ* (www.tumonz.co.nz) uses *vector* graphics to display the maps. The map data is represented mathematically in a database, and the map image is generated from it. A background map stored in a GPS unit usually works this way. The advantages here are that objects can be shown at really high zoom levels, or dependant on the zoom level, and the price can be kept down because there's no issue of copyright of published material. The disadvantage is that the maps look, well, computer generated! - and they don't have that finished polish. Also, in the case of TUMONZ, there is no module (yet?) for nautical navigation features.

Geocaching

While GPS receivers are great for navigation, they can be used for fun as well. There are a number of GPS games that have evolved, but probably the most popular and well known is geocaching. Geocaching is an internet based treasure hunting game played all over the world. The idea is simple - someone hides a container with items to swap and a logbook, and posts the lat/long coordinates on the geocaching website (www.geocaching.com). Geocachers will then try to find the treasure using the GPS units. This simple idea has been extended to a variety of geocaching styles, such as ingenious caches that blend in with the surroundings, multicaches (one cache leads to another), stealth or dare caches, puzzle or mystery caches (you have to work out the coordinates), and adventure caches that take you on a journey to discover interesting places that you would not otherwise find.

Not too surprisingly, a number of geocaches have been planted along favourite pieces of coastline, or other places ideal for kayakers to visit. The following is a list of geocaches (at the time of writing) that would be suitable to paddle to. Geocaching is very active in Auckland - a new cache is planted every week on average, and usually found within a day.

Islands

GCHJBP Bloody Red Sky (Rangitoto)
 GC4E31 Island Rock (Rangitoto)
 GCM9BT Matangi Madness (Tiritiri)
 GCG3TX Motukaraka View (Beachlands)
 GCMNY0 Sentinel on Sea (Watchman's Island)
 GCJEC3 Waiheke Walkie

Coastal

GCG468 A Game of Soldiers (North Head)
 GCHP0T Ballistic Cache (Okahu Bay)
 GCJGD8 Down to Brown Town (Browns Bay)
 GC9C24 Harbour View (Bucklands Beach)
 GCHFJY Ingenuity Incorporated (Little Shoal Bay)
 GCM8NGJFK Reserve (Castor Bay)
 GCAC46 Long Bay
 GCKHAF Lovely Little Lookout (Mairangi Bay)
 GC2A0 Kendalls Bay
 GCMKRAPiscatorial Peregrination (St Leonards)
 GCN8RX Ponui View (Kawakawa)
 GCNPFZ Tor-ubble (Torbay) [tide out]

GCKYJT Up Deep Creek (Torbay)

Vine House (Tidal)

GCJFFJ Cuddle-Up Cache (Sullivan's Bay)
 GCPH4D Donkey Park (Algies Bay)
 GCH5DE Heading Holm (Wenderholm)
 GCGY01 Long John Stumpy (Casnell Island)
 GCPG9K Mahurangi River (Warkworth)

Manukau (Tidal)

GCNK53 A Stroll Along The Bay (Orua Bay)
 GCNKYQ Awhitu Beach Paradise
 GCHBTZ Karamatura Orienteering (Huia)
 GCN7J5 Lunch at the Hardware (South Titirangi)
 GCP0J9 Magic Eye (Blockhouse Bay)
 GCPHEH Pi (Green Bay)
 GCNF8Y Sailing (Clarks Beach)
 GCC680 South Head
 GCNBKM Te Toro Beach Picnic (Waiuku River)
 GCNKJA Two Lovers (Awhitu)
 GCNCBA Waitete Point (Waiuku River)
 GCNF7H Where's Walter??? Fob Exchange (Takanini)
 GCNK4P With All My Heart (Grahams Beach)

Tidal

GCMQ7T 48 Palms (Tamaki River)
 GCJFV1 Beached Flax (Pakuranga)
 GCNV07 Chicken Park I (Albany)
 GCMNKG Don't cuddle a 'Kawa (Pt Chev.)
 GCM1T5 Ducks ducks and more ducks and Pukeko (Tamaki River)
 GCP4NJ End of the Road (Lucas Creek)
 GCMFGG Gecko's Hobbit Home (Omana)
 GCP4E2 Herne Bay Beauty
 GCMGWP Luckens Hidey Hole (West Harbour)
 GCP2XM Peninsula Puzzler (Te Atatu)
 GCP2XN Pond on Peninsula (Te Atatu)
 GCCA6F River View (Whitford)
 GCH88J Sailors End (Albany)
 GCMRAF Sandspit Ferry Landing (Shelly Park)
 GCMY5P Seaside Seashell Search (Shoal Bay)
 GCNYEP Secret Splendour (Okura River)
 GCM12Y The Queen of Little Shoal Bay

The geocache webpage for each of these can be found at this web address

http://www.geocaching.com/seek/cache_details.aspx?wp=GCxxxx

where GCxxxx is the cache id shown alongside



For more information about geocaching, see the official website www.geocaching.com, or visit the local online forums at www.gps.org.nz/forums

References and Resources

Here is just a selection of other useful web address for GPS information that are on my favourites list.

