

May 2008

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Kaipara Harbour Easter Cruise.

PHOTO LYNNIS BURSON

Auckland Canoe Club Information

Postal Address

P.O. Box 9271, Newmarket, Auckland

Clubrooms

Marine Rescue Centre, Mechanics Bay

Website

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

Email event reminders

send blank email to

subscribe@aucklandcanoecub.org.nz

Officers

<i>Patron</i>	Peter Godfrey	520 5444
<i>President</i>	Ian Calhaem	579 0512
<i>Vice-President</i>	Wolfgang Pohl	620 8516
<i>Secretary</i>	Alissa Good	269 5888
<i>Treasurer</i>	Gerard Fagan	832 9720
<i>Trips</i>	Philip Noble	575 3493
<i>Publicity</i>	Roger Lomas	846 6799
<i>Safety/training</i>	Erica Law	360 2872
<i>Storage/kayaks</i>	Gavin Baker	528 5188
<i>Assistant</i>	Roger Lomas	846 6799
<i>Merchandising</i>	Neil Scott	846 4004
<i>Vine House</i>	Trevor Arthur	817 7357
<i>Newsletter</i>	Peter Sommerhalder	631 5344
<i>Webmaster</i>	Claire Vial	
<i>Webmaster Assistant</i>	Matt Crozier	

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vinehouse@aucklandcanoecub.org.nz
newsletter@aucklandcanoecub.org.nz
webmaster@aucklandcanoecub.org.nz
webmasterassistant@aucklandcanoecub.org.nz

Club Trip/Event Policies

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

Contacting trip/event organiser

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

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

Cancellation

If the weather looks uncertain call the trip leader. The Newstalk ZB Cancellation Service is no longer being used.

Club Banking Details

Bank BNZ
Branch Newmarket
Account 02-0100-0023453-000
Name Auckland Canoe Club

IMPORTANT

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

Internet Banking

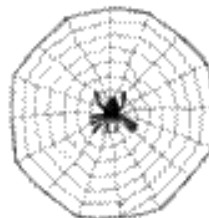
All major banks have set up Auckland Canoe Club as a registered payee for internet banking.

This means that you can pay to

Auckland Canoe Club

without having to enter the account number.

Check with your bank.



Club Website Access for May

Password Tarahiki



Deadline for June newsletter

**24 May 2008
(after the AGM)**

Editorial

Back to Business

The April Committee Meeting consisted of serious business, rather than pleasant trip reports. Ian, our President, is on the ball keeping the project of club premises at the Landing on track. Please pay attention to matters related to the AGM in May, and the renewal of the membership fees. Plus there are opportunities to get wet while practising skills with some of our senior paddlers.

Congratulations to the Auckland Canoe Club Oxfam Trailwalker team for their magnificent effort in completing the event and fundraising for a worthy cause.

Keep paddling,

Peter Sommerhalder

Editor

Kayak Hire

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

Kayak Hire Rates

Single kayaks

Daily hire – out am, back pm \$20.00

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

Double kayaks

Daily hire – out am, back pm \$30.00

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

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

Regular Events

Vine House – Last Weekend of Every Month

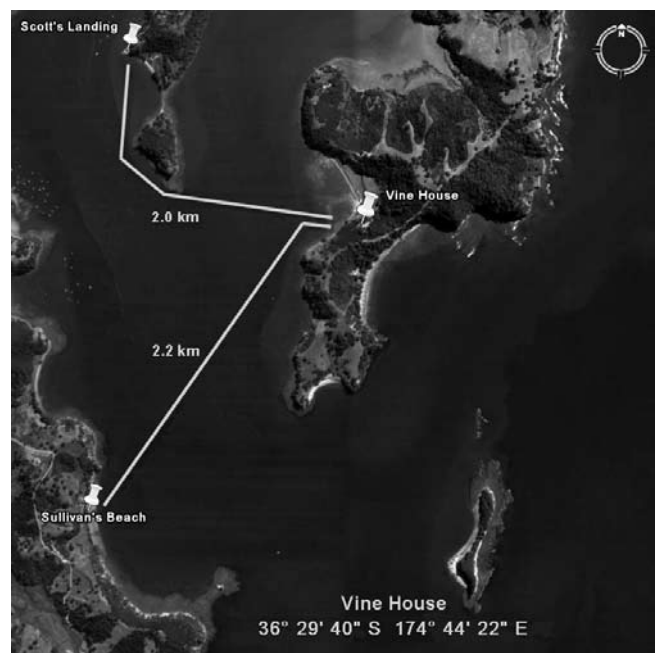
On the last weekend of each month we have the use of Vine House.

This gem in Mahurangi Harbour is a 2 km paddle from Sullivans Bay, which is the ARC park at the end of the Mahurangi West Road, first on the right past Puhoi.

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

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

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



Tuesday Evening Paddles

A small group of informal paddlers usually meets at the Okahu Bay ramp at about 5:30pm on Tuesday nights.

Saturday Morning Paddles

If you are into good coffee, good company and usually a leisurely paddle then these are the trips for you.

