

Sea Trek

Official Newsletter of the Victorian Sea Kayak Club inc.



EDITOR: CHRIS SEWELL
6 THE GRANGE
BAIRNSDALE 3875
FAX: (051) 568 759

AUGUST 1996

ISSUE 24

DEADLINE FOR NEXT ISSUE: 8 NOVEMBER 1996

VICTORIAN SEA KAYAK CLUB INC.

The Victorian Sea Kayak Club exists to provide a loose bond for a disparate bunch of individuals, with exploration of wild places as common philosophy
- Earle Bloomfield

COMMITTEE - 1996

| | |
|------------------------------------|------------------------------------|
| President | Mike Cromie (03) 9878 4582H |
| Vice President..... | John Basemore (03)9560 5718H |
| Secretary/Tres/Public Officer..... | Ray Musgrave (059) 75 2414H |
| Trip/Technical Adv..... | Ian Hill (03)9786 6580H |
| Editor..... | Chris Sewell (051) 52 1533H |
| Equipment Off..... | John Stomps (03)9580 8226H |
| Touring Committee Reps..... | Laurie Atkins (052) 43 1035H |
| |Ray Musgrave (059) 75 2414H |
| VCA Reps..... | Ray Musgrave (059) 75 2414H |
| |Michael Crouch (03) 9531 9335H |

SEA TREK ISSUE 24 AUGUST 1996

Deadline for NOVEMBER issue: 8 NOVEMBER 1996

Keep sending the articles. If sending a 3 1/2" floppy disk please have it formatted as Claris works or Microsoft works (Apple Mac) or on a DOS disk. If DOS send either standard double-sided disks in 720K format, or high-density disks in the 1440K format.

VSKC

**P.O. Box 426
Seaford 3198**

NEW MEMBERS:

DonPocock

2.A. Mill St. Aspendale 3195 Ph: (H) 03-9587-4007. (W) 03-9428-1757.

DebbieRule

35 Merrick St. Stratford 3862 Ph: (H) 051-456-901. (W) 051-432-533.

GeardFoodman

4272 Fifth Ave.San DiegoCalifornia. 92103. USA.

Chris Randys

16 Hodder St East Brighton. 3187. Ph: (H) 03 9576 7009. (W) 03 9592 2266.

Warren Boulton

PO. Box 867 Sale 3850. Ph: (H) 051-464-421.

Bill Robinson.

"Ardross" Charles St. Mt Eliza. 3930 Ph: (H) 03-9787-4704. (W) 03-9789-3444.

Annual General Meeting of the Victorian Sea Kayak Club

Date: Saturday 2nd of November.

Where: Conference room at the Flinders Cove Motor Inn
32 Cook Street. Flinders 3929.

Time: Meeting will start at 7-00pm till ?

Information: For those wishing to paddle beforehand we will meet at the car park at the Flinders Pier at 10am. There are couple of paddles that can be done, one around to Cape Shank and the other towards Point Lec depending on the weather of course. The one towards Point Leo would suit novice upwards. Choices will be made on the day, depending on which way people wish to paddle. A paddle will also be organised for Sunday 3rd November for those wishing to partake.

For those who want to eat at the Flinders Hotel (opposite the motel just a coincidence) have organised a table for twenty or so at 6pm. Did this because Saturday night at Flinders hotel get fairly hectic.

There are rooms available at the motel if you require but get in quick as apparently there is a navy reunion that night at the pub. Please contact Rebecca or Richard on:Phone (059) 890 666. Fax(059) 890 906. Tell them your from the VSKC for the meeting and get a discount.

Also there is a caravan park at Flinders Phone: (059) 89-0458 ring after 16th August if you wish to book.

More about the AGM will be mailed out a couple of weeks beforehand including reports etc. If you have any queries at all please don't hesitate to call either Ray on (059) 75-2414: or Mike on (03) 9878-4582

UP & COMING TRIPS

SKILLS NIGHTS (in a heated pool)

CONTACT: Ray Musgrave (059) 75-2414
Mike Cromie (03) 9878-4582.

WHERE: Jubilee Park Swimming Centre
Hillcrest Rd. Frankston.
Melway: Map 102 H.5.

DATES: 28 Th. August 96
4Th September 96
11Th " 96
18Th " 96

TIME Start: 9-00pm kayaks ready to go in pool.
Finish: 10-00pm.

WHAT TO BRING: kayak, paddle, skirt, life jacket (if you wish to learn to roll with one on not.) Also any gear you might like to bring. Main requirement beside yourself is a clean kayak, so as we can go back again.

WHAT ARE WE DOING: Any body wishing to learn Eskimo rolling, rescue techniques, support strokes and a lot more. This nights are for any person's, novice to experienced. If you haven't got a kayak there will be a couple of spare ones around. To the newer members of the club its also a good opportunity to meet other members, and try some of the different types of kayaks in the comfort of a heated pool.

COST: \$8-00 session (this covers the cost of hiring the pool, person's involved in instruction do it mainly for the love of the sport).

Learn Eskimo rolling, rescue techniques, support strokes and a lot more. This nights are for any person.

VSKCGETTOGETHER

Saturday 28th September
Mike Cromies abode.
9 Pursell Ave Blackburn Sth
Ph (03) 9878-4582.

Just an informal night possible slides or video's of members trips starting at 7-00pm.
Please contact Mike for more information.

NOVICE PADDLE: SUNDAY OCTOBER 4TH

CONTACT: Ray Musgrave (059) 75-2414.
WHERE: Mornington Pier (Near the boat ramp "Mother's Beach).
TIME: 10-00am.

COMMENTS: On this occasion the activities are mainly for those newer members, and prospective members who may, or may not, have a kayak, and wish to try out a couple of different kayak's. We will endeavor to have as many different types as possible. Older members are also welcome to come and pass on their knowledge, the more kayakers the better the day will be. Even if you do not have all the necessary gear (life jackets, skirt, paddle etc), we can provide.

PORT WELSHPOOL TO PORT ALBERT

19 - 20 October

CONTACT: Chris Sewell & Therese Pollard
Phone: (051) 521 533

Meet at Port Welshpool long pier at 8:00am. The trip is suitable for novice paddlers and those who enjoy a and weekend's paddle and sociable evening. We plan to paddle the more sheltered waterways behind Snake Island and camping on the island. We plan to be off the water by 5:00 PM Sunday. Those wishing to hire kayaks are advised to contact Mal Cowell (059) 66 5110 H (056) 88 1467 W. Mal has a large array of craft (6 doubles and many singles). Let him know that you are on my trip. Many of us meet Friday night at the Welshpool pub. Mal has kindly offered me his new 12 bed bunkhouse. Cost is still unknown.

COAST BUSTERS ANNUAL SEAKAYAK SYMPOSIUM

Figured it was about time I put finger to keyboard to write a summary of Coast Busters Annual Sea Kayak Symposium in Long Bay, Auckland, New Zealand on the 14th and 15th October 95. The main reason for the trip was to find out what is happening with seakayaking in New Zealand, and what problems they have and how they have overcome them. To start off, sea kayaking in New Zealand is very popular and participation is on a much larger scale than in Victoria and, I assume, Australia going by the number of sales of sea kayaks and club participation. The weather for the two days was great, bloody cold and wet, the same as when I left Melbourne to fly across the "trench" to New Zealand. Really! They didn't have to do that to make me feel at home.

The symposium was well organised and run to a time table because of many different speakers giving talks at the same time on various aspects of sea kayaking.

A lot of time was spent on safety at sea, safety-first, trip planning etc. Eighty percent of the talks were aimed at the novice, the other twenty at more experienced kayakers. On a personal observation this was a good approach as a large percentage of participants at the symposium were new comers to sea-kayaking. The gist of the subjects is similar to what we understand and try to remember to use in Victoria. Rather than write a lot about what was said and bore you with my impressions I have copied and included most of the hand out sheets. The first pages cover mostly safety and survival which was stressed by most speakers. The themes were well covered by all orators with excellent visuals as backup. Went on couple of short paddles and tried as many different kayaks as possible, the weather wasn't conducive to paddles of any duration. It was great trying different types, the choice between kayaks was excellent there were at least ten different makes and styles to select from. Personally I favored the narrower (narrower than my Greenlander Mk 4) but some longer, and more of a rounded hull shape. After getting used to a tippy

feeling they moved through the water nicely, once moving stability increases, it was up to half a metre chop and I had a ball. Tried one called an Excaliber, the hull shape of a K1, but longer. I lasted five minutes, it is a racing machine for sure, apparently developed for sea kayaking racing which a fast growing aspect of the sport in New Zealand.

I have included a few copies of brochures on different kayak manufactures, these are no means indicative of the range of kayaks available in New Zealand, but what was handed out at the symposium.

At the time of the symposium there was no sea kayaking award scheme as we know of one in Victoria. What they have done over the last few years to have qualified instructors is what is called, for want of better terminology, "the grand father system." That is, people who have been paddling for many years are judged by their peers to have necessary skills to become instructors. These instructors are generally persons who are commercial operators running sea kayaking tours. They often have qualified outdoor instructors, with sea kayak instructors certificate, assisting or running them. These qualifications are deemed by the operators themselves and they have their own association, Sea Kayak Operators Association, who have a set of standards which all members must abide to. Also from what I understand operators need a licence by the Department of Conservation (NZ) to operate sea kayak and marine mammal tours.

Because of a high incidence of rafting accidents in 94/95 the government is looking at tighter controls on operators. These accidents, because they happened in outdoor pursuits, snowball into all other aspects, including sea kayaking.

The operators I talked to were coming up with their own set of stringent guide lines to used as best practise by themselves and as a guide to the Government that they are in the forefront of safety issues concerning sea kayaking.

New Zealand has a lot more government and quasi government bodies controlling what can and cannot be done by sea kayakers both private and commercial. We here in Victoria have a lot less restrictions at the present time, something we as a club will endeavor to maintain.

The club scene, from what I ascertained, is similar to the VSKC, a loose bond of fellow paddlers who enjoy sea kayaking. These observations are made about the North Island, I assume after talking to paddlers from the South Island the situation is very similar.

To finish off with, a special thanks to Vincent Maire for organising travel to and from the airport. Congratulations to Vincent and his team for organising an excellent symposium.
(Ray Musgrave)

COASTBUSTERS PRESS RELEASE

If there's something to be learned, in the sea kayaking world.

Where you gunna go? Coastbusters!

With all due apologies to Bill Murray, Dan Aykroyd and friends, Coastbusters is back with the support of Wilderness Magazine and Comworth Systems Limited. New Zealand's premier sea kayak symposium has established itself as a truly world class event, judging from the feedback of those who have attended symposia overseas. Starting on Friday evening, the 11th of October, Coastbusters runs through the weekend of October 12th and 13th, at the Marine Education and Recreation Centre (MERC), Long Bay, Auckland.

This year's theme is definitely one of education, both through lectures and workshops, but also through the exchange of ideas with fellow paddlers. An unprecedented number and variety of workshops will be on offer, with topics ranging from paddling skills and rescue techniques for paddlers new to the sport, through to fishing from kayaks. While beginner and intermediate paddlers stand to gain the most from the symposium, this year features more in-depth workshops for experienced paddlers. Such topics include developing kayaking strength and fitness, advanced paddling technique, past present and future issues of kayak design, and the popular "gadgets and gizmos" looking at the very latest developments in sea kayaking accessories.

Keynote speakers include Malcolm Gunn, leader of a recent expedition to Tierra del Fuego, Conrad Edwards, who is currently kayaking in the North American Arctic and Jonathon Iles who is a Qualified British Canoe Union Senior Instructor. Jonathon is the coordinator for Sunday's activities which splits the delegates into paddling groups that will undertake various exercises designed to be fun and yet educational at the same time. For more information, pick up the September issue of Wilderness Magazine which will include the full Coastbuster program and registration form, or contact Ray Musgrave on (059) 75-2414. I will pass on any more information I have to any body interested.

If there's something to be learned, in the sea kayaking world.

Where you gunna go? Coastbusters!

HAWKS BURY RIVER July 1-5

Participants:

Therese Pollard & Chris Sewell - Tasman Twin
Julian Smith - Mirage 19

Monday. After a four hour car shuffle and securing the cars at Wisemans Ferry and Patonga camping grounds respectively, we eventually were on the water at 2:30pm. We were surprised to see a two metre tide so far up a river and decided it would always be best to use the 1 - 2 knot current to our advantage. We were greatly dismayed at the water quality. The picture postcards lie!! Instead of the clean green waters, we were confronted with a

muddy slime floating on the surface. This was particularly evident in eddy lines. Mangroves line much of the river and there is little chance of getting out. Beaches are nonexistent. Cliffs rise dramatically above the river. The first night we elected to camp at 'Wombat Ground' camp park. We pulled into the launching ramp and found it covered in grease like mud. We paddled a little further and found a beach. Getting out, the mud squelched over our feet. I found a somewhat softer spot and sank to above the knee. Paddling boots are not designed for such treatment and I was powerless to stop it being sucked off. After a few minutes of searching with mud up to my armpits, it was found and continued to slide the boats onto the grass. We found the manager in the throws of attacking the hot water system. The hostess had us pay \$15, a bit steep when there's no hot water, uncleaned toilets, and no fire wood.

Tuesday. After a sleep-in, we were on the water by 10:00am - tides make a great excuse for not hurrying. We paddled down to Green Valley for lunch, following a convict built road along the southern bank. A huge eddy formed where Mangrove Creek joined the main flow. We were determined not to splash water onto ourselves as by this stage it was quite putrid. We lunched at Green valley camp ground, a huge improvement on last nights. The locals were very friendly and chatted freely with us. We left, thinking that we'd seen the last of houses for a while, as the next road access was Brooklyn, 20 km down river. We were surprised to see waterfront properties continuing along the banks, accessible only by water. We made camp on Bar island, a very small (100 X 50m) island. It was cloaked in history, from the large aboriginal middens and stone sharpening sites to the remains of an old school come church, complete with a pioneer cemetery with dates around the 1870 -90s. We thought this would have been reserved, but were shocked to have found it had been subdivided with the intention of building three dwellings. At low tide, navigation in the surrounding bay would have been impossible due to hundreds of oyster farms. The oysters are polluted, but when harvested are taken to another body of water and left for three weeks before becoming edible.

Wednesday. We left Bar Island and paddled across to Australia's first warship - the HMAS Parramatta. It served in the first world war and later house the Brooklyn bridge railway construction workers. Later the bow and the stern were cut off and are now housed in two different maritime museums. A beautiful little waterfall plummets behind the hulk. We continued down to the Brooklyn bridge and found the current running at a good two knots. We continued on and checked out a number of beautiful beaches. Pleasure boats were moored of shore. We sort one that had late afternoon and early morning sunshine, as the shade temperatures were quite cool. Ignoring the various signs about camping, we

selected a beautiful grassy spot. Further along the beach, a trickle of water dribbled over a high rock wall, splashing in a rock pool, providing a great water source.

Thursday. As we were packing, two young blokes camping near the swamp emerged with small one-man rubber duckies. One had a slight leak. After putting in their packs, very little room was left for them. They used the packs as back rests, and with their legs dangling over the side, rowed off with very short plastic oars. They were attempting to get around the next headland and make the next landfall at Fishermans Beach, about 8 km away. The tide was in their favour and were making surprising good headway. We quickly overtook them and headed down to Cottage Point. The waterways were a little busier now, with the odd large cruiser passing by. An early lunch of cake and cappuccino took part at a floating restaurant. We paddled round to Refuge Bay and imagined Australia's top secret Z force base of WW2 tucked away amongst the sandstone cliffs. A beautiful waterfall plunged into the bay by a sandy beach made a superb setting. All that was missing was the 'Krait', a Japanese fishing boat used by the force. The commandos used the bay to train and used folding kayaks. They later attacked and sank several Japanese ships moored in Singapore Harbour. We continued around the shores and thought of the pandemonium over the summer and Easter holiday season. We estimated about 200 boats would be moored at peak times, and imagined people crowding onto the tiny beach. We continued on our way and paddled across to Little Patonga and Patonga beaches. We paddled through a small surf and battled our way up the small creek on an outgoing tide. We chose a campsite in the camping ground and lazed around. The camp manager came round and dropped off a load of fire wood and took \$21 off us. We found it surprisingly cheap, as it included BBQ, showers, washing machine and clothes drier. We chatted to another paddler who regularly takes part in the Hawksbury Classic. We mentioned the incredible pollution in the river and he was dumbfounded by our observations. He admitted he had only 'seen' the river at night and never thought of it as being in a degraded state.