NZ Recreational GPS Users Society
Good for any questions and commentary concerning GPS and GPS units, in a recreational context.
www.gps.org.nz

A website portal for just about everything else you ever wanted to know about GPS. Good comparisons between units and reviews.
gpsinformation.net

Good sites to purchase a GPSr really cheaply.
www.gpsdiscount.com
www.provantage.com

NZ GPS Open Map Project.
Free downloadable NZ maps for your GPSr.
Also information on how you can construct and contribute your own.
gwprojects.orcon.net.nz/gps

Brent's NZ maps (commercial). He is currently working on an Auckland Marine map.
www.nzgpsmaps.com

Tracklogs
www.giscover.com Tracklogs and trip reports for a variety of outdoor activities.
www.endlesspursuit.com Tracklog analysis. Good for training.

Online interactive maps
www.wherearewe.co.nz
www.nztopoonline.linz.govt.nz
earth.google.com

Downloadable Marine chart images. (They're pretty big!) 'Not to be used for navigation'
www.hydro.linz.govt.nz

Tip of the month

Since the average age of sea kayakers is, like the rest of society, getting markedly older, the dental work can often resemble a depleted picket fence! Dental floss is thus a critical tool to have on sea kayak trips. If you forget to take some, I've discovered a wonderful natural substitute - peel off a fine sliver of flax fibre. It's as good as the real thing!

KH

Gavin Baker's Sailing Rig

Overview

This sail was specifically designed for a Barracuda Expedition but should suit any hard chined kayak but may not suit a round hull. The Barracuda has a unique hard reverse chine combined with a very deep Vee entry flattening to the stern to give a stable surfing platform. A very long hydrodynamically efficient high aspect rudder gives the boat great control in rough water and surf and excellent tracking. The Expedition is the largest of the 3 designs. The other two have basically the same hull form and differ only in length, width and the degree of the Deep Vee. The narrower the faster. All are excellent heavy weather boats.

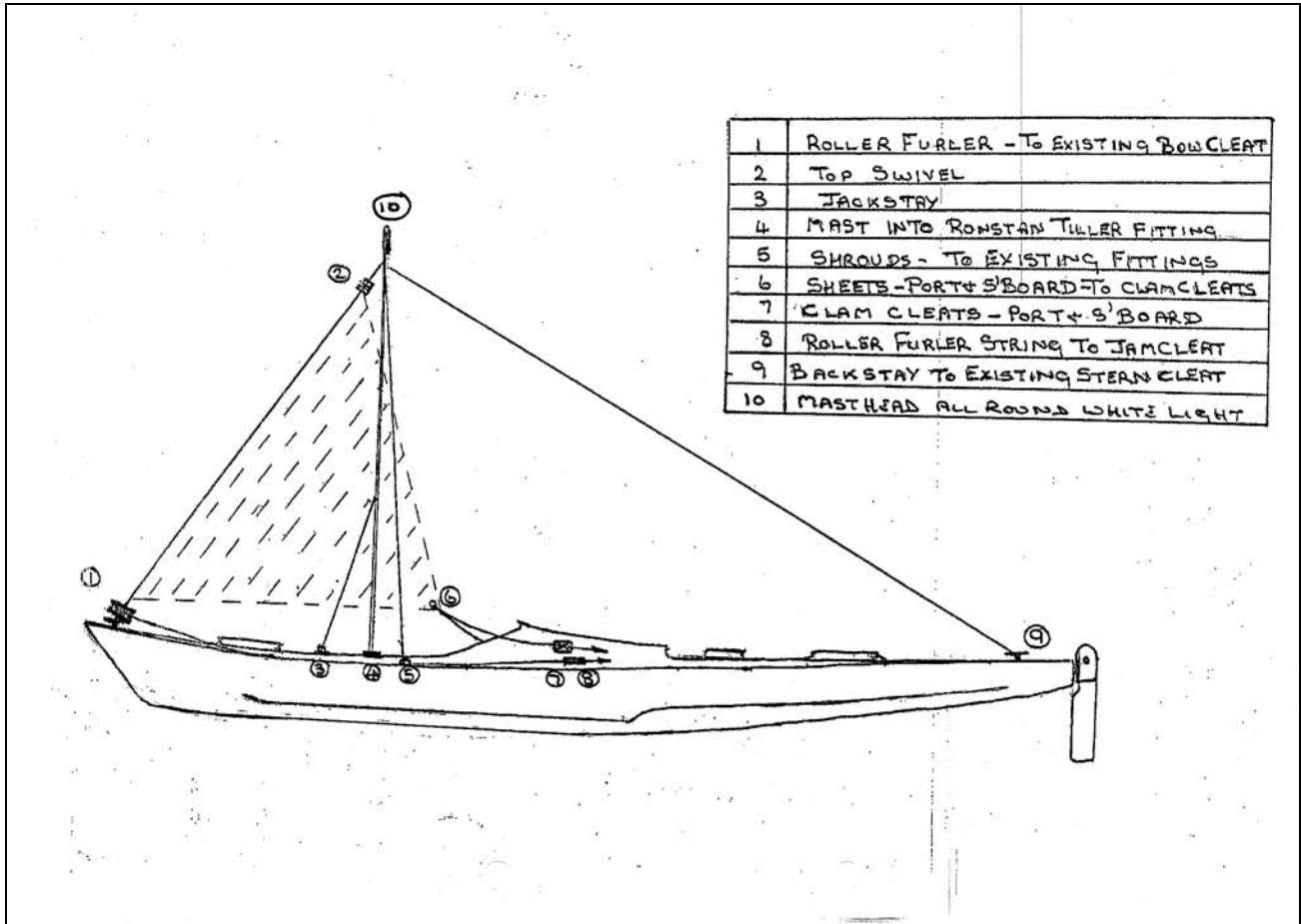
This configuration sail is a roller furling genoa and is most probably more suited to a hard chined, deep ruddered boat as these features enhance the tracking of the boat when on a reach and prevent it making too much leeway when sailing. With true wind at 120 degrees or more (over the shoulder) leeway should not be too much of a problem in any boat. The hard chines also stiffen the boat up whereas a round hull might heel more under pressure. In 15 -20 knots on the beam I hike out a bit with weight on the windward paddle. If the wind is from about 120 degrees astern then I just sit and go along for the ride. Wind dead astern is a bit of a hassle as with any Genoa and any wind the angle keeps changing and the sail tends to flick from side to side. It is best to lay off a few points and tack down wind or just 'pole out' the sail with one's paddle.

