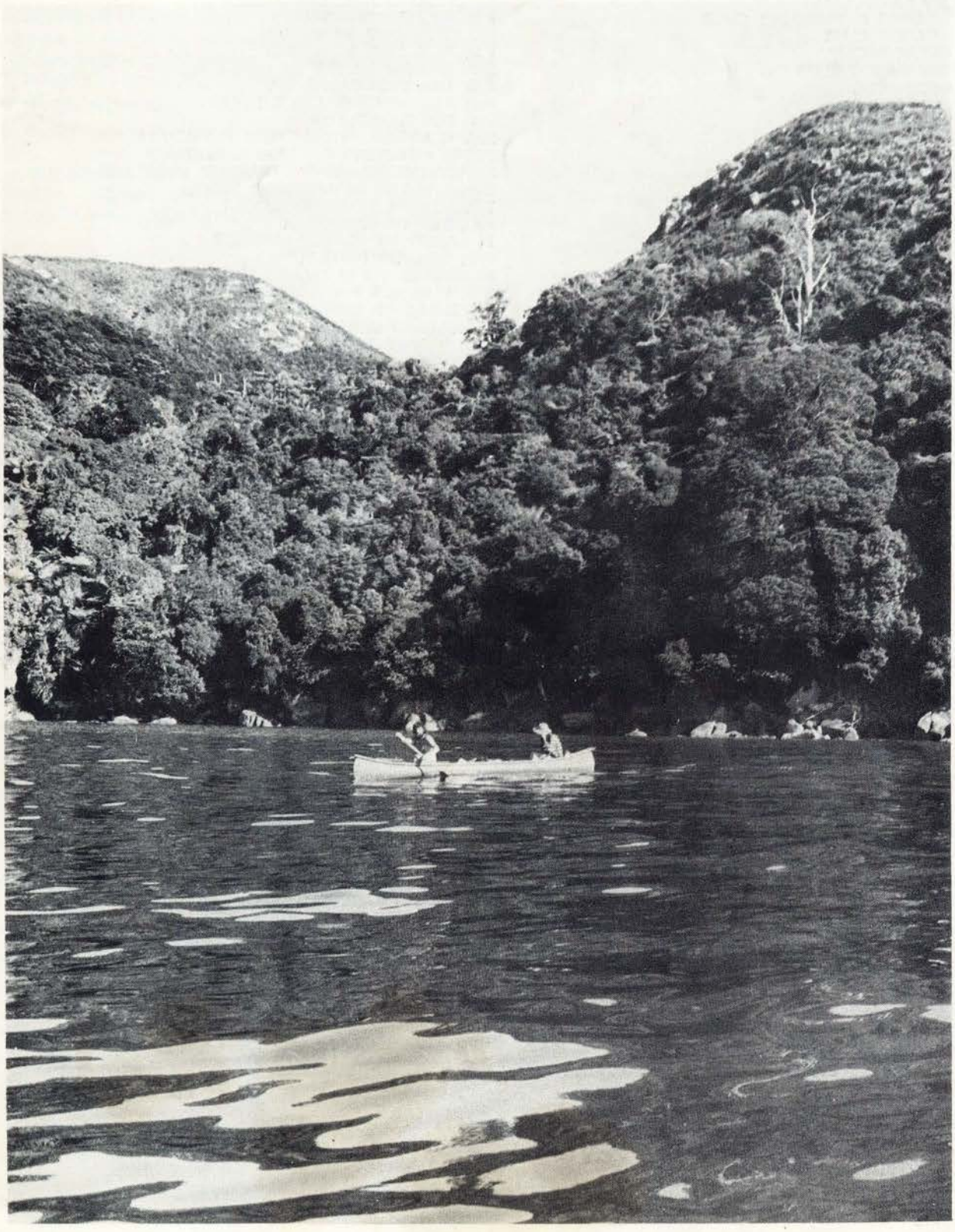
New Zealand

CANOEING



1980 January No. 16

THE NEW ZEALAND CANOEING ASSOCIATION (Inc)

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MOTUEKA CANOE CLUB	63 PAH STREET MOTUEKA

"NEW ZEALAND CANOEING" is a quarterly magazine published by the New Zealand canoeing Association and is the Association's official magazine and newsletter. Views expressed in "NEW ZEALAND CANOEING" do not necessarily co-incide with those of the Association, its Executive Officers, nor its editoral staff.

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EDITORIAL:

Here we are, right in the middle of the summer and the canoeing season. How much canoeing have you done this season? If canoeing is your one, or main, sport, then your answer is probably 'a lot'. If you're like many canoeists,there are never enough hours in a day to do all you want to, so perhaps your answer will be 'not as much canoeing as I'd like to have done'. I'm afraid that this would be my answer.

Unfortunately, sme Clubs seem to have fewer Club activities over December - January than they do at other times in the year, because of holiday commitments. This means that canoeists visiting new areas, or visiting overseas canoeists, who contact local clubs, find that there is little going on that they can join in with. I know this does not apply to all Clubs, but do think about it as inter-Club participation, except in Auckland, is not a very common thing in New Zealand.

Is your Club's name listed with the local Public Relations Officer, the local YMCA, Water Safety Committee, and Search and Rescue Organisation? All these offices get approached by people inquiring about local Canoe Clubs so it pays to support them, and to supply a local telephone number with your contact address.

Now is the time to gather into your Club all those families, and other people, who bought canoes for Christmas. Does your Club have membership forms and welcome forms readily available to your members to distribute to potential members? Or a sign giving relevant information in one or more of the local boating shops? As all members of the NZCA are also members of a local Canoe Club, these points are relevant to you.

At the time of writing this, the National Development Bill Select Committee is hearing submissions. The NZCA submission was put on the bottom of their list and they did not consider they had the time to listen to us! Why not: (Have we been too noisy, or successful, in the past, or are we small enough to ignore?)

According to Barry Brill, in the N.Z. Listener, November 24, . . . 'The existing Water and Soil Conservation Act allows for Orders-in-Council declaring certain waters to be "of national importance", and ruling out applications for water rights and subsequent appeals. There is **similar provision** for public works to be declared "of national importance" without any form of public enquiry.' . . . The National Development Bill repeals this provision, and replaces it with exactly the same idea. Yet, the Soil and Water Division of the Ministry of Works will **not** use this existing legislation. The NZCA asked for some rivers to be declared 'of national importance' for recreation and we were told that they '**could** not do it'. The real reason was that they were too scared to do that; they would only set minimum water flow levels and if you read John Mackay's article in the last Bulletin, and read the one in this magazine, you will see that minimum water flow levels are of no use to us. So why the National Development Bill, when legislation already exists which is similar, and is never used?

This obnoxious piece of legislation will get shunted through despite the protests of thousands of well-meaning people. Did you do anything about making your voice as a canoeist heard?

It seems that this government is trying to maintain our standard of living by means that take away a vital part of that standard of living — our leisure opportunities. And it is not just our rivers that will go. No wonder that people are rebelling, or leaving!

However, enough grouches. Let's get on with the business of enjoying our canoeing while we still have rivers to enjoy and to excite us. We'll always have lakes and the sea left, I suppose. Safe canoeing!

SLIDE SETS & PHOTOGRAPH COLLECTION:

The NZCA has received a grant of $300 from the Environmental Council to compile duplicate sets of slides, with written commentaries, of New Zealand's outstanding wild and scenic rivers. These sets will have a number of uses — e.g.:

— they can be borrowed by canoe clubs, schools, conservation groups, and any organisations interested in conserving or enjoying New Zealand's rivers;

— they can be used to show politicians and bureaucrats the scenic and recreational values of our best rivers;

— they will serve as a record and reference collection to meet the requests we often receive for illustrations of particular rivers.

The sets will be compiled by taking duplicate copies of the many excellent photos we know people around the country have in their possession. We hope that people will overcome their modesty enough to send us enough slides so that we can reject most of them and copy only the very best. What do we want?

* We're mainly after transparencies (slides), but black & white prints are needed for illustrations, and really superb colour negatives would also be useful.

* We hope to assemble a complete set of slides for each of the outstanding rivers that the NZCA believe are eligible for protection as "Wild and senic rivers" (Motu, Wanganui, Rangitikei, Clarence, Buller, Grey, Shotover) but we'll also take duplicates of particularly good photos of other rivers and streams.

* Most of us seem to specialise in shots of our best mate capsizing in numerous minor rapids. While we do want human interest shots (e.g. campsites) and coverage of the more impressive rapids, we're especially keen to get photos that show the beauty of the river and valley scenery.

Even if you can't put an exact caption to a photo, it's worth giving some idea of its location (e.g. "between Taumarunui and Wanganui") so we can put it in some sort of sequence. It's probably easiest to put half a dozen of your best slides in an envelope, but if you don't mind sending us your whole collection we'll willingly refund your postage. Every possible care will be taken with the originals and I undertake to return them to you within a month of your sending them, (although slides sent from mid-December through January may take a little longer).

Please send to: John Mackay (N.Z.C.A. Conservation Officer)
47 The Parade
Paekakariki

If you have good slides but aren't willing to let them out of your possession, or if you know some one else with some good slides, we'd also like to hear from you.