Friday. We paddled out into an increasingly bigger swell as we rounded Lion Island. The island is a no-go nature reserve, protecting a large penguin colony. Wind against tide also provided a sloppy and steep slop. As we were heading back in Julian commented about the lack of penguins, and as if on cue several bobbed up by our boats. We reentered more sheltered water and found ourselves paddling amongst a pod of 100 plus dolphins. On landing, several locals made comment about this being the first sighting of dolphins in more than ten years.

Best time: Winter months due to lack of river traffic and more settled and drier weather. Days range up to 20°C, but inland frosts down to -2°C are common.

Best section of river: The long arms below Brooklyn bridge. Better water quality and beaches.

Useful References:

Hawkesbury River and district map 1:60 000 published by the CMA NSW

"CRUISING GUIDE to the Hawkesbury River and Cowan, Broken Bay, Pittwater" by John and Jocelyn Powell.

TECHNICAL TIPS

GourmetGrub

My Favourite Fruit Cake Recipe

- with acknowledgement to The Brisbane Bushwalking Club

Ingredients

| | |
|---------------------------|-----------------------|
| 1 cup of water | 1 cup of brown sugar |
| lemon | 1 cup of sugar |
| nuts | 4 large eggs |
| 1 bottle of whisky | 2 cups of dried fruit |
| 1 teaspoon of baking soda | |

Method

Sample the whisky to check for quality. Take a large bowl. Check the whisky again to be sure it is of the highest quality. Pour 1 level cup and drink. Repeat. Turn on the electric mixer. Beat 1 cup of butter in a large fluffy bowl. Add 1 teaspoon of sugar and beat again. Make sure the whisky is still ok. Cry another tup. Turn off the mixer. break 2 leggs and add to the bowl and chuck in the cup of dried fruit. Mix on the turner. If the fried druit gets in the beaterers pry loose with a screwdriver. Sample the whisky to check for tonsisticity.

Next, sift the lemon juice and strain your nuts. Add 1 table. spoon. Of sugar or something. Whatever you can find. Grease the oven. Turn the cake tin to 200 degrees.

Don't forget to beat off the turner. Thrown the bowl out of the window. Check the whisky again and go to bed.

DECKMOUNTED COMPASSES

Most sea kayaks have a deck mounted spherical compass. sometimes I check to see if mine is still there. on occasions I have had to rely on it entirely, while other times I wished I had. A map and compass are companions that you can't do without. usually in familiar surroundings there is little use for them - BUT you never know.

The grid pattern on maps run North-South/East-West. The compass points Magnetic North, which varies from place to place world wide. Kayakers travel locally by world proportions. So for our purpose this variation between True North and Magnetic North remains near enough to constant. In Melbourne's case it is about 11° East. This is small in comparison to the effect wind/wave and current exert on our direction. But let us eliminate it anyway. When conditions are foul every little bit helps.

Variation calculation is a plus-minus thing depending on which point of the Earth's surface you're on (see diagram). [Australian waters vary from 5°W to 15° E depending on where you are. All nautical charts and most official Commonwealth/state/territory maps will have the variation marked - Ed]. Make a mistake and you double the problem. Ignore variation and pretend Magnetic is True and you probably will make your landfall - BUT!

Sit in your kayak on the front lawn, the bow pointing True North. Move the compass to where it is between you and Magnetic North with the N reading of the compass facing you. Reposition it there and mark the N position. From now on this mark will indicate your True bearing whichever direction your bow is pointed. Hereafter variation does not exist for you.

[Ed note - make sure when packing the craft all ferrous (steel/iron) objects and batteries are placed as far away as possible. These have a good magnetic attraction and will affect the compass.]

~ John Basemore

An intermediate user's guide to the Expedition PITTARAK

I've used my Pittarak Expedition for nearly 2 years and made some modifications, mostly from members good advice. Readers may benefit from my application of collected ideas.

Until recently Pittaraks were available in 2 models, very similar except for the rear hatch and mid-section underwater shape: the Expedition (small rear hatch, V-hull, tippy) and the Nautilus (teardrop hatch, flat hull, more stable).

Modifications discussed should fit a Nautilus. I do not have any information on the latest models. Perhaps a member could arrange a road test for the Newsletter.

My skill level is just intermediate. I can manage 1m surf, and paddle up to 32km on a day trip. I've been on overnight trips, loaded with camping gear, but nothing really rough or coastal as yet. I can roll, but my technique has not been needed for an unexpected knockdown. So the opinions are from very moderate skill levels. Shorter or more skilled paddlers may find my on-water comments don't apply.

AS IS

The boat has a small, oval cockpit coaming, with the seat suspended from the rim. Hulls are joined by a plastic strip, which I understand could allow water in behind the gel coat. 15mm fabric lifting loops sprout from a hole the deck at each end. Two bulkheads are standard, one behind the front hatch, and another a handspan behind the seat. The rear bulkhead is shaped towards the rear on starboard for a deck-fitted hand pump just behind the coaming.

The pump battery is fitted in this stowage, bracketed against the rear bulkhead. I have fitted a waterproof fuse next to the battery. This is a safety essential, because an electrical fault that draws excess current could cause the battery to give off chlorine gas, which can explode if in contact with salt water.

Another front bulkhead has been fitted 150mm behind the first, reducing the cockpit volume and creating a 14 litre stowage space. Some club members fill this with cans and ice, which I can certify will provide cold drinks into the third day. I glassed the front edges of the rudder mounts (pieces of 3mm thick glass strips) into this new hatch to brace them. These strips hold the rudder bar, a-la-Greenlander rudder system. Again I fitted a 100mm hole screw hatch, with larger O-ring, finding the rocking point and filling up the gap with flowcoat to provide a flat face. This one seldom leaks. As you will see from my packing diagram, I use it for items needed anytime, and it frees up main stowage areas for more FOOD.

The original front hatch is usually opened for lunch stops.

RUDDER

Purists seem less attracted to a rudder, but it acts as a set and forget trim tab so I can concentrate on paddling and occasional bracing when in rougher conditions or wind. I fitted an older style plain aluminum rudder kit, and the bigger blade submerges 250mm empty. It seems never to leave the water, and has a good grip as a trim tab. On rudder alone, I can turn around in about three boat lengths. Of course, rudder plus tilt cuts this dramatically.

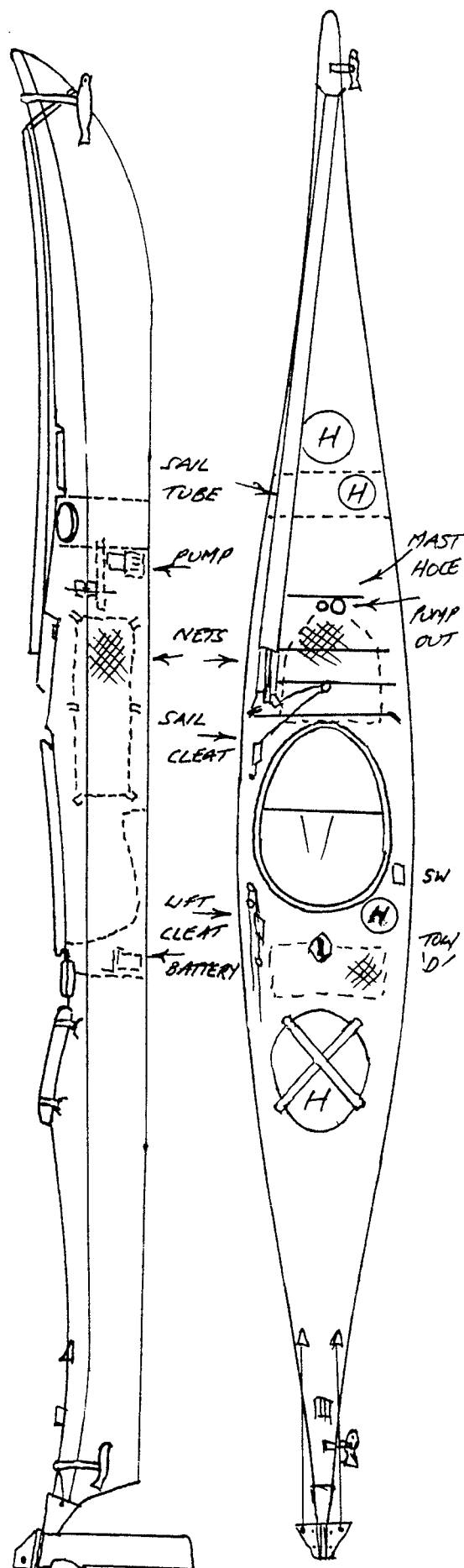
Its mounted, as with most Pittaraks, on a glassed sock over the stern, held by the tension of the control lines. I also tied the sock to the boat's rear toggles in case of breakage. I recently fitted a sail clam cleat to lock it down as it was prone to set at less than vertical, reducing its effectiveness noticeably. It parks in a rubber vee, essential to cushion the heavy fall on stowing.

RUDDER CONTROLS

These have gone through 4 stages of development before I was happy. Sliding pedals stuck with muddy feet or urgency, and bracing was poor. Locking the pedals, and fitting tilting tops gave little turn, even changing to a 2 to 1 purchase to improve control movement wasn't much better. The problem is the low deck which, for my size 10's puts the boots at a poor angle for much toe movement onto the hinged sections.

The current idea, a pivoting bar with raised edges has been the best to date, but pivot and adjusting nuts are very inaccessible.

And I then realized why I was only comfortable with the bar skewed - a difference in leg length. Perhaps many readers have this problem - in sox, sit against a wall with legs flat and together, and



measure from wall to toes.

TOGGLES

From reading Nigel Foster's book on sea kayaking, I was convinced that short end loops were not safe in surf, and have added 3mm nylon cord, with carved handles, an authentic touch. Both toggles reach beyond the ends of the boat to preserve fingers in case of a spinning boat - not tried in surf. Their attachment is weak, and must not be relied on to lift a laden boat. I would prefer a side tube instead, both for strength, and to stop niggling leaks through the strap.

QUICK ACCESS NETTING

From the seat edge forward I have fitted side pockets of fishing net, held in by shock-cord threaded through glassed-in loops of tape. A third is fitted under the decking. These carry items I may want on the water when conditions alter. They work well & free up general stowage space. For rough conditions I clip the towline to the towing eye and stow in the deck net behind, on the deck.

A small SealLine mapcase fits under the front deck elastics, with marked-up map, compass courses, leg distances and tide information. That generally works well, although the deck elastics obscure some detail. A chinagraph pencil, for way times, and a stick-on white scribbling patch, plus little tables of paddling speeds and ships horn codes, complete the foredeck gear. I still need to find a fully secure stowage for a drink, the deck elastics wouldn't hold a bike bottle in surf or a sudden wave.

STOWAGE

As shown by my stowage diagram, I carry a few more luxuries and gadgets than I would on a week's bushwalk, but still only load the rear compartment to 2/3rds. The extra 2 stowage areas, and the ready access internal nets have freed up serious stowage space well. The front hatch holds 45-litres, the intermediate 14 litres, the seat 20+ litres, and the rear 120+ litres, creating 200-litres of hatched stowage. I could stow enough for over a week, including water.

In present form, it weighs 23kg with battery and sail.

OTHERS' OPINIONS

A few phone calls show that there is strongly divided opinion about this version of the Pittarak among those who have tried it empty. One prospective buyer kept a tight grip on the landing, paddled 50m, returned shaken and went elsewhere. A second, who had to add bumps in the deck to fit his feet (he's about 6'3") looked very at ease when I paddled with him around Lake Tyers over a weekend. A third, who may now have paddled from the Prom to Tassie, has told me that, with extra layers of glass in deck, on keel and under seat area, it is a top boat.

Perhaps I could summarize opinion on the Expedition as:

either suitable for intermediate or better paddlers of 5'8" or less, or taller paddlers who are either

skillful, or prepared to carry ballast when empty to widen its base in the water. All paddlers are very pleased with loaded performance. In contrast, while the Nautilus is a slower boat, harder to tilt and turn, it is considered to surf better, and to feel stable to all that have tried.

FINISHED

No, not quite. I still need to modify the seat further, and add knee bracing. I'm looking for ideas for the latter. I'm very pleased with the handling of this boat, when loaded. Not a first boat for some, but a very capable craft in rough conditions if loaded or ballasted.

'STEERING' KAYAKS: FIN vs RUDDER continued by Peter Carter

Paul Caffyn has commented on my piece on fins in the February issue, and retold the story of the rudder he used on his circumnavigation of Australia (the Tasmanians, by the way, tell it differently), giving a list of situations where he believes rudders are superior. I've often wondered though, whether the skegs he was using before then were up to the job. Could they, for instance, be trimmed to run the boat straight in all conditions, as can be done with present day fins? From what I can remember of our discussion one morning in 1982 in Joe Lamb's driveway I don't think either of us then understood the dynamics. (I wonder how many of the writers of sea kayaking books really understand the dynamics of air and water on deck/paddler and hull. I'd like to see a good article on directional stability written by a naval architect.)

Paul's argument about correcting strokes upsetting the paddle cycle is the same as that used by sprint paddlers. For them the argument is valid (been there, done that), but I'm not convinced that it is for sea paddlers when other things are considered. I might suggest that Paul puts a fin into an Arctic Raider and see how it behaves. (I'll supply the fin if he likes.) At least one Arctic Raider paddler now prefers fins after having a rudder on an earlier example. In 'Arctic Raider Views' in NSW Sea Kayaker No 27, p 18, David Malcolm writes: 'In normal light wind paddling the skeg makes little difference but is handy to help in "point the boat and paddle straight" situations. Stronger winds — and more difficult conditions highlight the skeg's benefits — it holds its line much better than the rudder, becomes more sensitive to tuning adjustments and I think overall feels more stable than with the rudder. There appears to be much less of a tendency for the boat to wobble about on its tail with the skeg. The rudder is not missed.

Downwind paddling is where the boat excels... Directional adjustments while on a wave can be easily performed by a little lean or combined with a stern rudder stroke for when a greater turning effect is required...'

Precisely my experience. When the boat is balanced directionally, little effort is needed to control it. I gave up rudders a decade ago and would not go back — I stabilise my kayak with a fin and steer with the paddle.

I agree with Paul's comments on the balance, aspect ratio and rake of rudder blades, but he neglects one factor: section. Rudder blades cut from sheet metal are common on kayaks because they're easy to make (and straighten), but they are not the most efficient. Flat plates shed vortices alternately on both sides (similar to flapping flags), and in some conditions can be heard to 'sing'. Deflect the blade, and the flow separates, effectively stalling. A blade with a proper aerofoil section has less drag, generates more 'lift', and is less likely to stall, which is why you'll find them used as rudders and centreboards on sailing craft.

It would be facetious of me to suggest that you should use a rudder only if you are paddling in the conditions listed by Paul (manoeuvring on ice, ferry gliding across channels with fast tidal streams,...), but it is true that many paddlers use rudders when they don't need to, and become rudder dependent. Use the rudder (or fin) only when you need it to maintain control without fatigue. You still need to know how to control the boat without the fin or rudder.

I also agree with Paul's thinking on the Arctic Raider cockpit. Perhaps the next stage is to make a complete integrated cockpit, like Sea Tiger, Puffin, and Voyager. Even less need for a pump.

Guidelines to Low-Impact Observation of Marine Mammals by A. Michael Kundu Taken from "Wavelength."

