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THE NEW ZEALAND CANOEING ASSOCIATION (Inc)

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EDITORIAL:

The annual conference of the New Zealand Canoeing Association has now passed off as a very quiet affair. Perhaps only on two occasions did things liven up at all.

There was some criticism of the racing teams' participation at Moscow and questions were asked as to why we were still there. As no one could give any satisfactory answer to why we should not be there, the argument seemed to die down. Critics were placated with the comment that our competitors had been specifically instructed not to talk to the press nor to appear at the opening ceremony. Unfortunately, part of our team did appear, and on their return to New Zealand one member was reported by the press in a manner that did little to help the Association placate our critics.

The Olympic results were, however, very pleasing. With all the fuss over drug taking and cheating at the Games, I have the feeling that it is time that honest sportsmen forgot about the East Europeans and concentrated on friendly games with our Pacific friends. Both slalom and flatwater competitors can find all the competition they need in Australia — that is clearly obvious.

The second time things livened up during the conference was the criticism levelled at this magazine. Yes, it is expensive but you only get what you pay for. Since conference we have had an overwhelming array of letters in support of the magazine and I would suggest that our critics are a little out on the limb. Some criticism however, is accepted, and we shall attempt to rectify this, but perhaps if we had have known your thoughts earlier we could have attended to the matter.

Cover photographs for our magazine have often been chosen only a few days before going to print and it has not always been possible to provide a caption, but we shall endeavour to do so in future. For those who are interested:—

Issue 16 — January 1980. Tonga Inlet, Abel Tasman National Park. Canoeists are Harry Litchwark and Viv Nelson in a 15 foot canadian canoe. Photo by G. Egarr.

Issue 17 — April 1980. Rafting on the Motu River in the upper gorge. Rafterers are unknown but the photograph was taken by Tony Christopher.

Issue 18 — July 1980. Kayak running a chute on the Mangakahia River Northland. Paddler is Grant Stevens of NCC, spectator is Jan Egarr. Photo by G. Egarr.

Issue 19 — This issue. Surfing at Saunton Sands, U.K. Paddler is Frank Goodman. Photo by G. Egarr.

In this issue we have provided results of our National events as well as overseas events in which New Zealand paddlers have participated. Results have been delayed until this issue as we did not receive them until after copy for the last issue went to press. We have, as requested, tried to keep the majority of our stories to the local scene. Space and finance have not permitted us to begin the canoe building series this month nor to continue with the regular sea canoeing articles we had hoped would follow from the last issue — hopefully, these will come in the next issue.

Lastly, we cannot let this issue pass without saying congratulations to Paul Caffyn for his completion of the UK circumnavigation, and to Quentin Mitchell, all the best for his Asian Kayak Expedition which he was invited to join through this magazine (perhaps we do have a use after all!)

BARRY AND BARBARA ANDERSON

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PHONE 64-747 TAURANGA

LETTERS TO THE EDITOR:

Dear Sir,

Perhaps Richard Johnson did not read Bevan Walker's article in the number 15 issue of 'New Zealand Canoeing' with an open mind, otherwise he may have noted that Bevan had been well prepared; fresh water, clothing, fitness, he knew the tides, and the local peculiarities. He was also paddling a Nordkapp, and although it was not mentioned specifically, it is fully rigged with bulkheads and a pump. Also not mentioned is the fact that Bevan has been paddling amongst the sounds for many years. Thus I think common sense, safety and discipline are all exemplified in his article.

However, I do agree with Graham that using river canoes on sea and river should not be attempted solo. Yet sea-cruising solo in fully equipped kayaks is alright if you are competent, prepared, and conditions are suitable.

Maybe Richard has not read 'Obscured by Waves', as in its first chapter Paul deals with the details in the preparation for Fiordland. Many, many hours were spent on this. Though Max accompanied Paul around Fiordland and Stewart Island, such companionship was of little use when trouble arose and even caused problems as shown by events at Barn Bay. The value of company is in moral support as Paul mentions in chapter 10. Such support does not necessarily have to come from a fellow paddler — a similar role is played by a support party on shore. This aspect, I feel, is not fully appreciated by those against solo sea cruising.

Ainslie Lamb — Nelson Canoe Club.

Dear Sir,

On reading Graham Egarr's article on 'How Safe is Sea Canoeing' in your April 1980 issue, I felt a couple of points need clarifying.

Graham is a much more experienced canoeist than I am, but his opinions of deep water rescue do not tally with my own experience, and might discourage people from using some very useful techniques.

Most of my canoeing has been with parties of school children on weekly training sessions over the last twelve years. We have used deep water rescues on hundreds of occasions quite often in awkward conditions involving thirty knots or more of breeze, and up to four foot waves, some of which were breaking. Admittedly safety was not a major problem as the beach was usually only a few hundred yards to leeward, but unless caught inside a surf line we have not failed as yet.

The confidence gained by pupils after an awkward rescue has been marked, and almost the next best thing to learning to roll. We usually use a simple 'T' rescue in emergencies.

Having made this point, I would like to support Graham in avoiding too heavy handed an approach to safety. The freedom of the individual to take carefully calculated risks is a freedom that no well balanced club or organisation should destroy.

Derry Godbert — Northland Canoe Club.

Editor's Note: Derry may have misunderstood a point that Graham was trying to make, namely, that specialist sea kayaks with high sweeping ends, such as the Nordkapp, do not allow for successful deep water rescue methods. Derry correctly points out that the method is very successful with 'normal' kayaks. Graham's other point was that the 'HI' method was, in his opinion, the only truly reliable rescue, here Derry has found that the 'T' method is quite satisfactory. What have other paddlers found? Graham agrees that deep water rescue techniques are a vital element in any canoe and kayak course and to go to sea without having used these techniques would be folly.

It was with interest we observed the rescue of three cavers from a flooded cave in the Buller district recently. Upon their rescue there was considerable demand for the cave entrance to be blocked up. Fortunately common sense prevailed and the cave remains open. We believe that the answer to accidents is to educate people in the right techniques, to show them methods that work, and to discuss openly the causes of accidents. Discussions such as those of Richard, Graham, and Derry, are of value to all canoeists as they show the way to techniques that work and are of value. It is left to the individual paddler to try all the methods and to select those that work best for him or her.

Dear Sir,

Your description in Bulletin No. 18 of the classifications of Touring and Sports craft as on the label issued to manufacturers to be inserted in their canoes, and the canoes coming within these classifications is not correct.

The labels were designed and issued so that purchasers would be advised of the conditions under which they could expect to use the craft with safety. e.g. Childrens canoes are designed for use in sheltered waters. Or, as in the case of specialised craft, the label tells the purchaser that the kayak is designed for a specific purpose. An experienced canoeist, as indicated on the label, would be expected to know what he is buying.

The labels do not, as you suggest, have any recommendations with regard to performance. A sports kayak is not necessarily a white water kayak, just as a touring kayak is not necessarily a straight running kayak.

In the context of the labels a Touring canoe is any kayak or canoe which is seaworthy and large enough for touring and paddling from place to place, but, because of a large cockpit which is not able to be satisfactorily sealed, or because of it's size which would make it difficult to handle, the craft should not be taken out in rough conditions.

A Sports kayak on the other hand, is any kayak, single or double, which has a cockpit or cockpits that can be sealed by the use of a spray cover, and which is not designed for a specific purpose thus used in any conditions up to very rough, but the label reminds the purchaser that the limitation on such conditions is his ability. The label does not inform the purchaser that the kayak is a white water kayak or that it has any degree of manoeuvrability or lack of it. A Vitesse is just as suitable for use in any "Conditions within the capabilities of the paddler" as is an Olymp V.

Kayaks that should have a "Sports kayak" label would be:—

Sports white water/river kayaks
Enclosed separte cockpit two man kayak

Enclosed cockpit single seat kayak
Reduced length single seat enclosed cockpit youth/
child kayak

Kayaks and Canoes that should have a "Touring Canoe" label would be:—

Open cockpit single seat kayak
Open Canadian Canoes

Open cockpit two man kayak

Yours, Renton Hunger — Label Designer.

Editor's Note: Yes, you are quite correct Renton, my mistake in interpretation. Readers please note the above point. We shall issue a revised list later.

CANOEING

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Dear Sir,

I have read with some alarm the articles and letters supporting the concept of solo sea canoeing. The over confidence and lack of appreciation of the risks involved shows little understanding of the accepted safety rules and the reasons behind them. The advocates of solo sea canoeing are complacent in their record. I quote "There have been a number of lengthy sea trips by solo canoeists and every one has gone off without a hitch". There were a number of flights over Mt Erebus that went off without a hitch too.

The argument for not paddling with others and to support the so called safety are not at all convincing and it is apparent that solo sea canoeists suffer from the mistaken belief that they can handle likely emergencies alone and that any greater emergency just will not occur.

We have read how, with the modern kayaks, it is difficult to do H, HI and T rescues. It is quite obvious, although not mentioned, that other methods could be used very easily even in rough conditions.

We have read how, in a properly equipped sea kayak a paddler can effect a self rescue. The obvious question here is. "Why did he fall out in the first place and why did his first roll fail?" Perhaps the paddler was tired or incapacitated, perhaps conditions were bad, perhaps there was a gear failure or loss. In these circumstances he would need other paddlers to help — but he is a solo canoeist. Another statistic and the safety of solo sea canoeing is blown out to sea.

We read how helpless other canoeists are in these situations and that it would be difficult to help or that little could be done. Surely the requirements of assistance is not the degree of difficulty or how little could be done, but rather that **something** could be done. Even moral support "you are making good progress" is useful. As is standing in the surf to help a capsized paddler ashore.

In both the instances used as illustrations in the article "How Safe is Solo Sea Canoeing" reference is made to "another paddler". Referring to a group of only two paddlers. There is no validity to that part of the argument because the minimum recommended number is three.

We read how in instances of hyperthermia, hypothermia and hypoglycemic collapse (lovely big words) companions would only marginally increase a chance of survival. Surely a marginal increase in chances is good enough reason for not paddling alone. In these cases companions would be able to prevent the emergency situation by early recognition of symptoms and anyway there is treatment that could be given at sea in a group.

We read how solo paddlers are not so likely to need rescuing. As they use modern equipment this is probably true and no doubt many people will paddle solo and many more trips will be undertaken without incident. However the unexpected can always happen and when it does the canoeist will not just end up with skinned knees. The accident will be fatal.

Some aspects of many sports entail risks, and the risks are necessary if the final goal is to be reached. Sensible and responsible participants take and recommend to others safety precautions to minimise the risks. The sense of achievement and the success of the undertaking is not at all diminished because safety precautions are taken. Solo paddling creates an unacceptable risk, not because emergencies are a frequent occurrence, but because the risks are unnecessary. A long or difficult sea trip is just as successful if undertaken in a group.

Solo paddling, because you can rescue yourself, comes into the same category as not wearing a buoyancy aid, because you can swim.

The sport of canoeing has so far enjoyed a good safety record within the association, and by adherence to safety rules it will stay that way. The paddlers who disregard the safety rules do the sport a disservice. Tramping clubs, climbing clubs and mountain safety council accept that group participation is the sensible, safe and best way of enjoying the sports of tramping and climbing. In contrast some sea canoeists ask us to believe that solo sea canoeing is the same — a sensible and safe way of enjoying canoeing.

Properly conducted sea expeditions are a great thing and should have full support. Solo sea trips however, should be discouraged.

R. Hunger — N.S.C.C.

The Editor,

In respect to recent drownings on rivers flowing high, and further to some of my experiences on the Buller in flood, and in the Rangitata Gorge, I have been giving the subject of life-jackets some thought. I do not believe that those jackets used by most canoeists are sufficient and it is very rare in New Zealand to get more than about 16 lb buoyancy even from a Mae West type.

Earl Perry summarises his own thoughts rather well in the following copy:—

"... Most important of all, you must have a life jacket. Since certain regulated rivers require that it must be Coast Guard-approved, saving expense dictates buying this type initially, at about \$10 to \$35. It should give you about 20 percent of your body weight in buoyancy; the 33-pound-buoyancy Mae West

type is best. A word of caution is in order. Many a self-styled expert will denigrate the need for a life jacket; **he** has never needed one on the dinky little technical rivers he has run, or never needed a large one. And, he will tell you, your own body will furnish some buoyancy (it will if your body is fat) and your wet suit will furnish some (it will, from 3 pounds for a 1/8-inch sleeveless top to 10 pounds for a 1/4-inch full suit). Furthermore, he will say, you may need to ditch the life jacket to swim out of certain holes.

Do not believe him. You are not an expert. You may never even get to be one if you take his advice early on in your career. And finally, his advice may hold for races and steep, tiny rivers. But it is just this sort of expert who dies like a dude when he faces the flooding rivers in Idaho and Colorado, or the huge rivers of the Southwest and far Northwest, where the volume runs from 10 to 200 times as much as he has ever encountered in California or back East. Dick Hertzler of the kayak patrol on the Middle Fork, who ran this year on water up to probably 35,000 or 40,000 second-feet (cubic feet per second), wears the largest life jacket he can buy with a wet suit as extra insurance. I myself have risen from the depths below a ten-foot hole, so slowly and so battered, so panicked and so unable to breathe, think or swim, that the 40 pounds buoyancy I wore seemed nearly inadequate. When you yourself are an expert and competent to argue such points, you may do without a life jacket or wear some puny aggregation of air bubbles trapped in vinyl. You may live to repent. Until then buy a large jacket whose cloth covering is nylon and hold your peace . . ."

You will note that he recommends 33 lbs of buoyancy. Taking his advice I now wear two buoyancy aids of different sizes whenever I go down anything which has a greater than average flow — such as the Upper Tongariro or Wairua in flood.

