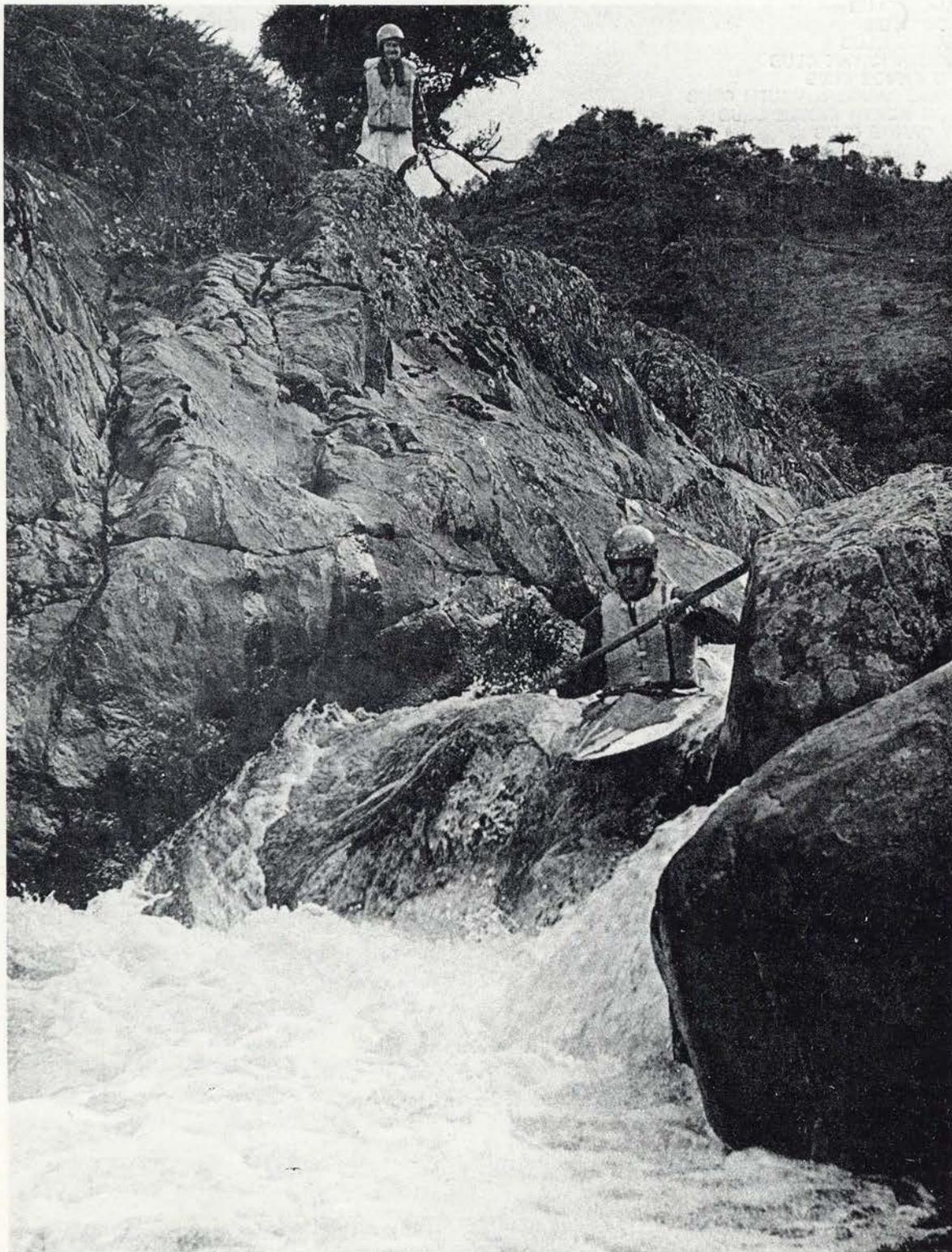


New Zealand

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CANOEING



1980 July No. 18

THE NEW ZEALAND CANOEING ASSOCIATION (Inc)

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EDITORIAL

This issue of 'New Zealand Canoeing' is the pre-conference 'Handbook' issue in which we devote most of the available space to providing you, the canoeist, kayaker, and rafter with information on goods and services available to you within the country. This is a new venture for us, and although we have been gathering data for some time, we have not always been able to convince manufacturers and suppliers that they should co-operate. Consequently, we have been unable to give you full details of canoeing equipment, such as paddles and spray skirts, that are available. We are working on it, however and hope to bring you these lists in a later issue. Our usual selection of stories and trips, expeditions and other goings on, have been held over for the next issue. I guess you are going to have to wait for Mick Hopkinson's account of Sargood's Weir Rapids being defeated, and of the mighty Nevis Bluff. Next issue we examine the issue of how much buoyancy you need in a life-jacket — some interesting thoughts by New Zealand's leading paddlers.

As you read this the annual conference of the N.Z.C.A. will be about to begin. A major event in the canoeing world? Who gets elected to what office is not really the main object of the conference, but rather, conference is where you, the average paddler on the water, can have a say in the administration of your sport. Are we devoting too much time to conservation? Are we spending too much money on flatwater racing? Does slalom need a push or can it coast along as it is? Should we send a team to the next World Slalom Champs, or should we concentrate on improving standards first? Should we have national canoe tours? Should solo paddling be banned? What has happened to our personal membership scheme? Are you getting your monies worth from clubs and the N.Z.C.A.? Do we need an N.Z.C.A. at all? Unfortunately few canoeists seem to be at all interested in these questions; few even seem to bother voicing their opinions and shaping policy for the coming years. This is certainly evident in the lack of nominations for executive positions. If true democracy is to flourish, then you must give the voters a choice at election time.

Conference of course, has been overshadowed by the 'on-again, off-again' Olympic Merry-go-round. Let us examine the issues:

There are a number of issues involved in the decision as to whether our team should compete in the Olympics. At the highest level, there are the political reasons. We have a major political power attempting to use sport, and the Olympics, as a political tool; a pawn in chess game of political power. Whether the Russians should be in Afghanistan is not really the issue at stake at all. After all if you decide not to go to the Olympics because the Russians are in Afghanistan, then why do we play sport with the U.K. who have troops in Northern Ireland. Why did we continue to play sport with the Americans while they were in Vietnam? Do not the Americans prop up corrupt political regimes in Korea, South and Central America, and does not the C.I.A. have a great deal of influence throughout the world? There is American money behind the Espiritu Santo rebellion and American money that helped Albert Henry. Is economic muscle all that different from military muscle? If Afghanistan was the only issue at stake, then our decision would be simple — to hell with Carter and let's get on with it. But it is not all that simple. What we have is a major political power attempting to prevent a military move by another major political power by using a non-military power resource. The Americans know that trade sanctions would not be supported by most nations in the Western World (they didn't get support in Iran) in this period of depressed prices. So what is left? Sport! Carter is also attempting to polarise world opinion — he is attempting to show the Eastern bloc that Americans do have friends — unfortunately for him his boycott has been a bit of a fizzer, despite what they claim. Our government is more pro-American than is the general populace, hence the decision to go shows how out of touch our politicians really are.

Should sport be used as a political tool? Obviously the Americans have no hesitation in doing so, but the democratic west obviously feel that sport should be left out of the political arena. By going to Moscow we are really saying that sport is above the petty problems of politics, we are NOT saying that we support Russian moves in Afghanistan. We are also clearly saying to our government that we are not prepared to blindly accept American policy in this country, perhaps we will again indicate this when we oppose the next American nuclear ship to sail into Auckland.

On yet another level, we have the problem of our government's involvement in sport. Obviously, with government money as the main support of sport we lay ourselves open to political pressures in sport whether we like it or not. But what we have seen with the Olympic decision is a government saying to the Olympic and Commonwealth Games Association, "You make your own democratic decision whether you go or not — but if you make a decision that we do not like, then we will bring pressure to bear until you do". It appears that our government wishes to maintain the image of democracy while in reality it pulls strings from behind. The government is not prepared to make an unpopular decision itself, but wishes the Games Association to do it for them, and take the consequences. I welcome the decision to go, it at least showed that sportsmen are prepared to tell the government where to get off. If the government wanted a no-go decision, then it should have made that decision itself, and given adequate reasons for doing so, instead of going on about all this democratic crap which is only for appearances.

And where does the N.Z.C.A. come in all this? The decisions of the N.Z.C.A. are based on one motive — to do whatever is best for canoeing and canoeists. We are not the authority on international relations. We oppose hydro schemes as they are not in the interests of canoeists, we are not expected to explain to government where they can find alternative energy sources. The Olympic and Commonwealth Games Association must

base its decision on what is best for sport as a whole, and quite rightly it has decided that politics has no place in the Olympic Games and have made a decision accordingly. It is unfair of government to expect sportsmen to be experts in international politics. If it is in the best interests of New Zealand that our sportsmen do not go to Moscow, then that is a government decision. Government must not hand over the responsibility to sportsmen. Our government has used excessive pressure to force sportsmen to make a decision that is not theirs to make, and on the same basis, to take the blame if that decision is the wrong one.

And if the N.Z.C.A. had decided not to go? Obviously our sportsmen would be very upset. But do they have the right to complain as the yachtsmen have? I say no. The decision that rests with the actual team members is whether he or she is fit and able to go, and what their medal prospects are. Sportsmen, because of their dedication needed to get to the top of their sport, and the sheer hard work needed, must work somewhat shut-off from the rest of 'normal' society. They cannot help but have a biased view of affairs. The N.Z.C.A. cannot let the team make the decision.

We have decided that our team have the ability to win a medal, so we have opted to go. The majority of teams have made a similar decision, now it is up to government to decide if it is in the interests of the country that we are at Moscow. But our spineless government is not prepared to make that decision — it is not prepared to say that we are a puppet of American politics as it knows that it could not survive the next election if it did. But they expect sportsmen to make that decision — that is the problem and I say that that is grossly unfair. The decision that was made was the only one that the Games Association could have made. To bring financial pressure to bear, such as that that caused our manager to resign, is typical of a government that opts out of unpopular decision making. Carter, by his actions, has ended any hope of future Olympics ever being a shadow of their former selves, it is he who has brought politics into sport.

BARRY AND BARBARA ANDERSON

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LETTERS TO THE EDITOR

Dear Sir,

Looking back through past copies of the Bulletin (it has certainly improved with age) I noticed again an interesting theory by Eskimo Nell. She suggests using flippers in canoes and that in all but ultra-low slalom boats you can fit your feet in these boats wearing these things. She suggests that you can place your feet underneath the foot brace against the buoyancy.

I actually tried it. With flippers of any size sufficient to be worth using you cannot fit comfortably in any kayak, and I refuse to adopt the unsafe habit of having my feet, or anything strapped to my feet, beyond the foot brace. What seemed like a good idea is a death-trap, and uncomfortable. There is no alternative but to learn to roll, use deep water recovery methods, or stay on the beach.

Sincerely,
Harry David.

The Editor,

May I make a suggestion? That results of as many events as possible and brief club notes be included in the magazine. Have a look at the English 'White Water' magazine which we receive two to three months after publication.

It is no good one club sending in a report, each club should have a contact and be specifically requested to send in a report of activities by a particular date.

I hope there would be support for this.

Best wishes,
Peter Sutcliffe, P.N.C.C.

(Editor's note: I print Peter's letter as he has raised an often raised request. I only wish that I could assist. I have asked clubs for information and results before. To date only two clubs send us their newsletters. I have received results of some events only after months have elapsed. I have never received the results of the last North Island Slalom Nationals, nor of the National Slalom itself. If the N.Z.C.A. Commodore cannot supply results, how can we expect clubs to? I am no longer going to ask for results, I know a hopeless task when I see one. We thank Palmerston North, and laterly, North Shore, for their newsletters, I only wish other clubs would follow their lead. Closing date for copy is generally on the 10th of the month before publication. Closing date for the next issue, October, will be September 10.