A small but growing group meet about 9:00am on Saturday mornings to paddle to one of the beaches – St Heliers, Kohimarama or Mission Bay for coffee.

President's Report

Dear All,

First I must thank all those paddlers who supported the fund raising for Orakei Water Sports. Donna Tamaariki asked me to pass on their thanks and let you know that over \$5000 was raised. As you can see we had some enthusiastic assistance from the Saturday morning kayakers...



This month we also had the opportunity to practice our safety skills with sessions organised by our Safety Officer, Erica, so that you could learn or practice your re-entry skills. My sincere thanks to all those who turned up and both assisted and participated.



Finally I need to remind you of the AGM this month on 21 May at the Marine Rescue Centre. Please see the full details elsewhere in the newsletter. From my point of view the Club affairs are running very smoothly and the AGM is likely to be a low key affair with plenty of time to socialise.

Hoping to see you all at the AGM,

Ian

The Barque Rewa

Floating above the wreck at Moturekareka Island I wished the remains of the sailing ship below me could talk. This is a contribution from an A. L. Williams to the NZ Herald some years ago:

The Rewa was originally the Alice A. Leigh, owned by A. A. Joyce of Liverpool, and launched as a four-masted full-rigged ship. In 1901 her rig was reduced to a barque – that is, square-rigged on all but the aftermost mast. She was later bought by Scales and Co of Wellington and renamed Rewa.

After the First World War shipping boom she was laid up in Rotten Row on the north side of the Waitemata Harbour and was a familiar sight there

for many years, along with many other erstwhile even more famous sailing ship hulks.

When Charlie Hansen owned Moturekareka Island, he had the old barque towed there and sunk as a breakwater. The once well-known Auckland yacht Ngataki, built by Johnny Wray, had the main royal-yard of the Rewa for a mast.

Ron and Nancy Augustin, both canoeists with the Auckland Canoe Club, filled me in with some more details. Charlie Hansen planned to use the ship as a night club, scuttled and sitting upright next to his island. But a sou-westerly squall blew it ashore and it sank, in about 1930.



The 4000-ton steel barque Rewa under sail in its heyday.

Ron and Nancy took a group of senior citizens on a commercial kayak tour to the Bay of Islands in April 1990. They stayed with Jim Cottier, the caretaker of Robertson Island, during a three-day storm. Jim invited the group to his house, which is made of rammed earth and it has a sod roof, which he mows each year. The house also has a glass window which originally came from the Alice A. Leigh, which was later named the Rewa. It depicts the ship owner's home in England and was in the captain's cabin, before being taken to the Bay of Islands from the wreck.

Despite being a wreck, the Rewa is still alive today and visited by paddlers and visitors on their way to and from Kawau Island.



Ron remembers seeing the Rewa, fully rigged, at Moturekareka, while the Augustin family were on an early launch trip.

Understanding EPIRBS

By Ian Calhaem

I recently attended the International Boat Show and was persuaded by the salesman to look at an Electronic Locator Beacon as "It was perfect for kayakers". I listened but had reservations and that lead me to find out more about the subject of EPIRBS, PLBs and ELBs.

I knew that two frequencies were currently in use 121.5 MHz and 406 MHz, and I understood that the 121.5 frequency was due to be obsolete in Feb 2009.

So why was a device being actively sold that operated on 121.5 MHz?

You will find a detailed description below of the various devices, which is taken from the Maritime NZ website.

Briefly as of Feb 2009 only 406 Mhz EPIRPs will be automatically monitored.

If you have a 406 MHz EPIRB/PLB with you and you get into trouble, then when activated the signal will be picked up almost instantaneously and relayed to the Rescue Centre. If you have an PLB with GPS then your exact position (within 45m) will also be relayed. (This makes the distinction between an EPIRB and a PLB with GPS blurred and my understanding is that EPIRBs are generally larger and self activating if they get wet.)

The 121.5MHz signal, which is not actively monitored by satellite after Jan 2009, is also transmitted by the 406 MHz devices but this frequency will not be used to actively alert authorities that you need assistance. Airplanes and shipping monitor the 121 Mhz signal and can use it as a direction finding signal when they already know to start looking.

Thus if you want to be rescued and activate the search when YOU need assistance, then you MUST have a 406 EPIRB or PLB, preferably with built in GPS. If you can rely on someone on shore letting the authorities know that you are overdue then the 121.5 MHz ELB will assist the searching vessel to find you. However this feature is already built into the 406 EPIRB.

My conclusion therefore is that the 121.5 MHz ELB has limited use for kayakers. If you want to be safe and rely on an active search then get a 406 MHz PLB with GPS.



406 MHz PLB with GSP location
Automatic location once activated



122.5 MHz ELB which requires active search

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(Reproduced from the Maritime NZ Website)

What is a Distress Beacon?

Distress beacons are used by people when they are in trouble at sea, in the air, or on land, and need help.

Once a beacon is activated in the New Zealand Search and Rescue Region a satellite detects the signal and relays the information to the Rescue Coordination Centre New Zealand (RCCNZ). RCCNZ then coordinates a search and rescue mission.