Although my chest measurement looks like about 80" I don't find the jackets at all restrictive and I guess that they would give about 28 - 30 lbs of buoyancy. A second alternative would be to wear a normal Harishok type aid and wear an inflatable type SCUBA type with CO² cartridge attached over the top for use in emergencies.

If you agree on these points you will have probably given it much thought already, you might like to print Earl's thoughts for general discussion.

Regards,
Grant Stevens.

Editor's Note: Well there it is readers, think about it. But there is always another option — keep out of flooded rivers. If you paddle a grade 5 river and have to swim it, you ought to regard it as grade 6.

A CLARENCE RIVER TRIP — Pelham Housego

It was late afternoon as we drove up Jacks Pass above Hanmer. We were near the end of a long journey from Bunnythorpe, near Palmerston North, that morning. Once over the Pass, the road only dropped a little in altitude to the Clarence. There was enough water for canoeing in this upper part of the river, but we carried on down the road to the Acheron River junction as planned. Except for a few stunted willows at the river, the countryside was treeless. There were scree slopes on many of the hills, with the odd patch of unmelted snow, otherwise thin grass and tussock, and blue Borage flowers on the flats.

Most of the next day, Monday, was spent ferrying one of the cars to the mouth of the river, while the non-drivers broke camp, and moved the boats — two Czech slalom C2's for Bill Anderson/Bruce Thompson, and Keith Miller/Steve McCarthy, Bill Nuttall's Penguin, and my Comet — and their loads, down to the river bank, then crossed the river to see the old Cob Accommodation House.

After four in the afternoon, we launched onto the river. We intended to camp just before the first gorge, only 6½ miles on. There was plenty of daylight for this trip, and setting up camp, despite a repair stop when Bruce' C2 was holed on a shallow rapid.

Bill Nuttall and I slept out in our sleeping bag covers, while the others slept under a large, orange tent fly.

On Tuesday morning, we crossed the Hossack and Dillon rivers just after clearing camp, and started into the first gorge. The first rapids here are easy. Twisted, usually upright strata patterned the cliff faces. About half an hour on we came to the large round boulder that herald the "Chute", the main rapid in this gorge.

We landed to inspect. The river level was a lot higher than in the photographs I had seen. The drop was rather like Fulljames, but narrower and a bit steeper.

Bill and Bruce ran it first and made a straightforward run. Bill Nuttall and I climbed into our kayaks and followed. Near the rapid I found my view obstructed by waves a little up stream, so I headed for centre between the rocks I could see, which turned out not to be the centre of the chute, as my boat gradually swung to the left, so I hit the waves almost side on. I was held back against the current enough for the water to flow up over my stern deck, the dreaded Comet disease. I struck out a paddle brace, but it went down. "Here goes", I thought, but at an almost impossible angle, the brace held, and I came back up. When I got ashore I was told that the same thing had happened to Bill Nuttall.

The second C2 approached the top, pitching wildly through the approach waves. The high view enabled Keith and Steve to take the right line through. This visibility difference was to show up often in the big waves later in the trip.

From here on, the rapids in this gorge returned to their easy grade 2, the scenery providing much of the interest. We pulled in for lunch at the mouth of the Tinline Creek, whose valley sides were mostly bare scree slopes.

After we had paddled a short distance that afternoon, the gorge gave way to a large but still comparatively narrow valley. The sky had clouded over, with the cloud base at the hilltops. Either side there were great, purple grey scree slopes, with patches of bronze, green vegetation here and there, and the occasional snow patch high up.

Later in the afternoon we found a suitable campsite. The sun came out again and the river water didn't seem too cold, so all of us except Bill Nuttall, who fell asleep soon after we arrived, had a bath.

Later that evening a helicopter flew down the valley, and just as it was getting dark, it returned carrying a drum below it. We were to see several dumps of drums on higher shingle banks along the river — fuel for jet boats — but we saw no jet boats.

Wednesday morning was overcast and dull. The river was now more braided and the valley fairly straight, exposing us to the gusting headwinds. The C2 paddlers were having to stop occasionally to stretch their legs. After about 3 miles the valley closed in a bit as we entered the second gorge. Easy rapids, but some of the waves would make you wet. Lunch stop was at Seymour Stream, within sight of poplars at Quail Flat Homestead. The sky had cleared now, and the sun was roasting hot. After eating, we paddled the short distance to Quail Flat and went ashore to look. This flat is probably the largest in the valley. We could see that a couple of new buildings had been built near the old Cob Homestead and sheds, which were towards the other end of the flat and by the smoke from the chimney, they were occupied. Bill Nuttall had paddled on when we stopped, so we returned to the boats and followed, to catch him about a mile later.

The river bed now widened, and became braided again. Bill took a channel to the right, so I didn't see him for another mile.

A rough road follows the river here, in the foothills on the right bank. It runs from Clarence Reserve, out on highway 70, across a saddle in the Seaward Kaikouras, down the bed of Seymour Stream, to Quail Flat, then on down the river to Goose Flat. A track continues on for a few miles.

We reached a rapid known as the "weir", where the water backs up behind a line of rocks across the river. These rocks were mostly submerged however, so there wasn't much of a rapid.

The next flat looked like a place for a campsite, so we stopped and went looking for a suitable clearing in the Matagouri. We set up the two tent flies end to end, to give some protection from the wind gusts which were sweeping down the valley. Later that evening we placed large rocks all along the edges of the flies, as the gusts got stronger. We were to need them. Our first hour or so in bed was punctuated every 5 or 10 minutes by tremendous gusts that had us all clutching tent corners and poles (C2 paddles). The wind must have eased later, because the tent flies were still up in the morning.

I was up first next morning, and found the river was very muddy and running high. I ran up the bank to where the boats were left, but the water hadn't quite reached them. The wind had dropped, but the sky was still dull.

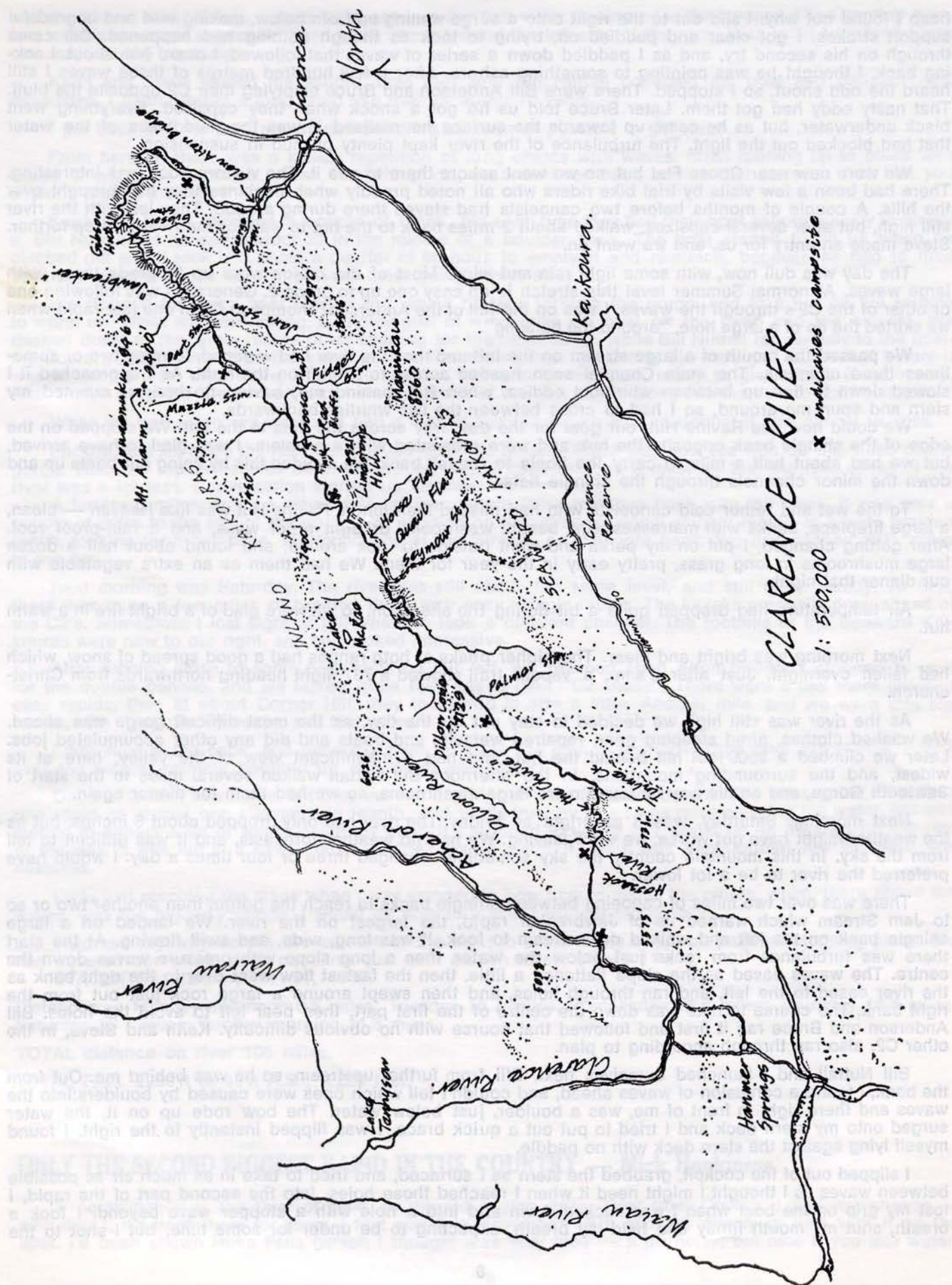
Keith, Steve, Bill and Bill set off to climb Limestone Hill, above our campsite, to try and reach the road, way up on its flank. I followed a little later after I had done some work on my gear. The flat and the slopes above it were infested with hundreds of rabbits.

I made my way up through the briar on the slopes to a vantage point, where I took some photos. Across the river and downstream, I could see the start of Bluff Station, now unoccupied. The others were now coming down the hill, so I started back too.

We started on the river at what would normally have been almost lunch time. Across the river another rapid had formed overnight with big, muddy waves. I decided to skirt around them in my little blue semi-submersible. The C2 crews said they would go down the centre in style — alright for them! I crept down the side, but still got thoroughly wet. After a few rapids I was so soaked through I no longer bothered to avoid waves.

Visibility proved to be my main technical problem on the water. Apart from my eyesight and getting my glasses obscured with muddy water droplets, both Bill Nuttall and I found our visibility restricted by our low seating position in the kayaks. Apart from the higher forward position of the bowman, the C2 crews were also given extra high glimpses ahead as their boats see-sawed over the waves, raising their end cockpits way up in the air.

Nearing Red Bluffs, the current ran into a bluff ahead as the river turned sharp right, then turned less sharply back to its original line around the end of the bluff. Bill Nuttall was in front, and took the obvious line between the heap of water against the bluff and the small but strong backwater. He did a rather clumsy circle to the right around the backwater and ended up behind me. When I reached the edge of the water



heap I found out why. I slid out to the right onto a surge welling up from below, making wild and ungraceful support strokes. I got clear and paddled on, trying to look as though nothing had happened. Bill came through on his second try, and as I paddled down a series of waves that followed, I heard him shout. Looking back, I thought he was pointing to something ashore. After a few hundred metres of these waves I still heard the odd shout, so I stopped. There were Bill Anderson and Bruce emptying their C2 opposite the bluff. That nasty eddy had got them. Later Bruce told us he got a shock when they capsized. Everything went black underwater, but as he came up towards the surface he realised it was the muddiness of the water that had blocked out the light. The turbulence of the river kept plenty of mud in suspension.

We were now near Goose Flat hut, so we went ashore there to see it. The visitors book was interesting. There had been a few visits by trial bike riders who all noted proudly what machines they had brought over the hills. A couple of months before two canoeists had stayed there during a flood. They left with the river still high, but after several capsize, walked about 2 miles back to the hut to wait for the river to drop further. Steve made an entry for us, and we went on.

The day was dull now, with some light rain and wind. Most of the rapids were up to grade three, with large waves. At normal Summer level this stretch is an easy one up to grade 2. Generally I was following one or other of the C2's through the waves. I was on the tail of the Anderson/Thompson C2 in one fast rapid when we skirted the lip of a large hole, "around the banking".

We passed the mouth of a large stream on the left and then the river bed widened, forming two or sometimes three channels. The main Channel soon headed across to a bluff on the right. As I approached it I slowed down to line up between whirlpool eddies, when Bill, behind me, having no brakes, rammed my stern and spun me around, so I had to cross between the two whirlies backwards.

We could now see Ravine Hut, our goal for the day, way across the flats to the left. We stopped on the edge of the shingle bank opposite the hut, and were presented with a problem. I was glad to have arrived, but we had about half a mile to carry the boats to the left bank. We avoided this by lining our boats up and down the minor channels through the shingle flats.

To the wet and rather cold canoeists who had missed their lunch, Ravine Hut was like Heaven — clean, a large fireplace, bunks with mattresses, sink bench, washroom, draught proof walls, and a rain-proof roof. After getting changed, I put on my parka and went outside to look around, and found about half a dozen large mushrooms in long grass, pretty early in the year for them. We had them as an extra vegetable with our dinner that night.

Air temperature had dropped quite a bit during the afternoon, so we were glad of a bright fire in a warm hut.

Next morning was bright and clear. The higher peaks of both ranges had a good spread of snow, which had fallen overnight. Just after 8 a.m., a vapour trail showed a 737 flight heading northwards from Christchurch.

