

Newsletter



September 2005

Highlights in this seismic issue!

Mega-feature! Waitemata Harbour Shipping and Pilotage - Kerry Howe



Plus!

Graeme White - Sea kayak injuries, diagnosis and treatment

Ken Marsh and rolling

The Sommerhalders' Ferry Boys

Colin Quilter builds a hatch

Kevin's Kompetition

Further adventures of the hapless URGU

More VHF channel changes

Editorial

I've written my own mega-feature this month! Read all about one of the best days I've ever had out on the harbour - on a pilot boat! Seeing those big ships from the bridge of my sea kayak will never be the same again. It was both a humbling, but highly informative experience.

Also this month we go medical! Physiotherapist **Graeme White** begins the first of a five-part series on sea kayaking injuries, where and how they happen and what to do about them. Just the stuff for damage done while doing rolling practice on the lounge floor.

And speaking of rolling, **Ken Marsh** has suggestions for practicing in shallow water at the beach. That way you can drown as well as tear ligaments.

Colin Quilter shows how to make hatch rims. Don't you just love the smell of resin! But really it's bad for you.

This **Newsletter** also goes interactive! Have a go at **Kevin's Competition**. I wanted to call it the 'fakawe' game but decided I had better not. Anyway, check out your spatial orientation and send answers in a plain email to **Kevin Dunsford**. There's a fantastic prize.

Peter Sommerhalder tells another Fijian tale. Is he becoming the twenty-first century's Robert Louis Stevenson?

Coastguard is again altering some VHF channels. See details in this issue, plus a tip on how to remember channel numbers when you are at sea.

And there's the usual line up of suspects - **URGU** troubling, **Roger Lomas** ebbing and flowing, and **Mike Randall** poeting.

Kerry Howe

Waitemata Harbour shipping and pilotage - Kerry Howe

Ever since I was a kid growing up near Narrow Neck Beach I've been fascinated by large ships entering and leaving the harbour. It seemed to me that the whole of the rest of the world lay somewhere beyond the Rangitoto beacon. I now do a lot of sea kayaking in the Rangitoto Channel, and particularly on a route from my home at Rothesay Bay across to Rangitoto Island. Thus I cross the main shipping lane very often. It's invariably an interesting experience, especially as I cross it outside 'A' buoy where the channel is not buoyed, though there is directional lighting from the cliff top near Takapuna Grammar, and I have the shipping lane marked on my GPS. I've never had a close call though there are some moments of pending drama when a large vessel travels much faster than initially anticipated, and when there are several ships coming and going at the same time. I'm not always sure whether it's my heart banging away, or my chest picking up the low frequency thump of the massive diesel engines.

I thought that it might be a good idea to find out some information about harbour shipping and pilotage both for general interest, but also with regard to safety issues, especially with sea kayaks. We are so small, they are so darn big!

So I looked up the Ports of Auckland website and sent an email to **Karen Bradshaw** at its corporate office asking if it would be possible for me to interview a harbour pilot for a **Newsletter** article. The reply came back within about 60 seconds, saying yes! And would I also like to go out on a pilot boat? Does a dog like a chop? Ports of Auckland are very keen to engage with community groups to explain the safety and other issues of shipping and pilotage so it was, as they say, a win-win situation!

On the arranged day I arrived at the Ports of Auckland offices which are at the container terminal just across from the Marine Rescue Centre. I was armed with my Approaches to Auckland marine chart, a micro-cassette recorder, a camera, and a million questions.

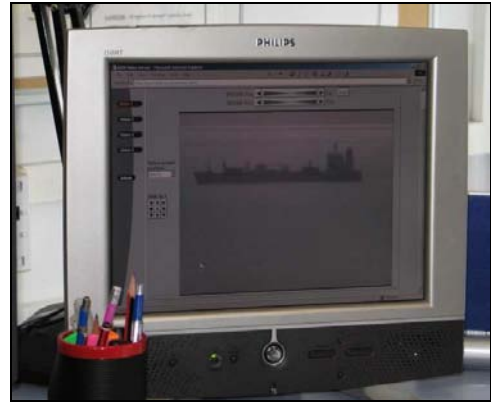
The pilot who had been chosen for the interview was **Captain John Barker**. He is a delightful, and very youthful looking figure, and we happily chatted away for over an hour. **Captain Nigel Meek**, was also present for the start of the interview. I came away with documents and diagrammes, a full micro-cassette recorder, and a pile of my own written notes.



Captain John Barker

Then followed a tour of the Harbour Control operations room, which we've all heard on VHF channel 12. In front of the duty officer is a computerised list of shipping arrivals, a screen which operates the remote zoom video camera based on the (now unmanned) Mt Victoria Signal Station, and a chart plotter with shipping and pilot boat and tug positions. He turned on the camera for me, and zoomed right up to a vessel at anchor way beyond the Rangitoto beacon. He then focussed it on 'A' buoy and it filled the screen. Sea kayakers planning on lewd acts anywhere on the Harbour and inner Gulf that can be seen from Mt Victoria please note that everything can be very clearly seen!

that I might be aboard for some time, and did I mind that? Does a dog want two chops!



Zoom from Mt Victoria on ship at anchor

The pilot vessel was the Paerata, a displacement ship capable of about 15 knots. On board was skipper Alan Jones, and engineer Tim Coulson, as well as a harbour pilot. We sped out past the Rangitoto Beacon towards the vessel I had just seen on camera. As we approached, the familiar VHF channel 12 instruction went out from the pilot boat - 'we will be boarding you in 10 minutes, please have boarding ladder port side, one metre above the water'. The pilot shinned up the ladder, and we were off back inside 'A' buoy where we waited for about 40 minutes and then picked up a pilot off a departing tanker near no.1 buoy. We then returned back out to sea to deposit him on a container vessel that was arriving. Then sadly it was back to the wharves, and home.

What follows is some information that I gleaned on my wonderful day out!