I enclose ..... slides (or negatives) for possible duplication and inclusion in the photographic collection of New Zealand rivers. The captions are on them/on a separate sheet of paper. I expect you to post them back in the same condition within a month to:—

Name: .....

Address: .....

.....

THE INTERNATIONAL LONG RIVER CANOEIST CLUB

Have you ever wanted to canoe a particular river or section of coast and found that even when you contacted the varied official bodies, such as the N.Z.C.A., you still found the information you desired was not forthcoming? — or was second-hand? — or was so vague that you may as well have not bothered asking for it in the first place? Information is an important item on any expedition's list, to try and ascertain as much information of the area to be explored or canoed as possible. Due to the present financial climate, the amount of 'know how' prior to the departure of a team can mean the difference between a viable expedition or one deep in the red and all because of some fact that was not discovered beforehand. Expeditions are being mounted into remote parts of New Zealand, and many plan an overseas canoe expedition. Information is vital to the local as well as the remote expedition.

It was in 1975 that Peter Salisbury of Redditch, England, was spending a great deal of time and energy in chasing around after vague references and bum information from certain quarters, that he tumbled to the idea of starting a 'pool' of canoeists who had actually canoed the various rivers of the world and who would be willing to pass on their expertise on to anyone interested. The pool was to be called a club, but a unique club — a body of international canoeists — held together by their interest in canoeing, with no bars on Nationality, and most important, it would be free and without the usual A.G.M.'s, Committee or Sub-Committees! Not even a constitution. The reason why fees and A.G.M's were done away with was that long ago it was found that a high percentage of canoeist's disliked being members of clubs which were too formalised. Canoeing is an individual sport and the whole concept of clubs revolves about socialising and everybody sacrificing their own thing for the good of the club as a whole. Perhaps it is only the social egotists and extroverts who must be continually displaying what jolly good chaps they are, who need a club. The only real value a club offers is a contact point where canoeists can plan their own trips — and do you need all that formal ho-ha to give you that?

Peter began to write to canoeists who had been known to have information on certain rivers, and they were willing to join the pool. This has gone on, until now we have members all around the world who have canoed rivers from the Amazon to the Zaire. Would you know where to get information on these rivers if you wanted to mount an expedition? — No? Well that is exactly why the International Long River Canoeist Club exists.

Each member gets a membership list which contains all details of other members names, address, telephone numbers, plus details of the rivers and coastlines they have paddled and are knowledgeable about. This list allows any member to contact another member who will tell you all. A condition of your joining the club is that when asked, you will tell about the river or coast that you know so well. When you make an enquiry you send a S.A.E. or an International Reply Coupon, thus the cost of gaining information is borne by the enquiry.

At intervals each member gets a newsletter giving details and addresses of coming expeditions or journeys and the latest information on the position of an expedition that is currently going on. It also acts as a platform for expeditions that wish to advertise their expedition reports and books, or ask for members for canoeing ventures, and such.

On joining, each member is issued with a card which serves as an introduction to other members and in time we hope to get preferential rates from canoe and kayak manufacturers, dehydrated food firms, equipment firms, and hire companies.

The club is world wide, and thus the information bank lists numerous otherwise unheard of rivers and coastlines. Due to the clubs ever increasing size we had to split the club organisation up into sub-branches with one man 'On-the-spot' in each country. Thus we have an Overseas Branch Office in New Zealand which is responsible for keeping all world wide members informed with what is happening in the canoeing world in New Zealand. The New Zealand Office also distributes the Club Newsletters to New Zealand members.

The club has been going now for four years, and during that time it was free. But with the tremendous increase in membership the cost of newsletters was becoming a little too much to expect one man to pay for. Consequently the club has had to place a small fee on membership to cover the newsletter and its postage. The fee has been set at £1 stg. for one year. Out of this 10p goes to a special fund which will be used once a year to give to a deserving expedition/project that is voted for by members. The fee begins in January 1980 and you may pay for up to three years at a time to save you bothering about when your next fee is due. We will remind you when you next have to pay.

Who may join, and how do you join?

1 The club is primarily for canoeists with experience of rivers and/or coastlines of at least 100 miles in length. You must be prepared to give detailed instructions to anybody wishing to canoe that piece of water.

2 The club is an informal International Postal association of canoeists who have an interest in long distance travel in canoes and kayaks. Rafters are also welcome.

3 The club is a means whereby information of particular rivers/coasts, can be passed between members who have canoed or who have information on the rivers/coasts in question.

4 The club will be able to give advice on equipment needed for extended periods away from habitation or civilisation.

5 The club will have no political, religious or ethnical bias and is open to any nationality of any country.

6 A regular list of addresses will be sent to each member, giving details of the waters that each member has canoed, this will allow for a free flow of ideas between members. Any query to the Chairman or local Overseas Branch Office.

7 A newsletter will be sent to each member regularly, containing outline details of forthcoming expeditions. A more complete information sheet on an expedition will also be sent out when all information has been collated.

8 All forms of inquiry to other members, or the Chairman or Overseas Branch Office to be by post, plus a S.A.E. or International Reply Coupon to be enclosed.

9 Membership will be £1 stg. per year to cover newsletter costs. As each member will use S.A.E./International Reply Coupon, the cose of information is not relevant to club organisation.

10 All members are asked to forward to the Chairman or Overseas Branch Office for their area, a record of his/her travels/voyages/expeditions etc, for the club library and to update membership lists.

11 Any information, maps, charts, publications or advice which any member wishes to pass on to the club will be held in the postal library and will be despatched on a "return when read' basis to any other member.

12 All members are asked to complete an application form, and provide two photographs of approx. size 30 mm x 30 mm for attachment to the membership card and to the club index card. British Postal Notes to the value of £1 for every year membership is applied for should accompany the application form.

13 On receiving the completed membership form, a membership card plus an updated membership list will be returned to the new member.

14 Any member may nominate another member. The Chairman or your local Overseas Branch Office have membership application forms available.

THE CHAIRMAN,
THE INTERNATIONAL LONG RIVER CANOEIST CLUB,
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238 BIRMINGHAM ROAD,
REDDITCH
WORCESTERSHIRE
B97 6EL ENGLAND

The NEW ZEALAND OVERSEAS BRANCH OFFICE is P.O. Box 26, NELSON.

REPORT OF THE BRITISH KAYAK EXPEDITION TO CAPE HORN

In the summer of 1977-78 four men paddled Nordkapp kayaks around Cape Horn. The following account has been edited from the original expedition report supplied by Frank Goodman. The members of the party were: Frank Goodman, Nigal Matthews, Jim Hargreaves and Barry Smith.

After the Nordkapp expedition of 1975, Colin Mortlock and Nigel Matthews decided to make another journey by kayak. No firm decision as to the area was made but they had already decided that four would be an ideal number for this next expedition. Frank Goodman and Barry Smith were invited to join.

Finance, the bane of all expeditions was uppermost in their minds. What was the secret of raising sufficient funds to get them there and back? Would the public be prepared to donate to an expedition? The answer was certainly not, unless the objective of the expedition caught their imagination. What they needed was a household name, an Everest or Cape Horn.

Cape Horn, why not indeed? What had been intended as a flippant comment was taken up. Charts were pored over. The route had to be planned. Maybe a circumnavigation of Tierra del Fuego? Too far for the time they had available? Punta Arenas out into the Pacific round Cape Horn and into the Atlantic? Endless possibilities. Other considerations finally dictated to them. The political differences between Chile and Argentine made a trip entirely in Chilean waters the leastcomplicated. The political relations between Chile an d Britain were also strained but in retrospect they sawlittle of this: only friendship and hospitality.

Eventually they decided that their starting point was to be Puerto Williams, a purpose built Naval base in the Beagle Channel on the Island of Navarino and served by a small airstrip. Through the generosity of the Chilean Navy they could be flown in and their kayaks shipped the last 150 miles to the base if they could get them to Punta Arenas.

From Williams the round trip taking in the Horn would be almost 250 miles. Notoriously bad weather and extremes of temperature reduced their proposed daily mileage to 10 - 15 miles. They could carry food for 32 days, supplementing this along the way with fish and fungi, berries, other wildlife and shellfish. To allow time for the jourey out, a two month maximum was worked on, their departure to be in early December. While this period of the year, the Chilean summer, would not give them the calmest weather at least the temperatures would be at their highest.

More detailed planning of the route, thorough searching of the pilot book for sheltered bays, exposed crossings and tidal rates took place in the cramped confines of a Bude caravan during the National Surfing Championships. It was not that they were dedicated, the surf was poor!

Further local information was gained from Commander Pugh at the offices of the Chilean Naval Attache in London, and William Gardiner who had been headmaster at the English School in Punta Arenas and himself a canoeist. Slides William Gardiner was able to show them gave a great deal of encouragement. The sea was occasionally calm and the coastline sometimes flat enough to take a tent. About the same time they were sent an article from a boating magazine making reference to landing points on the Horn. Perhaps it was possible after all! Armed with this meagre information the route was committed to the chart, later to be followed almost exactly.

