

New Zealand

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# CANOEING



1981 JULY No. 22



# THE NEW ZEALAND CANOEING ASSOCIATION (Inc)

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COVER PHOTOGRAPH shows Nick Kirkham on 'eight foot fall', Mohaka River, below Te Hoe Junction. Photographer was Neil Clarke of Hamilton.



## EDITORIAL

I was recently telephoned by a secondary school who wished to borrow canoes off the local clubs and asked me to spend two afternoons instructing in their school pool. They were somewhat taken aback when I informed them of the hire rate for 10 canoes. They expected me to turn up at the school with 10 canoes, do my four hours of instructing, in my own time — all for nothing. They seemed to become a little more understanding after I had explained that canoes cost now in the vicinity of \$400 and that club canoes, being usually hired by inexperienced paddlers, have a life of a mere 3 years at a cost to the club of \$2.50 per weekend per canoe whether they are hired out or not. I went on to explain that running a club trailer, fitting canoes with spray decks, paddlers and lifejackets were additional and even then, maintenance had not been taken into account. Hence not only was our hire rate fully justified, but as clubs pay sales tax and schools do not, we were not always so well disposed towards schools. However, what irked me more than this was that this school expected me to take two days leave without pay to go along to their school to teach canoeing while their teachers, on full pay, stood by with their hands in their pockets and watched. I suggested that the Physical Education teachers should join our club, be taught to canoe, and could then do their own instructing.

This raises the question of the school's attitude to getting instructors at negligible rates. We do not have, in New Zealand, canoe instructors who are fully professional except those who are employed by Outward Bound and the Outdoor Pursuit Centre, but even then, there are few canoe specialists, mostly climbers who also have canoeing knowledge. What we do have in New Zealand is a host of amateurs whose instruction skills are used so infrequently that they can never hope to attain the standard of instruction that professional instructors working full time would. So why are there so few full time instructors? Once, we used to argue that the market was too small; that New Zealand had the population of Birmingham in the U.K. and if you asked any canoe equipment manufacturer or instructor, to restrict his business to a market of that size, he would soon be out of business. This is the reason why we don't have a great range of canoe products available here. But does this also explain the absence of professional instructors? Not entirely. One of the reasons is that our amateur instructors offer their skills for so little that the market cannot stand someone charging what he is worth. The N.Z.C.A. alone has 50 odd instructors to service some 400 secondary schools. These schools could be covered better by 6 full time exceptionally good instructors, but while the schools are getting instruction of sorts for nothing, why should they start paying for a professional? If we expect the standard of canoeing to improve then we must have available the very best instructors. We could have these people if we could offer them employment, and we cannot offer them that until the market becomes accustomed to paying for their expertise. Palmerston North Canoe Club proved some years ago that a good instructor can find sufficient work in schools.

What must be done to provide New Zealand with top class professional coaches? Clubs must start to prepare the market for the eventual emergence of instructors who can charge for their services. That is, clubs must begin to charge for their time and equipment. Perhaps a minimum rate ought to be set for all instructors. At current wage rates the absolute minimum would be \$40 per day, \$25 per half day, or \$10 per hour. It's the old story told by that oft quoted oriental gentleman — "If you are only offering peanuts, you will only attract a monkey!"

## ACCESS TO RIVERS — The Law

The following article has been edited from a similar article that appeared in "Freshwater Catch" magazine, and has been added to, to make it more relevant to canoeists, kayakers and rafters.

As the freedom of the individual in New Zealand becomes more and more regulated by legislation, and with large areas of land being developed for farming and forestry, so greater pressure comes on waterways for recreation. But waterways are also increasingly being caught in the web of numerous administrative bodies and it is important for the river and lake canoeist to know their rights of access.

Freedom of access to waterways has always been taken for granted and accepted as a right for the New Zealand public. The public have, however, few legal rights of access to rivers and lakes, or in fact to navigation of such waterways. Accordingly, some understanding of the law relating to access and trespass is required, especially in light of the recently enacted Trespass Bill.

At Common Law, where Parliament has not specifically legislated for access rights, there is no right in the Crown to the bed of a non-tidal river. The owner of the land that adjoins any river also owns the bed of that river. If that river forms the boundary of land, then the right to the bed are divided between the owners on each side of the boundary, by a line running down the centre of the river. Thus, the owner of land adjoining a body of water (called a riparian owner) also owns the river or lake bed unless there exists a specific boundary line, or 'Right Line' as it is called, setting out the land boundary. Riparian owners do not, however, have the right to interfere with the water so as to affect the rights of other users.