Auckland Harbour Control



Paerata

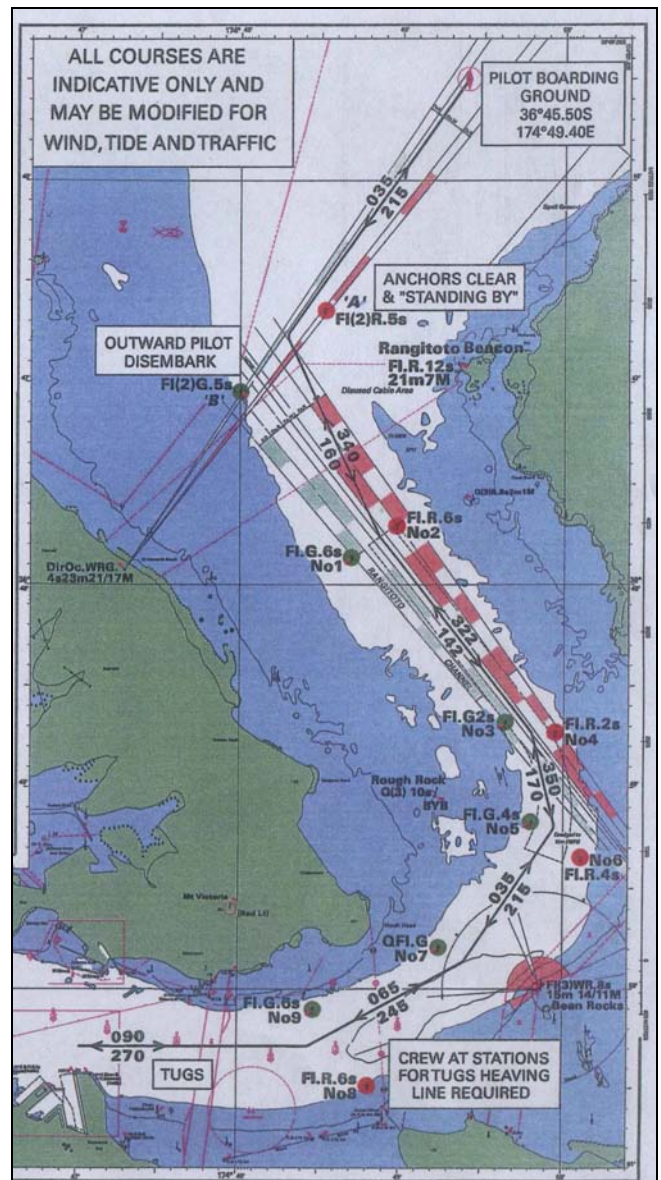
Then it was off to the pilot boat! Since it was scheduled to deal with two vessels entering and one departing it was explained, somewhat apologetically,

Approaches

All vessels over 500 gross registered tonnes have to have a harbour pilot guiding them in and out. Some 3,500 vessels are piloted each year.

In some extreme cases, there might be up to a year's notice of a vessel's arrival, and a berth booking. More typically there is 7-10 days notice, with information coming from shipping gazettes, and shipping companies and agents. This information is fine tuned by about 4 days out. Within 2 days of arrival agents send Harbour Control more specific details and confirmation of pilot and tug requirements, and details of ships' draughts. Within 2-4 hours of the harbour pilotage limit - which is out from Tiritiri Matangi - VHF contact is made with the vessel on channel 12 and arrival times at the pilot boarding station - 1 to 2 miles north of the Rangitoto beacon, are estimated. The final trigger is passage across the harbour pilotage limit, about half an hour from the pilot boarding station. At that time Harbour Control will indicate whether the ship should go to anchor, or continue to the boarding station to be met by the pilot vessel. This is also about the point when a ship's master can see the directional lighting from the cliff near Takapuna Grammar School. Red and green lights indicate the port or starboard edges of the lane, and then turn to a white light when the vessel is correctly in the centre of shipping lane.

Vessels don't necessarily proceed into the harbour in the order they arrive. Many berths are now specialised in the port - e.g. there separate berths/wharves for containers, cars, general cargo, tankers. So vessels enter as their particular berth becomes available. Some vessels at anchor are actually awaiting a time when they can proceed to the port of Tauranga, since there is no sheltered anchorage there. There are specified anchorages out to either side of the shipping lane.



Pilots in action

Auckland Harbour pilots work a two-weekly cycle of 48 hours on call and 48 hours off. Being on-call means they have to be ready for one hour's notice to sail. There are 10 pilots, but at any one time there are 4 on duty.

The pilot vessel leaves its berth at the Ports of Auckland half an hour before the vessel gets to the pilot boarding station. It is manned with its own skipper, an engineer, plus the harbour pilot. There are currently two pilot vessels in operation.

Vessels approaching the pilot station are instructed to have their boarding ladder on either the port or starboard side, whichever gives best weather protection to the pilot, normally one metre above the water level. Boarding speeds are typically 6-8 knots but

are sometimes faster. The pilot vessel normally indicates when it is 10 minutes from the ship.

It's a strange sensation coming up to a large vessel - the pilot boat turns in the same direction, matches its speed and then closes up alongside. While there is a gap between the two vessels there's a sensation of speed as the water rushes by, but when closed up alongside all feeling of movement vanishes as everything is travelling at the same speed and your vision is totally dominated and obscured by the vast bulk of the ship just centimetres away. It's all very smoothly done. Nothing is rushed. It's all very precise, deliberate, calculated. When the vessels are locked and stable, the pilot steps across and climbs the rope ladder. In rough conditions they sometimes use man ropes for safety. International safety rules limit the length of a rope ladder to 9 metres - and that's pretty daunting!



On the bridge of larger vessels there is normally the ship's master, a navigator, and a helmsman. The pilot does not actually steer the vessel, but communicates instructions as to speed and direction through the master to the helmsman. The master is always in charge of the vessel, but the pilot has control over the navigation. The ship's navigator is feeding information from the radar and the echo sounder. Thus there is very considerable interaction on the bridge. Pilots also need to be informed about the ship's handling characteristics - engine power and weight, steering mannerisms, as well as environmental influences such as tidal and wind strengths.

Each pilot has a prepared checklist covering all the details of the vessel, and particularly its depth, as well as details of the proposed inwards passage, state of the tide, details of waiting tugs and proposed tug tethering arrangements, and docking plans. Because a ship's master may not always have good English, the planning arrangements such as the proposed course, and tug positionings, are represented by diagrammes.

The checklist concludes:

- Has the master sighted this passage plan?
- Have these indicated courses been agreed upon?
- Have all defects been noticed?
- Is one bridge VHF set on ch. 12?
- Has the pilot card been sighted?
- Are both anchors clear and a man forward?
- Has harbour traffic been discussed?

When inside North Head the vessel is met by tug boats and guided into its waiting berth.

Pilots these days also consider themselves ambassadors for the country - they are the first contact for the bridge crew and so do their best to impart a good opinion. Beneath their outer jackets and life jackets which they wear when boarding, they are impeccable dressed in white shirt, collar and tie, and shiny shoes.

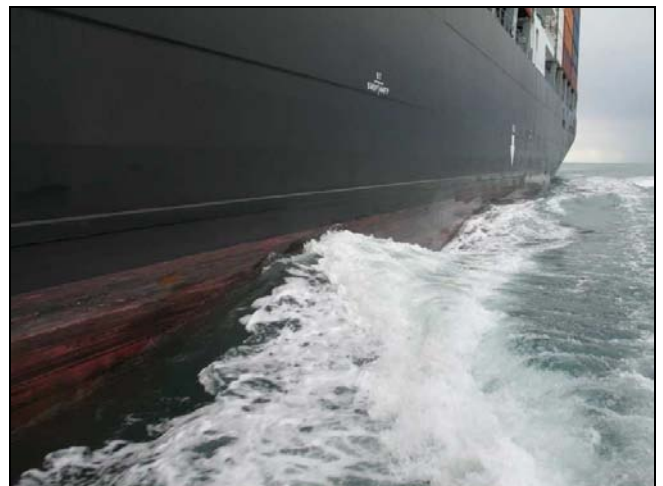
The responsibility

Vessels are worth millions of dollars, their cargo is equally valuable. Thus nothing is left to chance. Every movement and action is planned and understood. They are operating in very shallow and enclosed waters. They carry thousands of tonnes of bunker oil and other potential pollutants. If anything goes seriously wrong it would be a major human, economic and environmental tragedy.