On a dead run a Barracuda equipped with a conventional (and larger) triangular sail will keep up and in light conditions 5 - 10 knots wind speed - ease ahead but on any point of a reach the Genoa rig is superior.

Wind speed of 15 -20 knots is optimum. Anything over 25 knots starts to get a bit hairy depending on the point of sail.

Having a sail you can tinker with as you go along adds another dimension to paddling and I very rarely venture out without the mast and sail rigged. The furling system allows for quick and safe retraction of the sail if the breeze gets a bit uppity. If conditions get really bad I can drop the sail to the deck and reduce windage by releasing a downhaul. The mast cannot be taken down once on the water but creates little windage by itself.

The rig is fully stayed fore and aft with shrouds slightly astern of the mast and the genoa sheets lead back to clam cleats beside the cockpit. The position of the mast and various stays and shrouds means that I have unrestricted paddle movement at all times so I can



augment the sail power by paddling. The mast is about 2.1m high (6 foot 10 in) and I have fitted a mast head all round white light for night paddling. The rig takes about 5-10 minutes to set up. I try and keep all the 'strings' coiled under the foredeck bungees. I have not fallen out under sail YET but I do carry a sharp knife to cut my way out in the event of entrapment by loose string.

Rig details

Mast: The mast is a carbon fibre offcut from the waste bin of a fishing rod/ golf club shaft manufacturer. Height of mast is of 2.1m (6'8"), base diameter 19mm (3/4 in) tapering to about 6mm (1/4 inch) Cost NZ\$10.00

Mast Foot: Ronstan RF 3133 flexible 'Slip on' tiller fitting. The fixed base is screwed to deck while flexible union is inserted and glued into the mast base. Cost NZ\$ 30.00

Sail: Professionally made by Halsey Lidgard Sails, Auckland. Downwind genoa with slightly loose cut leech (trailing edge). The sail dimensions are Luff (Front Leading Edge) 2.4m, Foot (Bottom Edge) 1.6m, Leech (Trailing Edge) 1.8m Sail area +/- 1.5mm Sq Swivel at Head and a dinghy roller furler at Tack (Bottom Front). Cost Sail NZ\$325.00 Roller Furler NZ\$90.00

Sundry lengths non stretch rope 4mm for stays and shrouds. Total +/- 12m (40 ft) NZ\$48.00

Sundry lengths Furling String and sheets 12m (40ft) NZ\$24.00

2 x Clam Cleats @ NZ\$28.00 = NZ\$ 56.00

2 x Jam Cleats @ NZ\$ 10.00 = NZ\$ 20.00

Rigging

The Ronstan fitting is mounted thru the deck at the join of the forward bulkhead and deck thus giving a strong mounting position.