The Editor, Dear Sir,

I was interested to read Graham Egarr's observations on solo sea canoeing. I have been considering my own attitude to this situation for, with this Queens' Birthday Weekend, I shall set out on my 87th sea trip in the last 24 months.

Now I have a very, very healthy respect for the sea in all its fickle moods. I have sailed for many years, mostly single handed in small cruising yachts, and from this I have learned to keep a weather eye open constantly. With my 57th birthday well astern I fully know my limitations and chicken or not, I don't push my luck. You see, being solo, I haven't the need to keep on just to prove I'm as good as the other guy. I'm not in competition with any other thing; only the sea, and of the sea when it is deteriorating, I know I cannot win; and I am afraid. When I am afraid I arrange things so that this fear will diminish, so I opt for the chicken formulae — just paddle for the safest situation.

I am constantly checking the weather pattern and set myself up accordingly — like the white water paddler, I read, and read, the water.

I recall a trip with two other kayaks — both Nordkapps — recently. A 40 mile cruise through the Marlborough Sounds. Many times there was at least half a mile between the kayaks. Bevan Walker, the leader of the trip, remarked, "We are a trio of solo paddlers." Three individuals doing their thing and sharing the nightly camp site. If I had have canned out negotiating some confused water around a choppy headland and, trailing the others as I often was for I did the odd spot of trolling enroute and bagged a few Kawhai, then I hadn't a show of being assisted and would have just had to sort things out for myself.

To sum up, I see no extra danger in solo sea canoeing provided that:—

1. You have a fully equipped and sensible sea boat.
2. That you are alert to the constant menace of the sea and respect it.

With myself my safety factor is simply that I am on occasions healthily afraid, and I don't care who knows it. When you are pushing 60 it doesn't matter.

For your interest I am currently using a Sisson modified 'Sea-slipper' complete with Nordkapp type bulk head and hatch. The kayak has an extra thickness of glass all over, and is fitted with declines, compass, skeg, flares, spare paddles, emergency rations, charts, and always some gear to merely change into and walk out through the bush if I have to.

Incidentally you blokes, how about putting up Paul Caffyn as 'Canoeist of the Year'. His was a truly mighty effort methinks.

Chalky White, Nelson C.C.

Dear Editor,

The explanation in support of solo canoeing in the last issue was of interest to many. However, I cannot let you get away without bringing you to task over a number of issues that you seem to find so convenient not to mention. As I write these words there is a search afoot to find a boy lost on Mount Egmont — he chose to go tramping solo. Was the fact that he was solo a factor in his being missing? I think so. One of the greatest uses of a companion is as a 'sounding board' for ideas and propositions. Seldom is the initiator of an idea always able to see the pitfalls. If that boy had had a companion perhaps he may not have attempted a summit climb, his companion may have seen the dangers.

I am reminded of the two canoeists paddling in Fiordland. They were very tired as it was just on dark. One paddler thought he saw a nice sandy beach with white sand and was all for paddling hell bent for the shore. The other paddler thought for a second and wondered why the beach had white sand instead of the more usual black sand in that area. The answer was obvious — it was not sand but surf that they could see. The solo paddler may well have made a fatal mistake.

You make light of the idea of a companion as a morale booster. I believe that this is a crucial point. Perhaps a companion may not, physically, be able to help you in the surf, but the knowledge that you are not alone often seems to help. Naturally, individuals like Paul Caffyn and Bevan Walker may not need the moral boost of a fellow paddler, but such individuals are few.

I do not think that you were quite fair on Richard. Richard's point was that solo canoeing should not be encouraged. Your argument was that with fully equipped boats there is no problem. But how many fully equipped sea kayaks are there in the country? You yourself do not have such a craft and yet you were paddling solo for a time in Croisilles Harbour, got caught in a tide rip and overfalls and it was nearly curtains for you. Perhaps you ought to discourage solo paddling, but when a Paul Caffyn comes along, you merely turn a blind eye to it, neither in support, nor against. You should have pointed out in Bevan's article that he was using a special craft that was equipped for solo paddling.

Yours faithfully,

N.A.J., Nelson C.C.

The last issue of 'New Zealand Canoeing' carried a criticism of Timaru Canoe Club and the Instructor Course that it ran. We gave the Instruction Officer, Barry Murray, the opportunity to comment before we went to press, but unfortunately we did not allow Barry sufficient time for him to verify to allegations made by the Dunedin canoeist. Many of the issues raised by the Dunedin canoeist were valid and needed to be answered; we felt obliged to print his letter for those reasons. However, we also felt obliged to point out that Timaru Canoe Club is one of the few clubs prepared to take the initiative and organise Instructor Seminars. In their enthusiasm for achieving results (obtaining Instructors who are prepared to instruct rather than gaining instructors who merely wish to sit back and admire their certificate framed on the wall) they may well make a few short cuts. In the past the Instruction Officer has demanded that candidates for instructor status should contact the N.Z.C.A. via their club secretaries, however very few instructors do come via this avenue, so the restriction was relaxed a little. I am not suggesting that in future we ignore the method of recommendation via the club secretary, in fact I think we need to go back to this source for instructors. We now have over 50 instructors which really is plenty, although they are not well spread out. We have 11 in Auckland Canoe Club and none from Southland, Northland, New Plymouth or Hauraki Kayak Group.

I believe that Timaru Canoe Club should be congratulated for holding the Instructor Seminars, and I hope other clubs will follow suit. That some of the rules were short circuited was regrettable and we thank the Dunedin Canoeist for bringing these points to our notice. We must maintain our standards if we are to have a system of any value. We should, however, point out that complaints should first be made to the appropriate authority such as the N.Z.C.A. Executive before going public.

We would also like to remind clubs that when they have three or more members with S.C.T.3 or with S.C.T.2 plus a current first aid certificate, and who wish to go for their Instructor ratings, they should contact the Instruction Officer and arrange for a weekend where the instruction capabilities of the candidates can be assessed.

Editor.

THE NEW ZEALAND CANOEING ASSOCIATION — WHAT IS IT?

The New Zealand Canoeing Association is an organisation formed by the canoe clubs of New Zealand to co-ordinate and to control the sport and activities of canoeing, kayaking and rafting in New Zealand. It is the sole administering body of canoesport at a national level, and is recognised as such by the International Canoe Federation, and is recognised as the spokesman for all matters pertaining to canoeing, kayaking, and rafting by the New Zealand Government and its various agencies.

The main objects of the Association are:

- To promote and encourage canoesport in New Zealand.
- To act as the prime representative of canoesport in New Zealand.
- To conduct regattas, competitions and championships.
- To maintain an active interest in the preservation of canoeable waterways.
- To promote a high standard of camping efficiency and water safety.
- To collate and make available all possible information concerning canoe design, canoeable waterways, camping facilities and safety precautions.

To achieve these objects the N.Z.C.A. has an annual conference where its member clubs, represented by delegates, can discuss matters of interest to canoeists and to formulate policy for the coming year. To put these policies into action, and to action the aims of the Association, the conference elects an executive of eleven members. Four of the executive members are purely administrative. They are the President, Vice-President, Secretary and Treasurer. The remaining seven members are the elected chairmen of the Association's standing committees.

These committees are:

- The Racing committee with the Racing Commodore as chairman.
- The Slalom committee with the Slalom Commodore as chairman.
- The Touring committee with the Touring Commodore as chairman.
- The Instruction Committee with the Instruction Officer as chairman.
- The Safety committee with the Safety Officer as chairman.
- The Conservation committee with the Conservation Officer as chairman.
- The Publications committee with the Publications Officer as chairman.

THE STANDING COMMITTEES

Each of the seven committee chairmen appoints his/her own committee as he/she sees fit, to run the business of the committee. The N.Z.C.A. constitution demands that each chairman or commodore, appoints at least two members to his/her committee. These two members must be members of an affiliated and financial club.

THE RACING COMMITTEE

The Racing Committee is responsible for two main competitive aspects of canoesport — sprint racing and marathon racing. Many canoe clubs hold sprint racing events and the N.Z.C.A., with the assistance of a club, runs the National Sprint Racing Championships in February each year. In the last few years these have been held on Lake Pupuke on the Auckland North Shore. Selectors for world championships, Olympic selectors, etc, attend these nationals to select members for national teams. Selection trials may also be held and these along with the training camps are run by the Racing Committee. Marathon racing has been a North Island affair for a number of years with the last regular South Island events being run in the early 1970's. The present series consists of:

Waikato Marathon
25,000 metre race on Lake Pupuke
Wairua Race (Northland)
Atiamuri to Whakamaru
Waipa River Race

Rangitikei Race
Palmerston North to Opiki
Waimata River Race
Mokoia Island Race (Rotorua)

The actual races change from year to year. One year there was a Wanganui River Race and most years there has been an Auckland Harbour Race. The Manawatu Gorge Race has been a marathon race in the past, as well as a Wild River Race. Entrants in the Marathon series collect points depending upon their placings, and these are totalled at the end of the series for overall placings. It seems that regular competitors who turn in average results are more likely to win the overall competition than are good paddlers who enter but a few races. From time to time there has been talk of reintroducing a South Island Series. The Nelson Canoe Club held a Picton Harbour Race last year and will hold it again on January 2, 1981. Christchurch Canoe Club used to run an annual Avon River Race, and Otago Canoe and Kayak Club hold the Clutha Alexandria Festival Race, however the Methven Irrigation Race and the Grey River Race are no longer held.

Marathon Racing has a number of classes depending upon the paddler's age, sex and type of canoe/kayak used. The season lasts from May through to November.

Two publications are put out by the racing committee. They are:

N.Z.C.A. TRAINING PROGRAMME AND FITNESS MANUAL FOR CANOEISTS \$1.50.

N.Z.C.A. MARATHON RACING RULES \$1.00.

The training manual was produced in consultation with some of the top canoe coaches of Europe including Gerd Mietusch; it is recognised by many authorities as being one of the best manuals on the subject available in the English language. Both publications are available from the Racing Committee, the N.Z.C.A. Secretary or from the Publications Officer.

THE SLALOM COMMITTEE

The Slalom Committee is responsible for three main areas of canoesport, namely: Slalom competition, Wild River Racing and Canoe Polo.

Many clubs hold slalom competitions throughout the country, although in the South Island competitions seem to be centred one on the more southerly clubs, at Christchurch, Dunedin and Southland. The N.Z.C.A. assists clubs to hold the North Island National Championships, the South Island National Championships, and the Final National Championships. The North and South Island National Competitions are held between December and February each year depending upon the actual slalom site and the water available. In the South the slaloms tend to be in the early part of the season. The Nationals are now always held at Easter and have, since 1972, been in the North Island.

Club slaloms begin in earnest in September and go through until the National Championships at Easter. Slaloms can be designated as being purely Club Slaloms or Ranking Slaloms. At Ranking Slaloms competitors have their results noted for ranking into the slalom Divisions, levels or classes. The Rankings are: Master Class, Division I and Division II. Some six ranking slaloms are held each year and a rather complex system is used for promotion from one class to another. Most ranking slaloms also run classes for novices and veterans. Within the divisions there are classes for sex, age and also the type of boat such as K1, C1, C2 and team events.

Wild River Races, also called Down River Races, are held in conjunction with slaloms, usually on the day following the slalom events. Wild River Racing has been one of New Zealand's strong points in the past, although there seems to be little emphasis placed upon the event, and Wild River Racing boats are certainly less common than are slalom boats. The National Championships are held in conjunction with the Slalom Nationals.

Canoe Polo has been a little late in arriving on the New Zealand canoesport scene, with only two National Championships having been held, both in Palmerston North during Labour weekend (late October). This year saw the first of the South Island Nationals, held in Timaru at Queens' Birthday weekend (May-June). As more and more clubs acquire polo canoes we might expect this aspect of canoesport to increase.