As the river was still high we decided to stay put for the day, as the most difficult gorge was ahead. We washed clothes, aired sleeping gear, repaired wetsuits and boats and did any other accumulated jobs. Later we climbed a 2500 foot hill behind the hut, and had a magnificent view of the valley, here at its widest, and the surrounding mountains. In the afternoon Bill Nuttall walked several miles to the start of Sawtooth Gorge, and on his way he found more large mushrooms, so we had them for dinner again.

Next morning, Saturday, wasn't as bright as Friday. The river had only dropped about 6 inches, but as the weather might have got worse, we were leaving. We had no weather forecasts, and it was difficult to tell from the sky. In this mountain country the sky sometimes changed three or four times a day. I would have preferred the river to be a lot lower.

There was over two miles of canoeing between shingle banks to reach the gorge, then another two or so to Jam Stream which warned us of Jawbreaker rapid, the largest on the river. We landed on a large shingle bank on the left and walked downstream to look. It was long, wide, and swift flowing. At the start there was turbulence from rocks just below the water, then a long slope with pressure waves down the centre. The waves eased as the slope flattened a little, then the fastest flow went over to the right bank as the river eased to the left, and ran through holes, and then swept around a large rock just out from the right bank. The course to take was down the centre of the first part, then bear left to avoid the holes. Bill Anderson and Bruce ran it first and followed that course with no obvious difficulty. Keith and Steve, in the other C2, also ran through according to plan.

Bill Nuttall and I launched ourselves next, Bill from further upstream, so he was behind me. Out from the bank, I found a confusion of waves ahead, and couldn't tell which ones were caused by boulders: Into the waves and there right in front of me, was a boulder, just below water. The bow rode up on it, the water surged onto my stern deck and I tried to put out a quick brace, I was flipped instantly to the right. I found myself lying against the stern deck with no paddle.

I slipped out of the cockpit, grabbed the stern as I surfaced, and tried to take in as much air as possible between waves as I thought I might need it when I reached those holes. Into the second part of the rapid, I lost my grip on the boat when I was sucked down and into a hole with a stopper wave beyond. I took a breath, shut my mouth firmly and held my breath, expecting to be under for some time, but I shot to the

surface almost immediately. I must have got into the fast water flowing under the stopper. Then another hole, and exactly the same sequence. Then I was swept around the left side of the rock. With relief I realised I was now past all the obstacles.

Keith and Steve helped me ashore, then they and Bill Nuttall collected my boat and paddle. I felt exhausted. I hadn't swum a long rapid like that for about 10 years.

I got back into my boat and started paddling as soon as possible to get warm.

From here on there was a steady repetition of long chutes with waves, often running up to bluffs with heaps of water, or backlash waves, flat whirlpools, or sometimes back eddies that were so fast that you couldn't paddle through them.

Keith and Steve capsized a couple of times, but each time they had their boat ashore quickly to empty it. Bill Nuttall got himself marooned in the middle of a boulder bank. The boat started to fill up when he climbed out and it took him about a quarter of an hour to empty it and relaunch, because he had to hold boat and paddle all the time to prevent them being swept away.

We stopped for lunch near Gibson Hut, about halfway through the gorge, and lit a fire on the shingle to warm up. While we were eating, a mighty gust of wind blew my boat off the bank into the current. We dashed down to the water, some of us heading for the other boats, while Bill Nuttall ran directly to the floating Comet yelling to me to grab his arm in case the current was too strong. He managed to reach it before it was in deep water. Meanwhile, Bill Anderson had got into his Penguin, ready to give chase if necessary. After that, I weighted the cockpit with heavy rocks, and wedged others alongside the hull, to hold it ashore.

When we had eaten, we went and had a look at the hut, which was so derelict it was almost useless.

For the next six miles the rapids continued much as before. There was now tea tree on the sides of the gorge. Then the rapids became easy. Wondering why, I soon realised it must be that the rate of fall of the river was a lot less. Conversation started up amongst us.

A further 5 miles, and we were at Matai Flat, where there is native bush with tall trees. It was only a couple of miles to the end of the gorge. We paddled on through occasional shingle rapids, in a wide braided reach, looking for a campsite. We found one at Big Stream, on the right bank. We had canoed 30½ miles in the day.

Next morning was Saturday. The river was still about the same level, and still fairly muddy. At first, there was quite a few miles of braided river, with easy shingle rapids. The kayaks gradually drew ahead of the C2's. Sometimes I lost sight of Bill when he took a different channel. The foothills of the Seaward Kaimouras were now to our right, and still looked impressive.

After running close to some high cliffs on our left, we reached Glen Alton bridge. I stopped to wait for the double canoes, and we talked while they eased their "C2 knees". There were a few more miles of easy rapids, then at about Corner Hill, they increased in size a little. Another mile, and we were into big waves, with steep muddy peaks, and fast water.

I was now at the back, and generally tried to follow the path of the C2's. They were see-sawing crazily over the waves, helmets bobbing up and down alternately.

Once or twice I saw holes, but they weren't any bigger than I'd seen before. The river guide describes one rapid as almost one kilometre in length, and that's true. By now I was really enjoying the water, but was stating to collect a lot of water inside my boat. If I stopped to empty it, I would be on my own for the rest of the way. It was fun in a kayak, but I wouldn't like to swim it, so I was very careful not to make any mistakes.

I was just reaching the stage when I was wondering how I could signal the others, when, there above the waves, was the highway bridge. I would be able to make it without stopping.

I worked my way across the current to the right to avoid being swept on past the stopping place. We had covered our whole days paddling, just over eleven miles, before 11 a.m.

STATISTICS: January 14 - 20, 1980.

Distances — Monday afternoon 6.5 miles; Tuesday 16.7 miles; Wednesday 25.3 miles; Thursday 14.4 miles; Saturday 30.7 miles; Sunday morning 11.3 miles.

TOTAL distance on river 105 miles.

TOTAL FALL 2290 ft to 40 ft A.S.L. 2250 feet.

ONLY THE SECOND BIGGEST RAPID IN THE COUNTRY — Mick Hopkinson

Procrastination is the thief of time, as the old saying goes. How true! Course, I had my chance — who didn't; it's been there for years. I first saw it in November 1978 and fell deeply in hate with it on the spot. I'd been shown Huka Falls (which I thought was very nice — a bit noisy; but nice if you like water-

falls); I'd been pointed at Aratiatia — also very pretty. Deep blue water, very colourful. And always the inevitable question, "What do you think?" "About what?" I'd ask innocently, "about canoeing them". "Oh!" But logic always prevailed. In both instances the amount of pure luck involved far outweighed the skill necessary to make a successful attempt. Huka Falls could be attempted by either the fit, skilful, experienced paddler or by some equally determined suicidal geriatric patient: both would have an equal chance of coming out alive I thought.

But Nevis Bluff (and to a lesser extent, Sargoods Weir) there was a rapid — a real canoeists rapid — big, powerful, fast. A real test of skill, strength and determination, and furthermore the guide book had given it the ultimate accolade and said, "the rapid is NOT a feasible proposition." As a paddler whose team had dissipated the energy of its youth wandering round Europe with a German guide book — paddling all the V and VI for training and doing the X (for impossible!) stretches just to prove that they weren't — this was like a red rag to a bull. Though my interest in canoeing was on the wane, that old word was there, "impossible" and as far as I could see had mentally hamstrung a whole generation of New Zealand canoeists who had the ability but couldn't overcome their complete lack of confidence in themselves.

But I digress — I procrastinated didn't I? I saw Nevis Bluff twice — fortunately both times with the ultimate excuse — no canoe. But you can always produce excuses can't you: too hot, too cold, too wet, see later . . . And it wasn't until January this year that we finally arrived at the Kawarau with canoes — having been flushed out of Aspiring National Park with the rest of the flood detritus. We saw it on Thursday, along with the Christchurch Club who were making their annual pilgrimage to worship at the Nevis Bluff shrine. Fine excuse — bloody freezing — huge flood — the second 100 year flood in two years? the papers said (I think!)

We were going home, but a chance fine day of sun lured us back and we paddled the shotover and the raft trip on the Kawarau. The river had dropped by Saturday — tomorrow!

Anyway tomorrow came like it always does and we had a look. Perverse river — risen again. Decided to paddle Sargoods as a consolation prize. Didn't look too big from the road, 300 ft up! There is an almost continuous stopper across the weir with a five to six foot break in the middle. Hit that and you're OK I said, then miss that big rock on the right and she'll be right. "Oh God — picking up the vernacular!" But enough. hit the break OK capsized in the boily bit — did the slowest roll in history — jibbered into the breakout on the left and stopped for a breath. Must be getting old! Only the easy bit left! Course it never is . . . big and bouncy — great fun if I'd had any adrenalin left . . .

Fortunately, I didn't read the guide book until later. Apparently the rapid is "at least Grade 5 plus or 6" and "ON NO ACCOUNT should the weir itself be shot" — tut! tut! I thought.

No it's definitely only a good piece of V(+) if you do it four days after "the second 100 year flood in two years" and ++ if you only had a lowline slalom boat like I had — which leads us to procrastination again. Now I had a fine excuse for not doing Nevis — the water was very big and I needed a bigger canoe and besides, I was cold and wet, etcetera. Another day, I said.

Back to Nelson to bullshit about it . . . horror . . . I had procrastinated too long (by now you should have looked up this big word in the dictionary!). A chance for the best known descent thrown away — to whom? A youth, a stripling of eighteen — the bright light of Nelson Canoe Club, Chris Moody. Apparently Chris had smuggled himself into the Kupe Canoe Club South Island tour — they're a bit slow and didn't notice him till he demanded to paddle Nevis Bluff. Andy Martin reports that Chris got well down the main line of the rapid before a stopper took the end off his decrepit old boat. He was last seen by the bank support team rolling a canoe full of water — which apparently finally disintegrated and left him to swim the bottom end of the rapid.

No doubt people will split hairs about whether Chris did it or not, but to my mind that is immaterial. The point is he obviously had the skill, courage and determination to try and with a better canoe would have arrived at the bottom of the rapid in a slightly more dignified manner. As it is he proved that a safe attempt could be made on Nevis Bluff and in doing so he has broken the biggest psychological barrier in New Zealand canoeing.

Still, Sargoods is only the second biggest rapid in the country.

SHARON CROSBIE TALKS TO PAUL CAFFYN — 11.04.1980

Sharon: We have mentioned Paul's book, 'Obscured by Waves', his diary account of an amazing canoe odyssey around the South Island. That in itself is no mean achievement, but then I heard on the news that the same Mr Caffyn is planning to canoe around the British Isles. Such a man, I thought, we had to meet. So good morning Paul Caffyn.

Paul: Good morning Sharon.

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Sharon: What is the attraction of canoeing for you, as opposed to sailing, or any other sensible pursuit?

Paul: The getting out to sea on my own, and slowing down to a sedate 4 m.p.h or 3½ knots. It is very quiet, there are no exhaust smells, no traffic sounds, it is very peaceful and it is very tranquil.

Sharon: And yet in your book the serenity and peace does not always come through. I felt as I was reading it; exhaustion in the upper arm as much as you would have felt it. It must have been very tiring, surely?

Paul: Yes, especially after 10 hours in the old canoe, but I have been doing plenty of training here in Greymouth. Two hours each night over the bar or out in the surf at Rapahoe. I am going to do two weeks training at Anglesea when I get over there just to acclimatise to the English conditions

Sharon: Well, let us go back a bit and ask you why you circumnavigated the South Island at all. Why not just paddle up and down on a small stretch of water?

Paul: The South Island nobody has been silly enough to paddle around before. Fiordland was the big attraction initially, three Nelson chaps had tried to paddle around Fiordland from Jackson's Bay to Te Wae Wae Bay but had only got as far as Milford after two weeks. That made it even more of a challenge for us, Max Reynolds and myself. And we went in the other direction from Te Wae Wae Bay and paddled up the coast to Jackson's Bay. Then Max had to go and earn some money to pay for the last trip, and the weather was so good here on the coast that I just decided to keep paddling.

Sharon: Are the New Zealand coastal waters very difficult?

Paul: The West coast of both the North Island and the South Island is, Sharon. The thing that really unsettled me was the big swell off places like Cape Egmont. I estimated that it was twenty five feet high and on a little canoe that seemed enormous because I was losing sight, not just of the shore and the Cape Egmont lighthouse, but also Mount Egmont itself!

Sharon: Good heavens! Is canoeing in the open sea difficult? Is it that much more difficult? Do you develop a whole range of techniques?

Paul: Once you are out through the surf, once you clear the surf and are out on the swell it is quite easy. It is just like canoeing on a lake. You have just got that big roll passing through under your canoe. So that is easy, just straightforward paddling. You have just got to have a bit of stamina to go on for eight hours. But it is the landings in through the surf and coming in over the bars like at Manukau and Kaipara. These are the real hassels. Of course even when out on the swell you may still need advanced canoeing skills like the eskimo roll; but these skills are vital in the surf.

Sharon: And the Greymouth bar which is bad for big ships?

Paul: I have had a few ups and downs each afternoon coming in through there but luckily the last few afternoons it has been almost glassy.

Sharon: Well I do not know anything about sailing or canoeing but I do know that you should never get side-in to a wave, and I know that in canoeing around New Zealand you would have been side-on for almost the entire time.