The Jackstay runs from a point 1.2m up the mast to a saddle on the foredeck 460mm in front of the mast. The Jackstay prevents the mast bowing backwards.

A Backstay runs from Masthead to a cleat (already on the boat) at the stern.

A shroud Port and Starboard run to saddles (already fitted for retaining lifelines) just aft of the mast. NB the shrouds must be behind the mast.

The Roller Furler is shackled to a cleat (already on the boat) at the bow. The Tack (Bottom Front) of the sail is permanently connected to the Furler. The furling line runs back to the port side of the cockpit and thru a Jam Cleat

A Downhaul runs from the cockpit thru a Jam Cleat up the mast over a small pulley and is connected to the Head of the sail by a small swivel.

The sheets lead back on the outside of the shrouds to Clam Cleats port and starboard of Cockpit.

It may sound complicated but it is not. It takes a couple of hours to do the initial install and get the fittings in the right place but after that it is literally 5 - 10 minutes to set up. All the shrouds and stays are permanently fixed to the Mast and are simply shackled to the respective fittings. The Roller furler and sail and sheets are permanently fitted together and it is just a case of leading the strings to the right place.

I try to keep all lines coiled under the foredeck bungies but in practice I usually let the working sheet trail in the water. The non active sheet is tucked under a bungie.



Sailing

Paddle off with sail furled

When wind is from suitable direction release furling line from Jam cleat.

Pull on downwind sheet and sail will unfurl under wind pressure.

Trim sail to suit wind speed and direction and cleat off in Clam cleat. Hands are now free to paddle, trail in the water or sort out the fishing line.

To furl simply release sheet from Clam Cleat and haul in on furling line until sail is furled. Cleat off.



Points of sail

BEATING. Sailing into the wind. A well designed modern yacht with full sail plan and deep keel may manage 35 -40 degree into the wind. This Genoa will actually manage about 50 degree assisted by paddling but with no Leeboard or keel you will make leeway and you are likely to swim if the breeze gets up or you get hit by a gust. Anyway that's why you have a paddle and you can paddle dead into the wind.

TIGHT REACH. 70 - 90 degrees wind ahead or on the beam. In lighter winds the sail takes some of the load off the paddle without causing too much leeway. In stronger winds will make some leeway but you will also add boat speed.

BROAD REACH 90 -135 degrees wind astern. Ease the sheets and go for it in all conditions up to 25 - 30 knots. When the wind gets over 15 knots transfer weight slightly to Windward and use the paddle as an Out Rigger and weight it to suit your comfort level. Hard chine boats will heel slightly until the chine bites and stiffens the boat up.

RUNNING 135 -170 degrees wind astern. Sit back and enjoy the ride. If wind is dead astern a Genoa will flick from one side of the boat to the other. It is best to keep

a slight angle on and “Tack” downhill or “pole out” with a paddle.

Genoa versus kayak triangle

The Centre of Effort on an inverted Triangle is higher than on a Genoa. The position of the Triangle sail on the bow or close to the bow means that the Triangle tends to get pushed forward at the top of the sail and this in turn pushes the bow of the boat into the water increasing drag. A Genoa on the other hand will tend to lift the bow reducing drag. A Spinnaker would do the same as a Genoa only more so and would give an even faster downhill ride but would not be so good on a reach.

Dead downwind in light airs the Triangle may out perform the Genoa. In stronger conditions the Genoa performs better.

On any point of reaching the Genoa will out perform the Triangle.

The Genoa can be tuned and adjusted as you go along, you are not just a passenger.

Is it worth the fuss?

Some would (and do) say why bother with a sail at all? You are meant to be paddling. There is no clear answer and it's simply whatever turns you on. But when you overtake cruising yachts in a 15 - 20 knot breeze it's worth it!

The main benefits:

- You can extend your trips by faster overall passage speed.
- Save energy for a return windward slog after a fast downwind run.
- The sail ‘unloads’ the paddle quite significantly with resulting energy savings
- Sailing improves your bracing skills and expands your horizons!

In a recent article on sails, Sea Kayaker magazine out of America tested 14 different commercially available rigs, some rigs requiring masts and out riggers but mostly variations of the familiar Kayak triangle, which were all, with a couple of exceptions American designs. Of all the triangle versions it was pleasing to note that the **Rebecca Heap** inspired Pacific Action sail from New Zealand was given by far the best review and was highly recommended.