Decisions are made well in advance. There is no possibility of instant changes of plans. We are dealing with tens of thousands of tonnes of moving steel. Once inside 'A' buoy there's a 15 knot speed restriction, and 10 knots inside North Head. This relative slowness also makes for a technically more demanding passage. A ship's steerage becomes less responsive the slower it goes. Combined with the relatively strong tidal currents in the Rangitoto Channel and Harbour, plus the effects of windage on the side of the vessel (and particularly on those amazingly squared-up hulls of car carriers), it's no easy task to pilot a vessel, particularly when the channel is so narrow and with sometimes only 1 metre of water beneath the keel. Given the channel's shallowness, vessels also need to be trimmed so that they are not bow or stern high. Indeed so little water might be under the keel that what is called ground effect comes into play (just as it does when an aircraft flies very close to the ground) - the energy wake created by the ship's hull (or aircraft's wing) starts bouncing back from the hard ground and influencing the ship's (or aircraft's) progress.

Overall the constraints are major. There is simply no room for any evasive action. Vessels can't suddenly stop, and can't turn. Theoretically if vessels are

plunged into some sort of emergency reverse mode, the first thing that happens is the bow swings away, normally to starboard. So they would soon run out of the channel onto the shallows.



Pilot's visibility

One of the most scary things I learnt was how limited the forward visibility can be from the bridge of a large container vessel, especially when all those containers are piled so high all the way up to the bow. The pilot's blind spot in front of the bow can be up to 600 metres! If you can't see the bridge, the bridge can't see you! So, where we sea kayakers might get nervous because of a ship's size, those on the bridge are probably also nervous since their options are actually very limited too!



Can you see me?

Warnings

With 3,500 piloted shipping movements each year, plus the tens of thousands of boat-mad Aucklanders out on the water, it's perhaps amazing that 'events' are rare. However, the number of boaties who anchor fishing in the Rangitoto channel, or who just play about in it, and who seem blissfully unaware of the potential dangers of a massive ship bearing down on them, is beyond belief.

The first line of defence for the pilots is the pilot boat warning boaties on its way out or in. Pilot vessels have a pretty loud PA system. Particularly during fine, calm summer days, you might hear a few stupid boaties being told to clear the channel.

A commercial ship might give a single long blast on its horn if the channel ahead looks crowded with boaties. On rare occasions the vessel might have to resort to the standard five warning blasts!

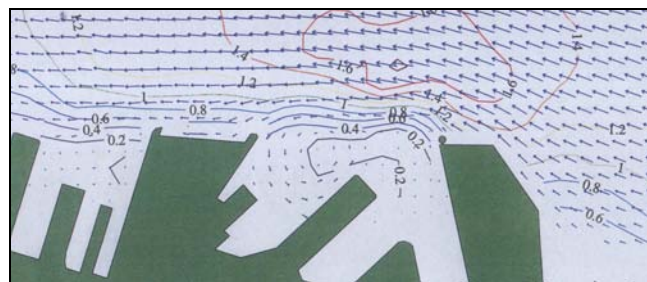
Vessel speeds

As mentioned, vessels are restricted to 15 knots between 'A' buoy and North Head. Vessels arriving at the pilot station beyond 'A' buoy are also travelling relatively slow since the typical pilot boarding speed is about 6-10 knots. However, vessels leaving the

harbour drop their pilot at about no. 1 and 2 buoys and make the turn around 'A' buoy themselves. Once they have done that they can go as fast as they like - and modern container vessels can readily accelerate to a speed of over 20 knots. That is serious speed and anyone sea kayaking, or boating generally, beyond 'A' buoy needs to be very wary.

Wharf tidal flows

While sea kayakers have caused no problems, so far, in the Rangitoto Channel, there are concerns amongst pilots that sea kayaking near the container wharves is potentially very dangerous. I was shown various diagrammes of tidal flows in the region. Tides that are both ebbing or flowing create a very large back eddy between Fergusson and Bledisloe wharves. Pilots are very concerned that this is precisely the area of the most critical manoeuvring of container vessels with tugs. Please give it a very wide berth if you have to paddle in that region of the harbour.



Tidal graph, incoming spring
(acknowledgement Vennell, University of Otago)

The new Rangitoto shipping channel

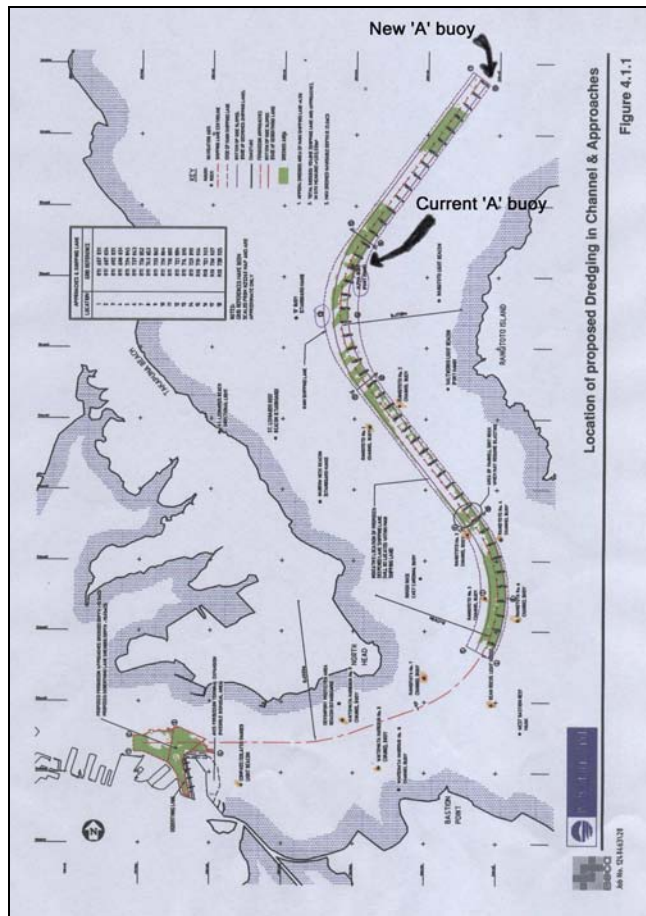
Most of us are aware that the channel is currently being deepened to 12.5 metres to take the newer and larger container vessels. There was some controversy over plans to blast the channel bed in places, but this is now unnecessary. The work is being done by the extraordinary simple technique of a barge-mounted back-hoe dredger. The dug out material is mixed with cement and is providing the foundations for the enlarged Fergusson container wharf.

There are some major new features of the new channel due to come into operation by 2007. As well as being deeper, it will also be about half the width of the present channel - a reduction from the current 300 metres to 180 metres. Thus it will be a one way operation, like a single track railway. Large ships will not be able to pass each other as they currently do.

