



## November 2008

Club Information .....	2
Club Trip/Event Policies .....	2
Club Banking Details .....	2
Website Password .....	2
Kayak Hire .....	3
New Members.....	3
Harbour Swim Dates.....	3
Regular Events.....	3
President's Report .....	4
Canuck's Corner – Part 3.....	6
Trip to Vine House.....	8

ARC Navigation Safety	
Bylaw under discussion.....	9
Poet's Corner.....	12
Paddle the Bays 2008.....	12
Swim Escort Duties.....	12
Club Trips.....	13



**Swim Escort Duties** Club members at Masefield Beach on a previous swim escort event. PHOTO R. LOMAS

## Auckland Canoe Club Information

### Postal Address

P.O. Box 9271, Newmarket, Auckland

### Clubrooms

Marine Rescue Centre, Mechanics Bay

### Website

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

### Email event reminders

send blank email to

[subscribe@aucklandcanoecub.org.nz](mailto:subscribe@aucklandcanoecub.org.nz)

### Officers

<i>Patron</i>	Peter Godfrey	520 5444
<i>President</i>	Ian Calhaem	579 0512
<i>Secretary</i>	Alissa Good	269 5888
<i>Treasurer</i>	Gerard Fagan	832 9720
<i>Trips</i>	Will Henden	486 6215
<i>Publicity</i>	Roger Lomas	846 6799
<i>Training</i>	John Maynard	626 4096
<i>Storage/kayaks</i>	Gavin Baker	528 5188
<i>Assistant</i>	Roger Lomas	846 6799
<i>Merchandising</i>	Neil Scott	550 0466
<i>Vine House</i>	Trevor Arthur	817 7357
<i>Newsletter</i>	Claire O'Connor	521 1769
<i>Webmaster</i>	Ian Calhaem	579 0512

### Email addresses

[patron@aucklandcanoecub.org.nz](mailto:patron@aucklandcanoecub.org.nz)  
[president@aucklandcanoecub.org.nz](mailto:president@aucklandcanoecub.org.nz)  
[secretary@aucklandcanoecub.org.nz](mailto:secretary@aucklandcanoecub.org.nz)  
[treasurer@aucklandcanoecub.org.nz](mailto:treasurer@aucklandcanoecub.org.nz)  
[trips@aucklandcanoecub.org.nz](mailto:trips@aucklandcanoecub.org.nz)  
[publicity@aucklandcanoecub.org.nz](mailto:publicity@aucklandcanoecub.org.nz)  
[training@aucklandcanoecub.org.nz](mailto:training@aucklandcanoecub.org.nz)  
[merchandise@aucklandcanoecub.org.nz](mailto:merchandise@aucklandcanoecub.org.nz)  
[vinehouse@aucklandcanoecub.org.nz](mailto:vinehouse@aucklandcanoecub.org.nz)  
[newsletter@aucklandcanoecub.org.nz](mailto:newsletter@aucklandcanoecub.org.nz)  
[webmaster@aucklandcanoecub.org.nz](mailto:webmaster@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

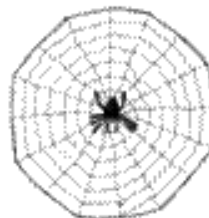
All major banks have set up Auckland Canoe Club as a registered payee for internet banking.

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 November

**Password** Horuhoru



## Deadline for December newsletter

**11 November 2008**

## 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.

## NEW MEMBERS



### Welcome

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

Gail Kiss and Family,  
and Russell Millar

## Auckland Central Masters Harbour Swim Dates

### Herne Bay Beach to Masefield Beach (Pt Erin)

9th November 08, start 15:36, 50min, tide 16.36.

### Masefield Beach (Pt Erin) to Chelsea Sugar

30th November 08, start 9:00am, 75min, tide 10:04.

### St Heliers to Tamaki

15th February 09, start 11:00am, 90min, tide 12:40.

### Rangi Wharf to St Heliers

1st March 09, start 9:00am, 120min, tide 11:21.