So whether you design your own rig or buy a ready made rig I thoroughly recommend the addition of a sail to enhance your kayaking enjoyment.

URGU held on suspicion



A well placed source in the UK alleges that **URGU**, on crossing the English Channel in his sea kayak, was arrested by Dover Coastguard and is currently being held under the suspicion of terrorism act. A petition for his release is being circulated amongst ACC members, who are also being urged to make generous donations to his legal defence fund.

Roger's ebb and flow

For some years now Auckland has been the hub of the New Zealand sea kayak-manufacturing scene. No less than three major kayak designer/manufacturers were based here and all were in avid competition. This inter marque rivalry between the three camps had a positive benefit for the serious sea kayaker. It drove up the design and construction standards to a world leading level. It was not long before the word got out and our local craft were being eagerly sought after overseas. New manufacturing methods and models evolved. The dust has settled somewhat in this intense rivalry with one designer having sold up and settled back into a well deserved retirement and another now focusing on the more lucrative kayak accessory scene. The third marque is still going strong and has recently made a major breakthrough with a moulding technique for a new plastic craft. All three designers are club members and their craft still dominate our club members' fleets and the Auckland scene. They were the design leaders throughout the 90s, which is often referred to as the golden era of sea kayaking in New Zealand. We can be grateful for their brilliance. Well done to **Ron Augustin**, **Grant Stone** and **Gordon Robinson** for your contribution both on and off the water.

Our last guest speaker at the Winter Lectures, **Colin Quilter** aroused considerable discussion after the show. Yes there was quite a buzz of conversation because it was a great show and there was much to discuss. One attendee was later heard to claim that he thought that a photo in the show was digitally altered. It was an image of Colin's secret coastal campsite somewhere on Waiheke Island. It showed a tent pitched on a postage stamp sized site high on a rocky headland. Our sceptic suggested that no one would climb up a cliff with all their camping gear. “How absurd.” He went on to argue his point with the comment “what happens when you stumble out of bed in the morning? It must have been digitally altered.” Surely this comment couldn't have come from someone who dared to have us believe that he had a vision of the sky going down the gurgler during a heat

oppressed moment on a coastal paddle. (ACC Newsletter Feb 05 page 5)

Recently the club events calendar has looked rather impressive for the normally quiet mid winter months. Our newly appointed trips officer, **Philip Noble** is keen to assist club members with the logistics of putting on a club event. Give Philip a ring to discuss how the club can help you with things like equipment, database, cancellation service, options for unfavourable weather and ways to utilize our vast pool experienced paddler knowledge, which includes leaders who are happy to accompany you and help get you up to speed. Philip also has control of a discretionary fund, which you might be able to utilize. There is always a demand for short local trips of the 2-3 hours duration. You may have a favourite paddle that you would like to share with others and it's a perfect way to put something back into the club.

There are plenty of opportunities to up skill over the winter months. The pool sessions are now back on at the heated Glen Innes complex. **Ken Marsh** and **Trevor Arthur** run these, teaching basic rolling skills in small plastic craft. If you are more advanced and would like to practice sculling, rolling and re-entry and roll techniques in your own craft then **Mike Randall** is on hand, waiting for you on the sunny sands of Kohimarama Beach on Saturday mornings. But wait there's more. On the water paddling technique skills can be garnered from **Gerard Fagan** and **Wayne Fitzsimons** during their monthly Waitamata Wander. Your club members on a voluntary basis provide all the above activities, with the only cost being a small charge to cover the pool hire at Ken's clinic. Well-done lads.

Paddling up and around the harbour recently the roving eye noticed:

- Numerous dangerous underwater obstructions protruding from the seabed near the new Hobson Bay marina. Steel rods that are not kayak friendly and lethal at mid to high tide.
- Who is the Okahu Bay based sea kayaker who has recently had a tattoo of Rangitoto etched on his anatomy? When he clenches certain muscles the peak starts to bulge.
- Two new club kayaks as promised are in the club locker. The **Storm** and **Squall** are tried and proven designs that have been used in the club fleet before. Because they are a little bit heavier, their storage positions will be moved to more user-friendly spots.
- The pathetic sight of a washed up sea kayak surfing larrikin hiding amongst the seaweed and debris at the tide line on Long Bay beach. He was hoping his mates wouldn't notice his fall from grace but the absence of his excessive chatter and the fact that bright orange sea kayaks are hard to hide on long empty beaches prevented this.

How to earn respect from your paddling mates. - Whilst out on an early morning Rangitoto-Motutapu Island circumnavigation recently with a 6 strong group that included two GPS equipped paddlers, the call came from near the rear of the pod for distance paddled. Quick as a flash a non GPS paddler had the answer before the electronic equipped lads could bleep out their info. The "oracle" is usually bang on with tide and weather information as well. A bit of time and effort spent on pre trip research is a lot more useful and practical and as we all know electronic wizardry often fails just when you most need it.