Paul: A canoe is a little like a bicycle and remains upright through balance no matter what angle the water is on, its narrow beam is important in giving it this ability, a beamy boat would be hopeless. The canoe is eighteen feet long and is based on the traditional lines of the west Greenland Eskimo seal hunting kayak. It is very long and with a very fine pointed vee shaped bow section and stern so that if I come in facing the beach at a right-angle to the waves, and so the wave gets pretty steep, what happens is that the bow digs deep at the base of the wave and I do a beautiful loop — or an end-over-ender. The stern goes over the bow and the whole eighteen foot of canoe stands on end. So that is when I am coming in through the surf, which is a very big surf. What I do is I gauge the number of waves in each set; you get these sets of three or four which are really bigger than the average height of the waves, and I follow in really fast behind one of these big waves. Hopefully I get in before the next big wave breaks.

Sharon: So it is really not at all just a matter of stamina, you have to know the sea, and know the weather very well to quite a sophisticated degree.

Paul: I think that my awareness of the weather, watching the weather map and listening to the marine forecasts and spending so much time at sea, has intensified by awareness of the environment and the conditions, but it takes me a while to get back into it each time I have a few days of paddling. I just cannot go out for a two hour paddle and know what the weather is going to do, or the wind. But after spending day after day, I think that my senses get a bit more aware, I reckon my eyesight gets a bit better, and my hearing gets more sensitive and perhaps my sense of smell also.

Sharon: You must have biceps like superman!

Paul: Actually paddling is more back and shoulder muscles than arms. That terrible chap who wrote about me in the 'Listener' reckoned that I had skinny arms.

Sharon: I really do wonder if being out there is all that easy, as you say. The kayak, you said, is very light. But big yachts get broken up by the waves. Are you light enough to be able to ride out just about anything?

Paul: I come ashore each night, so I can check the weather before I take off again in the morning, so unlike yachts which cannot come ashore on the beaches that I can, they do get caught out in storms when I am ashore in my sleeping bag. But the canoe does have to survive the surf. The chap who makes the canoes in Nelson, he makes a beautiful boat. It only weighs about 55 lb, you can carry it on your shoulder. But it really is strong. I have had some terrible scrapes. Up at Ohawe Beach, near Hawera, I did an end over loop through a bit of a storm surf onto a boulder beach and poor old 'Isadora' almost had her bow cracked off. But with twenty minutes of patching with fibreglass I was in the water and paddling again.

Sharon: Why did you call your canoe 'Isadora'?

Paul: I named her after Isadora Duncan, because the canoe does a fair bit of dancing on the waves and I called her the dancing lady.

Sharon: Tell us about the things you meet out at sea. Sharks and what have you.

Paul: Two nights ago I was out off the bar here and I was paddling away. It was really quiet and you get into a bit of a dream world there, you get into a steady rhythm, and suddenly there was a noise and a little porpoise came up beside me and it gave me a heck of a fright every time this happens. I know what the sound is, that it is a porpoise exhaling, but I nearly die of fright because I imagine it is a huge killer whale or shark.

Sharon: You met sharks when you were doing your South Island trip. A shark could open its mouth and bite the end off your canoe. What do you do?

Paul: Off Muriwai beach, north of Auckland, I was paddling along and I think that I actually paddled over a great shark, he was sleeping. I think he was having a snooze and I must have touched him with my skeg and there was a great commotion in the water beside the canoe. I looked around and I saw this thing starting to come after me and I started to put on a bit of speed and he, fortunately, went off. Off the Bay of Islands I stopped momentarily to have a drink, glucose solution to keep the energy going, and I just looked up briefly towards the horizon, and I saw this killer whale leaping out of the water some 400 yards away, so that also gave me a bit of a fright.

Sharon: Were they more curious than threatening?

Paul: I don't think the killer whale saw me, he didn't get that close.

Sharon: But the sharks would be fascinated I should imagine.

Paul: The porpoises, when they come in, they seem to hang around. I have had up to ten of them playing by the bow, and when they are here I like it; as I know that then there will be no sharks around.

Sharon: Why the British Isles? It must be some of the busiest water in the world and you would be even more vulnerable.

Paul: The thing was, like with New Zealand, it still hasn't been done. No one has been right around England, Scotland and Wales. Two parties have been around Ireland in kayaks and people have been around England and Wales, but they have taken a short-cut through the Caledonian Canal. Nobody has been game to go around Cape Wrath and John O'Groats at the top end of Scotland. I guess for obvious reasons.

Sharon: Are you that close to shore that you can avoid trouble, say in the channel where there is a high density of shipping — like a pedestrian crossing?

Paul: Fortunately the Nordkapps, the kayaks that we will be using, only draw three inches of water and we can travel in extremely close to the shore, we just have to keep outside the breaker line. But I see the big hassles in the U.K. being the shipping, especially when we are crossing the Bristol Channel and the Straits of Dover. I think that the shipping really will be a problem, particularly if the English sea mist rolls in for the day.

Sharon: What will you do about that? What sort of identification shall you put up — a small mast, or carry a light? What will you do?

Paul: I think we will just have to yell loudly.

Sharon: An oil tanker is going to find it difficult to hear you.

Paul: I think that, hopefully, we will be so close in that they will not be able to come in, they will be too deep in the water to come where we are. But in the channels this will be a problem. The Coast Guard is going to look after us over there. The two Welshmen I am joining are auxiliary coast guard members and they have the support of both the British Lifeboat Institution and the Coast Guard, and I think that they will keep a pretty close eye on us.

Sharon: Does an adventure like this cost a lot?

Paul: The air fares are \$1700 and the rest will cost another \$2300 or so. So, say \$4000 for me.

Sharon: And is it worth it, do you think?

Paul: Oh heck yes!

Sharon: Is canoeing for everyone, or is it very much a strong young man's sport?

Paul: No. Places like the Marlborough Sounds are just made for cruising in these kayaks. Particularly the way the price of petrol is going up and the shortage of fuel. These Nordkapps, you can put in 150 lbs weight of gear. You can take a flagon of port, a tent and a radio, and just about the kitchen sink and go off for a two week paddle. Even in Fiordland, not only just around the outside like we went, but you can go right into Doubtful Sound (via the road to Deep Cove) and keep to the inner sounds. Or there is the Marlborough Sounds, or the Bay of Islands. New Zealand is made for this canoe cruising. And it is not just for the fit and healthy as the Nordkapps are easy to paddle.

Sharon: I imagine that with a flagon of port you could paddle in circles for some days on end.

Paul: I get a strong like to port, not just a list to port.

Sharon: After the British Isles are you going to do more adventures like this? Like around Australia or something?

Paul: These trips just seem to fall into place — I don't think all that far ahead. After finishing the South Island I thought, "No more canoeing, I am finished". And then people started saying, "When are you going to do the North Island?" "Na — you'd be joking". I would reply. And then it wasn't such a big joke after a couple of months, and it seemed like a hell of a good idea. You seem to get used to what at first seems a crazy idea until it just seems to be the right thing to do — but you have to live with it a while. And then Stewart Island just seemed to follow, to fall into place. Things just seem to work out that we had to do Stewart Island. Australia, though, is just a bit too big, and the Great Australian Bight — I don't think that there we could get in anywhere along there — there just aren't many places that you could get in. The only other one that I had thought of was New Guinea. The British Isles just seemed to hit me one day, nobody had been around it, and yet it is the home of sea canoeing in the world. So I planned to go solo with a New Zealand support party, but we tried to get sponsorship for the air fares and other expenses, but that didn't work out, so I was still wondering what to do when two Welshmen wrote to me. They had planned the same trip at the same time and suggested that we join forces, and now it is just falling into place. I guess that after this trip I will start thinking about the next big trip, but not while this trip is still underway.

Sharon: Tell me, people that have been fired up by your enthusiasm and might want to take up canoeing, how much does the canoe itself cost?

Paul: The Nordkapps have bulkheads — two. One in front of where my feet are, and one behind the cockpit. They make two sealed compartments where you can put all your films, cameras, sleeping bag, food, etc, to keep them dry — they are really two sealed storage compartments and buoyancy areas. There is a little bilge pump mounted just behind the cockpit and any water that gets into the cockpit you can clear using the bilge pump. There are deck lines so that if you do get tossed out in a big surf you can hang onto your boat as you come in. And a little thing called a skeg which fits on the back of the kayak and acts like a sort of centre-board on a yacht. So all up it is worth about \$700 now. But the sad thing about canoeing here in New Zealand is the sales tax which has really made the price of canoes sky-rocket. I paid, all up, \$350, but now they are twice the price.

Sharon: Are they very vulnerable to damage? In the hands of an inexperienced beginner?

Paul: No. Isadora has done around 5000 miles now and she has a few scratches on her bottom from being pulled up on rocks, and three small patches, but she looks like she has only done 50 miles.

Sharon: But then you are not exactly an inexperienced beginner. Anyway Paul, we wish you very well for your trip around the British Isles, and whatever happens next.

RESCUES ON THE TARAWERA RIVER — Pelham Housego

The trip was organised by the Hamilton section of the Hauraki Kayak Group as a one day trip on the Saturday, but the party from Auckland stayed for the Sunday as well.

Five from Auckland drove down on the Friday evening, topped up car petrol tanks at Paeroa, and meeting the Hamilton party at Te Maunga junction, near Mount Maunganui on Saturday morning. We then all drove to Kawerau. After a sightseeing visit to Tarawera Falls, we canoed the river from the upper road bridge ("Tarawera No. 2") down to Homestead bridge. The river was running high, (not flood) as would be expected at this time of the year (September) with the recent rain, so the current was fairly fast, and the waves were bigger than when the club ran it in June, last year.

In the section from opposite Otamuri Road to the "Helipad" notice (just below Kaipara Road), where there are several small islands, Rex had two canouts due to straddling the tops of small islands. His second capsized caused him to swim most of this section. His canoe was full of water, and backwaters were few and small, so it was only possible to guide it along clear of islands and rocks till it could be rescued opposite the "Helipad", luckily undamaged. Rex lost his paddle in the later part of his swim.

Another paddler had several capsizes on the trip, but was good at rescuing and emptying his boat, and was back paddling again quickly each time. There were thirteen canoeists in the party on the river.

After reaching Homestead bridge the Hamilton section of the club prepared to leave for home, supplying us with extra petrol before doing so.

We went back upstream, and two of us paddled down the part of the river where Rex had swum, to see if we could find his paddles, but had no luck. Since I last went up to the falls from Kawerau, the road above the upper road bridge has been re-routed, following the river valley, so we were able to see quite a lot of the river, quite long stretches are flat water, with a cascade falling almost four metres towards the end. We decided to run what parts we could on the Sunday.

On Sunday morning we drove to the top of the road and put our canoes into the river from the falls track, a little higher. We paddled up from this point to reach the rapid under the swing footbridge on the track.

We paddled the first half mile or so on fairly fast flowing flat water, down to a rapid we had inspected from the top of a boulder beside the road on the way up, then stopped to have a close look at it. It was divided by an island into two chutes, the left one completely obstructed by a low tree, the right one fairly clear once a few light branches were removed. Rex portaged on the right hand channel. Below this was a length of fast flowing but open rapid, similar to rapids we had run on the Saturday. In order to stop in this section, Rex ran his boat into a narrow channel through a low island about half way down. Snow and I helped him on to the island, then launched him down a side channel to where Ross was waiting at another island. Meanwhile, Alan had fallen out at the left side of the main channel while trying to land, and lost his paddles. Ross saw them go by him at the last minute, but missed grabbing them as he wasn't expecting them.

Getting down toward Ross, Rex went the wrong side of the rock into more difficult water, and capsized, so I gave him my towline so he could line his boat down the bank past the rest of the rapid.

Below here, the river narrowed up towards the left, then swung right, out of sight. I decided to paddle over to this and look before the rest ran it. Once there, I found it difficult to hold back against the current, so I ran the next drop intending to pull out at the next backwater, which I did, but I didn't find it until after running two more steep and narrow chutes, with the bush closing over above. The little Euro dived way under at the foot of one of these. The river was divided around islands so I took the best channel in each case. After the last chute I came to a relatively slow moving pool, and immediately pulled out to the right — first to go back and warn the others, and secondly because the next rapid, just out of sight, had an ominous deep roar.

I had just started struggling back up the bank through deep cutty grass swamp, when Alan arrived to say that the others were coming through.

After I had gone about 20 metres around a large boulder I heard someone calling from the direction of the river, and crashed through the swamp to find Ross on the other side of the channel (actually on an island). He said his boat was on the other side of the island and he had lost his paddles. Snow soon arrived through the cutty grass, having reached the lower pool after Alan.

As we could not cross the river here I went upstream to Rex, through waist deep swamp, and dense scrub. I found him still portaging along the bank, so we took his boat out to the road, bush crashing all the way, left the boat there, walked about 100 metres down the road, then bush crashed back to the river to get to the others again.

We decided the only way to cross the river was to paddle across the pool where we had last landed. So Snow and I went, across, then made our way through the bush on the island to Ross, and he led us to his canoe. The island was really a heap of large boulders with earth in between, and bush over the top. On reaching the other channel, we found Ross's canoe lodged across a rock, cockpit upstream, in the powerful current. Ross is a master of understatement! I thought he had just come ashore when he had found he was in the wrong channel, and had lost his paddles landing. Two or three metres below the boat, most of the water sluiced down between the rocks. Snow found it was possible to get onto the rock the canoe was bearing against, and tied a line to the bow, which was furthest from us. We ran this line up over a tree, and tried to lift, but it didn't move. We both got on to the rock and tried to lift the centre of the boat but it barely moved. As we struggled to jiggle it up, it started to crack at the upper gunnel at the rear of the cockpit. There seemed to be no chance of freeing it intact, and decided it was better to take home two halves than nothing at all. As the current slowly bent the canoe, we encouraged it to break neatly, rescued a piece of coaming, a piece of deck, the rest of the cockpit, the waterproof container, and then the stern half.