Further, the current sharp curves at 'A' buoy and at no. 5 buoy near Bean Rock will be made more gentle and sweeping.

The 'A' and 'B' buoys currently at the channel's entrance off Takapuna Beach will be moved a mile or

so further out, to near where the current pilot boarding station is. In future when I cross to Rangitoto from Rothesay Bay it will be across a buoyed channel.



Modified channel layout

How to be a harbour pilot?

Want to be a harbour pilot? Well, first you need a Class 1 Foreign Going Masters Certificate. That's a very major qualification and enables its holder to be master on any vessel of any size anywhere in the world. Then you need special pilot training that takes about three years and includes tug boat piloting training too. By the time your training has finished you have probably done 1500 pilotages. Some training is now done on ship simulators - especially to practise for emergencies, navigation, and operations in fog. Established pilots have to maintain the currency of their qualifications through on-going training, and peer review.

So what does Captain John Barker like about the job - 'it's a pleasure, it's professionally challenging, it's different every day, every ship is different, every master is different, the weather is different. It's satisfying - the ship is probably worth one hundred million dollars, perhaps two hundred million dollars worth of cargo, 25 people on board, going up a restricted channel at 12-13 knots with less than a

metre of water underneath - it's a professionally very precise task. Given the disastrous economic and environmental consequences of something catastrophic going wrong, there's also a sense of looking after Auckland - and the harbour is so beautiful.'

And if pilots are ambassadors, it seems like they are also confessors. One pilot picked up from an outbound vessel when I was on the pilot boat had had to listen to the grizzling of its Korean master who had lost big money the night before at Sky City Casino....



Alan Jones and Tim Coulson on Paerata's bridge

Acknowledgements

I am grateful to Ports of Auckland for making this article possible, and in particular Karen Bradshaw, Nigel Meek, Alan Jones, Tim Coulson, and especially John Barker who put up with me for most of a day.

(All photos - Howe)

More rolling tips and techniques

As a follow-up to the rolling-on-the-lounge room floor article by Colin Quilter, I thought I'd add my 10 cents worth on practicing support stokes and rolling in shallow water.

Teaching yourself to roll

Step 1. Find a sandy bottom and about 2 feet of water. Now hold the paddle in front of you in normal position. Rotate the boat from one hip to another, i.e. do a sort of kayak hula. This is a great exercise-try to keep the paddle and your upper body steady as you rotate the boat from hip to hip.

Step 2. Get to a depth where you can practice a low brace confidently, hitting the bottom when you go about 6 inches deep.

Low Brace - *elbow points up-weight is over the paddle blade, head low or on shoulder. As you strike the water with the front of the blade the knee should bring the boat up. Try to keep the paddle parallel with the water and the elbow high at all times.*

Step 3. We now need to work on rotating the boat under our body while floating out from the boat. You can do this by using the bow of someone else boat, a pier, or a large piece off foam. You won't roll until you can move the boat underneath your body while lying out from the boat. The boat starts by being upside down pushing into the highest hip, it finishes by sitting on the lower hip. An effective way to do this is to push your head down on another boat, thus lengthening the upside of your body.

Step 4. In a foot of water lean on a sweep stroke, using the curved back of the blade. The elbow is below the paddle. Move the paddle around in a semicircle and see how much weight you can put on the paddle as you sweep it around with the leading edge out of the water. Move your lower knee up as you do this (effectively bringing the boat under your body as you lean out). The High Brace Now, you are ready to simply reach out to 6-8 inches of water, keep the paddle parallel to the water, lean out and tuck the boat under your body. Keep drifting away from shore until you can confidently reach out and bring the boat under and yourself up (HEAD DOWN, it should be trying to sit in the crook of your elbow.) The top hand is very important- it sits strongly close to your side, keeps the paddle parallel to the water and keeps the action in front of your chest. This is a great exercise and is somewhat separate from rolling as it is great for recovering from a near capsize. Get so you can come up of the brace and when you mistime it you hit the bottom of the sea and bounce up anyway.

Step 5. Rolling... Learn to fall over on your brace, then move your paddle forwards to the boat, twist the paddle round into the correct position and sweep out to the brace, moving the boat under your body, and leaning back to come up.

You can break this down as much as you like. Tip the boat over in 6-8 inches of water so you can reach up and breathe (just like Colin's floor technique). You are reaching forward and your shoulder is sitting on the sandy bottom. The paddle should be close to the boat, reach it out with a sweep and rotate the boat under your body, remembering to push the head down into the water as you do so. Now go a little deeper, and so on.

Two Helpful techniques:

Have someone stand on the off side of the boat (away from you) and hold the boat halfway over. Now roll up carefully, watching the paddle blade move around. Get them to lower you another 2 inches into the water, repeat, etc.

Find a piece of foam, or foam sandwich which fits tightly on your paddle blade. Use this for bracing off, and to give confidence that the paddle will support you when used correctly. Use this to work on your hip technique until it is so solid you can dispense with the foam float.

Good Luck!

Ken Marsh

Farewell from Taisho

How are you all? It's Taisho. Sorry for long time no mail some people. I'm now finishing my journey and am leaving NZ finally. (Boo Woo!!)

I just want to say thank you all so much. I really enjoyed traveling NZ so much and had the best time in my life. It's just because of you guys helping me, paddling, tramping, and spending good times with me, feeding me, allowing me to stay, doing whatever else you've done for me which are unforgettable. I really really appreciate that.

Take care of yourself.

Cheers

Taisho

Sea Kayaking Injuries

What, why and how to avoid them

Graeme White

Introduction

We'd all like to think that summer is getting closer - just the time that most of us start to hit the water again or up the frequency of our paddling. And it won't be long before I start to see more of you coming through the door at our Sports Medicine practice with injuries. Why is it that some of us can keep on going forever and never feel a twinge and yet others come off the water feeling as though they have just been working into a 30 knot head-wind for the last 6 hours.

Over the next few issues we will be looking at some of the more common injuries sustained in kayaking; what happens to the body when you get injured, the healing response, how you should manage acute injuries, things which may delay your recovery and most importantly, how to avoid getting injured - or getting injured again.

Please be aware that the information given only offers general advise on injuries - for any major trauma, head injury, worsening pain, pins and needles and/or weakness, or if unsure then seek medical attention and gain a diagnosis and appropriate treatment from a qualified health professional.

Graeme White is a Partner in adidas Sports Medicine, St John's.

He is a Manipulative Physiotherapist.

Approved Provider NZ Academy of Sport.