Out of the blue came the news that Colin Mortlock had decided to withdraw from the venture. There was little doubt that the three remaining members would carry on. Colin opting out brought about a major change in the basic structure of the expedition. They would continue as a democratic unit without formal leadership. Background experience was similar, each member had strengths and weaknesses: hopefully they would compliment each other. Decisions would be "committee".

Four still seemed the best number, a replacement was needed. From a short list, Jim Hargreaves was invited to join. He had been a member of the first British expedition down the Colorado and no newcomer to big water. He was also elected to the onerous task of quartermaster.

While each member had some special area to look after, they worked with the underlying principle that they would obtain whatever they could each. Barry worked wonders amassing a huge pile of equipment ranging from radios to plastic knives and forks. Frank had the job of secretary and trying to raise financial support while Nigel had the photographic and medical side of things. However, as the months passed jobs overlapped.

Money was a constant worry particularly the air fares out there. When it seemed as if they would never get to Gatwick let alone Punta Arenas, the eternal optimism of Frank encouraged them all.

Although many people have passed around Cape Horn, few people have explored the intricacies of the channels between the Horn and the Magellans. Information about this area was very scarce indeed, and what was available seemed to be aimed at the larger vessels likely to use the area, and therefore much of the information was not relevant to canoeing.

It was the almost total lack of information, of course, that made Cape Horn and its archipelago such an exciting challenge to the canoeist. They had only a small scale chart and the scant information contained in the South American Pilot when they left England. Talks in Puerto Williams and the Chilean Navy and the crab fishermen produced only conflicting reports about tide races. The Chilean Navy was able to provide some tidal information giving times of high water and the range for the first few days of their journey.

The essence of sea-canoeing can be summarised under four headings:

1. Tides
2. Weather
3. Landing Places
4. Escape Routes

The tide range never exceeded 3 metres on springs, and this, coupled with their experience of a 3 knot north-going stream in the Murray Canal on the ebb convinced them that the tidal movement would be the least of their problems. This indeed was the case, and apart from an occasional check for drift, they found that they could safely ignore tidal effects.

Although the South American Pilot spoke of instantly changing weather conditions, they did not believe this until they had experienced it! Twice they witnessed calm conditions change to a full gale in less than 10 minutes. Several times the wind backed through 90 degrees instantly, with no change of cloud pattern and often visibility would reduce from over thirty miles to a half mile in a matter of seconds. Thus the weather dominated their thinking throughout the journey and all decisions were made only after a very careful appraisal of likely meteorological events.

Although there were many areas where the coastlines are cliff-bound, they never experienced much difficulty in finding suitable landing places. This was a combination of careful scrutiny of the coastline ahead of them and a level of fitness that enabled them to paddle a few extra miles without fatigue if necessary. The rainfall is such that almost every bay or beach had a rivulet of drinking water available to them.

Although they planned every day on the principle of "Where do we go and what do we do if the weather deteriorates?" there were three major obstacles in their journey where realistic escape routes in rapidly deteriorating weather conditions were not possible.These were:

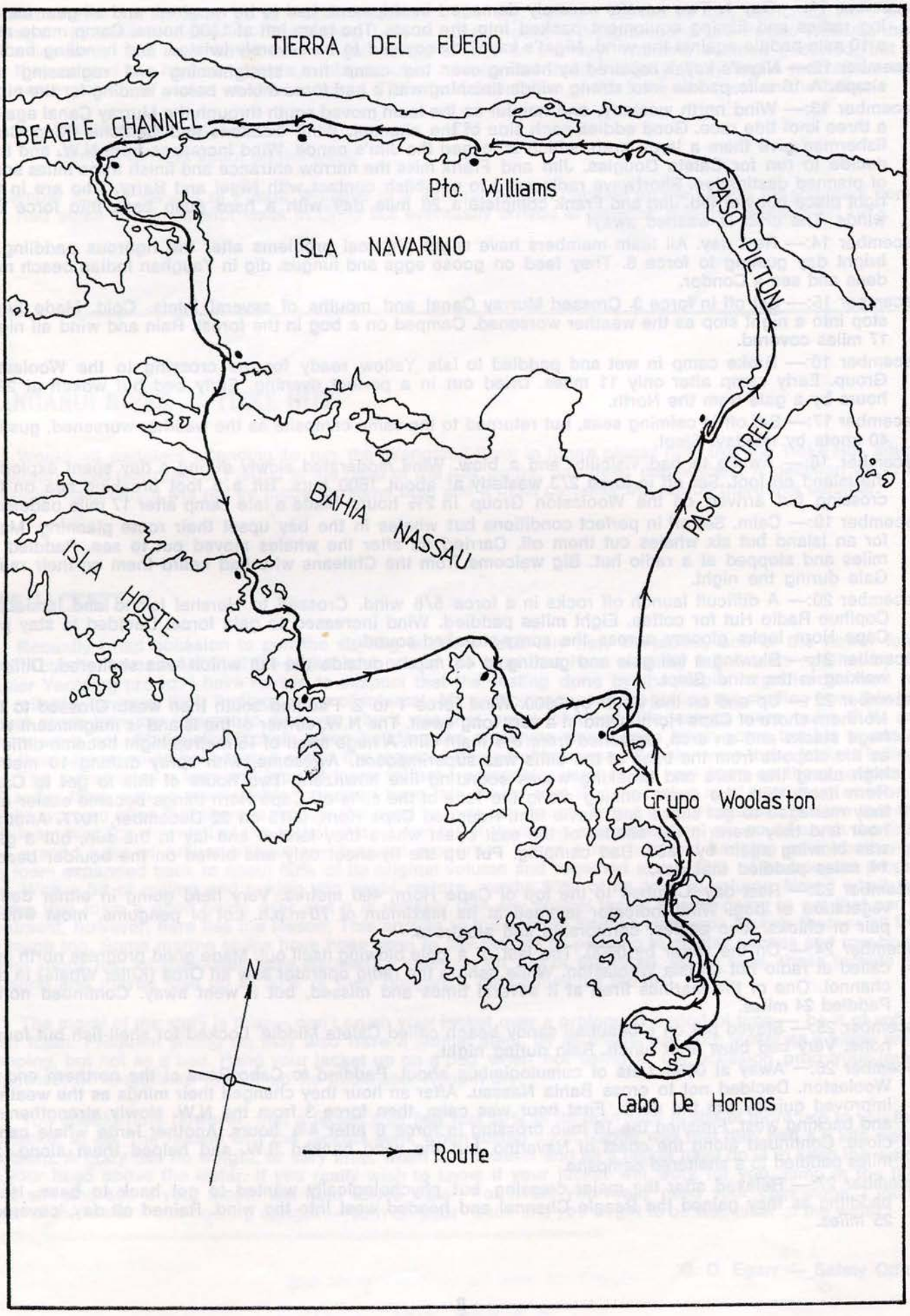
1. The 10 mile crossing from Hoste Island to Grevy across Paso Nassau on day 8. This was accomplished by setting out at four in the afternoon as wind speeds dropped after a passage of a depression.
2. The journey around Cape Horn itself on day 12. This was a 15 mile, five hour paddle with at least 3 hours of total commitment on the western side of the island. They began in calm conditions at 0530 hours with clear skies and some approaching cirrus. They landed on the east side of the island at 1030 still in calm conditions, but by mid-day there was a full gale blowing again. The sky remained clear and there was no indication that the wind would increase.

3. The crossing of Bahai Nassau from the northern end of Woolaston Island to the S.E. corner of Naverino on day 16. This was the most committing crossing of all as it involved a 16 mile paddle with no land at all to the east. Also they had achieved their main objective by this time, which meant that it was easy to under-estimate the danger as they were on their way home. They set off in calm conditions about 1000 hours after an hour-long discussion with regard to its feasibility. A vicious day previously had left an early morning legacy of cumulonimbus clouds that cleared away to the south east. They finished the crossing in force 5/6 with some relief!

All members of the team tackled Cape Horn in an entirely different way from their normal approach to sea-canoeing, which often involved looking for testing situations in the form of long crossings, difficult tide races and overfalls and testing wind conditions. Their approach this time was one of caution, and a healthy respect for the unknown. Although none of them felt that they had been pushed to their own physi cal limits, the heavy blow at the end of the second day, the huge swell and tricky clapotis (rebound waves) off Cape Horn and the aches and pains they all experienced after the third day day on the water made them all realise that their margins were quite small. One minor piece of bad luck, a lapse in planning or a little less stamina could have easily spelt out another story.

Mentally. they were all under a long term strain owing to the extreme unpredictability of the weather, but this was amply compensated for by the tremendous feeling of remoteness and grandeur that they had all experienced.

August 1977:— Four kayaks, packed with dehydrated food, camping gear and ancillary equipment, leave London by sea for Punta Arenas, Magellanes, Chile.
November 1977:— Chilean Navy trans-ship kayaks to Puerto Williams on the Beagle Channel.
November 28:— Expedition team gather in Nottingham for fitness tests at the University Medical School, and for last minute preparations.
December 1:— Team fly from Gatwick for Punta Arenas, via New York, Miami and Santiago.
December 5:— Team arrive in Punta Arenas.
December 7:— Special arrangements by the Chilean Navy allow the team to fly on to Puerto Williams, the expedition start-point.


