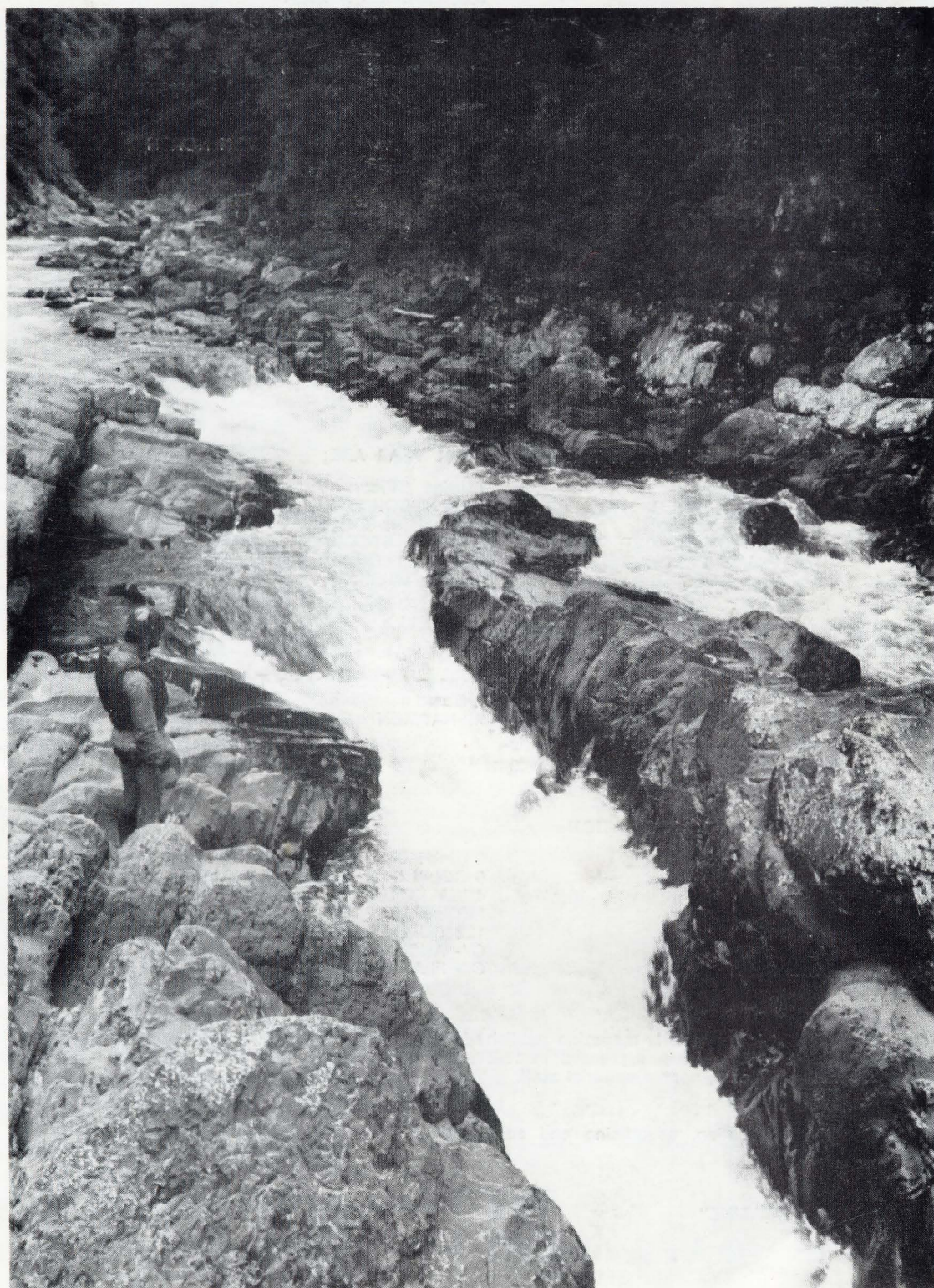


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1981 APRIL No. 21

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EDITORIAL:

I had occasion recently to see the trophies that Paul MacDonald brought back from his campaign in Spain — simply magnificent. This caused me to reflect a bit upon the whole future of competitive canoe-sport. When I first began serious canoeing I very much enjoyed the marathon races held in the South Island — these ranged from the Avon Race, the Methven Irrigation Channel Race, the Alexandra Race, and even the Grey River had its race. The races produced much good-natured competition and some good yarning sessions in the pub afterwards when we would plan canoe cruises for the following weekends until the next marathon event. But that is all history now. The North Island clubs still run their races of course, but the newcomers to canoeing these days tend to ignore racing on flat water — pity, they might learn a few skills that would be to their advantage.

The I.C.F. has been trying to establish marathon racing as an international sport for some time, but, so I am told, the proposals have always been blocked by the East European nations. Why? You may well ask. Simply because of the East European's attitude that International sporting success is in some way a measure of their political validity. If marathon racing was to become internationally recognised, then the East European nations would have to pour millions of dollars into the sport to ensure that they won. This attitude was very obvious at Olympic sport level. One begins to wonder if there is any point in our continuing to compete in this David and Goliath situation. We have heard of blood doping, hormone balances being upset, drug taking and of millions of dollars spent on scientific training, all to ensure a win. Is it sport anymore? It certainly makes you wonder.

I believe that all sportsmen should seriously consider their participation in competition against the Eastern Europeans. To compete against them is to allow sporting success to be measured as a political triumph. Amateur sport may well be a thing of the past, but the spirit, and the ideals of amateur sport is still alive — and the East Europeans are destroying that. What we ought to concentrate on is competition with our Western European friends who are still prepared to play sport our way. To this end I was heartened to see the enthusiasm behind the bid to win the Devises to Westminster race, and the determination of some paddlers to return to Spain in an attempt on the big races there. Maybe if a few western nations were to ignore the East Europeans in sporting events then perhaps we could free sport of political pressure of the sort that destroyed the Olympics.

Speaking of political pressure, we have a general election this year. Our present government does not have a good record — just what has it contributed to canoesport? Let us, firstly, put aside the Olympic boycott; afterall, it was not really the government who put the pressure on and asked us not to go while they continued to sell meat and wool to the Russians. It was the big business community, particularly via the Sports Foundation, that applied the pressure. The present government has given us a paternal pat on the head and have told us not to worry about our rivers, they will look after recreational interests for us. In the meantime they have taken away our appeal rights by using grants of General Authority rather than Water Rights for power investigation work. And of course the Clutha hearings were a triumph for democracy — the government got its wish despite thousands of New Zealanders wanting otherwise. Now we have a smelter that will sell our rivers to the multinationals who evade taxes and have no concern for the interests of New Zealanders. The Prime Minister has stated quite clearly that the proposed smelter is quite irrelevant to the issue — that all we are doing is selling power at 'economical' prices — unfortunately his being an accountant has clouded his concept of price — he fails to take account of social and recreational costs. Let us forget for the moment that if the money that builds our smelter and the twenty or so hydro-dams required to feed cheap electricity to it were to be given to the rural bank for development finance we would not only save our rivers but also employ half a million more people. Then we have the sales tax affair — where a golden handshake was given to the Yachting Federation for their loyal support in beginning the Olympic boycott. Of course the Minister of Customs justifies it all by saying that the Yachting Federation is composed mostly of our nations youth, while canoeists cater for a different group who do not need help in purchasing their gear . . . says who? Given that dismal record, do you think that the other crowd will treat us any better? Perhaps we are going to have to lobby each and any government to the same degree, but it certainly seems to me, particularly when I reflect upon the inequalities of the sales tax affair, that we haven't been treated too well.

Graham Egarr

Our cover this issue is of the Motu Slot on the Motu River. Photographer was Bill Anderson, paddler is Bruce Thompson in a C1, and Harold Russ looks on.

RIVER OF GOLD (The Sun Kosi) — Quentin Mitchell

December 21 saw us getting on and off the Thai International flight at Kathmandu. The film crew were already asking for re-runs, more than they were to get on the river.

The first few days were spent in our comfortable clean hotel, joining kayaks by day and enjoying the wide variety of restaurants in the city by night. Christmas eve saw us off for the 'Trisuli' — scene of our 5 days training. We spotted what looked to be a fairly good rapid early afternoon and wasted no time in setting up camp and getting on the river. Grade II from 200 feet up and half a mile away is much bigger once you get there. We had a good session but 18 canoeists on one rapid soon resulted in a few holed boats, a bad idea so early on. The Trisuli proved an excellent training river with grade III to IV rapids constantly appearing and the odd IV+ to waken us up. We also had our first taste of expedition conditions, tea in bed before we rose to an excellent breakfast and tea and 'bics' as we came off the water to keep us going until dinner. The dinner then kept a few 'going' for a few days.

'Shells Nose' or 'Upset' depending on your informant was the big one and we spent the whole day here re-running the rapid and looping in the BIG hole at the end. It proved excellent rolling practice. Towards the end when told nothing was to come we hit a set of waves, the first being 6' then going down 5'-4'--4'-3'-3'-2' and ending in a big stopper. Great fun.

Hogmany was spent in the usual fashion in Kathmandu and many suffered the next day but not I.

A complete team left on the 2nd for the Chinese border at Kadari, the final contingent from the U.K. having finally arrived for our final days on the Trisuli. The border guards were none too pleased to see us and made it known we would not be putting kayaks on the water there. We did however put in 2 kms downstream the next morning and with China still on the opposite bank technically on the border. 12 paddlers put in at this point and by night only 2 had made it; we had 5 badly damaged boats and two broken paddles. Several including myself put in 2 km below the original team and had a lot less damage.

What and when, one chose to paddle was decided each day and some chose not to go onto the water for several days.

The upper section saw many kayaks damaged, 3 broken paddles, John Wilde the expedition leader came as close to death as he is likely to come before the real thing, and one other paddler taken to hospital for treatment to facial injuries from a capsized. Day 3 we were committed to a gorge that was 5-7 kms and could not be viewed from above in many places. The river was fast, dropping 100' per mile and it was all nervous energy.

We spent the first 4 days continually in and out of the boats trying to remember enough of the next section to survive until the breakout. It was a hard decision whether or not to paddle as to lose a boat at this stage would have been disastrous. The spare kayaks were only good enough to paddle straight down the lower section.

January 6 we arrived at the dam at Barabise and from here the river is dry for 4-5 kms. We put in below the dam on the 7th and had a short day to Dologhat where we were to be joined by the raft support on the 8th. John Wilde spent the rest day joining the two halves of his boat so that he could use it on the lower section once again.

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PHONE 64-747 TAURANGA

A big group took off from Dologhat on the 9th which totalled over 50 people with the canoeists, camera crew, raft crews and cooks. We were now committed to 10 days on the water to 'Chatre' and a further day for the canoeists to the Indian border. After 45 kms the first day I arrived to find all my gear soaked. I had thankfully taken a dragon bag supplied by Dunlop N.Z. and managed to salvage enough to sleep in. The wet down bags used by many were useless. From then on I made sure all was dry by packing well. Rafts capsized and were usually full of water most of the day in any case.