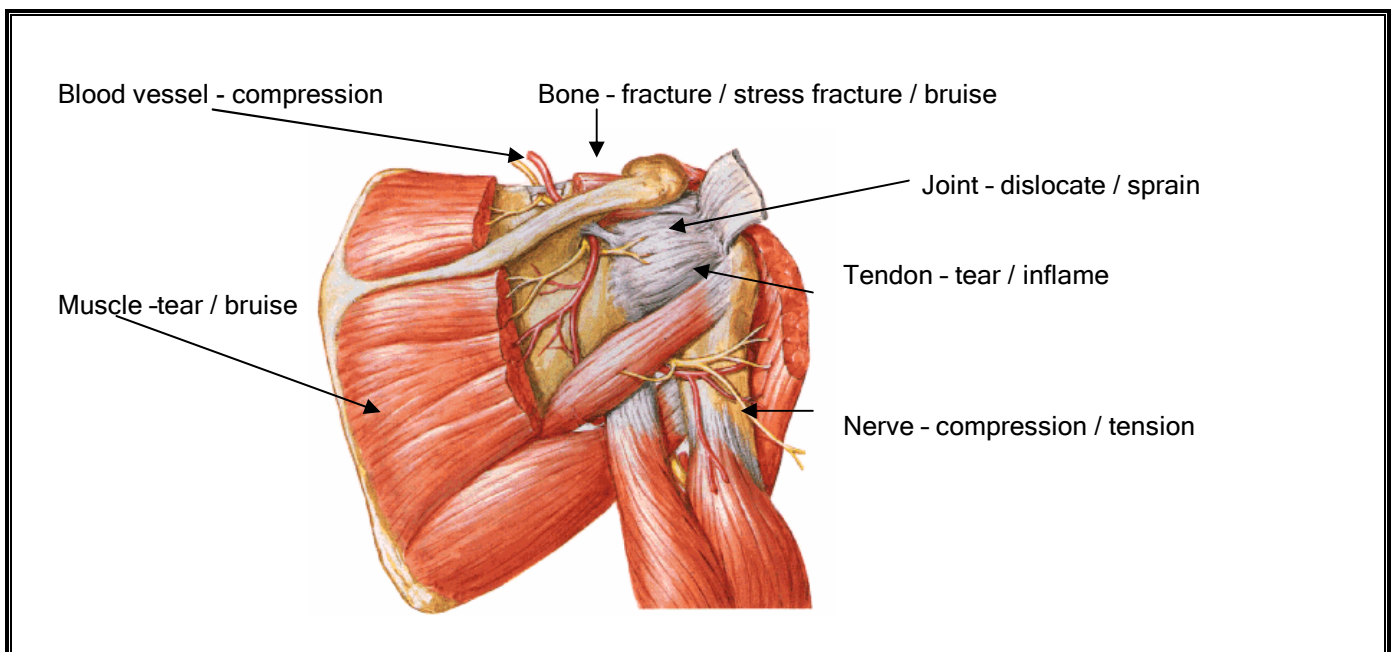
NZ Davis Cup Physio 1996-2005,

Manchester Commonwealth Games 2002

Kayaking in earnest last 2 years with wife Mandy



Some basic anatomy - parts of the body and what can happen to them



The onset of pain is generally divided into either acute/ traumatic injuries or those of gradual onset.

Traumatic

- dislocation e.g. poor roll, high brace
- contact injuries e.g. surf/and/rocks/polo
- indirect load e.g. re-entry after a wet exit

Gradual Onset

- repetitive stress - doing the same thing over and over
- accumulative microtrauma - like metal fatigue the body slowly starts to break down
- associated with : 1) poor biomechanics (we all differ slightly in strength and flexibility) 2) poor technique, and/or 3) overload (the muscles can't cope with the load we have put on them).

The inflammatory response is how the body deals with injury in the acute phase - the degree of the response will help to let you know how badly you are injured.

Redness - opening of blood vessels close to the skin.

Swelling - blood or joint fluid

Heat - chemical reaction.

Pain - stimulation of nerves.

Loss of function - pain inhibits the muscles from functioning.

Within 12 hours the body starts to lay down scar tissue and over time this becomes an organised structure - you will all have seen this response when you have a cut which first scabs over and then ultimately becomes a scar.

Acute management (i.e. the first 72 hours) consists of 2 principles.

What you **should do** is **RICE (D)**

Relative rest - rest but avoid total immobilisation i.e. keep it moving within pain-free range of motion.

Ice - 20 minutes every 2-4 hours over first 72 hours (when possible). Apply oil first to ensure that you do not get an ice burn.

Compression - firm bandage or adhesive wrap (glad wrap will do).

Elevation - keep the injured part elevated as much as possible.

Diagnosis - what have you done?

What you **should not** do is **HARM**

Heat - will increase bleeding.

Alcohol - will again increase bleeding....sorry!

Rubbing - can cause further damage and bleeding.

Movement (excessive) -can disrupt the early laying down of scar tissue.

Ongoing management includes further ice, compression and elevation as required if swelling persists. It is essential that **normal stress patterns** are applied to the damaged tissue as it heals in order that repair is optimal. We can apply these stresses by stretching or strengthening however if *excessive* stress is applied then the tissue may be damaged thereby delaying recovery e.g. knocking and opening up the scab over a cut. **Correct any compensatory movements** that may evolve as the body tries to move to avoid pain (e.g. change in paddle technique which may ultimately create more stress and hence damage to other tissues). **Sport specific rehabilitation** (more on this in later issues) and a **gradual return** to paddling - don't try an 8 hour day first up after recovery from injury.

In the next issue we will look at injuries to the wrist, forearm and elbow - some reasons why they come on and how to deal to them. **Feedback on your own injuries and reasons why will be appreciated.**

g.s.white@xtra.co.nz

Coastbusters 2006 announcement

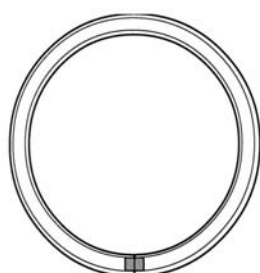
Coastbusters continues its history of delivering top-notch symposia to New Zealand Sea Kayakers!

The date of the next event has been set for the weekend of **17-18-19 March 2006**. There is a preliminary website www.coastbusters.org.nz which will evolve over the next couple of months as more information becomes available.

You can contact the 'Red Team' by emailing redteam@coastbusters.org.nz with your suggestions for workshops and topics for discussion.

Colin Quilter builds a new hatch

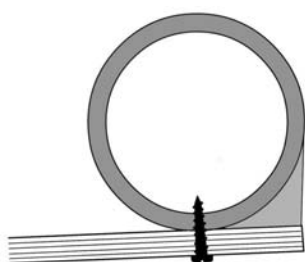
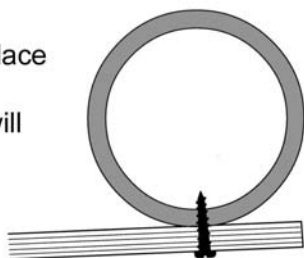
Here's a simple way of using a mould made from polythene hose to build a new hatch (or cockpit) rim. I used this method on the plywood deck of my Sea Bear, but it will work just as well on a fibreglass deck; (in that case, degrease and sand the deck with coarse sandpaper to get good adhesion of the new resin). You can make the new hatch round or oval, and you can easily curve it to follow the camber of the deck.



Step 1. Form a hoop with some transparent polythene hose, (purchase from any garage). For a hatch rim you might use 25mm diameter hose, for a cockpit rim perhaps 30 or 35mm.