NEVER INTERFERE WITH FEEDING, BREEDING OR NURSING ACTIVITIES Whales perform very specialized prey-entrapment maneuvers; kayaks intruding on these patterns could prevent them from gathering the nutrients required for survival. Avoid any approach of female whales or pinnipeds with young; in addition to stressing these animals, you might be interfering with critical nursing or rearing activities. **LEARN ABOUT YOUR SUBJECT BEHAVIOUR AND BIOLOGY.** Before you paddle in any marine mammal habitat, learn to recognize stress-related behavioral signs, such as tail-logging, spy-hopping, barking or stampeding off of haul-out areas or rookeries, etc. Seal and sea lion rookeries are particularly sensitive areas which should never be approached by paddlers, who could cause panic stampedes that may crush nursing babies or young pups. **LIMIT YOUR WILDLIFE-WATCHING DURATION** Limit your presence to short intervals. Never put your curiosity or interest in the way of feeding or foraging activities--the animal's survival depends on regular activities being allowed to continue uninterrupted and unhindered. Maintain your distance **AVOID ACTIVELY APPROACHING CETACEANS** Do not pursue or advance on cetaceans that are traveling toward you. Always allow your kayak to drift passively on a parallel course to where you expect them to pass. Whales almost always approach each other from the rear: frontal encounters may startle or alarm whales, who may not be able to detect a kayak's oblique design. Under the federal Marine Mammal Protection Act

(MMPA), boaters must remain 100 yards away from all marine mammals. **ALWAYS WARN ANY APPROACHING CETACEAN OF YOUR PRESENCE** My practice, while photographing or observing an approaching group of orcas, is to sing or talk out loud at a steady rhythm. Another effective method is to maintain a sculling stroke, keeping the paddle blade moving well below the surface of the water. Always avoid startling any marine mammal, both for your sake and for that of the cetaceans. **PRACTICE LOW-IMPACT OBSERVATION HABITS** During the summer months, most migrating whales spend 65% of their diurnal time feeding, and 25% of this time actively searching for food. The remaining interval is 't(0+***0000' spent resting, replenishing energy and critical interaction with other whales: realistically, there is no spare time in their itinerary to avoid kayakers. If you do choose to intrude upon them, remember that cetaceans should never be encroached upon by more than two kayaks at a time. It is crucial that paddlers remember to follow all federal regulations regarding marine mammals. Michael Kundu can be reached Arcturus Adventure Communications, 1026A 56th Street SE, Everett, WA 98203. Tel/Fax: 206 513-9021. E-mail: arcturus@arcturus.seanet.com

SAFETY

With permission from "Wavelength."

Paddling with the Big Boats

A ferry officer's advice by Gerry Lavalie, 2nd Officer, BCFC

I am occasionally asked what it is like to maneuver a large vessel when there are many small boats around. Eventually I found what I think is an honest analogy to the question. It's like driving a car through an elementary school playground at recess. I've been a canoeist for twenty five years and a BC Ferry deck officer for thirteen years. I've been paddling in a small boat when a large ship went by and I've also been an officer-of-the-watch on a large vessel passing a small boat. Both situations can cause concern and always require due care and caution. From the small boater's point of view, weather and tidal influences require that you navigate in specific ways if going from one place to another. If, on the other hand, you are out on the water for recreation only, then fun, relaxation, and maybe some excitement are the priorities. Believe me, being too close to 8,000 tons of steel approaching at twenty knots can cause unwanted excitement. The marine phrase "Constant Vigilance" should not be under-rated. It is not unrealistic to think of yourself as invisible in a small boat near large vessels. Assuming ship's personnel cannot see you is a way of encouraging a more active role for yourself in avoiding a close quarters situation. The sooner the ship driver sees you the better, and since you can usually tell where the ship is going, the sooner you take steps to avoid a ship the safer you will be. From the large vessel officer's point of view, all ship handling and maneuvering is regulated by "The Collision Regulations". The consequences of

disobeying these regulations are very serious for any ship's deck officer. Rule number five (near the front of the regulations indicating its importance) enforces the requirement for the officer to keep a safe lookout. Constantly watching out the windows, having the radar working and keeping an eye on the radar screen, listening to the radios, encouraging the seaman at the wheel to report any boats he sees, and staying focused on the job are all parts of keeping a safe lookout. The deck officer's expectation, with regard to other large vessels, is that the other ship is being maneuvered by someone who has to obey the same regulations. With regard to small boats, the ship's officer has no idea at all what that boat might do. Small boats can move very erratically and they can become erratic very quickly. I work the Nanaimo-to-Horseshoe Bay route, in Howe Sound between Bowen Island and the mainland where there are many small vessels. Other ferry officers who work between Swartz Bay and Tsawwassen tell me that Active Pass is similarly hectic. Here are some general principles to keep in mind when paddling with the Big Boats:- Constant Vigilance is required. Be aware of what is around you, especially behind. Wind conditions can muffle the sound of large diesel engines approaching. Small blue, green, white or grey boats tend to blend in and can be very difficult to see in the water. Canoes and kayaks have very poor radar reflectivity. This means that one of the "safe lookout" tools is less effective. An optical illusion is possible whereby the larger a moving thing is, the slower it appears to be travelling. Looking from a very low vantage point causes things to seem farther away. Ships may well be much closer than you think. Sea conditions affect your visibility to radar and eye. When the wind is up and the sea is choppy, boats up to 20 feet long might remain invisible on radar and not be seen by eye until less than a mile away. The weight of a large ship means that it may need close to a mile to stop. In the open, avoiding a small craft might be possible by quickly altering course. In a narrow channel the only option might be to slam the throttle handles in reverse and pray. Gerry Lavallee is a 2nd Officer with BC Ferries based in Departure Bay, Nanaimo, B. C.

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RESIDENT ASSISTANTS AT THE WESLEY CHUM CREEK CAMP

Wesley College Chum Creek Camp
251 Old Chum Creek Rd
Healesville 3777
059 625 027 or 059 625 377

The position of Resident Assistant at the Wesley camp is available from term 1, 1997. The term of employment can range from six to twelve months.

This position will interest any young person who is planning to work in the field of Outdoor Education and/or recreation and who loves to work with young people in the outdoors.

The Resident Assistants role is one which carries much responsibility and which requires initiative, enthusiasm and the ability to work with and alongside other dedicated Outdoor Education teachers.

More specifically your role includes:

Preparation and maintenance of equipment for all programs, vehicle driving and maintenance, assisting with the outdoor and environmental activities, maintaining the equipment and tool shed, maintenance tasks around the camp and the coordination of the kitchen and meal preparation. a drivers licence is desirable and ideally you will have some formal first aid qualification.

If you are interested in applying then contact Wendy Wait at the above address and forward your curriculum vitae to me ASAP.

~Wendy Wait Teacher in Charge

THE HISTORIC CANOE AND KAYAK ASSOCIATION.

The Historic Canoe and Kayak Association was formed in Autumn 1989 to promote interest in historic canoes and kayaks. The aims of the Association are to hold gatherings from time to time to display historic craft. Additionally, a newsletter is published four times a year.

There is a panel of "experts" in various fields, i.e., folding kayaks, sailing canoes, racing craft, publications, etc, within the Association. The Association is based in the United Kingdom, and it is hoped to compile a list of canoes and kayaks which are of historical interest. Work is currently in progress compiling a list (if that is ever possible) of canoeing and kayaking publications of a historical nature.

Articles for the Newsletter are either submitted by members, or are complete or edited extracts from the canoeing press, and there is comment on historical detail of the sport. One of the main themes is the restoration of historic craft and the acquisition of suitable materials and tools, as well as techniques for carrying out such restoration work, and the articles on this theme have recently been published as this is such a wide field.

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Membership is open to all who have an interest in historic canoes and kayaks, whether they own such a craft or not. There is a wealth of information available on the history of our sport, but it is often a case of knowing where to look. Information is to be found in such magazines as *Field*: Lord Baden Powell wrote a number of articles for the magazine; he also contributed to Dixon Kemp's, "Yacht and Boat Sailing." The Proceedings of the Society of Antiquaries of Scotland for 1911-12 contains a chapter on "The Aberdeen Kayak and its Congeners." *Boy's Own Paper*, *Hobbies Weekly*, and *Scouting* magazines often had articles on canoes and kayaking in their pages. Members have "discovered" these gems and some have been published, whilst others will be published in forthcoming issues of the Association's Newsletter.

Should you be interested in the historical aspects of the sport then perhaps you would like to contact Tony Ford, Am Kurpark 4, 37444 St. Andreasberg, Germany. Membership is 10 (English Pounds) per annum (January to December) for members living in the United Kingdom and 13 (English Pounds) for those living elsewhere. Cheques should be made payable to AJ Ford pending the opening of a bank account in the name of the Association. Individuals joining part way through the year will be forwarded any back issues of the Newsletter published during the year.

Should you wish to become a member of the Historic Canoe Association. Contact AJ Ford on the above Address.

FOR SALE: GREENLANDER IV

- set up for touring, 'Rule' electric pump with rechargeable battery, large rear hatch.

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Boat ALWAYS stored undercover

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Had a sail and sock made recently by Peter

I supplied mast and boom Peter did the rest.

Made an excellent sail at a fair price, all agree who have seen it. For further information contact Peter or

my-self Ray Musgrave (059 75-2414)

The V.S.K.C. has had some information cards printed 153mm x 100mm (post card size) you will find some included in this edition of *SEA TREK*. If you require more to pass on to friends or persons interested in *SEAKAYAKING* please let me and they will be mailed out to you. Ray Musgrave (059) 75-2414.

Publications on Kayaks and Canoes available at BOAT BOOKS

Boat Books (03) 9525-3444. Fax (03) 9525-3355.
214 St Kilda Rd.,
St Kilda.
3182

Aleutian Kayak - Brink.

Art of Sculling - Paduda.

Baidarka - Dyson.

Beyond the Paddle - Conover.

Building a Strip Canoe - Gilpatrick.

Building your Kevlar Canoe - Moran.

Building the Six-Hour Canoe - Richard Butz.

Canoe Games - Russ.

Canoe Touring in Australia - Hemmings.

Canoes & Kayaks for the Backyard Builder - Snaith.

Canoeecraft - Moores & Mohr.

Canoeing - Foster.

Canoeing and Kayaking - Marcus Bailie.

Canoeing the Rivers and Lakes of Queensland and NT - McLaughlin.

Complete Book of Sea Kayaking (fourth edition) - Hutchison.

Complete Folding Kayaker - Diaz.

Complete Inflatable Kayaker - Bennett.

Dreamtime Voyage - Caffyn.

Essential Sea Kayaker - Seidman.

Kan'u Culture - West.

Kayak Shop - Kulczycki.

Open Canoe Techniques - Foster.

Rip Strip & Row - Brown.

Rivers & Lakes of N.S.W. - Mc Laughlin.

Sea Kayaking - Dowd.

Sea Kayaking - Foster.

Strippers Guide to Canoe Building - Hazem.

Wood and Canvas Canoe - Stelmok & Thurlow.

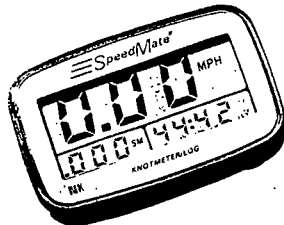
Wood & Canvas Kayak Building - Putz.

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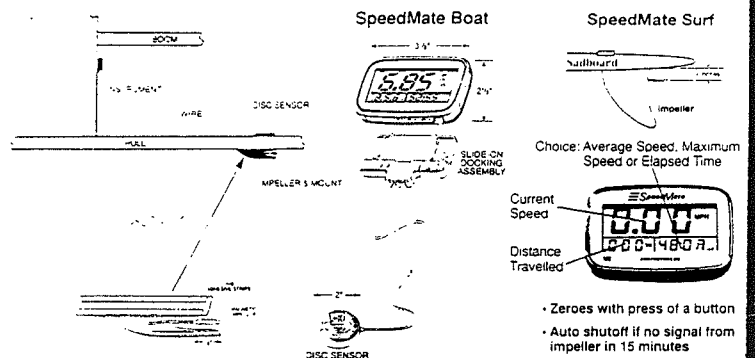


SPEEDTECH INSTRUMENTS

Creative Micro-Electronics

SPEEDMATE's corrosion-proof sensor/docking assembly eliminates the need for every system's weakest link—THE PLUG! Installs in minutes with no mounting holes—portability allows for use on multiple watercraft!

- 3.4" high-resolution, sunlight LCD makes Current Speed easily visible at 20 feet
- Distance, Average Speed, Elapsed Time and Maximum Speed are computed continuously since last reset and displayed at your option. Unit reads in 100ths up to 10, then in 10ths to 99.9
- Calibration is factory set, but YOU can adjust it for fine tuning



SAILBOATS • KAYAKS • INFLATABLES

SPEEDMATE BOAT'S small, tough, drag-free impeller sends a magnetic signal through the hull. The Disc Sensor relays speed data to the display by wire—no weak-link plugs!

CATAMARANS AND SCOWS can use an impeller on each side with an option switch for tack changes.

WINDSURFERS

SPEEDMATE SURF is TOTALLY WIRELESS! The impeller screws onto a plastic stem mounted on the fin. The display, with internal sensor, mounts on or near the back footstrap. NO HOLE OR WIRE THROUGH THE FIN OR BOARD!

Some KAYAKS and SMALL BOATS can use SPEEDMATE SURF if the display unit can be mounted near the impeller.

OPTION: A TRAILING WIRE IMPELLER is simple and portable. Great for sailboats vulnerable to bottom growth, kayaks, and use on charter boats. Virtually no installation required. (In development.)

Coast Busters Symposium 95.

The following pages are copies of some of the hand -outs for your perusal.

COASTBUSTERS '95 DELEGATE INFORMATION

Welcome to the fifth annual Coastbusters Sea Kayak Symposium. We hope you enjoy your weekend and make the most of the opportunity to learn more about the great sport of sea kayaking.

The following information is provided to make your weekend more enjoyable and interesting. We ask that you read this carefully.

1. **NAME TAGS** Wear these at all times. If you are not wearing a name tag you could be asked to leave and certainly will be kept out of the dining room. If you are taking part in the dawn paddle, leave your name tag in the box on the table in the hall. This way we know who has gone out and can check that all members of the party have returned. So, please remember to wear your badge at all times and yes, we do want them back at the end of the weekend. (Don't wear your badge on the water)
2. **FIRST AID** Two people have been designated as first aiders. These people will be readily identifiable.
3. **WET SUITS** are hanging in a room under the climbing wall. Please return after use.
4. **LIFE JACKETS** are held in a storage room by the climbing wall and are available. Please return after use.
5. **CLIMBING WALL** is not in use so keep off it.
6. **DAWN PADDLE** On Friday and Saturday evening leaders will be designated for this event. In taking part you must (1) join a group that matches your skill level, (2) find a buddy, (3) stick with your buddy and group throughout the paddle. And don't forget the instruction regarding your badge (see item 1 on this list).
7. **SECURITY** On Friday and Saturday evening we have a professional security guard and his dog on duty all night. He will challenge anyone seen near boats and cars and unless you have a badge, you will be asked to explain yourself. Grant Stone is co-ordinating security over the weekend so if you have any concerns address them to Grant. There have been reports of thefts from cars in recent weeks so don't leave any valuables or personal belongings in your vehicle.
8. **PARKING YOUR BOAT** The courtyard area is reserved for trade display boats. **DO NOT PARK YOUR KAYAK THERE.** For those staying the weekend we will try and find a space to park your boat, however, you may be asked to store it on your car. We suggest that personal items and equipment (paddles etc) are stored in your room.
9. **LOST PROPERTY** Happens every year. Mary Reid is the person to contact and she will do her best to help you find your lost gear.
10. **DRYING ROOM** This is situated near the toilets make use of it.
11. **TRY OUT OTHER BOATS** We want everyone to have a paddle and to take the opportunity to try out the many different types of boats provided by the trade. Co-ordinator of boats are Matt Crozier and Paul Buckley. See Matt or Paul for information on paddling boats provided by the trade.
12. **FIRE DRILL ETC.** On Friday evening and Saturday morning, a representative from MERC will explain about fire drill and give other information, that by law, they must make known to delegates.
13. **LONG BAY PARK** is an ARC park and does not permit camping. The gates are shut between 9 pm to 7 am. There are some interesting walks at the northern end of the beach.
14. **TELEPHONE** The number for students is 473 0713. This is the number you give if you are expecting a call. There is a pay phone in the downstairs foyer. You will also find a card phone at this end of the park.
15. **BYO** There is a liquor store up the road at the Long Bay shops. There is no facility available in the kitchen to store wine and beer.
16. **SUNDAY PADDLE** We plan to spend Sunday afternoon on the water. There are five groups based on skill level and time available for paddling. Please join a group that matches your skill level. You may be asked to step down a group if the leader is unsure you can handle the distance. Information on the Sunday afternoon paddle is in the Information Pack.
17. **SPONSORS** Where would we be without them! Our thanks to the NZ Police for providing the Information Pack; to Classic Seltzer for sponsoring the Happy Hour; to Wilderness Magazine for sponsoring the programme. All profits generated by this event go to MERC and the work they do with at-risk children.
18. **TEAM** An event of this type can only be run by a team of people. These people will be readily identified and are: Paul Buckley, Matthew Crozier, Glyn Dickson, Kevin Dunford, Vincent Maire, Mary Reid, Grant Stone, Ron Augustin, Trevor Brown and Rebecca Heap. If you have a problem see them first.