## Regular Events

### Vine House – Last Weekend of Every Month

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

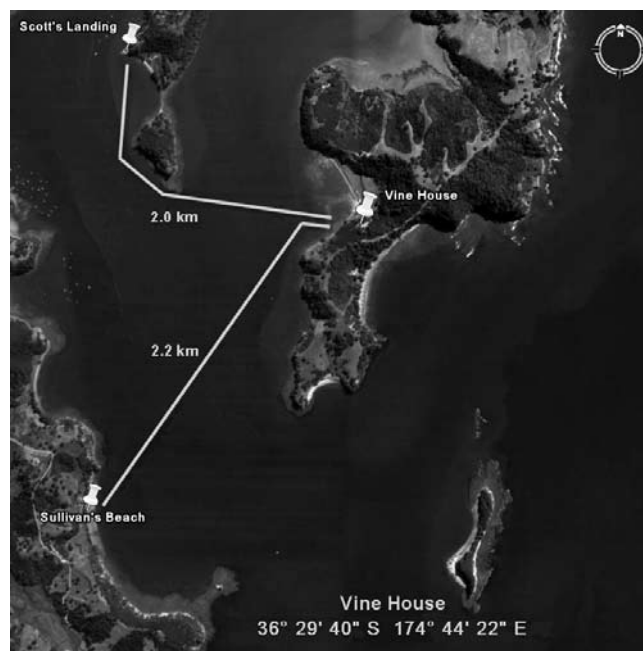
This gem in Mahurangi Harbour is a 2 km paddle from Sullivans Bay, which is the ARC park at the end of the Mahurangi West Road, first on the right past Puhoi.

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,

It is just as well that I waited until Labour weekend to finish my report. I would have expressed delight that summer was on its way and we could all enjoy the increase in temperature and the great sun. Sadly Labour weekend is proving that these statements would have been premature. However since you would have been thinking about going for a paddle I wonder how many of you spent the time checking out your kayak and equipment?

Some paddlers are active all winter, but others store their equipment over winter and bring it out again about now.

### Equipment maintenance

It is wise to check items such as hatch covers and spray skirts for signs of wear or holes. Small holes are easily fixed with compounds such as Aquaseal (my own spray skirt has been fixed many times and Aquaseal is certainly a permanent fix).



Paddles should be inspected for any sign of cracking in the blade or in the shaft by gently flexing it by pressing one end on the floor. Epoxy resin can provide a quick and easy fix and avoid expensive repairs later.

Finally it is important to check the kayak itself. Inspect hatches and the cockpit for insects such as spiders, rodents and other pests that we don't want to take to offshore islands.



Then examine items such as the deck lines and bungee cords. These should be firm so that you do not get tangled up in them when you fall out, but not so tight that you cannot easily grab hold of them.



Make sure that the rudder system is working smoothly and that the rudder lines are in good condition.

### Possible changes to Maritime Laws

I am sure that most of you are aware of the changes this year to the Auckland Navigation Bylaws. Whilst these cover all shipping, there are some clauses that affect kayakers. There has been a lot of discussion about Clause 2.17 regarding kayak visibility but there are other clauses that kayakers should be aware of.

Clause 2.1 covers buoyancy aids and specifies that a "Personal Floatation Device" should be on board at all times and readily available. Putting a PFD in a hatch is not acceptable. This rule will only affect a very few of the Club members as in my observation only a few surf ski owners venture out without wearing a PFD. The same clause also makes it mandatory to wear the PFD at all times of heightened risk. Clause 2.1.9 specifies the requirements of a buoyancy aid suitable for a paddle craft and includes such items as quality, conformance to NZ Standard 5823:2005. For paddle craft the colour is not specified, but remember that Clause 2.17 specifies that it should be highly visible, this makes sense if you expect to be found by a rescue vessel or search plane.

Clause 2.1.10 gives owners time to comply. For recreational kayakers as long as a buoyancy aid is serviceable it does not have to meet the requirements of 2.1.9 until 2014. Non recreational craft, such as the Club's hire fleet have to comply by 2011.

If you are buying a new buoyancy aid it would pay to make sure that it complies with the standard so you do not have to replace it in 2014.

I know that some members have experimented with blue strobe lights. These were always banned under Maritime Law, but the new Bylaw 2.11 specifically reserves blue and purple flashing lights for use by emergency services.