The common law rights in New Zealand are subject to certain acts, one being the Coal Mines Act of 1926 which vests the ownership of all **navigable** river beds in the Crown, except where ownership of the bed has been granted by the Crown. Under this act a 'navigable river' is taken to mean a river of sufficient width and depth to be used for the purpose of navigation by boats, punts or rafts. Now initially this would have been boats and rafts carrying coal but today you could argue that a kayak is a boat and hence any canoeable river must therefore be 'navigable' under the Coal Mines Act. However, there has been no authoritative decision as to what exactly is or is not a navigable river, but to be on the safe side, if a jet-boat can navigate it, then you can safely assume the river to be vested in the Crown. Also, under the Act, 'Bed' means the space of land which the waters of the river cover at its **fullest flow** without overflowing its banks. This provision does not include lake beds.

In addition, the Land Act of 1948, Section 58, provides for a reservation from sale of Crown Land, a strip of land not less than 20 metres in width along the margin of every lake with an area in excess of 8 hectares, and along the banks of all rivers and streams of a width not less than 3 metres. What this means, in effect, is that if Crown Land is disposed of by sale, lease, or licence, a strip of land is to be reserved, the intent being to enable access to the water. Similar provisions to this have actually been in force since the Survey Regulations of 1886.

This situation is far from satisfactory as, apart from lakes of less than 8 hectares being specifically excluded, the canoeist, if he wishes to ascertain his access rights to a certain river or lake, must make detailed enquiries. Also, it is a common **misunderstanding** of the public that they have rights of access and entry onto such Crown Land as is reserved under Section 58, and of any Crown Land administered by the Land Settlement Board. This is not so, as under Section 176 of the Land Act 1948 there is stated "... every person commits an offence against this Act who, without right, title, or licence, trespasses on, uses, or occupies lands of the Crown ..."

Although, as a rule, the Crown does not enforce this provision, the public has no specific right of access to those areas reserved. Also, as the Minister has the power to dispense with reserving accessways, or to prevent public intrusions onto such reservations, the question should be asked "... should access be as of right, or merely by privilege? ..."

Another enactment governing the reservation of access strips to rivers and lakes is the Local Government Act 1978, Section 289. This provides for the setting aside of a strip of land not less than 20 metres in width along the margin of every lake with an area greater than 8 hectares and any river not less than 3 metres wide from any scheme of subdivision submitted to Council, whether a Municipality or County. The public has specific rights of access under this Act, although, once again, the Minister may decide to forego the provision of such a reserve if this is thought unnecessary in the light of any proposed or operative district scheme.

To summarise the law to this point, it must be emphasized that to ascertain specific rights of access, a person should make enquiries to a Lands and Survey Department as there are still large areas of land in New Zealand that have title rights to the water's edge. If no freedom of access exists over a specific piece of land bordering a river or lake, a riparian owner has sole right to the banks of the body of water adjoining his land, and if the waterway is a lake or non-navigable river, he also has rights to the bed, though to what extent is unsure.

"Section 58 strips" as they are called, constitute a defined strip of land adjoining some waterways. A brief knowledge of what happens upon any river changing its course may be of assistance to canoeists reading this.

If a strip of land has been reserved under the Land Act or Local Government Act, that strip always remains in exactly the same location. Should an access strip be eroded away by the actions of the river, that strip still remains where it was even though it may now be in the middle of the river or some place else; should land accretion (addition by river deposition) occur along a strip, the access strip, although itself remaining as defined, is added to and the additional land becomes Crown Land, enabling access to the public.

Although there are various ways in which land may be reserved along the margins of a river or lake, this is of little use unless the public can gain access to those reserves. If the river is not bordered by reserve or roading over which access may be gained, access will be limited. However, easements or rights of way are often provided for over Crown Land by virtue of the Land Act or the Public Works Act, but once again, extensive enquiries may have to be made to establish the positioning of these areas.

The use of roads, and to some extent, railway lines, are often a means of access to waterways which the canoeist may use, including only road that is no longer maintained as a highway and may even have been out of use for many years (such as realignment of a road). The Public Works Act 1928 Section 147 Sub-



section 2, reads "... No closed or stopped road shall be granted or disposed of, or added to any other land, or alienated in any other manner, without the consent of the Minister of Lands, who, in his discretion, may refuse his consent or give his consent subject to such conditions as he thinks fit ..."

As well as formed roads, there often exists unformed or 'paper roads', these are roads that have been legally granted for construction but never completed, and unless the Minister has consented to the disposal of that road to a land owner, the public have free access along these. You should note that road reserves include more than the actual carriageway. Also the public have rights of access to most scenic and recreational reserves provided under the Reserves Act.