One of the great attractions to sea kayaking is its simplicity. It would have to be the easiest way to get out on the water in New Zealand. So it is no great surprise to hear of the many paddlers who drift into our sport as refugees from other more expensive and complicated levels of boating. We are basically bereft of things like fees for registration, moorings and launch ramps. We don't have to worry about fouled fuel, erratic engines or lack of wind. Flat batteries and electronic malfunctions are not our problem. Occasionally though we hear distant rumblings of attempts to control our sport with qualifications and licensing requirements. When this is discussed with open-minded sea kayaking enthusiasts it is reassuring to hear that the overwhelming desire is to keep it all simple and unregulated. Yes it is nice to be the captain of your own craft and voyage along an open coast where common sense is the prime rule.

Roger Lomas

The perfect sea kayak?

Scott Waterfield at Paddling Perfection wishes to get feedback from paddlers on what they want in a sea kayak. He has a questionnaire that takes about 10 minutes to fill in. If you want to participate, email Scott at scott@paddlingperfection.com and he will email you a form to fill in. Alternatively, do it all yourself by submitting your comments and ideas on-line at http://www.paddlingperfection.com/design_questionnaire.htm

August events summary

5-7 August Whangapoua Harbour

7 August Motuihe Island

14 August Waitemata Wander

21 August Tawharanui Peninsula

23 August Winter Lecture

28 August Tiritiri Matangi

If anyone is keen to take a group to their favourite destination, contact Philip Noble to schedule this into the calendar and /or to publish in the Newsletter plus Yahoo groups.

Scheduled Club trips

5-7 August - Whangapoua Harbour (Coromandel)

Staying on a Dairy Farm that is on the Whangapoua Harbour. Farm house and bunk room can sleep an additional 7 -8 people and there is plenty of room to pitch a tent, especially for those who like to wake to views of the harbour. Kayaking from the farm is very tidal so we would probably paddle from the farm on the Sunday (high tide around 8:40am). There are plenty of other fantastic locations to paddle, tramp, cycle around this area.

Contact **Martin or Alissa** at home on 07 866 4454 or Alissa on 021 608 448 or email agood@paradise.net.nz

7 August Sunday Motuihe Island

Meet at St Heliers bay ramp and paddle via Browns Island to Motuihe. Return the same way or detour via Rangitoto. 20 - 25 km.

Contact **Philip Noble** 5753493

14 August Sunday Waitemata Harbour Wander

Meet at St Heliers Bay 9am (on the water 9:20am) The trip destination will be dictated by the prevailing wind. We will paddle into the wind until lunch break, then come back down wind to St Heliers. Maximum distance 20km.

The trip is unlikely to be cancelled. If the weather is too rough we can adjourn to Okahu bay for some surfing. Leader **Gerard Fagan** 832 9720

21 August Sunday Tawharanui Peninsula

Meet at reserve entrance and paddle round to Anchor Bay and return.

Contact **Bruce Somerville** 443 5364 to express interest, and for start time and final details.

28 August Tiritiri Matangi

Meet at Army Bay and paddle to Tiritiri, the wattle trees are in flower so expect a lot of bird life in that area. Two hours on the island, then paddle around and back to Army Bay early afternoon.

Contact **Mike Lander** for details 09 427 9091

Vine House working bees

Working bees for the rest of the year will be held on the last weekend of every month. We are now mainly doing interior work i.e. sanding and painting. There are always lovely people that come along, so I promise you good company. We now have beds for 10, so I promise you a good night's sleep. Bring \$5 for Saturday night's dinner and you will eat well too! As always, be aware of the tides and bring a canoe trolley if you have one. Bring also a pillow case and sleeping bag. The house is well stocked with most other things. It is truly a warm and cosy winter (or summer) wonderland.

Phone **Stephanie** if you are interested 09 8345 769. See you there.

Regular Tuesday evening paddles

These night paddles are not suitable for novices who might, instead, try the Saturday morning paddle.

Meet at Okahu Bay every Tuesday at 5.30pm, for departure at 5.45. Trips usually last 1-2 hours. All skill levels are catered for. Novice paddlers will have an experienced paddler look after them.

It is a legal requirement for every night paddler to have an all-round white light fixed to a pole at least a metre high, or a large lens (e.g. Dolphin) lamp at hand on deck. No legal light, no paddle. Club boats can be hired at a reduced price.

Regular Saturday morning paddles

Meet at Okahu Bay by 9.00am. The usual trip to Café at Kohi lasts about 2 hours. All skill levels are catered for. It's a great chance for novice or slow paddlers to mix and mingle with older and/or experienced club members. Club boats can be hired.