At the present time the Slalom Committee has only one publication:
N.Z.C.A. TRAINING FOR SLALOM AND WILD WATER RACING \$2.00.

The Slalom Committee is at present working on a new publication which is loosely described as a 'Slalom Handbook' which will contain rules and an explanation of the ranking promotion system. Suggestions on building a slalom course will also be contained in the handbook. Publication of this handbook is still some way off, meanwhile there are no copies of the slalom rules easily available. Also available, through the N.Z.C.A. Secretary are copies of the Canoe Polo Rules.

TOURING COMMITTEE

The Touring Committee in the past has been very active in two areas; compiling canoeists' river guides, and in conservation. Conservation has become a major issue over the last few years and now this has been split off from the Touring area of responsibility and has its own committee and executive representative. The 'River Survey' which was a conservation-based programme also produced a series of regional river guides. The updating of these river guides is the main concern of the Touring Committee. The Touring Committee also works closely with the Instruction, Safety, and Conservation Officers. A representative of the Touring Committee sits on the Wanganui River Reserves Board. Sea canoeing, a rapidly growing sphere of canoe-sport, is also the responsibility of the Touring Officer. No doubt Sea Canoeists Guides will be required in the future and these will be the responsibility of the Touring Committee. Organised touring meets have been attempted by previous Touring Committees, but have not been supported by canoeists.

Publications: 'THE CANOEISTS GUIDE TO THE WANGANUI RIVER.,'
"THE REGIONAL RIVER GUIDES — IN NINE VOLUMES."

INSTRUCTION COMMITTEE

The Instruction Officer was formerly the Technical Commodore, but when the executive portfolios were reorganised in 1978 the Technical Commodore was split into an Instruction Officer and a Safety Officer and now have their own committees. The Instruction Officer and his committee is now solely concerned with the instruction system of the Standard Canoe Tests and the Examiner system. The Instruction Officer organises courses for instructors as well as for outside groups such as Scouts, Y.M.C.A., Schools, etc. He also arranges for instructor's courses and seminars, and organises the Examiner system for awarding certificates. He must constantly review the content of these courses. The Instruction Officer, or one of his committee sits on the Outdoor Training Advisory Board and must also liaise with groups such as the Boys Brigade, and other youth groups who are involved in canoeing activities. He must also run the annual North Island, and South Island Boys/Girls Brigade Schools. The Instruction Officer works closely with the Safety Officer as training methods must cover likely accident situations and because safety is seen as essentially an educative thing.

Publications: The N.Z.C.A.'s official handbook on technique is "INTRODUCTION TO CANOEING IN NEW ZEALAND". This text is the responsibility of the Instruction Officer. Also available is "STANDARD CANOE TESTS" and the certificates that are awarded along with the tests.

The Instruction Officer is also involved in the canoeing content of handbooks of other organisations, such as the Scout, Guide, and other manuals. The "Canoeing Manual" produced by the Department of Education was assisted by the Instruction Officer and his committee, as was the Water Safety Council's booklet 'Guidelines for teaching Canoe and Kayak Skills at a Basic Level'.

SAFETY COMMITTEE

The Safety Committee is concerned with all aspects of safety, but generally of a non-competitive nature. In particular, the safety aspects of equipment is the Safety Committee's concern. It investigates the quality of canoe and kayak design and construction, and the provision of such things as rescue loops/lines, foot-rests, buoyancy. Also, it looks at life-jackets and buoyancy-aids, crash helmets and the new combined wet-suit-buoyancy aids. It looks at current techniques that are being taught and it investigates canoe, kayak and raft accidents and draws up conclusions for the future use of instructors. The Canoe Classification Scheme is operated by the Safety Committee.

A member of the Safety Committee sits in the 'New Zealand Water Safety Council' and on the 'Small Boat Safety Committee'. Regular meetings are held with the Accident Compensation Commission, the Standard Association of New Zealand, Consumers' Institute, and the Mountain Safety Council.

Publications: "GUIDE TO CONFIDENT CANOEING"
"GUIDE TO CONFIDENT RAFTING" in print at the moment.
"GUIDE TO COLD WATER SURVIVAL"

All these publications are available through the N.Z. Water Safety Council.

Being set up at the moment is an accident reporting system, and a system of canoe inspectors who will monitor canoes and kayaks being built and sold to the public through retail outlets.

CONSERVATION COMMITTEE

The Conservation Committee keeps an eye on proposed public and private works that might affect recreational activities relevant to canoeists, kayakers, and rafters. It is currently promoting a 'Wild and Scenic Rivers Policy' and is lobbying Government for its adoption. The Conservation Officer works closely with the Touring Officer to determine those resources (coastal, lake and river) that are of vital interest to canoeists and to formulate action to safeguard them for canoeists.

Publications: "REPORT OF THE NEW ZEALAND RECREATIONAL RIVER SURVEY"

"64 NEW ZEALAND RIVERS"

"SIX NEW ZEALAND RIVERS — A SLIDE/TAPE PROGRAMME"

Also, articles and press statements are published from time to time. Actions currently under way include an appeal against water rights being issued on the Motu River, and the setting of minimum flows on the Motu, Wanganui, Buller and Hurunui Rivers.

PUBLICATIONS COMMITTEE

The Publications Officer and his committee are in charge of the N.Z.C.A. Information service. This consists of the various publications put out by the other standing committees. The Publications Officer must monitor current stocks of publications and advise the various committee when reprints will be needed with sufficient time that new editions can be written if required. He may also arrange for sponsorship for the financing of existing and proposed publications. He distributes all publications.

The Publications Officer is also the business manager of the N.Z.C.A. magazine "New Zealand Canoeing". Advertising, distribution, and any subscription scheme are his responsibilities. The Publications Officer has on his committee the Magazine Editors and the N.Z.C.A. Treasurer.

A NOTE ON THE HISTORY OF THE NEW ZEALAND CANOEING ASSOCIATION

From details contained in M. E. Fyfe's book "CANOEING 1840 - 1972"

In December of 1949 an Auckland University law student Mr D. Mason organised 23 students to take part in a canoe cruise down the Wanganui River, and later down the upper and lower Mohaka River in 1950. From these trips a "National Canoe Association" was formed to collect information on New Zealand Rivers and to promote the sport of canoeing. Mason also established the University of Auckland Canoe Club, working on the theory that as students left the university and lived elsewhere in New Zealand, the idea of canoeing would become established in small pockets throughout the country. This, he speculated, would promote his National Association.

Other cruises followed, the Waikato from Taupo to Aratiatia in 1952 (in pre-hydro days) and included experiments to determine if Huka Falls could be rafted, which was first achieved with a 'live human' aboard in 1979, thus proving these early theories as correct.

1953 saw Mason publish the first edition of "White Water", the magazine of canoeists in New Zealand and the official newsletter of the National Association. Then in 1954 Mason established the Auckland Canoe Club, and it is still one of the mainstays of canoeing in New Zealand, with most N.Z.C.A. executive officers having at some time been a member.

So in a very short time Mr Jim Mason had begun the modern era of canoe exploration, he had established two major canoe clubs in New Zealand and the National body. He had established a national canoeing magazine and had begun to speculate on what were the limits of white water travel by canoe and raft. Perhaps we have not shifted far from Jim Mason's original concept!

By 1959 14 clubs were associated with the National organisation and in that year the 'New Zealand Canoeing Association' was reformed into a federation of clubs, with a new constitution that finally came into force in 1961 when it was recognised by the International Canoe Federation. Christchurch was the first South Island Club to join (1964) followed by Arawa and Timaru.

RIVER INFORMATION

As part of its safety, conservation, and touring policies, the New Zealand Canoeing Association publishes a comprehensive series of river guides which describe in brief terms a total of 1500 New Zealand Rivers ranging from trips of a few hours to trips of a week. Such things as distances, gradients, International gradings of difficulty, recommended trips, entrance and exit points, and other information is given. A total of nine volumes in the regional series cover New Zealand, excluding Stewart Island. The guides are updated from time to time by amendments published in 'New Zealand Canoeing' magazine. Each of the nine regional guides contain a number of chapters of general river information, grading description, and a glossary of terms used

within the text. The guides have been written from a kayaker's point of view, but the information is just as relevant to canoeists using the open Canadian style of canoe (you should avoid rivers graded above 2+ or 3) and to rafters (who should avoid the very small rivers noted as containing sharp-edged rocks). We have found that the guides have been useful to a wide range of recreational activities from rock-hounds, fishermen, gold panners, and trampers.

Readers are warned that the grading system used is compatible with the system used in the European Alps and a number of rivers have been graded as 3 that numerous paddlers regard as grade 4. That is to say, our third grade contains a greater range of difficulty than many paddlers are accustomed to. All rivers are graded for mean early summer flows and grades will vary with an increase, or decrease in flows other than for the mean November-December flows. Overseas paddlers are warned that the majority of New Zealand rivers are of small flow volume but of high gradient. This means that with any increase in water volume the grade of difficulty changes rapidly. An increase of 30 cm will often be enough to increase a grade 3 river to a grade 4.

The regional guide series are:

NORTHLAND

TARANAKI

MANAWATU/WELLINGTON/WAIRARAPA

CANTERBURY

OTAGO/SOUTHLAND

WAIKATO/HAURAKI

EAST CAPE/BAY OF PLENTY/HAWKE BAY

NELSON/MARLBOROUGH

WESTLAND

Also available is "A CANOEISTS GUIDE TO THE WANGANUI RIVER", an in depth description of New Zealand's most used canoeing river, complete with notes of the historical features of the river.

All river guides retail at \$3.00 with a bulk order discount at 33.3%. 10 or more constitute a bulk order.

SEA TOURING INFORMATION

Sea canoeing is a growing activity, encouraged, no doubt, by Paul Caffyn's trip around New Zealand and Stewart Island. "New Zealand", said Paul in a recent Radio New Zealand interview, "is just made for canoe cruising".

In "New Zealand Canoeing" number 5 July 1977, we printed an article that was to have been the first of a series on sea canoeing. Unfortunately the remainder of the series never did get written and published and a number of people have been asking about them. That first article contained an explanation of the sources of information for sea canoeists. We explained at that time that although we now had a comprehensive series of river guides, a similar set of guides covering the sea coast was not necessary because of the existence of numerous pieces of published information on coasts and harbours. Since we wrote that article, we have had reason to doubt those earlier claims. The problem is simply that almost all the information available has been written from the point of view of ships and fishing boats. Often an interesting harbour is simply dismissed because the entrance contains a dangerous bar and surf. Canoeists, of course, can surf through quite large surf, or they can launch in areas where trailer boats and other craft cannot gain access. Despite this, however, the following list of references is given as background reading for sea canoeists planning a rip:

ADMIRALTY SAILING DIRECTIONS — VOLUME 51 THE NEW ZEALAND PILOT. Together with the supplement which brings this volume up to date until the next reprint, this publication describes most harbours and the coastline of New Zealand from seaward. Also, it contains information on harbour approaches, lights, weather and charts.

TIDE TABLES: Essential for every canoeist, although you will need to supplement the list of small harbours with tidal differences for the small harbours you regularly cruise from. Talk to your local fishermen who will be able to tell you about time differences for the flood and ebb tide for beaches along the coast.

NEW ZEALAND NAUTICAL ALMANAC. This contains tide tables plus a great wealth of other information on light houses, weather, radio signals, navigation, etc.

CHARTS. Order these from the chart catalogue available from Marine stockists, or from the Government Printer. Ensure that any chart you purchase has had amendments added.

NOTICES TO MARINERS — SERIES B available gratis from the Marine Department, Ministry of Transport. These give recent information to update nautical publications.