A final point worthy of discussion relating to land access involves Maori Land. The Maori Affairs Act made no provision for any reserves to be set aside on the partition of Maori Land, with the result that the public had no access to rivers adjoining Maori Land. However, the Local Government Amendment Act, Section 34, now provides that the partition of Maori Land is to comply with parts of the Local Government Act, hence 'Section 58 strips' should now generally be reserved from subdivision, although this only applies in recent cases of Maori Land partition. In addition, under Section 14 of the Maori Land Amendment and Maori Claims Adjustment Act of 1926, a 20 metre right of way is reserved around the shores of Lake Taupo.

## TRESPASS — The Law

Having discussed the rights of access, it is now necessary to consider the law of the trespass. Trespass means the unauthorised entry onto land licenced, leased or owned by another. It is technically a trespass to enter upon Crown Land, as has been mentioned, but this is not normally enforced.

The Trespass Bill, which came into force on the 1st of January this year is an amendment to the 1968 Trespass Act. Under this new Bill, the scope of warnings to stay off a particular place is enlarged to enable such warnings to be given to a person suspected of being **likely** to trespass. The Bill also designates the unauthorised laying of poison as an offence, and provides for the forfeiture of weapons used in the carrying out of certain offences, although there is no provision for the forfeiture of fishing equipment, vehicle and river craft.

Under both the Trespass Amendment Bill, and the Act, the offence of Trespass is committed when a person who is on land without right refuses or neglects to leave, having been warned to do so. The trespasser, therefore, must first be warned to leave and then be given the opportunity to do so before he can be convicted of an offence; there is provision that in the case of necessity a person may remain on the land in order to protect himself or someone else, or the property of someone else — it may well be that this would cover trespass when attempting to recover a lost boat downstream of a canoeing accident.

The person, or persons who may order a trespasser off land include the lawful occupier of the property, an employee, or an authorised agent of the person in lawful occupation. It is important to note that having been warned off a property, a person commits an offence under the Amendment Bill if he trespasses without necessary cause upon the land owned by the person who previously gave the warning, within **two years** of the date of the warning.

The 1968 Trespass Act and the new amendment both aim at the protection of property owner's rights. Penalties range from \$200 for leaving a gate open to \$1000 (or 3 months imprisonment) for actual trespass after being warned to leave or stay off a property.

Existing trespass law places an obligation on a trespasser to provide his name and address to the occupier. Failure to comply with such requests may result in arrest without warrant by a member of the police.

You should also note that it may be an offence to: disturb domestic animals by means of a dog, weapon or a vehicle, to discharge a firearm, and more importantly, to leave open any closed gate or to close an open gate.

To be sure of the access to any waterway, you should make enquiries with the Lands and Survey Department, as the only guaranteed rights of access are those areas bordered by scenic or recreational reserves, and to a lesser degree, Crown Land. The Lands Department is, however, acutely aware of the shortfalls in the law of public access to natural lakes and rivers. To alleviate this, steps have been taken whereby when Crown Land is subdivided or disposed of, accessways are being provided in the land title along the margins of lakes and rivers, and also across farm land, to enable access to rivers. At the same time, however, trespass laws over recent years have been tightened up to protect private interests and more and more Crown Land is being used for forestry over which access is less likely to be given.



New Zealand is one of the few countries where access to recreation areas is available to all without charge, a situation that we must all ensure remains, by working in harmony with property owners.

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## KAYAKS AND RAFTS BEHIND THE SUGAR CANE CURTAIN

What do you think of when Cuba is mentioned? Rum, salsa, cigars, Castro, trophy fishing, daiquiris, communists, the Tropicana? Probably not adventure travel. A reasonable omission: Cuba has no trekking, mountaineering, river-running or anything else in the outdoor realm. Until now.

More and more wanderers have the time and the resources to tackle the few remaining wildernesses, to descend the untouched rivers and ascend the big peaks. It is harder every week to find a first to call your own. Instead of vast schemes to discover the source of the Nile or explore a blank spot on the map we have been reduced to conquering short stretches of a river, new routes up an old mountain or other minor obstacles. Even these are getting scarcer.

The areas which beckon most enticingly today are those which have been sealed off in recent years by governmental by-plays and other inconveniences, and thus preserved.

Isolation and the call of virgin territory will draw the attention of globe-trotting adventurers to any country; Cuba's Forbidden Isle image could only increase this interest. Anti-capitalist politics made Cuba a goal, though its lack of towering mountains or huge tracts of jungle kept it low in the interest ratings. After all, the famous Sierra Maestra, breeding-ground of the revolution, scrapes the clouds at a mighty 6000', and the principal river stretches a lordly 100 swampy miles. Interest in Cuba as an adventure travel destination concentrated on the chance to experience the hemisphere's only functioning communist nation, not on its natural challenges.

