

Newsletter



October 2005

Highlights in this superb issue!

Kayak injuries Part Two - Graham White

Aldermen Islands - Erica Law

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Kevin's Kompetition Part Two

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Killer boaties! - Kevin again!

Kayak lights - are you legal? - Ian Calhaem

Editorial

Wahoooo! Daylight saving is back! Now those after-work paddles are possible again. Head out somewhere, have a picnic dinner, come back in the gathering dusk after a magnificent Auckland sunset.

Physiotherapist **Graeme White** is back with Part Two of his series on sea kayaking injuries and prevention - this time he looks at wrists and elbows. These are pretty important joints for sea kayaking!

We have a number of excellent trip reports - **Erica Law** on the Aldermen Islands, complete with lots of pics by **Paul Bradshaw**; **Evan Pugh** at Waikaremoana; and **Colin Quilter** is still screaming about the Gulf with his massive sail! And I thought container shipping was the danger!

Kevin Dunsford has written a huge report of his trip from Auckland to Cape Karikari a few years ago. Is he the new Homer of our age? - and I don't mean Homer Simpson. Kevin's *Odyssey* will be serialised over the next 435 issues of the **Newsletter**.

Entries have also poured in for **Kevin's** where are we **Kompetition**. Have a go at this month's mystery location. Don't let GPS guru **M@ Crozier** win all the time!

Brian Strid asks some difficult questions about hazardous waste at Islington Bay, Rangitoto - where is the line between historical heritage and hazardous substance?

Kevin nearly gets himself run over by hooning night time boaties. Should he have stayed home and watched TV? Should he have contacted the police? A potentially very nasty incident.

Ian Calhaem lights the way with news of Hella marine's development of an effective, legal all round white light for sea kayakers.

Auckland Canoe Club members who are also on the Yahoo list can now see an electronic version of this **Newsletter in full and glorious colour**. Check that out now! I send a black and white PDF to the printer who produces your hard copy, and I send a colour version PDF to **Matt Crozier** who does clever technical things and reduces its massive size to one more manageable to download to your computer - but the file is still large. A smaller B&W version is also available on-line. But give him a few days to do it! Most of you are probably aware that previous issues of the **Newsletter**, going back for a few years, are also on this website.

Kerry Howe

Sea Kayaking Injuries Part Two Wrist and Elbow

Graeme White

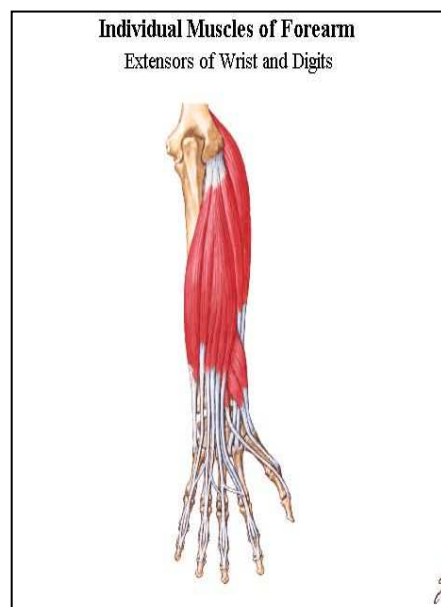
Following on from our introduction to injuries, this issue we will look at some of the more common injuries affecting the wrist and elbow.

Wrist

tendonitis/osis - acute or chronic inflammation of the tendons.

tenosynovitis - inflammation of the synovial sheath which covers the tendon

nerve compression - 'carpal tunnel' syndrome



These injuries tend to occur due to the repetitive flexion - extension or bending movements of the wrist during paddling. As mentioned in our introduction to injuries, this can lead to accumulative microtrauma as the muscle-tendon unit fatigues and consequent inflammation. Some of you may have noticed your wrist 'grating' as you move it up and down especially on the thumb side - this is due to inflammatory fluid in the synovial sheath which is like an envelope over the tendon. Pins and needles or your hand 'going to sleep' is likely to be the result of nerve compression, especially the median nerve which is vulnerable as it passes through a tunnel in the wrist.

As with a lot of injuries that are of gradual onset, poor technique is the common culprit. Too tight a grip and cocking and/or deviation of the wrist from a neutral position as it holds the paddle are the main problems associated with wrist injuries. A late exit from the water

and therefore having to 'pull' the blade out is also likely to lead to problems.

Prevention

Keep your wrist flat at exit and late recovery phases of the stroke. Stretch your fingers out as pushing the top hand through and relax the forearm during recovery.



Wrist and finger stretch hold all stretches for 30 seconds on 'tension' not pain

Elbow

lateral epicondylitis (tennis elbow) - inflammation of the tendon insertion on the outside of the elbow

medial epicondylitis (golfer's elbow) - inflammation of the tendon insertion on the inside of the elbow

You don't need to be a Maria Sharapova or Michael Campbell to get tennis or golfer's elbow - once again repetitive use of the forearm muscles often associated with excessive grip, cocking the wrist and over rotating the paddle are the common causes.

Forearm flexor stretch

For Golfer's elbow



For Tennis elbow



As with all of our injuries we must work to a simple recipe: first of all identify that there is a problem. Seems a stupid thing to say but often we just keep on pushing through a pain thinking that it will just go away - the 'she'll be right' attitude. Once identified establish a diagnosis - what is wrong? As necessary seek treatment or manage appropriately by yourself. Once treated isolate the cause and correct it - often technique. Gradually return to paddling and then finally minimize the chance of a recurrence by continuing with appropriate stretches and/or strengthening.

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

Trip reports

Aldermen Islands - Inspired!

Story - Erica Law

Photos - Paul Bradshaw

In late July, a call from Paul Bradshaw inspired me to get off my butt, counter my winter lethargy, and pull my canoe kit together.

I'd heard of the Aldermen Islands, and although I knew little about them, such was the aura around the name, that I jumped at the chance to visit them. Twenty kilometres off the Coromandel Coast is a tall order to

paddle there and back in a day, let alone have time to explore. What's more, being a wildlife refuge, no one is allowed to land on any of the islands. Even if you could, there is simply nowhere flat to perch a campsite. Most of the island group is made up of sharp broken rocks and steep slopes; some clothed in coastal bush, but much of it bare, to expose the beautiful patterns of their geological formation.

Given its distance offshore, and its exposure, it's the sort of place you need to visit when the weather is stable. Not the sort of event you can plan. Paul's phone call on Thursday evening was an invite to a day trip there, by fizz boat and kayaks as the weather forecast for Saturday was very promising. 'Love to!' was my response.