Winter lecture - 23 August

John Maynard and Ken Marsh kayak the rugged coast of Maine USA

Our two club sea kayakers spent 12 days paddling along the granite rocked east coast of Maine USA recently. Big spring tides, swift currents and very cold water were some of the challenges that they encountered.

Meet at the Marine Rescue Centre, Tamaki Drive at 7 pm on Tuesday 23 August.

Door charge \$2 covers your supper and helps with a gift for our guest. All welcome so maybe bring along a friend.

Need more info? **Roger Lomas** 579-8799

Longer range Club trip plans

23 - 28 October Great Barrier Island Exploration and Adventure Week.

Start the new summer off where sea and sun, clouds and sky meet. No crowded motorways, traffic queues, parking hassles - pack your gear for 5 days of adventure on Great Barrier Island.

The Island has a wide range of accommodation options from Doc huts, backpackers, budget and mid - priced very special hideaways such as self catering properties to choose from. There are many outdoor activities to enjoy, from Kayaking, Mountain biking, scuba diving, tramping or if you just wish to chill out there are the hot springs on the road to Whangaparapara.

More details will be published in due course, please note that the trip may not necessarily be only sea kayaking. For more information, contact **Morgan Lewis** on 6204005 or email morganl@xtra.co.nz

Self rescue rest....

Hello Everybody, as for the regular Saturday morning self rescue and support stroke sessions at Kohimarama Beach, I shall be away for a few weeks which, of course, does not stop people from building up their roll tally. All being well, I shall be back on the beach at Kohi on Saturday 10 September, 11 a.m. Happy winter paddling,

Mike Randall

A note on pool training

Well, Pool training is drawing to a close for another winter, we have a flexible arrangement so more sessions can be arranged if there is a demand. Thanks to Trevor, Tony and Brian who turned up at various times to help out. By my count we taught another 5 people to roll up, and helped another 25 get more confident on support strokes, re-entry, and water confidence. It's pretty cheap at \$10 each per session, but that's realistic because the quality of the instruction is not guaranteed, and the philosophy is to teach club members to help each other.

Ken Marsh

Trip to paradise anyone?

Anyone interested in paddling in Fiji?

I intend going on a 5-7 day paddle round some islands to the north of Fiji's main island Viti Levu sometime in August or early September this year. I will be going with the company that Sue and Peter Sommerhalder are with and would like to get a group together from the Club. If interested please contact **David Ward** ASAP as a booking will need to be made.

Contact details are: phone 09 445 3639, mobile 021 0717376, email david-ward@clear.net.nz

Access closure - please respect

The NZRCA asks kayakers to respect this access closure. The Tauhara North No. 2 Trust has erected a locked gate at the 'Hay Barn' on the access road to Ngawaapurua (Fulljames) rapids, on the Waikato River. Access (including foot access) past this gate is not permitted.

The NZRCA understands that the landowners have closed access because some people are being disrespectful to their land. The landowners are concerned that people and large groups have been camping without permission, having unsatisfactory toilet facilities, and leaving rubbish and mess. The landowners are also worried about their liability for people's safety. They also have concerns about other non-kayaking related issues including unauthorised hunting, house truckers and dumped cars.

The vast majority of kayakers respect the land and don't make a mess or disrespect the area, but we ask that all kayakers respect the closure. Anyone who trespasses may jeopardise any future availability of access. The NZRCA will be exploring solutions for access and will be communicating with the security company which is managing the access on behalf of the landowners.

President's State of the Club address: the wave screen controversy

Okahu Bay: A Jewel in Auckland's Crown

(all photos - Calhaem)

Paratai Drive overlooks a magical part of the Auckland Coastline. The views speak for themselves and it is no coincidence that many of Auckland's wealthier residents choose to live here. However, the real magic lies down the hill on the waters edge. It is here that Auckland comes alive.

Okahu Bay has a long history of providing for those living nearby and we are all indebted to the local iwi for ensuring that access to the foreshore and seabed can be enjoyed by all.



A large number of recreational groups use the area, ranging from yachts and sailing boat through to waka and kayaks. A recent survey showed that in an average winter week more than 2500 people make use of this area.



The Auckland City Council has recently announced plans to upgrade The Landing, the area adjacent to the slipway. This is an exciting development and will enhance the area for all users. The Council has recognised how many different groups use Okahu Bay.