Tom Moody, a veteran boatman and the owner/operator of adventure-oriented outfitting companies in Hawaii and the U.S.A. Southwest, decided in 1978 to give Cuba a try. With the backing of SOBEK Expeditions of Angels Camp, California, well-known operators of river trips around the globe, he set his course for a peek through the sugar cane curtain. Cuba had just begun to receive U.S. tourists: The curtain was open enough for him to glance behind it for interest in allowing a river trip in Cuba.

Tom's knowledge of Cuba's geographical layout was scanty, and his familiarity with the workings of Mr Castro's government negligible. It was therefore a surprise when a couple of letters and telexes quickly produced an invitation to come to Havana to talk. Less of a surprise was the discovery upon arrival in Mexico City that the Cuban Embassy there was unaware of the invitation. Time and effort were not enough to correct this situation, so Tom was forced to adopt the expedient of becoming a client on a Havana-bound tour based out of the Yucatan. Not a grand entrance, but an entrance nevertheless. The initial contacts were made, and official Cuban interest in the project established. Another year went by before Tom, on a return visit to the island, was put in contact with people who had some ideas on rivers that might be worth rafting. Their efforts and several jaunts around the countryside allowed Tom to tap the Rio Toa, a small river in the Sierra Maestra near Santiago in eastern Cuba, as a likely target. Another year went by, the necessary organizational and financial requirements were dealt with, and the people and the equipment were brought together by SOBEK and pointed towards Havana.

Changed flights, a tight schedule and long bus rides postponed our exposure to urban Cuba until after the river trip. The one free pre-trip afternoon in Santiago was spent visiting the Granjita Siboney and the Museo del Moncado, monuments to Castro's first anti-governmental action of the fifties. These exhibits, presented through such different eyes and with such different prejudices, were a good introduction to communist Cuba. The heavy-to-intense propaganda level of the museum displays at the Granjita and the Moncado, and the one-sided presentation of historical "facts" so alien to those with which we had been brought up, emphasized our change of world. Until these tours the reality of Cuba had not taken hold.

The Rio Toa expedition contrasted with many other foreign trips because it was out of our control. CUBATUR, the state tourist organization, with all good intentions and admirable effort, undertook all food, transportation, accommodation and schedule planning, making them masters of our fates. Schedule changes, miscommunications, lack of knowledge about the trip, total unfamiliarity with the requirements of wilderness travel and other handicaps made their job extremely tough. Our inability to help sort out the complexities of food rationing and availability, hotel payment vouchers and other difficulties built into the system was hard on all of us. It is irritating to depend on someone else to tell us what to do, to be unsure of what is happening and unable to do much to make it happen.



We had come to Cuba knowing that our low-profile, take-care-of-ourselves norm would be lost, but we were unprepared for the imposing structure which awaited us in its place. We were being taken very seriously: interpreters, experts in water recreation, public relations people, a bevy of bus drivers and guides, and even the regional head of tourism were all involved in the project. At times 10 people were with our group of 13. Their services were far more than we had expected, and although intentions were always the best, the mixture of energies, preconceptions and notions they flooded us with was more an obstacle than an aid. Foot reconnaissances made along the river, plans for campsites every night, walkie-talkies to bring on the trip, an official briefing, local guides to keep us pointed downstream, and other excesses were incorporated into the trip. We did our best not to let it get us down.

The crew that finally spilled out of a strange four-wheel-drive Russian truck/bus at the coffee plantation which was to be our put-in was a diverse one. The amalgam of 10 men and 3 women, some relatives of Tom, some boatmen, friends or clients, a doctor, a writer, photographers, and many who fit multiple categories, resulted from continuous flux during the organization of the trip. The elements of an exploratory/training trip, a media extravaganza and a normal commercial trip had eventually been blended together. We added three more to our 13, our CUBATUR translator David, the outdoorsman and expert on the Toa, Mojica, and the national head of aquatic recreation, Gonzales. Fidel and Vasquez, our local guides, joined on to make our total group 18.

A late arrival at the put-in meant sandwiches and early-to-bed, united in anticipation of the next morning's first glimpses of the river. The morning light revealed a small and rocky stream, as Tom had said it would. We were prepared for the narrow and shallow dimensions of the Toa, and had chosen Sea Eagle Explorer inflatable canoes as our primary navigation craft with Avon Redshanks for support boats. 11 Sea Eagles and two Redshanks were quickly inflated and rigged, somewhat more heavily than we would have liked. We had not expected five Cubans, nor planned space for so many on the boats. Anticipating this they had brought along a boat, an inflatable wooden-decked speedboat. A quick inspection showed it to be ill-adapted to the task at hand, so it was vetoed and left behind. The extra bodies and gear were piled aboard our craft.