*Continued on page 5 ➤*

## President's Report – continued from page 4

Clause 2.14 requires that kayaks should be named. This was one of the clauses that the Club was able to influence during the Bylaw consultative process. Instead of requiring the name to be visible from 50 m the rule now says that you should mark the vessel with the owners name or contact details. The reason for this is if you get separated from your kayak the rescue service can determine quickly if the kayak has just been washed off the beach or whether an urgent search is required for a paddler.

Clause 2.15 is another clause that the Club was able to influence. This involves the carrying of navigation charts. Instead of requiring all vessels over 4 m to carry navigation charts, the rule was changed to “*appropriate means to navigate safely at all times for the intended voyage*”. In practice this means that when paddling close in shore no chart is required.

The Labour Weekend Herald marine section contained a good report of the recommendations that have come from the New Zealand Pleasure Boat Forum. Kayakers have been represented on this Forum by Paul Caffyn from KASK.

The Forum is the body that advises Government on proposed changes to the Maritime Laws. The advice to Government is both positive and negative – that is, the Forum defines the options that are supported and also those which are not supported.

The Boating Safety Strategy and the Overview are available from Maritime New Zealand by emailing [publications@maritime.govt.nz](mailto:publications@maritime.govt.nz) or on the website [www.maritime.govt.nz](http://www.maritime.govt.nz)

Recommendations that affect kayakers include:

- a continuation of the safety messages – lifejackets, communications, weather and alcohol;
- increased opportunities to increase the opportunities for training and education;
- developing industry standard for level flotation in vessels and ways to retrofit such buoyancy;
- improving the capability for enforcement through infringement notices, and
- the development of the volunteer safe boating advisors and honorary enforcement officer programs

In accordance with these recommendations, it is likely that the Maritime Law will be changed soon to require:

- all users of vessels under 6 m to wear a PFD at all times, and
- every vessel will be required to carry an effective waterproof communications device – this would be a VHF radio, or if very close to the shore in an area of good coverage, a mobile phone in a plastic bag.

The recommendation for level flotation is to ensure that when a vessel is holed it remains floating level at the surface. Most sea kayaks will do this as we all know when we capsize, but that is not true for a sit-on top. Most have these have a single compartment that lacks any internal buoyancy. This is easily fixed by added blocks of polystyrene foam or empty milk bottles.

I know that some readers will be wondering “*where will the legislation end? What is happening to our relaxing simple recreation?*”

Authorities react to statistics. Every fatality costs us the ratepayers over \$1.2 M. Regulations are put in place to minimise risk and avoid fatalities wherever possible. These laws are designed to enable all of us to continue to enjoy our sport. If we encourage safety by sensible self monitoring of the situations, then regulations will be kept to a minimum.

Indeed, the Boating Forum rejected the idea of licensing either skippers or vessels because it would not decrease fatalities. This is against the overseas trend where licensing is used as a source of revenue for safety programs. Here in New Zealand there has been a successful move to divert the Road Tax on petrol used in boats to support education and rescue in the boating sector. An Act was passed in July authorising this. We now have to ensure that Government passes that money on to the appropriate safety organisations.

Finally, some of you will be aware that Coastguard is now offering a Sea Kayak Course to compliment the popular Day Skipper and Boatmaster Courses. This is a 3 hour certificate course designed to raise awareness of safe sea kayaking practises and costs \$30. It is planned to run two more course before Xmas.

Details are at – [http://www.coastguard.org.nz/Sea\\_Kayak\\_Module\\_site\\_info.html](http://www.coastguard.org.nz/Sea_Kayak_Module_site_info.html)

If any members are interested they can contact me directly or phone the marine Rescue Centre (09) 303 9364. If sufficient Club members are interested we can arrange a Club only course possibly at a reduced rate.

Happy and safe paddling,

*Ian*

## Canuck's\* Corner – Part 3

Hello again from Canada!



In the November and December 2007 issues of the Auckland Canoe Club newsletter, I introduced myself and described how I was travelling to New Zealand to attend my oldest friend Greg's wedding and hopefully put in some quality paddle time.

Then I'd follow up with an article describing my adventures paddling in NZ. Tickets were purchased, gear collected and international VHF permit on hand.

I was all set to go when something bad happened. Greg called to let me know the wedding was in limbo. A serious medical issue came up which had to be taken care of ASAP.