We were expecting 90% flat and 10% big rapids on this section, as it was we were rewarded with constant moving water, grade III most of the time and the odd IV with a good stopper.

The cooks did a great job and although the meals all began to taste the same the buffalo could range from rubber to the most succulent meat ever tasted. They of course had their problems; the porters took 16 days to get to our last food drop on the Sun Kosi.

By January 12 we were all well organised, tents constantly up and down, rafts packed and unpacked and the late afternoons trying to dry sleeping mats and canoe gear. It was still misery to put on wet gear on those cold mornings even if it was only dry for two minutes. We had at last come to the big rapids of the trip, we hit Harkapaur late on the 12th and I was airborne before I knew much about it. The big stopper had done it again and my Platypus had done its usual backward loop. We decided on a later start on the 13th as we had a lot to face. Krishna rapid was just around the corner, grade IV, a long roller coaster run but enough to get the adrenalin running. We had several runs down then moved on 500 m to Mungalay named after one of the raftmen who had first run it during the monsoon. We were to see him in action again..

After close inspection John Wilde successfully ran the far side often being lost in the stoppers. It was then done with varying degrees of success by most of the team members. We saw rolls and capsizes and I decided it was time I got to the top. I was soon sliding to the left of the first stopper all going well then up and over, backward loop once, twice, rolled up and over, paddle torn from my hands and round I went for the n'th time. The boat seemed to be happy to stay in the stopper so I left. I was washed out after the lower stopper and the canoe had decided to follow, both none the worse for the wash. Andy went through and low and behold broke another paddle the fourth for him. We got lots of film used up and I had a set of four taken while in the stopper without the use of a motor drive I might add.

Later in the day we met the Duhd Kosi only a small stream at this time of year and certainly not very impressive. Many thoughts however flowed upstream and contemplated what it had been like nearer Everest.

Each day now took us closer to India and the end. The river never became flat nor calm and each day gave us the best white water many had seen. By January 17 it was nearly over, a short visit to the temple across the river and as we rounded the corner the sea scape in front let us know we were out.

The rafts got out and our information on the last day to India varied from a two hour paddle to 40 kms. We therefore decided to get up at 4 a.m. and be on the water to see the sun rise. There was talk of paddling by moonlight but no one was keen to meet a crocodile in the dark. We were treated to a superb sunrise and were soon paddling 'out to sea!' or so it seemed as the horizon had nothing to offer. It was a flat hard day and we often ran aground on 2 cm of water. By 2 p.m. however, we could see the barrage — the Indian border. It was over and the only 'croc' to be seen took little notice of us.

19 days on the river and the 'Hotel' in Barratnagar wasn't fit to shower in. The flight for Kathmandu left when the pilot felt like it and we were surprised to be back in the hotel by early afternoon. Our kayaks were to travel up by road but with the usual hassles many of us didn't see them. We were to have all kinds of problems to get them home in any case.

My trip was a great success and my thanks go to Outward Bound and I.C.I. New Zealand for their support. Pile gear supplied by Wilderness Products, Dunedin proved its worth in the cold conditions as did the wetsuit and spray-deck from 20001. My nights were warm and semi dry in the 'Wilderness' sleeping bag from Dunlop Sports (N.Z.) and my 'Torre' pac from Macpac stood up well to all the porters handling. I used a Platypus kayak that handled the big water well but could have done with a lighter or smaller volume boat for a guy my size. Croker Oars Cambridge made an excellent wooden paddle which survived the rigours of the river and the trip to and from Nepal.

I appreciated the vote of confidence from the N.Z.C.A. and it was good to feel they were behind the venture. Lastly for the support offered before, during and after I thank my wife; she had to stay behind with the kids.

For those contemplating a trip, we ate out the last night in Kathmandu; a three course, many dish meal, until we could eat no more. Cost \$1.75. We spent 21 days paddling and covered 350 kms on the Sun Kosi, approx 50 kms on the Trisuli. The weather was cold morning and night but dry the whole time. A film 'River of Gold' has been made for television by an Australian film unit and I hope to buy a copy. If you know of anyone with \$800 who would like to sponsor it let me know. I have several slides and will arrange to show them along with the film to any interested groups later in the year.

Quentin Mitchell,
C/- Outward Bound, Anikiwa,
Private Bag,
PICTON.

GREAT BARRIER ISLAND 1979 — Derek Cox

Great Barrier Island lies some 40 miles NE of Auckland City. It is about 25 miles in length by about 15 miles in width. It is the North Islands largest offshore island, and one of the outermost of the many islands in the Hauraki Gulf.

During the summer months the sheltered waters of the West coast is a 'boaties' paradise.

The Island was originally covered in extensive Kauri forest and ti-tree scrub, though most of the Kauri was logged out over the last part of the last century and beginning of this century. Also whaling, gum digging, mining and forestry survive to form the mainstays of Great Barriers economy.

I was between jobs and had ten days leave before starting my next job, so my cousin Stewart and I decided to have another attempt at circumnavigating Great Barrier Island. One previous attempt had failed due to weather and various other factors which conspired against us. This time we would paddle from Port Jackson, on the Northern end of the Coromandel Peninsular, across the Colville Channel to Tryphena Harbour, a distance of just on 16 miles.

As far as I am aware this would be the first crossing in recent times. A friend attempted a solo crossing from Tryphena but was not carrying a compass and when a sea fog came down, he managed to paddle right around Chanel Island and ended up about three miles away from where he started!

We left Auckland late Friday night, camped out overnight and finally arrived around 8.00 a.m. Saturday morning, despite a few problems with the car brakes. Come 10.30 we were on our way over to Great Barrier. The car was left in the care of the Wards who run a farm up at Port Jackson.

The gear was divided between the two of us, such that, Stew took the majority of the food, the tent, fly, camp stretches and the cooking gear, while I had the sleeping bags, clothes, rest of the food and other miscellaneous objects. Theoretically, with TWO water tight compartments, all the clothes etc, should have been kept dry. However, after the car accident in which the Nordgapp was damaged, the front hatchway still leaks and resulted in a continuous problem with wet clothes and sleeping bags. Numerous attempts to relieve the problem failed.

The crossing of the Colville Channel took exactly four hours, from 10.30 a.m. to 2.30 p.m. It is 16 miles from Port Jackson to Tryphena Harbour. We stopped at the Shoal Bay store and brought an ice cream and some chocolate, then paddled over to the big store at Mulberry Grove. We were looking for some fishing line as we hoped to supplement our food supply with some fish, by trolling as we canoed around the Island. We'd bought a couple of lures in Auckland before we left, but unfortunately I had forgotten to pick the line from home. We didn't get any from the store.

A slight dispute as to the direction we should go around Barrier resulted in us going the way I intended to go, that is up the West coast and down the East. As it turned out we should have gone the other way. We spent the night on a large grain sized sand beach, in other words a boulder beach. A steep one at that. In fact we stopped about 15 times on the Island, of those only four of those stops were on sandy beaches.

As I say we stopped for the night at Shag Harbour, just inside the northern head of Tryphena Harbour. Jokingly Stew suggested we only go as far as Whangaparapara Harbour, as it turned out that's just how far we got.

Come 8.00 a.m. it was time to get up, listened to the weather forecast and having breakfast before packing up and moving on. That brings me to another great bugbear of the trip, the weather forecasts. When you are sitting in Auckland, the weather forecasts aren't really of much interest, but when you are out canoeing around the Barrier they become of great importance. The number of times the forecasts were wrong, or were too vague to be of much use was incredible, and very annoying. Also quite out of touch with the actual conditions. When we were paddling down the East coast of Barrier for instance, we were told to expect light to moderate Easterly winds with a low Easterly swell in the Gulf. What that translated into for us, was winds of between 20-35 knots, with an 8 to 10 foot swell and a 3-4 foot breaking chop on top!

Anyway back to the trip. We left Tryphena and headed NW for Port Fitzroy. As we made our way North the Northerly wind which had been blowing for the last few days and had accompanied us across Colville Channel freshened and quickly swung around to the West. At this stage we were slightly North of Blind Bay but not quite up to Whangaparapara Harbour and about two miles offshore. The wind continued to freshen until it got to a point where we were just no longer making any progress. Estimated wind speed 30 knots with seas up to four feet high and breaking. We turned round and ran with the wind into Blind Bay, where we sheltered by a fish factory and had lunch on a beach. After about an hour the wind had abated somewhat so we took the opportunity to paddle around to Whangaparapara. We found a reasonable campsite in Rapid Bay. It was somewhat windy but we put the tent up behind a wind break of *Macrocarpa* trees and watched the wind freshen once more and go around to the SW. We spent a comfortable night despite the wind.

We broke camp and were ready to leave by 10.30 a.m. the following morning. The wind had abated a little since the previous night but we poked our heads outside the harbour and after some dissension in the ranks, I wanted to go on, Stew thought it would be fool-hardy considering the conditions, we turned around and went back. We spent the day exploring Whangaparapara Harbour instead. We visited the old whaling station and the store where we managed to obtain the fishing line we wanted plus a hand line. That was the morning gone. The afternoon was spent relaxing at our previous nights camp site. However, before we went back to the campsite, we tried our luck at trolling for tea. About a mile outside the heads, Stew slowed down, something had taken his lure. We turned around and headed back into the harbour. Believe me that was no mean trick in itself, with the winds and sea how they were. You had to turn quick enough on the crest and succeeding trough to miss getting caught broadside on to the following breaking crest.

Once back in the shelter of the harbour, after a hectic surfing trip back, remember, all this with a fully loaded canoe, Stew hauled in his line and landed a reasonable sized Kahawai. I hauled in my line also, just for the sake of it, and at the last moment lost the fish I had hooked. I hooked another fish on the way over to the campsite. It struck as I was at right angles to the line and it almost had me out. However, I lost the thing soon after, when I was caught on a wave and had a wild surf ride.

Stew tried the handline out off the nearby rocks late in the afternoon, and on his fifth cast caught a reasonable size Schnapper. Fish for tea that night.