Elated to leave behind the hassles of pre-trip preparation for the simplicity of river life, we drifted off downstream. Since we expected few dangers from the small Toa, utmost care had not been exercised in organising participants for the exploratory. The group from the U.S. was short on experience and long on energy and enthusiasm. We added five Cubans with no whitewater background and called it a team. Ten one-man and one double Sea Eagle, with two Avons crewed by six paddlers, were the elements of our fleet. Eight days to cover 60 miles was our schedule.

The first day passed smoothly, with lessons on maneuvering a paddle boat for the Cubans in the Avons, and technical experimentation for the Sea Eagles. More than one canoe went over as we encountered a handful of rapids of moderate difficulty. But it was all easy and fun, so the bottom line was smiles at dinner, and a beneficial relaxation of accumulated tensions.

Our preselected campsite in a coffee plantation centered on huge concrete platforms used for drying just-picked beans, with a building housing a husking machine on the side. The view was fine, some local people came around to chat, a comfortable place to cook and good campsites were available. Our communal pot of soup was bubbling merrily and we were unpacked and settled in when a topographic map produced out of the waterproof bag of Mojica was brought out for examination. At a scale of 1:50,000, it was ideal for calculating the gradient of the various sections of river ahead, which had not been done previously. The resulting information did a lot to alter my mood: It seemed that downstream we had a seven mile stretch at a gradient of 60-70 feet per mile and a three mile stretch at 100+ feet per mile. Frightening figures, and far more than we had anticipated.

With a minimum of fanfare about this news the trip went on. The Toa seemed small enough here in its upper reaches (under 1000 cubic feet per second) to be unthreatening even when plummeting over continuous rapids as it must ahead. The major tributaries did not join the Toa until after the fast-dropping sections, fortunately. So we had reason to hope that fears would prove unjustified and the river manageable. A second map surprise showed that we had only 40 miles to cover, not 60, giving us plenty of time to take the tough parts slowly.

We pushed on through the montane jungle canyons and narrow rock gorges, encountering reams of rapids en route. Small waterfalls, series of twisting drops, narrow chutes, constricted fast-water alleys, and other contributors to non-stop excitement filled the river. Capsizes were more than common, scouting was constantly necessary, the Avons were portaged once. As we penetrated the purported 60-70 foot-per-mile section the action was intense. Long days and late camps joined the constant exertion to wear the group down physically. Spirits remained high despite the strains. Our hope that the small volume of water would be benign held up. Mid-rapid capsizes that would have brought emergency panic in a larger river could be laughed at. Safety measures were easily set up wherever necessary, since the river could be waded across, swum across, spanned by a short safety rope and generally handled. The canoeists had plenty of opportunity for slow ap-



proaches and even for stops in mid-rapid for bailing and repairs. Only the collapsible double-bladed aluminum and plastic paddles suffered, breaking in half at their central joining points. When we ran out of spares, sticks, Swiss Army knives, duct tape and ingenuity jerry-rigged substitutes. A few patching jobs were done on the Sea Eagles and on the Avon floors, and the expedition trundled inexorably downstream. Slowly.

Most of our seven days were consumed by the first twenty miles of river. The system we established for shepherding our little armada through the dangers of the Toa was effective and ponderous. A scout, one of the professional boatmen, ran ahead in a Sea Eagle to get a preliminary view of what lay ahead. At the necessary spots he would stop to indicate to the next craft, one of the Avons, a route to attempt through the rapid, or flag it to shore for scouting. The other ten Sea Eagles would follow, with the second Redshank running last for safety. When a rapid required scouting by all, at least two hours would be used up by the scouting, the discussions, the individual runs through, the picture-taking, and the regrouping, draining and bailing afterwards. In some of the worst rapids, the boatmen paddled more than one boat each, allowing the less confident paddlers to rest. People were available for help before, during and after each rapid, which was great for safety and for the confidence of the less-experienced paddlers, but hard on the clock. No matter. Safety first.

The first real waterfall marked a turning-point. To that point we had handled everything the Toa came up with; here there was no chance that we were going to be running our boats through. The river spread out and dropped off a fault-ledge of 30-40 feet in a larger number of tiny channels. Scouting for a portage route was difficult, as the river banks were rising steeply, making walking tough. A complex plan involving both banks of the river, one for portaging gear and one for lowering the Sea Eagles and letting the Avons drift off the waterfall to be recovered below, with people set up all over the scenery to handle various tasks of carrying, gathering equipment and reloading the boats, was devised and executed. For an extra thrill, Rich Haratani, one of the boatmen, decided to ride the second Avon over the thirty-foot falls, emerging unscathed after a fast and exciting ride. But we were tired, and the 100' section was ahead.