Serious enough that I wondered if I would be making the trip for an entirely different reason. I'm glad to say that things have worked out well in the intervening months. Once again plans are underway for a visit to NZ in Jan/Feb 2009, barring a global financial meltdown.

Since I can't yet tell you about my adventures in NZ, I'll entertain you with something more local.

Victoria is ideally situated for area paddlers to access the many islands and reefs of the Gulf Islands National Park. The southern half of Discovery Island off Victoria is part of the National Park. The northern half of Discovery Island and all of the Chatham Islands group are Indian Reserve land. Taken together, they make up a unique ecosystem that

has remained as an undeveloped sanctuary for birds and sea mammals.

If you plan to paddle this area, you should obtain Chart 3424 available from the Canadian Hydrographic Service or local dealers in Victoria such as Ocean River Sports. [www.oceanriver.com](http://www.oceanriver.com)

Many is the paddler that has visited Chatham/Discovery on a flat-calm day, only to be dismayed when current and wind present them with a challenging return voyage. An effective forward stroke with solid edging and bracing skills are a must if you choose to venture here.

On Sunday, September 28, Douglas and I met at the Oak Bay Marina, just east of Victoria at 9am for a paddle to the Chatham and Discovery Islands.

A southerly wind at 10kph greeted us, but the Weather Office was predicting 20-30 kph winds from the north later in the afternoon.

After discussing the weather, Douglas and I elected to launch from Gyro Park in Cadboro Bay, a ten minute drive north along the coast.

Our course would be generally clockwise, based upon the predicted conditions, with options to bail out early if conditions deteriorated.

*Continued on page 7 ➤*

**Canuck's Corner** – continued from page 6

After the usual preparations, we departed Gyro Park and crossed Cadboro Bay to Jemmy Jones island via Flower Island off Ten Mile Point. Two weeks earlier my wife and I had observed four river otters at Flower Island. Sea Otters, once hunted to extinction on the BC coast and now re-established on northern Vancouver Island have not yet extended their range to Victoria. Hopefully we'll see them return in the coming years.

We timed our Jemmy Jones arrival for slack water in Baynes Channel. As we made our crossing to the Chatham Islands we felt the last traces of the diminishing ebb tide and adjusted our ferry angle to compensate.

Baynes is notorious for tide rips especially when wind is against water. If you are swept through Baynes Channel on a flood tide past Ten Mile Point, your next stop is San Juan Island in the United States, so be sure to carry your passport.

After an uneventful crossing to the Chatham Islands, we made our way around the eastern edge of the group where the wind freshened to a northerly.

Further along, we ducked into the Chatham group and "noodled"\* among the protected channels, observing many seals and seabirds as we made our way to our lunch stop on the most southwestern island of the Chatham group. Since the entire Chatham group is Indian Reserve land, respect is the byword. We didn't see a scrap of litter anywhere on these islands. The few paddlers that visit tend to pick up and carry out whatever trash they might find.

After lunch we set off west across Plumper Passage for the Chain Islets. The freshening wind and the flood current in the passage gave us a bumpy ride.

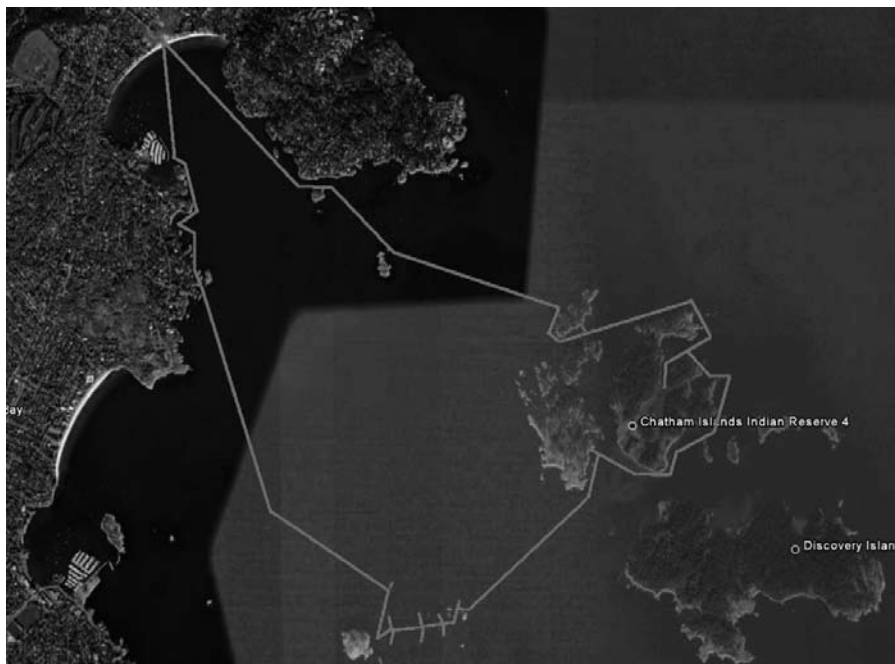
Once in the Chain Islets, we played in the many tidal races and overfalls while the resident seals and seabirds looked on. So many seals and seabirds provide a feast for all five senses. Best to paddle upwind if you can.