COASTBUSTERS '95 - SUNDAY AFTERNOON PADDLE

After lunch on Sunday, we aim to get as many people as possible onto the water for a paddle.

- Meet in the hall at 1pm
- After the briefing prepare for the paddle
- If you don't have a boat, see Matt or Paul and they will organise one

There are five options based on skill level and the amount of time you have available before you have to depart for home.

Each option has a leader. *The leader reserves the right to tell you to join another group more suited to your level of experience and paddling fitness.*

You will be asked to find a buddy to paddle with and depending on the size of the group, there could be section leaders. Please do as your leader asks.

Trip Options

| Trip | Level | Destination | Duration | Distance | Leader |
|------|-------|--|-----------|----------|---------------|
| 1 | N | Piripiri Point | 1.0 hour | 4km | Clive Hookham |
| 2 | N | Waiake Beach | 1.5 hours | 5km | Vincent Maire |
| 3 | I | Okura / Dacre Cottage | 2 hours | 9km | Chris Gullely |
| 4 | I | Browns Bay Reef | 1.5 hours | 5.5km | Trevor Brown |
| 5 | N - I | Women's Group, destination to be decided | 1.5 hours | 5 - 6km | Mary Reid |
| 6 | A | Gulf Harbour | 2.5 hours | 16km | Glyn Dickson |

Level N Novice
 I Intermediate
 A Advanced

Afternoon tea will be served between 1600 and 1630

WHAT IS THE AUCKLAND SEA KAYAK NETWORK?

The best to answer this is to say what it is NOT!

ASKNET is not a club. It does not have rules and regulations, it does not have minutes and meetings and it does not own property

ASKNET is a list of sea kayakers. By joining the list you get to hear about various trips and events that are being planned and have the opportunity to join these activities.

HOW DOES THE AUCKLAND SEA KAYAK NETWORK OPERATE?

By joining ASKNET your name goes on the list. You are given a programme of forthcoming activities and who the leader is for each activity. Whether or not you take part in the activity is up to you.

A new programme is published approximately every two months and is likely to include day trips, weekend trips, training sessions, racing. See over for examples of some of the activities that ASKNET has undertaken in recent times.

DOES THE AUCKLAND SEA KAYAK NETWORK HAVE ANY RULES AND REGULATIONS?

No it doesn't beyond the self-regulating guidelines of safe and sensible sea kayaking that ensures you and your friends get home safely. By joining the list you automatically assume the following responsibilities:

1. You practice safe sea kayaking at all times
2. On a trip, you follow the instructions of the leader at all times
3. You may be asked not to come on a trip if your level of experience does not match the challenge ahead. This hardly ever happens.

DO I NEED TO OWN A SEA KAYAK TO BE ON THE LIST?

No. If you see a trip coming up that interests you, you can hire or borrow a sea kayak.

HOW MUCH DOES IT COST TO JOIN THE AUCKLAND SEA KAYAK NETWORK?

Membership is \$24 a year. This covers postage, stationery, printing of the programme and other sundry items.



Specialist Shop ♦ Instruction & Tours

Standard Module from INTRODUCTION COURSE

SATURDAY: IN WATER • First Session - 2½ hours maximum

Gear check (warm, footrests etc)

| | | |
|---|---|--|
| Draw strokes forearm on forehead stable boat top hand still lower arm slightly bent success relaxed demo style body rotation "C" Railing | Stern rudders trunk rotation vertical blade both hands across centre line constant grip success relaxed demo style looking forward blade fully immersed | Sweep strokes forward and reverse trunk rotation forward extension full stroke blade fully immersed head facing forward constant grip success relaxed demo style boat level |
| Forward paddling full extension blade totally immersed body position forward & constant blade close to boat constant grip success relaxed demo style trunk rotation boat stable clean blade exit | Backward paddling full extension blade totally immersed body position forward & constant blade close to boat use back of blade constant grip success relaxed demo style trunk rotation boat stable clean blade exit | Practice paddle - ¼ hour, plenty of rest time Low braces vertical box back of blade "C" body lean slightly forward success relaxed demo style Low brace turns forward momentum sweepstroke edge & low brace position |

1/10 Constellation Drive, Mairangi Bay (Entrance Ascension Place) P.O. Box 100-493 NSMC, Auckland
 Telephone: 0-9-479 1002, Facsimile: 0-9-479 3145

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| MATCHES | CANDLE |
| FLINT | MAGNIFYING GLASS |
| NEEDLES AND THREAD | FISH HOOKS/LINE |
| COMPASS | BETA LIGHT |
| SNARE WIRE | FLEXIBLE SAW |
| MEDICAL KIT | SURGICAL BLADES |
| BUTTERFLY SUTURES | PLASTERS |
| CONDOM | |

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| MESS TIN | FUEL |
| TORCH | FLARES |
| MARKER PANEL | MATCHES |
| BREW KIT | FOOD |
| SURVIVAL BAG | KNIFE |

FIRST AID KIT (Suggestions)

INDIVIDUAL

Crepe/Roller bandage (wide)
 Triangular bandage
 Elastoplast dressing strip (cut to size when required)
 Scissors
 Tweezers
 Telfa pads (lint free sterile pads)
 Roll sticking plaster (e.g. "Sleek", "Micropore")
 Sanitary pad (great for bleeding wounds)
 Pain killers (personal choice)
 Insect repellent
 Sunblock
 For allergies, bites & stings:
 Antihistamine cream + tablets (Polaramine or other fast acting - ask chemist)

GROUP ITEMS (suggestions)

Imodium
~~Imodium~~ or other diarrhoea treatment
 Needle
 Electrolyte sachets (for dehydration)
 Butterfly closures (or improvise with adhesive strip)
 Bunion pads (for blisters)
 Spenco 2nd skin? (for blisters)
 Antibacterial cream? (e.g. "Bactroban")
 Instant Cold compress

All the above is useless unless you know how to use it.

ATTEND A FIRST AID COURSE!



POLICE
 Nga Pinhimana O Aotearoa

The Auckland boating fraternity is very fortunate indeed to have a wide variety of search and rescue resources available when the need arises.

Highly skilled and motivated groups of both professionals and volunteers are on call 24 hours a day to respond when the unexpected occurs.

However, while the various units such as:

*Police
 Ambulance
 Fire Service
 Defence Forces
 Westpac Rescue Helicopter
 and Volunteer coastguard units*

are readily available, it will generally take time to respond to a call for assistance.

This response time may vary due to a number of factors including:

*Location
 Weather/sea conditions
 Accuracy of information received
 and Priority (when dealing with multiple incidents)*

While every effort is made to deal with your problem as quickly as possible, invariably (unless you are lucky enough to have a resource in the right place at the right time) there will be some delays in a rescue unit reaching you.

SO DURING THAT INITIAL PERIOD, YOUR SURVIVAL DEPENDS ON YOU!

Much the same as the Ambulance Service refer to the "Golden Hour" (their aim is to get the victim to a major medical facility within the first hour following an accident) you should be sufficiently prepared to take care of yourself and those relying on you for that initial period, which may be up to an hour or some cases even longer before rescue resources reach you.

Police have a responsibility for search and rescue, the onus is on us to ensure that the most appropriate resource is activated in response to your need. Therefore the sooner the police are aware of your predicament, the sooner they can respond and minimise delays in getting help to you.

IN ALL EMERGENCIES DIAL 111

Remember

"SAFER COMMUNITIES TOGETHER"

HELP THE POLICE TO HELP YOU BY HELPING YOURSELF

[Signature]

B P DUNCAN
 Assistant Commissioner of Police

REGION ONE POLICE HEADQUARTERS
 A.R.C. House, One Hoptoun & Pitt Streets,
 Private Bag 32002, Auckland, New Zealand, 01 68-1125
 Telephone: 0-9-379 4240, Facsimile: 0-9-302 6462

Safer Communities

(B50)



New Zealand's seas, coast, rivers and lakes are among the most beautiful on earth. With care we can keep them that way. Each of us must take responsibility for the effect we have on the environment and make every effort to keep these natural places clean and safe for all to enjoy.

Grant Dalton

Grant Dalton

NEW ZEALAND'S WATER CARE CODE

New Zealand's lakes, rivers, wetlands, and coasts are places of enjoyment for most of us. However, growing use of these areas has led to an increase in unsightly and dangerous rubbish, erosion, and the spread of plant and animal pests and disease. As our use of these places has increased, the life within them has often diminished. These problems severely threaten water quality and with it our health and safety, the survival of plants and animals, and our enjoyment of this heritage.

The Department of Conservation would like to acknowledge and thank the many organisations who were instrumental in the development of this Water Care Code and who contributed in the form of submissions, advice and editing.

Please help us protect lakes, rivers, wetlands, beaches and the ocean by following these guidelines on your visit.

Tutu te marae a tane
Tutu te marae a tangata



Department of Conservation
Te Papa Atawhai











NEW ZEALAND



WATER
CARE CODE

WATER CARE CODE











10 POINT CHECKLIST

-  **FIND OUT FIRST**
Find out and follow the regulations governing recreational use of waterways and access. They are designed to minimise conflict between users and protect everyone's health and safety.
-  **STAY ON ESTABLISHED TRACKS AND USE EXISTING FACILITIES**
By using existing facilities, where these are provided, you run less chance of disturbing wildlife and damaging riverbanks and foreshores.
-  **TAKE CARE OF YOUR GEAR**
Careless use of equipment can harm wildlife and other users.
-  **REMOVE RUBBISH**
Litter is unattractive, harmful to wildlife and pollutes water. Plan your visit to reduce rubbish, and carry out what you carry in.
-  **DISPOSE OF TOILET WASTE PROPERLY**
Improper disposal of toilet waste can contaminate water, damage the environment, and is culturally offensive. Use disposal facilities where provided or bury waste in a shallow hole at least 50 metres away from waterways.
-  **BE CAREFUL WITH CHEMICALS**
Use chemicals sparingly, and refuel with care. Dispose of cooking and washing water well away from the source.
-  **RESPECT OUR CULTURAL HERITAGE**
Many New Zealand waterways have special cultural, spiritual or historical values. Treat these places with consideration and respect.
-  **TAKE ONLY THE FOOD YOU NEED**
When taking food from the sea or freshwater don't overdo it. Sustain life in our waterways by taking only what you need and no more than the legal limit.
-  **CONSIDER PLANTS AND ANIMALS**
Remember we are only visitors to water environments. Other animal and plant species live there all the time.
-  **CONSIDER OTHER PEOPLE**
Respect other visitors ... everyone has the right to enjoy the environment in safety.

Tutu te marae a tane
Tutu te marae a tangata

ENVIRONMENTAL CARE CODE

10 POINT CHECKLIST

-  **PROTECT PLANTS AND ANIMALS.**
Treat New Zealand's forests and birds with care and respect. They are unique and often rare.
-  **REMOVE RUBBISH.**
Litter is unattractive, harmful to wildlife and can increase vermin and disease. Plan your visits to reduce rubbish, and carry out what you carry in.
-  **BURY TOILET WASTE.**
In areas without toilet facilities, bury your toilet waste in a shallow hole well away from waterways, tracks, campsites, and huts.
-  **KEEP STREAMS AND LAKES CLEAN.**
When cleaning and washing, take the water and wash well away from the water source. Because soaps and detergents are harmful to water-life, drain used water into the soil to allow it to be filtered. If you suspect the water may be contaminated, either boil it for at least 3 minutes, or filter it, or chemically treat it.
-  **TAKE CARE WITH FIRES.**
-  **CAMP CAREFULLY.**
When camping, leave no trace of your visit.
-  **KEEP TO THE TRACK.**
By keeping to the track, where one exists, you lessen the chance of damaging fragile plants.
-  **CONSIDER OTHERS.**
People visit the back country and rural areas for many reasons. Be considerate of other visitors who also have a right to enjoy the natural environment.
-  **RESPECT OUR CULTURAL HERITAGE**
Many places in New Zealand have a spiritual and historical significance. Treat these places with consideration and respect.
-  **ENJOY YOUR VISIT.**
Enjoy your outdoor experience. Take a last look before leaving an area: will the next visitor know that you have been there?

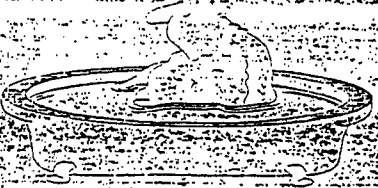
Protect the environment for your own sake, for the sake of those

COASTBUSTERS

SEA KAYAK SYMPOSIUM



SURVIVAL



(a)

Vital Priorities and Stresses

The priorities for sustaining life are as follows:

- Attend to Vital Life Process (VLP), eg cardiac arrest, respiratory failure, haemorrhage, etc.
- Protect the body from the effects of exposure.
- Replenish body fluids.
- Obtain food.

Failure to attend to these priorities provides us with a 'minimum death times' table as follows:

| | |
|--------------------------|---------------|
| a. VLP | Three Minutes |
| b. Exposure | Three Hours |
| c. Replenish Body Fluids | Three Days |
| d. Obtain Food | 30 Days |

The understanding of these points and the times associated with the Vital Life Processes has produced the following order of priorities:

| | |
|--|---------------|
| a. First Aid | Three Minutes |
| b. Protection (clothing, shelter and fire) | Three Hours |
| c. Location | 10 Hours |
| d. Water | Three days |
| e. Food | 30 Days |

The longest recorded successful rescue at sea was an event that occurred in the Atlantic Ocean on 24 March 1972 when the *Aurora* was sunk after hitting a whale. A husband and wife team survived until they were rescued on 10 June 1972 - 113 days later.

Most survival crises are resolved within 30 hours however.

The stresses associated with being in a survival crisis are classified into two groups, being physiological and psychological.

Enemies of a Survivor

- Physiological
 - Pain
 - Cold Heat
 - Thirst
 - Fatigue
 - Hunger

(c)

SURVIVAL

Introduction to Survival

What is meant by the word 'SURVIVAL'?

Webster's Dictionary Definition:

"Is to outlive, to remain alive after the death of others, or to live through anything else that may have happened."

If you are stranded, alone or with other survivors you will find that you have to overcome not only personal fears, but adverse working conditions around you. Survival at sea for days, perhaps weeks is a possibility facing everyone who uses the sea.

Environmental Characteristics

Despite its many moods and ceaseless activity, the sea is the most constant environment on earth. Four-fifths of the Southern Hemisphere and more than three-fifths of the Northern Hemisphere are under water, for example, the Pacific Ocean is 70 million square miles (181 million square kilometres) in area, covering nearly half the Earth's surface.

An ocean shore's tides may raise the water level as much as 15 metres (50 feet) causing strong coastal currents. The rotation of the Earth causes great ocean currents to move clockwise in the Northern Hemisphere and counter clockwise in the Southern Hemisphere.

Wave motions start out as ripples and with increasing wind, wave heights can reach approximately 30 metres (100 feet) and distances between crests may reach as much as 300 metres (1000 feet).

Components of Survival

Your fate is usually settled in the first few hours after an incident, and survival success depends on the application of the following qualities:

- Knowledge.** A thorough knowledge is required of emergency drills, principles of survival, wearing of correct clothing, use of emergency signal procedures and search and rescue organisations.
- Common sense**
- Tenacity.** The WILL to survive - most important component.
- Physical Fitness.** Won't really help in the short term but will in the long term.