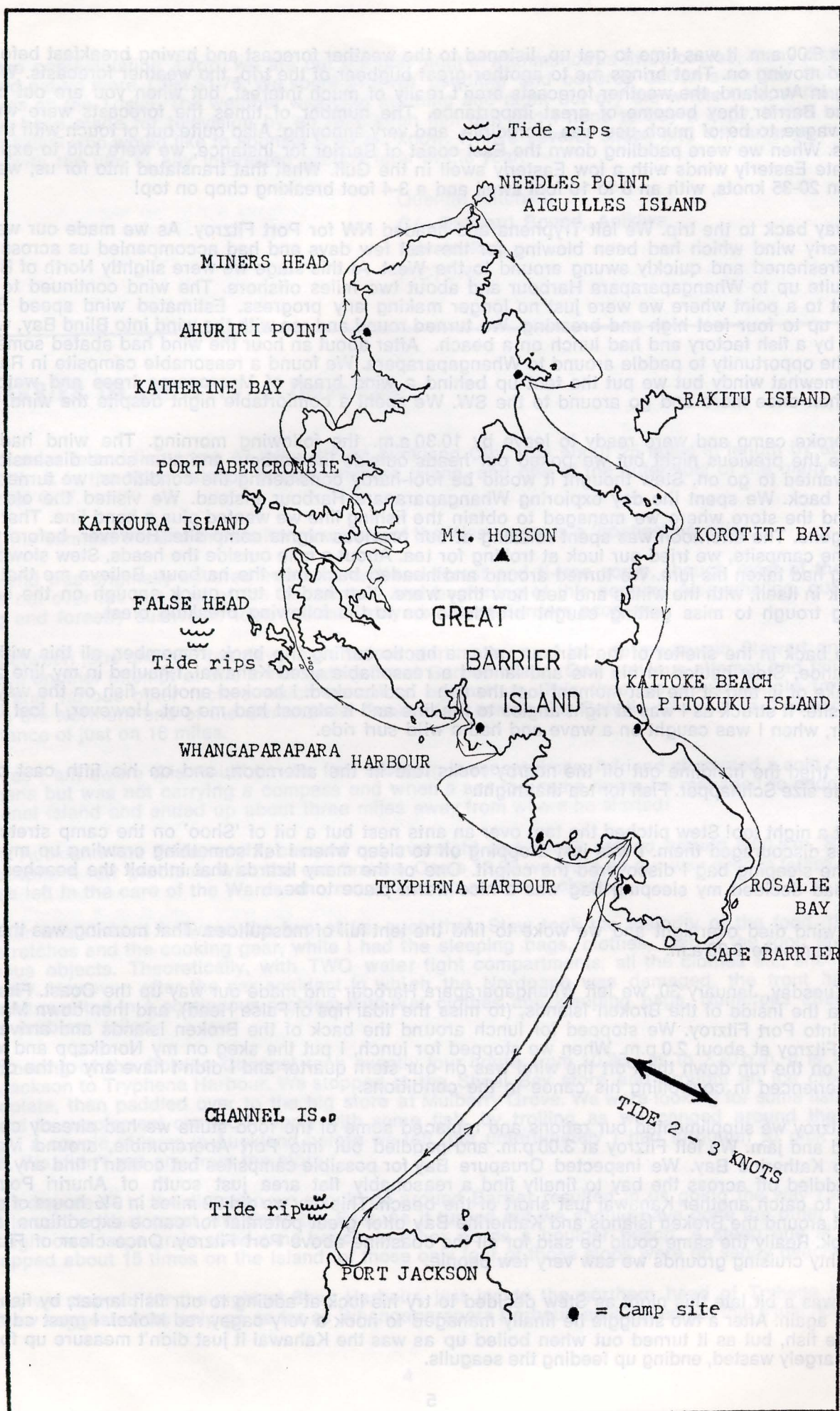
What a night too! Stew pitched the tent over an ants nest but a bit of 'Shoo' on the camp stretcher legs and edges discouraged them. I was just dropping off to sleep when I felt something crawling up my leg. Unzipping the sleeping bag I discovered the culprit. One of the many lizards that inhabit the beaches over on Barrier, had decided my sleeping bag was a nice warm place to be.

The wind died overnight and we woke to find the tent full of mosquitoes. That morning was the earliest we left a campsite 9.30 a.m.

On Tuesday, January 30, we left Whangaparapara Harbour and made our way up the Coast. First to Port Fitzroy via the inside of the Broken Islands, (to miss the tidal rips of False Head), and then down Man of War Passage into Port Fitzroy. We stopped for lunch around the back of the Broken Islands and arrived at the Wharf at Fitzroy at about 2.0 p.m. When we stopped for lunch, I put the skeg on my Nordkapp and was glad I had, as on the run down the Port the wind was on our stern quarter and I didn't have any of the difficulties Stew experienced in controlling his canoe in the conditions.

At Fitzroy we supplemented our rations and replaced some of the food stuffs we had already consumed, like bread and jam. We left Fitzroy at 3.00 p.m. and paddled out into Port Abercrombie, around Maunganui Point into Katherine Bay. We inspected Oruapure Bay for possible campsites but couldn't find any flat areas so we paddled off across the bay to finally find a reasonably flat area just south of Ahuriri Point. Stew managed to catch another Kahawai just short of the beach. This day we did 22 miles in 6½ hours of paddling. The coast around the Broken Islands and Katherine Bay offer great potential for canoe expeditions to have a closer look. Really the same could be said for all the coastline above Port Fitzroy. Once clear of Fitzroy and other yachty cruising grounds we saw very few people.

Tea was a bit late this night as Stew decided to try his luck at adding to our fish larder, by fishing from the rocks again. After a two struggle he finally managed to hook a very cagey red Mokei. I must admit it was a fair size fish, but as it turned out when boiled up as was the Kahawai it just didn't measure up for flavour and was largely wasted, ending up feeding the seagulls.



Wednesday saw us leave Ahuriri Point and make our way up the coast past Miners Head, the site we later discovered, of the wreck of the S.S. Wairarapa in 1894. She steamed into the 800 foot high cliffs doing 12-13 knots, in weather where the crew couldn't see more than two ship lengths ahead of themselves. The death toll was 121 passengers and crew. To say 800 foot high cliffs doesn't mean anything until you have paddled next to them. You just don't know how small they make you feel.

From Miners Head we went north to the base of the Aiguilles Island and the Needles. During the day the wind had gone around the East so that we could see quite a large surge coming through the gaps between the islands. A fore taste of what was to come. We stopped and had lunch in the shelter of the Western side of one of the Islands before braving the East Coast of Great Barrier Island.

This is where we met the big swells and chop. The sea didn't seem to know where to come from. The bounce back from the cliffs, even 1 - 1½ miles offshore was such that one minute you would be sitting in a trough surrounded by four or five 3 - 4 foot high hay stacks, next you would be literally balancing on the top of one of those hay stacks, with little or no water around you to do a support stroke in. The Nordkapps were being thrown around in all directions as first the wind would push the bow around, then a wave would push the stern in another direction . . . meanwhile you're going up and down as though you are caught in an elevator gone wrong. Every one knows the feeling of having left your stomach behind when a lift moves, well that was the feeling we had to contend with. Upwards, downwards, and sideways, and often combinations of those movements, all at the same time.

We originally intended to camp the night on Rakitu Island which lies about two miles off the East Coast of Great Barrier, in the middle of Whangapoua Beach. However, we weren't too sure of the weather and didn't want to get stranded away from the 'Mainland'. Besides, if the weather did turn rough, we could leave the canoes on the beach and get a flight back from Okiwi airfield which is nearby. Then we could come back when the weather improved. We landed through the 3 - 4 foot surf on to Whangapoua Beach. As it happened, we ended up next to the graves of some of the victims of the Wairarapa disaster. How they came to be buried on the opposite side of the Island, I have no idea.

The following day with no improvement in the weather conditions, we set off down the East Coast. We covered 12½ miles on this day and ended up on Kaitoke Beach on the Northern side of Pitokuku Island. We stopped at Korotiti Bay for lunch.

We were met on the beach after navigating the surf by Hank Hollick in what appeared to be regular Great Barrier Island undress, naked.

We were shown where to camp, find water and where to put the canoes clear of the tide. After unloading the canoes we went for a quiet paddle up a nearby stream, just for the exercise. The weather improved for the next day, in that the wind died down so we didn't have to put up with the chop that had caused so much discomfort over the last couple of days. We still had to contend with a big swell. The definition of a big swell seems to vary within the club. My personal definition, as applied to the stuff we were paddling in over at Barrier, is a swell that obliterates the coastline that is 1000 odd feet high, when we are paddling ½ - 1 mile off that coastline. When you are sitting at home it is very hard to describe what it is like out in such a sea. When all you can see is a wall of water advancing towards you. You can illustrate the size of the swell easily enough, in relation to a wall or something, but that doesn't really convey the immense size of a swell. The wall or what ever is restricted in length, unlike the swells which seem to go on for ever.

We paddled from Kaitoke, around the bottom of Great Barrier, back to Tryphena Harbour, with a stop at Rosalie Bay for lunch. We had the tide flowing against us coming around Cape Barrier and up around Tryphena, but luckily, we were paddling against a tide that had only just turned, as it was spring tides and they attain a rate of some 2 - 3 knots around this area.

In the store at Mulberry grove we brought some steaks for tea as well as some wine, biscuits, chocolate and icecreams. We also obtained some white spirits as the last of what we had brought with us had been used boiling water for a cup of tea that morning.

This night we spent in Taylors Bay on the southern side of the Harbour. Then the following day we were on our way again by 9.30 a.m. The weather forecast wasn't the best, but then again it wasn't too bad. But our own interpretation of the weather situation was such that we decided we would have to get home on the Saturday or not at all. Our extra couple of days wouldn't make too much difference.

Thus we started on what would be one of the 'hairiest' canoe trips I've ever made. Started off easy enough with Easterly winds 10 - 15 knots with a low easterly swell. As the wind was to come in from the stern quarter I put the skeg on. The tide appeared to be flowing down the Colville Channel West to East. We ended up by paddling at quite a fast rate. We didn't like the look of the weather or the sea. By mid channel the swell was running around 8 - 10 feet with a breaking 3 - 4 foot chop. When I say breaking I mean that as we were paddling along across the swells parallel to them we had to watch out for the top 3 - 4 foot of waves curling over and crashing down on us. When you are sitting in a trough watching the waves curl over then trying to decide whether you should speed up or slow down to avoid the violent sideward surf ride at worst or a very powerful wash at best.

It took 4 hours to paddle over to Great Barrier Island in ideal conditions. It took 2½ hours to get within ½ a mile of Jackson Bay which we all but misidentified as Fletcher Bay. This meant we ended up on the western end of Port Jackson and had to beat our way to windward. The tide was against us. The wind was against us. I have very rarely experienced such a hard paddle in my life. The skeg which is so useful going down wind is a definite liability going upwind. I ended up swearing at the wind and tide and after a ½ hour battle, finally reached the beach. Stew landed first through the dumping surf. A car load of people turned up just as we arrived and jumped out to take photos of our landing. His landing, from the sea ward side at least, was quite spectacular. Stew managed to get his bow caught in the sand so that from my point of view I saw his bow dive down the face of the wave, then the stern swing round parallel to the beach and disappear behind the wave. Then as the wave broke, Stew and the entire canoe reappeared sitting on the break. Once Stew was safely ashore and his Nordkapp was pulled clear of the tide, I came in. My landing was far less exciting as I was able to hold the boat at right angles to the break thanks to the skeg and I hit just the right section of the beach and the bow just skidded up the beach.