All the while we kept a weather eye on Baynes Channel to the north. When whitecaps appeared, it was time for us to move on. Deciding to let the current carry us home, we crossed to Cattle Point by way of Fiddle Reef and Tod Rock.

Cattle Point marks the southern extent of one of Victoria's most exclusive neighbourhoods – The Uplands. Built at the turn of the last century, this is an area of huge lots and palatial homes, each with it's own seaside "rock garden", just perfect for noodling.

Our voyage almost complete, we made our way past the Royal Victoria Yacht Club and into the calm sanctuary of Cadboro Bay.

I hope you've enjoyed this little taste of paddling here in Victoria. Should you ever find your way to Vancouver Island, look me up and we'll go for a paddle. With any luck I will meet many of you for a paddle in January/February 2009.



**Glossary**

\**Canuck* – someone from Canada

\**Noodled* – a paddling slang term meaning to go very slowly, enjoying the sunshine, observing the marine wildlife, watching the water drip off your paddle.

Gary.Jacek@telus.net

## Trip to Vine House with kids

With spring in the air I thought it would be a good idea to take Martin and the kids Jen (16), Daisy (13), Tom (9) and Adam (18 months) up to Vine house for the last weekend of September. Any closer to Christmas and I thought a big crowd of Armstrongs would be too much for usual summertime crowd.

With predictions of wind a bit greater than I would have hoped we decided to leave from Scotts Landing. This worked out really well as the wind was behind us and the sea relatively flat. Adam hated the life vest but once he was on my lap on the water he settled down with a "way cool".

It was a nice short paddle over but the out bound tide gave us a bit of lugging that we could have done without. Matt was there to welcome us and Stephanie, Mark and Flyn (20 months) paddled over for a quick flying visit.

Erica and Kelly were really good about putting up with the mass arrival and were very good company.

A trip to Big Bay saw Martin, Adam and I in the water

for a quick swim (yes a very quick swim). Jen and Tom explored around the rocks from Big Bay back around to Vine House and were very keen to spend more time there.

Vine House is looking great and was very good for a night's accommodation. All those working bees have paid off. Andrew's tree is looking very healthy and is now taller than him.

All the Armstrongs are looking forward to a longer stay next time.

For those of you who have not been to Vine House, the Auckland Canoe Club (ACC) adopted Vine House off the ARC. Working bees and a commitment by ARC have seen vast improvements to the property and it is now a lovely place to stay. ACC have free accommodation at Vine House the last weekend of every month. Ordinarily the paddlers leave from Sullivan's Bay but for the more wimpy of you Scotts Landing is even closer.

*Alissa Good*



*The Vine House hideaway in a sheltered bay at the entrance to the Mahurangi Harbour. Perfect for a summer holiday with the family.*

PHOTO R. LOMAS



## ARC Navigation Safety Bylaw under discussion

Colin Quilter

**The ARC Navigation Safety Bylaw which came into force on July 1 this year contains clauses which aim to increase the visibility of kayakers on the harbour. The bylaw has generated a good deal of discussion, and newsletter readers might be interested in correspondence I have exchanged with the Harbourmaster and with Auckland Regional Councillors. My letter, and their replies, are copied below.**