'Survival Training is like insurance, you never need it until you need it'.

- Psychological

(b)

- Fear may lead to panic and confusion
- Boredom leads to impaired thinking and dulled response.
- Loneliness/isolation most dangerous as it creep up on you

- Group

- Pressures within a poorly organised group include anxiety, frustration, Boredom and mistrust.

One of the most important psychological requirements for survival is the ability to accept the reality of the situation and react appropriately to it. Self confidence is important in controlling fear and panic. Survival knowledge will serve to minimise fear and therefore prevent panic. Faith in the organisation will aid the survivor to combat loneliness and isolation.

Plan of Action

The senior/most experienced person on the trip is responsible for:

- Immediate rationing, although you should not need it for 24 hours.
- Water Rationing.** Ration water to maintain small level of dehydration.
- Food Rationing.** Do not consume unless you have water.

Application of Priorities

Protection

- First Aid.** Medical problems encountered:

- Sunburn
- Parched lips and skin
- Immersion foot
- Constipation
- Dehydration
- Hypothermia
- Frost bite.

- Sunburn.** Keep covered whilst on look-out, wear protective creams even when cloudy, you can get burnt from reflection on water.

- Parched Lips and Skin.** Remedy this by applying a greasy ointment.

- Immersion Foot.** Exposure of legs and feet to cold water for some time results in damage to the tissues. Prevention lies in keeping feet warm and dry.

- Constipation.** This complaint is to be expected due to shortness of water and food.

On Nit

- Drink saltwater
- Drink urine - decrease / stange
- increase thirst

- Sea bird blood - high salt content

- j. Immersion Hypothermia. You will not stop hypothermia but by understanding what causes it, and knowing ways of reducing its effects, will increase your time in the water for the rescue agency to find you. Hypothermia is a medical state where the body core temperature is lower than normal. It is caused by the inability of the body to produce the same amount of heat as that lost to the environment by:

- (1) radiation
- (2) conduction
- (3) convection
- (4) evaporation - sweating
- (5) respiration - breathing

- k. Main causes in water are:

- (1) Radiation - through head
- (2) Conduction - immersed body

- k. Keep helmet on to reduce radiation effect. An uncovered head will radiate between half and three-quarters of the body's total heat - keep head covered.

- l. The conduction effect can be reduced by wearing the correct clothing.

- m. Frost Bite. Beware, this can happen in a kayak.

Clothing

- First line of defence
- Always keep covered
- Check serviceability

Location. Consider what aids you normally carry and the most effective use eg. the colour of the kayak is a good passive aid for location and the heliograph gives the greatest range for signalling a searching aircraft.

Be aware of merchant ships - common now for merchant ships to only have a radar watch, use radar reflectors to attract attention.

Water. Sources procured from:

- a. Survival Pack - use last
- b. Solar Still

(e)

- c. Barracuda. Lacerated Wound

- d. Other dangers you may encounter when reaching reefs or coasts are:

- (1) Sting Rays - wear boots, shuffle feet, beware barb.
- (2) Stone Fish
- (3) Sea Urchins - Blue ringed Octopus

Travel Considerations:

- a. Was Mayday sent
- b. Accuracy of position
- c. Efficiency of SAR agency. Range-Search
- d. Weather conditions
- e. Ships, aircraft in immediate area
- f. Knowledge of winds, currents
- g. Food and water available.

Conclusion

Restate objectives that were used ie;

- a. State environmental characteristics
- b. Explain application of priorities

(G)

- c. Desalting Kit

- d. Rain run-off

- e. Dew - use space blanket

- f. Ice Bergs - dangers of ice bergs to kayaks

- g. Old Sea Ice (blue in colour, rounded edges) - lower latitude

Food Procurement. Will vary such as:

- a. Seaweed
- b. Small Crabs - prawns in the seaweed.
- c. Fish - always wear gloves when fishing. When you catch the fish always kill the fish before bringing aboard as this may cause injury to personnel and damage to the kayak.
- d. Do not eat fish that is:
 - (1) Not typical fish in appearance
 - Sunken eyes
 - Humanoid teeth
 - Parrot beak
 - Smooth, flabby skin - no scales
 - (2) Unpleasant odour - when cut

Marine Hazards. There are many marine hazards such as:

- a. Sea Wasp (Box Jelly)
 - intense pain causing ladder style welt
 - apply vinegar - alternate, remove stings treat as for snake bite and prepare for respiratory failure
- b. Portuguese Man of War (Blue Bottle)
 - apply vinegar
- c. Pine Coral
 - Handle with gloves
- d. Sea Snakes
 - 30 species
 - Mating season August to September
- e. Sharks
 - 330 varieties
 - two dozen dangerous but don't tempt fate by jumping into the water.

(f)

I have included this copy of Coast Busters Survival Booklet in its entirety as it is one of the better Survival booklets I have read.

HYPOTHERMIA TREATMENT

BODY SIGNS/SYMPTOMS

| NORMAL | | 37 |
|--|---|----|
| FEEL COLD - cold hands and feet | Keep dry shelter. Replace wet clothing with dry including socks, gloves, hat, over sock, insulate whole body including HEAD from cold. Exercise but avoid sweating. External warmth, bath, and ONLY 1 CORE TEMPERATURE ABOVE 35°C. Warm sweet drinks and most high calories. | 36 |
| SHIVERING | | 35 |
| BODY CORE TEMPERATURE BELOW 35°C = HYPOTHERMIA = HOSPITAL. | | 34 |
| CLUMSY, IRRATIONAL CONFUSED (may appear drunk) Slurred speech Denies problem | NO EXERCISE. HANDLE GENTLY. REST Warm chest and trunk before arms and legs e.g. Heibler Hot Water Jacket. Warm sweet drinks and calories - if victim can swallow. Internal warming via warm moist air exhaled air - steam or warm moist oxygen (40-42°C at mask). Monitor pulse, breathing. Restrict all activity, lie down with wet slightly raised. | 33 |
| MUSCLE STIFFNESS | | 32 |
| SHIVERING STOPS. COLLAPSE. TRANSFER TO HOSPITAL - URGENT. | | 31 |
| SEMI CONSCIOUS UNCONSCIOUS No response to painful stimuli Skin cold - may be bluish-grey colour | Nothing by mouth. Check airway remains open. May tolerate plastic airway, put in recovery position, check airway, turn gently every 2 hours to protect skin, monitor pulse and breathing. | 30 |
| SLOW PULSE AND BREATHING Difficult to detect | Slow mouth-to-mouth breathing, at victim's own rate (may be very slow). Check airway. CPR, with mouth-to-mouth breathing if no heart beat for 3 minutes. | 29 |
| CARDIAC ARREST** No obvious pulse or breathing Pupils dilated May appear dead | Aim for normal CPR rates of 12 breaths/minute and 30 compressions/minute but slower rates of even less than 6-12 breaths/minute and 40-60 compressions/minute may be adequate. Continue for as long as you can. CPR CAN PRECIPITATE VENTRICULAR FIBRILLATION | 28 |
| BELOW 28°C. NO VITAL SIGNS. COLD. DO NOT GIVE UP TREATMENT. | | |

1. NOT DEAD UNTIL WARM AND DEAD!
Rapid re-warming and HANDLE GENTLY AT ALL
1. Core temperature may lag behind skin
nature and continue to drop, so keep monitoring.

Note 2: Only a low reading rectal thermometer
gives reliable core temperature (the mouth cools
too rapidly).

IC INFORMATION

Warm IV fluids e.g. Dextrose/Saline 5% at 17°C, 20% Dextrose, 20ml. DO NOT overheat with IV fluids.
Rehydrate if necessary. Insulate if unable to maintain airway. Ventilate with humidified 100% oxygen at 12°C. CPR at 6-12 ventilations/minute and 40-60 compressions/minute. Warm peritoneal dialysis at 34°C if it will flow, or arteriovenous by-pass warming.
40°C Endotracheal intubation may precipitate ventricular fibrillation. NO drugs unless CORE temp. above 32°C e.g. Lidocaine. DO NOT rehydrate until CORE temp. above 31°C. Other complications may arise during re-warming e.g. cardiac, fluid electrolyte balance.

A FEW WORDS ABOUT CLOTHING

Suitable clothing is a vital ingredient for an enjoyable & successful trip into the bush. New Zealand's weather is notoriously changeable and can deteriorate with alarming speed. So, although wearing too many clothes on a hot day can contribute to the heat related problems, your survival can also depend on your having in your pack clothing which will keep you dry and warm should the weather turn cold and wet. A waterproof, windproof outer layer is essential.

In fine, hot weather cotton is ideal, but when it gets wet it provides little insulation, so you should always carry wool or fibreglass clothing. For the lovers of cotton next to the skin, the ideal answer is Polypropylene underwear. It is as comfortable as cotton and absorbs almost no water, so will keep you warm in wet conditions.

Your clothing is ideal if when moving, you are warm and not perspiring.

SOME FINAL SUN-RELATED PROBLEMS

Skiers: Higher altitudes have less water vapour or dust to act as a filter. Therefore you are liable to get a double dose (or more!) of sun.

Protect all exposed skin with an ultra-violet barrier.

Renew it frequently during the day - too late when you can feel the burn. Use lipsalve frequently against the sun, wind and dry cold air.

Wear sunglasses (or snowgoggles). You will need to wear them most of the time, even on overcast days. Ultra-violet rays can be deceptive. Snow blindness is sunburn of the eyes and is very painful.

Treatment for sunburn:

Minor: Apply soothing cream/lotion liberally.

Serious (Blistering):

- Treat as an ordinary burn.
- Use cold water for burning.
- Apply Parafin Gauze.
- Do not prick blisters.

Protect against further exposure to sunlight.

For any sunburn prevention is the best remedy. Use plenty of anti-sunburn cream or lotion. In snow conditions, use an ultra-violet block-out cream liberally. Remember the underside of the chin, ears, eyebrows & lips. Protect your eyes.

MOUNTAIN SAFETY AUCKLAND

PO Box 9411, Newmarket

20 Clyde Street, Epsom

Ph: 529 0735 Fax: 529 0752



HYPOTHERMIA

WHAT IS IT?

Hypothermia means lowered DEEP BODY (CORE) temperature - less than 35°C. Decreased consciousness occurs when the core temperature falls from the normal 37°C to approximately 30°C to 32°C. Heart failure is the usual cause of death when core temperature cools to below 30°C.

PREVENTION

Broadly speaking, the more layers you wear, the better it should be. Remember however that conventional clothing is designed for insulation in normal conditions and not extreme cold or wet. The more windproof or waterproof your clothing is, the more insulated the body will be from loss of body heat.

- If setting out in cold, wet or windy conditions, be on continual look out for symptoms of exhaustion or hypothermia.
- Prevent fatigue.
- Eat or drink frequently - provide high energy foods and warm sweet drinks or hot soup.
- Keep warm and dry - avoid excessive sweating.
- Head, hands and neck should also be protected.

SURVIVAL ON LAND

If you find yourself in a survival situation the first thing to do is prevent further heat loss. Look for, or make a shelter (tent, branches, etc.) Keep out of the wind by moving to the lee side of ridges, tree trunks or rock outcrops. Move victim as little as possible.

- Handle gently.
- Remove wet clothes - cut off if necessary.
- Cover with warm clothing - if possible put on windproof or waterproof clothing.
- Huddle with victim to retain warmth.
- Exhale breath in vicinity of victim's face to encourage inhalation of 'warmer' air.
- Provide high energy foods or warm drinks only if victim is fully conscious.

SURVIVAL IN WATER

The body surrenders its heat to the water more quickly than to air so get on top of an over-turned boat or any wreckage. If this is not possible you are left with two alternatives:



H.E.L.P. (Heat Escape Lessening Posture)

- Head out of water, including back of head.
- Arms against sides, chest and buoyancy aid.
- Lower legs crossed, knees raised as much as waves and stability permit.

HUDDLE - Two or more holding together

- Heads out of water, including back of heads.
- Arms hugging each other over buoyancy aid.
- Maximum body contact, especially at chest, reducing heat loss.
- Legs intertwined as much as possible.
- Talk to maintain morale.



REMEMBER: NO ONE IS A SURVIVOR UNTIL RESCUED.
KEEP CALM. MAKE YOURSELF VISIBLE.



NEW ZEALAND MOUNTAIN SAFETY COUNCIL, P.O. BOX 6027, TE ARO, WELLINGTON
TEL: (04) 385-7162 FAX: (04) 385-7366

The New Zealand Mountain Safety Council gratefully acknowledges the financial assistance of the New Zealand Lottery Grants Board.



HYPERTHERMIA

Hyperthermia is a raised body core temperature, resulting in heat exhaustion or heat stroke.

Precautions:

- In hot, humid weather, adjust your clothing to maintain a comfortable body temperature.
- Have frequent stops, i.e. every half hour.
- Avoid travelling during the greatest heat of the day.

Heat Exhaustion - prolonged exercise on a hot day can lead to heat exhaustion.

Signs and symptoms:

- The body temperature is nearly normal.
- The skin may become pale, cold and clammy.
- The patient may complain of dizziness, nausea & weakness.
- The patient may faint.

Treatment:

- Lay the patient down in the shade of a tree, tent fly.
- Loosen clothing.
- Give rehydration drink.
- Sponge bare skin with cold water.
- If patient faints, lay him down and raise his legs.

Consider making camp at this point. If this is not possible, allow patient plenty of rest, lighten his load and reduce the day's travel as much as possible.

Two cheap rehydration drink mixtures are:

1. To one litre of water, add two teaspoonfuls (10ml) of sugar, honey or glucose, 1/4 teaspoon (1ml) of salt and 1/4 teaspoon (1ml) of bicarbonate of soda. Add flavouring to suit.
2. To one mug of water add 1 teaspoon (5ml) of sugar and a pinch of salt.

A pinch of salt in the water bottle, tea or soup, should make up for any salt loss during the day.



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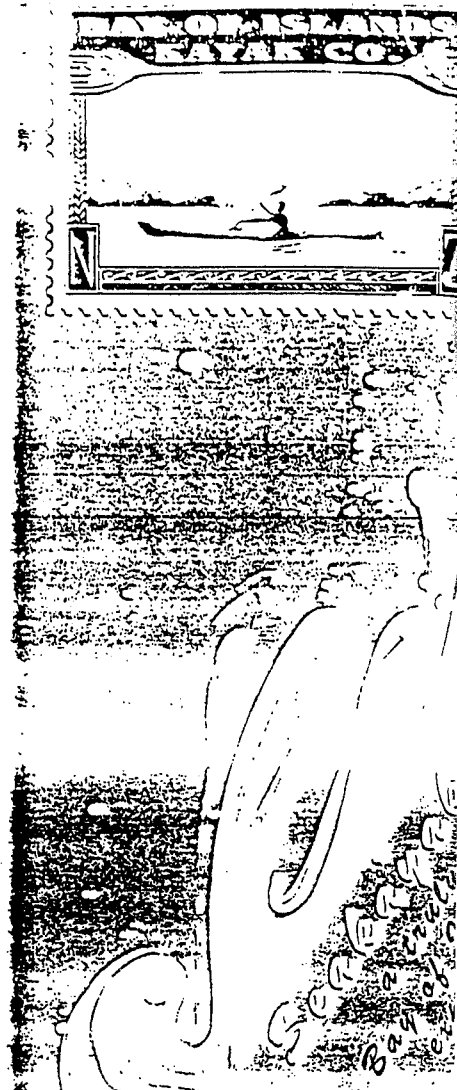
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YOU BRING:

Polypropylene top and/or
Woollen jumper or fleece top
Windproof jacket
Footwear for in boat & for walking (not jandals)
Suncream and hat

NB: Cotton becomes very cold when wet and should not be worn

2/20 Constellation Drive, Mairangi Bay (Entrance Ascension Place). P O Box 100 493, North Shore Mail Centre



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|--|---|--|

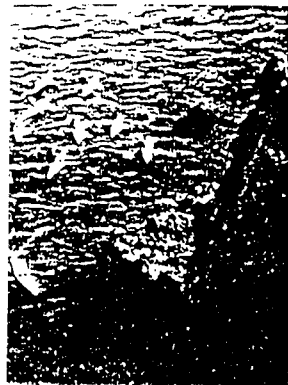
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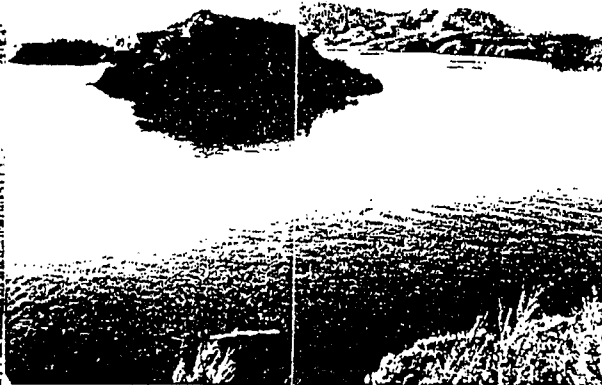
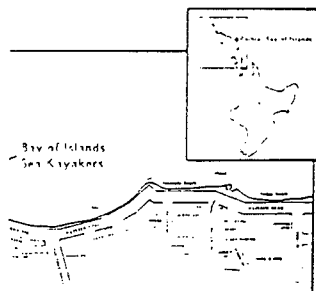
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Coastal Kayakers

Jonnie and Natalie Rigden
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Bay of Islands
New Zealand
Phone (09) 402-8105
Fax (09) 404-0291
A/Mes (09) 403-7951



Welcome to the Bay of Islands.