Three types of beacons used

The three types of distress beacons are:

- Emergency Locator Transmitters for aviation use
- Emergency Position Indicating Radio Beacons for maritime use
- Personal Locator Beacons for land-based use (ie for trampers, hunters or four-wheel drive enthusiasts)

Emergency Position Indicating Radio Beacons (EPIRBs) EPIRBS are for maritime use, and are designed to float in water.

If you activate a 406 MHz EPIRB, polar orbiting or geostationary satellites will quickly detect your signal. However, this means that even a brief inadvertent signal may generate a false alert.

Registration of your beacon helps rescue agencies find you faster in an emergency, and they will be able to quickly find out if your activation is a false one by a simple phone call.

Most 121.5 MHz EPIRBs are manual activation units. Although these units do currently work with the low-earth orbiting satellite system, they do not work as well as 406 MHz beacons, and the geostationary satellites that provide near instantaneous alerting for 85% of the globe cannot detect them. Furthermore, 121.5 MHz beacons are highly susceptible to false alerts and are a large source of wasted effort by search and rescue resources. Every 121.5 MHz false alert must be tracked to the source using direction finding equipment, quite often involving aircraft that could be needed for real emergencies. All 121.5 MHz beacons will be obsolete by February 2009, as monitoring of them by satellite will cease. Because of this, 121.5 MHz owners must switch to a 406 MHz beacon as soon as practicable.

Emergency Locator Transmitters (ELT)

ELTs are designed for use in aircraft. They may be fitted to an aircraft or helicopter so that they activate under rapid deceleration (impact), but they can also be activated manually from the cockpit.

Aviators should monitor 121.5 MHz on start up and shut down to ensure their ELTs are not active.

Personal Locator Beacons (PLBs)

PLBs are used by trampers, hunters, four-wheel drive vehicle enthusiasts and other adventurers on land. They are designed to fit into pockets. While not specifically designed for use in the marine and aviation environments, their use in these situations is becoming more common.

PLBs are portable and operate much the same as EPIRBs or ELTs. Unlike ELTs and some EPIRBs; however, they can only be activated manually. Some newer 406 MHz PLBs also enable GPS units to be integrated into the distress signal. This GPS-encoded position dramatically improves the location accuracy.

121.5Mhz & 406Mhz Frequencies

At present, distress beacons operate mainly on one of two frequencies: 406 MHz and 121.5 MHz. Each frequency has vastly different capabilities.

Briefly:

- With a 121.5 MHz beacon, search and rescue agencies will take a lot longer to locate you. These beacons will soon be obsolete.
- With a 406 MHz beacon, the time taken to locate you is significantly reduced, which means you'll be located and rescued faster.

All 121.5 MHz beacons will soon be obsolete, because 121.5 MHz beacon monitoring by satellite is being terminated in February 2009. For this reason, if you are looking to buy a beacon, buy a 406 MHz beacon. If you already have a 121.5 MHz beacon, look to switch to a 406 MHz beacon as soon as possible.

More about 121.5 MHz beacons Until February 2009, distress beacons that operate on the analogue 121.5 MHz frequency emit a radio signal that, when activated, is picked up by polar-orbiting satellites and aircraft monitoring the 121.5 MHz frequency.

Detection of your signal takes an average of 90 minutes in New Zealand, but it can be up to five hours. It will then take longer still for search and rescue authorities to search for you, and find you.

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Understanding EPIRBS – continued from page 7

When these distress beacons are detected by satellite, you will at best be located to within an area of about 20 kilometres of your location, but it could be a greater distance.

These 121.5 MHz beacons will be obsolete in February 2009. If you own one of these beacons, you need to switch to a 406 MHz beacon before this deadline.

More about 406 MHz beacons

By using a 406 MHz beacon you'll in most cases be found faster. Why? Because a 406 MHz beacon decreases the size of the search area by a dramatic 97% (compared with a 121.5 MHz beacon). This search area can be reduced even more if the beacon includes a Global Positioning System.

A 406 MHz distress beacon works by emitting a digital 406 MHz signal and may have an analogue 121.5 MHz signal. The digital signal carries a code, which identifies the beacon, while the analogue signal enables aircraft to home on your location. That digital code can be cross-referenced with a database of registered 406 MHz beacon owners, held at RCCNZ.

The database of 406 MHz beacon owners includes phone numbers and other vital information that enables the appropriate response to the emergency. In the case of a false alarm, this information enables RCCNZ to make a call to the registered beacon owner to see if they are in genuine distress or has a beacon transmitting by accident. (Many false alarms occur because the switch on the distress beacon has been bumped.)

If you own a 406 MHz beacon please ensure RCCNZ has your correct registration information. **Registration is FREE.**

Why switch to a 406Mhz beacon

All 121.5 MHz distress beacons will be obsolete from February 2009. This is because the council that controls the international satellite system has decided the satellites will stop processing 121.5 MHz analogue signals from 1 February 2009.