*John Lee-Richards  
Harbourmaster*

*Dear Harbourmaster,*

*The ARC Navigation Safety Bylaw 2008 came into force in July. Section 2.17 prescribes three actions that kayakers must take to ensure they are visible to other craft. I believe that two of those actions actually decrease safety for kayakers. Since I know that you have a genuine interest in safety on the water, I am writing to explain what, in my view, is wrong with the new bylaw. This will take some time; I hope you will bear with me.*

*I have been sea kayaking for 22 years. Weekend trips have been on the harbour and inner gulf, (including about 500 crossings from Tamaki Drive to Rangitoto). On longer trips I have paddled all of the North Island's east coast from North Cape to Wellington, and the South Island coast from Cape Farewell to Kaikoura.*

*During those 22 years I have had two near-collisions on Auckland Harbour. Both involved high-speed motorboats, (one a fast ferry). On both occasions sunstrike was undoubtedly the cause. The motor vessel was travelling into the sun, and I was lost among the dazzling reflections. Both occasions were terrifying. I was deeply shaken by the experience, and gave a lot of thought to how I could make myself more visible. Since in that situation I was seen only in silhouette, I decided that wearing black clothing was the best way of enlarging my silhouette. However black is not a good colour at other times, for example in dim light when bright clothing is an advantage. I looked for a compromise, and decided on a blood-red colour which is dark enough to make a good silhouette but bright enough to be visible at dusk or dawn. Fortunately, this is a colour which is common in buoyancy aids and paddle jackets. My present PFD is that colour, and when the cloth faded I re-covered it with new material of the same colour.*

*The new bylaw specifies a high-visibility vest or PFD (I presume bright yellow, orange or pink). This will be excellent in dim light but deadly in sunstrike. Based on my personal experience, and my fear of collision, I will not comply with the bylaw.*

*You might be sympathetic to this argument because in the November 2006 issue of the Harbourmaster's News you described the running-down of a kayaker between North Head and Okahu Bay by a launch steaming straight into the setting sun. You identified sunstrike as the cause. I guess you would also agree that Auckland Harbour with its east-west orientation is almost uniquely bad for sunstrike. In the morning a procession of boats head eastwards from Westhaven straight into the morning sun. In the afternoon, after a day of fishing and drinking beer they all return straight into the afternoon sun. The combination of sunstrike, speed, a salt-encrusted windscreen and a high blood-alcohol level is potentially lethal for kayakers. High-visibility clothing will make this problem worse, not better.*

Continued on page 10 ➤

*The second issue concerns lights for kayaks at night. Again, I need to explain some personal history. About 20 years ago I joined a group who paddled regularly on the harbour at night. We experimented with various forms of lighting: torches, fixed or flashing all-round lights, strobe lights, etc. Many, especially the all-round lights, were home-built. After numerous trials most of us settled on the same solution, which was for each kayak to carry two lights. One a reasonably powerful torch (eg. Eveready Dolphin), and the second an all-round white light (torch bulb powered by alkaline batteries) mounted on a 1-metre mast behind the cockpit.*

*We used the lights in the following way. Oncoming powerboats of concern were recognised by their red and green sidelights. When they were a mile or two away we stopped paddling and aimed the torch straight at the vessel. Usually within a very short time the powerboat would alter course, indicating that it had seen us. We then resumed paddling, confident that our fixed all-round lights, though relatively weak, would continue to show our position.*

*This is an excellent system. The torch allows a kayaker to be seen at a far greater distance at night than by day, and I often felt that it was safer crossing to Rangitoto at night than making the same trip in daylight.*

*On the principle that if a little is good, more will be better, we tried fitting much brighter all-round white lights, of the type now specified in the bylaw (range at least 2 nautical miles). However we abandoned them, for three reasons.*

- 1) A paddler showing a bright all-round light destroys the night vision of his companions who are paddling alongside.*
- 2) The extra current drain required a lead-acid battery which was heavy and expensive.*
- 3) The brighter light achieved no useful purpose because a torch was the method of choice for warning an oncoming vessel at a range much greater than any all-round light could achieve.*