Balancing on the rock and feeling down into the frothing water to try and get a grip on the lower edge of the still immovable bow half, I discovered Ross's paddles still undamaged. They had stayed caught under the rock all that time.

By now we realised Alan would be wondering what had happened, so we went back to the main channel. Snow ferried Ross across the pool on the stern of his Olymp, and I took a rescue line across so the paddle and half canoe could be hauled across.

We then went back to the road, where Rex had collected Alan's car, I collected my car, and had some lunch. As the day was getting on, we decided that Snow, Ross and I would go back to try and get the bow

section, using an extra rope.

Back on the rock, we got the extra rope around the cockpit end of the bow half, and Snow and I, both delicately perched on the top of the rock, managed to lift up the cockpit end and free it. It immediately plunged into the foaming pool below and disappeared, still attached to our tie rope. It soon reappeared however, having flipped 180° underwater, and it slowly rose up, apparently buoyed up by the air collecting inside it from the bursting bubbles from the highly aerated water. We were able to haul it ashore, and triumphantly towed it off through the bush. We had rescued everything except the seat cushion.

It was now late in the afternoon, so after changing and loading up, we set off for home.

Damage: One broken boat, two lost pairs of paddles, and multiple cuts to the hands from cutty grass. At the point on the river that we reached, there is a dam of large boulders across the valley. From the road, these are hidden by the bush that grows over them. Because of the boulders, the river divides into several channels, which occasionally run under the boulders for a few yards. From here to the top road bridge would be worth exploring on a future trip.

WAKAMARINA RIVER — RIVER INFORMATION

We recently received a letter from Cpl. K. C. Brown of the R.N.Z.A.F. Base, Woodbourne. His letter contained a number of points that should be added to the description of the Wakamarina River contained in the Nelson-Marlborough River Guide.

“... according to your guide the Wakamarina River has never been canoed from Doom Creek before, and if this is so, then the following information may be of interest to you.

After reading your guide, three of us decided to attempt to canoe from the creek even though the river was not particularly high. All three of us have had about two years experience in canoeing, mainly through the Marlborough Boys Brigade.

Although the track to Doom Creek is nearly a four-wheel-drive track, we did manage to get our Hilman Hunter Station wagon fully loaded to the last turning point. There we found two other vehicles both non-four-wheel-drive vehicles, so it is possible to get an ordinary vehicle there but I might add that it was a very rough trip. From this last turning area it was only a 15 minute easy downhill walk to Doom Creek. There we entered the Creek from the left hand side of the swing bridge and canoed and walked to the river approximately 100 metres further on.

From this entry point the river was quite easy for the first 15 minutes with only basic chutes most of the way. Because of the low level of the river, rocks were predominant but with 30 cm or more of water these rapids would be excellent.

At the end of this 15 minutes we came to a rapid that dropped straight down into an angled rock wall. It then flowed along the wall and out the exit which was only about one to 1½ metres wide with a scattering of rocks. This rapid would probably come easier with more flow and in high flow might even be covered.

Again the river returns to chutes of about grade 2, maybe 2+ with large, very deep pools between each rapid. As it is mentioned in the guide, all of this is in a very steep sided wet bushy gorge which would be impossible, or at the very least, difficult to get out of, so it would not be advisable to canoe this in a rising flow.

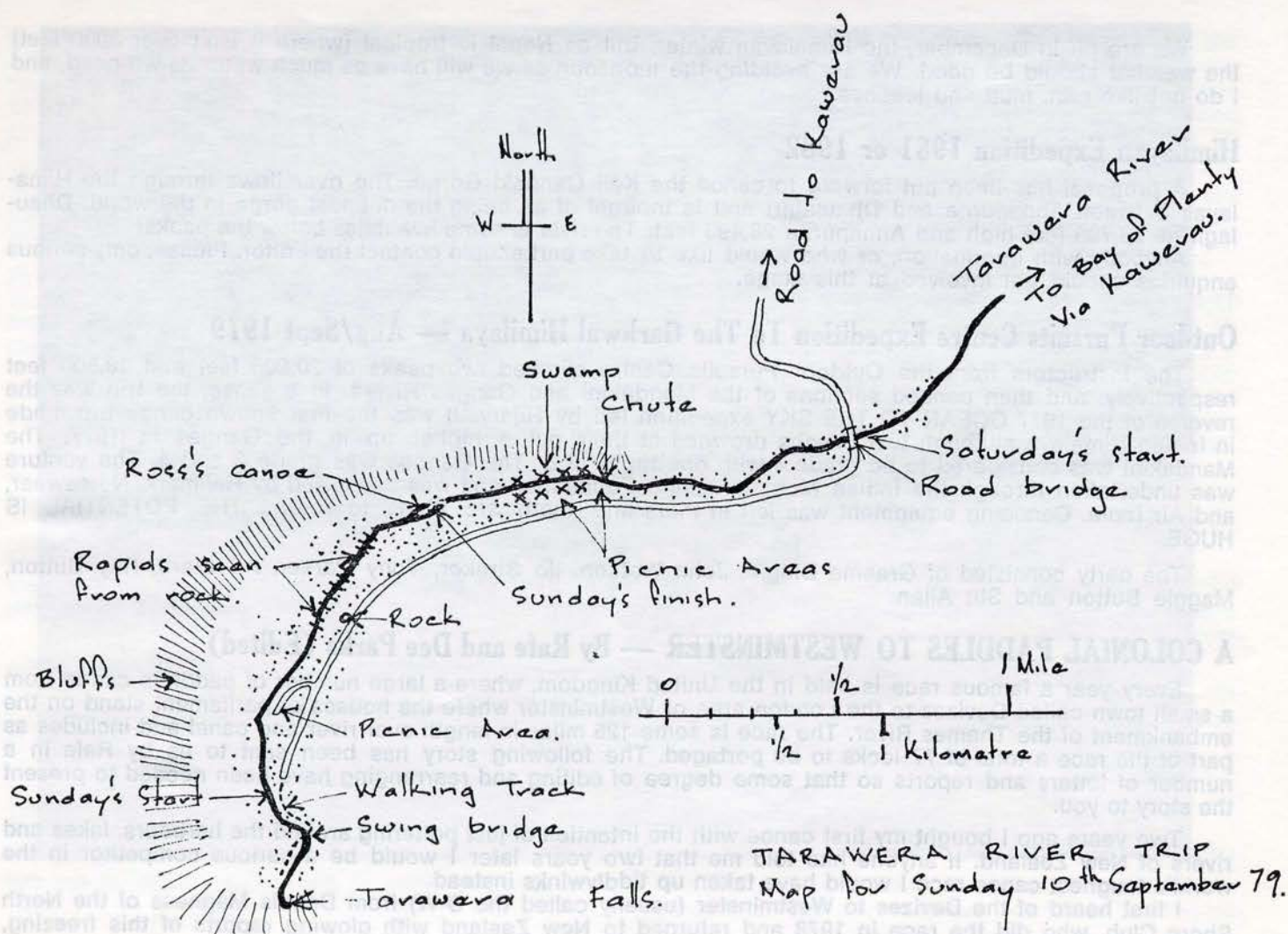
The chutes continue with the only major obstruction being a log lying across the river which would need at least a metre of water to cover enough for a canoe to pass over. It can be seen easily enough and there is time to get out of the river before you reach it.

About fifty minutes into the trip at the end of a chute and a short deep section we came to a slot which I believe is as bad, if not worse than the photographs I have seen of the Motu slot. All the water flows into this slot which is very narrow with a very difficult, if not impossible entry into it. It tumbles down about two metres in approximately seven metres of distance, and it is in a slot only two metres wide at the top and widening slightly at the bottom. I personally would say that it is uncanoeable, and the others agree.

If this section were in flood I would say that it could well be dangerous, especially as you do not know about it until you are there. If in flood, water would flow into the slot and on over a drop of a little over two metres in a deep pool below where a large rock separates the flow. In flood it would be difficult to get out once you had committed yourself as on either side there are steep slippery sides to climb out on, and no eddies.

The rest of the trip was relatively easy with basic chutes and the occasional rock-garden tossed in. One or two chutes go into rock faces, but they would only present difficulty with extra high flows.

We stopped at Butcher's flat, about 1¼ hours from the put in point. All in all it was an interesting trip with a little excitement, but I would suggest that it would be better if you canoed it at the level the guide book suggests.



EXPEDITION NEWS

Australian Himalayan Canoe Expedition 1980

Previous issues of 'New Zealand Canoeing' have carried notification of this expedition, however, additional notes have been supplied by the organiser, John Wilde.

This trip to Nepal was envisaged after I visited Nepal in 1975, without paddling, but spending a lot of time viewing various rivers with envy. I convinced myself that they were worth coming back for. My original concept was to run rivers which were easily accessible (not common in the Himalayas) and of grade 4 to 5 standard, using the experience as a preliminary to a more committing expedition in the near future.

I thought that I would probably manage to get about ten people interested, however, the idea was obviously popular and I now find myself with a group of 22 experienced white-water enthusiasts forming the expedition. We have two New Zealanders, Quentin Mitchell of Nelson Canoe Club and instructor at Outward Bound, and Bill Mason who is at present living in Melbourne, an American, three British, and sixteen Australians — quite a line up for a major trip.

We have some good slides of our major objectives and I am now certain that we are in for a canoeing experience of exciting proportions. Once in Katmandu our first few days will be spent high on the Trisuli River, an almost typical alpine river of general 3 to 4 grade. This is our warm-up and get to know each other routine. We then move to the Sun Kosi, tributary of the Ganges and one of the biggest Himalayan rivers. We intend to start at the Tibetan border and spend eight days on the next 55 miles. This may sound excessive, but the first 25 miles is all steady 5 to 6 grade and will need a lot of care and preparation. I envisage a fair bit of portaging in this area. From Dolalghat 55 miles after our start we leave any roads and most human habitation for 9 to 10 days until we arrive in India. This section of the river has a very different character, being more of a mini Colorado. The distance is 150 miles and 90% of the river is flat and calm, surrounded by beautiful Himalayan scenery. The other 10% are rapids of major proportions. By this time the Sun Kosi carries an immense amount of water and photographs of rafts buried under huge waves on 'Mungalay' rapid remind me of Lava Falls. This will be one of those relaxing situations where rapids can be viewed carefully, a route chosen to which canoeists can relate their ability, and everyone is happy. These particular rapids are probably about grade 4, with plenty of big whitewater.

We are off in December, the Himalayan winter, but as Nepal is tropical (where it isn't over 8000 feet) the weather should be good. We are avoiding the monsoon as we will have as much water as we need, and I do not like rain, mud and leeches.

Himalayan Expedition 1981 or 1982

A proposal has been put forward to canoe the Kali Gandaki Gorge. The river flows through the Himalayas between Annapurna and Dhaulagiri and is thought of as being the deepest gorge in the world. Dhaulagiri is 26,795 feet high and Annapurna 26,493 feet. The river is some five miles below the peaks!

Anybody with information, or who would like to take part should contact the Editor. Please, only serious enquiries should get involved at this stage.

Outdoor Pursuits Centre Expedition To The Garhwal Himalaya — Aug/Sept 1979

The instructors from the Outdoor Pursuits Centre climbed two peaks of 20,200 feet and 18,500 feet respectively, and then canoed sections of the Mandakini and Ganges Rivers. In a sense, the trip was the reverse of the 1977 OCEAN TO THE SKY expedition led by Hilary. It was the first known canoe trip made in Indian Himalaya although two Czechs drowned at their put-in higher up in the Ganges in 1977. The Mandakini was considered to be grade 4 with one rapid of 5. The Ganges was grade 3 and 4. The venture was undertaken through the Indian Mountaineering Foundation and was supported by Hallmark, Norsewear, and Air India. Canoeing equipment was left in India and there are plans to return. THE POTENTIAL IS HUGE.

The party consisted of Graeme Dingle, John Watson, Jo Straker, Tony Parker, Ali Ward, Ray Button, Maggie Button and Stu Allan.

A COLONIAL PADDLES TO WESTMINSTER — By Rafe and Dee Parks (Edited)

Every year a famous race is held in the United Kingdom, where a large number of paddlers canoe from a small town called Devizes to the London area of Westminster where the houses of parliament stand on the embankment of the Thames River. The race is some 125 miles in length over river and canal and includes as part of the race a total of 77 locks to be portaged. The following story has been sent to us by Rafe in a number of letters and reports so that some degree of editing and rearranging have been needed to present the story to you.