Therefore, from 1 February 2009, only 406 MHz beacons will be detected by satellite.

The decision to make 121.5 MHz beacons obsolete is firstly aimed at reducing the very high false alarm rate from analogue distress beacons worldwide. Currently, a staggering 97 percent of analogue distress beacon signals are false alarms. In New Zealand, that figure is 93 percent, and this means valuable resources are wasted by false alarms.

Most importantly, 406 MHz beacons are detected quickly and more accurately, which has obvious safety advantages. For example, depending on the location of the 406 MHz beacon, the signal may be detected within minutes, compared to up to the five hours that it may take to get a confirmed satellite detection from a 121.5 MHz analogue beacon.

The Rescue Coordination Centre New Zealand strongly urges owners of 121.5 MHz distress beacons to switch to a 406 MHz beacon as soon as is practicable, and well before the February 2009 changeover date.

CAMBRIDGE-HAMILTON RACE AND CRUISE

Will be held on Sunday, 14 September.
Further details will be available soon.
<http://www.kayakrace.co.nz>

ALBATROSS SEA KAYAK FOR SALE

Full Kevlar model in good condition.
Deck is in mint condition, hull underside has some scratches and moderate wear. Purchased in 2000. Including paddle, folding kayak trolley, spray skirt, paddle float, pump, visibility flag, Thule car cradle. First option offered to a club member – Price by negotiation
Phone Colin 09 638 6605, or 021 390 211

Notice of Annual General Meeting

This year's Annual General Meeting will be held on Wednesday, 21st May, at the Marine Rescue Centre. Meet at 7pm for a 7.30pm start. Payment of Annual Membership fee can be made before the start of the meeting.

Nominations for election of officers and committee members, and motions, have to be received by the club's secretary at the latest two weeks before the AGM. This is a reminder to do so. This is now "THE LAST CHANCE" to nominate yourself or someone else prior to the AGM. It is permitted to nominate yourself for the elections, but you will need to have a seconder. If you want to nominate

someone else, please check first that this person is willing to stand.

The positions for Vice President, Safety/Training Officer and Editor are vacant. Will Hendon has accepted nomination to become Trips Officer.

Please email the club's secretary:
secretary@aucklandcanoecub.org.nz
or post to: Auckland Canoe Club, PO Box 9271,
Newmarket, Auckland

Financial members only are allowed to vote at the Annual General Meeting. See inside front cover of the newsletter for Club Banking Details.

Letter to Editor

Practice Session Saturday 12 April

A big thanks to those experienced club paddlers who turned up to support me with this practice session for paddle strokes, rescues and rolling at Okahu Bay.

Bouquets to Philip (Noble), Matt (Crozier), Mike (Randall) and Colin (Quilter), and thank goodness they came along, seeing as I was feeling a bit woozy with head cold. They found they were immediately in the hot seat, with Philip as chief instructor, giving some dry land instruction.

On the water, the group of 14 split into two: Mike and Colin supported those who wanted to focus on wet exits, re-entries, and rolling; Philip and Matt took the rest for basic paddle and support strokes, and finished off with wet exits and rescues.

Great to see many of the Saturday coffee cruise people along. Probably just as well I wasn't on the water, else they would have had to wait for their barbeque sausages and drink. Hopefully a worthwhile morning for members, and great to see some unfamiliar members join us for the session. *Erica*

Club Book Group

New Members very welcome

A couple of years ago, a group of club members who enjoy reading (not just about sea kayaking) formed a book discussion group. We read an eclectic mix of fiction and non-fiction and meet for a relaxed discussion of each month's book, as well as the chance to chat, socialise, eat and drink. This is not a hi-brow affair – we are all sea kayakers after all!

A selection of books we have read included: Louise Erdrich, *Master Butchers Singing Club*; Anne Salmond's *The trial of the Cannibal Dog*, *Captain Cook in the South Sea*; Chimamanda Adichie – *Purple Hibiscus*; Mark Haddon's *The Curious Incident of the Dog in the Night*.

We are members of the FWEA Book Discussion Scheme. For the extremely economical annual cost of around \$60 each, we receive multiple copies of a book from our group's selected list each month from February to November.

We meet on the last Monday of the month at a central Auckland home.

Visitors or anyone who thinks they would like to join the group are always welcome.

Phone Michele Donovan 09 630 0789 or email michele@locke.org.nz for more details.

NEW MEMBERS



Welcome

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

Judy Begg, Nancy and Bruce Rankine, Sian and Marcus Firth, Angela Dickinson, Oliver Nicholson, Callum Floyd and Jonathan Iles.

The Northern Kaipara – Easter 2008

By Erica Law

The Kaipara Harbour is seldom visited by club members, or any kayakers for that matter, Yet it has the longest coastline of any harbour in the Southern hemisphere, 3800km, and has many arms, with interesting little settlements tucked up them, reminiscent of a time long since lost in the modern cosmopolis that is Auckland.

Planning for the trip started when I realised that there was nothing in the offing for Easter 2008. Where could I go, a new place to explore, that wasn't too far away? Given the prevailing easterly conditions of our El Nino summer, it seemed like a golden opportunity to visit this West Coast waterway, with its ferocious reputation in westerly weather.