That night we camped high on some very hard rocks. Late afternoon had found us at a violent double-drop rapid, and none of us were ready to run it. With multiple capsize possibilities for the Sea Eagles, strategically placed troublesome boulders and what appeared to be a keeper hole stretching across the final drop, the run was unappealing. The decision was made to unload all the boats, and have most of the people carry gear up to a marginal camp in the rocks while Tom and I devised ways to get the boats down to the bottom of the second rapid, where we could leave them to be loaded in the morning. By doing some paddling of the Avons, shoving the Sea Eagles through unmanned, and portaging the final drop, our task was completed. In the meantime our Cuban friends had cooked up a delicious and filling Cuban meal, heavy on the root vegetables and rice. A perfect tonic for the spirits and the energy. The night passed well, with the Sea Eagles converted into beds for comfort on the rocks. We awoke ready for the next obstacle the Toa would invent.

Scarcely two hours of reasonable paddling downriver brought us to a waterfall we had known about through the hiking reconnaissance and the local guides. It was supposed to signal the end of the rapid sections and the beginning of the easy floating and small whitewater. Hooray! The Salto de Toa, a thirty-five foot fall, was bypassed with the help of a tiny chute on the left which the Sea Eagles were sent down unloaded. The Avon gear was portaged and the boats themselves slung off a cliff after a short carry, and sail-planed down into a pool of water below. It was all over except for the floating.

It wasn't the trip we expected, but it was superb anyway. Exploratories wouldn't be exploratories if you knew what you were getting into! Magnificent dense rain forest scenery confirmed our tropical locale, high hills provided attractive backdrops and rock intrusions channeling us through gorges as narrow as six feet played counterpoint. We had missed our chances to bird-watch, to explore some jungle paths and to look at tributaries, but had climbed coconut trees to savor the cool coconut milk, visited farms and country shacks of farm workers, tasted a variety of Cuban dishes, relaxed on sand beaches and in coffee plantations overlooking the river valley, and experienced the Rio Toa itself. Fantastic!

The river proved again, as always, that it is master, laughing at schedules and assumptions and forcing the decisions whenever it wished. The contrast of the free and easy flow necessary to accommodate to the river's wiles and the regimented schedule-oriented attitude of the Cuban tour organizers before the trip was sharp. However, once on the river, our escorts adapted themselves admirably to the Toa's demands. Our five Cubans (who were only three or four at various times as local guides came and went) were an asset and an enjoyable part of the team, willing workers and learners, good company, fine cooks and friends to us all. They made the trip a little more of a Cuban experience rather than just another river. After all who would spend so much time and money to run another little river? We had come for Cuba.

And we got it. From the remote river communities that had not seen westerners since the revolution, to the steets of Havana, we saw a lot of the communist experiment. For four days after the river trip we had time to explore towns, talk to the people, visit museums or restaurants or go anywhere else on our own. No restrictions were placed on our activities, except of course for the planning of the places we were to sleep.



We stayed in a fort-hotel in a fishing town, drove across the island and joined in a street festival of music and art. We went to nightclubs. We visited a magnificent castle outside Santiago, saw botanical gardens, explored old French estates now housing museums and looked out over the island from a large rock high in the hills. We bathed in the Caribbean at a modest local beach, sat in the middle of nowhere when our bus broke down, and sipped daiquiris by poolside at our hotel. We shopped and wandered, paused in the park to talk to school kids, and peered into the nooks and crannies of the poorer parts of town. Singly, as a group and in small clusters we absorbed as much as we could in those four days.

We learned a lot and saw more, but our short stay was insufficient to make real judgments on the successes and failures of the system. It seemed clean, people were well-fed and clothed, they seemed happy. The inequities of huge gaps between the rich and the poor in the Third World were not apparent. Public health, subsidized housing, artificially low food prices for the essentials and a tightly orchestrated governmental system appeared to succeed in providing a decent living standard for all. But at what price? The place was gray and dingy, it lacked life. The stores held nothing worth buying. Everything was regulated by ration cards, and the few items for sale on the free market were priced exorbitantly, often triple or more of their cost in the U.S. And to confirmed capitalists the atmosphere and attitudes of the communist state were stifling: An incredible constant flow of propaganda, exhortations and anti-U.S. invective coupled with a claustrophobic feeling of rules and limits everywhere made us uncomfortable. Despite the excellent times enjoyed in Cuba, the friendly people and the feisty Toa, it was with a very conscious feeling of relief that we boarded our homeward-bound flight.

The difficulties the river would present to a group of commercial passengers made us hesitate to organize return trips, but the chance to see a Cuba not often opened to Westerners, to get off the Havana-and-beach standard route, convinced us that the special nature of the Toa was worth dealing with. Our trip was fraught with firsts: First whitewater trip in Cuba, first commercial adventure travel trip in Cuba, first group into the remote hills of the Sierra Maestra. The Cuban participants were pioneers, the first of their nation to run a river. We created minor sensations just by being Americans, strangers in a strange land. These experiences were unique. Cuba is still there though. The people, the towns, the scenery and the river are marvellous, a foreign world in our own backyard. It is a lifestyle which should be seen and understood to help assess our place in the world as Americans. Viva el Rio Toa!