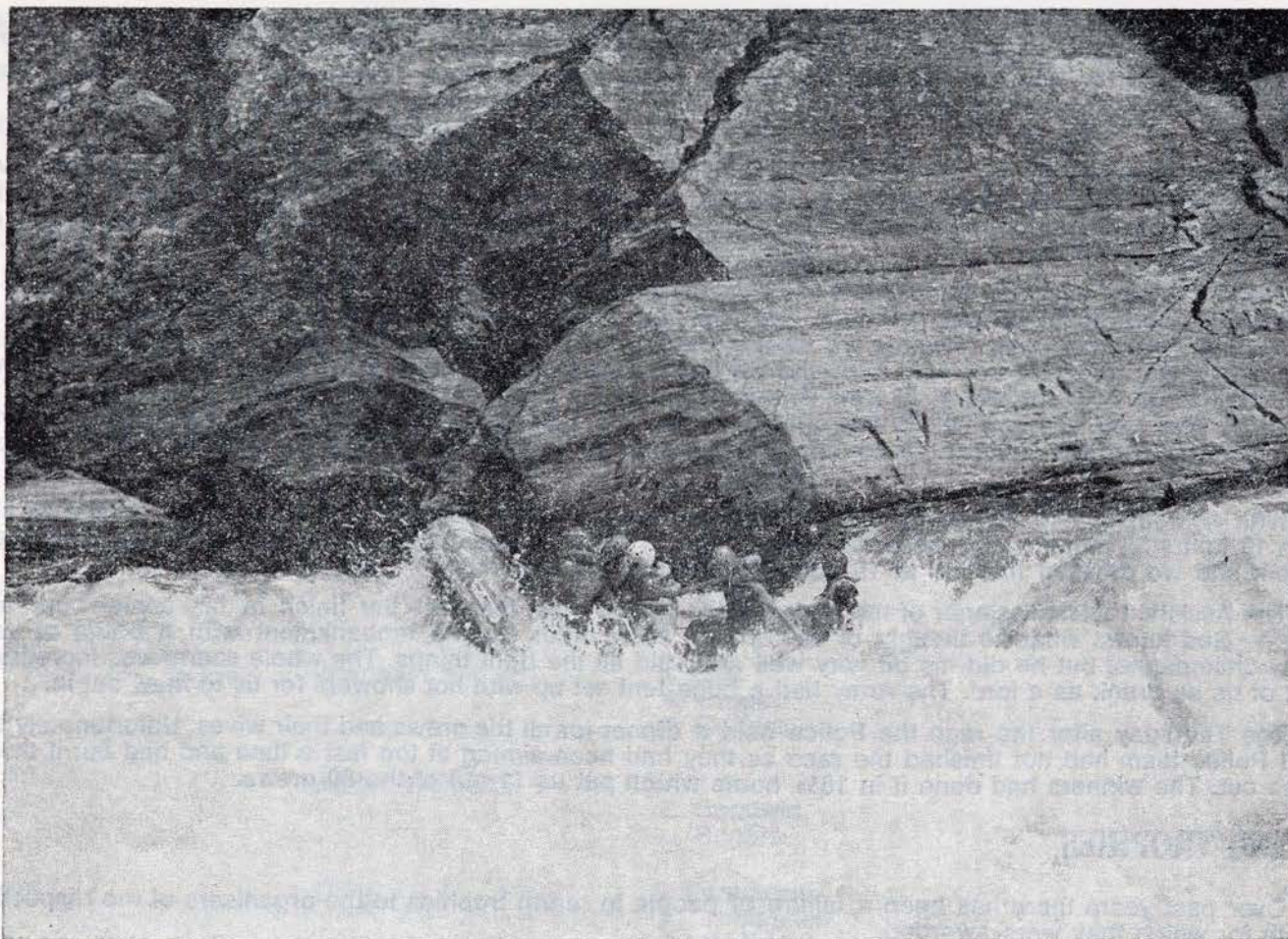
Two years ago I bought my first canoe with the intention of just pottering around the harbours, lakes and rivers of New Zealand. If anyone had told me that two years later I would be a serious competitor in the world's toughest canoe race I would have taken up tiddlywinks instead.

I first heard of the Devizes to Westminster (usually called the D-W) from Dennis Magness of the North Shore Club, who did the race in 1978 and returned to New Zealand with glowing reports of this freezing, miserable, arm-breaking, and bum aching race. My partner and I were instantly hooked.

I travelled to England with my family in August 1979 and started to do light training with the Richmond Canoe Club of London. Nick Jarvis, my partner, was going to join me early in the New Year, but regrettably he was killed in the D.C. 10 crash in Antarctica in November. Nick's wife Jan made it quite plain that I should still do the race as I had intended, and as I had been doing most of my K2 training with the Metropolitan Police Canoe Squad, I was invited to join their group and Neil Freeman became my partner.

Serious training started early in January, and by February Neil and I had got our training up to about 100 miles per week and had got our Hilite Makker going quite well. There are two features of canoeing in England that are in sharp contrast to the racing that I had done in New Zealand. Firstly there is the incredibly cold and miserable conditions; no matter how many Halley Hansens wore, I was always cold and I think that most New Zealand canoeists would suffer from this rather than the dehydration problems we usually get. Secondly, there is the portaging pantomime! Our L-D series consists of a race where one gets into one's boat, someone yells "GO" and everyone paddles like a maniac to the other end of the course/lake/river and hopefully at the other end of it another someone showers you with kisses and thrusts a big shiny cup in your hand. So you can imagine my surprise on first observing the spectacle of canoeists running their boats into the bank, jumping out, throwing the boat on their shoulders and sprinting as though possessed by the devil to the other end of the lock. At first I tended to stand and look at the boat during the portage, but Neil's grizzling got us to tidy up our act and we did the occasional portage that didn't look like something out of the Beggar's Opera.

We were extremely fortunate in that England had freak weather for a week preceding and carrying on through Easter with temperatures rising to around 70°F or higher during the day. Good Friday dawned sunny and we set off for Devizes. We picked up Mary Garrett, a very hot U.K. women's canoeist who was to accompany Dee (Rafe's wife) in the van. The rest of the team; we met at Devizes. The scene here was incredible. The race is taken very seriously by the Armed Forces who all enter teams. The Army, Marines, and Air Corps all had tents up with radio communication to points along the route of the race. The competitors are allowed to leave anytime within a 12 hour period and the time they take is what counts. (The tactic is to calculate how long the trip will take and time your arrival to make the best use of the tide in the Thames at the end of the race — if you paddle faster than you thought you would you might end up with the tide against you!) The first three-quarters of the race is along canals and there is no problem with tides. On this particular occasion the hot canoeists set off around 7 a.m. to make the tide which was late in the afternoon,



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but only half a dozen or so were good enough to work the tides right, I later heard of another couple of crews who set off early and missed the tide and took an extra five hours trying to force against the tide. Yet another crew had the tide turn on them some five miles from the finish, so they got out and ran with their boats to the finish line, which, although it is allowed, it is incredibly tiring. We worked out our departure to be 2.30 p.m.

Dee and company in the van supplied us with drink, carbohydrate, salt tablets, etc at the portages over the locks. Most locks were some distance from the road, so there is a race for the support crew to get to the locks on time too. Of course the support crew cannot give us any assistance in the portage, so we had to do the humping by ourselves.

Around 10 p.m. Neil was finding the strain heavy going and slackened off a bit with severe back pain. At 12.45 we stopped for 20 minutes for soup and Neil was able to have his back massaged which seemed to do the trick. From this point onwards we went extremely well and made up for a lot of lost ground. At around 4 a.m. things got tough, it was very dark and we needed the support crew to guide us to the portages, we didn't wish to go over the weirs! At Kew Bridge I phased out completely with only another six miles or so to go, but by now Neil was fine which was enough to keep us going, coaxed along by the support crew who yelled from each of the bridges. Of course by this stage we were into the tideway and there were no more locks.

With something like 200 yards from the finish we were still inside our goal of 20 hours, in fact we had taken 19 hours 58 minutes, but were we going to get in under the magical 20 hours? The support party went berzerk and we crossed the line at 19 hours 59 minutes 3.1 seconds.

The Assistant Commissioner of the Metropolitan Police was there at the finish in his camel coat and trilby — God knows what he thought of us carrying each other up the embankment with a bottle of very classy champagne, but he did his bit very well and said all the right things. The whole scene was incredible, most of us as drunk as a lord. The Army had a huge tent set up with hot showers for us to thaw out in.

The Thursday after the race the Police held a dinner for all the crews and their wives. Unfortunately the No. 1 Police team had not finished the race as they had been aiming at too fast a time and had burnt themselves out. The winners had done it in 16½ hours which put us 11 out of the 80 crews.

RACING TROPHIES

Over past years there has been a failure of people to return trophies to the organisers of the respective events for which they were awarded.

Many people still have these trophies, and they are no longer entitled to hold them. Trophies are the property of either the club that runs the race, or the N.Z.C.A.

PLEASE

If you have a trophy not being held for the current year's race, please return it to the organising club, or the Secretary, N.Z.C.A., P.O. BOX 5125, AUCKLAND.

Trophies cannot be presented to the new winner until they have been returned by the previous holder.

RESULTS OF THE 1980 COMPETITION CANOESPORT SERIES

Marathon Series

TOURING KAYAKS

Junior	J. Yorston	N.S.C.C.
Senior TK1	P. Weyemars	R.C.C.
Senior TK2	S. Oosterdyk/R. Walton	H.K.G.
Junior Women	Y. Troost	N.S.C.C.
	I. Troost	N.S.C.C.
Senior Women	S. Geerlings	Kaimai

UNRESTRICTED TOURING KAYAKS

Junior	D. Johnson	P.N.C.C.
Senior	P. Sutcliffe	P.N.C.C.
Women	F. Shaw	N.S.C.C.

RACING KAYAKS

Junior	D. Walker	N.S.C.C.
Senior	A. Thompson	G.C. & T.C.
Junior Women	J. Kell	N.S.C.C.
Senior Women	E. Godfrey	A.C.C.
	K. Groves	A.C.C.

MERIT AWARDS

Senior equal	A. Thompson & P. Sutcliffe	Junior D. Walker
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National Sprint Championships 1980

K1.

250m	Under 13	M. Butler S. Doughty J. Bamford
500m	Open	I. Fergusson A. Thompson G. Walker/R. Gavin
	Open Div 2	D. Magness J. Coers G. Bell
	Junior	P. Duncan D. McKenzie B. Marshall
	Under 16	C. Faulds C. Pine S. Bamford
	Women	J. Kell A. Stride P. Cooper
	Junior Women	J. Kell L. Goodwin L. Rogers
1000m	Open	I. Fergusson A. Thompson G. Walker
	Open Div 2	G. Bell D. Magness J. Coers
	Junior	P. Duncan D. McKenzie B. Marshall
	3000m	Under 13 S. Doughty M. Butler
5000m	Junior	P. Duncan D. McKenzie B. Marshall
	Under 16	C. Faulds C. Pine
	Women	J. Kell L. Goodwin
10000m	Open	R. Gavin D. Cooper B. Hutchings

K2.

500m	Open	Ferguson/MacDonald Thompson/Hutchings Walker/Neate
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	Open Div 2	Pacey/Curson BMell/Coers Oosterdyke/Hunger
	Junior	Marshall/McKenzie Pine/Pine
	Women	Kell/Pitcher Cooper/Stride Troost/Fyfe
1000m	Open	Ferguson/MacDonald Thompson/Hutchings Cooper/Gavin
	Open Div 2	Oosterdyke/Hunger Butler/Butler Fletcher/Sommerhalder
	Junior	McKenzie/Marshall M. Pine/Simmonds
5000m	Women	Stride/Cooper Troost/Breekveldt Goodwin/Godfrey
10000m	Open	Brown/Sullivan Hall/Coppin Fletcher/Wilson
	K4.	
5000m	Open	Brown/Adams/Sullivan/Hall Oosterdyke/Leonard/Williams/Hunger May/May/Fletcher/Duncumb
	Women	Troost/Kell/Fyfe/Pitcher Groves/Garland/Garland/Godfrey Nicolls/Godwin/Rogers/Climo
10000m	Open	Brown/Adams/Sullivan/Hall Oosterdyke/Leonard/Williams/Hunger May/May/Fletcher/Duncumb
1000m	Women	Troost/Kell/Fyfe/Pitcher Fletcher/Cooper/Brogden/Stride Groves/King/Show/Garland
500m	Women	Troost/Kell/Fyfe/Pitcher Stride/Cooper/Fletcher/Brogden Goodwin/Goodwin/Rogers/Nicholls
1000m	Open	Brown/Adams/Sullivan/Hall Oosterdyke/Williams/Den Mead/Hunger Sullivan/Hunt/Yorston/Hayhoe
	Junior	Rogers/Palmer/Schultz/Newton Holmes/Jensen/Faulds/Simmons
	T.K.1	
250m	Under 13	C. Palmer S. Doughty C. McKenzie
500m	Open	R. Pacey R. Palmer J. Cook

	Junior	M. Pine S. Simmons
	Under 16	R. Shultz M. Palmer C. Faulds
	Women	J. Kell L. Goodwin K. Brogden
1000m	Open	R. Pacey B. Baker J. Cook
	Junior	M. Pine S. Simmonds
3000m	Under 13	C. Palmer J. Bamford
5000m	Under 16	C. Faulds S. Bamford
10000m	Open	R. Palmer P. Weyemars J. Cook
	T.K. 2.	
250m	Under 13	S. Doughty/M. Butler J. Godfrey/G. Campbell
500m	Open	R. Pacey/P. Curson B. Baker/P. Wyermars J. Cook/R. Palmer
500m	Women	J. Kell/L. Goodwin P. Cooper/A. Stride E. Godfrey/K. Groves
1000m	Open	R. Pacey/P. Curson J. Butler/D. Butler N. Rogers/M. Hennessy
5000m	Women Under 16	K. Nicholl/L. Rogers R. Schultz/M. Palmer C. Pine/C. Faulds
10000m	Open	R. Pacey/P. Curson B. Baker/P. Wyermars N. Rogers/M. Hennessy
	T.C. 2.	
500m	Open	B. Fletcher/R. Duncumb K. Staples/B. Staples S. Bamford/S. Doughty

National Slalom Championships 1980

Men's Open K1

R. Laurenson	Hamilton CC
G. Bell	Palmerton N CC
G. Falloon	Te Marua CC

Women's Open K1

G. Warren	Hamilton CC
D. Donovan	Australia
G. Glawson	Australia

Men's Jnior K1	D. Johnstone I. Rae C. Bartlett	Ruahine WWC Australia Australia
Open C1	R. Crick K. Mansfield C. Bartlett	Australia Australia Australia
Open Men's C2	Mansfield/Farrance Dew/Wadsworth Oke/Johnstone	Australia Australia Ruahine
Mixed C2	Farrance Woodward Mansfield/Linden Donovan/Foye	Australia Australia Australia
Team Men's K1	Otago C & KC Te Marua CC Australia B	
Team Ladies K1	Australia A Ruahine WWC Kaimai CC	

Down-River National Championships

Men's Open	B. Fletcher D. Dew M. Vlaar	Palmerston N. CC Australia Te Marua CC
Men's Slalom Boat	N. Hayhoe R. Schultz F. Tallon	N. Shore CC Kaimai CC Kaimai CC
Ladies Down River	L. Goodwin L. Rogers	Hamilton CC Kaimai CC

National Secondary Schools Slalom Championships 1980

The second National Secondary Schools Slalom and Down River Championships were held on the Wairoa Gorge course at Anzac Weekend.