A phone call to Vincent Maire gave me all I needed to know about the northern Kaipara, as he had led a trip there in Easter 2002. First task was to phone the Hargreaves who live on Puketotara Peninsula, about 25 minutes drive west from Kaiwaka. The Hargreaves families have been farming that area of the Kaipara for five generations. Lindsey and Tony were very happy to hear from me, and very happy to let us leave our cars at their place, which has access right down to the water near Otara Head, at the confluence of the Otamatea River with the Arapaoa River. Not only have they lived in the area all their lives, but also Tony is a keen fisherman, so knows the harbour well. They had been similarly generous and welcoming for Vincent's trip; it seems they get very few kayak visitors in the harbour. Unfortunately, they were unexpectedly away when we came out, so were unable to fill them in on our trip, but we sent them a gift to thank them.

Oddly, despite the great weather, and despite the only other club trips being offered were around home in the Waitemata Harbour, I got no takers for this trip. Fortunately I met Lynniss at the International Kayak Week, who was keen to join me for what was to be a great opportunity to explore the Northern Kaipara at our leisure, with no Westerlies, in fact little wind, to bother us.

Day One – Good Friday

Hargreaves to Poutu – Days travel: 22kms

On Good Friday we arrived at Hargreaves farm at about 9am in thick fog. Tony and Lindsey said there was no point in heading off in that, so offered us a cuppa. About 9.45am, as the fog was just starting to lift, we headed down to the water's edge, for a 10.30am departure. It was an incoming tide (until about noon), by which time we had reached Tinopai at the mouth of the Otamatea River, where it reaches the main harbour. 'River' is a bit of a misnomer,

because it is about 2 km wide in those lower reaches and it just seems to seamlessly merge into the main harbour. A bit of a snack break, and Lynniss had fun photographing kids leaping off the wharf, only possible at high tide. Then, we set off on the 8 to 9km crossing of the main harbour.

We had been told to head due West, from Te Kauri Point, perhaps to avoid the northerly sand bar. But we found the conditions so easy, so benign, with a 5 to 7 knot southerly (my guess), that we travelled more WSW to SW angling more directly towards Poutu; no sign anywhere of rough or even ruffled water, that might indicate a sand bar. Late lunch at a beach on the other side of the harbour, about 4 to 5 km north of Poutu. Paddling South along the coast to Poutu after lunch, any upstream current was barely noticeable.

We landed at Poutu about 4.30pm, amongst a bevy of surf casters. One of them was keen to have a paddle, so Lynniss obligingly gave him her kayak, and in return got all her gear carried up on the back of a quad bike to the campsite on the top of the cliff. Not only this, we were then treated to a ride on quad bikes about 6km along the beach and up the dunes to the lighthouse at the Kaipara entrance. What an awesome place, lines of sculpted dunes stretching away up the coast as far as you can see; as well, even on a calm day like that, two areas of rough water were visible, indicating the bars guarding the entrance to the harbour.

We were fortunate to time our arrival with that of a guided group, so were able to enter the lighthouse. The lighthouse was built of kauri in 1884 and stands on what was once a cliff face that overlooked the channel. It now sits several hundred metres inland. Apparently rocks were brought from Mt Eden quarry to fill the walls, and ensure it wouldn't blow down in extreme weather. This lighthouse has a 10 second flash, while the one on the South side of the harbour entrance has a 7 second flash, so that boats know where they are in the dark (if they're so crazy to be out there at that time).

The campsite beside the community hall at Poutu is lovely, perched on the top of a cliff, about 50m above the water. The full moon shimmering the water at night was a beautiful sight. By day I had a million dollar view from my tent. I could have stayed there an extra day, contemplating, reading and exploring. Aside from camping, it's also possible to book the hall itself, with its shower, kitchen, and bunk rooms – good value at \$10 per person.

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Day Two – Saturday 22 March

*Poutu to Kellys Bay – Days: travel 20km
(including 3 km exploration up inlets)*

A slow start, because I was fighting a cold and chest infection, and had gone to bed early the previous evening. We were on the water, packed ready to leave by 10.30am. Another lovely day. A good current upharbour with the incoming tide, and a very light breeze helping us along. We had plenty of time, so decided to explore some of the little inlets. We found some interesting little dwellings that people have really made their own; with lots of character and little sign of conforming, perhaps not even to RMA requirements in some cases.



Beside the eroding cliffs – Day 2. PHOTO LYNNIS BURSON

The whole of this part of the coast is characterised by eroding and varied coloured cliffs, and sculptural forms, pine trees that have fallen with the cliff, and carried on growing where they have landed halfway down the slope, actually very attractive. Past Okaro Creek, Toetoe Point, Ru Point and on to Kotiroreka Bay for lunch. No sooner had we landed than three Maori teenagers from a group camped at the other end of the beach, strolled past us to the Point where they sat on the rocks and swam – I had the distinct impression they were there to keep an eye on us. Indeed, half an hour later, a couple of adults from the same group drove up, saying they were interested to look at our kayaks. I gather Vincent's group had a very similar experience about the same place, perhaps this very beach. Apparently this part of the peninsula is all Maori land, a collective of families farming the area in 3 blocks, beef, dairy and I think forestry.