After getting changed and loading the car, we had a very welcome cup of tea, bread, butter etc, by the courtesy of Mrs Ward, the farmers wife. The drive home was quite straight forward, we left Port Jackson at 2.15 p.m. and arrived home at 6.15 p.m.

And what did we achieve? Well, over a period of eight days from the 27th of January, a Saturday, to the following Saturday, 3rd February, Stew and I canoed from Port Jackson, out to Great Barrier Island, circumnavigated it from Tryphena Harbour to Tryphena Harbour, then recrossed the Colville Channel back to Port Jackson. In doing so covered a distance of some 114.5 miles which can be broken down into daily mileages like this

Jan 27th . . .	18.5 miles	Wind N	Seas Calm
Jan 28th . . .	9.0 miles	Wind N,W,SW	Seas Rough
Jan 29th . . .	5.5 miles	Wind SW	Seas Very Rough
Jan 30th . . .	22.0 miles	Wind SW	Seas Calming
Jan 31st . . .	14.5 miles	Wind E	Seas Rough
Feb 1st . . .	12.5 miles	Wind E	Seas Rough
Feb 2nd . . .	16.5 miles	Wind E	Seas Calm
Feb 3rd . . .	16.0 miles	Wind E	Seas Very Rough

Giving an average of 14.3 miles per day. Which isn't too bad considering the conditions.

As this was the first opportunity we had to try the Nordkapps out on an extended sea cruise we were interested to find out how they would handle. In my own opinion there isn't a canoe in Auckland for open seaway work that can touch them. Like , I have been out in fairly big seas in Penquins, Vitesse, Kotuku and various other canoes but there wouldn't be one amongst them that I would have been out in in the conditions that we had Nordkapps in. There were times out there, I would be the first to admit, that I was scared of the conditions, especially on the way back from Barrier, but at the same time there was no stage that I didn't think the Canoe could handle the conditions. Unlike Kotuku which all but sank under us on our trip down the coast from Whangaroa, or like Stews Vitesse which broke up on him on our way down from Whangarei.

SALES TAX INFORMATION

LEGAL PROVISION

The legal provision for a tax to be levied is provided under the SALES TAX ACT 1974. This act provides that all goods are able to be taxed unless specifically exempted. The act also provides for two forms of exemptions: absolute and conditional.

Canoes and kayaks could be exempted from the tax under the SALES EXEMPTION ORDER 1979. This order provides for:—

1. Under item 258. “. . . ships and other vessels as may be approved by the Minister (of customs) and subject to such conditions as he may determine . . .”
2. Under item 263. “. . . sporting and athletic requisites as may be approved by the Minister; also billiard requisites and fishing tackle . . .”

The two exemption provisions are created under section 15 (1) of the SALES TAX ACT. Under this Act it is the Governor-General who actually creates the exemption.

“. . . The Governor-General may from time to time, by order in Council, exempt from sales tax any specified class or kind of goods, and in like manner revoke any such exemption . . .”

APPEALS

Any appeal against the imposition of a sales tax must ultimately go to the Governor-General as it was he who created the exemptions and it is he who effectively delegates authority to impose or remove taxes to the Minister. To a great extent the Governor-General merely does what he is told to do by the Minister and by Cabinet. Initially, then, any appeal should go to the Minister of Customs. As sales tax is a revenue item, obviously the Minister for Finance will have a say in matters and an appeal could be lodged with him too. Canoe builders could also lodge an appeal with the Minister for Trade and Industry, and sports clubs may try an appeal to the Minister for Recreation and Sport. These Ministers may support your case when you appeal to the Minister of Customs. Clearly, in some cases, the Department of Customs will advise the Minister in many matters, but in this case the Department will claim that they are merely administering the law as laid down by government. Department officials may assist by advising the Minister and you could lobby them for support. The Ombudsman may only act upon a complaint, or when a law seems unfair. He cannot investigate a complaint made against a Minister except that he may investigate when the complaint is made against departmental officials on the grounds that they did not adequately advise the Minister. The Ombudsman will also investigate unfair treatment by any department official or where the department is not administering the law as it was clearly intended. It is not likely that you could involve the Ombudsman in having canoes and kayaks exempted sales tax. Improper conduct by a Minister is generally investigated by the Parliamentary Privileges Committee who may order a Commission of Inquiry, such an action in our case seems unlikely as the conduct of a Minister is not in question. Another course of action would be via a petition to the Parliamentary Petitions Committee.

PLACING THE TAX

The present tax of 20% was introduced on 17 May, 1979, as the initial phase of the Government's policy of placing a greater emphasis on indirect taxation. Such items as household goods, caravans and boats became subject to a sales tax of 20%. Essential vessels were exempted, including some commercial craft and rescue craft owned by an 'approved' organisation (surf life saving clubs in the main, and Coastguard craft that were not privately owned nor used at all for pleasure).

EVENTS SINCE

For more than a year until the 1980 Budget, the Government has stuck to the general line of argument that the uplifting of the previous exemptions was prompted by the need to dampen consumer demand and narrow the internal deficit in the public accounts. Statements said that the Government's objective was to spread the impact of the measures so that no one group would be called upon to bear more than its share. This argument was used against some sections of the boating industry who lobbied for the removal of the tax on boats. Despite very large retrenchments in the boating and caravan industries, often causing unemployment, the Government continued its economic 'restructuring'.

There were two notable exemptions to the entrenched position that Government took:

1. The crafts people, particularly potters mounted a massive campaign and managed to have the tax removed off their goods.
2. Largely because of administrative difficulty, home-built boats and some other similar goods were exempted, but this exemption is subject to certain conditions.

THE 1980 BUDGET

With the 1980 Budget came the exemption of "Sailing craft of a value less than \$5000 being of the centre-board type, without cabins or sleeping berths" and an extension of the provision for craft owned by 'approved' organisations.

The exemption for yachts was a surprise as it conflicts with the Ministers previous argument that there would be no one group exempted and that the impact would fall evenly on all groups. The yachtsmen were given exemption for privately owned craft, but the 'approved' organisation's remission was merely for craft owned by the organisation itself, not the members of that organisation.

The rationale behind the yacht exemption was stated:

"... to provide a relief from sales tax for the more youthful sailor who participates in a sporting activity which might involve him in an UNREASONABLE extra cost..." According to the Minister, a canoe is not expensive and therefore the 20% tax does not present the canoeist with an 'unreasonable' cost, and hence canoes are not exempt!

The rationale behind the exemption given to 'approved' organisations was stated:

"... the provision was to cater for organisations such as rowing clubs, surf clubs, schools, scout groups, and the like, that wish to purchase non-powered craft of a kind USED PRIMARILY BY YOUTH..." At the present moment the Minister does not allow canoe clubs to be 'approved'. This logic is difficult to fathom as canoes and kayaks are certainly non-powered and the members of our clubs are generally more youthful than are rowing clubs and surf clubs, and what does the Minister mean when he says "... rowing club ... and the like..."? In what way are canoe clubs unlike rowing clubs?

Apparently canoes are seen by Customs officials and the Minister as being "... general purpose pleasure craft..." and therefore taxable, unlike a sailing yacht! The Minister has gone on to add that Dinghies, canoes, sand-yachts, surf-sailers, river rafts, and the like, will not be approved.

The canoe manufacturers have recently made a number of submissions to the Minister, but the Minister has replied that canoes have a clear price advantage over even exempt sailing craft. Exemption, he said "... is to provide relief for the more youthful sailors who might have considerable difficulty in meeting the cost of their boats..." Despite the fact that most 'youthful sailors' have their craft paid for by their parents, just exactly what do you say to a ten year old when you tell him that of the \$350 worth of canoe that he wishes to purchase \$58.33 is sales tax and that that is not an UNREASONABLE amount for him to find. Unlike the yachtsman who has little extra to buy, the canoeist also has a tax on paddles and other essential equipment.

Apparently, certain 'clubs' are recognised and 'approved' by the Minister. These include Scouts, Boy's Brigade, Outward Bound, Y.M.C.A. The Minister has yet to 'approve' of canoe clubs. The structuring of the N.Z. Canoeing Association and its affiliated clubs is clearly to encourage participation by our nations youth. We have youth training programmes, we are involved in the Water Safety organisation and are frequently called upon to give public demonstrations. Borough Councils etc, regularly call upon us to provide assistance with holiday programmes for youngsters. Our clubs instruct in schools, almost always using our own and club equipment. The N.Z.C.A. has regularly held canoe instruction programmes for the Boy's Brigade and most clubs have instructed Scouts. Most clubs now have 'Bath Training Canoes' designed and built specifically for teaching young people safe canoeing skills, and yet the Minister will not allow an exemption for these craft.

The grounds on which yachts have been exempted must be put under analysis. In what ways do canoes not also conform to the criteria used to exempt yachts? The cost of a yacht up to the limit of the exemption is an outlay far beyond the conceivable resources of youthful sailors. If the exemption was, as has been stated, to restore the equity for the youthful sailors, then that argument looks rather thin.

The charge can be made that the Minister, in granting the exemption to yachtsmen, and to some clubs whilst omitting canoe clubs, has failed in his duty to administer legislation without partiality and in a manner that ensures fair, just, and equal treatment for all citizens regardless of their varying resources and circumstances.

The simple facts of the matter are that canoes and kayaks are craft of a kind used primarily for youth and by youth. They do not have a wider general use and cannot, except under very rare cases, be used under power. Our canoe clubs have many similarities to Yacht clubs and Rowing clubs, except that our members are generally more youthful. Young canoeists often find the price of their craft high, when purchased out of their own meagre allowances and part-time earnings. Whilst canoes are not as expensive as yachts, they are not a 'one-off' purchase as are yachts. Canoes are often damaged beyond recovery and equipment must be regularly replaced. Canoes are very specialised and good canoeists are often required to have more than one boat. The expenditure by a dedicated canoeist often approaches that of his equally youthful sailor.

It is difficult to understand how anybody can claim that the present sales tax situation can be said to be anything but inequitable.



SOBEK — Who and what?

Recently, when investigating the possibility of a trip to Papua-New Guinea, I came across an organisation known as Sobek who ran a number of trips in the interior of New Guinea, and of particular interest to me was the fact that they ran a rafting expedition on the Watut River. Now New Guinea was a place that was not going to cost me the earth to get to, and the prospect of a good whitewater expedition there had me searching for more information. Naturally I wrote to the company to find out who they were and what else they could offer me, and other paddlers in New Zealand. What I learnt certainly surprised me, and it would seem that paddlers here should give this company a great deal of thought if, or when, they go overseas.

One of the problems with an overseas trip, if you want to do a spot of paddling, is to arrange equipment and transport that will not cost the earth. In most cases New Zealanders borrow equipment from friends overseas, often they are friends who have been met whilst on a trip out here, in other cases they are fellow canoeists who are members of clubs we may know about, or who are members of an international organisation like the Long River Canoeist Club. But what about countries such as New Guinea, Indonesia, Ethiopia, the Congo, Nepal, Cuba? In these countries canoeists and rafters are a little thin on the ground. This is where an organisation like Sobek comes in more than handy.