Senior K1	G. Slade T. Beech A. Terzaghi	Awatapu HS St Peters College Awatapu HS
Junior K1	R. Morris D. Noorland G. Davies	Mangakino HS Hamilton Boys HS St. Pauls
Womens K1	G. Warren L. Rogers C. Goodwin	Hillcrest HS Otumoetai College Otumoetai College
Open C1	T. Beech A. Terzaghi	St Peters College Awatapu HS
Open C2	Terzaghi/Beech De Rijk/Teal Hindmarsh/Stiles	
Novice Senior K1	G. Beattie B. Lee B. Rumble	Lytton HS Melville HS Papakura HS

Novice Junior K1	L. Harris N. Watkins C. McCallen	Hamilton Boys HS Tokoroa HS Melville HS
Novice Womens K1	S. Davis S. Husbands R. Scott	Awapatu HS Awapatu HS Awapatu HS
Teams	Otumoetai A Hamilton Boys HS St. Peters College	
Down River Race		
Mens	R. Schultz G. Slade T. Beech	Te Puke HS Awapatu HS St. Peters College
Womens	G. Warren L. Rogers	Hillcrest HS Otumoetai College

Australian National Flatwater Series — Unofficial New Zealand Placings

Ian Ferguson K1 500 2nd K1 1000 7th K2 500 3rd K2 1000 1st K4 Interstate 4th	Alan Thompson K1 500 5th K2 500 7th K2 1000 4th K4 Interstate 1st	Paul McDonald K1 1000 8th K2 500 3rd K2 1000 1st K2 10000 3rd K4 Interstate 1st	B. Hutchings K2 1000 4th K4 500 4th K4 1000 3rd K4 10000 1st K2 10000 3rd K4 Interstate 1st
D. Cooper K4 500 4th K4 1000 3rd K4 10000 1st K1 10000 2nd	R. Gavin K2 500 7th K4 500 4th K4 1000 3rd K4 Interstate 1st	J. Kell K1 500 Jnr 4th K1 500 Snr 8th K2 500 Snr 2nd K2 1000 Snr 2nd K1 5000 Jnr 3rd	P. Duncan K1 500 3rd K1 1000 3rd K2 1000 2nd K1 5000 3rd K4 500 1st K4 1000 1st
B. Marshall K1 500 7th K1 1000 7th K2 1000 2nd K2 5000 2nd K4 1000 1st K4 500 1st	R. Hunger Veteran (over 35) K1 500 3rd 1 Bronze	TOTAL MEDALS: GOLD 13 SILVER 8 BRONZE 12	

National Canoe Polo Championships 1980 — Yet to be held

NATIONAL MARATHON SERIES 1981

The National Marathon Series each year is made up of a number of races which clubs apply to be included. Each race is suitable for all classes of canoe and also paddlers, senior, junior, men & women.

Points are gained in each race. 10 for 1st, 9 for 2nd etc within each class. At the end of the year points are totalled for each competitors best four races, with additional races taken into account in the event of a tie, and National Champions determined.

NEW TROPHIES — Competitors to Keep

The 1981 series will see the introduction of a new trophy system. The racing committee has felt that few paddlers have been able to acquire through their efforts a collection of trophies apart from medals presented at the National Sprint Championships. Many clubs give excellent prizes for their races but it is felt that the addition of a status to each race will assist clubs in arranging sponsors for their events and will also attract competitors.

In 1981 therefore each race will be designated as a Championship race for a particular class. The class chosen will be one that is suitable for the race in question and in line with the organising clubs wishes. For example the Waipa River Race would be a National K1 Championship race and the Waikato Marathon National K2 Championship.

It is envisaged that the trophies will be small mantle piece trophies that will be presented to the winner in the Championship class and it is decided that these trophies will be supplied by the N.Z.C.A. racing committee to be presented at the completion of each race. The winner will keep the trophy.

Application forms for races to be included in the series have been sent to all clubs. We hope that the new trophies and status of the races will encourage more clubs to apply and that paddlers will compete and enjoy increased competition in the coming year.

KAYAK RACING — OLYMPIC GAMES — R. Hunger

The Olympic Games are over and New Zealand Canoeists can be proud of the achievements of the competitors we had competing. The achievements at Moscow show a vast improvement in N.Z. Canoeing over the four years since Montreal. There we were pleased with our team's effort where, in half the events contested, our paddlers reached the semi-finals. In contrast at Moscow in three out of four events contested our paddlers were in the finals.

Over the whole year in the build up to the Olympic Games our paddlers have shown that N.Z. paddlers are a force to be reckoned with. Not only those paddlers selected for Europe but also other members of the team who in March competed at the Australian Championships. The team consisted of 6 seniors, 2 Juniors, 1 Junior Women and 1 Veteran. The total number of medals won was; 9 gold, 8 silver, 11 bronze.

Following the Australian tour the paddlers: Ian Ferguson, Alan Thompson, Geoff Walker and Paul MacDonald, who were selected to compete overseas, settled in to a very thorough and demanding training programme. As well as gym and weight training these paddlers were spending 4 to 5 hours each day on the water. All had ceased work so as to be able to put all their energies into reaching peak performance in their respective events.

After arrival in England their first major regatta was the Nottingham International at which 13 countries competed. This is one of the most important regattas of the European calendar. Conditions were poor with strong winds and times were slow. However, results were good.

Every member of the Olympic team reached the finals in all events and Paul reached the semi-finals in all his events. Highlight of this regatta was the silver medal won by the team in the K4 500 m event.

Unsatisfactory equipment considerably affected their results in the 1000 m event, and no places were made in that event.

At the Duisburg (Germany) regatta a week later our canoeists had settled better and this showed in an improvement in results. Again all members of the Olympic team (Ian, Geoff and Alan) reached the finals in all their events with Paul reaching the semifinals.

Results

K1 500 metres

Heats	Ian	2nd	No time	
	Paul	5th	1.57.53	Fastest was 1.52.80
Repechage	Paul	2nd	1.56.60	Fastest was 1.56.16
Semifinal	Ian	3rd	1.49.11	Fastest was 1.48.49
	Paul	7th	1.53.66	Fastest was 1.48.49
FINAL	Ian	2nd	1.56.45	Fastest was 1.55.23

K2 500 metres

Heat		3rd	1.43.14	Fastest was 1.41.61
Semifinal		3rd	1.38.97	Fastest was 1.37.71
FINAL		4th	1.44.54	Fastest was 1.40.33

K1 1000 metres

Heats	Ian	2nd 3.59.12	Fastest was 3.58.71
	Paul	6th 4.03.92	Fastest was 3.54.21
Repechage	Paul	1st 4.15.82	Fastest was Paul
Semifinal	Ian	3rd 4.08.28	Fastest was 4.05.96
	Paul	8th 4.18.56	Fastest was 4.05.96
FINAL	Ian	8th 4.02.39	Fastest was 3.55.99

K2 1000 metres

Heat	3rd 3.32.20	Fastest was 3.31.84
Semifinal	1st 3.38.83	Fastest was N.Z.
FINAL	6th 3.37.36	Fastest was 3.32.01

Points Listing

N.Z. 10th out of 16 (N.Z. contested 25% of places).

Most Successful Competitor

Mendez Rodrigues Spain
Tama Wishman Hungary
Vasile Dibe Romania (bronze medal 500 m at Moscow).

Following the Duisburg regatta the team moved to Bamberg where training facilities were arranged by Gerd Mietush who will be remembered from the coaching he did here a few years ago. At Bamberg the Olympic team settled in to final training for peak performance at Moscow.

After meeting with the rest of the N.Z. Olympic team the canoeists moved to the Olympic Village to wait for competition to begin. Racing began with 500 m heats and continued over 4 days finishing with 1000 m finals.

RESULTS

K1 500 metres Heat 3

	Time to 250 m	Place at 250 m	Time at finish	Place
J. Sumegi AUS	49.74 s	1	1m 44.45 s	1
V. Diba ROM	50:62 s	2	1m 45.45 s	2
I. Ferguson NZL	51.82 s	4	1m 46.02 s	3
Z. Zoltan HUN	51.31 s	3	1m 46.36 s	4

K1 500 m Semifinal

F. Bishop GDR	51.40 s	2	1m 46.21 s	1
I. Ferguson NZL	50.99 s	1	1m 46.87 s	2
A. Anderson SWE	52.50	4	1m 46.93	3
G. Bourne GBR	51.72	3	1m 48.34 s	4

K1 500 m FINAL

V. Parvenovich URS	49.21 s	1	1m 43.43 s	1
J. Sumegi AUS	50.07 s	3	1m 44.12 s	2
V. Diba ROM	49.67 s	2	1m 44.90 s	3
M. Janie YUG	51.53 s	6	1m 45.63 s	4
F. Bischof GDR	51.98 s	7	1m 45.97 s	5
A. Anderson SWE	52.46 s	8	1m 46.32 s	6
I. Ferguson NZL	50.41 s	4	1m 47.36 s	7

K1 1000 m Heat

	Time at 250 m	Place	Time at 500 m	Place	Time at 750 m	Place	Time at Finish	Place
R. Helm GDR	52.39 s	1	1.48.45 s	1	2.45.82 s	1	3.45.20 s	1
O. Perri ITA	52.91 s	2	1.49.11 s	2	2.46.86 s	2	3.46.18 s	2
I. Joos HUN	55.27 s	5	1.51.09 s	3	2.49.54 s	3	3.47.26 s	3
G. Del Riego ITA	53.78 s	3	1.51.46 s	4	2.49.52 s	4	3.49.41 s	4
I. Pringle IRL	56.25 s	6	1.54.24 s	6	2.54.20 s	6	3.53.01 s	5
I. Ferguson NZL	54.14 s	4	1.51.77 s	5	2.51.56 s	5	3.59.07 s	6

K1 1000 m Repechage	Time at 250 m	Place	Time at 500 m	Place	Time at 750 m	Place	Time at Finish	Place
G. Del Riego ITA	55.44 s	3	1.52.90 s	1	2.51.76 s	1	3.51.04 s	1
H. Lehmann SUI	55.14 s	2	1.54.32 s	3	2.52.76 s	2	3.52.10 s	2
I. Ferguson NZL	54.27 s	1	1.53.26 s	2	2.53.54 s	3	3.54.46 s	3

K1 100 m Semifinal

A. Andersson SWE	56.50 s	4	1.55.13 s	2	2.53.99 s	2	3.52.80 s	1
A. Lebas FRA	55.33 s	1	1.54.65 s	1	2.53.01 s	1	3.53.05 s	2
I. Ferguson NZL	55.79 s	2	1.56.02 s	4	2.54.80 s	3	3.54.05 s	3

K1 1000 m FINAL

R. Helm GDR	53.12 s	2	1.50.67 s	2	2.49.12 s	1	3.48.77 s	1
A. Lebas FRA	54.65 s	6	1.51.52 s	4	2.50.28 s	4	3.50.20 s	2
I. Birladeanu ROM	56.53 s	9	1.53.68 s	6	2.50.75 s	5	3.50.49 s	3
J. Sumegi AUS	52.78 s	1	1.51.10 s	3	2.49.86 s	3	3.50.63 s	4
O. Perri ITA	54.35 s	5	1.54.01 s	7	2.52.98 s	7	3.51.95 s	5
F. Masar TCH	53.68 s	3	1.52.43 s	5	2.51.71 s	6	3.52.10 s	6
M. Janic YUG	54.97 s	7	1.50.33 s	1	2.49.48 s	2	3.53.50 s	7
I. Ferguson NZL	55.37 s	8	1.54.33 s	8	2.53.40 s	8	3.53.78 s	8

It is interesting to note here how the places changed throughout the race, for example the 3rd place came up from last at 250 m, 6th at 500 m and 5th at 750 m.

There were 21 paddlers entered in both K1 500 m and 1000 m.