PRIVATELY PRINTED HARBOUR AND COASTAL GUIDES. A number of boating guides to New Zealand waters have been published and are available from local bookshops. There is a yachtman's guide to the Hauraki Gulf, a boat owner's guide to Lake Taupo, and recently a guide to Tasman and Golden Bay that includes the Cook Strait area, by Ralph von Kohorn. Also available are a series of booklets containing aerial photographs of the coastline from Stephen's Island to Cape Farewell.

Your local Coast Guard Association, or Regional Water Safety Committee may also have aerial photographs of river mouths and beaches. You can inspect aerial photographs covering your local area at the local district office of the Lands and Survey Department. You can merely look these photographs over, or you can buy copies blown up to any size.

A GUIDE TO SURFRIDING IN NEW ZEALAND by WAYNE WARWICK. This is a guide to New Zealand's surfing beaches — it will give you an idea as to where you might find beaches onto which you can land. Obviously, to be included in this book the beach must have some surf, so many quiet little bays and inlets are not to be found here. Never-the-less this book is particularly valuable and more informative for canoeists than would be many boating books.

MAPS. Land and Survey Series 1 maps of the 1:63360 scale are obtainable from most bookshops or from the district offices of the Lands and Survey Department. These maps are the standard maps for canoeists. The whole of the North Island is covered in 169 maps of which 90 cover the entire coastline. The South Island is covered in 185 maps of which 78 cover the coast. The Stewart Island maps have not been published but there is one map that covers the whole island and it is one of the 'National Park' series of maps (with the blue cover). Sea canoeists generally cut their maps into strips showing the coast and cover them, front and back, with clear plastic contact sheeting to water-proof them.

In future issues of 'New Zealand Canoeing' we hope to print the series of articles originally intended to follow the article on information sources.

NOTES ON THE INTERNATIONAL LONG RIVER CANOEIST CLUB

This club is an international club unaffiliated to any other organisation, primarily for canoeists with experience of rivers or seaways of one hundred miles (160 km) and upwards to any distance, that is, for relatively experienced canoeists.

It is an informal international POSTAL association of canoeists who have an interest in long distance travel in canoes and kayaks.

It is a means whereby information of particular rivers and seaways, can be passed between members who have canoed or have information on the rivers and seaways in question.

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

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

A regular list of addresses is sent to each member, giving details of the waters that each member has paddled. This allows for a free flow of ideas between members. Areas where there is no member who has had experience, can be researched through the club chairman who is usually able to find for the enquirer, an expert on the particular area in question.

A newsletter is sent to each member at intervals, containing outline details of forthcoming expeditions, reports for sale, or advertisements for extra members for expeditions, and other like items.

All forms of inquiry to other members is by telephone or post, and a SAE or International Reply coupon is to be enclosed if by mail. This is to cut down costs to the individual members. The club believes that those persons seeking information must bear the cost of seeking that information.

A small fee (£1 p.a.) is levied to cover newsletter costs and to develop an expedition fund.

All members are asked to forward, from time to time, to the chairman, a record of his/her travels, expeditions etc for the club library and so that other members are kept aware of the existence of new areas that members have experience in. Any information, maps, charts, publications, or advice which any member wishes to pass onto the club will be held in the postal library and will be despatched on a 'return when read' basis to another member.

Branch offices have been established in a number of countries to facilitate the distribution of newsletters, for gathering information on seaways and waterways, and to forward grant applications from the expedition fund.

All prospective members are asked to complete an application form and to provide two photographs of passport size for attachment to membership card and to the club index card. On receiving completed membership application form, and on subsequent acceptance, a membership card, plus an updated membership list and latest newsletter will be returned to the member. Membership forms are available from the New Zealand Officer, P.O. Box 26, Nelson.

THE EXAMINER AND INSTRUCTOR SYSTEM

So you want to be an Instructor? It seems that many people are still not sure of the procedure to use to get a canoeist qualified as an instructor, so we shall outline the system:

Firstly, every candidate shall have passed the N.Z.C.A. Standard Canoe Tests 1, 2 and 3. You should note that test 3 requires a current first aid certificate from either the St. John Ambulance Brigade, Red Cross, or the equivalent. Candidates may also apply for testing of certificate 3 at the same time as for the Instructor Certificate.

The initiative lies with the candidates' club. Your club must contact the N.Z.C.A. Instruction Officer and provide the following details:— Name, length of time he/she has been canoeing, what canoeing tests and qualifications have been passed. An idea of the type of club activities they have been involved in, whether they have led club trips, etc. A photo-copy of the first-aid certificate is also required.

The N.Z.C.A. Instruction Officer will appoint an Examiner to test the candidate. When all requirements have been filled then the completed certificate will be awarded.

Once you become an instructor you are required to instruct at least at a club level, and to instruct outside groups such as at the Boys/Girls Brigade camps, scouts, Y.M.C.A. etc. Instructors are entitled to issue S.C.T. certificates up to grade 3.

The following is the current list of Examiners:

ANDERSON, Barry	CARR, Alex	FLETCHER, Bernard	GARLICK, Bill
GODFREY, Peter	GOOCH, Barry	GRANT, Max	HAWKEN, Russ
MURRAY, Barry	OLSEN, Clive	PORTER, Laurie	STUBBS, Evan

The following is the current list of Instructors:

ANDERSON, Barry	ANDERSON, Mike	BEVAN, Alan	BURGESS, Terry
BUTLER, Dennis	BUTLER, John	CAMPBELL, Andrew	CHURCHMAN, Peter
CONNELL, Peter	COOPER, Don	DARBY, John	DODD, Chris
EGARR, Graham	EGARR, Jan	ENTWISTLE, Peter	GARLICK, Bill
GAWITH, Pam	GEARD, Tony	GODFREY, David	GODFREY, Elizabeth
GODFREY, Peter	GOOCH, Barry	GRANT, Max	HAWKEN, Russ
HOUSEGO, Pelham	HUNGER, Renton	LAPLANCHE, Denis	LEONARD, John
MARCINOWSKI, Tony	MARTIN, Glen	MILNE, Ian	MITCHELL, Quentin
MOGINE, David	MOGINE, Graeme	MOODY, Barry	MOORE, Ron
MUIR, Graeme	MURRAY, Barry	NEVILLE, Brian	O'DONNELL, Mike
OLSEN, Clive	PILDITCH, David	PORTER, Laurie	QUIRK, John
RAYNOR, John	REED, Jackie	RODGERS, Jimmy	SOMMERHALDER, Peter
STOUT, David	STUBBS, Evan	SULLIVAN, John	TOLLENAAR, Steve
TREEBY, Roger	WEBSTER, Nigel	WOOLSTENCROFT, David	WRIGHT, Stephen

REPORT FROM THE INSTRUCTION OFFICER

At this time of the year, when each of the executive are called upon to make their annual report, I think back over the last twelve months and try to remember events that have not already been recorded in the N.Z.C.A. minutes and to which all members have access through their club secretaries. This time, however, should not only be used for what has gone, but also to look at the possibilities for the coming year.

The Examiner/Instructor system has taken up most of the allotted time for this office. It will be some time yet before it is in operation with full efficiency, but with the present system evolving as it is we will soon have an up-to-date record of all examiners and instructors. To obtain maximum efficiency I consider that it is necessary for the Instruction Officer to have a personal mailing list enabling him to keep all examiners and instructors up to date with all events. We are not interested in anyone who has obtained their instructors rating just so that they can wear a badge. We wish to have those who are prepared to work.

Timaru Canoe Club comes in for a lot of fire at times, but I point out that although they do not always do things by the book, they are making an effort and have held two successful canoe schools and had three years of a special programme aimed at instructing interested children in basic canoeing using University Students. Are there any other clubs with this record? With the experience that they have gained, this year's programme should be even better.

For the coming year it is going to be necessary for us to run at least one refresher course for Examiners. There will also be a recommendation to the N.Z.C.A. Executive that several more examiners be appointed, with attention being given to the South Island.

The instruction department has some money available for increasing the range of materials available to Instructors for instruction aids. This is being arranged at present.

We are finding it both necessary and desirable to keep in contact with other groups involved with canoeing — Boy's Brigade, Scouts, and schools. We are now involved with the Outdoor Training Advisory Board and although this might not produce spectacular results within the immediate future, it will help build a firm foundation for future canoe instruction.

Over the past year I have become even more aware of the time, money, and effort that the individual members put into N.Z.C.A. work. The time spent is over and above the time they find it necessary to put into their own club activities, the effort is often behind the scenes and may not be appreciated by many. In travel alone an N.Z.C.A. Executive member can budget to spend at least \$250 each year and then you should add to that the days off work that it is quite often necessary to take and each person's financial contribution becomes quite large.

Canoeing is a great sport, and it is making progress, to those who are helping we thank you, to the others, I suggest that you get to work for the coming year.

Barry J. Murray

Instruction Officer, N.Z.C.A.

COLD WATER SURVIVAL

INTRODUCTION

Many scientists around the world have been studying the effects on humans of immersion in cold water under conditions similar to those experienced following boating accidents. The results are being used to find ways to increase survival time through various behavioural and technological means.

Even a small increase in survival time can mean the difference between being alive or dead when rescuers arrive.

Boaters (and others in danger of accidental immersion in cold water) should be aware of the factors that determine body cooling rate and eventual death from hypothermia. Such knowledge can improve chances of survival if an accident occurs. Remember, drowning is a problem that is easily solved by use of an approved life jacket. Hypothermia is a problem that is not easily solved, and deserves your careful attention.

The following questions attempt to focus attention on the major problems and recommendations about cold water survival.

1. What is "Hypothermia" and how does it kill?

Hypothermia means lowered, deep-body temperature. In cold water, the skin and peripheral (external) tissues become cooled very rapidly, but it takes 10 - 15 minutes before the temperature of the heart and brain begin to cool. Intense shivering occurs in a futile attempt to increase the body's heat production and count-

eract the large heat loss. Unconsciousness can occur when the deep-body temperature falls from the normal 37°C (99°F) to approximately 32°C (89.6°F). Heart failure is the usual cause of death when deep-body temperature cools to below 30°C (86°F).

2. How long can I survive in cold water?

There are figures available to show average survival times of normal adult humans in water of different temperatures. The figures are based on experimental cooling of average men and women who were holding still in ocean water and wearing a standard lifejacket and light clothing. For example, the predicted survival time is about 2½ - 3 hours in water of 10°C (50°F). Predicted survival time is increased by extra body fat and decreased by small body size. Although women usually possess slightly more fat than men, they often cool faster because of their generally smaller body size. Due to even smaller body mass and relatively little fat, children cool much faster than adults.

3. Should I swim to keep warm?

No! Although the body produces almost three times as much heat when swimming slowly and steadily (e.g. side stroke) in cold water compared to holding-still, this extra heat (and more) is lost to the cold water due to more blood circulation to the arms, legs and skin and increased water circulation through the clothing. Results show that the average person swimming in a lifejacket cools 35% faster than when holding-still.

4. How far can I swim?

Shore may be close enough to reach by swimming despite a faster cooling rate with this activity. Tests conducted on people swimming in ocean water of 10°C (50°F), while wearing standard lifejackets and light clothing, showed that the average person could cover a distance of 0.85 mile before being incapacitated by hypothermia. It is not easy to judge distance, especially under emergency conditions in rough, cold water, but at water temperatures near 10°C (50°F), shore should be within one mile before making the decision to swim. The distance covered will obviously be affected by one's swimming ability, amount of insulation and water conditions.

5. What if I have no lifejacket or other flotation?

In this unfortunate situation, one is forced to adopt either of the following two "anti-drowning" techniques.

Treading water

Continuous movement of arms and legs in various patterns keeps the head out of water. Test results showed an average cooling rate of subjects treading water that was 34% faster than while holding-still in a lifejacket.