What, or who, is Sobek? In 1969 an organisation known as the Outdoor Adventure River Specialists (O.A.R.S.) set out to explore the Grand Canyon as the first SMALL raft rowing outfitter. The expedition returned to find few supporters to their concept of whitewater adventure, as they put it, "... there were few listeners when the virtues of river running were extolled ...". The early years were spent trying to convince the public that the whitewater rafting experience is a sublime one, available to almost anyone, and not an adventure for eccentrics or olympians.

The watershed year was 1973 when O.A.R.S. began conducting fully booked trips on the wild rivers of the western U.S.A. and Sobek came into being with explorations of African rivers. Named after the ancient Egyptian crocodile god of the Nile, Sobek expanded the concepts of O.A.R.S. into the international scene. Sobek pioneered expeditions down a number of rivers including the Omo in Ethiopia, the Euphrates in Turkey, the Watut in Papua-New Guinea, the Kongakut above the Arctic Circle, the Bio-Bio in Chile, the Kilombero in Tanzania, the Tatshenshini in Canada, the Indus in Pakistan, and a number of others.

Now, Sobek has extended its activities from a purely rafting company, into kayaking, sailing, trekking, climbing, skiing, diving, and it seems that they even have a cycling trip too. They operate all over the world and can even take you to the North Pole. They operate in New Zealand also.

It would be difficult to explain all they offer, but what I can do here is to give you an idea by taking one month; July, the month that most New Zealanders would like to escape from. Sobek operates the following trips:

Underwater photography expedition to Baja California.

Ornithological expedition to Equador.

100 kilometer trek in the Brooks Range in the Arctic.

Rafting in two-man rafts in the Arctic Koyukuk River area.

Rafting on Californian Rivers: Stanislaus, American River, Tuolumne, Klamath, Kern, etc.

Rafting on the Grand Canyon. Hiking in the Grand Canyon.

Rafting in Alaska on the Copper River.

Natural History trip to Equador.

Exploring the source of the Ganges in the Garhwal Himalayas. Also rafting on the Yamuna.
Sailing and horseback trips in Hawaii.

Rafting Idaho Rivers including: Salmon River, (both main and middle fork) Snake River.

Horseback, foot and rafting in the Urubamba River area of Peru.

Kayak schools on San Juan, Dolores and Green Rivers — California.

Rafting on Oregon and Wyoming Rivers — the Owyhee, Rogue, Snake etc.

Art and Cultural visit to New Guinea. Visit the Sepik River area.

Rafting the Apurimac River (source of the Amazon) Peru.

Rafting the Tatshenshini River, Alaska.

Rafting on Utah Rivers; Dolores, San Juan, visit the Navajo Tribal Park.

Raft and kayak the Tara River, Yugoslavia.

Further Information can be obtained either from the editor, or from:—

SOBEK EXPEDITIONS INC.

P.O. Box 7007,

Angels Camp,

California 95222 U.S.A.

AN INTRODUCTION TO RAFTING — Graham Egarr

The popularity of rafting has grown explosively in the last few years. Five years ago there were only two organisations offering rafting trips, now there are well over ten and the number of rafters in private expeditions has grown ten-fold in those years. To some extent the publication of John Mackey's book 'Wild Rivers' has caused an increase in rafting on home-built rafts, but the serious rafter uses quite sophisticated imported rafts built by companies such as Avon in the U.K.

In a raft the inexperienced can enjoy the excitement and the beauty of demanding whitewater rivers, gorges, and areas difficult to get to by foot, without needing to acquire the skills needed for handling a canoe or kayak; not that a raft requires no skill at all — far be it in fact. Rafts seem to be very forgiving of errors; they are difficult to overturn, and they usually bounce off most rocks without harm. Also, because they can carry large numbers of people it is practical for skilled rafters to take novices and tourists down some of our wildest rivers, such as the Shotover, Landsborough, Motu and Rangitaiki.

The stability and forgiving nature of the raft can, however, lead the inexperienced into trouble. On a commercial trip the tourist can expect that the operator and rafter has knowledge of the river, its rapids and hazards, will protect the sightseers from hazards and/or instruct them in safety matters, and will be able to handle any foreseeable emergency. But when the private individual, once bitten by the sport through a commercial trip, sets out on his own expedition, he must take on all these responsibilities and many more that he never dreamt about.

The hazards of rafting are much the same as the hazards to kayakers except that as his raft is less manoeuvrable he needs more room and time to cope with difficult situations. Do not get me wrong, I am not saying that a raft cannot cope with the difficulty of water that a kayak can, in fact the raft is more able to cope with white water, provided that there is room. What the rafter cannot cope with so well are the fast tight little mountain streams. Big whitewater as can be found in the Kowarau River at Nevis Bluff, or even Huka Falls, would be more feasible in a raft than a kayak. Since a raft is stable and difficult to damage, the inexperienced will often undertake expeditions without adequate knowledge of conditions, and without the necessary knowledge and equipment to handle emergencies. Rafts enable people to get deep into gorges before experiencing trouble. Whilst a novice kayaker will have fallen out and realised his inexperience long before he ever got near a gorge, the rafter is able to go further.

To put it another way; accidents have shown that it is not the kayak or the raft that kills you — the kayak and the raft will take you into a situation where the water conditions are such that you cannot swim out — hence you drown. When the kayaker is parted from his boat the chances are that he will still be in water that can be swum in. When water gets so turbulent that a raft capsizes, the chances are that the conditions will be such that a swimmer, even in a life-jacket, will have difficulty in surviving.

Cold water, tree strainers and being wrapped around a rock are still the major hazards, as they are for the canoeist and kayaker. In recent years two raft expeditions have ended in fatalities for the participants. One trip was an attempt on the Kaituna River (near Rotorua) and the other on the Rangitaiki gorge above the Wheao junction. The cause was the same in both cases — inexperienced rafters attempting gorges that were simply impossible to navigate. If these rafters had been using kayaks, their inexperience would have caused them to abandon their trip long before they got into such water.

In a series of articles, 'New Zealand Canoeing Magazine' hopes to present a number of articles on aspects of rafting technique and, hopefully, to obtain rafting stories of interest to other rafters and canoeists.

For many rafters, their introduction to the sport came through a trip with a commercial rafting organisation. This is a good way to taste whitewater and to begin the learning process in relative safety. Commercial rafting has been popular for a longer period than commercial canoe and kayak trips, so while kayakers generally come into their sport through clubs; rafters are not so club orientated. The popularity of rafting in the United States of America has produced a number of books; some excellent and some less so, but most refer to the big water of the American West and the techniques do not always apply to us here on the smaller rivers of New Zealand. The equipment often mentioned in these books is usually unobtainable here too. Most New Zealand rafters start out on inner-tube rafts, on inflatable dinghies, or in the early days of rafting in New Zealand, on war surplus life-rafts. Perhaps mention of the more common rafting books ought to be made here:

The bible for rafters is undoubtedly William McGinnis' 'Whitewater Rafting' but this details almost exclusively the large oar-powered rafts of the American West. The same is also true of the rafting chapter in 'Whitewater' by Norman Strung, Sam Curtis, and Earl Perry. 'River Rafting' by Cecil Kuhne is a slim volume on paddle powered rafts and has some valuable comments to make but apart from this there are few books that cover paddle powered rafts and probably the best tactic for the paddle rafter is to adopt the open canoe techniques to the raft, remembering that the ferry glide technique is of extreme importance to the rafter and that team work involving not two, but three or four rafters is required. Most New Zealand rivers lend themselves best to paddle powered rafts, rather than oar powered rafts. Other books that rafters might find of interest are 'Guide to Inflatable Canoes and Kayaks' by William Sanders, and the authority on single blade paddle technique — 'Canoeing' by the American Red Cross.

Most New Zealand rafters, starting to raft on their own, will undoubtedly begin with small paddle-powered rafts on trips of short duration where little gear is required to be carried. The paddle powered raft is ideal for the small high gradient and fast flowing rivers found here, and the oar powered variety is best confined to the larger rivers, or where the rapids demand a high degree of skill and co-ordination and where the passengers are largely inexperienced. In tight situations a single oarsman can control a raft better than can a loosely co-ordinated team of three or four paddlers — provided you have room to swing an oar.

The oar powered raft technique requires floating on rivers in which the current provides the energy for downstream progress, with the oars being used primarily for lateral positioning of the raft, using the ferry glide. The paddle raft, however, use the paddles for spinning and forward movement as well as for back-paddling to allow ferry glide techniques to be used. Where the paddle raft comes into its own is in keeping all the occupants of the raft occupied.

CANOEING FOR THE DISABLED

WHY INTERVENE?

Why ask people whose lives are already burdened with some problem to take up a demanding and dangerous activity?

The answer is three-fold.

First, canoeing can be specifically therapeutic for certain physical disorders such as hemiplegia.

Second, the disabled are more likely to have suffered some loss in the quality of life, and a place in a special canoeing group can begin to redress that loss.

Third, all the reasons why the able-bodied like canoeing apply to the disabled too. It's healthy, it's fun, it's beautiful.

However, intervention will usually be necessary in the form of positive encouragement to overcome the fear or reluctance felt by parents, medical authorities, the disabled themselves and sometimes the helpers as well!

MEDICAL ADVICE

Before looking for clients the leader must first seek medical advice. Everyone should be free to decide whether the pleasure derived from an activity is worth the risks involved and an objective medical report will be an important factor in making this decision. It is unfair to ask a doctor to sign a form indicating that a disabled person is fit for canoeing, especially if he is not familiar with the standards of care and protective equipment which may be available. Ideally, a medically qualified person will be closely associated with the club or group and will be someone with the insight to distinguish between temporary problems caused by lack of exercise and real disabilities which will be more long-lasting or permanent. The medical report will alert the leader to some of the problems he might encounter, some of which are described here:—

Several clinical conditions including cerebral palsy, spina bifida, multiple sclerosis, muscular dystrophy, polio, etc etc may result in sensory loss to various parts of the body. Consequently injury to the lower limbs when entering or leaving the canoe may go un-noticed, pressure sores may develop from imperfect seats or cockpits, and impaired circulation may result in the development of chilblains or skin ulcers. The wearing of protective clothing will reduce all of these risks.

Most disorders are exaggerated by fatigue. Thus the spastic client may become more rigid and the atoxic less co-ordinated, but for some the avoidance of fatigue is even more necessary. This includes those with muscular dystrophy, multiple sclerosis and, of course, heart complaints.