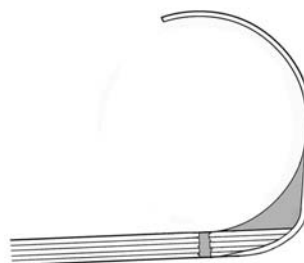
Join the ends of the hose with a short length of wooden dowel. Keep it short, or it will distort the hoop. Lay the hoop on the kayak deck, mark around the inside, and cut a hole in the deck.

Step 2. Fasten the hoop in place by screwing upwards from beneath. Any small screws will do, since you are going to discard them.



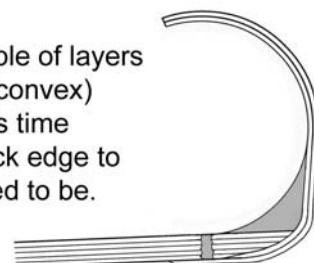
Step 3. Mix up some high-density epoxy filler and use your gloved finger or a spatula to squeeze a fillet of filler into the crevice between the deck edge and the hose.

Step 4. When the filler is hard, use a rasp and coarse sandpaper to round off the lower corner of the deck. Be bold, and put a generous curve on the corner. Now use epoxy resin to lay up a strip of glass cloth to cover the hose, filler and deck edge as in the diagram. Don't cover the screw heads. You can purchase fibreglass tape but it's expensive; I suggest cutting your own strips from a sheet of glass cloth. Cut them slightly on the bias (diagonally) so the edges don't fray. When the resin has gelled lay up a second layer of cloth on top of the first; (the second layer is omitted for clarity in my diagram).

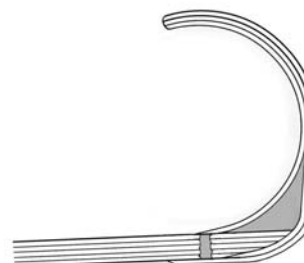


Step 5. Remove the screws and pull away the polythene hose. It will separate readily from the cured epoxy resin. Fill the screw holes and sand smooth. Now the new rim is in its final form, but very thin and fragile; it needs more layers of cloth to strengthen it.

Step 6. Lay up another couple of layers of glass cloth in the inside (convex) surface of the hatch rim, this time carrying them under the deck edge to cover where the screws used to be.



Step 7. Lay up a couple of layers of cloth on the outside (concave) surface of the hatch rim. Use low-density filler to fair the edge of the cloth where it meets the deck.



When the resin is hard, decide whether or not the new rim is thick enough and strong enough. If not, lay up some more cloth until it is. Smooth and round off the edge of the new rim. Paint it to match the deck. Sew a neoprene hatch cover to fit, and the job's done.

The Ferry Boys

An old ferry, not quite the size of the Cook Strait Ferries, cruises the coastal parts of Fiji where Ellington Wharf, our Adventure Base, is. From here it crosses over to the other large island, Vanua Levu. The crossing takes about three and a half hours. Loaded trucks, cars, sometimes a horse, Fijians and tourists travel on the ferry, which has a crew of 16. The boat calls regularly at Ellington Wharf on Wednesday and Sunday afternoons, and stays put for the night. Trucks and passengers arrive very early in the morning, to make the 7 o'clock sailings.

These stopovers are an opportunity for the crew to have some time off on shore between sailings. Our garden restaurant, next to the ferry wharf, became the ferry boys' favourite watering hole. Other ports of call do not provide an opportunity to spend time on shore for the crew. And drinking alcohol on board is not allowed. It all started before last Christmas, when Auntie Su and her restaurant staff decorated the restaurant with a tropical Christmas tree and fairy lights, and invited the ferry boys for a Christmas barbecue. It was a great evening, and the boys have called in regularly since every week.

The crew, mainly Fijians, have their own rules when relaxing with a drink. They order one or more bottles of beer and one normal size drinking glass. The glass gets filled, passed to one boy who drinks the beer in one go. The glass gets handed back, refilled, and passed to the next boy. The same thing happens all over again. So only one person gets a drink at the time, all the others are waiting for their turn. It takes some time before someone gets drunk, as there is a lot of talking and waiting. However to reach a state of happiness faster, sometimes the ferry boys bring along one or two bottles of rum. The rum gets drunk, same order, and then it is back to more beer.

But the slightest sign of drunkenness or unacceptable behaviour, Su will put a sharp warning in and stop selling more alcohol. 'This is your mother speaking', and that is accepted by the boys. Su becomes their mother while they are away for about two weeks on ship duty. Usually with midnight approaching, the boys return back on board ship, all going together. It does happen that one is too drunk and sleepy to return. He then gets laid down in recovery position to sleep. The night security man, Johnny, will check every half hour to make sure he is alright. It does not get cold at night. Usually in the early morning hours, the crew on board the ferry is complete again. A couple of buckets of seawater thrown over a drunken sailor works wonders to get them back on duty.

By five in the morning, when it is still dark, the parked trucks start their diesel engines and drive on to the

ferry. Two hours later the boat is heading for the sea, to return a few days later for another evening with Auntie Su.

Peter Sommerhalder

More VHF channel changes

Coastguard have introduced more changes to their VHF channels near Auckland.

Coastguard channel 86 (on the SkyTower) now becomes channel 80.

Ship to ship channel 83 (on Kawau) is now 03.

Changes take effect 1 September.

So, the set up for the Auckland region now looks like:

Coastguard for Waitemata Harbour and Gulf is 80 (Sky Tower), 82 (Moehau)

Coastguard for Manukau is 81

Coastguard for Kiapara is 84

Ship to Ship for Waitemata Harbour and Gulf is 03 (Kawau), 62 (Waiheke)

Ship to Ship for Manukau is 63

KH

Tip of the month

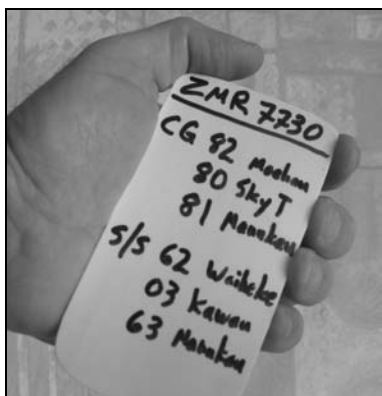
With all the VHF changes since last year, it is becoming harder to remember channel numbers, especially if you become a bit stressed. So make yourself a VHF reminder list. Cut out a pocket size shape from an ice cream container lid. Write channels on it with a permanent marker pen.

Write your own call sign on it so you don't forget it!

Scuff the plastic lightly with very fine sandpaper before writing on it. That way the ink can never wear off!

Round the corners so the plastic will not cut your pocket fabric.

You could also make a bigger card, put a hole in it, and keep it tied on your deck. For a specific trip you could also write down tide times and other similar information.



KH

URGU released!



URGU, arrested in the UK as a suspected terrorist after he sea kayaked across the English Channel, has been released from custody due to lack of evidence. A British magistrate said it was likely that he was a sad nutter rather than a trained terrorist, and that he should be deported immediately. There is some confusion as to his home country, but sources indicate that he claims New Zealand citizenship and that he has a Day Skipper qualification. The New Zealand High Commissioner in London, Jonathan Hunt, refused to comment, claiming that he was about to depart on an extended tour of British vineyards, even though, as we all know, there are no vineyards in the UK. So the plot thickens....