Drownproofing

This involves restful floating with lungs full of air, interrupted every 10-15 seconds for raising the head out of the water to breathe. By this procedure, even non-swimmers can avoid drowning for many hours. In exceptionally warm water this procedure is to be commended. Unfortunately however, this behaviour resulted in a body cooling rate in cold water 10°C (50°F), that was 82% faster than with holding-still in a lifejacket. This mostly was due to putting the head (a high heat loss area) into the water along with the rest of the body. Remember, most of New Zealand's lakes, rivers and coastline only have a water temperature of 15°C maximum. Research has shown drownproofing to be the fastest way to die from hypothermia.

6. What body regions are the most critical for heat loss?

In addition to the head (which is normally out of the water), certain other body regions have high rates of heat loss while a subject is holding-still in cold water. Infrared pictures show that the sides of the chest (where there is little muscle or fat) are a major route for heat loss from the warm chest cavity. Also, the groin region loses more heat due to large blood and lymph vessels near the surface. If an effort is made to reduce body heat loss, these regions deserve special attention.

7. What behaviour will increase survival time?

Based on the heat loss information above, two techniques can be employed, to reduce heat loss from the "critical areas".

HELP (Heat Escape Lessening Posture)

This technique involves holding the inner side of the arms tight against the side of the chest, over the "hot region". The thighs are pressed together and raised to close off the groin region. This body position was indeed a significant help, resulting in nearly a 50% increase in predicted survival time.

It should be noted that a lifejacket that has its buoyancy high on the body, close to the surface of the water is especially suitable for the HELP. Where the buoyancy is more evenly distributed, as in a buoyancy vest, the centre of buoyancy is lower and the drawing up of the knees can lead to occasional instability in the water.

HUDDLE Position

This position can be used for groups of three or more. In this situation the sides of the chests and the lower body areas are pressed together. Apart from reducing the rate of body cooling, there are probably some psychological advantages in being together in a group. The huddle was developed for adults, however, it can also be used to try and slow down the rapid rate at which children's bodies cool, by sandwiching them in the middle of the group.

8. Do different types of "Lifejackets" offer more or less thermal Protection?

The major advantage of having a lifejacket in this situation has already been stated. Apart from this, lifejackets do offer varying degrees of protection from heat loss.

(a) Kapok lifejackets and loose-fitting, foam lifejackets of the yoke type offer very little protection from cold water.

(b) A few lifejackets can offer significant protection to the extent of a 50% to 75% increase in predicted survival time. These are foam vests that possess good adjustability for close fit to the chest and the garment-type "floatation jackets" that use buoyant and insulative foam between the inner and outer layers of fabric.

9. What about "Survival Suits"?

These are specialised, full-body suits designed primarily for commercial use, and can be quickly fitted over normal clothing. They can extend survivability approximately 3 to 10 times that of an unprotected person. They are very expensive, and to a certain extent, impractical for the leisure boater.

10. Does it help to get your body out of the water?

The answer is almost invariably "yes". The body surrenders its heat to the water many times more quickly than to air of the same temperature, and it is often possible to stabilise body temperature once you are put out of the water. Therefore, if possible, get on top of an over-turned boat or any wreckage that is available. This is particularly important for children due to their rapid cooling rate.

11. Does alcohol consumption affect survival time?

The cooling rate in cold water of legally-impaired subjects (blood alcohol near .08 g/100 ml) was marginally quicker than from the cooling rate when sober. The consumption of alcohol while boating is undesirable, because it makes you more likely to enter the water in the first place! As well as this the direct effects of alcohol in this situation greatly increases the likelihood of death by other means such as choking and reducing the ability of supporting oneself or swimming to shore.

12. Do people ever die of "shock" when falling into cold water?

Immersion in cold water (especially if sudden) causes immediate major changes in body function, and there are instances of 'sudden death' being reported, but these are uncommon. The cause of this 'sudden death' is not clear and a number of different reasons have been suggested. One is a form of heart attack resulting from the increase in heart-rate and changes in blood pressure which accompany immersion in cold water. Other possible causes of death are related to hyperventilation (over-breathing), which everyone experiences in response to the shock of cold water. It is possible that if one had plunged underwater or was in a rough sea then the hyperventilation can lead to uncontrolled aspiration (inhalation) of water and a form of drowning. Prolonged hyperventilation can lead to unconsciousness and subsequent drowning.

Because panic can magnify any of the above responses, it is important to remain calm and methodical if faced with a cold water emergency. If possible, enter the water gradually, allowing the body to adjust to the changing temperature. Consciously control your breathing as much as possible. The more clothing and insulation your body has, the less will be the initial shock on entry into cold water.

13. How do you rewarm someone who has been in cold water?

This is a difficult question because of the wide variety of circumstances regarding level of hypothermia and facilities available for rewarming. It is too complex a subject to give full, explanatory advice in a small article such as this. It is sufficient to indicate the spectrum of rewarming methods that have been used in different situations.

- body contact (warm person(s) huddle with the victim).
- exercise (for those with mild hypothermia).
- hot, wet towels and water-bottles.
- electric and chemical heating pads.
- heated blankets (electric or hot-water circulated).
- hot drinks (only if victim is fully conscious)
- hot baths or showers
- heated, water-saturated air or oxygen (inhalation rewarming) using the steam from a kettle directed (carefully) under a makeshift "hood" over the victim's head

It is important to heat the "core" of the body (head, neck and trunk) leaving arms and legs alone. Do not rub the surface of the body. If the person is severely hypothermic (probably unconscious), handle the body gently to avoid "jolts" that may adversely affect the heart's function. It is obvious that, if possible, the serious hypothermic victim should be transported to a site providing medical attention as quickly as possible.

14. What if the person appears dead from hypothermia?

Recent examples have shown that persons who are apparently dead from hypothermia or drowning in cold water can often be resuscitated successfully even after quite a long period without breathing and blood circulation (10-40 minutes)! The main reason is that cold body tissues (e.g. brain) require less oxygen when cold. Therefore, don't give up. Maintain artificial ventilation and circulation until medical assistance is available.

15. What is the best clothing to wear when boating or fishing?

Broadly speaking, the more clothes that are worn on entry into cold water, the longer will be the survival period. This works a little like a wet-suit. Woollen jerseys, wind-jackets and if possible a woollen hat. Don't take clothing off to feel more comfortable. It is essential for avoiding further heat loss and the beginnings of hypothermia.

SUMMARY

The danger of accidental hypothermia in cold water is a major reason to learn and practice safe boating techniques. In the unfortunate event of cold water immersion, your rate of progress into hypothermia depends on water temperature, who you are (body build), how you behave in the water, and what you were wearing when you went in. These factors have been reviewed in this article to help you be prepared for this important aspect of water safety.

THE CANOE AND KAYAK CLASSIFICATION SCHEME

THE NEED: In the mid 1970s the executive of the N.Z.C.A. carried out a brief survey of canoeing accidents and discovered that of those accidents occurring amongst novice paddlers the most common cause was the use of canoes and kayaks designed specifically for conditions other than those prevailing at the time of the accident. For example, one paddler had to be rescued a considerable distance from the shore of Lake Wanaka in a canoe designed for picnic fun in sheltered waters. In another instance a paddler broke up his racing canoe in a rocky rapid and then complained to the manufacturer that he had sold him a dud canoe. Our investigations into accidents also brought to light a number of comments from dissatisfied canoe buyers. In almost all cases, the buyer was expecting more from his canoe than the design was capable of giving. The problems ranged from the paddler with an ultra-manouverable river/slalom kayak who expected his boat to be fast on flatwater, to the paddler who bought a child's 'toy' canoe and expected to be able to use it in whitewater. We also came across instances of the inexperienced paddler buying extreme specialist designs and getting into difficulties because his/her skills were not sufficient to maintain control of the craft. Naturally we also had the odd instance of dissatisfaction because of a basic misunderstanding of what a canoe or kayak was expected to do, such as the fellow who claimed that his canoe was unstable because when he stood up in it to take his trousers off, he fell overboard!

There was an increasing incidence of canoes being sold through retail outlets, whose staff had no personal knowledge of canoeing and could not advise prospective purchasers of the type of canoe design required for the use to which the boat was expected to be put.

The solution to many of these problems, as we saw it, was to have in every canoe and kayak sold a label that stated clearly the design limitations of the particular craft, and the purpose for which it was designed. By making the label permanent it was hoped that on resale through the second-hand market, the subsequent purchasers would also derive benefit from the label.

WHAT IS IT: The label indicates that a boat has been classified into one of four very broad categories, namely — Child's canoe, Touring canoe, Sports canoe and Specialist canoe. The label, indicating the classification, is fibreglassed into the canoe so that it is visible from the cockpit area on the inside of the craft. Because the categories are so broad the label acts only as a general consumer guide to the canoe or kayak's use and should be supplemented by reference to the New Zealand Water Safety Council's free booklet 'GUIDE TO CONFIDENT CANOEING', supplies of which all retailers and manufacturers should have.

WHAT IT IS NOT: The classification is not a guarantee of the suitability of the craft for the stated purpose. Because conditions of use are so variable, the classification can only be a very broad recommendation. The label does not indicate that the workmanship, construction, and design of the craft is at all recommended or approved by the N.Z.C.A. All the label does indicate is that ". . . should you purchase this particular craft, we suggest that you confine your use of it to the conditions for which it has been designed, namely as a Child's/Touring/Sports/Specialist canoe or kayak . . ."

THE CLASSIFICATIONS:

CHILD'S CANOE: These craft are intended for use in sheltered water by children under the supervision of an adult. They are essentially 'picnic' craft and are not designed for river trips, lake trips, or for waters where rough and windy conditions will be encountered.

TOURING CANOE: These craft are designed for use on relatively flat water such as quiet flowing rivers (up to grade 2 conditions), on lakes, harbours and on estuaries. They are classified in this category not because they cannot cope with rough conditions (if so then they would be classified as a child's canoe) but because they have been designed for ease of paddling on a straight line, rather than for manoeuvrability.

SPORTS KAYAK: These craft are designed for white-water use on rivers. Essentially these craft have been designed for manoeuvrability rather than for straight-line paddling. Their use on flat water, including lakes and the sea, will lead to disappointment. These craft, because they have been built to handle rough conditions, should be restricted to conditions within the capabilities of the paddler.

SPECIALIST KAYAKS: These craft have been designed for a very specific use and represent the more extreme forms of canoe and kayak design. These craft are not recommended for general canoeing use and their use should be confined to experienced canoeists who are likely to be able to use the craft to its full potential. Novice use of these craft will usually result in disillusionment. In many cases, these craft have been designed for competition use where rescue facilities will be close at hand.

COMMERCIAL CANOE AND KAYAK MANUFACTURERS

GEE BEE MARINE LTD
49 - 59 KENT STREET
CHISTCHURCH 2

CREE CRAFT
P.O. BOX 180
WANAKA

FIBREKRAFT DAYTONA LTD
49 DISCOVERY DRIVE
WHITBY, PAREMATA

FIBREKRAFT MANUFACTURERS LTD
P.O. BOX 109
NAPIER

NORSKI FIBREGLASS LTD
P.O. BOX 341
BLENHEIM

NOVACRAFT INDUSTRIES LTD
P.O. BOX 5355
HAMILTON

QUALITY KAYAKS LTD
71 SALISBURY STREET
ASHHURST

RIVER RUSH QUALITY CANOES
BEACHCOMBER ENTERPRISES LTD
P.O. BOX 18-314
AUCKLAND

INDUSTRIAL FIBREGLASS LTD

P.O. BOX 339
OAMARU

KAYAK MOULDERS LTD

P.O. BOX 23-328
PAPATOETOE

CALVERT ENTERPRISES

P.O. BOX 6093
CHRISTCHURCH

McQUEEN'S FIBREGLASSING LTD

157 MAIN SOUTH ROAD
CHRISTCHURCH

NORTHERN PLASTICS LTD

P.O. BOX 150
WARKWORTH

SISSIN INDUSTRIES LTD

8A ALLEN STREET
NELSON

TYGLASS INDUSTRIES LTD

P.O. BOX 2124
DUNEDIN

WESTLAND FIBREGLASS LTD

P.O. BOX 3
AHAURA, WESTLAND

WAINONI FIBREGLASS**FEM & BASS FIBREGLASS LTD**

312 ANDERSONS BAY ROAD
DUNEDIN

SPECIALIST CANOES AND KAYAKS**1. SPECIALIST FLATWATER/ SPRINT RACING KAYAKS AND CANOES**

RANGER	K1 Class	Kayak Moulders Ltd
LANCER	K1 Class	Kayak Moulders Ltd
CLEAVER	K1 Class	Kayak Moulders Ltd
MAKKER	K2 Class	Kayak Moulders Ltd
WINNER	K4 Class	Kayak Moulders Ltd
CANOE	C1 Class	Kayak Moulders Ltd

2. SPECIALIST WILDWATER/DOWN-RIVER RACING KAYAKS

INTERCEPTOR	K1 WW Class	Fibrekraft Manufacturers Ltd
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3. SPECIALIST SLALOM COMPETITION KAYAKS

The following craft have been listed in approximate order of volume — the craft of lowest volume being first on the list and the larger volume craft toward the lower end of the list. All craft are of around 4 metres in length, the minimum I.C.F. length.