Epilepsy should not necessarily prevent someone from considering canoeing. The frequency and severity of attacks, the degree of control achieved by drug therapy and the closeness and skill of the instructors available must all be considered before a decision is made. It should also be born in mind that those who have suffered any kind of brain damage may be more susceptible to sudden loss of consciousness when taking part in strenuous water sports and provision must be made for this when training assistant instructors.

Hardware such as calipers or artificial limbs may suffer from contact with salt water and may be an impediment in the canoe. On the other hand they provide a degree of independence when the user goes ashore, so it may be decided to take certain aids in the boat when going on an expedition.

Asthmatics are often hard to recognise as disabled and the leader should beware of over confidence. Inhalers must be easily available and are usually best kept in the instructor's boat.

The deaf and the blind will need a high degree of individual tuition, and if diabetic students are taken it is essential to discuss briefly with them their dietary requirements in case of emergency.

This list is by no means exhaustive but serves merely to illustrate the kind of preliminary information which the medical report should provide.

Finally, care should be taken to recognise multiple disabilities where the most obvious condition might hide a more serious complaint. In one case, for instance, a student who was totally deaf was accepted in a disabled group and attended for several weeks before it was discovered that he was also diabetic.

We said at the beginning of this section that you must seek medical advice. Enclosed with this article you will find a medical form. It is very important that this form be used for each individual disabled person whom you are going to take canoeing. If the medical adviser for that person says something on the form which you do not understand, get a clear explanation so that you know exactly how you must react to any misadventure. This is most important.

SWIMMING

The definition of swimming usually implies moving measurable distances through water. The minimum requirement for the safety of a canoeist in an organised group to be able to float with confidence after capsizing and coming safely out of the canoe. Severely physically handicapped people sometimes find it difficult to achieve the normal requirement to swim 50 metres but this should not prevent them from taking part provided that the extra supervision needed to preserve a reasonable standard of safety is available.

You should note the existence of the water safety booklet "Swimming for the Disabled" available gratis from the Water Safety Council, or from the N.Z.C.A. Safety Officer, P.O. Box 26, Nelson.

ASSISTANT STAFF

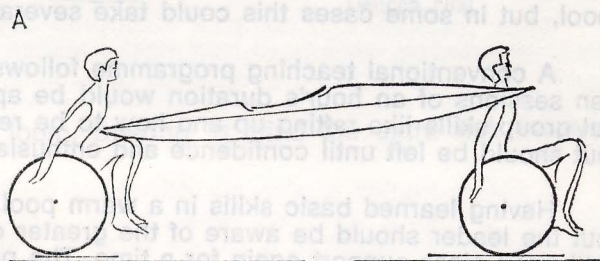
It is unhelpful to specify staff/student ratios as these will depend on the degree of handicap and the standard of skill achieved by the students. In extreme cases it may be necessary to have three or four instructors to one disabled canoeist in order to guarantee a deep water rescue but generally one to one is the most demanding ratio that will be necessary.

Assistant instructors need not all be members of the coaching scheme but they must be proficient canoeists and they will need a period of special training before taking on their new responsibilities. Young people can often provide most of the help required but a minimum number of qualified instructors may be needed for insurance purposes.

ASSISTANT INSTRUCTOR TRAINING

Assistant instructors must acquire two different kinds of skill in order to help the disabled. They must be expert in rafting, supporting, towing, deep-water rescues, including swimmer to canoe for an unconscious patient and resuscitation.

Equally important are the more subtle teaching skills which allow the disabled student to enjoy the adventure and independence which comes from canoeing, and at the same time to feel secure and closely cared for. There are times when a student will need help or he may be so frightened that he will not come again. There are other times when he should be left to struggle alone to overcome his fear. Only the experience of the leader will tell him which course to take, but it is easy to be too ambitious on the water and not sufficiently demanding on dry land. For instance a student looking worried when the wake of a passing boat rocks his canoe might well be supported by his instructor. On the other hand a student who has difficulty in walking should still be allowed to do his fair share of carrying when the gear is put away at the end of the session. (Figure A).



FORMING A GROUP

Finding the disabled is not always easy. A canoe club may find that mere willingness to accept disabled members results in a very poor response and until you have developed a reputation for child care you may find local schools, clubs and centres reluctant to send their children to you. Adults may be found through Rehabilitation Centres, sheltered workshops, social workers, organisations which support those suffering from disabilities such as the Civilian Amputees Society. The first principle should be to start in a small way and a group of three or four students with a similar number of assistant instructors would be appropriate. Numbers might well grow later but leaders should beware of over confidence following early success and as the variety and degree of handicap increases with your local reputation it is wise to gain experience slowly and resist the temptation to expand too soon.

PRELIMINARY MEETING

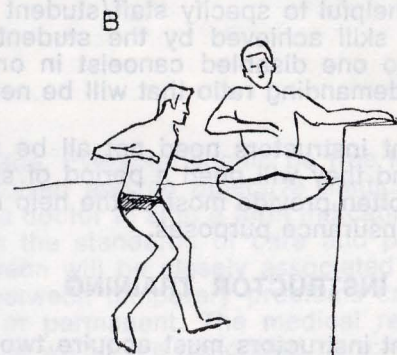
Before starting canoeing it is wise to have a preliminary meeting of students, parents and assistant instructors where the group leader can explain his requirements and describe the programme. A paper can be distributed giving the leaders address and telephone number so that he can be informed if a student or instructor is unable to attend a session. The need for reliability and serious commitment should be made clear to both sides. Students can be advised what clothes to wear and at this stage particular attention should be paid to those with sensory loss in the lower limbs. Loose fitting wet-suit trousers are helpful in these cases. Life jackets and helmets can be tried on and adjusted ready for the first practical session and parents and care staff can be told of the part they can play. It is good policy to encourage their active participation at least on the pool side in helping to change students, to handle gear and in some cases to help with supervision. A parent who learns to perform a swimmer to canoe rescue from the pool side can be an invaluable assistant.

A COURSE OF INSTRUCTION

It is best to start in a heated pool in Winter or early Spring, if available, otherwise in outside pools in relatively warm water. The course should start with a swimming session so that the students ability in the water can be observed. Life jackets should be worn and it may be found that some students are unable to swim with them in a conventional way. It may be necessary for some to have their life jackets or buoyancy vest (this is always helpful to boost the confidence of a timid student, or to provide an extra margin of safety at any time).

From the start an instructor should beware of moving too fast. After observing the students swimming ability, canoes may be put in the water and game like 'under and over' and 'sitting on the deck' should be

played. This enables students to get wet without the trauma of capsizing while sitting in a canoe. Next, everyone may be taught how to enter the cockpit from the side of the pool. Capsizes can be avoided by having instructors stand in the water at the side of the boat and supporting it firmly. (Figure B). It may be necessary to invent unconventional ways of entry for some students but the aim of independence should be borne in mind and any help which is necessary in the earliest stages should be withdrawn as soon as possible.



Those with impaired use of one arm may find that entry is easier if the strongest arm takes the weight on the side of the swimming pool.

Those without the use of the legs can usually develop a completely independent technique by sitting first on the rear deck and lifting the legs in one at a time.

Instructors should stay in the water and hold onto the canoe while balance, hand-paddling and basic strokes are learned. Later, as confidence is gained, they may supervise their students from the side of the pool, but in some cases this could take several sessions to achieve.

A conventional teaching programme follows, bearing in mind the need to accept slow progress and about ten sessions of an hour's duration would be appropriate for teaching basic strokes, some games and helpful group skills like rafting up and how to be rescued. Capsize drills should not be taught in the early sessions but should be left until confidence and enthusiasm have developed.

Having learned basic skills in a warm pool, the transition to cold water outdoors brings fewer dangers, but the leader should be aware of the greater challenge, and some students may at first be intimidated and will need close support again for a time. The problems presented by poor circulation are greater, and protective clothing should be checked to ensure that all students are warmly dressed.

The outdoor programme will probably involve greater distances, but the weaker members of the group need not be left behind. They can be helped to new and interesting areas of water with a tow from an instructor, or in a double canoe.

Towing is best done from the bow of the instructor's boat, so that he can watch his student and avoid capsizing him if his boat yaws and is pulled sideways. If the distance to be towed is too great for this, one instructor may tow from the stern while another escorts the student.

Students who have great difficulty in steering may be helped by using a detachable skeg, and it may be necessary for the most seriously handicapped to have two instructors, one nudging the canoe on either side.

It is wise before starting an outdoor programme to read again the medical reports for all students. Close association for several weeks with an enthusiastic group can create a feeling of over confidence..

Instructors should be aware of the booklet "Guidelines for Teaching Canoe and Kayak Skills at a Basic Level" for planning their instruction course. N.Z.C.A. Instructors may obtain a copy free from the N.Z.C.A. Instruction Officer, others may obtain a copy from the Safety Officer, P.O. Box 26, Nelson, at a cost of \$1.00.

SPECIAL AIDS

THE CANOE

Normality should be the aim and most students can cope well in a conventional canoe. A roomy, buoyant slalom canoe used commonly for group teaching is suitable. Students who find it difficult to get into this kind of canoe will find the larger cockpit of a touring canoe easier, while extreme difficulty caused by stiff legs can be overcome by using a double tourer (which also gives more lateral stability than a single seater), or an open Canadian. The 'BAT' canoe may be a little unstable for most beginning disabled paddlers.

PADDLES

Blind students sometimes find unfeathered blades less confusing in the early stages. They should use ovalled looms with a taped on mark where the hand grips the paddle to indicate the angle of the blade. (Figure C).

Unfeathered blades also help students with weak grip who find the flexing of the wrist required with feathered blades too demanding.

A weak grip can also be helped by using a very thin loom, extra light paddles, and custom made hand grips taped onto the loom. Such paddles need not be expensive as there is no need for the strength required in normal blades. If there is still a problem in gripping the loom, the following may be tried.

1. MITTS with one side of velcro sewn to the mitt and the other side epoxy glued to the loom. Alternatively, the velcro can be sewn into a ring which slides along the loom, allowing rotation of the paddle to take place more easily. (Figure D).

2. PATENT NEOPRENE MITTS which fix the hands to the loom, bearing in mind the extra risk involved and the need for individual supervision.

Amputees may find Canadian blades easier to handle.