Roger's ebb and flow

The club will be running some more working bees at Vine House on the last weekend of each month. In return for your labours you will be rewarded with free accommodation at the holiday house. This ARC owned facility is located in a tranquil bush setting

overlooking the shores of the Mahurangi Harbour. However if you are not into mucking in with the resident squatters then you can rent it at a modest charge for use by your own private group. Vine House has all the creature comforts, which include hot showers, refrigeration and a fully equipped kitchen. It can easily accommodate up to 12 people and it would make a great holiday house for club members with kids. The logistics of transporting the tribe across the short stretch of water (just over 2 kms) inside the harbour entrance could be easily managed with the aid of a club double sea kayak. For more information on this and other ARC holiday accommodation options, contact their booking service, ph 3662000.

Strange sights at St Heliers. Promenade walkers have been mystified and amused at the sight of polypro clad men emerging from the bathing shed with bright coloured watering cans. They proceed to carry the cans a short distance to a small fleet of upturned kayaks to which they appear to administer some sort of christening ritual. This little ceremony appears to occur on a semi regular basis. A quizzical onlooker was informed that one kayak had grown at least 6cm in the last couple of months.

If you missed **Brian Strid's** Whangamarino Wetlands paddle a couple of months ago then make a note of his upcoming Maramarua River ramble. It is a pleasant days outing that winds its way downstream through the wooded Waikato wetlands. On the way you will pass the giant Archimedes screw that is used to drain the former swamplands. Prolific bird life abounds and in the lower reaches the river joins up with the Whangamarino River. You will then have the chance to shoot across the weir in your kayak (a bit like the water flume at Rainbows End) before a more tranquil paddle downstream to the junction with the mighty Waikato River. Paddlers will need to exercise caution here as they pass under the road and rail bridges. This area is the known lair of the terrible tipping Taniwha. On Brian's last trip poor **Claire O'Connor** was the victim of this murky menace. Once safely past, the Waikato River will whisk you down to the old river port of Mercer and journeys end. A perfect way to round of the day is to call into the Mercer Food Court and enjoy a huge plate of Pokeno Bacon and Eggs, a good enough reason for the trip alone.

The 'where the ##### are we' award goes to the club member who got himself well and truly disorientated recently trying to locate the Whangapoua coastal farm where **Alissa Good** and 14 other members had safely gathered. Yes it is all a bit embarrassing because it is to be bestowed upon our own 'Mr GPS' **Matt Crozier**.

Passengers arriving on Singapore Airlines flight SQ47 would have been surprised to receive a welcoming wave from a group of sea kayakers at the far end of Auckland International Airport's runway recently. Five

early morning kayakers departed from Hillsborough Bay on the Manukau Harbour in an ambitious attempt to paddle out to the end of the airport and back. Timing was all-important as large mud banks guard the area. Some years back, another group's expedition foundered in the mud when they got the tides wrong. This time everything was perfect, even the weather co-operated and in calm sunny conditions the group rounded the far point of Puketutu Island. A large flock of Pied Oyster Catchers took to the wing around the back of the island and these were soon joined by eight large black swans that seemed to take an eternity to get airborne. The crucial point to the success of the whole voyage now manifested itself. The vast Karore Sandbank, which had only just been covered by the flood tide, was now only 200mm below their keels. It was a hard slog for most of the traverse with shallow water drag impeding the progress. Finally they were across and the ramp at the far end of the runway was in sight. It was then all ashore to stretch legs and enjoy a well-earned cuppa in the early morning sunshine. The return journey was assisted by a following breeze, which was picking up as the day wore on. A stretch of wind against tide water between Puketutu Island and Whites Bluff kept things lively before the calm of Hillsborough Bay was reached. Fellow paddlers were **Tony Hannifin, Ryan Whittle, Ian Smeeton and Wolfgang Pohl**.

Paddling up and around the harbour recently the roving eye noticed

- A greatly diminished amount of light pollution emanating from the Fergusson Container Terminal. The Port Company is to be congratulated for installing a new lighting system that will now make night paddling safer and more enjoyable for our club members.
- The rock breakwater at the Orakei Marina has reached its outward extent and is now curving back towards Tamaki Drive.
- Intentions have been revealed to build two new structures on the harbour. A pedestrian bridge to link both sides of the Viaduct basin and a pier at St Heliers, which will double as a groyne to retain sand in the upcoming refurbishment programme.

Something special for our fishing fanatics. New Zealand's foremost authority on kayak fishing will be at Okahu Bay for a presentation on the subject. **Stephen Tapp** is well known from his many appearances on television fishing shows and articles in fishing magazines as 'the kayak fishing guru'. He is touring the country with some of his customised fishing kayaks for a series of symposiums. The Auckland show will be held upstairs above Fergs Kayak Shop on Tuesday 13 September beginning at 7pm. To register for this event which will cost \$30 call 0800-452 925.

Just what is going on with the coffee cruisers? Reports circulating that they have been blacklisted at the Kohi Café have been investigated and yes it's all true. When they turned up at the café they were told that empty tables that they wished to occupy had been reserved. Our coffee cruising connoisseurs were left with no option but to set sail again and seek sanctuary back along the coast at Mission Bay. This follows hot on the wheels of a similar fate that befell the bicycle boys who also used to frequent the kerbside café. Apparently the locals did not wish to share their seat in the sun with all those shaven legged sweaty lycra clad cyclist. Fair enough but how could anyone possibly take offence at our own pleasant polypro clad paddlers? Not to be deterred our lovely latte ladies who frequently include **Rosemary Sanson, Lester Miller, Rosie Thom and Suzanne Thomson** are now regulars at the old mission house café and they are in good company as there appears to be quite a few of the smooth legged lycra bike boys there as well.

Kevin's Kompetition

This month begins a new competition that will put your coastal place-knowledge and map-reading skills to the test. Over the next 6 issues there will be one, or two photos taken from the same place, and your mission, should you accept, is to come up with the position, latitude and longitude, of the photographer.

Points will be awarded based on how close your position is to where photo was taken from. If you are bang on you'll get = 1000 points, 20 metres away = 980 points, half a km away = 500 points and 1 km or more away zero points. The winner of the competition will be the person who averages the closest positions over the whole series and will receive a fantastic prize from the Auckland Canoe Club.

Photos will be around the NZ coast, often Auckland but maybe a bit further off. You will need to be able to recognize the general area, often from the first photo, which should be fairly easy and you can use a map or chart for the area to get a cross bearing from the second photo. You may be able to get two bearings from the first photo. All positions should use WGS 84.

Each issue, the previous position will be published. Email entries (a maximum of one per person) including lat & long position and the Newsletter month and year to kayak@hse.co.nz or post envelope with the same information on the back to Kayak, PO Box 31 087 Milford, Auckland. All entries must reach me before 15th of month following the publication of the newsletter. Good luck. Here is entry 1 - an easy one to start, on the North Shore.