K2 500 m Heat	Time to 250 m	Place at 250 m	Time at finish	Place
Parenovich/Chukhrai URS	44.91 s	1	1m 33.75 s	1
Hartle/Bachmayer AUT	46.20 s	3	1m 36.66 s	2
Merk/Szubski POL	45.62 s	2	1m 36.98 s	3
Stevens/Lebbink HOL	47.05 s	5	1m 37.15 s	4
Ahhann/Thalman SUI	48.86 s	7	1m 39.14 s	5
Thompson/Walker NZL	46.56 s	4	1m 39.30 s	6

K2 500 m Repechage

Marrero/Cunill CUB	46.14 s	1	1m 37.85 s	1
Thompson/Walker NZL	46.90 s	2	1m 39.32 s	2

K2 500 m Semifinal

Menendes/Del Riego ESP	46.56 s	3	1m 35.59 s	1
Kelly/Lee AUS	45.44 s	1	1m 36.63 s	2
Merk/Szubski POL	45.91 s	2	1m 37.45 s	3
Thompson/Walker NZL	47.17 s	4	1m 38.38 s	4

K2 1000 m Heat	Time at 250 m	Place	Time at 500 m	Place	Time at 750 m	Place	Time at Finish	Place
Marrero/Cunill CUB	47.93 s	1	1.40.78 s	1	2.36.04 s	1	3.34.04 s	1
Thompson/Walker NZL	49.21 s	2	1.42.96 s	2	2.38.85 s	2	3.38.13 s	2

K2 1000 m Semifinal

Parfenovich/Chukrai URS	50.25 s	1	1.44.92 s	1	2.41.16 s	2	3.35.81 s	1
Giura/Ticu ROM	50.50 s	2	1.45.33 s	2	2.40.63 s	1	3.37.00 s	2
Thompson/Walker NZL	51.21 s	3	1.45.90 s	3	2.40.63 s	3	3.38.64 s	3

K2 1000 m FINAL

Parfenovich/Chukrai URS	48.56 s	1	1.40.52 s	1	2.34.31 s	1	3.26.72 s	1
Szabo/Joos HUN	50.95 s	6	1.42.99 s	5	2.36.36 s	5	3.28.49 s	2
Ramos-Misione/Mendez	49.65 s	4	1.42.62 s	4	2.35.95 s	4	3.28.66 s	3

ESP

Giura/Ticu ROM	48.98 s	2	1.42.32 s	3	2.55.28 s	2	3.28.94 s	4
Hempel/Nolte GBR	49.34 s	3	1.41.86 s	2	2.35.66 s	3	3.31.02 s	5
Marrero/Cunill CUB	51.36 s	7	1.44.79 s	8	2.38.94 s	8	3.31.12 s	6
Stevens/Lebbink HOL	51.63 s	8	1.44.14 s	6	2.37.91 s	6	3.33.18 s	7
Thompson/Walker NZL	50.46 s	5	1.44.47 s	7	2.38.29 s	7	3.33.83 s	8

CONGRATULATIONS

Our congratulations go first to our N.Z. Competitors who showed a greatly improved performance since the Montreal Olympics. Our paddlers by their performances showed that we are among the best in the world. 7th and 8th out of 20 entered (and better taking into account those who did not appear.).

Special congratulations also to John Sumegi of Australia for his fine performance in the K1 500 m where he won a silver medal, not disregarding his effort in 1000 m where he lost to the Bronze medalist by 0.14 second.

To Vladimir Parfenovich of U.S.S.R. who was undoubtedly the best canoeist at the Games. Total no of races entered, 9. Number of wins, 9.

Special mention must be made of Paul MacDonald who although not initially selected as part of the Olympic team was a member of the K4 crew competing at Nottingham. As a result of that fine performance it was to have been possible to enter a K4 in the event at the Olympics. Unfortunately circumstances however, did not permit Paul to travel to Moscow. Congratulations however, are in order because we find in the list of official entries the K4 crew MacDonald, Ferguson, Walker, Thompson NZL.

The 1980 Olympics are over and we now look forward with confidence to future successes at World Championships, Australian Regattas, Continental events and in four years time the Los Angeles Olympic Games.

THANKS

Special thanks to all those who assisted in the fund raising to make this project possible. In particular we thank all those who loaned money so freely when it became apparent that fund raising was going to be difficult.

STATISTICS

23 countries sent teams to compete in canoeing: 165 men, 39 women; Total 204.

Youngest competitor Suzanne Wiberg SWE, 16 years old. Born 8/9/63.

Oldest competitor Hans Mayr AUT, 35 years old. Born 27/11/44.

INTERNATIONAL CANOE FEDERATION NEWS

1984 OLYMPIC GAMES

It is already known that the staging of the Olympic Games for 1984 has been granted to Los Angeles. However, the International Canoeing Federation & F.I.S.A. (Rowing) have not yet been offered a suitable course. There have been three venues proposed, and rejected, as they were subject to strong winds, or high temperatures or were too short or too far from the Olympic village.

In the meantime, the I.C.F. has again outlined the various requirements for Canoe Racing & Rowing as well as the re-introduction of Canoe Slalom.

Both Rowing & Canoeing are aware of the promise of the Organising committee in Los Angeles to provide, if necessary, an artificial course, a promise made in May 1978 in Athens and repeated many times since.

XXIV OLYMPIC GAMES 1988

Japan has applied for the Olympic games in 1988. They would take place in Nagoya, which lies almost centrally on the main island of Honshu, midway between Tokyo and Yokohama on one side, and Kyoto and Osaka on the other.

1981 CANOEING WORLD CHAMPIONSHIPS

The organising committee of the British canoe Union has already published that the World Championships for racing 1981 will take place from 28th July to 2nd August 1981 at Nottingham.

OLDEST CANOE UNION

This year the American canoe union looks back on 100 years of existence.

1980 MARATHON RACING GRAND PRIX

The ICF Marathon Racing Grand Prix is a series of 4 races in which National teams gain points. The team with the most points gained in two of the races is the winner.

1979 Results were:— Great Britain 1st; Spain 2nd; Denmark 3rd.

Races for the 1980 season are:—

Poznan Marathon in Poland, 50 km on a river.

Shannon Marathon in Ireland, 27 km on a flat river with 2 portages.

Nalon Marathon in Spain, 20 km.

Tour de Gudena. One of the famous marathons in Denmark 120 km on both river and lake with one portage.

ICF MARATHON RACES FOR 1980

The ICF calendar for the year consists of 25 races of lengths varying from 20 km to 400 km.

Included in the list of races are famous ones like:—

Devies to Westminster, 125 km raced overnight in one stage. N.Z. has had several paddlers competing in this with good success. Dennis Magness and Rafe Parks from North Shore Canoe Club.

Sella River Race. Part of a week of Canoeing festivities. They even have a specially decorated train alongside the river to watch the race. 300,000 spectators.

Murray Marathon, 400 km. This event (not a race unless you want it to be) is held over 5 days from Boxing Day each year. The field is about 500 paddlers in 300 boats ranging from TK1, TK2, TC1 and TC2 (Touring kayaks and Canadians) to racing K1s and K2s. The greatest part of the field is made up of touring paddlers most of whom are there to participate and to complete the course. All clubs have received a copy of the Murray Marathon book but more may be obtained by writing to:—

R. Hunger, Racing Commodore,
26 Verbena Road, Birkdale.

This year Philip Weyemars from Rotorua Canoe Club intends to participate paddling a Touring Single kayak. He would welcome others to go along either to paddle or as a land party. People interested should contact R. Hunger for further information. The Murray Marathon is a "Great Adventure" and well worth being part of.

MURRAY MARATHON 1980

Entry forms now available. Entries close November 30. Fee \$10.00. Contact R. Hunger, 26 Verbena Road, Birkdale. Dates: December 27 to 31.

MOST ENTRANTS ARE TOURING PADDLERS.

Also entry forms for

Echuca Mini Marathon; October 18, 1980.

Barwon Mini Marathon; November 1, 1980.

NEW ZEALAND CANOEING ASSOCIATION

Racing — National Championships

Place: Lake Pupuke, Takapuna, Auckland.

Host: North Shore Canoe Club.

Date: Thursday 19; Friday 20; Saturday 21; Sunday 22; February 1981

The system of holding some races on Thursday and Friday proved so successful that it will be continued this coming year.

Thursday and Friday racing applies **only** to K1 and K2 Open 1st Division.

TOP 9 PADDLERS COMPETE IN FINALS. THE NEXT 9 IN A PETIT FINAL.

RACES FOR ALL

COMPETITORS

Under 13, Under 16, Junior, Senior; Men and Women.

Any one may compete in a class above. e.g. Juniors may race senior.

CLASSES

TK1 Touring type kayak single. Max Length 4575 mm, Min Beam 585 mm. Min Waterline beam 505 mm.

TK2 Touring type kayak double. Max Length 5490 mm. Min Beam 610 mm. Min Waterline beam 530 mm.

K1 Olympic class racing single.

K2 Olympic class racing double.

K4 Olympic class racing four man kayak.

ENTRIES

Entries will close January 30, 1981. Late entries will be accepted **only** if spare lanes are available.

ENTRY FEES

Seniors \$3.00 per person per race payable with entry.

Junior \$1.00 per person per race payable with entry.

ENTRY FORMS

Your club will be sent some forms at a later date, but forms can be posted direct to you. Please send stamped, addressed envelope to:—

Commodore — Racing

R. Hunger,
26 Verbena Road, Birkdale,
Auckland.

N.Z.C.A. MARATHON SERIES

Waipa River Race

Organised by North Shore Canoe Club.

Date: Saturday, November 8.

Start Time: 10.30 a.m.

Assembly Time: 10.00 a.m.

Start: Under bridge at Whatawhata.

Finish: At Junction of Waipa and Waikato Rivers at Ngaruawahia.

Course: Flat winding river with little current.

Classes: Suitable for all classes and all paddlers.

Men and Women. Senior and Junior.

TK1, TK2, K1, K2 and K4.

Refreshments and prizes.

TROPHIES

Rick Worger Memorial: for fastest junior.

Nick Jarvis Memorial: for fastest N.S.C.C. TK1

Entry fee: \$3.00.

Entries Close October 31.

Late entries accepted: Fee \$4.00.

Post your entry to:—

Race Organiser,
North Shore Canoe Club,
35A Taharoto Road, Takapuna,
Auckland.

The Executive sincerely regrets the comment made in public by one of the Olympic team members on return from Moscow. This lapse in dignity was unfortunate and not typical of the team, either overseas or on their return, and the comment is not the attitude of the NZCA or its members. The matter is being dealt with.

WORLD FLATWATER RACING CHAMPIONSHIP 1983

The Australian Canoe Federation is making an application to the International Canoe Federation to hold the world championships in Melbourne in 1983. If they are successful the N.Z.C.A. will be sending the maximum sized team if there are sufficient paddlers up to standard.

The standard required for New Zealand Representation in such an event is high, but it is not beyond the reach of any canoeist who is prepared to be positive in training. This is the best chance that canoeists will have for representing New Zealand at an International level.

Your racing committee has training schedules and assistance for your training if required.

NEW ZEALAND CYCLE TOURING GUIDE

At the present time cycling groups around the country are gathering information for a nationwide bicycle touring guide. It is intended that the guide will provide a detailed study of the country's potential for cycle touring and as a route guide. It will cover such things as:—

Road conditions such as gradient, surface, traffic density, scenic aspects.
Maps.

Accommodation; hotels, motels, hostels, camping grounds, cabins, camp spots.
Bicycle repair shops.

General information of interest to cyclists, such as swimming holes, short walking tracks etc.

It is considered that the interests of canoeists and cyclists may be much the same in many respects and that the proposed cyclist's guide may make a handy reference when used in conjunction with our river guides.

Any information that you think may be of relevance to such a guide, you should post to the Editor of this magazine who will see that it goes to the guide editors.

FOR SALE: One travellers framed pack. The straps zip up into a pocket to turn the pack into a suit-case. \$65 from the editor. P.O. Box 26, Nelson. A well known 'Starlite' brand. Colour: Red.

FOR SALE: Two Olympus Pen F Half-frame S.L.R. Cameras. Both use 35 mm film. Also one Olympus Pen D Half-frame view finder camera, small and light. Extras for the Pen F include extension rings, light meter, telephoto lens, flash, filters, Olympus/Pentax adaptor ring, lens hood, etc. An excellent small, compact, light and economical photographic system. Price on application to the Editor.

FREE — You pay the postage. Back issues of "New Zealand Canoeing". From Issue 16. Send stamped A4 envelope to the Editor.

INFORMATION SERVICE

River Guides

\$4.00 each

WANGANUI RIVER \$3.00
NORTHLAND REGION
WAIKATO-HAURAKI REGION
TARANAKI-WANGANUI REGION
HAWKE BAY-EAST CAPE-BAY OF PLENTY
MANAWATU-WELLINGTON-WAIRARAPA
NELSON-MARLBOROUGH REGION
WESTLAND REGION
CANTERBURY REGION
OTAGO-SOUTHLAND REGION

FULL SET OF NINE REGIONAL GUIDES — \$27.00

Manuals An introduction to canoeing in New Zealand \$2.50
New Zealand Standard Canoeing Tests .50c
Training Programme and Fitness Manual \$2.00
Training for Slalom and Wildwater Racing \$2.00
Outdoor Training Guide \$6.00
Outdoor Training Logbook \$2.00
Guide to Confident Canoeing .20c
Guide to Coldwater Survival .20c
64 Rivers —a scenic evaluation \$1.00
Teaching Canoe & Kayak Skills at a Basic Level \$1.00

Add .50c per package for postage

TICK THE PUBLICATIONS REQUIRED AND POST WITH CHEQUE/POSTAL NOTE:

NAME:

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 **COMPLETE**

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.



1
In an unconscious person with head slumped, the tongue blocks the throat and little or no air can get into the lungs.



3
Hold the head fully tilted with chin pulled forward. Take a deep breath, open your mouth wide.

Begin At Once — Delay May Be Fatal



4
BLOW
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.



5
WATCH
Remove your mouth and, whilst turning your head to watch the chest fall, listen to the victim breath out.

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



Rescue breathing for children

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



B

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

WHEN SHOULD YOU APPLY RESCUE BREATHING

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

DROWNING
ELECTRIC SHOCK
SMOTHERING
CHOKING

SMOKE SUFFOCATION
CARBON MONOXIDE GAS
OTHER GAS POISONING
OVERDOSE OF DRUGS

HEAD OR CHEST INJURIES
HEART ATTACK
STROKE
POISONING



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