TIERRA DEL FUEGO
BEAGLE CHANNEL
Pto. Williams
ISLA NAVARINO
PASO PICTON
PASO GOREE
BAHIA NASSAU
ISLA HOSTE
Grupo Woolaston
Cabo De Hornos
N
Route

December 11:— Day 1. Two kayaks severely damaged in shipment, had to be repaired, and all gear including radios and filming equipment packed into the boats. The team left at 1300 hours. Camp made after a 10 mile paddle against the wind. Nigel's kayak discovered to be severely twisted, and handling badly.

December 12:— Nigel's kayak repaired by heating over the camp fire, straightening and reglassing into shape. A 16 mile paddle into strong winds finishing with a bad force 8 blow before landing for the night.

December 13:— Wind north westerly, and helpful as the team moved south through the Murray Canal against a three knot tide race. Good eddies each side of the channel. Wind slackens and Centolla (King Crab) fishermen give them a large crab, which is lashed the Jim's canoe. Wind increases from N.W. and they decide to run for Caleta Douglas. Jim and Frank miss the narrow entrance and finish three miles south of planned destination. Shortwave radio used to establish contact with Nigel and Barry, who are in the right place but worried. Jim and Frank complete a 28 mile day with a hard push back into force 6/7 winds. The crab is washed away!

December 14:— Rest day. All team members have slight physical problems after the rigorous paddling. A bright day gusting to force 8. They feed on goose eggs and fungus, dig in Yaughan Indian beach middens and see a Condor.

December 15:— Set off in force 3. Crossed Murray Canal and mouths of several inlets. Cold. Made lunch stop into a night stop as the weather worsened. Camped on a bog in the forest. Rain and wind all night. 17 miles covered.

December 16:— Broke camp in wet and paddled to Isla Yellow ready for the crossing to the Woolaston Group. Early camp after only 11 miles. Dried out in a perfect evening. Early bed but woken at 2200 hours by a gale from the North.

December 17:— Set off in calming seas, but returned to the same campsite as the weather worsened, gusting 40 knots by midday. Slept.

December 18:— Awoke to bad visibility and a blow. Wind moderated slowly during a day spent exploring the island on foot. Set off in force 2/3 westerly at about 1600 hurs. Hit a 6 foot breaking sea on the crossing but arrived on the Woolaston Group in 2½ hours. Made a late camp after 17 mile paddled.

December 19:— Calm. Set off in perfect conditions but whales in the bay upset their route planning. Made for an island but six whales cut them off. Carried on after the whales moved out to sea. Paddled 22 miles and stopped at a radio hut. Big welcome from the Chileans who had heard them on their radio. Gale during the night.

December 20:— A difficult launch off rocks in a force 5/6 wind. Crossed to Hershal Island and landed at Copihue Radio Hut for coffee. Eight miles paddled. Wind increased to gale force. Decided to stay put. Cape Horn looks gloomy across the spray-streaked sound.

December 21:— Blowing a full gale and gusting to 45 m.p.h. outside the hut which was sheltered. Difficult walking in the wind. Slept.

December 22:— Up and on the water by 0600. Wind force 1 to 2. Paddled south then west. Crossed to the Northern shore of Cape Horn Island in a very long swell. The N.W. corner of the island is magnificent with huge stacks and an arch, detached from the main cliff. A huge swell of 15 metres hight became difficult as the clapotis from the base of the cliffs was superimposed. Awesome, with spray drifting 10 metres high along the shore and breaking waves sounding like howitzers. Two hours of this to get to Cape Horn itself. With the swell running along the face of the cliffs off Cape Horn things became easier and they managed to get slides and movie film. Rounded Cape Horn, 0915 on 22 December, 1977. Another hour and they were in the shelter of the east coast where they landed and lay in the sun, but a gale was blowing again by 1230. Bad camping. Put up the fly-sheet only and bivied on the boulder beach. 14 miles paddled that day.

December 23:— Rest day. Climbed to the top of Cape Horn, 400 metres. Very hard going in either dense vegetation or bog. Wind indicator jammed at its maximum of 70 m.p.h. Lot of penguins, most with a pair of chicks. Also eagles, cormorants and albatross.

December 24:— On the water by 0600. The last of a gale blowing itself out. Made good progress north and called at radio hut on Isla Woolaston. While ashore the radio operator saw an Orca (Killer Whale) in the channel. One of the marines fired at it several times and missed, but it went away. Continued north. Paddled 24 miles.

December 25:— Stayed put on a beautiful sandy beach called Caleta Middle. Looked for shell-fish but found none. Very bad blow after lunch. Rain during night.

December 26:— Away at 0600. Lots of cumulonimbus about. Paddled to Cabo Ross at the northern end of Woolaston. Decided not to cross Bahia Nassau. After an hour they changed their minds as the weather improved quickly frm the north. First hour was calm, then force 3 from the N.W. slowly strengthening and backing west. Finished the 16 mile crossing in force 6 after 4¾ hours. Another large whale came close. Continued along the coast of Navarino, but the wind backed S.W. and helped them along. 24 miles paddled to a sheltered campsite.

December 27:— Relaxed after the major crossing, but phychologically wanted to get back to base. Hard paddling as they gained the Beagle Channel and headed west into the wind. Rained all day, covered 25 miles.

December 28:— 12 miles to go to Puerto Williams. Tents dry, but rain started as they launched. Hard work again in force 6 head-wind. Short seas. Lots of spray. Rounded headland and saw Puerto Williams three miles away. Sea dropped off as they gained the shelter of the bay. Williams seemed deserted, but as they neared the harbour people tumbled out of houses and lined the jetty. They had a marvellous welcome with ships' sirens and water hoses. The whole population of the town met them on the beach.

Total nautical miles covered	227
Number of days spent on the water	18

December 31:— Flew out of Puerto Williams in a light plane after packing up the kayaks for shipment home. Had some problems with visas in Chile but eventually arrived at Gatwick, mid-day January 12, 1978.

WANGANUI RIVER — TIEKE HUT

Would all paddlers intending to run the Wanganui River in future please note that the Tieke Hut, situated fifteen miles upstream of Pipiriki at the head of the last gorge, has been demolished. A decision as to its possible replacement will not be made for some time and it most certainly will not be there this summer.

LIFE-JACKETS

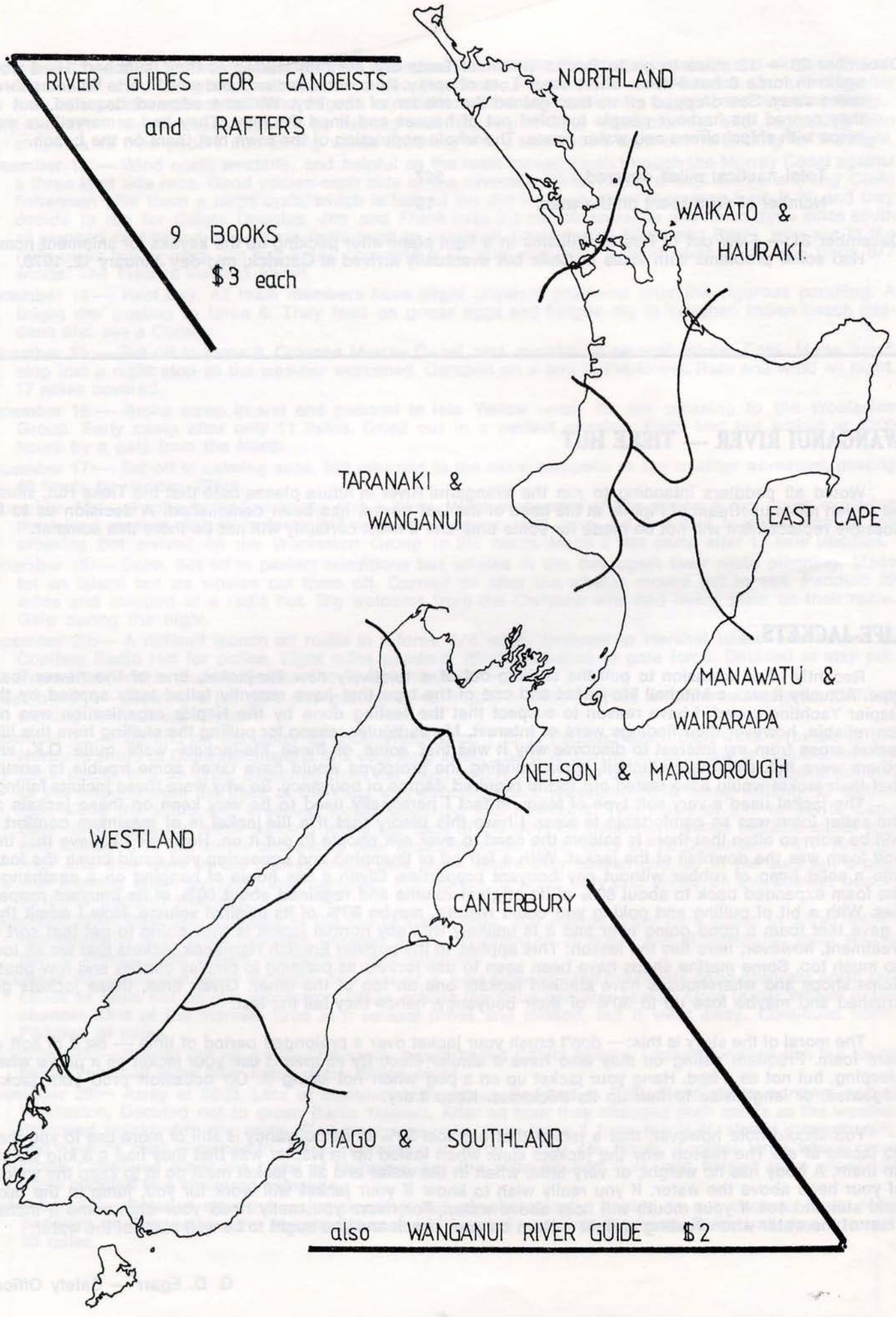
Recently I had occasion to pull the stuffing out of a relatively new life-jacket, one of the newer foam type. Actually it was a Mitchell life-jacket and one of the type that have recently failed tests applied by the Napier Yachting crowd. I have reason to suspect that the testing done by the Napier organisation was not too reliable, however their findings were of interest. My particular reason for pulling the stuffing from this life-jacket arose from my interest to discover why it was that some of these life-jackets were quite O.K. and others were not. Obviously Mitchell, when building the prototype would have taken some trouble to ensure that their jacket would have tested out to the required degree of bouyancy. So why were these jackets failing?