*For these reasons, based on my own experience, I will continue to use a torch and my 20 year-old all-round white light even though the latter is not bright enough to comply with the bylaw. For the same reason I will be unwilling to paddle alongside anybody who does have a compliant light, in order to preserve my night vision. Fortunately none of my friends own a compliant light; as we discovered 20 years ago the necessary battery capacity makes these so expensive that few kayakers will purchase them.*

*Thank you for having the patience to read this far. Despite my negative feelings about the new bylaw, I appreciate the genuine efforts you are making to improve safety on the harbour. In particular, the speed restriction on the inner harbour is an excellent initiative which I hope you will have the resources to enforce.*

*If there is a chance to review the bylaw in future, can I suggest that “recommended guidelines” would be better than bylaws? Such guidelines would establish a standard of good practice for kayakers, but would allow old fellows like me to continue with slightly different methods which we have found, through long experience, to be equally effective.*

*I hope you won't mind if I copy this letter to other interested parties. The bylaw has prompted a lot of discussion among paddlers, and it may be that others will wish to give you their opinion.*

*Best wishes,*

*Colin Quilter*

Continued on page 11 ➤

---

Thanks Colin,

For very informative critique of the new by-law which I think is un-necessary. Most kayaks are brightly coloured polyethelene – red or yellow – and they tend to be considerably larger, longer and more visible than the upper torso of the kayaker (most of the kayaker is inside the kayak) anyway.

Thanks,

Mike Lee

---

*Good morning Colin,*

*Thank you for this letter which outlines your perspective on two matters relating to the new bylaw section 2.17. I appreciate you writing to me and giving me the value of your many years of experience in this activity. As you will be aware, there is much discussion going on at the moment with all of the various parties, and may I say factions amongst the Kayaking fraternity, regarding this particular issue.*

*In the very near future I will be discussing the issue with the Councillor bylaw working party members to map a way forward on the issue. In the meantime, I thank you for your contribution.*

*Best Regards,*

*John Lee-Richards  
Harbourmaster*

---

Hi Colin,

Thanks for this info – as a kayaker myself I have really grappled with the new by-laws both to ensure my own safety but also to see how this could be workable. Your comments are very illuminating, so thanks for taking the time to contact us. We will be discussing this next week among the Councillors.

Thanks again,

Christine Rose

## Poet's Corner

*You'll have heard about the RHAMNUS plant  
That kills Pohutukawa  
On islands in this Gulf of ours  
Its time was up that hour.*

*Our doughty band of twenty souls  
To do good works were driven  
Set off to scour that isle called Browns  
That once was RHAMNUS heaven.*

*All hell broke loose in RHAMNUS world  
As we Colin-ised that place  
Those wicked nasty hateful plants  
Had no time to hide their face.*

*Stout eco-warriors from the Club  
Bedecked with long armed choppers  
The only thought that filled our minds  
To kill those interlopers.*

*Our warrior chief gave out the maps  
We all paired up for safety  
In case the errant RHAMNUS  
Was trained in plant karate.*

*We clambered up we slithered down  
The poison to apply  
On slicing through the RHAMNUS trunk  
No time to hear them cry*

*It's not our fault we've settled here  
It was the birds wot dunnit  
They eat our seeds shit in the trees  
It just ain't fair now is it.*

*We're only being RHAMNUS  
Doing what RHAMNUS do  
How were we to know our seeds  
Would end up in the pooh.*

*Our ears were deaf to such as this  
We didn't hear their plea  
We'd saved Pohutukawa  
So we paddled home to tea.*

*Mike Randall*

## Paddle the Bays 2008 – Sunday 16th November

A premier kayak racing event right at our front door. This spring paddling carnival will be based at Okahu Bay and will feature both serious long distance racing and family fun events.

Our good neighbour Fergs Kayaks are promoting Paddle the Bays with four options to choose from:

- 15km surf ski and outrigger race
- 10km kayak race
- 5km kayak race
- 200mtr double sit on top family race (double sit on tops available at Fergs)

Some big name sponsors are involved and these include Barracuda Sea Kayaks, Epic Kayaks, Ocean Kayaks and Wilderness Systems.

The event is open to everyone from advanced to beginners and entry forms are available now from Fergs Shop.

Check out their website [www.fergskayaks.co.nz](http://www.fergskayaks.co.nz) <<http://www.fergskayaks.co.nz>> for more race details.