REFLECTOR	K1	Quality Kayaks Ltd
EURO	K1	Fibrekraft Manufacturers Ltd
PISCES (EURO)	K1	Cee Bee Marine Ltd
ELITE	K1	Sisson Industries Ltd
SUPER SNEEK	K1	Quality Kayaks Ltd
PRIJON Mk II	K1	Fibrekraft Manufacturers Ltd
PRIJON Mk II	K1	Cee Bee Marine Ltd
VIPER	K1	Quality Kayaks Ltd
PRIJON Mk I	K1	Fibrekraft Manufacturers Ltd
OLYMP Mk VI	K1	Quality Kayaks Ltd
OLYMP Mk VI	K1	Cee Bee Marine Ltd
OLYMP Mk VI	K1	Tyglass Industries Ltd
OLYMP Mk V	K1	Quality Kayaks Ltd
OLYMP Mk V	K1	Kayak Moulders Ltd
OLYMP Mk V	K1	Sisson Industries Ltd
OLYMPIC	K1	Fibrekraft Manufacturers Ltd

4. SPECIALIST SURF KAYAKS

DOLPHIN
GAYBO WEDGE
SURF-YAK
SURF-YAK
WAVERIDER
APPOLLO

Cee Bee Marine Ltd
Fibreglass-Daytona Ltd
Kayak Moulders Ltd
Quality Kayaks Ltd
Tyglass Industries Ltd
Fibrekraft Manufacturers Ltd

5. SPECIALIST SEA KAYAKS

NORDKAPP (H.S.)

Sisson Industries Ltd

6. SPECIALIST TRAINING CANOES AND KAYAKS

BAT K1 2.4m x ?
BAT K1 2.4m x ?
MIDGET K1 2.4m x 470mm
GAP I K1 2.5m x 690mm
CANADIAN TRAINER C1 2.5m x 690mm

Quality Kayaks Ltd
Sisson Industries Ltd
Cee Bee Marine Ltd
Sisson Industries Ltd
Sisson Industries Ltd

SPORTS KAYAKS

1. SPORTS WHITEWATER/RIVER KAYAKS

These craft have been listed in order of volume, the lowest volume being first in the list. All craft in this section are K1 craft.

OLYMP V 4.0m x 600mm
OLYMP V 4.0m x 600mm
OLYMP V 4.0m x 600mm
OLYMPIC 4.0m x 600mm
HOT DOG (OLYMP V) 4.0m x 610mm
COMET 4.0m x 600mm
TROJAN 4.0m x 600mm
CREST 3.9m x 600mm
SLIPPER 4.0m x 600mm
SLIPPER COMBI 4.0m x 600mm
SLIPPER SLALOM 4.0m x 630mm
PLATAPUS 4.0m x 600mm
PELORUS 4.1m x 630mm
J.M. 3.9m x 600mm
PENGUIN 4.1m x 600mm

Kayak Moulders Ltd
Quality Kayaks Ltd
Sisson Industries Ltd
Fibrekraft Manufacturers Ltd
Fibreglass-Daytona Ltd
Kayak Moulders Ltd
Kayak Moulders Ltd
Quality Kayaks Ltd
Cee Bee Marine Ltd
Sisson Industries Ltd
Norski Fibreglass Ltd
Fibrekraft Manufacturers Ltd
Novacraft Industries Ltd
Fibrekraft Manufacturers Ltd
Kayak Moulders Ltd

2. SPORTS WHITEWATER/RIVER CANADIAN CANOES

None commercially manufactured

TOURING KAYAKS

1. ENCLOSED COCKPIT TOURING SINGLE SEAT KAYAK

As the length is the most important factor in the directional stability of touring kayaks, these craft are listed in order of length, the shortest being first on the list.

PENGUIN 4.1m x 600mm
PIONEER 4.1m x 600mm
BUCCANEER 4.1m x 610mm
WHITEWATER 4.1m x 630mm
HAWK 4.26m x 610mm
TOURING CANOE ?

Kayak Moulders Ltd
Quality Kayaks Ltd
Fibreglass-Daytona Ltd
Norski Fibreglass Ltd
Northern Plastics Ltd
Wainoni Fibreglass

TIGER	4.3m x 600mm	Fiberkraft Manufacturers Ltd
VITESSE	4.5m x 600mm	Kayak Moulders Ltd
RANGER	4.5m x 630mm	Novacraft Industries Ltd
WASP	4.55m x ?	Northern Plastics Ltd
2. OPEN COCKPIT TOURING SINGLE SEAT KAYAK		
TRAINING CANOE	3.6m x 630mm	Norski Fibreglass Ltd
TRAVELLER	4.3m x 810mm	Kayak Moulders Ltd
3. ENCLOSED SEPERATE COCKPIT TWO MAN KAYAK		
RAIDER TOURING DOUBLE	4.6m x ?	Quality Kayaks Ltd
PENGUIN SPORTS DOUBLE	5.0m x 710mm	Kayak Moulders Ltd
DOUBLE	5.0m x 750mm	Cee Bee Marine Ltd
MANTA	5.2m x 740mm	Northern Plastics Ltd
ORCA	5.45m x 660mm	Fibreglass-Daytona Ltd
4. OPEN COCKPIT TWO MAN KAYAK		
PENGUIN OPEN DOUBLE	5.0m x 810mm	Kayak Moulders Ltd
TWO MAN TOURER	3.37m x 870mm	Norski Fibreglass Ltd
5. REDUCED LENGTH SINGLE SEAT ENCLOSED COCKPIT YOUTH/CHILD KAYAK		
MIDGET	2.4m x 470mm	Cee Bee Marine Ltd
GAP I	2.4m x 690mm	Sisson Industries Ltd
APOLLO	2.9m x 600mm	Fiberkraft Manufacturers Ltd
NEPTUNE S	3.0m x 600mm	Kayak Moulders Ltd
IMP (enclosed cockpit)	3.0m x 530mm	Quality Kayaks Ltd
IMP	3.0m x 530mm	Fiberkraft Manufacturers Ltd
CHAMP	3.1m x ?	Quality Kayaks Ltd
JUNIOR	3.4m x 530mm	Fiberkraft Manufacturers Ltd
GEMINI	4.0m x 610mm	Tyglass Industries Ltd

CHILDREN'S KAYAKS AND CANOES

1. CHILDREN'S OPEN COCKPIT KAYAK/CANOE		
CANOE	?	Fem & Bass Fibreglass Ltd
MOD	2.3m x 710mm	Norski Fibreglass Ltd
GAP II	2.4m x 690mm	Sisson Industries Ltd
SANDPIPER 800	2.4m x 690mm	Calvert Enterprises Ltd
KIDDI	2.5m x 750mm	Cee Bee Marine Ltd
INDIAN	2.5m x 780mm	Norski Fibreglass Ltd
HIAWATHA	2.5m x 710mm	Fibreglass-Daytona Ltd
NEPTUNE	3.0m x 600mm	Kayak Moulders Ltd
BAMBI	3.0m x 530mm	Fiberkraft Manufacturers Ltd
IMP (open cockpit)	3.0m x 530mm	Quality Kayaks Ltd
WATER SPRITE	2.4m x ?	McQueen Fibreglassing Ltd
SANDPIPER 1200	3.66m x 640mm	Calvert Enterprises Ltd
2. CHILDREN'S OPEN COCKPIT TWO CHILD, OR ADULT & CHILD CANOE/KAYAK		
CANOE	?	Fem & Bass Fibreglass Ltd
HIAWATHA	2.5m x 700mm	Westland Fibreglass Ltd
NEPTUNE	3.0m x 600mm	Kayak Moulders Ltd
PLAYABOUT	3.1m x 610mm	Novacraft Industries Ltd
FLIPPER	3.5m x 600mm	Fiberkraft Manufacturers Ltd
TRAINING CANOE	3.6m x 630mm	Norski Fibreglass Ltd
SANDPIPER	3.05m x 680mm	Calvert Enterprises Ltd

OPEN CANADIAN CANOES

EUROPEAN CANADIAN	4.00m x 810mm	Norski Fibreglass Ltd
WANDERER	4.15m x 750mm	Cee Bee Marine Ltd
VOYAGER	4.20m x 790mm	Fibreglass Daytona Ltd
RIVERRUSH	4.32m x 820mm	Beachcomber Enterprises Ltd
CANADIAN	4.50m x 850mm	Westland Fibreglass Ltd
CANADIAN 14	4.50m x 910mm	Sisson Industries Ltd
CREE	4.50m x ?	Creecraft
CANADIAN	?	Quality Kayaks Ltd
CANADIAN	4.70m x 840mm	Novacraft Industries Ltd
CANADIAN	4.78m x 860mm	Norski Fibreglass Ltd
TRAPPER	4.87m x 1050mm	Fibrekraft Manufacturers Ltd
CANADIAN	4.90m x 840mm	Kayak Moulders Ltd
CANADIAN 16	4.90m x 910mm	Sisson Industries Ltd
CANADIAN CRUISER 18	5.60m x 860mm	Sisson Industries Ltd

CANOE HIRE AND CANOE COURSES

Over recent years there has been a great proliferation in the number of firms and companies offering canoe hire services and canoeing instruction. 'New Zealand Canoeing' wrote to all these companies asking for details of the services offering. The following is a summary of their replies.

ALPINE SAFARI TOURS LTD. P.O. BOX 868, CHRISTCHURCH

Hire canoes, equipment, camping gear, and arrange transport anywhere in the South Island. This company operates out of Christchurch and will organise any sort of canoe trip for you. If you have your own gear, then they can assist you with transport. Most groups hire six or more canoes and transport for a day trip down the Waimakariri, Rakaia or even the Clarence River. Discuss your requirements with them.

CANOE CAMPING LTD, 112 OWHIRO BAY PARADE, WELLINGTON

This firm runs 10 day canoe camping trips on the Wanganui River. The trip includes instruction in the initial stages of the trip. Geared for complete novice paddlers.

DANES BACK COUNTRY, DALE GARDINER, P.O. BOX 230, QUEENSTOWN

Dale Gardiner is well known for his rafting trips on the Shotover and other Southland Rivers. In recent years, however, he has introduced a very exciting service for kayakers — kayak white water clinics. Two kayak courses are offered for the coming summer to suit the majority of New Zealand kayakers: a three day beginners course, and a five day advanced kayak course. Dale reports, "Kayak courses are run overseas and are well patronised. Our courses here in New Zealand will be run on the Shotover River with a qualified kayak instructor. The instructors we intend to use for the coming season are Americans who hold the American Canoe Association Teaching Certificates. These guys are professional kayak instructors and can genuinely teach most kayakers more. We believe that our kayak clinics offer a great deal to the New Zealand kayaker." Dale also offers a pickup and dropoff service for groups of canoeists on the Shotover, Kawarau, Dart as well as other rivers mentioned in this brochure.