The Bay of Islands has over 140 different islands, it is the most historic area of New Zealand, and has some of the most beautiful scenery in the country.

There is no better way to really enjoy this magnificent maritime area than by sea

Explore the outer islands with lagoons, natural rockcaves and quiet, sandy beaches, historic sites, and take scenic bush walks that offer spectacular views of the Bay.



Relax amongst the mangrove forest or challenge the Haruru Falls.

— The choice is yours.

Join us on one of our trips so that you can experience this yourself. We hope to see you soon....

Graeme and Natalie

Sea Kayaking Tours and Rentals

Two Day "Budget" Harbour Wilderness

This trip gives you the knowledge and safety of a guide for the first day of your harbour wilderness expedition. You will experience the local history, explore the mangrove forest, and challenge the Haruru Falls before setting up camp at a secluded spot in the Waikare Inlet. Day two you are free to explore the area in your own time before returning to Waitangi. \$110 per person. Minimum 2 people. Departs: Monday, Wednesday, Saturday – All Year. (Tents and cookers are available for a minimal charge.)



Three Day "Classic" Outer Islands

This trip takes in some of the best 'ocean' sea kayaking in New Zealand. Three days allows you time to explore the rugged coastline and the many majestic islands with lagoons and quiet sandy beaches, and to experience the wildlife along the way. Swimming, snorkelling, fishing and bush walks all add up to this 'classic' trip. \$250 per person. Minimum 4 people. Departs: Every Wednesday & Saturday – November to June. (Tents and cookers are available for a minimal charge. Bring your own food and sleeping bag.)

Five Day "Epic" Outer Islands

The ultimate in sea kayaking adventures. This trip combines both strenuous and relaxed paddling, local history, sightseeing and true adventure in the great New Zealand outdoors. Starting at Pihua we explore the islands and coastline of the outer Bay. Plenty of time for relaxing, bush walks, fishing, snorkelling, etc. We finish up the Kerikeri inlet at the historic Stone Store

This is the ultimate sea kayaking expedition. Fully guided we provide everything – food, cookers, tents, solar showers and adventure. You bring clothing, sleeping bags and attitude. Requires moderate level of fitness and basic water abilities. \$550 per person. Minimum 4 people. Departs November to June.

Independent Rentals

\$10 per hour
\$25 per half day
(max. 4hrs)
\$35 per day

We provide:
✓ Kayaks
✓ Spray skirts
✓ Life jackets
✓ Flares
✓ Bilge pump
✓ Local maps
✓ Briefing on rivers and coastline, trip planning, rescue training, and on water skills



Note: For your safety, we do not rent to solo kayakers.

NOTE: Coastal Kayakers do not accept responsibility for loss of personal items or injury or accident. Customers accept total responsibility for themselves. Coastal Kayakers reserves the right to cancel trips or alter itineraries for equipment and safety reasons.
All prices are quoted in NZ\$ and include a charge for

HEAT STROKE

Signs and symptoms:

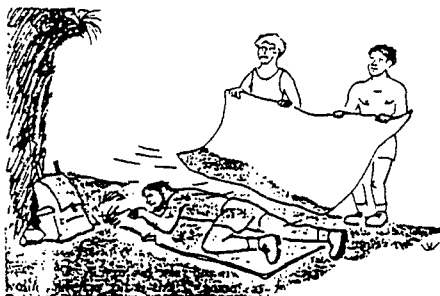
- Body temperature is high
- Skin is hot, red and dry.
- Pulse is rapid and strong.
- Patient may be near collapse or unconsciousness.

Heat stroke needs immediate treatment:

- Sponge or rub bare skin as possible with cold water.
- Provide shade and fan patient (e.g. use tent fly).
- Place in recovery position if unconscious.
- Continue treatment until body temperature is normal.
- Make camp and allow patient plenty of rest.
- When conscious, give 4-6 litres of rehydration drink every 24 hours (i.e. two cups per hour).

Do not travel again until patient is fully recovered. This may take up to a week.

- See previous page for recipes to make a cheap rehydration drink or use commercially available drinks such as Replac[®] or Sustalyte[®], etc.



Treatment for heat stroke.

DEHYDRATION AND CRAMP

Dehydration is the result of not drinking enough.

Prevention:

- Drink plenty of liquid (4 - 1 litre) before starting the day's activity.
- If involved in an outdoor activity, drink 2-3 litres over a 24 hour period.

(Note: excessive sweating may lead to salt depletion)

Signs and symptoms:

- Excessive thirst.
- Lack of urine.

Treatment:

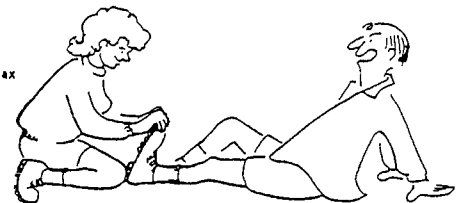
- Give rehydration drink.

Cramp is the sudden and painful contraction of a muscle. It may occur during or after exercise, when warm muscles are rapidly cooled.

Treatment:

- If the muscle is still in spasm, stretch it. (e.g. for the calf muscle, straighten the leg and push the toes back towards the knee).

- Gently massage the area as muscles relax
- Keep affected limb warm e.g. pull up socks.
- Give sips of rehydration drink or salty water.



DIET ANSWERS

THE DRINKS ARE ON U

Go walking in the heat of a long summer's day and you will need to drink plenty of fluids, advises nutritionist Dr Chris Fenn.

THE DAYS ARE LONG, THE SUNSHINE beckons and you head for the hills. Whether you go abroad to walk in the sun or stay and soak up the British rays, the long hot days allow you to walk for longer in the heat.

Taking enough to drink as well as enough food is crucial, especially when the good weather entices you to do that extra ridge or take in that extra top.

The combination of the summer sun and slopping uphill with a rucksack means that you are in danger of overheating. During strenuous exercise, such as walking uphill, your muscles

produce a large amount of heat (which in winter is useful for keeping warm). In summer you will also gain heat from the environment - not only from the sun's rays but also from breathing hot air.

Body temperature must be kept within very strictly controlled limits (36 to 42deg C), in order to function. The bad news is that at 42deg C, the protein enzymes of the body (which are vital to metabolic control and which are sensitive to heat), would coagulate like scrambled egg and cease to function. The good news is that we have a very effective cooling system that prevents overheating.

YOUR COOLING SYSTEM

Excess heat is lost from the body by using the heat to evaporate sweat from the skin. So an important aspect of our cooling system is the production of enough sweat to moisten the skin. Humans have more sweat glands per square centimetre of skin than any other animal and these glands are able to produce larger volumes of sweat than those of other animals. 'Sweating like a pig' is a common phrase, but is unfair to the pig.

For every litre of sweat that is evaporated from your skin, 550 calories of heat is removed from the body (equivalent to the heat required to produce 40 cups of steaming tea).

Provided that enough sweat is produced to moisten your skin, effective cooling through evaporation can take place (unless humidity is high). Some people sweat a lot, and are wringing with sweat as soon as they start moving. In this situation, any sweat that drips off the skin has not been used for cooling and is a wasteful loss of water.

When it is hot, as much as two litres of water per hour can be pouring out of your sweat glands, during steady walking with a rucksack. It may not be



Dr Chris Fenn is an expert on nutrition, specialising in diet in extreme conditions. She is a nutrition consultant to the British Olympic Cross Country and Biathlon Ski teams and has worked with the British Antarctic survey on the design and evaluation of their field expedition rations and the diets at Antarctic bases. She is a nutrition adviser to the European Space Agency. If you have any dietary questions, however complicated or simple, you can write to her c/o Trail Answers.



Stocking up on fluids as well as food is extremely important during the summer to avoid dehydration.

obvious that you are losing this much water because the heat of your body is used to evaporate the sweat. Walk for several hours, and this rate of sweating can result in a significant water loss.

Feeling dizzy, tired and light-headed are all symptoms of dehydration, which can lead to the more serious condition of heat exhaustion. You need to prevent dehydration by drinking enough fluid regularly even

before you feel thirsty.

Thirst is not a good way of assessing water requirements as we are already partially dehydrated by the time we feel thirsty. So, by the time we start drinking, we are already lagging behind in the race for rehydration.

Swallowing litres of fluid is only part of the solution, as water sloshing about in your stomach is still 'outside' your body. The fluid has to be emptied from your stomach

and absorbed into the stream before it can do some good.

Manufacturers have quick to spot the market for sports drinks which are designed to be emptied from the stomach and absorbed quickly. The very definition of isotonic drinks (isotonic means that they have the same concentration of fluids) are good for the body as they contain small amounts of glucose and salts (as electrolytes). They are not to replace the fluid lost in sweat, but to speed up the absorption of water (a small amount of glucose and salts help speed the absorption mechanism). The concentration of these drinks is crucial although you can make your own sports drink at home. It is always tempting to add more salt in the drink, either effective or safe, dilute fruit drink or water are effective at replacing fluid. >



A thermos flask will keep drinks cool and refreshing.

WATER IN THE BODY

- Water is the main component of the body - at least 50% of the body weight of an adult is water (the exact amount will depend on your body composition).
- Ms average woman contains 40 litres of water and Mr average man has 45 litres. Men have more water because they have more muscle, which has a high water content compared to fat.
- A loss of only two litres will affect blood flow. About four litres of water circulates as blood, and water lost as sweat is taken largely from the circulation system. This is why dehydration soon makes us dizzy and tired because it affects blood flow to the brain and muscles.

WHICH DRINK SHOULD I TAKE?

- Cold drinks are refreshing and help to cool you down from the inside, but unless you use a thermos, they could be lukewarm by the middle of the day.
- Water from a stream that is safe to drink from is cheap, but can be very cold. Some people suffer from stomach pain (not a true cramp) if they gulp down a large amount of cold water, but

otherwise this is a useful way of cooling the body.

- Cans and cartons are handy, but once opened, you have to drink it all at once - a thirsty friend.
- Sports drinks are good at replacing fluids quickly. Choose the ones described as 'isotonic' or 'hypotonic' and avoid the energy drinks which are too concentrated for optimum rehydration.
- Make your own sports drink from fruit juice (orange, pineapple or grapefruit) - it's cheaper. Dilute the fruit juice by half to an isotonic drink which naturally contains the minerals potassium, sodium and magnesium which are usually added to commercial sports drinks.

Hot drinks are useful when it gets cold. Some of the herb teas and fruit teas are great from a thermos. Fruit teas tend to have a stimulating effect, peppermint is good for digestion and camomile helps you sleep.

Avoid drinking too much caffeine as it is a diuretic (which is any substance that stimulates the kidneys to produce urine and promotes dehydration). Tea, coffee and cocoa contain caffeine, as do cola drinks.

Canoe & Kayak Ltd

Intro to Kayaking \$185

incl GST

Comprehensive introduction designed to suit both beginners and more experienced paddlers wishing to improve their skills.

The course focuses on confidence, technique, safety and fun. It includes: basic strokes, rescue skills, moving water skills and eskimo rolling.

WEEKENDS of:

| OCT | NOV | DEC | JAN | FEB | MAR | APR | MAY |
|---------|---------|---------|---------|---------|---------|---------|---------|
| 6 - 9 | 3 - 6 | 1 - 4 | 5 - 8 | 2 - 5 | 1 - 4 | 5 - 8 | 6 - 9 |
| 20 - 23 | 17 - 20 | 15 - 18 | 19 - 22 | 16 - 19 | 15 - 18 | 19 - 22 | 20 - 23 |

| WHEN | START | WHERE | FINISH | WE PROVIDE: |
|--------------------------|--------|--|--------|---|
| Friday & Monday evenings | 8.15pm | Takapuna Aquatic Centre Killamey Street Takapuna | 9.30pm | <ul style="list-style-type: none"> ✦ Kayak, Paddle, Buoyancy Aid, Spraydeck, Helmet ✦ Lunch on Saturday and Sunday |
| Saturday | 8.30am | Canoe & Kayak Ltd Shop 2/20 Constellation Drive Mairangi Bay (entrance Ascension Place) | 4.00pm | YOU BRING: <ul style="list-style-type: none"> ✦ Polypropylene top ✦ Woollen jumper or fleece top ✦ Windproof jacket ✦ Footwear for in boat (not jandals) ✦ Suncream and hat |
| Sunday | 8.30am | Canoe & Kayak Ltd Shop (as above) | 4.00pm | NB: Cotton becomes very cold when wet and should not be worn |

Please feel free to contact us if you require further information.

2/20 Constellation Drive, Mairangi Bay (Entrance Ascension Place). PO Box 100-493 NSMC, Auckland
Telephone: 0-9-479 1002. Facsimile: 0-9-479 3145

| INTRO Enrolment Form | | DATE OF COURSE: / / | |
|--|--|---------------------|--|
| FIRST NAME | ADDRESS: | PHONE | |
| LAST NAME | STREET | HM: | |
| AGE: MALE <input type="checkbox"/> FEMALE <input type="checkbox"/> | SUBURB | WK: | |
| | CITY | FX: | |
| RELEVANT EXPERIENCE: | Please use this space to inform us of any medical problems / treatment: | | |
| Confident in water? YES <input type="checkbox"/> NO <input type="checkbox"/> | Special dietary requirements: | | |
| Name & Address of person to be contacted in case of major unforeseen delay: | Persons under the influence of alcohol / drugs will not be permitted to participate. | | |
| PH: | Due to the nature of water-based activities certain risks are inherent. Whilst recognising that the organisers will make every effort to manage these risks, I accept personal responsibility for my own actions & safety. I enclose my fee of \$185 incl GST and understand it is non-refundable. | | |
| | SIGNED: | DATE: | |

MANUKAU CITY COUNCIL TRANSPORTATION ACTIVITY

RESPONSIBLE FOR COASTAL AND MARINE CONTROL EAST OF MUSICK POINT

Ensuring:

- Safe use of boats and other craft
- Safe enjoyment of beaches, boat ramps and wharves
- Responsible behaviour of boat users
- Correct use of ski lanes

Administering and Licensing:

- Marine Hire Activities
- Mooring Areas
- Coastal Structures

We undertake these functions on our eastern coastline in order to assist you to enjoy our beaches and your boat safely.