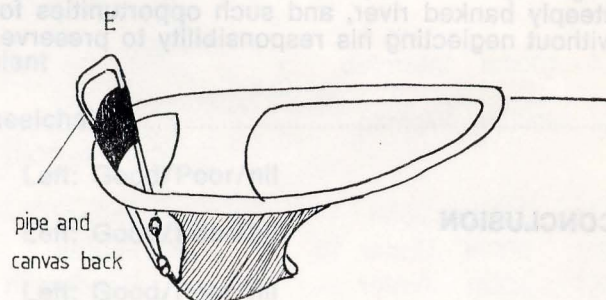
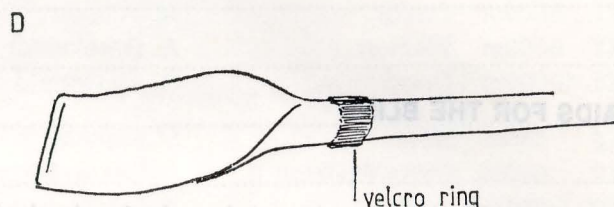
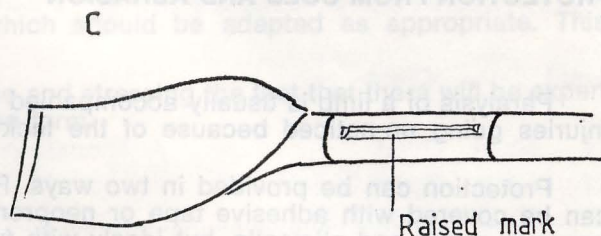
Thalidomide damaged students with rudimentary limbs may find an extra long unfeathered paddle can be tucked under the armpits and paddling strokes are performed entirely by movement of the trunk.

BACKRESTS

Many serious problems associated with poor balance or paralysis of the lower limbs can be completely overcome by using a backrest. This can be a simple rectangle of marine ply, a plastic swim-float or a hinged model of tubular steel and canvas. (Figure E).

BUOYANCY

All students should try an inflated life jacket in controlled conditions as some handicaps, particularly the loss of one or more limbs, can result in strange attitudes in the water. If a life jacket does not have the desired result, for example if the student floats face down, then other buoyancy aids must be tried. If life-jackets are compulsory for trainees, but it is dangerous for a particular trainee to wear one, the problem should be resolved by consultation with the person or organisation responsible for the course, or for the welfare of the disabled students. In some extreme cases with the loss of all four limbs, even a buoyancy aid may float the student face down and in this case a neoprene waistcoat will provide minimal flotation. However, an acceptable degree of safety might be achieved only by providing an individual instructor for such a student.



PROTECTION FROM COLD AND ABRASION

Paralysis of a limb is usually accompanied by poor circulation. In addition to this there is the danger of injuries going un-noticed because of the lack of pain and a subsequent risk of infection.

Protection can be provided in two ways. First, the cockpit should be free from cracks, and sharp edges can be covered with adhesive tape or neoprene. Second, the limbs at risk should be protected at least with trousers, socks and plimsolls, but ideally with full length neoprene trousers, fitted with long zips for ease of dressing.

It may be necessary to make a special neoprene protector for a rudimentary limb. Protection from cold is otherwise done in conventional ways, using woollen hats and jerseys and windproof outer clothing.

AIDS FOR THE BLIND

Bells, beepers and complex electronic devices have been tried and should not be condemned. However, the less dramatic ways have had most success and the most effective aid seems to be a sighted canoeist paddling close by, giving occasional directions. The helper should ideally paddle behind the students so that he can quickly detect any divergence from the proper course, and is also out of the way if the student over-corrects and swings sharply to one side.

A helper behind is also placed well to be heard clearly. Blind students above all need directionally stable boats, and slalom boats are least suitable unless fitted with skegs. Touring singles are much more desirable and the simplest solution is to use doubles with a sighted companion.

The use of raised markings on the loom and the possible use of unfeathered blades has already been mentioned.

Blind students can often paddle for long periods without verbal directions by using reflected sounds from large objects nearby. For instance, it may be possible to paddle unaided alongside a harbour wall or along a steeply banked river, and such opportunities for independent activity should be exploited by the leader, without neglecting his responsibility to preserve a proper degree of safety and discreet supervision.

CONCLUSION

The effort needed to provide an apparently simple piece of apparatus should not be under-rated, and it may happen that a suitable modification is painfully perfected over a number of weeks only to find that the student drops out. Nevertheless, to give a disabled student a greater degree of mobility and independence is a challenging and fascinating technical problem.

Having considered briefly some of the practical problems and the means to overcome them, care should be taken to avoid bizarre modifications made for their own sake.

The student should, as far as possible, use conventional gear for reasons of economy and to achieve a high degree of normality.

Many disabled persons can gain great benefit from canoeing. Their introduction to the sport requires careful preparation with attention to medical advice, the enrolment of sufficient helpers, hiring a pool and not least, finding the disabled canoeist. Numbers of students will, of necessity, be small and the effort demanded will be large, but it is commended to members of the instruction scheme as a rewarding and worthwhile facet of their work.

APPENDIX

A suggested form of medical summary is given below which should be adapted as appropriate. This should be completed by a medical adviser.

An initial paragraph, describing the nature of the course and stressing the fact that there will be expert instruction and supervision throughout, should accompany the form.

Section 1

- a) Nature of disability
- b) Any other relevant disability (e.g. epilepsy/diabetes)
- c) If so, how well is it controlled?
- d) What drugs are being used?
- e) Any known allergies/skin conditions?
- f) Are there likely to be any incontinence difficulties?
- g) Has the applicant a particularly nervous temperament?
- h) Does the applicant require a special diet? If so, please give details

Section 2

Please delete where appropriate:

- a) The applicant is ambulant/partially ambulant/non ambulant
- b) If non-ambulant is he/she able to propel his/her own wheelchair?
- c) Degree of strength in legs: Right: Good/Poor/nil Left: Good/Poor/nil
- d) Degree of control in legs: Right: Good/Poor/nil Left: Good/Poor/nil
- e) Degree of strength in arms: Right: Good/Poor/nil Left: Good/Poor/nil
- f) Degree of control of arms: Right: Good/Poor/nil Left: Good/Poor/nil
- g) Are the back muscles strong/weak?
- h) Is the applicant likely to have spasms?
- i) If so will the spasms be increased in cold water?
- j) Degree of balance and postural sensibility
- k) Has the applicant deficient sensation in any limb? If so, please state which limb(s)
- l) Has the applicant good vision? If not, to what extent is it impaired
- m) Has the applicant good hearing? If not, to what extent is it impaired

NATIONAL SPRINT CHAMPIONSHIP RESULTS 1981

Event	Class	1st	2nd	3rd
K1	500m Open	A. Thompson	P. McDonald	S. Hancock
K1	500m Open Division II	J. Leonard	J. Yorston	R. Palmer
K1	500m Under 16	N. Watkins	C. Faulds	M. Butler
K1	500m Junior	M. Allison	M. Palmer	
K1	500m Women	J. Kell	A. Breekveldt	G. Warren
K1	1000m Open	A. Thompson	P. McDonald	C. Ballard
K1	1000m Open Division II	R. Palmer	P. Denmead	J. Cook
K1	1000m Junior	M. Allison	C. Faulds	M. Palmer
K1	5000m Under 16	C. Faulds	S. Doughty	M. Butler
K1	5000m Junior	M. Allison		
K1	5000m Women	A. Breekveldt	L. Goodwin	J. Kell
K1	10000m Open	P. McDonald	C. Ballard	B. Hutchings
K2	500m Open	McDonald/?	Thompson/Duncan	Hutchings/Bell
K2	500m Open Division II	Leonard/Magness	Denmead/Mallon	Curson/Jackson
K2	500m Junior	Stiles/Melville	Doughty/Butler	
K2	500m Women	Breekveldt/Troost	Goodwin/Warren	Kell/ Corsbie
K2	1000m Open	Thompson//Duncan	McDonald/Adams	Hancock/Ballard
K2	5000m Women	Breekveldt/Troost	Kell/Corsbie	Garland/Garland
K2	10000m Open	Wilson/Wilson	Williams/Knight	Davis/Furlan
K4	500m Open	(Wilson/Furlan Hutchings/Davis)	Leonard/Parks Hunger/Mallon	Denmead/Adams Hayhoe/Knight
KA	500m Women	(Troost/Breekveldt Corsbie/Kell)	Garland/Warren Sullivan/Goodwin	Godfrey/Grooves Goodwin/King
K4	1000m Open	(Wilson/Furlan Hutchings/Davis)	Knight/Hayhoe Denmead/Adams	Parks/Walker Mallon/Hunger
K4	1000m Interclub	Gisborne C.C.	International	Northshore C.C.
K4	5000m Women	(Troost/Breekveldt Corsbie/Kell)	Sullivan/Pitcher Warren/Goodwin	Garland/Garland Geerling/Groves
TK1	500m Open	R. Palmer	R. Jackson	P. Curson
TK1	500m Under 16	C. Faulds	S. Bamford	S. Doughty
TK1	500m Junior	C. Henderson	M. Palmer	T. Kiddle
TK1	500m Women	L. Goodwin	J. Kell	J. Weyemars
TK1	1000m Open	J. Cook	P. Curson	P. Weyemars
TK1	1000m Junior	C. Henderson	B. Stiles	S. Prosser
TK1	5000m Under 16	C. Faulds	S. Bamford	M. Butler
TK1	5000m Junior	M. Palmer		
TK1	5000m Women	S. Geerlings		
TK1	10000m Open	R. Hunger	J. Yorston	M. May
TK2	500m Open	Curson/Jackson	Weyemars/Palmer	Yorston/Hayhoe
TK2	500m Junior	Bamford/Faulds	Doughty/Butler	
TK2	1000m Open	Cursan/Jackson	Mallon/Denmead	May/May
TK2	1000m Junior	Bamford/Faulds	Henderson/Palmer	Doughty/Butler
TK2	10000m Open	Curson/Jackson	May/May	Weyemars/Palmer

RESULTS — SLALOM

(Only the first six placings are shown)

PALMERSTON NORTH CANOE CLUB SLALOM, MANGAHAO, JAN 17 - 18.

DIVISION I	1	M. Vlaar	Te Marua
	2	R. Laurenson	Kaimai
	3	N. Kerkham	Palmerston North
	4	G. Falloon	Te Marua
	5	D. Johnstone	Ruahine
	6	E. Harwood	Tarawera

DIVISION II	1	C. Bailey	Kaimai
	2	N. Faulkner	Kaimai
	3	G. Groadsdale	Kaimai
	4	M. Lomas	
	5	P. Dove	
	6	R. Dykeman	Palmerston North

TEAM EVENT	1	Hawke's Bay
	2	Palmerston North
	3	Te Marua
	4	Hamilton
	5	Ruahine
	6	Tokoroa

GISBORNE CANOE CLUB SLALOM WAIKARETAHEKE, JAN 31.