An 'expedition' rather than a day trip would be a more apt descriptor. Up at 5.30am Saturday, and on the road, towing boat and trailer down the motorway towards the Coromandel Peninsula by just after 6am. Fuel stop at Bombay Hills. Mist hanging low over the Hauraki plains. Slow, winding up over the hills of Coromandel, and negotiating a washout near Pauanui. On the water at Pauanui a little after 9am. A quick half hour trip 'at speed' out to the Aldermens. A good sandy bottom anchorage in Severn Cove, Middle Island, then we were off paddling by about quarter to 11.

The rocky western side of Middle Island attracted us first. Paul flexed his photographic eye, capturing the light of the low winter sun, the clarity of the crystal clear water, the patterns of the rock formations, the shapes of the rock outcrops sharply etched against the pure blue sky. Meanwhile I mused, absorbed the jagged landscape rising like a city of spires before me, watched the sunlight dancing on the ripples, like diamonds twinkling at me, winking, morse code for 'Welcome to paradise'; contemplated the wonders of the universe, life's purpose and meaning, and those places of magic that seem to invite more spiritual contemplation or a sense of some other intangible world, normally or routinely forgotten as we rush about our busy every day lives.

To experience this, if only for a few hours, reminds me of how fortunate we are to live in this beautiful country, a treasure, relatively safe (so far) from the world's excesses; yet from another angle, this relatively sparsely populated, privileged country could be a serious litmus indicator of major global issues: big questions of humanity, the environment and the long-term future of our world. That is, if little ole NZ can't get it right, what hope do other countries with more problems and less resources have?

But actually the trip was really about what we in the club all enjoy doing - getting off our butts, and into our kayaks to explore. Paul and I, both being keen on

rock gardens, were in and out of every nook and cranny around the islands and rocks, into caves and through arches and guts. Finally having circumnavigated the set of islands, and back to our starting point, we felt sufficiently comfortable and confident to contemplate a 20 to 25 metre long tunnel through a headland. Sitting there in the backwash of the tunnel entrance, positioning to catch a glimpse of the light at the other end of the sinuous tunnel, watching the surges, the wave sets go through, and waiting for the lull before the next set of surges. Calm for a bit, so into the tunnel, heading for the light before the next set of waves. A fitting end to 3½ hours of kayaking in this fantastic, magical place.





Metal Roads (Waikaremoana)

Evan Pugh

It is Friday and Mike will be here about 3pm to load up his gear and we will head off to Waikaremoana which is about 4 hours drive from my place at Lichfield in the Waikato. It will be dark at 6pm and the 80kms of metal road getting us to the camp will mostly be driven in the dark so really looking forward to that.

Our plan is to stay at the camp ground tonight allowing an early start on Saturday morning, the weather forecast is for strong gusty westerlies for Saturday and today should have been windy too but so far it has been calm.

This will be the fourth time I have driven to the lake, the first time it was so rough we turned around and came home, the second time one December I paddled the complete shoreline in two days flat calm weather on my own, the third time a group of us spent a couple of nights camped in the same spot with most of the group nor daring to venture out from camp in the rough, eventually we got everybody across to a get out point and four of us battled back to the cars at the start point. I will stop now and finish the story once we get back.

Once Mike arrived and we loaded up we were off, but wait we had to stop at Tokoroa for all his food at the supermarket and we had to stop at Murapara for his alcohol which he forgot to get at the supermarket. The trip takes 4 hours the last 2 hours being on the 80ks of metal road, wet windy and slippery, we get to the campsite and cabin at 7.50pm.

Through the night it blew pretty strong and I thought we wont even get on the water, we had our alarm set for 5.00am got up and got ready but waited till daylight to see the water conditions, the wind had calmed considerably and away we headed at 7.10am paddling anti clockwise and along the northern edge of the lake. Turning North into Wanganui Inlet we found our efforts tested a bit as the westerly funnelled down towards the two innocent kayakers on the water until we paddled into Mokau Inlet following the shore as we do for the complete trip. Once out of Mokau Inlet we turn right and head into the wind again and onto Waihirere Falls, the falls against the cliff are in a reasonably sheltered area and Mike paddles in behind the sheet of water and out through it finding out just how cold the water is. On we go to the end of Wanganui Inlet where it is calm and sheltered from the wind we see heaps of trout in the sandy shallows and stream entrances, we stop for a break near the Wanganui hut which you can not see as it is hidden in the bush a bit back from the lake but we hear two trampers, yep two young woman trampers on the track yaking their little heads off until I holler out something that they laughed at.



Away again sticking close to the shore in and out of small bays getting the tailwind now as we come out of each little bay but of course the wind had died down allot now since we were going the other way and there were very few white caps to see, but plenty of wood pigeon with their white bellies shining down at us from the trees.

Out of this arm we have a snack and stretch stop on a sandy beach then head west through the narrows into a 15 knot chop with some good gusts while we cut over to the southern side into the Wairauamoana Arm and with a side on chop now all the way except for the bays we paddle into which can be calm and sheltered with the odd boat tied up around sheltered corners. We finally get to the Waiopaoa Hut at about 4.30 after paddling up to the waterfall up the side stream nearby, we had covered 46kms for the day and we carried the two loaded kayaks up beside the hut and found a couple of bunks for the night. This hut is two months old, sleeps 30 has a great kitchen dining area, big veranda, the works it is a beauty and we even had 5 hunters in a jet boat come over just for a look. We shared the 2 bunk room hut with two trampers and we even got the huge log fire going after a feeble attempt by me with the not yet dry manuka.

I woke again during the night to the sound of the wind howling through the trees thinking I am glad I bought extra food in case we are stuck here but in the morning we were away at 7.30 as the winds again eased at the start of the day. Around the shore and into Maraunui bay, 2kms into a stiff wind we were glad it was early in the day and had plenty of energy but we did get blown out again to the main lake into another big bay which was totally sheltered and calm which suits this lake and allows you to see the clearness of the water and many fallen trees below the surface. On we paddled spotting wood pigeons and trout stopping at the Upokaraoto hut for lunch at the camping shelter before continuing to the narrows and crossing to the southern side with a good following chop until the shelter of the cliffs in the next large bay with lots of sandy beaches as you find around a lot of the western end of the lake. On we paddle and on towards Onepoto we have a tail wind from winds across the lake which shovels us along the cliffs all the way to the end before turning to head north again we now have side on waves and washing machine stuff in many areas from waves being pushed from two arms on the other side, it took us about an hour to get the 4kms out of this area and around the corner into shallower waters and a bit of surfing back to the camp and finish where it was calm as could be.