If we can help you with any of these aspects please contact John Sutcliffe (Coastal and Marine Officer, Manukau City Council) on telephone nos:

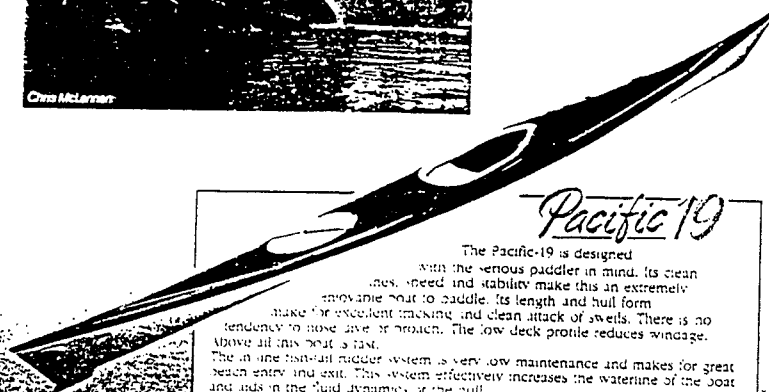
- 263 7100 extn 8781
- 025 962 306
- (09) 535 5606

After hours



MANUKAU
City Council

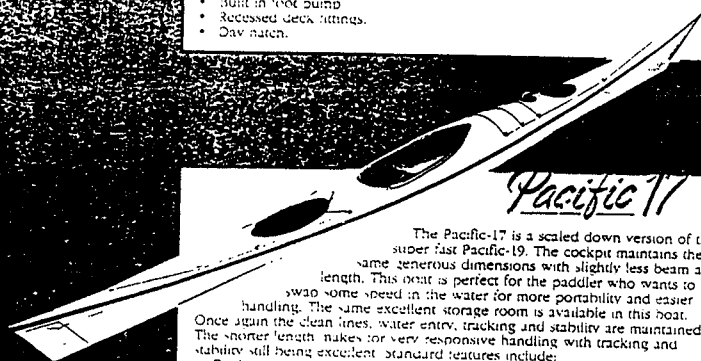
358



Pacific 19

The Pacific-19 is designed with the serious paddler in mind. Its clean lines, speed and stability make this an extremely enjoyable boat to paddle. Its length and hull form make for excellent tracking and clean attack of waves. There is no tendency to move side to side. The low deck profile reduces windage. Above all this boat is fast. The in-line foot-pedal rudder system is very low maintenance and makes for great beach entry and exit. This system effectively increases the waterline of the boat and aids in the fluid dynamics of the hull. Standard features include:

- Deck mount removable compass
- Built in foot pump
- Recessed deck fittings
- Day hatch

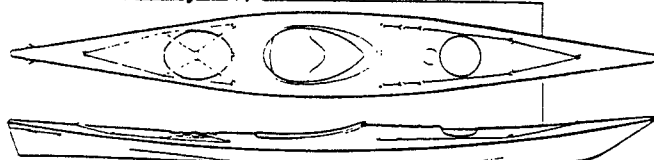


Pacific 17

The Pacific-17 is a scaled down version of the super fast Pacific-19. The cockpit maintains the same generous dimensions with slightly less beam and length. This boat is perfect for the paddler who wants to swap some speed in the water for more portability and easier handling. The same excellent storage room is available in this boat. Once again the clean lines, water entry, tracking and stability are maintained. The shorter length makes for very responsive handling with tracking and stability still being excellent. Standard features include:

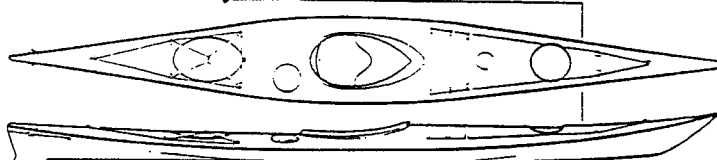
- Deck mount removable compass
- Built in foot pump
- Recessed deck fittings

Pacific 17



LENGTH: 17' 5 1/2" (530cm) BEAM: 23" (58cm)
 WEIGHT: 28lb (12kg) VOLUME: Med-high
 DEPTH: Front 17" (43cm) Rear 13" (33cm)
 COCKPIT: 10'0" x 15" (30cm x 38cm)
 HULL DESIGN: See concave bow, modified Vee mid section and soft chine.
 OPTIONS: Semi-rail

Pacific 19



LENGTH: 19' 5 1/2" (593cm) BEAM: 24 1/4" (61cm)
 WEIGHT: 38lb (17kg) VOLUME: Med-high
 DEPTH: Front 17" (43cm) Rear 13" (33cm)
 COCKPIT: 10'0" x 15" (30cm x 38cm)
 HULL DESIGN: See concave bow, modified Vee mid section and soft chine.
 OPTIONS: Semi-rail



MANUFACTURED BY
 Pacific Kayak Ltd. 1 Southend Rd. Glenfield,
 Auckland, New Zealand.
 Ph 09-45521 FAX 09-455445571

Sea Bear

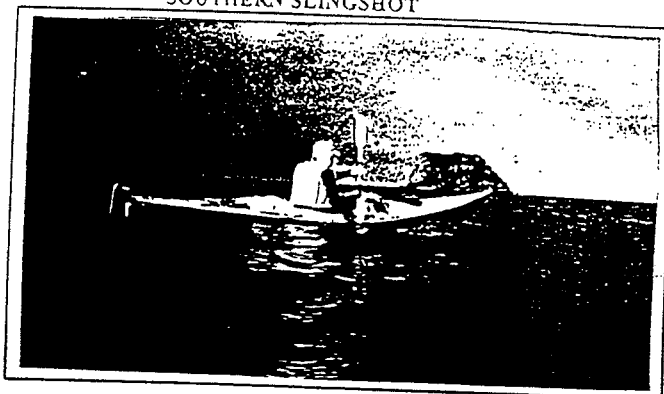
THE EXPLORERS SEA KAYAK

DESIGNED BY:

Ron AUGUSTIN

ALSO:

- * FOLDA ROLL KAYAK TROLLEYS
- * PADDLES, SPRAYDECKS & ACCESSORIES
- * SOUTHERN SLINGSHOT



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PADDLING PERFECTION

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SEA BEAR I

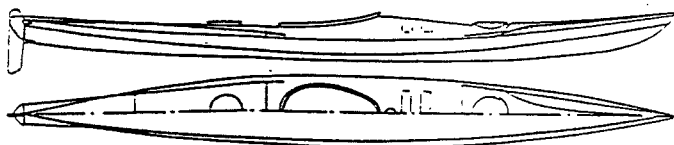


The Sea Bear I was originally designed by Ron Augustin to make the 50 kilometre crossing of open water that separates Auckland from Great Barrier Island. Four single Sea Bears made a leisurely crossing in 10 hours in December 1986. Since then, Sea Bears have been paddled around most of the coastline of New Zealand including a number of Cook Strait crossings. Their user friendliness in rough water, load carrying capacity, and speed have made them a popular choice for paddlers making long distance journeys, and judging from the quality and variety of photos taken on these trips, the Sea Bear's stability is sufficient to use two hands for the camera in most water conditions!

Specifications: 5.5 m x 0.6m
Load capacity (with paddler): 145kg

Weight: (Kevlar) 21kg fully complete
Construction: Kevlar, Fibreglass, Plywood Kitset

SEA BEAR I



LATEST DEVELOPMENT:

Our innovative new footrest system originally developed for the Packhorse, and trialled in the harshest commercial use has now been incorporated as standard equipment on the Sea Bear I and II. This system allows the easiest footrest adjustment of any kayak due to self adjusting steering lines. Your feet are comfortably supported on solid heel braces, with footpedals to steer with. Footpedals are adjustable for resting angle, but for normal use only one spring loaded pin is required to move the footrest. Adjustment is easily carried out while seated in the kayak. Fibreglass hatch covers and bungie straps for spare paddle stowage are also fitted as standard equipment.

SEA BEAR II -Standard & Packhorse Models

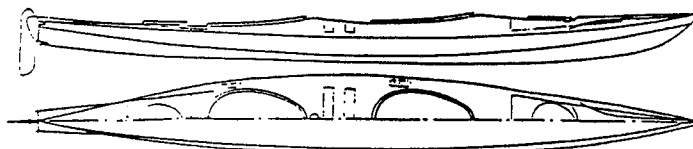


The Sea Bear II was designed by Ron for commercial tour operations. The need was for a safe, stable double kayak that novices could easily handle in our New Zealand conditions that can quickly deteriorate into rough, choppy seas. On Ron and Nancy's first commercial tour, with a group of novice paddlers aged in their sixties, they encountered steep, breaking, beam seas 1.5 to 2 metres in height. The group turned down the suggestion of a ferry ride home, and paddled back to Auckland instead. The double Sea Bears handled the strong winds and conditions with ease, and the paddlers commented later on the safe, stable feeling they had experienced, vowing it had been the highlight of an enjoyable three days.

The Sea Bear II has been refined since the original kayaks were built, and our production model is the Mk 4, which is wider and deeper than the previous model, and with slightly revised lines to maximise performance. It has been thoroughly tested in the hardest commercial use, for over three years. The fact that it is the preferred double sea kayak for tour operators, is high praise of the kayak's safe handling and solid construction. The same handling characteristics that make it safe for beginners, make this boat lots of fun in the most severe seas for expert paddlers.

Specifications: 5.9 m x 0.85 m
Load capacity with paddlers: 290kg
Weight: From 38 kg (Kevlar)
Construction: Kevlar, Fibreglass, Plywood Kitset

SEA BEAR II (STANDARD MODEL)



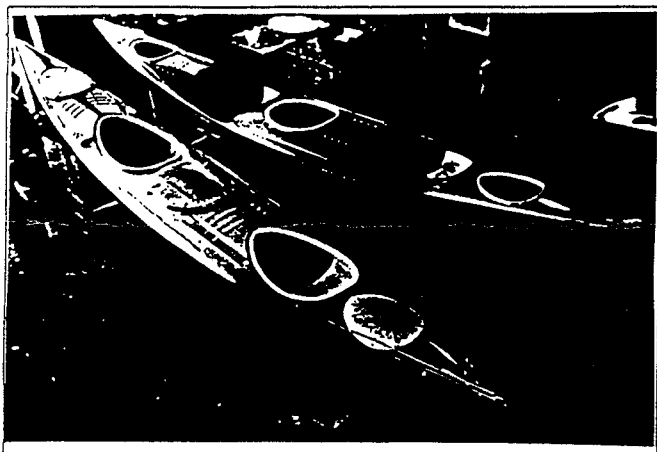
PACKHORSE CENTRAL HATCH MODEL

Our new Central Hatch Sea Bear II (the "Packhorse") features the proven Sea Bear II hull, with the cockpits spaced further apart to allow a large (cavernous really!) central storage area. We made this development as a result of requests from tour operators who need to carry large multi-ring gas burners, and frame packs in the kayaks on overnight tours. The storage space in the kayak is greater than the standard Sea Bear II, with three hatches rather than two so access is better too.

The wider cockpit spacing means that it is virtually impossible to clash paddles, so you are able to paddle completely out of synch with your partner, and you are less likely to be splashed by their paddle or vice versa. The Packhorse does not handle quite as well as the original Sea Bear II in rough water when paddled empty of gear, however most people don't notice the difference. We still believe that this model out-performs any other double sea kayak in rough water, but the original boat is a very sea worthy design.

We have added a number of other features to this model of the Sea Bear II which include an innovative and easy to adjust footrest assembly, fibreglass lids over the neoprene hatch covers, permanently fixed deck lines which are strong enough for lifting the boat by, and bucket seats which are able to be padded to produce a snug fit for any body shape.

SEA BEAR II PACKHORSE NEARING COMPLETION



RON AUGUSTIN DESIGNED SEA BEAR KAYAKS

(Or everything that you always wanted to know about Sea Bears but were afraid to ask!)

About Ron Augustin:

Ron Augustin has been designing and building boats of all descriptions for over 40 years. Initially his major interest was in racing power-boats, an area in which he has been very successful at a national level. More recently his design skills have been focused on recreational craft such as cruising launches, yachts, and of course Sea Bear kayaks. While these boats were not designed specifically for racing, the lessons learned through Ron's years of consistent innovation in design and boat construction, have been utilised to maximise each design's performance.

Ron and Nancy Augustin also have a distinguished record of service as volunteers to the Auckland Coastguard. They have successfully completed a number of rescues over their 20 year involvement with this institution, many of which were in atrocious weather and sea conditions. Consequently safety is an issue that concerns Ron greatly. We live in a country with a marvellous coastline for all sorts of boating activity however the weather can rapidly change to turn a pleasant afternoon into a potentially life threatening situation.

Developing a successful sea kayak design:

Most "average" sea kayakers cannot readily distinguish the features of hull design that will produce a sea kindly kayak. Indeed, in flat water there is often little noticeable difference between boats except stability, comfort of the seating position, and speed. Speed seems to become the main comparison point (how fast does yours go?!). The finer points of handling are generally not appreciated until conditions become rough. This is the area in which Sea Bears excel.

Both the Sea Bear I (single or 1 man kayak) and Sea Bear II (double kayak) were originally built in plywood, and indeed can still be done so with the kitset option. Because they were plywood and not moulded craft, Ron was able to experiment with a number of hull and deck refinements before settling on the current design, and producing the moulds. Consequently the moulded glass and kevlar Sea Bears are thoroughly tried and tested designs, as opposed to most other sea kayaks on the New Zealand market, which are little more than prototypes.



Sea Bear I and 2 have been specifically developed to be safe, stable, and comfortable kayaks, that handle rough conditions with ease. Other design criteria were the ability to carry loads consistent

SEA BEAR TECHNICAL INFORMATION

Construction:

Kevlar is the material used for bullet proof vests and reinforces the entire hull and deck of the kevlar Sea Bears. The puncture resistance of this material is truly amazing. By adding extra stiffening in strategic areas, and the Carborundum wear strip on the keel, the kayak is super strong, yet light so that it will withstand rough usage without damage.

Fibreglass is used where cost becomes a consideration. Our fibreglass lay-up is very strong but by using the latest non-woven unidirectional materials, we are able to keep the weight increase to a minimum. The cockpit bottom has two layers of the double bias reinforcing, plus keel stiffening and the black wear strip. This construction has proven remarkably resistant to damage.

Plywood Kitsets are strong, light and low cost. They are precision machined from selected quality marine bonded plywood, and are cut so the wood fibres are aligned to give maximum panel strength.

The kitsets are supplied with all parts needed to finish the kayak such as seat, backrest, footrest, rudder, steering lines and attachments, cockpit and hatch rims, neoprene hatch covers and a lifting handle. With all the wooden components precision machined, building time is minimised.

Assembly of the plywood kitsets take approximately three weekends for Sea Bear I, four to five weekends for Sea Bear II, and use a very simple construction technique which is fully documented in the comprehensive instructions. The kitsets are complete except for epoxy glue, and paint which is left for you to choose.

Rudder:

The rudder brackets and side plates are stainless steel for strength and long life. Reinforcing blocks are incorporated into the hull to provide secure fixing for the top rudder bracket, while the bottom bracket bolts pass through solid hull reinforcing and have self locking nuts.

The rudder blade is made from the strongest grade of commercial grade marine aluminium, with a nylon bush that pivots on a stainless steel sleeve riveted into place.

All fastenings on the kayaks are high quality stainless steel or monel.

with extended touring, while being able to maintain a good turn of speed. The designs have been thoroughly proven to meet these criteria through thousands of hours in the most varied of circumstances.

Who are Sea Bears most suitable for?

In my opinion, Sea Bears are most suitable for people who are likely to encounter severe conditions regularly (for example surf beaches), people interested in touring (and solo touring where safety features are paramount), and people who are relatively new to sea kayaking. This means that they are especially suitable for use by tour operators which is hardly surprising given that Ron and Nancy Augustin use them for this purpose.

The biggest area of growth for Sea Kayaking is in the area of new people attracted to the sport who do not necessarily have a kayaking background. These folk are unlikely to have grade 2/3 river skills which would allow them to adapt to a less stable boat. Sea Bear is the logical choice for these people as not only will they be able to get onto the water, but they will be able to do so with a greater safety margin than in any other boat currently on the New Zealand market.

Specific Features:

Hull: Proven, successful design. The vee bottom adds to stability, and also assists the boats to plane cleanly or surf in following seas (note that nearly all modern planing power boats use a vee bottom because of it's increased efficiency and extra stability). Sea Bears surf easily at all angles to the wave face making them a lot of fun in these conditions.