It must have been a little after 3pm when we set off again for Kellys Bay, arriving about 4.30pm. There was a bit of a current against us by then, at about mid-tide. At Kelly's Bay boat ramp, we had about a 300m walk to the camp ground, so the trolleys came in handy again. This campground is pretty basic, simply a site for your tent, long-drop toilets, cold running water, and a washing machine, but that was enough.

Day Three – Sunday 23 March

*Kellys Bay to Kopuatete Bay to Tinopai –
Days travel: 30 kms*

Up at 7am, for a 9.15am departure on the water. With an incoming tide, there were quite strong currents, running at about 4 knots at a guess. We made faster time than I anticipated, and were up at Clarks Bay in no time. We headed up to where the Wairoa River narrows, intending to head down the Sargison channel to the eastern side of the harbour. I soon realised that was a mistake, as we encountered a strong head current. It wasn't long before we decided to turn back to the nearest beach and wait for the tide to turn. So an early lunch at Kopuatete Bay.

We headed off after lunch at about 12.30pm, more or less ESE across the harbour to near Oararo Bay, in a very light breeze and chop. A short break, then on to Otarawhai Bay, just beyond Kaiwhitu Island, making very good time with the help of the tidal current. This part of the harbour and coast seemed oddly deserted; quite a lot of forestry, but it wasn't sprinkled with little coastal settlements as on the other side, just the occasional locked building of an absentee owner. On to Te Kauri Point, where we had another short stop before the last anticipated slog around The Bluff and Te Whau Point to Tinopai. Actually it wasn't too difficult, but we were pleased to arrive, at about 5.30pm, about mid tide. This beach is not a very nice place to drag kayaks. At mid-tide you first have to negotiate the mud for some 80 to 100m, before you can even think about kayak wheels. We elected to unload our boats, and carry everything to the campground about 150m away. We were happy for a hot shower, and a kitchen (albeit only about 2m by 2m in area) to get ourselves cleaned and fed.



Still as a millpond near Kelly's Beach – Day 3.

PHOTO ERICA LAW

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Day Four – Easter Monday

Tinopai to Pahi to Hargreaves – Days travel: 31 km

We were fortunate to have someone offer to transport our kayaks and gear down to the water's edge on their trailer. We were ready to go by 9am. We had really figured out by now how to take advantage of the tides. So upstream to Pahi with the tide, aiming to get there by about 1pm, in order to come back down stream on the high tide at about 2pm. It took us about an hour to Pakaurangi Point, where we turned up into the Arapaoa River. Stopped on Puriri Point for morning tea. Then it was straight up to Pahi. From Puriri Point, the route to Pahi looks like a narrow channel, compared to the other options. It's helpful to know exactly where you are, what you are looking at, and which direction you are meant to be heading, or you could end up taking a bit of a detour. We headed for Page Point, but then decided to go and investigate a mussel farm, and cows on the beach at the mouth of the Kirikiri Inlet. We

Notes:

1. I used 1:50000 topographical map 260 series: Kaipara 260-Q09; Maungaturoto 260-Q08; Ruawai 260-P08. I photocopied and laminated the relevant parts so that the maps were easily available on the deck of my boat as we paddled. Lynniss had the marine chart for the area, which was occasionally useful for identifying marine markers.
2. Throughout the trip, it was a bit of a stab as to when the high tide was, depending on where in the harbour we were. At Otara Point, the Hargreaves reckoned that the high tide was about 1/2 hour after that at Onehunga. So I used that as my starting point, and it was far more accurate than following the instructions for the tide tables that I found on the web.
3. Trolleys (or at least one between two) are essential because the tide goes out a long way in many places. It's also quite a long way to portage to some of the campgrounds.
4. A midday high tide is good because you are more likely to miss the sand bars, however, it does mean a longer portage at the beginning and end of the day.
5. You should definitely plan your trip to take advantage of the tidal currents. When the winds are light, it's a very easy place to kayak. By working the tides, the Arapaoa/Otamatea rivers are probably even suitable for a good beginner to intermediate paddler.
6. It's useful to take little extras that can be used as gifts to friendly locals that offer you assistance. They seemed a bit in awe of us, travelling around in non-powered craft. We found that specialty cheeses and chocolates were something people were pleased to accept, also the offer to send digital photos of their fun holiday. This works far better than offering money.
7. We found that some of the areas, shown on the maps as sand and mud, had already been filled in by further sand, over the ten-year period since the 1:50,000 maps had been produced. For instance Pupua Island (day 3), on the Eastern side of the harbour, seems now to be a peninsula; and the little cove halfway between Puriri Point and Te Kopua Point on the Arapaoa River (day 4) is certainly not a water area you can access by kayak.
8. There were lots of mackerel leaping out of the water. People seemed to have good catches of snapper and kahawai.
9. We took a VHF radio and contacted the volunteer coastguard for the northern Kaipara, but the radio really wasn't very useful, because much of the time there was no coverage.
10. Vincent Maire had advised us to allow 3 hours to cross the harbour from Tinopai to Pouto, aim due West, start two hours before high tide, and allow for time spent evading sand banks. Note that they had far more testing conditions than we did. In other words, don't be fooled by our experience of such benign conditions. The Kaipara is not a place for the foolhardy. However it is a fascinating place, a world away from the East coast and Hauraki Gulf, and with very few water craft. My lasting image of the northern Kaipara is of white and golden sand beaches, and shell banks, craggy and beautiful (if eroding) cliffs, lovely clear water, and relatively few mangroves.