Inflatable canoe expedition on the Rio Toa in Cuba are available through SOBEK Expeditions, Box 7007, Angels Camp, CA 95222 U.S.A. Two trips will be run in February 1982. Please write for information.

## MOHAKA RIVER POWER INVESTIGATIONS

In issue 20 of our magazine we spoke about the proposed investigations on the Mohaka River. These investigations are to go ahead, but according to our legal advisors, there is some doubt whether the correct legislative procedures have been followed and the implications may be serious.

Normally the government should apply for water rights as provided for under Section 23 of the Water and Soil Conservation Act 1967. In this section certain standard procedures are followed and there is opportunity for the public to make submissions and a right of appeal. In the case of these investigations on the Mohaka, the Hawke's Bay Catchment Board issued a 'General Authority' under Section 22 of the Act. This means that there is **no legal requirement for public input and no right of appeal**. This Section 22 was written into the act to cover **minor** uses of water such as stock watering — never for large power investigations.

Although the Catchment Board did ask canoeists for their comments, they did not consider alternative uses for the waters, nor did they relate this investigation to the possibility of protecting the river under the proposed national inventory of Wild and Scenic Rivers, even though the Mohaka heads the list of potential rivers in the Hawke's Bay area.

Canoeists and rafters are concerned that the investigation work, including the access tracks which the M. of W. plan to build, may significantly alter the scenic aspects of the river. We believe that before such general authorities are issued, the government should enact its policy on Wild and Scenic Rivers.

We need to publicise this river more. To do that we need more slides for our Mohaka River collection. May we take duplicates off your slides? We promise to return them within the month.



Please send to: N.Z.C.A. Conservation Officer — Jan Egarr,  
P.O. Box 26,  
Nelson.

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

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

Name: .....

Address: .....

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## THE MOHAKA BY RAFT — John Howes

The plan was to raft down the Mohaka from its source, at the confluence of the Oamaru and Kaipo Rivers, to the Napier/Taupo Highway. Access was obtained by driving to the Kaimanawa State Forest Park by way of Clements access road off the Napier/Taupo Highway and carrying our gear including a prefabricated raft into the Oamaru hut, via Te Iringa.

We arrived at the start of the track somewhat belatedly on Christmas Eve. The weather at this stage was overcast and threatening. After loading up our heavy packs we managed to stagger up the hill to Te Iringa hut, arriving just on nightfall. In addition to our tramping gear we had our wetsuits, 5 paddles, 5 tractor inner tubes, 3 8ft 4" x 4" poles and 2 4ft 4" x 4" poles. The tractor tubes were distributed between us, the long poles we carried in our hands, while the short poles and paddles were lashed to the outside of our packs.

Dave experienced some discomfort and the remainder of us a bout of hysteria, when at the beginning of the trip he assisted me on with my pack. As I stood up the handle of one of the paddles, which was strapped to the outside of my pack, caught him by his crutch and lifted him clean off the ground.

Christmas Day brought with it more overcast weather with showers. We modified our loads so that they would be easier to carry and made our way along the top for a short distance before dropping down to the Tiki Tiki which we forded without any trouble, then followed the Tiki Tiki for a mile until we reached the Kaipo. We did this section in three hours. We crossed the Kaipo by way of an excellent wire bridge installed by the forest service. After a short break for lunch we completed the final shoulder aching, soul destroying tramp along the Kaipo River to Oamaru hut, with frequent stops and never knowing quite where we were until we got to Oamaru. It took another 2-3 hours for this section. It was not feasible to raft down the Kaipo owing to the number of log jams.

The track all the way from the road end (grid ref. 046664 NZMSI Rangitaki N103) to Oamaru hut (grid ref. 905725 NZMSI Kaweka N113) was, with a few exceptions, wide and firm making a tramp in with lots of gear possible. It would be possible to carry canoes along this track, although for every canoeist another person would be needed for the carry in to Oamaru hut.

After arriving at Oamaru, Dave walked 2 or 3 miles back up the track to retrieve some gear which we had dropped to lighten our load, while Rob rested before tramping back to the car.

The remainder of Christmas Day and the beginning of Boxing Day was spent constructing the raft. Three tubes were blown up with a foot pump. The frame comprised of 3 8ft poles and 2 4ft poles. One 8ft pole was laid down the centre of the two bottom tubes while the other two long poles were laid beside it on a slight angle in towards the front of the raft. The two short poles were laid across the long ones at either end. The frame was then lashed together with strong twine and the frame itself was lashed on top of the bottom tubes with nylon rope. The third inflated tube was lashed on top of the frame in the centre. In the event this design proved to be a very strong one.