It was 4.50pm and 47kms covered. We were wet and cold and emptied all our gear, loaded kayaks on van, got changed and the wind was really picking up now and very cold so we were glad to be going home and driving in the dark again on that 80ks of metal road,

hungry too as the camp shop closed at 4pm and we couldn't get a dirty old pie so it would be three hours later before we stopped at Rotorua for food and Petrol (nearly empty).

The Huts on the lake are really flash and the camping areas next to them are well sheltered and nice and a couple have cooking shelters for camping too. This lake is one of the cleanest you will paddle on with crystal clear water, sheer drops below you and no pine trees, we saw a lot of pig and deer track on the sandy beaches and lots of bird life. The weather here can be unforgiving so extra time for a trip is usually needed in case the strong winds pop up out of no where as they often do.

We covered 93km around the shore, paddling time 15hrs 46mins at an average of 5.9kph

Cold sailing

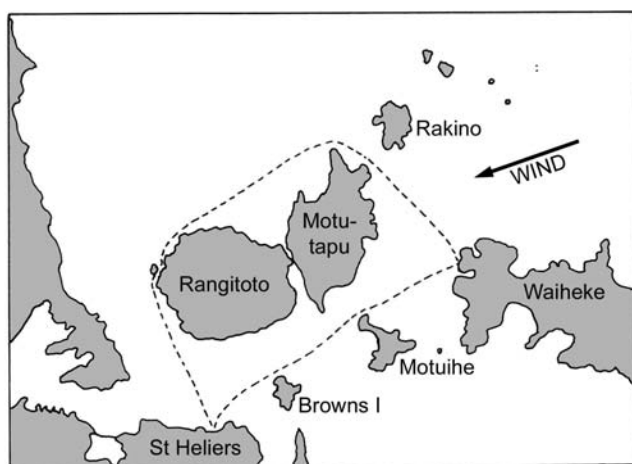
Colin Quilter

I'm learning more about paddling and sailing. On Saturday 6 August I was recovering from a cold, but joined Phillip & Sue Noble and others on a day trip from St Heliers out to Motuihe. We had an easterly breeze which was forecast to become strong by late afternoon. It looked like a good chance to paddle out and sail home. By midmorning I was feeling better than expected, so I left the others to land on Motuihe and paddled on slowly to Waiheke, where I stopped in a little cove near Matiatia about 11am.

While I drank tea on the beach the wind freshened some more. Back in the boat I found that with my sail hoisted I could hold a tight reach northwards towards Rakino Island, so away I went. It was a relief not to use the paddle. My (newly-purchased) GPS indicated 10 - 12kph all the way across, with bursts up to 16 kph; it was fast and easy travelling. I turned downwind in the passage between Rakino and Motutapu, squared off the sail, and settled down for a long slide downwind across the northern faces of Motutapu and Rangitoto. Lunch was in a small bay near Rangitoto lighthouse, and then, again under sail, it was another tight reach back to St Heliers which I reached in mid-afternoon. I learned:

- The sail made possible a longer day trip (41 km) than I would have contemplated under paddle, especially when weakened by a virus.
- Two of the three legs were only possible because my sail can tight-reach at 90 degrees to the wind.

- The GPS made me aware of tidal currents which I had never noticed before. For example, the outgoing tide flowing northeast along the northern coasts of Rangitoto and Motutapu was running at 4 kph, knocking my speed over the ground down from about 12 to 8 kph. I've always been very conscious of the effect of tidal streams, but I'm going to pay them even closer attention in future.
- On the Waitemata, SW winds make a sailing daytrip difficult. The outward leg is easy under sail, but the return will be a slog under paddle. However E or NE winds, such as I had today, are great. If you can paddle the upwind leg in the morning before the wind freshens, then there's the prospect of a fast and easy sail home.



Waitemata Wander

Gerard Fagan

Nine keen paddlers set off from St Heliers beach at 9-20am on Sun 4 Sept for Home Bay on Motutapu. A pleasant cruise was had into a light N-E wind to Islington Bay, our first stop for the day. We chose the beach on the right hand side at Emu Point, quite a good spot for a bit of beach combing. Phil managed to tie to his kayak a white 70cm x 70cm fish filleting tray (complete with drain fitting). Just what he needed for his seed propagation at home. On the way to our lunch stop at Home Bay Gerard caught his tea, a 1.5kg kahawai. A leisurely lunch at the southern end of the bay was spent in the sunshine with the N-E wind promising a down wind trip back. It was nearly 8km to Browns Is and with the freshening N-E at our backs helping us surf, we made the island in good

time. Several passing launches added to the thrills with their wakes tempting the 'speed hungry' kayakers. After a short stop on Browns where the entertainment was provided by abseilers on the cliff face clearing weeds we headed off downwind on our last leg to St Heliers. Thanks to **John & Christine, Hugh, Phil & Joe, Helen, John, and Wayne.**

The Odyssey Kayak Trip North 2003



Part One - to Bream Tail

Kevin Dunsford

Objective

Sitting on your bum for a whole year makes a body lethargic and does nothing for the middle-age waist line, let alone an adventuring spirit. An idea had been percolating for six months or so... wouldn't it be fun to kayak from Auckland to Cape Reinga? A friend rang and said she had bought a section on the Karikari Peninsula and, rashly, I said I would take a look at it on the way through. This then became my minimum goal - at least to Karikari Peninsula within two weeks.

Preparation

I have never read an account of any trip that included adequate preparation, and this was to be no exception. February, a week before America's Cup races were due to start there was a blocking high over the North Island, dependable weather - it was on. I went through some of the later *Sea Canoeist* magazines and Auckland Canoe Club newsletters and pulled out several accounts of trips north and I would like to thank these authors for taking the time to give me the benefit of their experiences.

'Around Cape Brett' - Kerry Howe - *Sea Canoeist Newsletter* no. 88 Sep 2000.

'Bay of Islands to North Cape' - Kerry Howe - *Sea Canoeist Newsletter* no. 90 Jan 2001.

'Northland Expedition' - Jane & David Carmen - *Sea Canoeist Newsletter* no. 95 Nov 2001.

'Go North Young Man' - Ryan Whittle - *Auckland Canoe Club Newsletter* April 2002.

The day before leaving... last minute rush for maps, topos and food. A spot of fibre glassing up the holes in the bottom of the kayak and removing the rusted compass from the front deck - and a sudden urge to

get a GPS for the open crossings. With all the gear jammed into the boot of the car, my wife drove me to Mahurangi West Regional Park, north of Auckland, helped me unload, waved goodbye and, at 2pm, I was underway.