The jacket used a very soft type of foam, in fact I personally used to be very keen on these jackets as the softer foam was so comfortable to wear. I have this theory that if a life jacket is of maximum comfort it will be worn so often that there is seldom the need to ever ask people to put it on. However I believe that this soft foam was the downfall of the jacket. With a fair bit of thumping and squeezing you could crush the foam into a solid lump of rubber without any bouyant properties. Given a few hours of hanging on a coathanger the foam expanded back to about 60% of its original volume and regained about 60% of its bouyant properties. With a bit of pulling and poking you could restore, maybe 80% of its original volume. Now I admit that I gave that foam a good going over and it is unlikely that any normal jacket is ever going to get that sort of treatment, however, here lies the lesson: This applies to the popular English Harrishok jackets that we all love so much too. Some marine shops have been seen to use jackets as padding to display canoes and row-boats. Some shops and wharehouses have stacked jackets one on top of the other. Given time, these jackets get crushed and maybe lose up to 30% of their bouyancy, hence they fail the test.

The moral of the story is this:— don't crush your jacket over a prolonged period of time — be it of soft or hard foam. Frequent sitting on may also have a similar efect. By all means use your jacket as a pillow when sleeping, but not as a bed. Hang your jacket up on a peg when not using it. On occasion prod your jacket edgewise, or lengthwise to fluff up its thickness. Keep it dry.

You should note however, that a jacket that has lost 30% of its bouyancy is still of more use to you than no jacket at all. The reason why the jackets sunk when tested up in Napier was that they had a 6 kilo weight on them. A body has no weight, or very little, when in the water and all a jacket must do is to keep the weight of your head above the water. If you really wish to know if your jacket will work for you, jump in the lake, hold still and see if your mouth will float above water. For rivers you really need your chin some 3 inches clear of the water when floating upright — turn on your back and you ought to be well clear of the water.

G. D. Egarr — Safety Officer



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The following articles are reprinted from the 'Soil and Water Magazine' and relate to the question of establishing a Wild and Scenic Rives Act to protect recreational interests on rivers.

The three recreational groups most concerned with the wild & scenic rivers question are the Jet Boat Association, Canoeing Association, and Acclimatisation Societies. Soil & Water Magazine invited these groups to comment on the issues and express their opinions.

THE ANGLERS

Acclimatisation Societies represent the interest of some 120,000 licence holders who fish New Zealand's rivers for recreation. This article was written on behalf of the Societies by W. J. Armstrong, Fisheries Officer, Wellington Acclimatisation Society. It does not claim to represent the viewpoint of each individual society.

It has become apparent that development proposals on New Zealand's rivers pose a major threat to the freshwater fisheries resource. At present there are some 68 state-funded hydro or irrigation schemes either under construction or being investigated. 30 small hydros were proposed last year, and in the year from August 1977 the Committee on Local Authority Hydro Development recommended grants and loans to the value of $63 million (Teirney 1978b). In addition the Ministry of Works and Development have allocated $20 million to subsidise river control work this year (Teirney 1978a).

The often dramatic impact of large schemes must be viewed against a background of more insidious change — the gradual deterioration of rivers as habitats for salmonid fish due to the effects of flood control works, modification of catchments, and a multitude of abstractions. River flow regimes have altered, and the resulting high flood peaks and very low flows have many adverse effects on fisheries.

Extremes in flow and 'river training' amount to a very real loss of habitat either on a seasonal or permanent basis, and fisheries managers have been fighting a rearguard action in this conflict of interests for several decades.

Acclimatisation societies support the concept of protecting certain rivers as national resources in terms of their scenic and recreational value, as this helps protect the legitimate interests of their licence holders.

The Effect of Major Development Proposals on Fisheries

Any major alteration in flow regime is likely to affect river ecology significantly. Both insufficient knowledge and the inherent complexity of aquatic ecosysyems make it difficult to pinpoint cause-effect relationships. However, some of the more obvious considerations are:

Hydro-electric Power Schemes

Dams prevent access to spawning grounds. In general, the special provisions for fisheries built into some schemes (e.g. fish ladders, spawning races) have been unsuccessful in reducing their impact. Admittedly an impoundment may create fishing opportunity, but this is often a poor substitute for that which is lost. The extreme fluctuation in flow which occur downstream from a small hydro mean that they are potentially far more damaging than large dams. An article by Scott (1978) deals with the effects of small hydros on fisheries.

Irrigation Schemes

At best, major abstraction means merely a loss of habitat which inevitably leads to a loss of production or a lowering of carrying capacity. However it is the indirect effects on the fish population due to habitat deterioration that are potentially most damaging.

Salmonids are adapted to cool, well-oxygenated water. Abstraction reduces the volume to surface-area ratio, allowing the water to heat up more quickly. Lowered depth means loss of deep pools which provide a sanctuary during hot weather. Trout cease to feed at high temperatures, and heat stress may mean loss of condition, reduced catchability, force emigration, or even death. High temperatures and less turbulence (because of lower velocity) may both indirectly increase the stress on fish by reducing the disolved oxygen content of the water. The contraction of a river away from its banks can mean a loss of cover, shade and allocthonous input, all of which downgrade the habitat for fish.

Food Control Schemes

The straightening and confining of a river in a channel can have several adverse effects on fisheries. It removes the holding water — the natural sequence of pools, runs, riffles — so essential for a productive trout environment. The removal of natural meanders increase the gradient and hence the velocity of a stream, promoting streambed instability and degradation. The 'molar action' of moving gravel does not favour the growth of diatoms and algae, which are at the base of the food chain. It also prevents the establishment of a rich and diverse macroinvertebrate fauna (trout food).

Finally, confining a river to an unnaturally small channel places a greater stress on the river bed during floods, thus adding to the effects already mentioned. This is compounded by the rapid runoff and high flood peaks associated with deforestation and excessive land drainage.

The Basis for Preservation

If the conflict between economic needs and fisheries interests is to be rationalised then it is necessary to put a fisheries value on each river, i.e. establish their relative importance on a regional or national basis.

Important criteria when assessing a river's suitability for protection as a wild river for angling purposes include: scenic appeal(setting, water quality, channel shape, longitudinal profile, etc.), uniqueness in a geographic area, the national stock of similar streams, proximity to centres of high population, wilderness feeling, and productivity (size, catch rate, etc) for fish.

Existing Legislation

With the exception of water quality control measures, existing water and soil legislation has afforded very little protection to river fisheries in the past. There has been a lack of biological rationale behind the drawing up of allcation plans and the setting of environmentally acceptable flows.

Classification and water rights appear to be administrative devices that operate only during or after development. The water right process has afforded negative protection because the objector rather than the developer has been put in the position of the appellant. It is often not an easy task to demonstrate why development or changes should not occur. Past events have shown that under existing legislation, when a value judgement has to be made between recreational use and economic gain, the former loses out.

Water and soil legislation supports the multiple use concept. Therefore it does not offer the kind of protection sought by recreational users. The mere act of allocating water is contrary to the spirit of wild rivers proposals, which are aimed at restricting or preventing consumptive use in order to enhance a range of recreational uses.

Existing Administration

Acclimatisation societies consider that the National Water and Soil Conservation Organisation should not be responsible for promoting a recreational and scenic river protection policy. As the Commission for the Environment (1978) recently pointed out, recreational interests are under-represented on NWASCO, its councils and regional water boards.

In view of the strong involvement of the Ministry of Works and Development in NWASCO, it is little wonder that some bias has been shown towards development in the past. The National Water and Soil Conservation Authority's Decision (1978: p 21) on the high dam at Clyde made it clear that it was considering the full range of use, but that the economic gain from electricity generation outweighed other considerations. This does not appear to be the approach required for the present proposals.