As the photograph above shows, other development is also taking place with the construction of a Marina for motor vessels. This development is being seen by the other user groups as a mixed blessing. The area had become a little tired and due for a face lift. The new Marina will provide new landscaping and other facilities, but we hope that it does not detract from the usage. The Landing is currently an eclectic mix of recreational users. Handimen are busy sanding and painting their boats, others are outhauling their racing hulls and cleaning them. Further along the ramp young sailors are practicing and at the far end the outriggers and kayaks are enjoying the calm waters of the Bay. A key issue will be the retention of ample parking for the outrigger and kayak users who require their vehicles and means of transport for their craft. At the northern end there are already ample trailer parks for sailing boats. The Marina developers are required to add another 144 parks but it is questionable whether that will be sufficient, particularly if they are occupied for long periods instead of the short stays required by other users.



One of the most appealing features of Okahu Bay is the shelter it provides in almost all weather conditions. Many years ago when the Harbour development needed more space for the Container Wharf, existing moorings were shifted from Judges Bay into Okahu Bay. The Wave Screen was then built to protect these moorings.

Over the years this screen has provided shelter for numerous boats as well as encouraging other users to the area. It was a pity that the top of the screen was removed a few years ago instead of carrying out the required repairs. This has resulted in more movement of the remaining piles and has even required the removal of some of them.

One of the alarming comments that has been attributed to the Marina Development Ltd. is a desire to remove part of the screen for aesthetic reasons. The resource consent for the Marina mentions this but gives no details. Perhaps if piles are removed from the northern end of the screen they could be used to

repair the southern end, where the screen is most needed?

But is it necessary to remove any of the piles?



As frequent users of Okahu Bay, the Auckland Canoe Club knows just how much shelter is provided by the screen. It is only in rare easterly conditions that the waves manage to get through the screen. Most of the time the screen serves to attenuate the short chop of wind created waves. Other users such as the Outrigger Clubs have made similar comments - they chose Okahu Bay because of the shelter provided by the wave screen.

When I went there on a mid-week winter day, five outrigger canoes were either on the ramp or being paddled. Yacht owners were working on their boats, children were crowding around the ramp and in and out of kayaks large and small.



This is an asset that Auckland City must maintain for the residents of Auckland.

Happy paddling,

Ian Calhaem

Poet's Corner

A wetsuit is essential
When practising those rolls
Especially in the winter
For us poor timid souls.

There was a time in yesteryear
Not so long ago
That I'd eschew the wetsuit
And wear just polypro.

Even further back than that
Snorkeling in Cook Strait
We'd wear old worn out jerseys
I could expatiate.

But that is so last century
It's now and we're right here
We wear the poncy paddling garb
We've got the latest gear.

I know what you're going to tell me
When I come to grief in the wet
My wetsuit's neatly rolled up in the
hatch
And I'll wish it was on me, I bet.

The thing that puts me off my stroke
Is that sudden immersion shock
The sudden gasp and intake
That can suddenly stop the clock.

Now imagine yourself a musician
Unless you already are
Each day you practise your scales
If it's ballet, you're there at the barre.

The same thing happens in kayaking
Or in things of which you're a buff
You gotta get out and practise
You can't get enough of the stuff.

So I say to myself if it's windy
Or freezing the proverbial brass
I'll just go down to the beachfront
Have a think for a while on the grass.

But all these things are relative
When it comes to what's cold and
what's hot
A rather cool sea here in Auckland
Is a nice warm bath for a Scot.

Mike Randall

Auckland Canoe Club - information

Postal Address:
P.O. Box 9271 Newmarket, Auckland

Clubrooms:
Marine Rescue Centre, Mechanics Bay

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

Email discussion group, send blank email to:
Auckland-kayakers-subscribe@yahoogroups.com

Email event reminders, send blank email to:
Auckland-canoe-club-subscribe@yahoogroups.com

Officers:

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President:	Ian Calhaem	579 0512
Vice-President:	Brian Strid	09 238 8084
Secretary:	Rosie Thom	3768636
Treasurer:	Gerrard Fagan	8329720
Trips:	Philip Noble	575 3493
Publicity:	Roger Lomas	579 8799
Safety/ Training:	Mike Randall	5281377
Storage/ Club Kayaks:	Gavin Baker	5285188
Assist:	Roger Lomas	579 8799
Vine House:	Trevor Arthur	8177357
Committee:	Lindsay Sandes	522 3344
	David Ward	4453639
Newsletter:	Kerry Howe	

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Club trip/event policies

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

Contacting trip/event leader.

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

- You must also discuss with the leader 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 don't call the trip leader but listen to Newstalk ZB Cancellations on 1080AM or 89.4FM, Saturday and Sunday from 7.00am.

To:

From: Auckland Canoe Club, PO Box 9271, Newmarket, Auckland

Pic of the month



Kevin Dunsford's piscatorial pillaging at Coromandel
(photo - Gerry Maire)