Well almost. I had been speaking to Gerry Maire the day before leaving. He had been reading *Sea Kayaker* magazine and told me that the speed of the kayak, after reaching cruising speed, was independent of the weight of the kayak and only dependent on the waterline length. This was good news indeed. I packed extra wine, 12 days food and lots of fresh vegetables as well as the usual camping gear. Unfortunately the problem is fitting it all into the kayak and it took me until 4.30pm to cram it all into the Albatross and actually start paddling. Every decent trip I do always seems to start this way. I always swear that the next trip will be an exercise in minimisation - but it never is.

Mahurangi to Tawharanui

Wheeling the kayak down Sullivans Beach and launching, it felt so heavy. I hoped Gerry was right. Heading north 8km to Moturekareka Island I wondered - how far was it to Cape Reinga anyway? I had never actually checked. I had kayaked a few of the sections before but, now I was underway, it did seem like a bit of a mission. Still, two weeks on the water - who cares?

It was Friday, Waitangi weekend and a beautiful afternoon. The NE sea-breeze freshened and I raised the jib and sped past many yachts in the 8km to Kawau at 6kph. This was the first time I had used the GPS and for the first time I knew what speed I was travelling at. I resolved to read the GPS manual to see what else it could do for me. The wind dropped at Kawau so I pulled in the jib and paddled to a lovely little sandy beach at Jones Bay on the Tawharanui Peninsula where I put the tent on the stones above high water and dined on a Greek Salad and a few plastic mugs of red wine. With a fantastic pink sunset, the bright Milky Way, phosphorescence in the little waves breaking on the beach and seeing a shooting star just as I hit the sack, I thought, what a day, what a trip this is going to be. I was underway. Diary note: get some powerful mossie repellent.

On to Bream Tail

Looking at the chart for day 2 showed Omaha Beach, Leigh, Goat Island, then the long Pakiri Beach. Dragging a lure up to Leigh produced nothing and on entering Leigh Harbour for lunch some fishermen told me there was a herd of whales 2 miles north east. However after lunch I could see no sign of them other than a few fizz-boats waiting for them to reappear.

There are many great sea caves on the way from Takatu Point to Goat Island but the swell was rising so

I had keep well clear of the cliffs. Of course this area is a marine reserve so I could not drag a lure and I was soon at Goat Island kayaking amongst all the snorkelers and scuba divers enjoying the prolific fish life. Seeing humans semi-submerged in the sea makes you appreciate how well designed fish are.

Pakiri Beach consists of two 10km stretches of sandhill-backed white-sand beaches. Most of the first 10km is Maori land and after Te Arai Pt there are pine forests behind the sand hills. The swell was rising quite rapidly now for no apparent reason and, being late in the afternoon, I was looking for somewhere to camp. From the look of the breakers on the beach I knew any attempt to land would be a one-way trip so after travelling a few km along Pakiri I decided to back-track to a little boulder bay that was protected by a reef [36*15.685'S, 174*45.969'E]. It was obviously a Maori camp complete with a hut, a tap with running water from a nearby creak and an outside bath with a fire place under it. What a place for a camp! I stashed the kayak and gear above high tide and put the tent on the grass above the beach. Looking north I could see Bream Tail, Bream Head and the Hen & Chickens in the far distance.

Paddling up Pakiri Beach, the next day, the swell was 1.5m - 2m so I kept at least a mile out where it was smooth and there was no chance of a boomer. Pakiri is renowned for its sea-life. There were small groups of Little Blue Penguins and quite a few gannets. Gannets, or 'Goes-under birds' invariably exhibited the same strange behaviour. As I approached them in the water they would eye me and their tails would wiggle from side to side as they paddled away from me. When I was at right angles to them, then they would suddenly take off in the direction I had just come from. I reckon these are pretty smart birds.

No so the hundreds of Sooty Shearwaters skimming over the surface at 30cm to 1m. These birds are very inquisitive and often would fly straight at the kayak's 2m fixed mast, only to shear off at the last second. Maybe this is what gave them their name? I christened shearwaters 'Goes-over birds' and during the trip, they became my dear friends. When they land on the water they put their little legs out and ski, slow down then dunk their head forward into the water to gulp down a little fish, then madly paddle to take off again.

There are other types of sea-life kayakers don't always want to see. Off Pakiri, two sharks cruised by me about 10m away - and I can tell you I pulled in my lure quick-smart. Neither seemed to take much notice and just kept on their tracks. I was glad though that the bottom of the Albatross is white. My last kayak was yum-yum yellow, statistically attractive to munchies.

After passing Te Arai Point, I realised I was making better time than I thought. The GPS confirmed I was

averaging 3.8kts (6.8kphr) while paddling and after a brief rest I was doing over 4kts. This was much faster than the 2.5kph of the loaded Puffin so I decided to carry on to Mangawhai Heads, just before Bream Tail for lunch. (There are lots of heads and tails around here).

Approaching Mangawhai there were ugly looking rollers on the bar and I was certain I was going to get a drenching. However, I saw a small runabout disappear into these and reappear in the harbour so I followed its path and to my great pleasure found a relatively calm channel to the north of the bar, hard against the break water. Slipping into the estuary I saw what appeared to be a snow jump ramp running the whole way from the top of the hill into the estuary. At the higher end was a 7-story high crane. I thought Mangawhai Heads was really coming up in the world. Later I was told that a Coca Cola film crew had been there a week making an ad. Beside the crane was a snowmaker which filled a container that the crane lifted then dumped on to the snow-board ramp. Snow-boarders descend the ramp and jumped into the estuary at high tide. I decided I needed to buy a couple of disposable cameras at the Mangawhai store as the trip had already turned up some unexpected treats. One disposable camera was an underwater one, which turned out to be a great asset.

Next month, Part Two - Kevin keeps going north!

Hazardous waste on Rangitoto

Brian Strid

I have known people who have died because of asbestosis. I am aware of people being cut by flying sheets of roofing steel.

What effort should I put into having this place cleaned up? It is both unsightly and hazardous.

These photographs are representative of a file I have developed on the Controlled Mine Base at Islington Bay.

The buildings were finally demolished in the 1980s and what is left is a legacy of sloppy work, little control and a different awareness of pollution and danger to health. There are plenty of old fibrolite (asbestos) remnants and corrugated galvanised roofing sheets in varying degrees of rust. There is also steel cabling corroding on the water's edge.