Possible Legislation and Administration

Societies feel that there is a need for positive protection in the form of new wild rivers legislation. The National Water Protection Committee of Acclimatisation Societies (1978) has concluded that only a major prohibition can safeguard a river against major development proposals. They consider that a separate and independent agency should be responsible for promiting a recreational and scenic river protection policy. The chosen authority shuld be free from political pressure and would be dedicated to identifying and setting aside wild and scenic waterways to be part of the rightful heritage of all New Zealanders.

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THE JETBOATERS

Jet boaters see an urgent need for certain rivers to be designated as 'national resources' in terms of their scenic and recreational values, and for these rivers to be given legislative protection as wild rivers.

There are a number of rivers, and parts of rivers, that need protection. These would include: the Motu, Ngaruroro, Wanganui, Rangitikei and Rangitaiki in the North Island, and the Buller, Grey, Clutha, Waitaki, Waimakariri, Rakaia and Hollyford in the South Island. However, there are many more that should be included in this list. In fact all rivers should be given protection now, and the onus should be on the developers to prove that their intended use of a river is in the greater national interest. It must be made more difficult for them to win approval for their schemes than it is under the farcical regulations that now exist.

Jet boaters are essentially lovers of nature. They enjoy any free-moving, unobstructed river, the outdoors, the thrill of boating wild rapids and shallow waters, and absorbing the beautiful scenery, with the freedom to boat where man's materialism is not evident. In the recreational use of rivers, there need be no conflict between the activities of our members and other recreational water users. Our Association encourages multiple rivers uses so that anglers, canoeists, swimers and others may enjoy our natural heritage. We pride ourselves on our relations with other interests, we have applied 'blanket' no-boating restrictions on some rivers that are heavily fished, and on spawning areas on other rivers during the spawning season. A good example of this is the Canterbury/West Coast area, where the rivers are free from speed restrictions and where jet boaters have not presented undue problems for other water users.

We see a definite need for the establishment of a national authority for protecting wild rivers, giving environmentalists, the Jet Boat Association, the Federated Mountain Clubs and the acclimatisation societies full representation. With no national authority, problems arise as a result of the fragmented system of control for rivers, particularly in the case of the catchment boards. In our experience, although most catchment boards are sympathetic, others are antagonistic and uncooperative. For example, the Association cannot understand how one catchment board will not allow jet boats on a major South Island river because of possible erosion problems, yet every time there is heavy rain and the river floods, the banks are subject to erosion damage.

In no way can minimum flows and water allocation plans protect wild and scenic rivers. A river could still have a minimum flow at a designated point, yet have a number of dams built further up stream. Minimum flows can only be effective if they are taken over the entire river and not just at one point.

Although a minimum flow ensures access to wild and scenic stretches of river, it does not protect the complete natural environment which our members want to enjoy on these waters. New legislation would be necessary to ensure the protection of the total environment, and not only the river itself. In our view, a 'wild river' is one untouched by any buildings, fences, dams or roads, and is free for everyone to view, enjoy and use.

Our Association feels that a separate authority for prompting river protection policies must be set up, with the proviso that recreational river users be adequately represented on it. Rivers must be protected now, and we feel that a separate authority could do this far better than any existing government department or other organisation that already has enough responsibilities. However, we would stress again that the multiple recreational uses should be considered, and that recreational users have a voice in formulating policy. Our Association has never had representation in the National Water and Soil Conservation, yet with 2000 members we are the largest single boating group in this country.

Noel Keys
Chairman, Rivers Sub-Committee
N.Z. Jet Boat Association

THE CANOEISTS

Graham Egarr of the N.Z. Canoeing Association has become the unofficial spokesman for the wild rivers lobby in New Zealand. He is author of the recreational river guide soon to be published. Soil & Water interviewed Graham Egarr to background his veiws on the issue of wild & scenic rivers.

Why is there the sudden need for the protection of rivers for recreational and scenic values, when they have been used for years by canoeists and others with no apparent problem?

There are four important developments that have brought our problem into notice recently. I say 'into notice recently', because we have now been advocating the need for some form of protective measures for over 10 years. Our requests have largely been ignored and, of course, we have not been very efficient in our lobbying. I think we all had some naive belief that recretional interests would be provided for in the granting of water rights, as they are supposed to be under the Water and Soil Conservation Act.

The demand for protection has been brought about by our rapidly changing life-styles. Today in New Zealand we have the locking up of areas of the countryside in private land ownership, so that city folk must be content to look from the road. At the same time we have the tremendous shrinking of wilderness areas. The national park, forest park, and walkways concepts have been attempts to overcome this problem. However, the land that we have put aside often requires a high degree of skill, fitness, and experience to be enjoyed. Rivers are unique in that they provide a means whereby the average person can float into, experience, and float out of a wilderness area without damaging the environment or using large amounts of fuel. Consequently, as we have became a nation of city dwellers, there has been a tremendous increase in the numbers of people seeking a way into the wilderness by the easiest means — down rivers and by trail bike.

Before the war only a few rugged individuals used rivers to get into the back country to hunt. Today we have a new breed of river recreationalists who canoe or raft for its own sake. The administrators of river resources are of the older generation and have not always understood that river uses are changing. As a group river recreationalists suffer from a lack of status. The Americans have a satisfactory means of river protection because river users in the U.S.A. have more status. There have been two American presidents who were keen rafters. Canoests, rafters, drift-boaters, and jet-boaters do represent a cross-section of New Zealand society, and the increasing status of these people and their activities is part of the explanation for our voices being heard now.

The increasing demands for protection have been caused by the realisation of the urgency required, as there has been a sudden increase in the destruction of wilderness area. This has come about through; deforestation causing the silting up of rivers, reafforestation with exotics reducing catchment water supplies, increased farm development, restricted access as a result of all of these, the choking of river beds through willow growth, other develpment proposals involving the clearance of native bush, and most dramatically the conversion of free flowing rivers into lakes and hydro reservoirs. We believe that if we are to preserve any river environment, then the first steps must be taken now before there is nothing left to protect. So many people do not realise what little undisturbed river environment we have left, particularly in the North Island.

Finally, there is the realisation that the existing legislation is inadequate. The system of water right hearings appears to be adequate on paper, but in practice it does not work to take recreationalists' interests into account. Suppose a power board wishes to dam a particular river. It does a pre-feasibility study, and then obtains government loans to do a full feasibility study. At this stage the board designs the project, has an environmental impact report prepared, and then applies for a water right. This process may take 5 to 7 years.

We are often unaware of all this until the environmental impact report is submitted for audit. By this stage we have about one month to prepare our case and a similar amount of time to prepare for the water right hearings. Often we have to fight our case on purely economic grounds. In nearly all cases the board can demonstrate that on any river taken in isolation recreation will have a lower order of priority than hydro or irrigation. So we lose the fight and cannot afford to take a case to the Town and Country Planning Appeal Tribunal, because if we lose again and have costs awarded against us, where do we get the money from to pay these?

We have to fight for the public interest with private funds, while the power boards are putting their case at the expense of their consumers, often the very people whose interests we are trying to protect. So we lose the river, and the next year we lose another, and on it goes. What we wish to do is to say; okay, let's acknowledge that recreation is a legitimate water use. How important is it, and what percentage of the nation's river resources should recreationalists be entitled to? We believe that the 3% or whatever we ought to have — maybe six significant rivers in the whole country — should be set aside now. After that we would be happy to put our case at hearings for water rights on other minor rivers that we have an interest in.

We have also had to become more vocal because we now understand the real nature of the conservation problem. Certainly there are provisions in the Act to protect our interests. We had — as I have mentioned — naively believed that we need only point out to the authorities where our interests lay, and they would have considered them when development threatened. However, lately we have realised that the problem is a political one. We now believe that to achieve any sort of protection which ought to be ours under the Act, we are going to have to create a swing in political power towards the pro-conservationist lobby in the Cabinet. So we have come to see ourselves as a pressure group rather than a recreational group which believes its interests were provided for by law.

The Government has a tendency to listen only to economic arguements, and this is a most difficult obstacle to overcome. The Clutha Scheme illustrated to us the fact that the National Water and Soil Conservation Authority acts under considerable political pressure. Our only hope lies in either lessening that pressure, or in advocating a compretely autonomous body such as a "Wild and Scenic Rivers Authority' like the National Park Authority.

What do you perceive as the greatest potential threats to New Zealand's remaining wild rivers?

Aside from the threats posed by land development, which I have already mentioned, there are the bureaucratic obstacles. There are, for instance, the current claims by those people charged under the Act to look after the interests of groups such as ourselves, that there is no problem, that there are plenty of wild rivers, and that there is legislation to protect the rivers. Clearly there is no suitable legislation and by the time we have proved that this is so, we will have lost our rivers.

What qualities in particular do canoeists look for in a river?

The river must be navigable by canoes, have a current of at least 5 knots, have some degree of white water. And most importantly, it must enable the canoeist to do such things as paddle into eddies and counter currents, drift into pressure waves, and surf on the tumbling white-water found in faster rivers.