arrived at Pahi about 12.30pm, attracted to the huge Moreton Bay Fig tree. It's quite a picturesque place, reminiscent of earlier times, clearly more lively than usual because of the statutory holiday. It has a great campground, with a large modern kitchen and dining area, hot showers, flush toilets, all for \$10 a night.

We were away again by 2pm, now about a 12 knot easterly, which made crossing some of the creek openings on our East a bit of an effort. Quite a strong side chop necessitated a ferry glide crossing. We rounded Ngaupiko Point and headed for Batley in quite a head wind. We'd been told there was a really grand old colonial mansion up there on the hillside that was worth a view. Indeed it was, and it was a great contrast to the simple boatshed houses down on the beach front. From there we ferry-glided back across the Otamatea to the Hargreaves farm, and our cars, an excellent trip, fortunately in great weather.



Sand dunes near the Kaipara Harbour. PHOTO LYNNIS BURSON

Club Trips – May 2008

Please phone Wednesday or Thursday to express interest.

Please contact Philip 575 3493 if you are available to take a trip to your favourite destination or one of the following.

Note: Trips will start at the time announced. Ensure you are on time or be left to catch up.

Saturday 10th May – Browns Island

Join the group for an easy paddle to Browns Island and leave Sunday open for Mothers Day. Bring your brunch and shoes to walk to the top.

Meet at St Heliers Bay at 9.30 for a leisurely 10.00 start.

Trip Co-ordinator wanted.

Saturday 17th or Sun 18th May Waiheke Island

Meet at Halfmoon Bay Marina at the Sealink terminal. Bring your trolley. If the wind is from the North we will take the ferry to Kennedy Point on Waiheke and paddle back to Halfmoon Bay via Motuihe Is and Browns Is. If the wind is southerly we will paddle downwind to Waiheke and take the ferry back.

Phone leader **Gerard Fagan 832 9720**
mob **021 071 5917.**

Saturday 24th or Sunday 25th May Paddle Ponui

Leaving from the Kawakawa Bay boat ramp. We'll use the tide to paddle down the preferred side of the island, have lunch at the cosy beach at the end and return with the tide up the other side. A good tide assisted paddle of +/- 30 km

If weather is unfavourable we'll do a shorter trip or postpone till later.

Phone Philip for details 575 3493.

Lake Taupo Trip Queens Birthday Weekend May 31st June 1st & 2nd

How about 3 days on Lake Taupo leaving from Kinloch and camping at Waihaha?

From here we can explore other great parts of this beautiful side of the lake, or the Waihaha River and fantastic waterfall. The paddle over is worth it just to see the cliffs and waterfalls.

The Waihaha camp ground is on the water's edge with toilets and shelter belts. Cost is around \$5 per person so you will need cash, and this will be winter time so plenty of warm gear required. Camping only, so you need to be self-sufficient and a reasonable level of fitness is required, as it is 20 kms to the camp, with one stop at the 10km mark.

Keen to turn up – get in touch with Evan Pugh
sheepskinsnstuff@xtra.co.nz, or ph 07 883 6898.

Sun 8th June – Paddle to Whitford

Starting at Cockle Bay, a very pleasant paddle using the incoming tide to paddle all the way up to Whitford Village for lunch. Return with the ebb tide.

Meet at Cockle Bay at 9.00am for a 9.30 start. A very social paddle through some great scenery and suitable for novices.

Phone Kevin Sargent on 536 6308.

Sunday 15 June – Wing Head, Manukau Harbour entrance.

Meet at Cornwallis Wharf at 10.00am for a 10.30 departure. Bring lunch, snacks, walking shoes or sandals and a small pack or bag to carry lunch in. We'll explore the coast from Puponga Point to Whatipu, with the outgoing tidal current in our favour. Then land at Wongawonga Bay and take the track up Wing Head for lunch and a view out over the Manukau Bar. The paddle home will also be tide-assisted. Paddling time about an hour each way, walking time 40 minutes each way. The trip is suitable for all paddlers in calm weather. The trip is weather-dependent, those coming must phone **Colin Quilter 630 2219** between 7 and 8am on Sunday to confirm that it's on. If the weather is unsuitable we'll postpone the trip until a later date.