*Roger Lomas*

## Swim Escort Duties

This November is going to be a busy month for club swim escort duties. It starts off with a mid afternoon event on Sunday 9th when we help with the relatively short Herne Bay to Curran St event. It is probably easiest to launch in the small cove (Masefield Beach) at the lower end of Curran St. There is abundant parking just further along on the foreshore drive next to the Harbour Bridge Park. Aim to be on the water before 3pm and then you will have plenty of time to enjoy the paddle up to the start point at Herne Bay. On the way along this delightful bit of coastline you can gaze up at the Mansions of the Rich and Famous, paddle under the overhanging coastal Pohutakawas or even be a bit more daring and duck underneath one of the quaint old boatsheds. It is a good opportunity for newer members to get involved in club activities in a safe and pleasant environment. It is also a good time for all the old fossils who have been hibernating over the winter months to expose themselves to some sunlight and healthy sea air. An on the water briefing will be given to paddlers just before the event starts so that you will know how to assist. When the swimmers all arrive at Curran St and have all been accounted for, it's then time for the paddlers to come ashore and partake in a hearty Canoe Club BBQ complete with icy cold drinks.

Don't forget we have another swim escort later in the month on the 30th, see you there.

*Roger Lomas*

## Club Trips – November 2008

Please phone Wednesday or Thursday to express interest.

Please contact Will on 486 6215 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 1st November**

#### **Herald Island to Riverhead**

The long range weather forecast for Saturday promising, so the plan is to meet at the earlier time of 9.00am to catch the tide right. About an hour's paddle each way. Suitable for newer paddlers. Bring morning tea, rather than lunch.

Time: 9.00am

Place: Boat ramp on Herald Island

Directions: After crossing causeway, immediately turn left, and drive as far as bus shelter, car park and boat ramp.

We will be back down at Herald Island boat ramp by approximately 12.30pm, so you should have a good part of the afternoon left.

**Please phone Erica on 360 2872 or 021 0438118 if you can make it**

### **Sunday 9th November**

#### **Swim Escort**

##### **The first of the four swims – Curran St Swim**

Meet at Curran St at 1:10pm. Swim starts at 2:00pm, but we need to be briefed and then paddle to the start of the swim approximately 1.3k's along the coast.

These escorts are usually a fairly leisurely paddle at swimming pace, and are a good opportunity to meet some of the more experienced club members, a great time for the club to come together.

Please come and support the swimmers and the club, these events are a worthwhile way of contributing to the community.

The club boats are reserved for these events and are offered to club members for the paddle at no cost.

BBQ afterwards at Curran St.

### **Sunday 16th November**

#### **Paddle the Bays**

A good fun day – see article on page 12.

### **Either Saturday 22nd or Sunday 23rd November weather permitting**

#### **Kawau Island**

Come along and complete either a circumnavigation of Kawau, or an exploration of the western side of the Island. We will paddle from Martins Bay which is only a few kilometres from Kawau. The round Island trip will be in either a clockwise or anticlockwise direction and will cover approximately 30-35 km's. However with a break taken every now and then and a stop for lunch, it is not as daunting a trip as one may think. To stop and Mansion house Bay with the historic buildings and set in the protected waters of Bon Accord harbour is an added bonus to this trip.

**Please call Gerard on 832 9720 for further details and departure time.**

### **Saturday 29th November**

#### **Mahurangi Harbour day trip**

Come to explore the Mahurangi harbour. It's a fantastic part of the Auckland paddling area and offers so much in the way of Islands near or far to paddle to, sheltered estuaries and tributaries, and some really beautiful beaches. Perhaps stop in at the Vine house, your fellow club members who may be overnighing are very friendly and there's usually a coffee brewing.

Meet at Sullivan's Bay at 10:00.

**A leaderless trip – first there chooses where to go!**

### **Sunday 30th November**

#### **Swim Escort**

##### **Masefield Beach (Pt Erin) to Chelsea Sugar**

Start 9:00am, 75min, tide 10:04am.

### **Skills Practice – Sundays at 10am**

Come along to Kohimarama Beach to brush up on your skills!!

**For more information please phone  
John Williams on 021 131 0516**



From: Auckland Canoe Club, P.O. Box 9271, Newmarket, Auckland



To:

