



December 2011/ January 2012

Club Information	2	Club Trips.....	4
Club Trip/Event Policies	2	February Swim Escort Dates	4
Club Banking Details	2	A BLAST FROM THE PAST!	
Website Password	2	NZ Canoeing Association	
Kayak Hire	3	Magazine – March 1959.....	5
Regular Events.....	3	A Whanganui Weekend.....	21
New Members.....	3		



A Whanganui Weekend (see page 21).

PHOTO ROGER 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

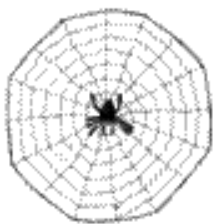
subscribe@aucklandcanoecub.org.nz

Officers

<i>Patron</i>	Jim Mason	
<i>President</i>	Ian Calhaem	579 0512
<i>Secretary</i>	Matt Crozier	817 1984
<i>Treasurer</i>	Gerard Fagan	832 9720
<i>Trips</i>	Jackie Hillman	634 5042
<i>Publicity</i>	Roger Lomas	846 6799
<i>Storage/kayaks</i>	Gavin Baker	528 5188
<i>Assistant</i>	Roger Lomas	846 6799
<i>Vine House</i>	Trevor Arthur	817 7357
<i>Newsletter</i>	Claire O'Connor	521 1769
<i>Webmaster</i>		

Email addresses

patron@aucklandcanoecub.org.nz
president@aucklandcanoecub.org.nz
secretary@aucklandcanoecub.org.nz
treasurer@aucklandcanoecub.org.nz
trips@aucklandcanoecub.org.nz
publicity@aucklandcanoecub.org.nz
merchandise@aucklandcanoecub.org.nz
vinehouse@aucklandcanoecub.org.nz
newsletter@aucklandcanoecub.org.nz
webmaster@aucklandcanoecub.org.nz



Club Website Access

Password Rotopiro

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 co-ordinator.

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.



Deadline for Next Newsletter

20 January 2012

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.

CLUB KAYAK FOR SALE

CROSSWIND DOUBLE SEA KAYAK For Sale at \$1800.00

As is where is

For more information please phone
Gavin Baker on 528 5188

LAST CHANCE

Before being listed on TradeMe!

NEW MEMBERS



Welcome

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

**Aaron Hanson
and Erik Wood**

Regular Events

Vine House – Last Weekend of Every Month

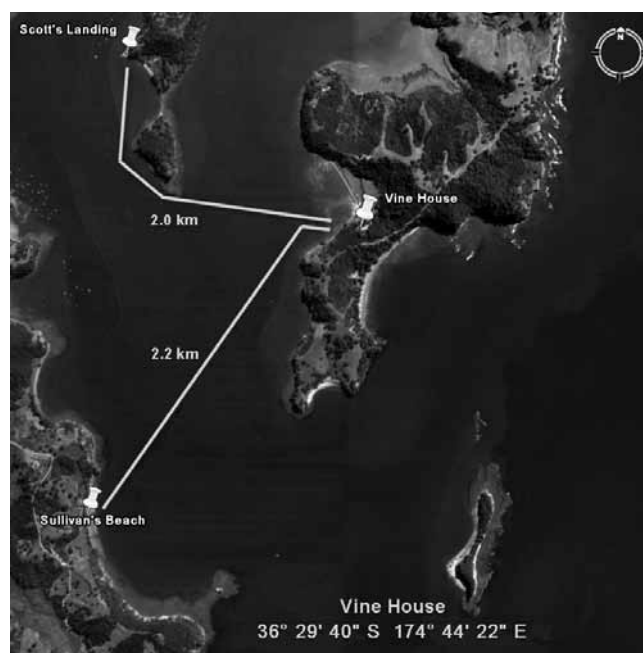
On the last weekend of each month we have the use of Vine House.

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.



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.

Note: Paddlers under 18 to be accompanied by a guardian!

For more information, go to:

<http://www.mapmyrun.com/routes/view/127561>

Up-Coming Club Trips and Events

Saturday Morning Coffee Cruise

If you are into good coffee, good company and usually a leisurely paddle then this is the trip 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.

Note: Paddlers under 18 to be accompanied by a guardian!

For more information, go to:

<http://www.mapmyrun.com/routes/view/127561>

New Year's Eve

See the New Year in at Vine House

Paddle over to Vine House on the evening of Friday December 30, welcome the New Year on Saturday, relax and recuperate on Sunday, then return to your car on the morning of Monday 2 January.

Call Trevor 817 7357 to register your interest as this is a popular event and only a few spaces are available.

January 28 and 29

Vine House Weekend

Take the chance to get away from the crowds for a relaxing weekend with good company and good food.

Call Trevor 817 7357 to book a bed and for detailed information.

January

NZ Rock [Climbing] Festival Whanganui Bay, Western Lake Taupo

Last year 80+ rock climbers participated. This year we'd like to include kayakers.

We are interested in setting up a sub-kayak committee for this event to organise that activity. An idea is that Saturday kayakers could have a day. Paddle south, return late afternoon to join us for our hangi and entertainment, bonfire on the beach. The following day paddle north, returning to camp site for BBQ, beer and a movie!

Outdoor Pursuit Centre have agreed to run two workshops for beginners (possibly climbers). The rock climbers have organised a workshop for beginner climbers (possibly kayakers).

You may be interested in forming an organising committee to have input to the design and planning for the January and the 2013 event. If successful, we would move to changing the name to "NZ Rock and Kayak Festival" to have equal recognition of both outdoor sports.

For further information (see this year's event) and registration.

Marlon Hepi, NZ Rock Festival, Committee Organiser

<http://www.wix.com/whanganuibay/nz-rock-festival#!>
nzrockfestival@gmail.com

Swim Escort Dates February 2012

Date	Swim	Start	Approx Duration	Tide
Sunday, 12 February 2012	St Heliers to Tamaki Yacht Club	10.00 am	90 mins	11.40 am
Sunday, 26 February 2012	Rangitoto Wharf to St Heliers	10.00 am	120 mins	11.45 am

Please put these dates in your diaries. These are popular days where large numbers of our members get together. We earn funds for the club and would like to see as many of you as possible at these events.

MERRY CHRISTMAS AND A HAPPY NEW YEAR

to all members of the Auckland Canoe Club from your committee

Take time to read the following 16 pages, being the March 1959 *Special Olympic* edition of the New Zealand Canoeing Association quarterly magazine kindly supplied with Christmas wishes by Jim Mason, *Patron*, Auckland Canoe Club



Published Quarterly
MARCH . . . 1959

WHITE WATER

CANOEING

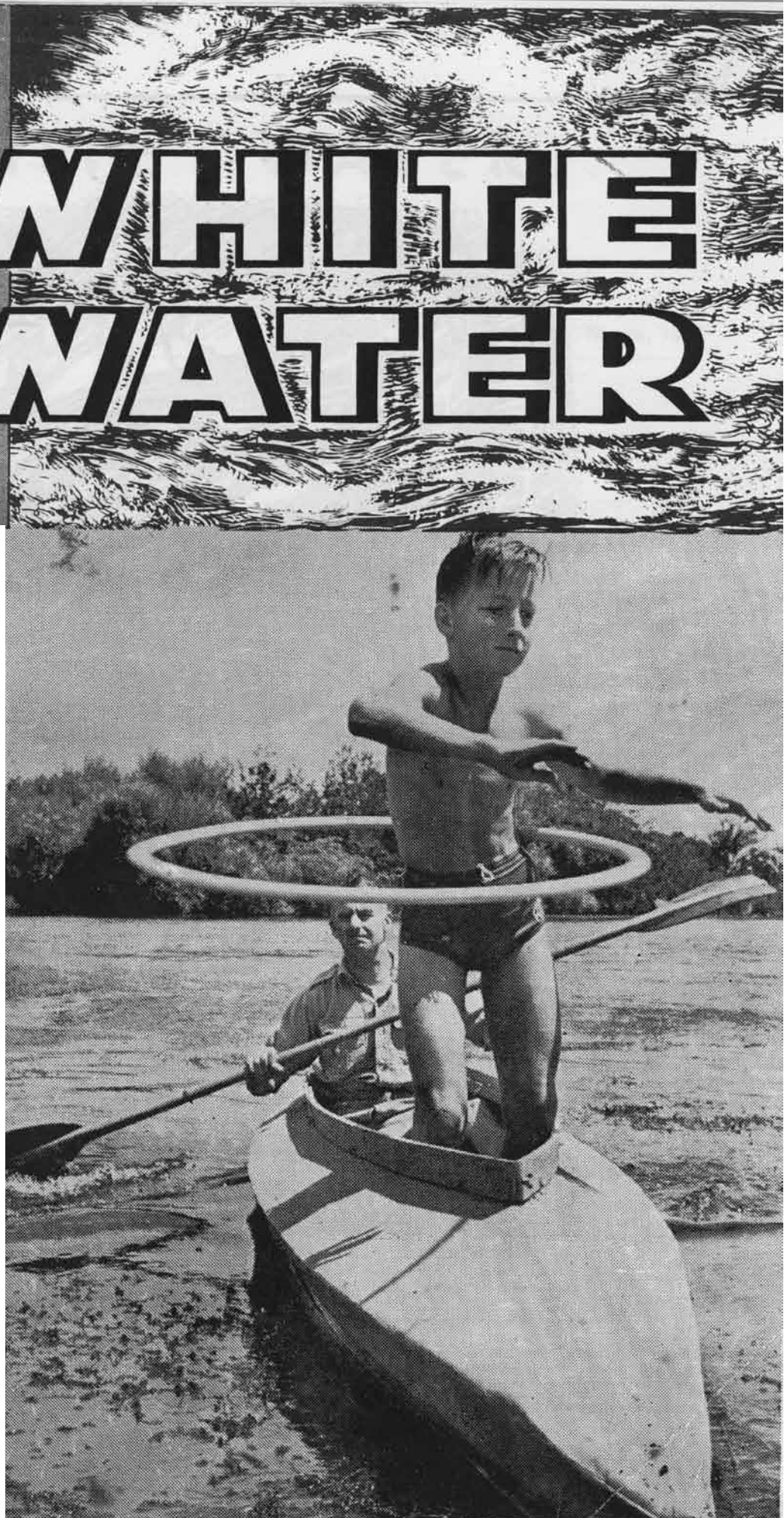
SKIING

JET BOATS

SCOUTING

UNDERWATER

Special
Olympic Number
PRICE 2/-





this fire is burning **WATER**

Yes, surprising as it may seem, forest fires destroy water. They ruin the high-country watersheds that help to conserve vital water for hydro-electric power and town supply. So please be careful of fire this summer.

KEEP NEW ZEALAND GREEN



Help Ruru stand guard
on our forests.

PREVENT FOREST FIRES

NEW ZEALAND FOREST SERVICE ● SOIL CONSERVATION COUNCIL

WHITE WATER

CANOEING IN NEW ZEALAND

C.P.O. Box 3523, Auckland.

Volume III. No. 1.

March, 1959

Contents

White Water And the Olympic Games	3	Underwater: Fun With The Sharks	8	5th National Canoe Championships Programme	12
Olympic Trust Funds	3	The Eskimo Roll	9	1958 Results	12
A Honeymoon Cruise — Down the Wanganui	4	Accident at Raglan	10	The Rainbow Reach: Easter Cruise	13
For Sale	4	With the Jets: Cruising Canterbury Rivers	11	Spectacular Auckland Regattas: First of Kind in New Zealand	13
N.Z.C.A. Christmas Cruise	5	A Jet Section of the Association	11	Jet Boats on the Wanganui	14
Canoes On Active Service	6	National Council Membership	11	Headwaters' Diversion may Close Wanganui	14
Ruapehu: New Zealand's Highest Mountain Cabin	7	Canoe Slalom: Thrills for All in Easter Regatta	12	Club News	15
Skiing And Tramping	8			The Hamilton Marine Jet Unit	16
Scouting: Jamboree Visitors Re-enact History	8				

Editorial

WHITE WATER AND THE OLYMPIC GAMES

What is this magazine "White Water"? The first number appeared in July, 1953. It featured canoeing.

Whence the skiing interest? The "Wasser und Wintersport" clubs of Germany canoe on the rivers in summer and ski on them in the winter. Both sports developed together as is evidenced by the common terms, "Slalom", "Telemark", "steered turns" and others. Both exploit the same medium, white water.

These two complementary sports combine ideally to provide year-round sporting activity. There is no clash of interest. Those keen on healthy outdoor sport will enjoy both. Neither is difficult.

In addition to these summer and winter Olympic sports we feature the supplementary activities: Jet cruising, Scouting and underwater exploration.

COVER PICTURE: Aquatic Hula Hooping was seen for the first time at Auckland Canoe Club's Regattas. A heat winner demonstrates for our cameraman.

Canoeing is New Zealand's oldest sport, jet cruising the youngest. In the development of marine jets New Zealand leads the world. By means of jets a great new sporting field is opened. They will catch on throughout the world.

A downhill run on sparkling snow, a wild descent of foaming rapids, and the flight of a lively jet on mountain streams, are experiences which cannot fail to thrill.

The great scouting movement introduces youngsters to outdoor life. It leads them to excitement, safely, by building a fund of knowledge which in any novel situation they may face helps them to "be prepared."

Underwater, we have not tried. It appeals as a fascinating new field for adventure. Let us learn the art together and take our flippers wherever we go, by jet, canoe, or wading through soft snow.

Difficulties have forced "Underwater" and "The New Zealand Scout" to cease publication. An enlarged White Water will do its best to promote these sports.

We hope you like our magazine. Its future is in your hands.

WHITE WATER'S OLYMPIC FUNDS

A donation will be made by this magazine to promote international canoeing. The fund will receive sixpence from every sale of this special Canoe Championships number for which we receive the marked price.

The trust fund will help cover the cost of sending overseas the first New Zealand canoeists to compete in an international event, irrespective of whatever organisation sponsors the competitors.

Any donation to this fund would be appreciated. Cheques to: Olympic Trust Canoe Fund, P.O. Box 43, Hamilton.

SKIING will also benefit. A special number featuring the New Zealand Ski Championships will contribute to an Olympic Ski Fund.

A Honeymoon Cruise Down The Wanganui

Bruce Barrack — Feb, 1959

Eleven members of the Canoeing Association's Kawerau Branch looked at the pile of gear unloaded from three cars at Taumarunui. They looked again at the two 14-foot kayaks, the 16-foot Canadian and 10-foot rubber dinghy, and wondered where it was all to go.

An immediate meal was decided on to lighten the load. The balance was somehow stowed aboard and they were away.

All but one were beginners but they lacked beginners' luck. A paddle was broken fending off in the first rapid and a kayak ripped in the next. Sewing and patching caused delay and with only 10 of the river's 234 rapids behind them the party pitched camp. The girls soon had steak sizzling appetisingly while the boys discussed the rapids. So far they had been very shallow and the big Canadian had to be roped down on several occasions.

The honeymoon couple spent most of the first night drying their gear. Their kayak had sunk gracefully in about a foot of water. They were not so adept as the other kayak crew, who, with a large perspex windshield fitted on their craft splashed gaily through the rapids.

The next night was spent at Koiro Station, a lovely spot where the manager offers warmest hospitality to canoeists. The evening was spent eeling and the catch provided a delicious breakfast. Bacon proved the best bait.

A stop was made to explore an old abandoned farmhouse. Here and elsewhere fruit trees abounded and the boats sank lower as the squirrel instinct of the women loaded them with green pears, ripe apples and occasional plums.

Lunch was spent at the Ohura Falls. The water was clear and warm and everyone swam several times a day until a flood cooled the river considerably.

The sunny weather gave way to rain and more rain. It teamed. The log-jam (Rapid 165 on the New Zealand Canoeing Association guide) livened proceedings up, being nearly impassable with the river low. Frantic manoeuvring got the craft through, luckily unscathed.

Out of the mists loomed a most welcome sign. High on a punga above the gorge it announced the New Zealand Canoeing Association's Mangawai-iti cabin. The problem how to get to it was not at first solved. The river offered no approach. The walls of the tributary overhung with bush joining high overhead. Finally the old downstream landing was located and following the trails of local wild-goats the leader reached the cliff top. Venturing up to the landscape win-

dows of the cabin he was confronted by a dozen of the local inhabitants. They promptly left by the unfinished wall, open door and glassless windows.

Evidence of their occupation was soon removed and the same shovel was used to open the track down the cliff face to the landing. A cheery fire soon warmed the cosy shelter and the party sat down to a dinner of pork, shot only 150 yards from the cabin. They dined well, off the land, with stewed fruit to follow.

It was fine again next day and for the remainder of the trip so after a morning to dry out the party left for camp 5, where a blackberry pie repaid a busy afternoon.

After an early start a long quiet run through the Great Gorge brought the fleet to the most thrilling rapid of the trip, Ngaporo. The heavily laden Canadian rode well, but there was some furious bailing aboard the other canoes. An even greater hazard was the jet boat. Based at Pipiriki, it runs tourists up the river. While busily engaged in photography the canoeists were almost swamped by the bow wave of the craft.

That night the party, bearded and barefooted, emerged from the wilderness and sat down to the luxury of a meal at Pipiriki Hotel. Little did they expect to be served black berry pie!

Two days later at Athens shortage of time forced them to resort to road transport. The holiday ended at Wanganui, where the canoes were left in the hands of the Railways, who promptly lost them.

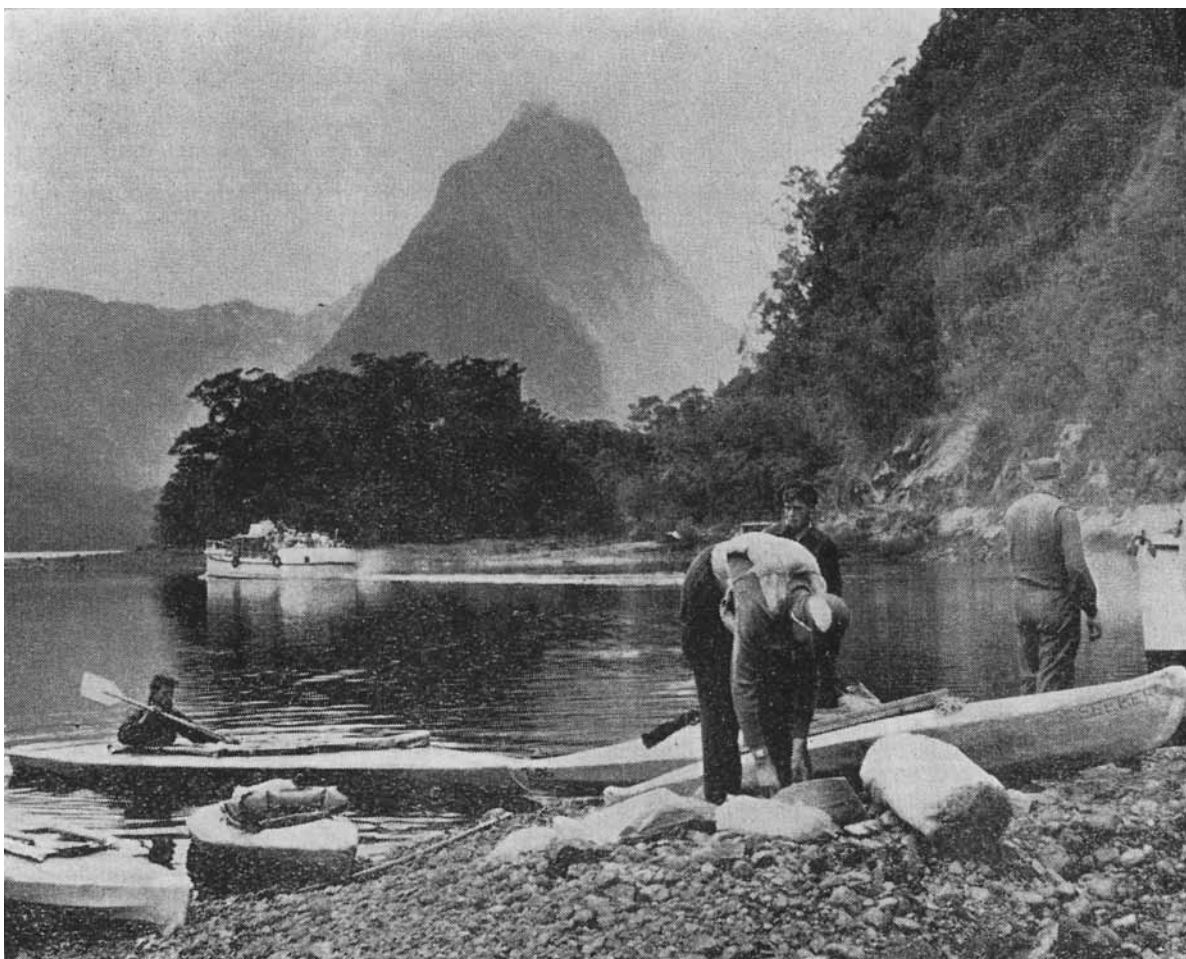
FOR SALE

CANADIAN 12' 6", (3 sections), Kayaks, 11' & 12'. Terms available. 22 Seascope Rd, Auckland.

RUBBER DINGHY. One-man, mast, sails, pump, carrying bag etc. Very good condition. £8/10/-, 9 Mays St, Auckland, N.1.

RUBBER DINGHY Six-man, very good condition, circular, £15, 9 Mays St, Auckland, N.1.

SELL OR EXCHANGE your surplus equipment through "White Water." Low advertising rates on application. P.O. Box 3523, Auckland.



N.Z.C.A. CHRISTMAS CRUISE

By V-Bottom — Dec, 1958

Christmas day passengers gazed in wonderment. A steaming pressure cooker on the carriage floor was providing Christmas dinner for a party of young men and women.

Thirty-three canoeists were heading South with folding canoes and equipment for a three weeks' cruise.

The Waimakiriri River near Christchurch was their first goal to be followed by Milford Sound, the Tasman River from the Hermitage and the formidable Waitaki River, from Ohau to Clenavy on the coast.

The Waitaki drains the central basin occupied by Lakes Tekapo, Pukaki and Ohau. Giant moas abounded in this great swampland and the waterway provided a highway to the coast for their hunters. Primitive drawings on the walls of overhanging rock shelters are found throughout the gorge. They mark the camps of the earliest canoeists who rafted their catch down river to the coastal plains. Much of the area will soon be flooded behind the Waitaki Dam. It was to explore the river in its natural state that the cruise was planned.

The party travelled to Cass past hills made bare by erosion. Behind them rose the snowy peaks of the Southern Alps. The express made

a special stop at White Cliffs Bridge, a convenient landing place, and a continuous stream of canoeists trotted to and fro with rubber dinghies, packs and all the assorted items that find their way on canoe cruises.

The rubber dinghies were soon afloat and clad in life-jackets the party set off. The river, very clear and blue sped them on between its shingle islands.

The biggest hazard was not rapids, but sheer rock faces. Rubber dinghies being more difficult to manoeuvre than canoes were slow to turn when a rock face swept towards it. The gorge was magnificent, however, with sheer rock cliffs towering 600 and 700 feet above the water. The rapids

were quite exciting and the club pressure-cooker, heated on a fire during an afternoon stop hissed angrily on the end of its rope as the dinghy bounced through the white water.

The last dinghies were greeted at the camp site by the aroma of roasting Canadian goose which soon joined the vegetables from the pressure-cooker.

The camp was in the centre of the gorge and next day the cliffs opened out into less spectacular country. But the rapids were still exciting.

About mid-day the dinghies were met by a jet boat which entertained the party with acrobatic manoeuvres up and down rapids. After lunch the

gorge was left behind and the river fanned across the shingle of the open plains.

A wonderful afternoon tea was provided by the owners of Kowhai Flat Station who, in turn were presented with a Canadian Goose. An urgent call secured a charter bus and the four large dinghies were soon deflated and speeding back to town.

The evening was spent in Christchurch before the party departed for Dunedin and Gore whence the chartered bus headed for Te Anau and Milford. The country became more interesting as the Alps were approached. Then began a wonderful drive through the Fiordland National Park, with great mountains everywhere and rivers like the Hollyford, which in places looked just right for rubber dinghies.

At the entrance to Homer tunnel, everyone hopped out and joined in snow fights or just enjoyed the scenery. High above hung great blue glaciers suspended over cliffs and ice and snow abounded. In the winter season the tunnel is completely closed so great is the danger of avalanches. Going through the tunnel was very eerie. Strange noises as if the roof were collapsing were really only waterfalls from the roof.

On the Western side, the mountains towered high into scudding cloud. Rain was falling as the party reached Milford but some old sheds beside the road were soon acquired as canoe club cabins.

The folding canoe fleet was assembled for shakedown cruises and the party climbed to the top of Bowen Falls. Twin 500 foot plumes cascaded to the Sound below.

Anita Bay shelters behind St Ann's Point on the coast outside Milford Sound. Greenstone abounds there with sparkling white Beryl and other rare minerals. It was one of the

few sources of Greenstone for the ancient Maori.

Twelve miles separated the canoe fleet from this goal as the ominous number of thirteen canoes departed from the wharf at Milford Hotel. The Sound is traditionally treacherous and usually becomes rough each morning about eleven when the warm

valleys draw cool winds in from the sea.

Luckily clouds shrouded the peaks. The valleys stayed cool and the wind failed to hinder the canoes. A passing trawler donated five crayfish for dinner and despite the frightening warnings from a visiting ketch from Wellington the canoes made steady progress to the heads.



NEW YEAR'S DINNER was a highlight of the cruise.

Canoes On Active Service

In 1941 the 10th sub flotilla was based at Malta.

One of the duties assigned to it was landing spies on the enemy occupied coasts of Italy and Sicily. This was done by folding canoe. The craft were carried in the front compartment of the sub and could be assembled inside. Launching through the for'd hatch was not difficult as it was only a few feet above water.

Moonless nights were chosen for such canoe landings. A regular passenger aboard "HMS Unbeaten" was Royal Marine Commando Hughes, who later received the distinction of being appointed a King's Corporal, a rank which could only be reduced by the Sovereign himself. The sub would surface about half a mile off the coast,

submerging again to watch the proceedings until the canoe returned overhead.

The spies were landed in the most unlikely garbs. One wore jodphur breeches, riding boots and a cap but his old riding bag carried a light portable transmitter which later reported the movements of supply convoys and directed the subs where to attack.

Another task for Hughes was landing counterfeit money for the secret agents. This was usually packed in a tea chest which was weighted to float just beneath the surface. Towed ashore behind the folding canoe it would be moored to an offlying rock to be retrieved by the shore agents at an opportune time. A steady supply of lire was essential for them to continue their work.

Outside on the Tasman the weather cleared, the sun came out across an oily swell and the long line of canoes made an impressive sight as they headed for the Bay. Shorewards the scene was unforgettable. Mitre Peak and the Lion towered above the thinning cloud which hung like wreaths about the mile-high cliffs.

Ahead could be seen the little hermits hut in which the party was to spend three days. All the canoes landed safely on the boulder beach and their crews were soon scratching for greenstone.

Besides Greenstone, Anita Bay is famous for another species of natural phenomena, sandflies. For this reason the Greenstone-seekers could be seen at regular intervals to strike themselves furiously and to claw wildly at the air. They would proceed a short distance along the beach, whereupon the performance would be repeated.

New Year's Eve dinner table was decorated with candles, Greenstone, Beryl, and driftwood, while a large banner of toilet paper on the wall proclaimed "Happy New Year." Toasts and singing to guitars followed and at midnight, fireworks, a crayfish supper and moonlight cruises to St Ann's lighthouse.

The glassy Tasman shattered on the third day. The fleet ran back to the shelter of the Sound with some craft wallowing in rising seas beneath several cwt. of Greenstone. Visibility at times was almost nil and



OUTSIDE SOUND: On The Tasman. 14ft Slalom Class folding canoe outside Milford Sound which can be seen in the background.

squalls whipepd the Sound to foam. Thirteen very relieved crews were greeted with surprise when they reached the Milford Hotel. Canoes were folded and the charter

bus left next morning for Queenstown where Saturday night in town was enjoyed after the wilderness cruise. To be continued.

RUAPEHU

NEW ZEALAND'S HIGHEST CABIN WILL ATTRACT SKI-MOUNTAINEERS

In March last year, Tongariro National Park Board Rangers and Mountain Club officials gathered on Mt Ruapehu to level a site for an emergency hut. A site had been shosen on the Dome (Potatau) 8,800 ft above sea level and a variety of implements attacked the summit to level a site 16 feet square.

The building is being prefabricated by the Ministry of Works and paid for by the Ruapehu Ski Club. Precut material will be dropped by the R.N.Z.A.F. when the weather is right and the snow soft enough to prevent damage. The aerial drop has been delayed for various reasons and it is now hoped to complete this stage of the project by the end of March. This summit shelter, reducing the need to carry heavy packs, will open fascinating new fields for the ski-mountaineer. The plateau and Southern slopes will be within easy reach.

An overnight shelter has now been completed in the vicinity of the Chateau with sleeping accommodation for sixty four. This magnificent achievement was set in motion by a gift of £1,000 from the Auckland Associated Mountain Clubs. It was followed by other club donations and

backed by the Tongariro National Park Board and Government support. — M. G. Fowlds.



Ski-ers . . .

For every item of equipment the ski-er requires, plus UNRIVALLED SERVICE, you can rely on

T I S D A L L S

New Zealand's Oldest
Sporting Goods House

Auckland, Wellington,
Christchurch, Palmerston North

Skiing and Tramping

NEW EQUIPMENT SHORT — NEW HUTS PLENTIFUL

There is no doubt that this Season may be the worst ever for the purchasing of new equipment, this being brought about by the import cuts.

The items that will be very hard to procure will include Ski blades, bindings, ski poles and ski boots.

Trampers and climbers will be much worse off, however, for the imports of ice axes and crampons are practically nil.

A tour of the retail firms reveals that present stocks are reasonable of karabiners, boot nails and crampons. There also appears to be quite a good range of tramping boots.

One Auckland firm has just landed a

shipment of greasy wool socks. My advice to would be purchasers is to make sure that you buy early, for by doing so you will definitely not be disappointed by the shortage.

Ruapehu is changing greatly. During the last few years chair lifts, new roads and ski huts have changed the face of the mountain.

This season will see the Matamata Club hut opened, and what an impressive hut it is. Built to a futuristic design and containing some of the most modern features this hut will be the envy of many skiers.

At the end of this season, the Rangitira and Boomerang Ski Clubs,

will start on their buildings, and no doubt both Clubs will try to improve the comfort of their members.

The trend at the Park seems to be work, for a number of Clubs have already had working parties cleaning their buildings, both inside and out. The Tongariro Club have just painted the hut and have made it most attractive.

One thing horribly apparent at the Park at the moment, is the hundreds of blow flies. This should be carefully considered when the huts are in use, during the winter, as careless thought with the discharge of refuse makes it very unpleasant for those on the mountain during the Summer.

Scouting

Jamboree Visitors Re-enact History

Underwater

Fun with the Sharks

An 8-ft bronze whaler was treated to a poke on the nose from close range when Auckland Underwater Club members visited the Poor Knights recently. It was one of three sharks which were encountered in the area.

The party of 17 travelled from Tutukaka to the Islands. They lie about 15 miles offshore with rugged cliffs rising several hundred feet almost vertically from the clear deep water.

First stop was made at the Pinnacles about 4 miles south east of the main group. The first catch, a 20lb. kingfish, was made by a member as he entered the water. The best of the tally of six kingies weighed 45lbs, little more than half that of Neville Maxwell's 82lbs N.Z. record catch made at Gannet Rock near Coromandel recently.

The photographers were busy with two movies and four 35mm colour cameras in home made cases. The extra wide angle correction lenses being used have greatly improved results. The recent storm had left the water rather cloudy, but the sand reflection brightened things a little on the bottom. The Poor Knights area usually has some of the clearest water around New Zealand.

The Pan Pacific Jamboree is the outstanding event in the Dominion's scouting history. It did much more than bring together the Scouts of many nations. It focussed attention upon this great movement and the fine work it is doing.

The fun and companionship as well as the knowledge and self-reliance which Scouting brings was demonstrated to young New Zealanders.

Another aspect of Scout training emphasised was the interest in history and tradition. 50 scouts travelled to the Jamboree down the traditional Maori Highway to Auckland. They gathered on the Waikato from the tributaries of that great waterway system and paddled a 32ft replica of a war canoe and 5, 7-man canoes, 114 miles via the Waiuku portage to Maungakiekie Pa beside the Manukau Harbour.

Deepest dive was 150ft made by three members. Five others went down to 130ft.

From The Pinnacles the launch moved to an anchorage between the main islands. Snapper and blue moki provided pleasant fishing and it was while these were being cleaned that the sharks were attracted. Three boys went in while others kept feed-came to within two feet of one member before it received a poke on the nose from his gun. This persuaded it to move off.

Several shots were made at the sharks but the spears didn't penetrate deep enough to hold.

This re-enactment of an early raid to avenge the murder of a chief, Kawa Irirangi, covered a canoe route used in later years to supply the young city of Auckland with wheat and other produce of the fertile Waikato Valley. Much wheat was grown beside the Waipa River and the heavily laden canoes were dragged up the muddy creek leading to Waiuku from the lower Waikato and then down the shallow river to the Manukau Harbour. Constant use wore a deep depression across the isthmus.

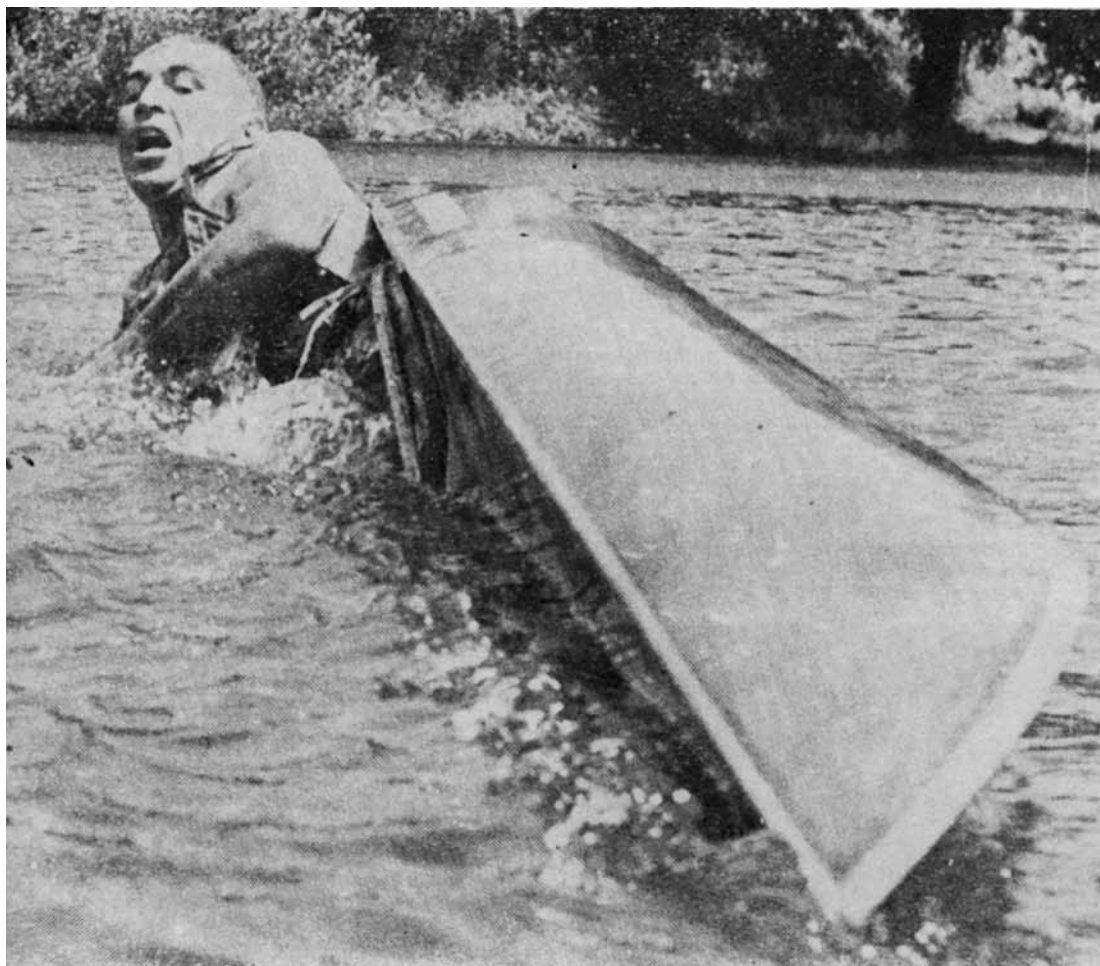
Other famous portages near the Jamboree site were that at Tamaki where the Tainui canoe traditionally crossed the Island, and a higher portage route into the Whau River.

* * *

A SCOUTING FEATURE IN "WHITE WATER"

Future numbers of "White Water" will devote an entire section to Scouts and Scouting.

Let us "be prepared" by sending your contributions to "The Editor," C.P.O. Box 3523, Auckland.



**What
Every
Young
Canoeist
Should
Know**

THE ESKIMO ROLL

Canoes of various shapes and sizes have been in use since man first found the water too cold for swimming.

For much the same reason the Eskimo have developed a waterproof coat which leaves only their face showing and lashes securely to the kayak making it watertight. This was an excellent idea until someone capsized. Unable to escape from the capsized craft the occupant doubtless realised the need to learn the technique which has become known as the Eskimo Kayak Roll!

The Eskimo Roll has two uses; to right a capsized canoe and to prevent a capsize occurring. It is a technique which should be practised to perfection by every white water or coastal cruising enthusiast.

The slim lines of the highly specialised Eskimo Kayak make this craft ideal for performing the roll. Any normal single-seater can, however, be used and the technique when learned can even prove useful in the largest two-seaters. Such craft are most unlikely ever to complete the full roll successfully, however.

THREE TYPES OF ROLL: There are three basic methods of performing the Eskimo Roll: the "put across"; the "Pawlata" and the "Screw" method. The others, more suitable for rough water conditions,

will be fully described in subsequent numbers of "White Water."

EQUIPMENT: The requirements are the same for all types of Roll. A decked canoe, preferably of 20" or less beam, fitted with a secure and watertight spray-cover. This must be readily removable in an emergency and the canoeist should first practise slipping out of the cockpit before attempting any further stages of the Roll. A drill is prescribed for this.

If the kayak is not fitted with pelvic supports, or in canoes with wide cockpits, a bar of wood just long enough to catch under the side decks across the canoeist's lap close to the stomach is necessary to brace the occupant. It is quite easy to move the bar if it is necessary to leave the boat provided the occupant does not panic.

The paddles should be feathered at 90 degrees. Light hollow shafted paddles may not withstand the strain put on them.

Nose clips and underwater goggles can also be used during the training period. A swimming bath with a depth of 4 feet is the ideal place for learning to roll.

INITIAL DRILLS:

(a) Practise capsizing and slipping out from the cockpit. Place one hand on either side of the boat behind the hips and push the body backward until the feet are clear. Keep the legs straight so that knees do not catch under the cover.

Fear, often unconscious, of being trapped in the boat is the most common reason for slowness of learning the roll.

(b) Sit in the kayak, as before, and capsize it. Lean right back in the canoe and slightly to one side. Swim with the hands (breast stroke or dog-paddle), and the head will break surface. In this manner it is possible to swim along while still in the canoe, and to breathe quite satisfactorily. With very little practice a slow easy stroke can be achieved. Practise swimming first on one side of the canoe and then ducking down underneath it and swimming on the other side. This drill should be continued until it is appreciated that even when capsized in a kayak it is possible to swim to the surface for breath and if necessary to progress in this manner until the bank is reached or rescue comes.

(c) Seat another canoeist in a kayak and stand immediately behind him, alongside the boat, in waist deep water. Grasp the canoeist under the arms while he leans over until the canoe is off balance and you are supporting his whole weight. If he leans forward it will be quite easy to restore him to a vertical position. If he leans back this will not be nearly so easy. This demonstrates a principle applicable to all the methods of doing the Eskimo roll

—to achieve a roll you must lean forward in your boat while doing the strokes.

These drills should be practised until they can be performed with ease and confidence. Training classes are delayed by nervousness in less experienced members.

THE "PUT ACROSS" METHOD

It is important to realise that the basis of all these methods of doing the roll is to place the paddle on the surface of the water and use the shaft as a bar on which to haul yourself to the surface. The only variations in these methods is the length or position of the bar and the method of keeping it in position.

The following directions are prepared for right-handed canoeists:—

PRELIMINARY EXPERIMENTS

(i) Sit in your canoe and take the tip of the left hand blade of your paddle in your left hand.

Hold the shaft of the paddle in your right hand with the free blade resting flat on the surface of the water, hollow side down; the shaft of the paddle should be at right angles to the fore and aft line of the canoe.

Press down sharply with your right hand and the boat will tilt to the left.

(ii) In the same position as before, lean over to the right, taking the boat with you, and restore yourself to a vertical position by pressing down with your right hand.

(iii) Continue doing this until you are quite confident that the paddle blade, laid flat on the water, will resist quite a heavy push with your right hand. In other words the paddle blade will push you up faster than you push it down.

(iv) Instead of putting the paddle out at right angles to the boat try the same experiments with the paddle pointing slightly forward or aft. You will find that it is considerably harder to push yourself up than it was with the paddle at right angles to the boat.

POINTS TO NOTE

(i) The paddle blade must be FLAT on the surface of the water.

(ii) The shaft of the paddle must be at right angles to the canoe.

(iii) To be really effective the downward pressure with the right hand must be a sharp jerk, not a steady push.

(iv) Increased leverage can be gained by resting the left hand or elbow on the side of the canoe or the edge of the cock-pit.

THE ROLL PROPER

(i) Continue with preliminary experiment (ii), leaning further and further over each time. First wet your right elbow, then your right shoulder, then your right ear. Next immerse your head completely. Each time restore yourself to the vertical by a jerk downwards with the right hand. Remember to lean FORWARDS, to have the paddle at right angles to the boat, to start off each time with the paddle blade flat on the surface of the water.

(ii) Keep on going further and further over until you hang almost straight down before returning to the surface.

(iii) Go over until you hang almost straight down, as in (ii) above, then take your hands off the paddle. Resume your grip on the paddle and return to the surface.

(iv) Sit in your canoe with the paddle across the canoe and held normally with both hands. Turn the left hand blade so that it is vertical. Lean over to the left, this time, and capsize. When you are upside down PAUSE AND COUNT THREE, then put your paddle into the position you gained in (ii) above and return to the surface.

The motions for putting your paddle in position, (to be rehearsed previously on dry land) are as follows:—

I. Lean forward and also twist the trunk to your left.

II. Thrust your paddle out to your left towards the surface with the out-board blade turned horizontal, hollow side down.

III. Grip the end of your inboard blade with your left hand, making sure that this blade is vertical.

IV. Work your left elbow over the left gunwale.

V. Reach over with your right hand, (back of the hand to the stern of the boat), and grasp the shaft of the paddle. (If you are wearing goggles you will be able to see that this has brought your face very close to the surface).

VI. In all probability your right hand will be grasping the shaft very close to the neck of the blade, so slide that hand out to get a nice wide grip, and so as to minimise chances of paddle breakage.

VII. LEAN FORWARD and JERK down SHARPLY with your right hand.

PROBABLE CAUSES OF FAILURE

(i) Paddle not at right angles to the boat.

(ii) Not leaning forward.

(iii) Outboard paddle blade not horizontal.

(iv) Jerk with right hand not sharp enough.

(v) Outboard paddle blade not thrust near enough to the surface.

(vi) Initial grasp with right hand, (Step V), turned into a premature pull. The pull should come later (Step VII).

(vii) Confusing one's position when underwater and trying to come up on the wrong side.

(viii) Starting to roll up before being properly capsized.

PETER DERRICK LUCKIE

Shortly before going to press we learned of the accident on the Raglan Bar, one of the most dangerous on the West Coast.

A party of five returning by canoe from a spear-fishing expedition to Whale Bay, were delayed by rough seas and caught by the outgoing tide. The crews of the doubles canoes reached the shore, but Peter Luckie became separated and disappeared. He was a powerful swimmer, but is believed not to have been wearing a life-jacket. It is possible that he received a blow in the heavy seas.

Deepest sympathy is extended to Peter's relatives.

WITH THE JETS

Cruising Canterbury rivers

Few Canterbury rivers have escaped conquest by the rapidly expanding fleet of jet cruisers which have followed the perfection of the Hamilton marine jet unit.

Designed to provide fast transport on the shallow rivers of remote back country stations the revolutionary jet craft open thousands of miles of the great waterway systems for safe comfortable travel. There are few roads in such areas which will carry vehicles at speeds exceeding 30 m.p.h. But the shallow draft craft have penetrated to what were formerly the most inaccessible regions at speeds up to 32 knots.

It was found that remarkably shallow stretches of water could be crossed without touching, due to the build-up of a wedge of water under the hull which buoyed it up clear of the bottom. The craft can turn in their own length at full speed and are practically impossible to capsize. Rapids and broken water are easily negotiated and the excellent control obtained with the deflector steering enables a safe course to be picked through rocks.

And these speedy little craft are ideal for pleasure cruising. A cabin set in the beauty of the bush-clad Waimakariri Gorge often has as many as five boats visiting it during week-

end cruises. The possibilities for the angler are unlimited.

Nor are jets confined to Canterbury. Craft are at present undergoing demonstration trials in America and English buyers have shown interest. Northern waters including the wild Motu and the beautiful Wanganui have provided good cruising.

An entirely new sport awaits the owner of a jet cruiser. No more fascinating pastime could exist than exploring the many miles of bush-clad gorges on waterways where game abound unknown to sportsmen.

A JET SECTION OF THE ASSOCIATION

In surveying and mapping rivers, using chains of riverside cabins, and distributing information on New Zealand waterways, the interests of jet owners and canoeists are identical. To improve its services to both sports the N.Z. Canoeing Association has developed a section for the owners of river cruising jet craft.

"White Water" devotes a section to these craft. It is distributed free to Association members: Subscription 10/- p.a. P.O. Box 3523, Auckland, C.I.

EXPERIENCED CANOEISTS ON NATIONAL COUNCIL

President: G. H. Corbett, Hamilton
Vice-Presidents: D. T. Dilks, Palmerston North; W. N. Bishop, Gisborne.

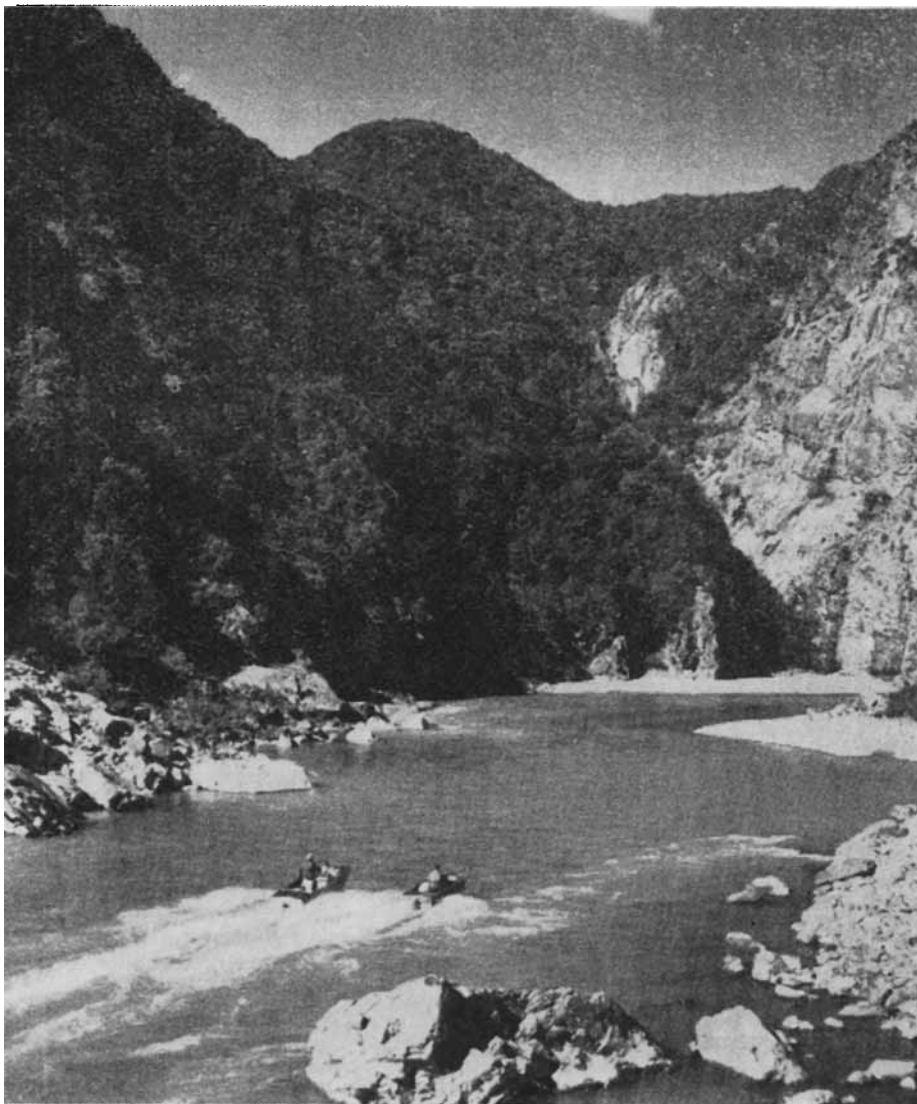
Commodore: F. S. Parker, Dunedin.
Secretary: Mrs K. Hodgkinson, Ak.
Asst. Secretary: Miss J. Evans-Freke, Wellington.

Treasurer: E. T. Watts, Ak.

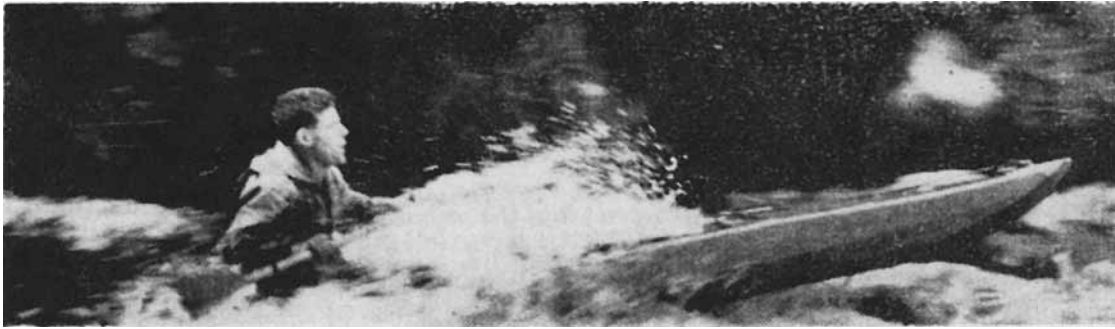
Councillors (Elected): T. Barfoot, D. Dilks, M. Fowlds, W. Hunter, J. Mason, P. Souter.
(Club Delegates): A.C.C.: J. McLean, D. Hoten; A.U.C.C.: D. Lamb, K. Smith; Gisborne C.&T.C.: W. Bishop, W. O'Connell; 27th Coy B.B.: G. Trigg.
(Co-opted): Miss J. Evans-Freke, Wellington, J. Symon, P.N.

RACE COMMITTEE SECRETARY:
D. Hoten, 6 Marine Square, Auckland, N.I.

TOURS COMMITTEE SECRETARY:
M. Fowlds, 58 Tohunga Cresc., Auckland., C.2.



The Waimakariri Gorge — a spectacular waterway.



CANOE SLALOM

THRILLS FOR ALL IN EASTER REGATTA

Have you seen a Canoe Slalom? No more exciting sport could be imagined!

Tapuoroa Rapids just below Mihi Bridge on the Rotorua-Taupo highway, have been chosen for the National Slalom Championships. They will test the skill of New Zealand's white water canoeists. A class IV rapid, it is the roughest yet chosen for a slalom course. Gates will be set a week before to suit the low water

conditions expected on Good Friday. The longer course with more gates will prove a stiff test of canoeing skill.

Large entries are expected. Cap-sizes are certain!

Last year's events were held in a fast rapid at Anderson's Bend on the Manawatu River near Palmerston North. Several capsize provided excitement. Gates and poles carried away by floods had to be re-erected

by the Palmerston North Boating Club which was the host club, for the Association.

RESULTS FOR 1958

- 1st—T. Dooney — P.Nth, 118 points
 2nd—J. Mason — AUCK., 134 points (Penalised 1 pole).
 3rd—R. Whitehead — WELL. 154 points

5th NATIONAL CANOE CHAMPIONSHIPS EASTER, 1959

OLYMPIC SELECTIONS POSSIBLE

Host club this year is AUCKLAND CANOE CLUB. The site, KARAPIRO LAKE for the Olympic classes and the WAIKATO RIVER at Hamilton for the remainder and novelty events.

Competitors are coming from Wellington, Gisborne, Palmerston North and Auckland. All the main racing clubs will be represented and competition will be exceptionally keen in the Olympic classes as results may determine representation at the Rome Olympic Games.

OFFICIAL REGATTA PROGRAMME

LAKE KARAPIRO

Sunday
 3.15 p.m. — 1,000m. K-1. Olympic Kayak Singles

1958 RESULTS

- 1st—6m. 14s. T. Dooney P.N.
 2nd—6m. 16s. O. Raleigh P.N.
 3rd—7m. 9s. D. Strong P.N.
 4.15 p.m. — 10,000m. K-2. Olympic Kayak Pairs

1958 RESULTS

- 1st—56m. 11s. Dooney & Hastie P.N.
 2nd—1hr. 8m. 23s. Sharp & Strong P.N.

Monday

9.00 a.m. — 1,000m. K-2. Olympic Kayak Pairs

1958 RESULTS

- 1st—5m. 22s. T. Dooney & L. Hastie P.N.

2nd—5m. 48s. P. Sharp & G. Green P.N.

3rd—5m. 50s. R. Boyce & I. Tucker P.N.

10.00 a.m. — 10,000m. K-1. Olympic Kayak Singles

1958 RESULTS

- 1st—1hr 1m. 57s. T. Dooney P.N.
 2nd—1hr 9m. 34s. D. Strong P.N.
 3rd—1hr 11m. 35s. I. Tucker P.N.

RIVER RACE

Karapiro-Hamilton in conjunction with K-1. event STARTING below Power House at 10.00 a.m. FINISHING Hamilton Traffic Bridge.

DISTANCE - 20 miles.

15 minutes coffee stop at end of 10,000 metre course (6½ miles).

WAIKATO RIVER, HAMILTON ALL EVENTS STARTING AT TRAFFIC BRIDGE

Monday

1.00 p.m. — Single Cruisers 500m.

1958 RESULTS

- 1st—4m. 27s. R. Whitehead, WELL.
 2nd—4m. 38s. J. Mason, AK.
 3rd—8m. 40s. D. Shaw, WELL.

1.20 p.m. — Double Cruisers 500m.

1.40 p.m. — Junior Cruisers 500m.

1958 RESULTS

- 1st—4m. 21s. I. Tucker, P.N.
 2nd—4m. 21s. P. Sharp, P.N.
 2.00 p.m. — Ladies Singles 500m.

1958 RESULTS

- 1st—5m. 40s. V. Dooney, P.N.

2nd—6m. 27s. J. Evans-Freke, AK.

3rd—8m. 12s. R. Willis, P.N.

2.20 p.m. — Double Cruisers 1,000m.

2.40 p.m. — K-1. Racing Kayaks 500m

1958 RESULTS

1st—2m. 55s. L. Hastie, P.N.

2nd—2m. 59s. T. Dooney, P.N.

3rd—3m. 18s. D. Strong, P.N.

3.00 p.m.—Aquatic Hula Hooping Auckland-Waikato Challenge

3.20 p.m. — Demonstration of Eskimo Roll

3.30 p.m. — Single Cruisers 1,000m.

1958 RESULTS

1st—8m. 15s. P. Whitehead, WELL.

2nd—8m. 27s. S. Coslett, WELL.

3rd—8m. 35s. J. Mason, AK.

3.50 p.m. — K-2. Kayak Pairs 500m.

4.10 p.m. — Ladies K-1. 500m.

1958 RESULTS

1st—4m. 15s. R. Willis, P.N.

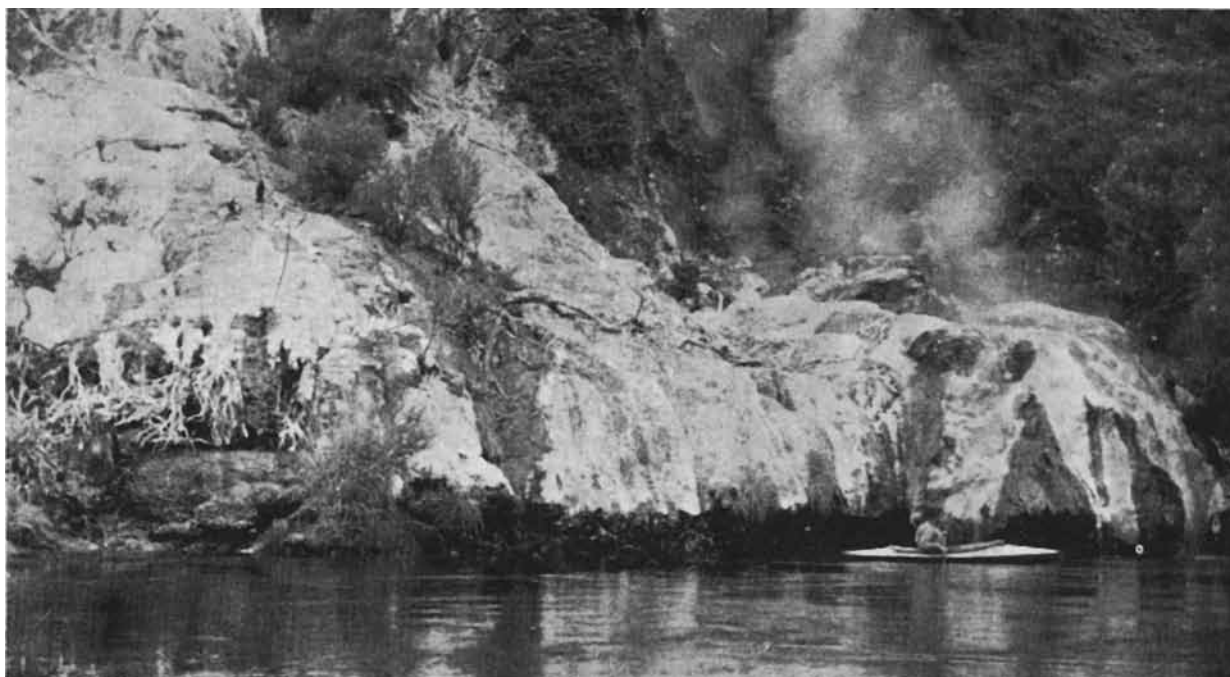
2nd—4m. 17s. V. Dooney, P.N.

3rd—5m. 0s. J. Evans-Freke, AK.

4.20 p.m. — Rubber Dinghy Novelty Event

ON DISPLAY — Greenstone from the ancient Maori quarries at Anita Bay, and other souvenirs of canoe tours throughout New Zealand.

1958 Championships were held at Foxton on the Manawatu River. The Palmerston North Boating Club conducted the event for the Association.



TERRACES: Colourful Terraces make the Rainbow Reach unique. They will soon be flooded. The 12ft folding canoe can be carried in the saddle bags of a bicycle.

CRUISE THE RAINBOW REACH AT EASTER

The Waikato's Rainbow Reach is unique. Magnificent silica terraces, thermal activity and fine rapids make it the most interesting waterway in New Zealand. It is certainly the most popular — 104 canoeists reserved for a recent run!

But its days are numbered. Ohakuri Lake will flood the area. A special tour has been arranged by Auckland Canoe Club in conjunction with the National Championship events. It is hoped that all clubs will take this opportunity to enjoy a most beautiful waterway. Rubber dinghies are available for older members and those without canoes.

Accommodation can be arranged.

WRITE: New Zealand Canoeing Association Cruise Secretary, P.O. Box 3523, Auckland, C.I.

TOUR PROGRAMME:

Thursday: Southern members catch 7.15 Wellington - Frankton Express (Limited).

Charter bus leaves Auckland 10 p.m. (Quay Street near Ferry Buildings). Northern party spends night at New Zealand Canoeing Association's Ngaruawahia Cabin.

Friday: Bus departs Frankton 7 a.m. after meeting Limited, proceeds via Rotorua to Mihi Bridge. Slalom Championships, 2 p.m. Meeting-house at Waimahana Village available for night.

Saturday: Rainbow Reach Cruise departs 9 a.m. for Orakei Korako.

(Mineral bath, dinner in tea rooms, visit to glow worm cave and terraces.)

Sunday: 10 a.m. — Rubber dinghy shoots 33 foot high Whakaheke Rapids.

10.30 a.m. — Bus departs for Karapiro visiting Ohakuri Dam site and Atiamuri en route.

1.00 p.m. — Inspect Power House and Station.

3.15 p.m. — 1,000 metre K.1.

4.15 p.m. — 10,000 metre K.2. Olympic Racing Kayak events. Camp at HAMILTON near Regatta courses and assemble canoes. New Zealand Canoeing Association Council meeting in evening.

Monday: 8 a.m. — Bus departs for Karapiro Lake.

9 a.m. — 1,000 metre K.2. Olympic Racing Kayaks.

10 a.m. — River race — Karapiro-Hamilton and 10,000 metre K.1. combined event. Finish at Hamilton Traffic Bridge about 12.30 p.m.

10.30 a.m. — Bus returns to Hamilton for Canoe Regatta and novelty events. Commencing 1.00 p.m.

5.30 p.m. — Bus departs Hamilton for Frankton, dinner and connection with 6.13 p.m. Southern Express.

6.30 p.m. — Bus departs Frankton for Auckland.

TRANSPORT CHARGES

From Auckland, £3/15/-. From Frankton, £2/15 /-. (This includes dinner at Orakei Korako, Saturday.)

Advance reservations ARE NECESSARY with payment in full.

CHEQUES to New Zealand Canoeing Association, P.O. Box 3523, Auckland, C.I.

SPECTACULAR AUCKLAND REGATTAS

FIRST OF KIND IN NEW ZEALAND

Auckland Canoe Club scored several "firsts" with its series of three Regattas held at Western Springs in conjunction with the Auckland Birthday Carnival.

Not only were they the first canoe regattas ever held in Auckland but the display of the Eskimo Roll by Don Hoten, Auckland Canoe Club's Racing Secretary, and the colourful aquatic Hula Hooping events were

seen for the first time in New Zealand.

The Hula Hooping by youngsters standing in racing Errant Class canoes was so popular that five elimination heats were necessary. The last event was won by a young girl with her fractured arm still in plaster, a most courageous effort.

Palmerston North racing canoes took part in the Anniversary Day events.

The world's first passenger jet service

Jet Boats On The Wanganui

"Rangimarie," a 21ft 6in. twin-jet cruiser capable of over 30 knots has re-opened the Wanganui River to the high pressure tourists of today.

Accommodating twelve passengers she has a beam of 8ft and is powered by two Mark II Zephyr engines. These give her a comfortable cruising speed of about 20 knots with load. She runs a charter service up-stream from Pipiriki.

The passenger jets followed the smaller craft developed by Mr Hamilton at "Irishman Creek" station. He dreamed of a boat with a bottom completely free from any underwater appendages.

Experiment after experiment with tunnel-boats, air propellers and out-board motors were all disappointing. The marine water-jet principle however seemed a possibility so the original jet unit was built at Irishman Creek. The layout resembled a type made by a firm in the United States with a centrifugal impeller and a jet stream expelling from a steerable nozzle under the boat. It worked, but not very well. Modification after modification was made until the efficiency was improved. New types were designed and tried, until now, after several years, the latest models can closely rival a good

screw propeller in efficiency. Most important of all, many of the pitfalls were discovered and as experience was gained it became apparent why so many attempts at marine jet-propulsion had failed.

Following a trip Mr Hamilton made on the Wanganui River some eighteen months ago the possibility of this type of craft for adaptation to passenger work was quickly realised.

Further investigation resulted in the building of "Rangimarie" capable of carrying twelve passengers in as little as eight inches of water. After extensive trials these boats were proclaimed "the answer" for the Wanganui River tourist development.

Headwaters Diversion—May Close Wanganui

Orders have recently been placed for generators to increase Atiamuri and Ohakuri Hydro Stations well above the designed capacity.

The water to run these Waikato generators will come from the Wanganui River.

By placing these orders the Government has committed itself to a scheme which will divert the main Wanganui and all its principal headwater streams into the Waikato.

The flow from the snow mountains of the National Park is the principal source of the upper Wanganui River waters. Navigation of the Wanganui has always been difficult during the late summer months. If several thousand cusecs are diverted at this time when it would most be needed, navigation of the Wanganui would stop.

The New Zealand Canoeing Association National Council realises that there is now little chance of the scheme being dropped. What it asks is that adequate provision be made AT THE SAME TIME to ensure that navigation of the Wanganui remains open.

Tourist posters of the famous "Drop Scene" have symbolised New Zealand throughout the world. The Wanganui is unique. Its fern draped gorges lined for mile after mile by virgin native bush are unrivalled by any other New Zealand river. Thousands of American and other overseas visitors made the trip in the days of the famous "Houseboat" when fifteen steamers plied the river. And they came because nowhere in the world had a waterway of comparable beauty been developed and maintained as a tourist attraction.

Today with fast jet cruisers supplementing the steamer service the tourist potential exceeds that of the past—if the navigability of the river is not impaired.

The following resolutions of the National Council have been conveyed to the Rt Hon. the Prime Minister and other Ministers concerned.

"That the New Zealand Canoeing Association Incorporated having proprietary rights beside both the Wanganui and Waikato rivers, although realising the urgent need for hydro-electric power requires a guarantee that the navigation or flow of these rivers will not be impaired by the proposed headwater diversions."

"That should it appear that the considerable reduction in flow of the Wanganui will interfere with summer navigation then a special provision be required in the em-

powering act to provide for the building of low level groynes to preserve navigability."

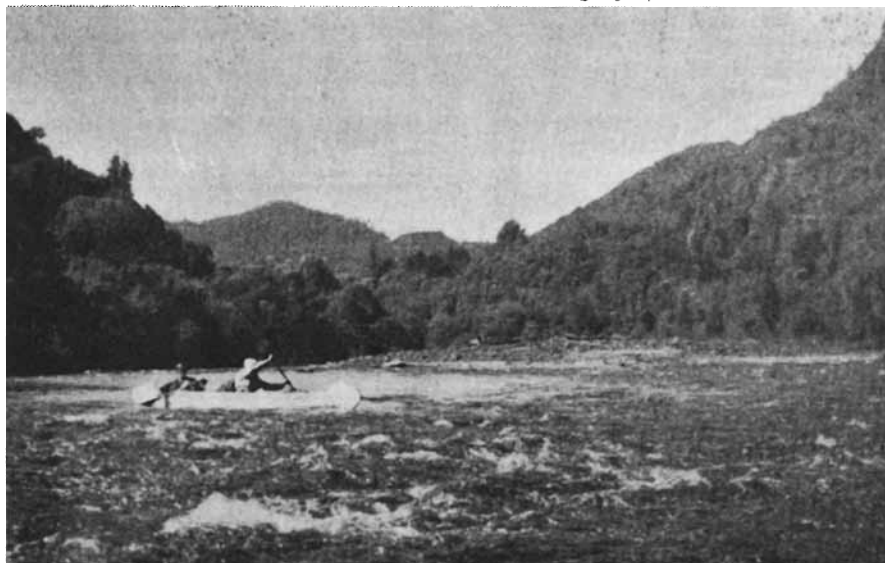
These requests seem reasonable.

The scheme is costing several million pounds. It cannot be argued that this sum will be spent to divert a volume of water so trifling that it will not seriously reduce the Wanganui's flow.

All that is asked is that a few thousand more be added to groyne those rapids of the Wanganui which will become too shallow when the level is lowered.

Tourist dollars will soon make good this amount and the hundreds of canoeists who cruise the river each season will continue to enjoy their Christmas Cruise River.

Shallow rapids such as these would become impassable if Wanganui waters were diverted. The old River trust groynes would need restoring or new groynes built.



CANOE CLUB NEWS

AUCKLAND C.C. — Christmas Cruise Reunion Film Evening was attended by some 60 members and proved fascinating. Ladies Cabaret Weekend at Kawau with dinner, toasts and films at Mansion House was also a great success, the Ladies' Regatta providing even more excitement than in past years. The Club's racing section has also been active under Racing Secretary, Don Hoten. Best wishes to Fay Dunningham on her engagement.

AUCKLAND UNIVERSITY C.C. — A white Water cruise of the Rangitiki and Tarawera rivers proved exciting. Boats were launched below the 40ft Victoria Falls. The bus visited Rotoehu Cabin on the way home.

BOYS BRIGADE COYS — The 27th Auckland Coy has launched three of its proposed fleet of seven Errant Class canoes. Crews competed in A.C.C.'s recent regattas. Training cruises on the Manakau Harbour prepare for the Wanganui at Christmas. This Coy has affiliated with the Association and another has also applied.

BRUCE HOUSE C.C. — Another recent applicant for affiliation with N.Z.C.A., plans rapid expansion of its fleet of seven canoes. Entries are assured for Easter.

RULLER AQUACTIC CLUB — Interest includes several aquatic sports but canoeing and jet boats are gaining in popularity.

GISBORNE CANOE & TRAMPING CLUB — This most active club has been very lucky to obtain a headquarters of 1,600 sq. ft beside the river in the centre of town. It is under the shore section of the Peel St Bridge. A keen racing section is in training for the National Championships and slalom is popular. A new canoe every 14 days is a record few clubs could equal.

KUPE C.C. — Again visited Marlborough Sounds for Christmas, camping beside the sheltered waters of Tira Ora Bay. A new boathouse is planned and the improved facilities should attract new members. A Wellington contingent is heading North for the Easter Championships.

OLYMPIC RACING C.C. — This new club is planned to stimulate inter-club racing in Auckland.

PALMERSTON NORTH BOATING CLUB — The 55-mile Manawatu Race again highlighted the club's active Racing Programme with record times. Several racing stars have left the district but the Club hopes to retain its fine record in the National Championships. An enthusiastic cruising

section has been formed. Several members joined the N.Z.C.A. Christmas cruise to Milford Sound after pioneering local rivers.

RIVER CITY C.C. — This young club has already surveyed the Tura-kina river and plans to forward the reports for N.Z.C.A. National records. Club uniform of blue and white ensures a smart appearance. The Club has applied for affiliation with the Association.

THE RIVER CRUISING CLUB OF CANTERBURY. — Operating as a Branch of the N.Z.C.A., this club should progress steadily. Home of N.Z.'s jets it has the finest white water rivers within easy reach. The Avon trains beginners!

TAINUI C.C. — Have maintained an active cruising programme, even persuading a noted Auckland journalist to swim the Waikato's rapids. Harbour cruises and the Wanganui were also included.

WANGANUI CANOE AND RIVER BOATING CLUB — Enthusiasm for the Wanganui is as strong as ever. Most members make the trip each year. The 30-mile Atene-Wanganui race is firmly established as the Club's main racing fixture. If all enquirers for canoeing information were to join the Club, it would be strengthened immensely.

● Ski Club news will be featured during the winter season. Secretaries please submit notes.

LEES BROS.

Distributors of

HAMILTON JET UNITS

throughout the

Auckland and South Auckland Provinces



Supplied complete with New Zealand's most modern
Boats or Kits to fit your present boat

MANUFACTURERS OF LEES MARINE EQUIPMENT

LEES BROS. (Papakura) LTD.

P.O. BOX 9 ::: PH. 131 PAPAKURA

PH. 595-666 AUCKLAND



HAMILTON

MARINE JETS

BELOW:

The Hamilton Twin Jet Unit designed especially for service on the Wanqanui River, to carry passengers and cargo right to and from the Wanqanui's head waters.



Open Up New Waterway Wonders

Hamilton jet-propelled craft provide a new thrilling sport, open up hitherto untouched inland waterways . . . snappy inboard runabouts fitted with Hamilton Marine Jet Units can navigate some of New Zealand's toughest and shallowest rivers at speeds of 20-30 m.p.h. The completely clean-bottomed hull, free of rudder shafting or propellor, ensures that shallows and rock-strewn rapids can be safely negotiated. Their "go-anywhere" capabilities coupled with easy "one-man" launching from the specially designed Hamilton trailer make Marine Jet Craft ideal for those seeking something new in really versatile water craft.

TOP RIGHT:

Craft fitted with a Hamilton CHINOOK Jet Unit speeding through rock-strewn rapids in the Hawea diversion cut. The Chinook Jet Unit is a direct driven two-stage axial flow unit of novel design. Power required is 40-80 B.H.P. Weight approx. 90 lbs. One simple control gives forward, stop, reverse, or any intermediate position.

CENTRE:

Craft fitted with the Hamilton "Rainbow" Jet Unit shown on the head waters of the WAIMAKARIRI River with Arthur Pass National Park mountains in the background.

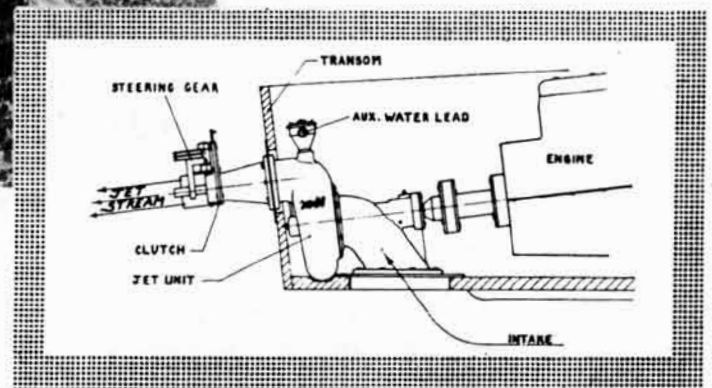


Diagram of the Rainbow Unit. AVAILABLE EX STOCK. is shown at right. It is a direct-driven high-head centrifugal type suitable for lightweight 2-3 seater runabout craft. Weight about 40 lbs. Fits snugly in rear of boat, occupying little space. Lightly loaded—speed 20 to 24 m.p.h. Also suitable for mounting in heavier displacement craft where speed is not prime consideration.

ABOVE:
Diagram of Rainbow Jet Unit.
AVAILABLE EX STOCK.

Full technical details can be supplied on marine jets, power units, and hull design by contacting

C. W. F. HAMILTON & CO. LTD.

PHONE 45-189
CHRISTCHURCH
P.O. BOX 709

A. D. Organ Ltd., Printers, 29 Union Street, Auckland.

A Whanganui Weekend

Roger Lomas



Early December and a trio of club sea kayakers decided to drive south for some river paddling and rapids on the Whanganui.

Arriving Saturday afternoon at Taumarunui, we checked into our holiday house base before heading downtown to dine at the Railway Carriage Cafe beside the main trunk line. The local hotel has closed and is up for sale so we turned in early. That night the freight trains rumbled by and the neighbours dog barked.

We were up very early next morning and after a quick breakfast we were away. Our first task was positioning a vehicle some 30kms downriver. We had made arrangements with a local farmer to exit the river on his property.

Finally we were on the river and underway. We had chosen to bring small plastic sea kayaks instead of our larger composite craft. This proved to be a wise decision as the river was running low and the rapids were very boney and bumpy.

We stopped for a mid morning cuppa just below the rapids at Herlihy's Bluff. It was a nice sunny spot and we were hoping to watch a following flotilla of nervous novice paddlers run the gauntlet.

Further down the river we saw two large canadian canoes abandoned on the river bank. They were both buckled and distorted, having been

the victims of a capsize and destruction on one of the rapids.

In the upper reaches of the river the rapids came at short regular intervals. When the river is low, care must be taken to choose the correct channel or one will end up being swept under the willows or onto the rocks.

All too soon we were nearing our take out point and the end of the days run. We didn't disgrace ourselves on the 56 rapids that we ran that day. It was then back to the holiday house for a hot shower and a cold beer. The chef soon had a Sunday roast underway for dinner.

Our plan was to paddle the next 30kms down the river to the road at the Retaruke River Landing the following day. It would involve a very long car shuttle and with inclement weather forecast, we called it a day. As we headed back to Auckland the rain got heavier and we were pleased with our decision.

Fellow paddlers and river rats were Kevin Woolcott and Jeff Amsden

Roger