The river must have natural qualities, as we find that the regular hydraulics of artificial water-ways are quite different to the naturally occurring variety. The degree of white-water should vary. Some rivers need to be placid for family type recreation, others need to be boisterous to provide a degree of apparent danger and challenge.

In what way might the requirements of a river for canoeing differ from the requirements for other recreational pursuits?

There is a very wide range of recreations capable of using a river. There are those who use the river because it happens to be the habitat of their aim in sport — fishermen, duck shooters and such. There are activities that depend upon the very nature of the river as a whole — canoeists, pack-floaters, rafters, drift-boaters, jet-boaters. There are those who use the river merely because it provides an expanse of water — yachtsmen, powerboaters, rowers, water-skiers. And there are those who use the aesthetic qualities — people who walk and tramp along rivers, photograph them, picnic beside them, listen to them and generally find some soul-uplifting benefits from rivers.

Lakes, harbours and such offer reasonable substitutes for most of these people except for the second group (river floaters) and a few trout and salmon fishermen. Hence, when we talk about recreation on rivers it is these people whose needs must have some priority, as there are no substitutes. Within this group, the differences in requirements are basically those of size and access. You can fish in a river large enough to jet-boat in, but you cannot necessarily jet-boat in a small creek that you can fish in. A fisherman might walk five miles to a good river, but a rafter with half a ton of equipment cannot. Consequently, when we talk of recreational rivers we must speak of those that are of sufficient size for a wide range of activities.

Why can't recreational needs such as those for canoeists be provided for under existing legislation, using the various bodies within the National Water and Soil Conservation Organisation?

To some extent NWASCO are correct — existing legislation can meet some needs. We talk of two types of rivers. We need short lengths of river where people can go to picnic, swim, float about in, and have an hour's canoe run over good white-water. The Wairoa and Lee Rivers in Nelson are good examples. In these cases we would be perfectly happy with a fixing of minimum water flows. But our real problem is with only a few rivers of outstanding quality — 'wilderness rivers'. Here we need a guarantee that the total river environment will be protected.

When we talk of wilderness rivers like the Moth, Wanganui, Buller and Clarence, it is not enough to have a minimum flow — say 12 cumecs for 6 hours a day — set on the short lengths between hydrolakes. In this context the minimum flow provision is meaningless. A river such as the Motu — with a small volume of water flowing at a high rate — offers quite different conditions to a hydro lake which has a larger volume of water flowing at a slow rate, yet they both may have a similar minimum flow.

Have canoeists been attempting to lobby or work with catchment authorities, and do you feel that recreational and conservationist interests are able to communicate their needs to the authorities satisfactorily?

We have lobbied the authorities and it has not gotten us far. We were told by a member of the Water & Soil Conservation Organisation that we might have some success if we asked for a 'river of national importance designation on a specific river. We tried that, but it was to no avail. Later we were told to apply for minimum flows to be set on a river. This we did over twelve months ago, yet some members of the Water & Soil Division seen quite unaware that we have made three such requests. Just how seriously are we being taken?

The other problem is that we know what we want: we are recreationalists, and we are the experts in that field. But when we come to talk to the engineers and the bureaucrats, we get treated like incompetent amateurs, and they end up telling us what we want. When an environmental impact report is prepared, thousands of dollars are spent on obtaining scientific facts on the effects of the scheme — from the design structure to effects on fish life. But when it comes to assessing the effects on recreation, they are content to ask the local service station owner or farmer about who uses the river. Why have there never been any sociological surveys done on river use? The answer is simple: at the moment it is more convenient to believe that more people would use a hydro lake than ever used the river in the first place. This assumption is known to be wrong on the Waitaki river, but still we hear the same arguments used against us on the Clutha.

Does your Association feel that recreational interests have sufficient representation in NWASCO?

If we did, we would not be in the position we are now. One member on the Water Resources Council who can be out-voted by 13 others is clearly insufficient when you consider that most of the other members are pro-development. We also believe that the recreational groups themselves ought to recommend the recreational representative, rather than their being appointed from above. We would like to see recreational representatives on all catchment boards, as well as a representative on the Soil Conservation and Rivers Control Council.

Which rivers would the Canoeing Association wish to see protected for their wild and scenic qualities?

Given the assumption that we are talking of 'wilderness rivers', clearly they would be: the Motu, the Wanganui, and possibly the Rangitikei in the North Island. In the South Island there would be the Clarence, the upper Grey, and possibly the Buller from Murchison, and the Waiatoto, which is the most beautiful river in South Westland. Personally, I love the Ahaura which flows into the Grey, and it would be a candidate too.

Would the Canoeing Association favour the Commission for the Environment's suggestion of setting up an agency separate from the National Water and Soil Conservation Organisation, responsible for promoting river protection policies to the Organisation?

If that is what is needed to achieve our aim — yes.

But the Commission suggested the Q.E.II National Trust, which is already set up with the necessary functions. All we want is some guarantee that a river and its environment should be protected and remain unmolested by development. More importantly, we want to know that it will remain so without our having to continually be on our guard to fight and lobby for its survival. How this is brought about is not our care, but it must be done and done urgently.

ANOTHER WAY DOWN THE RIVER

River rafting is a pastime which is rapidly gaining popularity, although it is difficult to assess the exact numbers participating. Since it requires little financial outlay and no special training to start rafting, it has wider appeal than more specialised water sports.

Rafts range from craft made of truck or tractor inner tubes lashed to a frame of willow branches, up through inflatable dinghies (mainly designed for use as yacht tenders), to sophisticated American craft with multiple bouyancy chambers, a tubular framework forming a rigid rowing platform, and costing thousands of dollars.

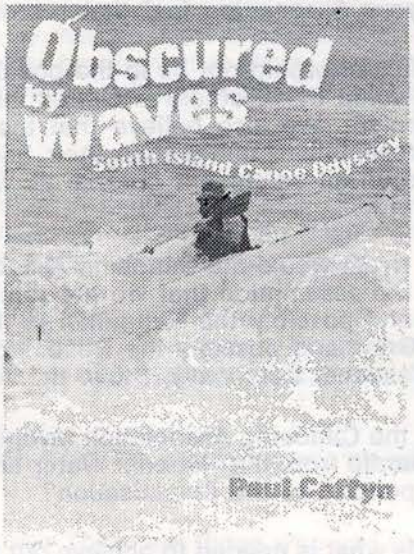
The sport is very popular in America, where some rivers have to be 'booked' in advance. The more sophisticated rafts specifically designed for river-running are not generally available in New Zealand, although enthusiasts and professional tour operators are using them in increasing numbers. Graham Egarr of the Canoeing Association, in the course of his recreational survey, has come to the conclusion that on many N.Z. rivers recorded trips by canoeists are far outnumbered by more informal expeditions, usually undertaken by locals on home-made rafts.

Rafts are better in fast-flowing rivers rather than slow ones (like the Wanganui), where it can become very tedious paddling them. The smaller types without built-in floors cope well with rocky rivers. A relatively low level of skill is required with a raft, which makes it ideal for amateurs, but potentially dangerous if used on difficult rivers or without some commonsense.

Two of the rivers most preferred by rafters in the North Island are the Upper Mohaka and the Rangitikei. The Upper Mohaka is considered a safe wilderness river for less experienced rafters, and especially suitable for family groups. But recently there has been concern at the detrimental effect of pumice sediment flowing in from the Taharua, a tributary of the Mohaka. Thls is one example of how a scenic river is being changed through interference with the wilderness area surrounding it.

OBSCURED BY WAVES
SOUTH ISLAND CANOE ODYSSEY Paul Caffyn

Published by John McIndoe, Dunedin. Price $11.95.



The back cover describes this book as Paul's own story of one of the most amazing journeys ever undertaken by a New Zealander. The story of the first circumnavigation of the South Island of New Zealand. And that is exactly what the book is about. In fact a large portion deals with the most dramatic part of the trip — Fiordland. The photos are superb.

New Zealand Canoeists are indeed fortunate that Paul has found a publisher prepared to print a book which, at first glance, would seem to have appeal to a small market — namely canoeists, and perhaps many people will pass up an opportunity to read this book because they think that they would not enjoy the book unless they knew something about canoeing, but they would be wrong there. This book is as much about people and places along the way as it is about the trip itself. True, the trip does dominate the text, and the author cannot help but let the final goal — the completion of the circumnavigation — become an obsesion. An amazing journey? As a trip it certainly was amazing, yet it was a journey that just had to be done. I know of two people who had been thinking of this same journey for some years, in fact as early as 1970 a scheme was put to me to paddle the whole of New Zealand. The fact, however, is that no one had dared to attempt the trip until Paul. Paul gives you the idea that the trip just seemed to grow out of the Fiordland expedition, that with time on his hands and after having built up the fitness and the skills on the Fiordland trip he was in a perfect position to go on and do the round trip. However, it became a trip, not for its own sake, not for the love of it, nor in order to see the country, but because he had to do it. Paul would push on and on beyond the point where enjoyment ends and survival takes on a more prominent role. This is a story honestly told, of the motives for the trip and of one man's ambitions to reach a goal and how those ambitions at times overrode feelings of friendship when a friend never turned up at a pre-arranged beach landing, when an argument developed because a companion was not as fit as he was expected to be. The trip is remarkable also, not only because of the difficulties of surf and weather, of the long hours alone, of the agony of a long strenuous paddle all for the sake of a desire to finish the trip, but also in these days of sponsored expeditions, this was a trip financed almost entirely from one man's pocket.