Both photos were taken from what position - lat & long?

Kevin Dunsford

September events summary

4 September Waitemata Wander

9-11 September Graeme's at Opito

18 September Maramarua River

20 September Winter Lecture - Paul Bradshaw

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

4 September Waitemata Wander

Meet at St Heliers bay at 9.00am for 9.20 departure. The trip destination will be dictated by the prevailing wind conditions and tide. We will paddle till lunch, then come back down wind to St Heliers. Max distance 20km. Contact **Gerrard Fagan** 832 9720

9-11 September Graeme Bruce's Bach

All invited to Graeme's bach at Opito for great paddling and good company. Phone **Graeme** at (07) 332112

18 September Maramarua River from State Highway 2 to Mercer

Meet at Mercer boat ramp at 0900 to juggle kayaks and cars, leave some cars there, then drive to where we park in a paddock before paddling down the river (through the Maramarua Swamp). We will go past a 4m Archimedes Screw. Maybe ducklings and cygnets. And there is the weir. Suitable for sea kayaks. An easy three or four hour paddle. Contact **Brian Strid** (09)2388084

Regular Tuesday evening paddles

These winter 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 - final for 2005

20 September Kayak around the Marlborough Sounds, D'Urville Island and the Aldermen Islands with Paul Bradshaw.

A comfy backpackers was the base for Paul and his friends to explore the Sounds and a mother ship provided the accommodation for the voyage around D'Urville Island. Back up north Paul used his own launch to transport kayaks out to the Aldermen Islands for an extended visit.



Meet at the Marine Rescue Centre, Tamaki Drive at 7 pm on Tuesday 20 September.

Door charge \$2 covers your supper and helps with a gift for our guest.

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

30 October Mighty West Coast Paddle and Walk

Meet at Cornwallis Wharf at 0945 for departure at 1000. Bring lunch, snacks, sandals, camera and warm clothing. We'll paddle out to our usual landing beneath South Head (1 hour), leave the kayaks there and walk south along the beach towards Port Waikato until lunchtime. This coast is exposed, windy and wonderful. Home the same way in the afternoon, back around 1700. The paddling will be tide-assisted both ways. A trip suitable for everyone if the weather is calm. Those intending to come **must phone Colin Quilter** 630 2219 between 0730 and 0830 on Sunday morning to check in.

New Year Expedition 2006

The time is getting close when we must start planning the New Year expedition. At this stage I am still keen on organising/leading the trip and tentative dates are starting around Sunday 1st January and ending around Friday the 6th. I have suggested the Kaipara Harbour but am more than happy accept alternative destinations. As in previous years I would like the trip to start and end in different places but for us to schedule at least two days at one especially nice place. I am seeking alternative suggestions to the Kaipara Harbour. Please email **Vincent Maire** on vincent.maire@xtra.co.nz

Swim Escorts 2005/06

Tentative dates are:

Herne Bay 20 Nov. Meet 10.15 am Swim start 10.45am

Chelsea 4 Dec Meet 8.30am Swim start 9.00am

Bays 19 Feb Meet 10.00am Swim start 10.30am

Rangitoto 5 Mar Meet 9.00am Swim start 10.15am

27-30 January Auckland Anniversary Weekend

Omana with Philip Noble 575 3493

10-12 February Paddle Waiheke with Philip Noble 575 3493

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.

Spring pool training

Come along to learn/reconfirm a few skills before summer. There will be at least four sessions starting on Tuesday 6 September. Water confidence, rolling and self-assisted rescue training in small boats in the Glen Innes Pool, 122 Elstree Ave 7:30-8:45 Tuesday nights. The cost is \$10 per session.



If you intend coming please contact Ken/Trevor on 09 817 7357 or 0275 45 11 74. This enables us to bring enough equipment, to confirm the booking, and to ensure we are not over subscribed.
Kmarsh@hortresearch.co.nz

Obituary, and memorial tree planting

Andrew Edwin Francis
3 August 1963 - 30 July 2005

Clichés roll when writing about Andrew. A good man, generous with his time, thoughtful to others and provider of sage council. You can't help but think that maybe God really does take the good ones young. But Andrew wasn't a cliché but part of a supportive and loving family that now includes Claire Andrews partner and recent wife.

To the ACC Andrew was author of the web site, leader of the Vine House team, fellow kayaker, connoisseur of good food and wine, and to a lot of us a good

friend. To Meadowbank Primary Andrew was a computer expert and fellow teacher.

Over the years Andrew assisted many young people to achieve their dreams, whether it was as a teacher or sports coach. Andrew achieved recognition as coach of the year for his contribution to gymnastics. He committed himself to many sporting endeavours including cycling, swimming and multiports.

Our thoughts are with Claire, his parents and siblings and nieces and nephews.

Alissa Good

Memorial tree planting for Andrew Francis 24 September Vine House

Andrew was a lover of Vine house and actively involved in the project. The club would like to plant a tree in his honour at Vine House Saturday 24 September. The planting will take place in the afternoon. If you can't make the whole weekend, come for the day to celebrate Andrew's life.

Stephanie Seager

President's State of the Club address

It is with sadness that we learnt this month of the death of Andrew Francis. It was not unexpected but nevertheless will still leave a gap in the Club membership that will be missed. Andrew had been an active Committee member and more recently the architect of the new Club website. We all extend our sympathies to Claire.

Claire has kindly volunteered to continue Andrew's work on the Website and I am sure that I can speak on behalf of the Committee to say thank you for this generous offer which is enthusiastically accepted.

I am still corresponding with the Auckland city and regional councils over the developments in Okahu Bay. It appears that we will have to become even more vocal to prevent the removal of the existing wave screen - more on that next month.

Happy paddling

Ian Calhaem

Poet's Corner

Now that I've got me promotion
To the possie of Club Safely Bloke
My Mission in Life is quite simple
To keep all of us jokers afloat.

To fall out of a kayak's quite normal
As long as one does it in style
To re-enter it though's rather tricky
But I'll come to that bit in a while.

Generations of paddlers will argue
For deck lines that go round the boat
So when you're half pie in the water
You've got something to grab while you float.

A tow line is really quite useful
You can use it for all sorts of things
It's handy for hanging your gear on
When you're camping and living like kings.

Be sure of a pump or a bailer
Add a first aid kit as well
A lighter a mirror p'raps a cell phone
You can think up a list for yourself.

But again just a little reminder
To have an emergency bag
With dry clothes some chocolate a raincoat
Just in case you come up against snags.

To return to the subject of tipping
Once you're out then you gotta get in
One should execute that very quickly
Ere the cold starts to seep through your skin.

Now I don't want to start sounding boring
When I go on and on about this
But I like the re-enter and roll up
When it's learnt you're not likely to miss.

I avoid like the plague all those cliches
But really we humans aren't dense
To look after ourselves in the outdoors
Use a bit of the old common sense.

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:

Patron:	George Gerrard	2692042
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	

krmhowe@xtra.co.nz

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



bugger!
(photo- Pixel Picasso)