The base, even the debris, is part of our history. We can live with machinery parts, broken concrete, steel

beams and old water tanks that people can avoid, but I think that DOC should be in there with a Bobcat, a small team of asbestos removers, and have buried that which is exposed to increasing numbers of visitors to the icon of our harbour.



Killer boaties !

Kevin Dunsford

I kayaked to Mackenzie Bay from Milford on Monday night and nearly got run down. It was about 8.30pm, the moon not yet up. I was travelling without a light showing but with a Dolphin torch at the ready when I heard the sound of an outboard. It was such a still, warm night it could have been any distance off, as sound travels a long way at night. After a while it got louder and I could make out a speed boat about 300m off, on its way from Motutapu to Takapuna wharf. It had no lights on either. It was travelling at about 25k and would pass in front of me 300m off on its present course. I decided to switch on the Dolphin torch, just in case. As soon as they saw the light they altered course - directly at me - and the two males were yahooping. Just when I thought the end had come they did a 'jet boat 270 degrees turn', not more than 4m away and sent a shower of spray over me before heading on to Takapuna, yahooping now with renewed vigour. I would guess they had been out fishing and on the piss all day. Shaken, I thought that if I called the Takapuna police they could ID the boat as it got to the ramp. It would be the word of the two of them against mine. There was nothing I could do.

Up till now I have been against registration of private vessels, but how could I identify these potential killers. There is little enforcement at sea. But I do think the time may have come for some form of boat identification so idiots can be held responsible later. (Not kayaks of course.)

Kayak lights - Can you be seen? Are you legal?

Ian Calhaem

Introduction

Like many others I have experimented with a variety of lights, poles and torches for night time kayaking. Nothing has been very successful. The problem is a very real one for anyone kayaking in or near harbours. Commercial vessels and other pleasure craft create major hazards for the kayaker. I was at a Coastguard meeting recently and the Operations Officer told me of recent near misses in Auckland harbour between commercial vessels and kayakers. Kayaks sit low in the water and are almost impossible to see during the daytime, much less at night.

It was suggested that I contact Hella New Zealand Ltd, headquarters for Hella marine worldwide, as they are designing and manufacturing ranges of LED

navigation lamps, and testing these on Coastguard rescue boats.

I contacted Jeremy Singleton, the Business Development Manager at Hella marine the next day and received an enthusiastic welcome. Hella marine had indeed been developing navigation lights that were being tested by Coastguard, and they were starting development of a light suitable for kayakers.

I am delighted to be able to report that the development is proceeding well and although I am unable to reveal details yet, it will be designed with active kayakers in mind. I would like to thank Jeremy Singleton for his considerable input in the preparation of this article.

Legal background

All vessels in New Zealand waters are required to comply with Rule 22 from Maritime NZ.

Rule 22 adopts the internationally recognised IMO Col Reg 72 rules for preventing collisions at sea, including give way rules and lighting requirements for all vessels. As we know navigation lamps exist to make a vessel visible to other vessels in darkness, so vessels can judge another vessels movements, (and vessel type to apply the required give way rules) and avoid collisions.

Under Rule 22, power driven vessels (this includes power by oars and paddles) less than 12m in length need a 2 nautical mile all round white light/anchor lamp, plus port and starboard lamps.

Kayaks and canoes are generally classed as vessels less than 7m in length so the following applies from Rule 22 - 'a power-driven vessel of less than 7 metres in length whose maximum speed does not exceed 7 knots may exhibit an all-round white light, and must, if practicable, exhibit sidelights.'

So to be 100% technically correct a kayak moving at over 7 knots needs a 1 nautical mile port and starboard light set also, but it is generally understood that an all round white light of 2 nautical mile minimum visibility is sufficient for such craft, dinghys included.

If a navigation lamp is certified to IMO Col Reg standards, then it meets the requirements of Maritime NZ. This must be marked on navigation lamps as 'USCG' then a visibility range.

Rule 22, section 2 Lights and shapes

Application of Section

- (1) This section is to be complied with in all weathers.
- (2) Lights are to be exhibited from sunset to sunrise. During this time the only other lights which may be exhibited are those lights which (a) cannot be mistaken for lights specified in this Part; and (b) do not impair the visibility or distinctive character of lights specified in the rule; and (c) do not interfere with the keeping of a

proper look-out. [This means that your light must not blind others in your party]

(3) The lights specified must, if carried, also be exhibited during the day in restricted visibility. They may also be exhibited in all other circumstances where it is considered necessary.

Positioning and technical details of lights as it applied to kayaks. All round white lamps must be positioned so they show an unbroken arc over the horizon of 360 degrees. Thus if mounted on a pole on the deck of a kayak the lamp must be positioned above the kayaker's head to provide full 360 degree visibility. (Hella marine will use at least a 1200mm pole to achieve this)

Hella marine Developments

The result of development work at Hella marine is an LED All Round White/Anchor Lamp range with 2 nautical mile performance and less than 2 watt power consumption that meets international navigation lamps standards and is thus approved for use in New Zealand. This range is called the NaviLED@360 and is designed to be connected to an external battery.

However, also under development is a rechargeable kayak specific range with a safe mounting base. The goal of this design is to include rechargeable cells in the sealed aluminium pole. An important consideration is how this light will perform in an active kayaking environment. What happens when the kayak is rolled in a not-so-perfect surf landing? Will the light blind fellow kayakers? Can it be recharged in the field during a multi-day kayaking trip? Will a single charge last for a full overnight trip?

We hope to start field trials in association with the Coastguard in near future.



Extract from the Hella marine catalogue:

Designed and manufactured in New Zealand, NaviLED@360 lamps provide power saving, visibility and durability with less than 2 watt power consumption. The new NaviLED@360 lamps draw a fraction of the energy required to operate a conventional 2 nautical mile bulb lamp.

Hella marine LED technology has no filaments to break thus making the lamps extremely shock, vibration and impact resistant. They are completely maintenance free. High

impact acrylic housings provide superior durability in demanding conditions.

NaviLED@360 anchor lamps have undergone extensive 'tested to destruction' programs to accelerate and minimise possible failures. Each lamp is a completely sealed and waterproof unit, UV and corrosion resistant.

Utilising advanced Multivolt™ circuitry, NaviLED@360 lamps provide consistent illumination and safety from 9-33V DC - even under severe voltage fluctuations and low battery voltages.

Sealed within the aluminium pole, the slim Multivolt™ circuit board provides reverse polarity, spike and over-voltage protection for long life and reliable operation.

NaviLED@360 lamps are certified to meet the 2 nautical mile all round light requirements of New Zealand's MSA and Australia's NMSC. They also carry IMO Colreg 72, USCG and RINA(I) approvals.

For more information please visit www.hellamarine.com

Email Jeremy.Singleton@hellamarine.com or call 09 577-0352; [Iancalhaem@xtra.co.nz](mailto:IanCalhaem@xtra.co.nz) or call 579-0512

Summary

It is strongly recommended that your kayak has an all round white light with a minimum visible distance of 2 nautical miles whenever it is used between sunset and sunrise.

The mounting of the light must not interfere with others and prevent them from keeping a vigilant lookout.

Maritime Rule 22 allows a vessel under oars to have 'an electric torch or lighted lantern showing a white light which must be exhibited in sufficient time to avoid collision.' This is not a practical option for kayakers because it is impossible to keep a constant lookout to the rear and the relatively low output from a torch. A torch visible from 600 metres would provide less than 60 sec for the skipper traveling at 20 knots to take evasive action, after it had been displayed to the oncoming vessel. The regulation 2nm 360 degree navigation light will give the same skipper 6 minutes to take action.

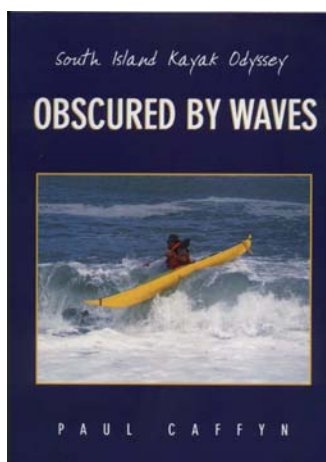
Book review

Paul Caffyn, *Obscured by Waves. South Island Kayak Odyssey*, Kayak Dundee Press, second edition, 2005.

Reviewed by Kerry Howe

When I first heard that Paul was going to republish *Obscured by Waves* my initial reaction was to say that I wished he would first publish books about his many other legendary trips - such as his circumnavigations of Japan, England, New Caledonia, Alaska, and parts of Greenland. There is just so much of his amazing story not available to the public. But having just had the brand new version of *Obscured by Waves* chucked against my door by a courier, I have to say that a republication was actually a pretty good idea after all!

First, this new production is simply stunning. It's now in large (A4) format. The paper is quality shiny stuff. The text is beautifully laid out, the photographs are crisp and clear, the maps have all been carefully redrawn. It's one of those books that is a pleasure to hold and flip through. My copy of the original publication, in 1979, pales by comparison. After all, its design does belong to another century. It is also most pleasing to see that the new edition was printed in Christchurch rather than Asia where most New Zealand books are now printed.



Second, the tale of Paul's South Island circumnavigation is a classic and rightly deserves to be back in print for all to enjoy. Copies of the original are now very rare, and expensive. Apparently it went out of print in 1984, so there is a whole new generation of sea kayakers out there who have probably not read it.

Obscured by Waves is a classic in many respects. It marks a pioneering milestone in sea kayaking in New Zealand, and one very few others have copied even

more than 25 years later. Indeed it marks a world sea kayaking epic in that it was by far the longest southern hemisphere paddle at that time, and one around particularly daunting coastlines. More significantly, most New Zealanders had never heard of sea kayaking until Paul Caffyn came along to let us know that it was available to all.

One a more personal level, the original book changed my life. I read it in the early 1980s and immediately went out and bought a sea kayak. I could never paddle as far or fast, but I could go on short camping trips for a few days. What blew me away was not only Paul's epic journey itself, especially with all that terrifying West Coast surf, but the basic idea that with a sea kayak you could readily go to the most wonderful, wild, remote locations and be totally independent. You could put stuff in a bag, push it into hatches, and head off. You could carry your entire world in a tiny boat. You could paddle off and not come back before dark. You could live some sort of primeval/natural existence totally immersed in the landscape. I've been obsessed with sea kayaking ever since and gone on many multi-day paddles, all totally pathetic by Paul's standards of course, but suitably affirming for me.

Paul's circumnavigation of the South Island in 1977 was both audacious in the extreme but also very simple. He launched his kayak, along with Max Reynolds at Te Waewae Bay at the bottom of the South Island and paddled to Fiordland. It was a trip fraught with huge seas and terrifying landings. Then, solo, Paul continued from Jacksons Bay up the wild West Coast, around the top of the Island, and down the other side. Four months and 1,500 miles later he ended back at Te Waewae Bay. His account is far more than a technical trip report. It's a frank account of his emotions and heart-stopping situations. It also captures snippets of history and local colour, and depicts the amazing characters he met along the way - fisherman, lighthouse keepers, farmers. It's New Zealand the way it used to be, and perhaps isn't anymore.

The text is basically the original except for some changes to a few terms (canoe becomes kayak) and he has adopted the past tense. Unfortunately his dreadful puns remain. The original photographs look like they have been improved with some tweaking, and some new ones have been added. There is much the same use of coloured photographs as the original. A new preface outlines his subsequent voyages all over the place, and updates the life stories of those associated with his South Island expedition.

Using my head I would have to say that Paul's *Dreamtime Voyage*, his account of circumnavigating Australia in a year long paddle, is a more polished tale of coastal touring. But my heart prefers *Obscured by Waves* for its inspirational impact, for its novelty, for its

youthful exuberance. Looking back now the whole trip was all so utterly kiwi in its planning and execution - the DIY spirit, the humour, the determination, the naivety, the fear, the optimism, the curiosity. It's a quintessential New Zealand story.

Obscured by Waves will cost you \$34.95 from Boatbooks (and you can buy it from them on-line), or any discerning kayak shop. You can also get it directly from the horse's mouth - Paul Caffyn, RD1 Runanga, 7854, West Coast, for \$35 including p&p. There is also a limited run of 100 hardback copies, numbered, autographed, for \$50 (including courier freight).

If you have never read *Obscured by Waves* buy it now. If you read it in the old days, have another go with this edition. I've read the account several times over the years, and still always find something new and refreshing. And follow that up by reading about his North Island circumnavigation (*Cresting the Restless Waves*, 1987), and his trip around Stewart Island (*Dark Side of the Wave*, 1986). Yes, none of us can go anywhere on the New Zealand coast where Paul has not already been!

Now, Paul, about those other trip accounts waiting to be published...

(This review was written for KASK's **Seacanoelist Newsletter** and is reprinted here with permission)

URGU to arrive back! Civic Reception planned!