SUCCESS IN TAUPO FOR AUCKLAND CANOE CLUB TEAM



Your Auckland Canoe Club Team did it... walked 100 km in Taupo on the Oxfam Trailwalk. Ken, Trevor, Jackie and a new recruit Adrienne persevered through sore feet, tired bodies, grumpy teammates, a bush bash for 600m to finish leg three, absolute white out conditions on leg 5, and numerous other incidents to finish in 31 hours and 40 minutes. And it was all due to our fantastic support crew of Anne, Denise and John, who were infinitely patient, dedicated and helpful throughout the day and night.

The smiles at the finish belie the stress of the event, but show an immense satisfaction at getting through a stressful lead-up, and a very tiring event. Of 258 teams entered 241 finished and less than 120 finished with all four participants. Although our time was slower than anticipated we were the 189th team to finish, so we can be well satisfied with our effort.

As to the event – you get to walk up the side of the Waikato river from Taupo to Huka falls, and through Craters of the Moon to checkpoint 1 (14km) for a welcome cup of coffee and scones, then off again for 13 km through the hills towards Kinloch, then leg 3 along the peninsula to the township of Kinloch itself. A welcome long rest at Kinloch then into the night (its close to 6pm by then). Night walking is at first fun, then slow, then quite relaxing. On this walk we take timeout to help with stretcher bearing for one poor girl who turned her ankle and passed out from the pain. This only takes half an hour and we reach a fence and pass the stretcher over to equally willing helpers and then continue on our way. It's all

part of the event, helping others and discussing with anyone stopped if they need anything is the way it's done here. We are getting used to seeing people with horribly stiff legs, or terrible limps, determined to go on. We arrive at Checkpoint 4 at around 11:30 pm, exhausted and grumpy, we sup on great stew provided by Denise, The support crew try to keep our spirits up, and we're off again as a couple of short legs fly by, we're actually making good progress now, have covered 65 km and it starts to seem possible

now. Adrienne has a crisis with blood blisters at checkpoint 5 but bravely decides to soldier on, and then we're on Mt Tauhara, climbing steadily as the dawn starts to emerge. Another brilliant day in Taupo and spurred on as we near checkpoint 6, we make relatively good time on this section. John and Denise provide delicious pancakes as Adrienne gets checked out and given the OK by St Johns, and we're off again accompanied by Anne who's enthusiastic to help with the last leg.

It's second wind material, we literally cruise down to the waterfront and start the arduous 6 km along the shoreline on concrete which hurts on every step. We must be able to sense victory because we pass several teams and really do well on this leg, then close to the finish tempers are strained as we fit ourselves into our foam canoe and start the final 200m to the finish. Wow! And what a great feeling to finish!! We all congratulate each other, close to tears at the relief of being finished, and a great feeling of content comes over us all.

Immense thanks to the support crew of Anne Maynard, John Maynard, and Denise Duanne. We literally would have faltered without your support and help. Especial thanks to all those supported our cause relieving inequality and poverty by donating to Oxfam. Our fundraising is still going so contact Ken, Trevor, Anne Maynard or Jackie if you have a spare \$10 or go to the website at http://www.oxfam.org.nz/events/teams.asp?a=show_team_pages&eventid=15&teamid=2690

AUCKLAND CANOE CLUB MEMBERSHIP APPLICATION FORM



- New Member
 Rejoining

Surname: _____ First Name: _____
Family Name(s) _____

Address: _____ Suburb: _____ City: _____
Phone (home): _____ Mobile: _____ Fax: _____
Phone (work): _____ Email: _____

Rate your Experience: I have completed a basic skills course.

- No Experience**
 Novice (confidently forward and backpaddle, paddle for 30 mins without rest)
 Intermediate (able to brace, perform a deep water entry, paddle for at least 2 hours or 25 km)
 Advanced (self rescue in all situations, off-shore paddling experience)

Do you own a kayak? Yes No If YES list type(s): _____

Please select the types of kayaking you are most interested in:

- Sea kayaking Touring Sea kayaking racing
 Whitewater Surf/rodeo/polo MultiSport

Kayak trips: Are you interested in co-ordinating kayak trips? Yes No

To comply with the Privacy Act 1993, please read and complete the form below.

I Agree I Disagree

To let the Auckland Canoe Club publish my name, address phone Number or any other information concerning me in the Club Newsletter or to National Canoe Associations. I accept responsibility for correcting this information where applicable.

The Auckland Canoe Club and its officers take no responsibility for any injury any person may suffer, or any damage to equipment, while participating in the Club's kayaking activities. Any Person, who does participate, acts at his or her own risk.

Signed: _____

Date: _____

Fees for the year ending 31 March 2009

- Member \$30 Family \$35 Life Member

Post to: Auckland Canoe Club, PO Box 9271 Newmarket, Auckland

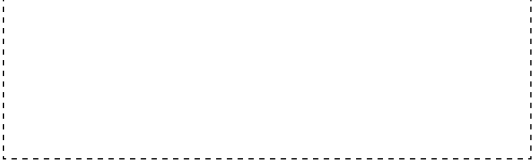
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