Dale can also supply up to date river information for canoeists in the area, merely phone Dale in the evenings (during the day he is on the river) at Queenstown 1144.

MOUNTAIN ACTIVITIES ASSOCIATED LTD, P.O. BOX 20172, AUCKLAND

Little is known of this firm. We believe that they run canoe courses in the Auckland/Henderson area, as part of school outdoor pursuit courses. Last summer they operated from late October through to mid December, catering mainly for school groups.

'TAWHITIKURI' OUTDOOR PURSUITS CENTRE OF NEW ZEALAND, PRIVATE BAG, TURANGI.

This is one of the longest running outdoor activity centres (Outward Bound being another). Stu Allan, the director, is a noted climber and canoeist. The O.P.C. runs courses for teachers as well as for other groups and individuals. Of particular note is their 'Specialist Canoeing Course', one of which is programmed for August 1980. This involves the Tongariro River (grade 3-4). They also have a 'Canoeing General Course'.

Write for details but remember to book as soon as possible as their courses are very popular. See the last issue of 'New Zealand Canoeing' for details of policies of the O.P.C. Canoeing also is included in their 'General Activities Course'.

OUTWARD BOUND, ANIKIWA, PRIVATE BAG, PICTON

Although Outward Bound usually run their usual course of general outdoor pursuits with the emphasis on character building rather than instruction in skills, they do run courses for specialist groups such as teachers and the services. Write for details of courses being offered as there is probably one that suits you. Their main canoeing instructor is Quentin Mitchell — N.Z.C.A. Instructor and keen slalomist who is off to the Sun Kosi in spring.

RIVER AND LAKE CANOEING CO. LTD, 59 MANAWATU STREET, PALMERSTON NORTH.

This is a relatively new firm who run trips on rivers such as the Wanganui and on lakes. Well known canoeist and slalomist Mike O'Donnell and his wife Sarah run this firm. Mike's craft are mostly open canadian canoes. Enjoyable trips with the emphasis on pleasure rather than on exciting whitewater, but no doubt Mike could organise a trip for all tastes.

Brochure available from Mike, or from the Editor of 'New Zealand Canoeing'.

WAIMARINO CANOE CENTRE, BARRY & BARBARA ANDERSON, WAIROA BRIDGE, R.D. 1, TAURANGA

Barry reports that he operates a canoe hire operation on the Wairoa River at Bethlehem some 3 km from Tauranga city. Safe canoeing for beginners up to the Ruahihi Gorge. A full range of kayaks and canoes are available for hire, including surf-yaks, canadians, flatwater, and wildwater and slalom boats. Group or individual tuition is available on request with discount rates for school groups. Bankside facilities are also available for hire. Barry will also hire his equipment away from the site and will organise trips on rivers and lakes in the region. Write for details.

WAIPATERE CANOE CENTRE/QUALITY KAYAKS LTD, 71 SALISBURY STREET, ASHHURST

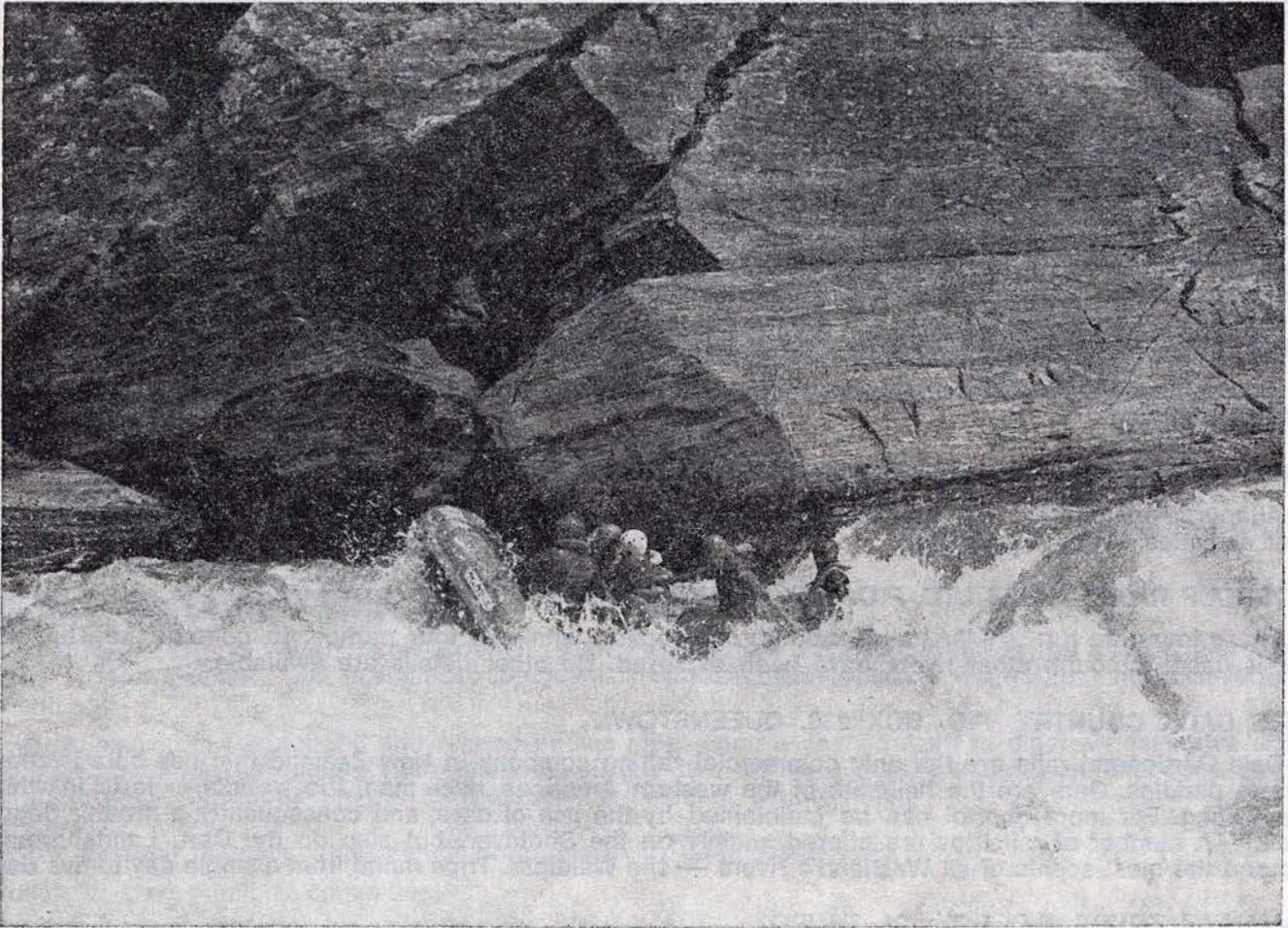
Run by Max Grant, the Waipatere Canoe Centre offers a full range of services for the canoeist. Canoes and kayaks, including kayak doubles can be hired on a daily basis for trips in the North Island, write for hire rates.

A number of canoe tours are offered, including a whitewater canoe cruise on the Rangitikei River — a full range of canoe and camping equipment is available for hire. This is a 3 day trip. Max also runs a six day Wanganui River trip from Taumarunui to Pipiriki, and a one day Manawatu River cruise.

WILDWATER CANOES, SISSON INDUSTRIES LTD., 8A ALLEN STREET, NELSON

Grahame Sisson, noted canoe and kayak manufacturer, hires canoes and kayaks (including his sea kayak the Nordkapp) on a daily basis, or by the week. A canoe trailer with 20 kayaks are available for schools and other groups. During the summer months there is a great demand for these craft so you must book well ahead if you plan a South Island trip this summer and hope to use these boats. Rates available on request.





DANES BACK COUNTRY

BOX 230 QUEENSTOWN PHONE 1144

OFFER

WHITE WATER KAYAK COURSES — December 6-9

— February 2-5

RAFT TRIPS FROM 4 HOURS TO 5 DAYS

DISCOUNTS FOR GROUPS OR INDIVIDUALS BY CONTACTING DIRECT

RAFTING COMPANIES

For a number of years raft tours have been available in New Zealand. Details are set out below:

ALPINE GUIDES (MOUNT COOK) LTD, P.O. BOX 20, MOUNT COOK

This company is well known for its alpine guiding service, but recent years has added rafting to its list of services. Rafting operates from October through to April, mainly on the Tasman river, although the Pukaki has been run a few times, which offers very exciting rafting. The Tasman river trip is a four hour return trip and although not real whitewater, it offers an unparalleled panorama of the Southern Alps and a reasonably cheap trip for people with a little time on their hands. (The Tasman is too cold to canoe!)

ALPINE RIVER RAFT TOURS LTD, P.O. BOX 8107, CHRISTCHURCH

This company did not respond to our request for information. We believe that they run raft tours on the Waimakariri River.

ALPINE SAFARI TOURS LTD, P.O. BOX 868, CHRISTCHURCH

Although not offering raft trips at the moment, if demand warrants it they will include rafting in their list of activities. Write if interested.

BUTTERCUP RIVER TOURS LTD, P.O. BOX 45, NATIONAL PARK

These tours are run by Marshall Gebbie in conjunction with bus tour parties. In general the Tongariro River is used, although other rivers have been explored. No other details are available.

DANES BACK COUNTRY, P.O. BOX 230, QUEENSTOWN

Dale Gardeners' rafts are the only commercial rafting company in New Zealand that use oars in preference to paddles. Oars are the hallmark of the western American river men, the world's experts in white-water rafting. Far more control can be maintained by the use of oars, and consequently a greater degree of safety. A number of raft trips are offered, mainly on the Shotover, but also on the Dart, Landsborough, Rees and the most scenic of all Westland's rivers — the Waiatoto. Trips range from a single day to five days.

KAIMANAWA TOURS, P.O. BOX 321, TAUPO

This organisation, run by Don McKinley, is one of the longest running rafting organisations. Don's trip on the Mohaka is well known, this is a five day trip, but two day trips on the Tongariro are also run.

OUTDOOR PURSUITS CENTRE OF NEW ZEALAND, PRIVATE BAG, TURANGI

Some rafting is done at the Centre, although the exact nature of these trips is unknown. Write for details to Stu Allan.

RAPID TRAVEL, C/- THE POST OFFICE, TE ANAU

This organisation, formerly known as 'Wilderness Travel' operates on Lake Te Anau and on the Upper Waiau River. The raft trip is of 1½ hours and takes in the section of the Waiau immediately downstream of the Te Anau lake outlet.

WHITEWATER ADVENTURE TOURS LTD, P.O. BOX 5168, MOUNT MANGANUI

This organisation is well known to canoeists who use the Wairoa River at Tauranga. The Wairoa trip is quite rugged, rafting waterfalls and all. We believe that trips are also run on the Motu River now, but this has not been confirmed.

RAFTS

'New Zealand Canoeing' wished to publish a list of commercially made inflatable dinghies suitable for whitewater rafting, so we wrote to all the known manufacturers for a list of their products. Of the six known manufacturers only two bothered to reply.

FELTEX RUBBER, P.O. BOX 154, MANUREWA. These people manufacture the 'Pacific' Inflatable dinghy. This is a versatile 'fun' boat but is not really suited to whitewater rafting. However, the product manager of the Feltex Recreational/Leisure products advised us that this year they intend to manufacture a boat which should be suitable for rapids. The new brand name for Feltex Leisure products is 'REID'.

AVON DINGHIES. Marketed in New Zealand by A. FOSTER & CO LTD, P.O. BOX 1951, AUCKLAND

Undoubtably the 'Roll-Royce' of rafting is the Avon Dinghy. Avon make a very large range of inflatable dinghies and sports boats. The following are suitable for use on whitewater.