The rocker (curve in the bottom of the boat from front to back) assists the boats' rough water handling ability and also allows the Sea Bears to carry heavy loads without sacrificing speed. Any study of boats designed for use in rough water and in carrying loads (boats such as surf lighters used in earlier times to unload ships and carry their cargoes to shore through surf) will reveal how this heavily rockered hull shape has over hundreds of years, been proven the most successful design for rough waters. The rocker helps to provide stability in rough water, which is in addition to the stability gained from the vee-bottom.

Many people and particularly kayak racers regard boats with a lot of rocker as being slow. The Sea Bear is a fast kayak in terms of being easily paddled at high average cruising speeds. The rocker does affect the Sea Bear's ability to be sprinted though, a straighter boat has a higher potential sprinting speed which can be useful if you happen to be a budding Ian Ferguson or Paul MacDonald. For the rest of us though, this is more than offset by the vastly improved rough water handling, and the ability to cruise at good speeds while touring in loaded trim. Once the boat starts surfing in following seas, this is no longer an issue because the vee bottom is so efficient when planing.

The bow shape provides extra lift to prevent broaching. Because sea kayaks are so long, they tend to bury their bows in steep following seas and surf, "tripping" them up and causing them to broach. The shape and volume in the Sea Bear bow has been specially developed to prevent this from happening. Additionally the Sea Bear II has spray rails built in to the bow sections. These add further lift in following seas, but are primarily designed to deflect spray down and away from the front paddler. These have shown to be highly effective in providing a dry ride.

Deck: The deck heights have been experimented with to balance the boats' handling in cross winds. The deck shape also assists the kayaks to Eskimo roll easily and allows the boat to be easily

righted in the unlikely event of a capsize. In this situation the deck shape and rocker reduces the amount of water trapped in the cockpit which assists easy re-entry. This along with the stability of the boats, and the specially designed size of the cockpits allows for very easy self rescues.

Self rescue technique in the Sea Bear I is:

- (1) right the boat.
- (2) lie your body across the boat stomach down so legs are on one side and arms/head are on the other.
- (3) rotate 90 degrees so that your head faces the bow, you are still stomach down, and your left arm and leg are on the left side of the boat, and your right limbs are on the right of the boat.
- (4) slide back or forward so that your backside is centred over the cockpit, and simply sit down with your legs still outside the cockpit.
- (5) bring your legs into the cockpit.
- (6) finally bail excess water with a pump or bailer and replace sprayskirt.

Being able to enter the cockpit backside first makes the difference here. Kayaks with smaller cockpits require entry foot first, hence special techniques and often paddle floats are necessary to successfully self rescue, particularly in rough water and strong winds when you are most likely to capsize. As an indication of the ease of self rescue, I know of at least one instance where a Sea Bear was righted and re-entered in this manner in large surf, without a paddle float. Try this in other kayaks and you will soon appreciate the thought behind the Sea Bear's design.

In recent capsize tests at Abel Tasman National Park, Sea Bear II proved to be one of the easiest kayaks to self rescue. Righting the kayak was easy and the stability made it easy for the paddlers to re-enter.

Other features of Sea Bears:

Other features include careful attention to the deck in front of the paddler to shed water, and direct it away from the paddler. This is particularly important along the front deck as water flowing into the hatch coaming can spray up into the paddler's face. Sea Bears feature special mouldings on the front deck to alleviate this. Special moulded contours around the cockpits provide comfortable bracing points for the knees.

Because Sea Bears are intended for touring use, there is ample storage space for even extended tours. Access into the water tight compartments is through hatches in the fore and aft decks. Sea Bear II has identical elliptical (egg shaped) hatches, while the Sea Bear II Packhorse (central hatch model) has a large oval hatch in the centre as well. Sea Bear I has one of the elliptical hatches in the rear deck, and a slightly smaller (approximately 300mm diameter) round hatch in the fore deck. The hatch covers are neoprene, and are rigidly supported to prevent collapse by breaking waves. A special Kiddipod is available to convert the large elliptical hatches into a proper waterproofed cockpit for children.

Decklines are standard equipment on the front of Sea Bears, and elasticised cords are provided on both front and rear decks for maps, drink bottles, spare paddles etc.

Construction: Sea Bears are available built in kevlar, fibreglass, or in plywood kitsets.

Kevlar: is a man made fibre that is very strong when under tension, and in impact. Some of its uses are for high load areas of racing yacht sails, for bullet proof vests, and of course for hull construction. Typically it is found in high performance/high cost boats however the kevlar Sea Bears are very reasonably priced compared to other sea kayaks built in ordinary fibreglass. The advantage of the kevlar Sea Bear is that it is slightly lighter than the fibreglass version, but significantly stronger. This is particularly the case for impact loads so that if you are like me, and you enjoy poking around rocks and exploring caves, kevlar is the only sensible choice.

Fibreglass: Sea Bears use the very latest type of non-woven fibreglass to give high performance. The longer and straighter each strand of fibreglass is in the boat, the stronger the boat will be because the fibres will transfer the load away from any one area. Most fibreglassers use chopped strand mat (which is essential between layers of higher strength woven and unidirectional fibreglass) and woven cloths in the construction of their kayaks. They do this because these materials are cheaper and easy to work with. The unidirectional glass used in Sea Bears significantly out performs other layups in terms of higher strength and weight saving. Double Bias fibreglass Sea Bears are an excellent choice where cost becomes a consideration.

Plywood: was the material in which Sea Bears were originally built by Ron Augustin. Plywood is actually a very strong light material, however many people fail to recognise this due to a number of amateur boat builders who "gave" it a poor reputation, and also that unless properly treated, it will lose its appearance far more quickly than a fibreglass boat.

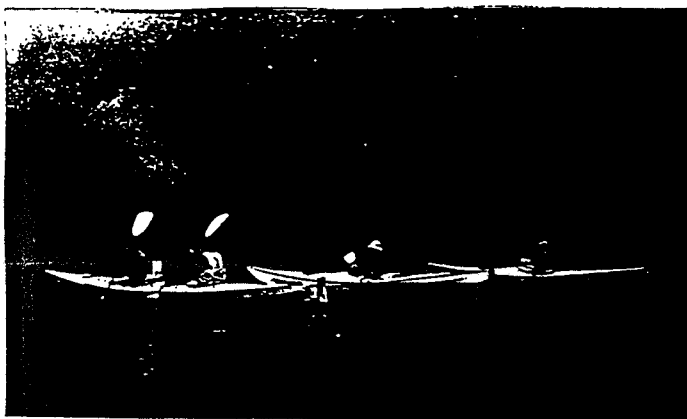
The trick with plywood is to finish it with modern plastic type resins and paints, and treated this way a well finished plywood boat will be difficult for most people to distinguish from a fibreglass boat. As an indication, a plywood Sea Bear will weigh slightly less than a fibreglass boat of similar strength.

Plywood Kitsets: are an economical way of building a light and strong kayak. The kitsets are supplied with all parts needed to finish the kayak such as seat, backrest, footrest, rudder, steering lines and attachments, cockpit and hatch rims, neoprene hatch covers and a lifting handle. With all the wooden components precision machined, building time is minimised. As a guideline, a Sea Bear I plywood kitset will take approximately 3 weekends to build for someone who hasn't built one before, but who has reasonable aptitude for building/ working with their hands. Ron Augustin can build a boat in one weekend, however he has had just a little bit of practice!

Black Wear Strip Protection

Over time, the keel of a Sea Bear will be subjected to a lot of wear as the boat is pulled up on beaches. The vee bottom concentrates the wear onto this area and molded Sea Bears have a special "anti-wear" strip incorporated into their construction. This is a material called Carborundum that will actually wear away rocks and sand, rather than having them wear away the bottom of the boat. Consequently a well used Sea Bear will show signs of cosmetic damage, however there will be no structural damage resulting from use.

Strength and structural integrity are key features of the Sea Bears' construction. Extra reinforcing has been placed in high load areas, and the resultant strength and stiffness more than equal those of any other boat on the New Zealand market.



SEA BEARS PADDLING OFF THE NORTH AUCKLAND COAST

Rudder & Steering:

In the same way that the Sea Bears' hull design has been refined through experimentation, the rudder and steering systems have been developed into the simple but robust units that are installed on the latest boats.

The rudder features a large, high tensile, aluminium blade and high strength stainless steel bracket/pivoting assembly. This is firmly bolted to the rear of the boat while the assembly itself is fastened by rivets. Please note that there are bushes which the rudder pivots on so that no undue stresses are placed on the rivets, and all fastenings on the boat are either stainless steel or monel.

This rudder system is extremely strong and reliable, as I have found out by backing my Sea Bear out to the sand in surf when I thought that the rudder was up!

If the rudder is damaged (which is most unlikely), it has been designed to be easily repairable with the minimum of tools. Damage is likely to be limited to bending (I have never heard of a Sea Bear rudder breaking) so a screwdriver and pair of pliers (or vicegrips) plus some brute strength will be quite sufficient for repairs.

Steering is achieved by non stretch, long life polyester cords attached to the rudder and the foot operated steering bar. Sea Bear footrest and steering systems feature a solid lower brace for the heels, and an upper steering bar or pedal which controls the rudder. Consequently even when applying enormous power to the paddle you can be firmly braced with your legs, and of course during normal paddling there is far less tendency to "rudder waggle".

Adjustment is simple when seated in the boat, merely being a case of adjusting the footrest/steering bar assembly, then tightening the steering lines and re-centring the rudder. The new foot pedal steering system is the easiest of any footrest to adjust. Only one spring loaded stainless steel pin assembly is needed to move and lock the footrest into position, and a special system of attaching the steering lines means that no adjustment is needed when the footrest is moved.

Raising and lowering the rudder is also easily achieved from the cockpit. To raise the rudder pull the line on the right of the cockpit remembering to hold the rudder centred so that it drops into the chocks on the rear deck.

Lowering the rudder requires that the line on the right is freed from the cleat. By pulling on the line on the left hand side of the cockpit, the rudder will swing down.

The rudder is held down by elasticised cord, but for tail winds and waves, the elastic shock cord needs to be tensioned to hold the rudder down. Simply pull the line on the left of the cockpit and cleat it off. When landing on beaches it is possible to paddle the boat up onto the sand headfirst with the rudder still down. The shock cord will stretch and allow the rudder to rise as it hits the bottom preventing damage to the rudder or boat.

Seating:

Sea Bears comfortably accommodate a wide range of people sizes and shapes. There is excellent legroom so that very tall people are not cramped. Additionally the seat doesn't require a "racing sardine" type backside to be comfortable.

Dimensions and Weights:

| | Sea Bear I | Sea Bear II | SBII Packhorse |
|----------------|------------|-------------|----------------|
| Length | 5.5m | 5.9m | 5.9m |
| Width | 0.6m | 0.85m | 0.85m |
| Weight -Kevlar | 22kg | 38kg | 40kg |
| -Fibreglass | 26kg | 43kg | 45kg |
| -Plywood | 24kg | 40kg | — |

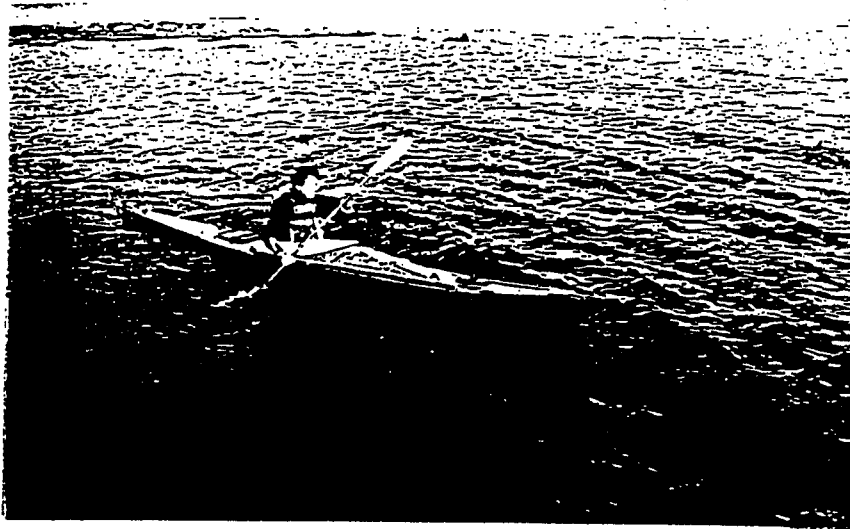
Note that in addition to Sea Bear I and Sea Bear II plywood kitsets, there are other kitsets available. These are the Sea Bear XR which is a bigger volume Sea Bear built for people weighing over 100kg (15 stone). The Sea Bear Junior is a smaller version designed for very small adults, and children.

Construction is in kevlar, with the finest quality resins being used to produce a strong but light kayak. Each kayak will be hand built to order, with custom paint finishes and equipment options available. Price \$3295. Dimensions 5.65m x 0.47m. Weights from 16kg and up, depending on requested layout.



Two models are available, the standard which is suitable for most purposes, and the heavy-duty which has been specially strengthened to take the loads imposed by fully loaded double sea kayaks, and Canadian canoes.

302A Dominion Road, Mount Eden, Auckland, Ph 638-6773



The Albatross sea kayak was designed to be an able all round kayak capable of fast passage making when desired.

The prototype, built of cedar has completed a journey from Auckland to Jostedal, a distance of 200 miles in 9 days, the owner was entirely happy with her performance in all conditions.

The kayaks are available in Kevlar or Fibreglass and the construction is of the highest quality.

The Albatross is suitable for the expedition minded paddler or for pottering around quiet backwaters.

Dimensions

Length 5.4 metres

Beam 565 ml

Weight - Kevlar - 17 kg.

Fibreglass - 22 kg.

Deep Creek Kayaks,

57 Hebron Rd

Torrey

Auckland N.Z.

Ph 09-473-6658

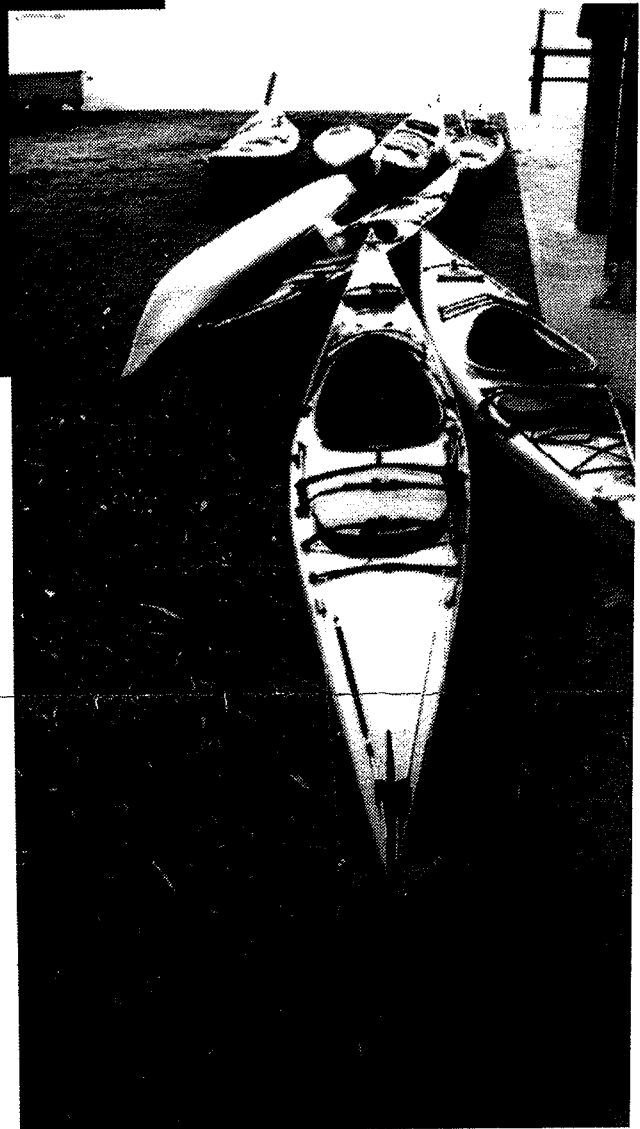
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