The book itself was a bit of a disappointment at first. The format for one. It is a paper back. It seemed odd to me that the publisher should wish to produce such a book as this in paperback. The great aspect of a paperback is that it cuts costs, but only if large numbers are printed. I should not imagine that more than 3000 have been printed and the paperback format would hardly be a significant saving. For my part, an increase of price for a hard covered and bound book would be worth it. This is the sort of book you would be inclined to leave lying about for visitors to pick up and read, a coffee-table book. The photos, and the interest that there is in such places as Fiordland, lends itself to better treatment than this magazine-like format. The title too, seems a little irrelevant. However, once you get used to the format you find aspects of great value — the maps that show the entire length of coastline, and in great detail, placed within the text at the appropriate place. The text needs the maps and they really do make this book somthing more than a simple traveller's tale. The humour is rather off-beat. The puns get more than a little tiresome and fail to convey anything except that puns are a part of a tradition of canoeists, whereas they are more the property of mountaineers and that clique.

But this book is the record of a trip and as such is part of the history of canoeing in New Zealand. Anyone who calls himself a New Zealand Canoeist is going to have to read this book, or own a copy. It is a faithful account of that trip, and a book well worth reading in its own right. It is a story of a truly admirable journey and I for one look forward to Paul's next book, of the North Island. I only hope that sufficient copies of this book are sold so that the publisher considers another worth-while.

G. D. Egarr

BRITISH PACIFIC — ALASKAN KAYAK EXPEDITION 1979

The above expedition was carried out by Barry Smith and Colin Mortlock over the period 12 July to 11 September 1979. They canoed, for the first time ever, the rugged coastline of Alaska between capital city of Juneau in the South and the town of Anchorage in the North, using Nordkapp's and carrying all their own equipment, and without any form of support parties, shore parties or other boats. The two man team paddled over 1000 miles during this venture. The journey presented formidable natural hazards. At the southern end of the coastline are massive fjords. North West from Cross Sound for 300 miles mountain walls rise abruptly from the sea to 12000 feet, and glaciers end in ice cliffs in the Pacific. Exposed to the full power of the Pacific Ocean a heavy swell and huge surf were normal and made landings a problem. On land, at campsites bears were a real problem, whales could have been a problem as they are numerous and big but they ignored them.

IRELAND WEST TO EAST EXPEDITION 1979

Between August 1 to 18 John Gosling and Alan Clee paddled from the Atlantic Ocean to the Irish Sea from Belleek to Dublin via the River Erne, the Ballinamore to Ballyconnell Canal and the Shannon and Grand Canal, a total distance of 260 miles. They carried all their own gear and camped out.

BAFFIN ISLAND EXPEDITION 1979 - 1980

Frank Goodman is planning an expedition to Baffin Island, but this is an expedition with a difference. Frank sums it all up in the opening paragraph of the expedition brochure. '. . a link between the Inuit culture and our own by way of canoeing, canoeists and the kayak . .' The kayak in question being the Nordkapp. The Nordkapp kayak was originally based on an original Inuit (Eskimo) kayak and now Frank plans to take it back to its hereditary homeland where it will be built and used by the local people. The kayak is the symbol of independance of the Eskimo people, and few are built now in the Arctic. A group has been formed in Baffin Island to rekindle the Eskimo culture and to promote kayaking as one way of projecting into the future a powerful symbol of the Eskimo culture and to restore the kayak to prominence in the very area where it originated. The expedition will take moulds to Baffin Island and begin a programme of instruction in building kayaks in G.R.P. It it hoped that eventually the Inuit can learn to translate their traditional designs into plugs, moulds and kayaks made in G.R.P.

In 1980 expedition members will return to Baffin Island and will link with a small group of Inuit to make a journty by kayak along the coast of Baffin Island. It is hoped that the expedition members will be able to trade experience in modern G.R.P. technology in return for instruction in survival techniques relevant to the Baffin Island coastline. A sociologist has been selected as one of the expedition members.

DANUBE '79

George and Sylvie Spenceley paddled the Danube during the northern summer. In all they did 2100 km of it leaving the last 495 km uncompleted which they hope to do next summer. Is seems that there are many regulations for river travellers in the Eastern Europe countries so a journey of this sort needed a great deal of planning. The trip was marred by excessive rain, floods and wind which is why the trip was not completed this summer.

NORTH ANDES WILD WATER EXPLORATION 1980

A team of four aims to explore the wild water canoeing in the upper reaches of the Cauca and Magdalena river systems in Colombia. South America over the six months from October 1980. So far as is known no

paddling other than by purely native craft, has been done in this area before. It is hoped that the team will be able to canoe as many of the unchartered rivers in this mountain area as possible and also hopes to do some 'really hairy' descents working as an independant team on a self-supporting basis with the minimum of equipment back-up. This will result in an increase in risks but will give an increase in mobility and flexibility and will allow the team to cover as much water as possible. Two members of the proposed expedition are Mike Higginson who is currently in Australia and will be competing in the '79 Murray Marathon, and Dave Shell who will be in New Zealand until March '80.

EXPEDITION NORTH WEST 1979

During this last August and September an expedition was to have been mounted to run some very wild water in the North West of British Colombia. As yet no news has filtered through as to how they got on. The expedition was to run a lot of previously uncanoed water up near the Alaskan boarder. The more severe white water was thought to be contained in the Stikine, Skeena, Iskut and Spatsizi rivers. It was hped that the team would also carry out a reconnaissance of the Stikine Grand Canyon to establish its feasibility and to plan an assault. Apparently this river has a similar volume to the Colorado but is squeezed through half the width and at five times the gradient. The expedition team spent some time warming up on rivers in the Caribbo region of British Columbia including the Frazer River. The team was to be led by Pete Knowles and Dave Manby, who was on the Duhd Kosi, was also a party member.

EXPEDITION KALI-GANDAK 1980

The above expedition, to be led by John Wilde, is an Australian expedition to the Kali-Gandak River in Nepal and will take place during September and October of 1980. Details are not available at the moment but we hope to be able to report later on the expedition.

MISSISSIPPI RIVER

Two teachers of the deaf, Marsha Berry and Janet Dalgleish, left the headwaters at Lake Itasca, Minnesota, in August 1978 and 114 days later paddled into the Gulf of Mexico.

PLATTE RIVER, NEBRASKA

In June 1979 Ted Adomvich paddled solo through 600 miles of the central area of the United States, travelling through the area originally explored by trapers and traders, whose life Ted is trying to emulate.

NOATAK RIVER

The Noatak River flows off the Brooks Range in Alaska and into the Arctic. Four paddlers from Gotenborg, Sweden did the river this last July.

GREENLAND EXPEDITIONS 1977

Confusion seems to have been generated lately by conflicting reports of an expeditions to Greenland in 1977. It should be noted that there were two expeditions to Greenland in 1977. One was by a German team and the other was by we think, a British team led by Mike Jaques. At the moment we have no further details of either expedition, but confusion may have been generated by the fact that there were two trips in this area.

Brian Smith, mentioned elsewhere in this magazine canoed the Mississippi from Lake Itasca to the Gu lf, covering the 2320 miles in 42 days, 4 hours 59 minutes

THIS IS RESCUE BREATHING

The oldest and best method of resuscitation — the use of a rescuer's breath to revive a victim unable to breath for himself.

In an unconscious person with head slumped, the tongue blocks the throat and little or no air can get into the lungs.

Tilt head right back.

Hold the head fully tilted with chin pulled forward. Take a deep breath, open your mouth wide.

Begin At Once — Delay May Be Fatal

Seal your lips on the cheeks, round mouth or nose. Then blow until you see chest rise. If you are rescue breathing through the mouth, seal your lips round opened mouth, blocking nostrils with your cheek — or pinching them with your fingers — to prevent air leakage. Through nose — press lips together with your thumb — to prevent air leakage.

Remove your mouth and, whilst turning your head to watch the chest fall, listen to the victim breath out.

Make the first 4 to 5 breaths deep and rapid. Then continue with 12 to 15 breaths a minute. When the victim starts trying to breathe, keep your breath in time with his or her efforts.

Rescue breathing for children

Keep the head tilted back, seal your mouth around the child's mouth and nose and blow gently, fig. (a). Use only puffs from your cheeks for infants. Stop blowing as soon as the chest starts to rise. Repeat breaths at least 20 times a minute.

Shows a practical alternative position for supporting victims during rescue breathing.

WHEN SHOULD YOU APPLY RESCUE BREATHING

For all victims who have stopped breathing in such accidents as:

DROWNING	SMOKE SUFFOCATION	HEAD OR CHEST INJURIES
ELECTRIC SHOCK	CARBON MONOXIDE GAS	HEART ATTACK
SMOTHERING	OTHER GAS POISONING	STROKE
CHOKING	OVERDOSE OF DRUGS	POISONING

For further information please contact your nearest Surf Club, Royal Life Saving Society, Red Cross, St John's Centre or Water Safety Committee.