Dinghies: REDSTART	2.50m	REDCREST	2.82m
REDSEAL	3.12m	REDSHANK	3.73m

Rafts made specially for whitewater use:

ADVENTURE RIVER RAFT	3.96m	PROFESSIONAL RIVER RAFT	4.57m
SPIRIT RIVER RAFT	5.18m		

The Professional River Raft seems to be the choice of most rafting companies in New Zealand, Australia, and the U.S.A.

THE NEW ZEALAND WATER SAFETY COUNCIL

The New Zealand Water Safety Council is an independent organisation run by the aquatic, and related bodies of New Zealand, and is financed by grants from the Lottery Board of Control. It is not a Government Department.

Delegates from the aquatic and related bodies meet once a year in April to elect an executive and to formulate policy for the coming year. The Council has two full time staff members, an Executive Director and a Secretary, as well as one part time officer, the National Co-ordinator.

The Council finances water safety programmes in three main ways:

Through its own publicity committee.

Through grants to aquatic bodies who must use the money for water safety programmes specialising in the particular activity in which they are involved.

Through Regional Water Safety Committees throughout New Zealand. There are some 48 committees made up of local representatives of aquatic groups and from groups having an interest in water safety. Grants made to these committees are used for water safety programmes of a general nature in the area of the of the committee making the money available.

The New Zealand Canoeing Association is represented on the New Zealand Water Safety Council by the Association's Vice-President. From the N.Z.W.S.C. Publicity Committee our publication 'Guide To Confident Canoeing' has been financed. The Council grant to the Association, over the years has been used for a number of projects: a small amount has been used to subsidise the Association's magazine, to finance our canoe classification scheme, to assist our instruction programme. Finance from Regional Water Safety Committees has not been utilised to any great extent, principally because canoe clubs have often not been represented on the committees themselves. Southland Canoe Club is a notable exception. The New Zealand Canoeing Association suggests that all clubs make contact with their Regional Water Safety Committees and utilise the services available.

THE NEW ZEALAND MOUNTAIN SAFETY COUNCIL

The N.Z.M.S.C. is another independent body, like the N.Z.W.S.C. financed by the Lottery Board of Control and run by groups with an interest in the outdoors. The New Zealand Canoeing Association is not represented on the council directly, but there is a water safety representative there to represent our views. Unlike the Water Safety Council who spends the bulk of its money through the sporting bodies, the Mountain Safety Council expends its finance through its own publicity programme and through its regional committees. Canoe clubs are advised that funds for safety programmes may be made available through the regional mountain safety committees. Details can be obtained from the N.Z.M.S.C., C/- The Department of Internal Affairs, Private Bag, Wellington.

THE OUTDOOR TRAINING ADVISORY BOARD

The O.T.A.B. is an independent body set up under the wing of the council for Recreation and Sport to assist in the co ordination of training leaders in outdoor activities. The members of O.T.A.B. meet once a year, in June, to elect the Board. Canoeing is represented at the annual meeting by the N.Z.C.A. Instruction Officer.

To date the Board has been working on the publication of a guide to outdoor training. The guide will consist of three parts.

A log book for potential leaders to keep a record of their activities.

An outline of the knowledge recommended for leaders of all outdoor activities. This is known as the 'Core' unit.

An outline of knowledge recommended for leaders in specific outdoor activities. This is known as the 'Skills' unit.

Canoeing is one of the units in the 'skills' section, but does get dealt with to some extent in the 'core' unit which has a section on water safety.

The O.T.A.B. can be contacted through their Executive Officer, P.O. Box 5122, Wellington.

WANGANUI RIVER RESERVES BOARD

On Wednesday, May 21, I attended a meeting of the above Board in my new capacity as a Board Member representing the N.Z. Canoeing Association and the N.Z. Jet Boat Association.

Of particular note to canoeists is the concern that the Board feels over the cost of "rescue operations" by the Ranger. The Ranger's jet boat currently costs \$20.00 per hour to run and this cost must be borne by someone — rescues pose an added burden on the Ranger and at the very least there should be reimbursement of the costs involved.

The Board adopted a new set of bylaws governing use of the river and reserves, as most river users are not aware that bylaws exist, let alone knowing the provisions of any of them. I have set out here a few that seem to have particular relevance to non-powered craft. (Copies of these bylaws are available from the Board's Secretary at a cost of 50c each: The Secretary, Wanganui River Reserves Board, Box 5014, Wellington.)

". . . except in the rapids powered craft may not exceed 5 knots when within 30 metres of other craft or persons in the water or within 5 metres of the shore.

- The Ranger has the authority to have craft moved and operated to his satisfaction.
- No races etc are allowed on the River without the Board's permission.
- Motor vessels must give way to all non-motor vessels.
- Upstream vessels give way to downstream vessels.
- Overtaking in rapids is prohibited.
- Conviction of an offence against the bylaws can result in a fine of up to \$1000.
- Officers of the Board must not be obstructed in their duty.
- Craft may not block wharves, landing places etc. commonly used by vessels carrying passengers.
- Dogs may not be washed at public landings or reserves.
- Depositing rubbish in the river (or letting it fall overboard) is forbidden.

- Firearms may not be discharged across or onto the river.
- Shooting is not permitted without a permit from the Board.
- Animals may not be drowned in the river nor any carcasses left in it.
- No-one shall leave any vessel unattended on the riverbank so that it may become water-borne or adrift and dangerous to other vessels.
- Non-powered craft being operated at night must be equipped with at least one obvious bright white light."

There are a total of 48 bylaws and they give the Ranger wide powers to control the River users in the manner that the Board has deemed best.

As part of my involvement with the Wanganui River I have undertaken to update the "Wanganui River Guide" and I would ask that anyone with suggestions or corrections to the Guide advise me so that these may be embodied in the reprint.

If anyone has suggestions or concerns relating to the river itself or to the controls by the Board please let me know so that I can raise these matters at Board meetings.

Russ Hawken
C/- 56 Majoribanks Street,
Wellington.



NEW NAME IN SPORT AND LEISURE APPAREL

All sport and leisure apparel and accessories manufactured by Feltex Rubber are now being marketed under the Reid brand name.

The new Reid range, which is being introduced in June, includes wetsuits, inflatable rubber boats, buoyancy aids, snow ski apparel and hikers' packs.

Previously the products were marketed under the Feltex Rubber, American and Pacific brand names. The Pacific name, associated with inflatable rubber boats, and the American wetsuit brand name, will be retained and used in conjunction with Reid.

Feltex Rubber has decided to use one brand name for its sport and leisure range to give the products a single identity.

Previously their products were marketed under several brands. They decided to bring them together under the one name to give the range a greater continuity.

Basically the products in the range will not change — only the name will — although a number of new lines are also being introduced.

The Reid range features five styles of the "American" brand diving wetsuits, three styles of surfing wetsuits and four styles of water skiing/sailing wetsuits.

A completely re-styled selection of surfing suits has been launched to coincide with the changeover to Reid.

Accessories in the Reid brand include hoods, boots, vests, kneeguards, repair kits and dive bags.

There are three inflatable rubber boats sold under the Pacific brand name. These are the 2.2 metre, 2.7 m and 3.5 m. The 2.2 boat was introduced earlier this year.

Snow ski apparel features lightweight neoprene trouser and bib and brace suits in various styles.

Feltex Rubber are also introducing a buoyancy aid and three styles of hikers' packs. The buoyancy aid for both children and adults is designed to be attractive as well as a life saving article.

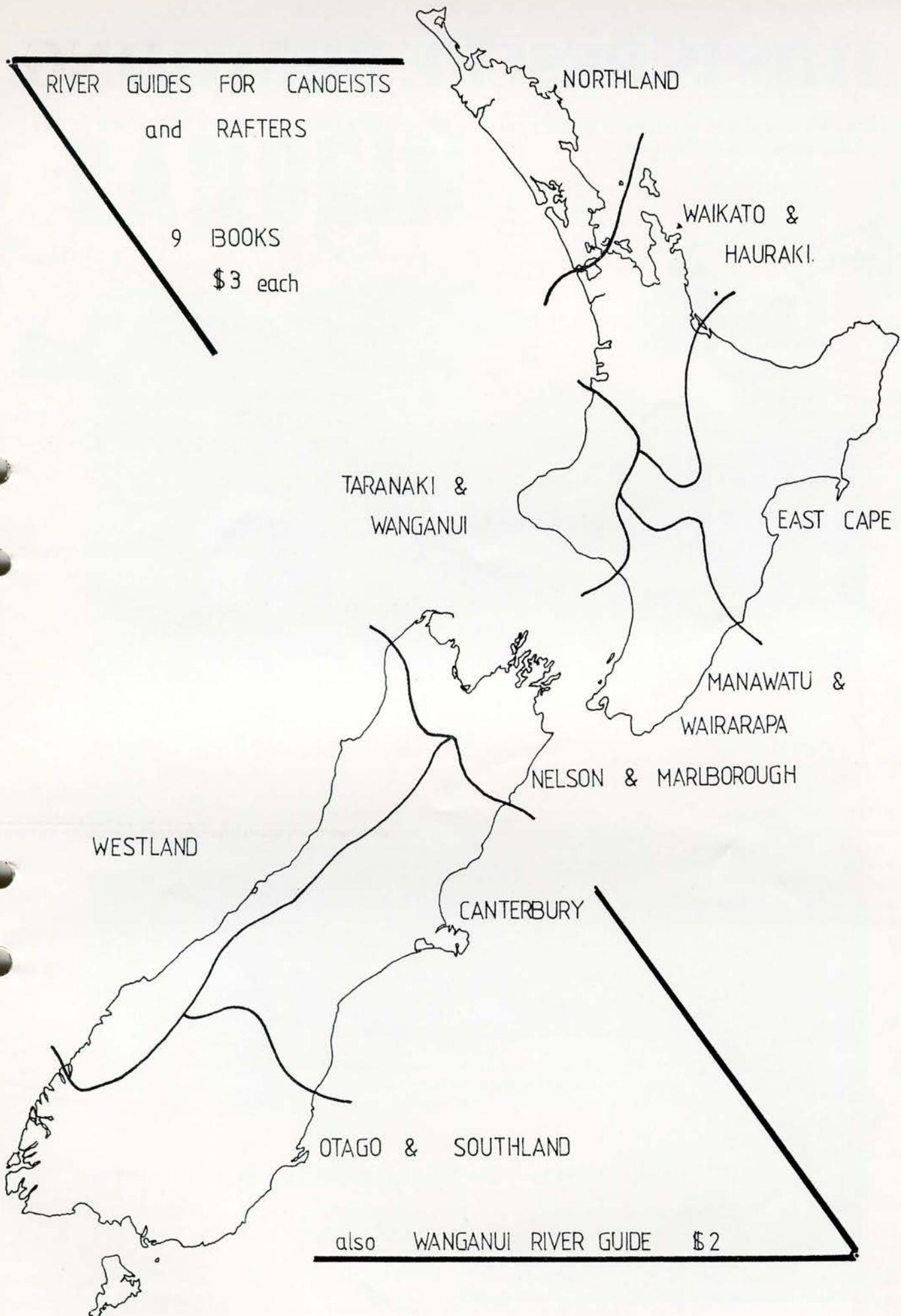
The aid has been designed for comfort, while allowing plenty of free movement. Vest-like in appearance, it incorporates pockets in the front, brightly coloured synthetic woven fabric for the outside and inside, fully adjustable side gussets, a zip front and a waist belt.

As well as these visual appeals the buoyancy aid features safety reflective tape on the shoulders for night rescues and closed cell buoyancy material.

The aid is designed along the lines of popular buoyancy aids found overseas.

RIVER GUIDES FOR CANOEISTS
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P.O. BOX 5125 Auckland

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.



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.

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.



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



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.

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

WHEN SHOULD YOU APPLY RESCUE BREATHING

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.