URGU is due to arrive back in New Zealand soon. Immigration officials have indicated that his scrappy arrival documents, retrieved from an aircraft toilet tank, included a tattered membership receipt for the Auckland Canoe Club (ACC), and on the strength of that compelling evidence of citizenship he is to be allowed to reenter the country. Auckland airport officials have confirmed that the mayor and other civic dignitaries will welcome him with a reception at Mangere, on the serious misunderstanding that **URGU's** ACC membership means Auckland City Council.

Kevin's Kompetition - Part Two

After the first month **Matt Crozier** leads the **Kompetition** with 1000 points! How is it, I wondered, that Matt could have plotted a position so accurately as to, figuratively, be standing in my foot prints when I took the photos?

Matt's reply: 'Well, I had to stand in knee deep water at Castor Bay (on the North Shore) for 5 minutes to get this waypoint. At least it wasn't as cold as I thought it would be - Spring is on its way! So, my waypoint for the September 2005 Newsletter Kompetition is **36.75983° S, 174.76901° E**'

Matt, next time I get bushed, I want you there.

This month's **Kompetition** mystery location is so close to where many of you often kayak there is no excuse for not having a try at getting the position (WGS84) Lat and Long of where these photos were taken from on this murky winter's day.



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.

Kevin Dunsford

Well done that man!

Colin Quilter, Auckland University, receiving a National Tertiary Teaching Excellence Award. (There is a dark rumour that Colin also uses his academic gown as his sail!!)



Roger's ebb and flow

This year's Winter Lectures have been well attended and the full house sign was up again at our final show. The new Marine Rescue Centre venue has proved popular with our members with its easy access from the motorway and its comfortable facilities. A big thank you is to be extended to our guest speakers - **Mike Randall, Colin Quilter, John Maynard, Ken Marsh and Paul Bradshaw**. The show would not have been possible without the help of **Ryan Whittle** and **Ian and Allison Calhaem** who put in a big effort behind the scenes. It was also great to see the club members all pitch in to help rearrange the function room after the shows. Next years series is already being planned but first we all have to get out there and enjoy another summer.

Oops, our column got a bit ahead of itself when it advised that Vine House would be available for club members to hire from the ARC. **Trevor Arthur** reports that the facility will probably not be available until after Anniversary weekend so you will just have to slum it with the resident squatters on a working bee until then. There is however another option if you want to have a private hire. The Big Bay bach is just over the headland and has power, refrigeration, toilets etc and sleeps 8 in three bedrooms. It is ideal for kayak access and will cost \$100 a night Dec-Feb and \$60 for the rest of the year. Booking through the ARC.

Our club kayak fleet has been extensively upgraded this year. The two new lightweight Barracuda Beachcombers purchased earlier this year have proved to be our most popular craft. It is planned to move the new Storm and Squall down to lower more user-friendly positions in the club locker as they become available. New spray skirts have been purchased and Club Gear Officer **Gavin Baker** has implemented a good envelope in the honesty box system for payment. This will ensure that we can continue to afford the upgrading of club equipment.

Good news for speed demons. Ferg's Kayaks are going to resurrect the old Dip and Dash series of races. This once popular twilight event involves a five-kilometre kayak and a four-kilometre run. The kayak leg starts just off the ramp by the club locker at Okahu Bay and takes in two circuits of the bay with an exhilarating surf down the outside of the wave screen before a transition to the run which is out to Mission Bay and back. Times are taken for both legs and it is not compulsory to do the run, so it is perfect for the club kayaker. The races will be run early on Monday evenings with a prize event held once a month followed by a BBQ. All classes of kayaks are eligible. In the late 90's there was a strong following from within the club. Promotion details and dates shortly.

Paddling up and around the harbour recently, **Roving Eye** noticed:



Two of the historic Ngapipi Rd boat sheds on Hobson Bay are up for sale. Some years ago the club looked at the possibility of purchasing one of these structures for a clubroom. Parking and toilet problems were deemed to be too insurmountable and the proposal was rejected. Since then five of the boatsheds have been converted for habitation. They are probably priced well out of our reach now.



The recent weekend storm wrenched four yachts from their moorings in Hobson Bay. A large keeler was washed up on the ramp in front of the club locker. Two others ended up on the beach and another sank next to

the rock wall at Tamaki Drive. The end section of the floating jetty at Okahu Bay was torn loose as well.



A couple of club kayakers were on hand to watch the salvage of the Piper Cherokee that ditched and sank off the Kohimarama Beach on election night. When it was lifted onto a salvage barge the port wing was missing. Keep an eye out for it.



The new marina will be in for some turbulent times if strong NE storm winds coincide with a king tide. A recent 3.2 metre tide and storm had the waves cresting the rock breakwater. Extreme kayakers will be able to surf across the top of the breakwater if a king tide (3.5metre plus) and storm combine.



The lads from Adventure Philosophy are heading off to work again. This time they are travelling to the remote South Georgia Island where they will attempt to be the first to circumnavigate its rugged coast by kayak. Two earlier British attempts have failed. Team member Graham Charles who was our guest speaker at the clubrooms some years back reports that they will have a bit of competition this year because the Brits are coming back hoping to beat them to it. Go the Kiwis.



Who was the Okahu Bay based sea kayaker who attempted to paddle between the hulls of the large catamaran moored in the bay recently? The irate onboard owner apparently doused him with a bucket of bilge water when he heard the kayak scraping along the hull. Reports from an onshore observer said that the kayaker did not like it.



If you turn up for a Waitamata Wander with **Gerard Fagan** then you are sure to get a good day's paddling. On the last months outing they ended up having lunch over at Home Bay on Motutapu Island. Gerard reports that it was a well attended wander that eventually clocked up over 26 kms without the participants really noticing, because they were all having such a good time. There will be another one on again this month.



Being seen at sea is something that concerns us all. It is well known that bright red or yellow kayaks are easier to spot from a distance and a fluoro flag on a mast is also a good indicator. Next time you purchase a PFD look for one that comes in bright fluoro colours. Another simple solution to being seen is to purchase one of the Club's lovely outrageous orange kayak caps. These have been treated with a special patented Jet Ski repellent.