DIVISION I	1	G. Bell	Palmerston North
	2	N. Kirkham	Palmerston North
	3	M. Vlaar	Te Marua
	4	G. Falloon	Te Marua
	5	R. Laurenson	Kaimai
	6	E. Horwood	Tarawera

DIVISION II	1	R. Dykeman	Palmerston North
	2	D. Hull	Kupe
	3	B. White	Rotorua
	4	I. Hughes	Gisborne
	5	N. Knight	Kaimai
	6	C. Faulds	

TEAM EVENT	1	Tarawera
	2	Kaimai
	3	Palmerston North
	4	Kupe
	5	Palmerston North
	6	Ruahine

LADIES DIVISION I	1	G. Warren
	2	L. Goodwin
	3	K. Goodwin

LADIES DIVISION II	1	F. Hunt
	2	D. Buchanan
	3	P. Cooper

RESULTS — DOWN RIVER RACING

KAIMAI CANOE CLUB SLALOM, TAURANGA, FEB 15

DIVISION I	1	G. Bell	Palmerston North
	2	R. Laurenson	Kaimai
	3	E. Horwood	Tarawera
	4	N. Kirkham	Palmerston North
	5	G. Falloon	Te Marua
	6	J. Coers	Palmerston North
DIVISION II	1	G. Croasdale	Kaimai
	2	B. Webb	Kaimai
	3	P. Shea	Hamilton
	4	N. Knight	Kaimai
	5	B. White	Rotorua
	6	G. Canton	Palmerston North
TEAM EVENT	1	Palmerston North	
	2	Tarawera	
	3	Kaimai	
	4	Kupe	
	5	Palmerston North	
	6	Auckland	

(Only the first 6 placings are shown)

PALMERSTON NORTH CANOE CLUB, MANGAHAO, JAN 17

RACE 1	1	P. Sutcliffe	Palmerston North
	2	R. Worledge	Rotorua
	3	D. Clarke	Hawke's Bay
	4	G. Canton	Palmerston North
RACE 2	1	P. Sutcliffe	Palmerston North
	2	N. Hayhoe	Auckland
	3	R. Worledge	Rotorua
	4	H. Vlaar	Te Marua
	5	D. Clorke	Hawke's Bay
	6	G. Canton	Palmerston North
SLALOM BOAT EVENT	1	M. Arns	Hamilton
	2	J. Coers	Palmerston North
	3	T. Beech	Palmerston North
	4	N. Rogers	Kaimai
	5	E. Terzaghi	Palmerston North
	6	D. Oppatt	Palmerston North

GISBORNE CANOE CLUB, WAIKARETAHEKE, JAN 31

RACE 1	1	C. Ballard	
	2	B. Fletcher	
	3	C. Wallace	
	4	C. Ransley	
	5	R. McCormick	
	6	P. Sutcliffe	
RACE 2	1	C. Ballard	
	2	B. Fletcher	
	3	C. Coppin	
	4	C. Wallace	
	5	P. Sutcliffe	
	6	R. McCormick	
SLALOM BOAT EVENT	1	M. Arns	
	2	T. Beech	
	3	R. Schultz	
	4	J. Yorsten	
	5	D. Oppatt	
	6	J. Winters	

PADDLING FITNESS — Vitamins for the Long Distance Paddler

No doubt you have heard claims that vitamin and mineral enriched foods give athletes a 'winning edge' or will allow trampers and climbers to go just that much further, or survive just that much longer. Are these claims true?

Vitamins are constituents of food; they are organic in nature and are essential for sustaining life in a healthy body. With few exceptions, the body cannot synthesise vitamins; they must be supplied in the diet or through dietary supplements. Vitamins have no caloric value but function as catalysts (co-enzymes) in nearly all metabolic bodily functions.

Vitamins are divided into two groups; those soluble in fat and those soluble in water. Vitamins A, D, E and K are in the first group, while C and the B-complex vitamins are water soluble. Solubility is important in determining whether the body can store a vitamin or whether it needs to be supplied daily. It also determines its toxicity potential when taken in large amounts. Water-soluble vitamins cannot be stored by the body to any appreciable degree. There is no danger of toxicity with them, as any extra amount taken in will be eliminated in the urine. Excess fat-soluble vitamins are stored in the liver and fatty tissues of the body. If stores have been accumulated over a long period of time an athlete may get along on inadequate amounts for several weeks.

Consider the following points before deciding to supplement what you eat to ensure an adequate supply of vitamins. You may also wish to add or subtract certain foods from your diet to create a better balanced intake.

1. Water soluble vitamin deficiency shows up long before other deficiencies and you must take in regular amounts of these.
2. Racing paddlers and long distance paddlers such as sea canoeists, or touring paddlers and rafters on a strenuous trip cannot always eat a well balanced diet (they could be travelling between competitions, or simply cannot carry and store vitamin rich foods on an expedition, etc). Restaurant food is often lower in vitamins due to storage, processing and cooking.
3. During coking, as much as 50% of the vitamin content can be lost, particularly those that are water soluble.
4. Prolonged physical activity such as long distance paddling, racing and training, increase the metabolism of foods to produce energy. This also increases the use of vitamins and minerals.
5. Eating high quantities of certain foods increases vitamin usage. Thiamine (vitamin B1) requirement is increased when large amounts of carbohydrates are eaten.
6. Taking certain medicine, such as antibiotics, decreases the absorption of vitamins.
7. Vitamins can be lost through sweat, which may be a problem in hot weather and during hard training and racing.

In short, if a paddler does not have enough B and C vitamins, a decline in performance will be seen in a few weeks. They are needed for the production of energy, and they are not stored in the body to any significant degree. When the intake is greater than the body needs, the excess is thrown out in the urine.

What then, is a safe supplemental vitamin dosage for a paddler in training or on a long trip? Any commercial product which contains 100% or more of the recommended dietary allowance of B and C vitamins should supply an adequate amount. But exactly what your recommended dietary allowance (usually referred to as R.D.A.) is dependant on so many variables that you ought to consult your local sports medicine expert to calculate. Read the labels on products — they will give you a good guide and the needed information. Of course, if you are sure that you are eating a well-balanced diet, then a vitamin supplement may not be needed. Excessive ingestion of fat-soluble vitamins may, however, result in toxicity.

VITAMIN B COMPLEX

The known B-complex vitamins are:

B1 (thiamine)	Choline
B2 (riboflavin)	Inositol
B3 (niacin)	biotin
B6 (pyridoxine)	folic acid
B12 (cyanocobalamin)	PABA (para-amino benzoic acid)

The term B-complex is based upon their common source distribution, their close relationship in vegetable and animal tissues, and their functional relationships. Controversy still exists concerning other substances claimed to be members of the B-complex group; in particular B13 (orotic acid), B15 (pangamic acid) and B17 (laetrile). The B vitamins are very important in the breakdown and utilization of carbohydrates and also in fat metabolism. In addition, B vitamins are needed for the normal functioning of the nervous system; Doctors recommend vitamin B for people under stress for this very reason. B vitamins are found in yeast, liver and whole grain cereals.

VITAMIN C

Vitamin C, or ascorbic acid, is needed to form collagen, a cementing substance that binds cells together. It also helps in iron absorption and in the production of ATP (adenosine tri-phosphate, your energy source for muscle contractions and other metabolic processes during aerobic work). Vitamin C supplements are believed to improve physical performance. Sources are fruits and vegetables.

VITAMIN E

Taken in large doses is said to improve everything from endurance to sexual performance. Little is actually known about it except that it is an antioxidant (prevents oxygen from combining with wastes to form toxic compounds). It is usually required in only small amounts and is adequately supplied by the average diet. Some researchers believe that vitamin E can assist in cases of heart disease and conditions where there is a decrease in blood supply. This vitamin is fat-soluble and is stored in the body. Sources are whole grain cereals, wheat germ, eggs, green leafy vegetables. An excess of vitamin E is said to lead to high blood pressure.

VITAMIN A

This is a fat soluble vitamin essential for vision in dim light. It is also needed to maintain the health of skin and mucous membranes. It is obtained from the body's conversion of carotene found in vegetables and fruits. Sports requiring considerable eye alertness are assisted by extra vitamin A. Fish liver oils, apricots and dark green vegetables supply vitamin A but generally body stores are available for short-term deficiency periods. High doses over prolonged periods of time have been known to cause dry skin and swollen joints.

VITAMIN D

Another fat-soluble vitamin which is produced when the sun's rays convert a form of cholesterol into vitamin D. This vitamin aids in the absorption of calcium from the intestine and promotes the calcification of bones and phosphate metabolism. Supplements in the diet have no known effect on the athlete and excessive amounts lead to high levels of calcium and phosphorus in the blood which can lead to the calcification of soft-tissue and blood vessel walls. Fish liver oils, egg yolks, and some fish meats provide vitamin D.

VITAMIN K

This vitamin is required for the production of prothrombin; a chemical required in blood clotting and is also required in the production of glycogen from glucose in the muscle although it does not have any proven evidence to improve on athletes performances if taken in excess. Vitamin K is produced in the intestine during the presence of certain bacteria. Yoghurt and unsaturated fatty acids help increase the amount produced. Food sources include broccoli, liver and soy beans.

SUMMARY

So where does that leave us? Firstly, you need vitamins for any degree of physical exercise and performance is certainly enhanced by a balance of required vitamins. The average New Zealander, provided he/she does not overcook vegetables, can obtain an adequate supply of the necessary vitamins through a normal diet and without the use of supplements. On trips involving strenuous physical activity, particularly when stored or processed foods are eaten, or when the trip lasts longer than ten days, vitamin supplementation may be required. Some activities may need a boost of particular vitamins, but care should be taken that an excess of vitamins other than B and C does not lead to toxicity. There is no requirement for vitamin boosted high energy foods provided you maintain a diet of fresh food.

The NEW ZEALAND CANOEING magazine



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**Most of us don't think about life and living...until
something happens to someone we know**

Our fantastic beaches, lakes, rivers and pools are the envy of the world, but every summer in New Zealand too many people drown . . . so often children. They drown because they never learned to survive.

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Rescue Breathing has saved thousands of lives . . . and not only in water. It's an essential skill whenever an accident victim has stopped breathing through shock, poisoning, heart attack, suffocation, drowning . . . the list is almost endless.

LIFEJACKETS: NEITHER USE NOR ORNAMENT UNLESS THEY'RE WORN

Lifejackets are not for sitting on, lying on or leaving on shore. They're to be worn. Wear yours at all times when you're boating, and make sure everyone on board does the same. And remember to check your boat thoroughly every time you take it out. Have you got plenty of fuel, oars, a bailer? Did you check the

weather report for the area and tell someone where you intend to go and when you expect to be back? These may not seem much like survival techniques, but they can be vital.

WATER SKI-ING...

DO IT RESPONSIBLY

It's the most exciting of water sports . . . but don't be a selfish skier. The law states that you must stay at least 200 metres from shore while you're ski-ing, and 30 metres away from bathers. As well as the driver, the boat must carry a second competent person to relay signals from the skier and to help in case of emergency.

CANOEING...BEGINNERS

TAKE EXTRA CARE

Never paddle out alone unless you're a very experienced canoeist. Make sure your canoe is the right model for the purpose . . . your local canoe club can help you with advice. Check its sea, river, or lake-worthiness every time you go out.

EXPOSURE...THE SILENT KILLER

Exposure, or hypothermia, can strike even the strongest swimmer, summer or winter. If your boat capsizes, keep on as much clothing as practicable — it will trap warm water against your skin. Don't panic, and float as still as possible to conserve your energy.