Another useful item that you might like to consider is a nifty re-entry device, 'the Stepping Stone'. This is a harness that is permanently fastened on the kayak deck just in front of the cockpit. In the event of a capsize, a paddle float is deployed and the paddle is placed across the foredeck in the harness. Re-entry is achieved by stepping into a stirrup from the harness with your hands on the cockpit rim and paddle shaft in front of you. There is no need to be a contortionist as everything is done facing forwards and your leg muscles do all the lifting work. Once safely back on board and bailed out, the device is easily disengaged because it is right in front of you. It is all very simple and practical and was devised by club member **Grant Stone**, the Albatross designer. The device is already installed on the kayaks of **Tony Hannifin**, **Kevin Woolcott** and **Wolfgang Pohl**. We will arrange for Grant to do an on the water demo at one of the swim escorts later this year.



Trips officer **Phillip Noble** has a wonderful summer itinerary of extended trips planned, but is in desperate need of short day and half day outings. Anything is useful and it is often these small picnic events that are most enjoyed. The editor is also very keen to have some mini trip reports. A bit of bribery and arm-twisting can often facilitate this request. Delegate a suitable scribe to write it up so we can all enjoy it.



Talking about our energetic editor, **Kerry Howe** is always out and about and was recently camping 'out on the islands'. Whilst paddling around the back of Motutapu Island he noticed some large mussel beds exposed by the low tide. Needless to say some were harvested and enjoyed with his dinner that evening.



With the onset of Daylight Saving this month, the Tuesday night paddle will soon be revived. It is worth remembering that it is compulsory to display an all round white light when paddling during the hours of darkness. Tuesday evening paddles start out in daylight but invariably end up in darkness. We all know how annoying it is when driving at night to encounter a cyclist without lights. When you think about it we are the cyclists of the sea. 'The committee will take a dim view of any member seen without a light at night.'

Roger (I can see you!) Lomas

October events summary

9 October Maramarua River

16 October Kawakawa to Ponui

23 October Wenderholm to Motuora

23 - 28 October Great Barrier Island

30 October Mighty West Coast Paddle and Walk

Scheduled Club trips

9 October Maramarua River from State Highway 2 to Mercer

Meet at Mercer boat ramp at 9.00 am to juggle kayaks and cars, before paddling down the river (through the Maramarua Swamp). We will go past a 4m Archimedes Screw, a weir and maybe ducklings and cygnets. This is suitable for sea kayakers, and is an easy three or four hour paddle.

Contact **Brian Strid** (09) 238 8084

16 October Kawakawa Boat Ramp to Ponui

Meet at Kawakawa Bay Boat Ramp at 8.30 for a 9.00am departure. Depending on weather paddle on one or the other side of the island, alternately follow the coast past Tawhitokino Beach, Orere Point, and Waimangu Point. The trip will be +/- 20km.

Contact **Wayne Fitzsimons** on 298 5087

23 October Wenderholm Park to Mahurangi, Saddle Island and Motuora Island

Meet at Wenderholm Park at 9.00am for a 9.30 departure. Should the weather be unfavourable there is a possibility of using the flood tide to paddle up to Puhoi.

Contact **Mike Lander** on (09) 427 9091

23 to 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, diving scuba or snorkel, tramping, or if you wish to chill out there are hot springs on the road to Whangaparapara.

Contact **Morgan Lewis** on 620 4005 or email morganl@xtra.co.nz

30 October Mighty West Coast Paddle and Walk

Meet at Cornwallis Wharf at 9.45 for a 10.00 departure. 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 17.00. 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** on 630 2219 between 07.30 and 08.30 on Sunday morning to check in.

Regular Tuesday evening paddles

Yay for daylight saving!!! 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 Caf  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.

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.

Thanks to kind bach owners

At the September meeting of the Auckland Canoe Club Committee, there was an overwhelming expression of gratitude to those Club members who sometimes offer their baches for Club trips. It is a very generous act, and very much appreciated. Thank you all.

It was also noted that with the rise in value of coastal property many bach owners are facing fairly high costs just to maintain these places and pay the rates.

Many owners feel awkward asking for contributions to replenish loo paper / tea / coffee etc - and cover rates, power and water costs.

It is hoped that Club members who enjoy such hospitality are aware of such costs, and that they are also aware of what they would pay in commercial campgrounds/cabins etc.

It was suggested that Club members might adopt a 'bach protocol' and offer, say, \$10 a night as a suitable gesture of appreciation - and that's still a bargain! The proffering of a 'gold coin' is probably not really sufficient these days.

President's State of the Club address



Most of you will now be aware that discussions are taking place about the effectiveness of the wave screen at Okahu Bay. Talks have taken place with both the Auckland City Council and the Auckland Regional Council but both have taken the stance that 'it will be removed because it is ineffective.' However other users are adamant that it is effective and should be repaired.

I had intended to write a full article for the **Newsletter** to let everyone know the state of this investigation. However I am going to defer this to a later issue because a number of interesting facts are starting to be uncovered and I want to give you a full account.

The positive side of my investigations has been the level of cooperation that I have found from all parties that I have contacted.

During one of the discussions with Coastguard I learnt just how fast the rescue vessels can travel. Great for getting to an emergency quickly, but it made me think about how vulnerable I was in my kayak even with a good strong torch. The skipper of the rescue vessel will have only seconds to avoid a collision. The obvious answer is that I have to take evasive action first as I will be able to see the approaching vessel long before it can see me.

Happy and safe paddling,

Ian Calhaem

Poet's Corner

I've been away on my travels
So get ready to stifle a yawn
There's a couple of things I must mention
I won't keep you up beyond dawn.

With my little key ring compass
On my bike heading south down through France
Spotted one solitary sea kayak
On the Canal d'ille et Rance.

France is a bike friendly country
If you ever consider a trip
Though canal would be one way to travel
While paddling our own little ship.

Now that might be a paddle
From the Channel to the sea
I mean l'Ocean Atlantique
Would take a week or three.

Although it could be quicker
Down the western coast
Maybe that will sow a thought
Among the kayaking host.

It's the small things in life that make travel
Not the sights or the food or the sun
C'est le tangata tangata tangata
It's the folk who provide all the fun.

I was sitting one day writing postcards
On the ground by a card selling shop
When la femme came out with a coffee
Now I reckon that really is top.

But enough of les memoirs du travel
It's the paddling I missed most of all
Reading les email Club Kayak
As usual you're having a ball.

So it's back to the future for Michael
With a travel enlightened broad mind
Thinking of more expeditions
Some of the paddling kind.

Yes it's great to be back in the water
Once more in a boat on the sea
I te tai i te waka - perfection
Kia ora to those cups of tea.

Mike Randall

Auckland Canoe Club - information

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

Clubrooms:
Marine Rescue Centre, Mechanics Bay

Website:
<http://aucklandcanooclub.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



Erica Law at the Aldermen Islands
(photo - Bradshaw)