Rain on Boxing Day persuaded us to spend longer in bed than anticipated and after what seemed like a long time we finally finished packing our gear and lashing our raft together. At last we were ready. The raft was launched on the Oamaru after a struggle down a steep bank and through some scrub. Our packs were lashed firmly inside the centre tube and we drifted downstream a short distance to the confluence with the Kaipo, the source of the Mohaka itself. The presence of a barbed wire fence on the left hand bank marking the boundary of Porinui Station an airfield on the right hand bank was depressing after the long walk in, but we still felt pretty good at having achieved our objective. Another group of rafters who had just been flown in that morning waved us on our way.

The first two miles were easy going. Steering proved to be difficult and we hit a few rocks with Dave collecting one or two bruises in the process. The Tahaura River entered the Mohaka in a spectacular fashion on the left hand bank, some two miles from the source. This was followed by a straight, flat stretch of 1-2 hundred metres and the difficult rapid which we had been looking out for. Here the river dropped 3-5 metres over a short distance. The main path is a chute down the centre with a large hole at the bottom. In the centre of the chute a short distance above the hole there is a rock. When we saw it the rock was just above the water and the river seemed to be at its normal level. The rapid would have been grade 3+ to grade 4. After some difficulty we portaged the rapid around the left hand bank and continued on our way.

The rain began to fall steadily and the river rose as we continued on our way. The scrub gave way to native forest, while the river itself was easy to raft. The river opened out slightly before closing in again after several miles, then after a large peninsula the Mangatamoka River chundered in from the right hand bank adding dirty brown water to the already discoloured Mohaka. Hidden in the bush a short distance downstream were the Te Puia Hot Springs. Dave and Janet lead the way along a short track on the right hand bank to where thermal water hoses out of the rocks. Some enterprising forestry workers had installed a large fibre-glass bath beneath the cliff so that it is conveniently filled with hot thermal water. After washing the bath out we continued on our way to Te Puia hut with the idea of returning to the springs the next day.

Then disaster struck. The river had picked up a bit and began to drop bringing with it some grade 2 standing waves and holes. Down we raced into a reasonable sized hole which blocked our path. Dave and I decided that things would be healthier on top of the packs, left Janet to fend for herself at the rear, upset the point of balance and over we went. Clutching our paddles we made a bee line for the shore while Janet held on to the raft and swam with it to the bank. After righting the raft we continued on to the hut, which was about 100m past the Makino River on the right hand bank. By this time the dirty brown Mohaka was well and truly up. The rain continued coming down steadily.

Already in the hut there were two hunters with their dog and before long we were joined by two more hunters, together with a group of four trampers. Finally Rob stuck his head in the door. Rob had been rained off and rather than stay in Hastings he had driven up to the hay barn and had walked in.

Janet made a cheese cake to finish off our macaroni and bacon. But Dave didn't feel like it and since no-one else was hungry he offered it to the dog! Much to everyone's amusement.

Owing to the weather and the presence of Rob with the car at Pakaututu we decided to cut our trip short by one day by getting out at Pakaututu instead of continuing on to the Napier/Taupo Highway.

The plan was ammended so that Janet would walk out to the car while Dale, Rob and myself rafted down to Pakaututu bridge.

On the morning of the 27th it was still raining. After a quick bite to eat we packed our gear, lunched our raft and were swept off down the dirty brown river, which had risen slightly overnight so that it was now in flood.

The river was a good grade 2-2+ all the way down to Pakaututu, smashing up against banks, over rocks and through trees, creating problems for a rafter which a competent canoeist would have had no difficulty in negotiating. Little evasive action could be taken in a raft. At the head of each rapid we paddled to whatever side of the river we felt offered the most attractive route and bulldozed our way down. We flipped the raft over twice in the turbulence. After the first capsize Rob managed to stay with the raft while Dave and myself were swept a few hundred metres downstream before we managed to reach the bank, eventually jumping back onto the still upturned raft and helping Rob to right it just in time to capsize again on the next rapid. This time Dave and myself regained the raft while Rob was dragged out of the way and made for the bank. A few thousand metres downstream and after much effort we finally had the upturned raft ashore, this time relashing the packs to give a more balanced load before continuing on our way, picking up Rob who had made his way down the opposite bank.

At this stage the river valley had opened out slightly but the going was just as tough all the way down to Pakaututu bridge. We experienced one heart stopping moment while being swept into an extra large hole and having just enough momentum to clear it. Finally we got off the river after passing under the Pakaututu bridge with a couple of feet of clearance above our heads.



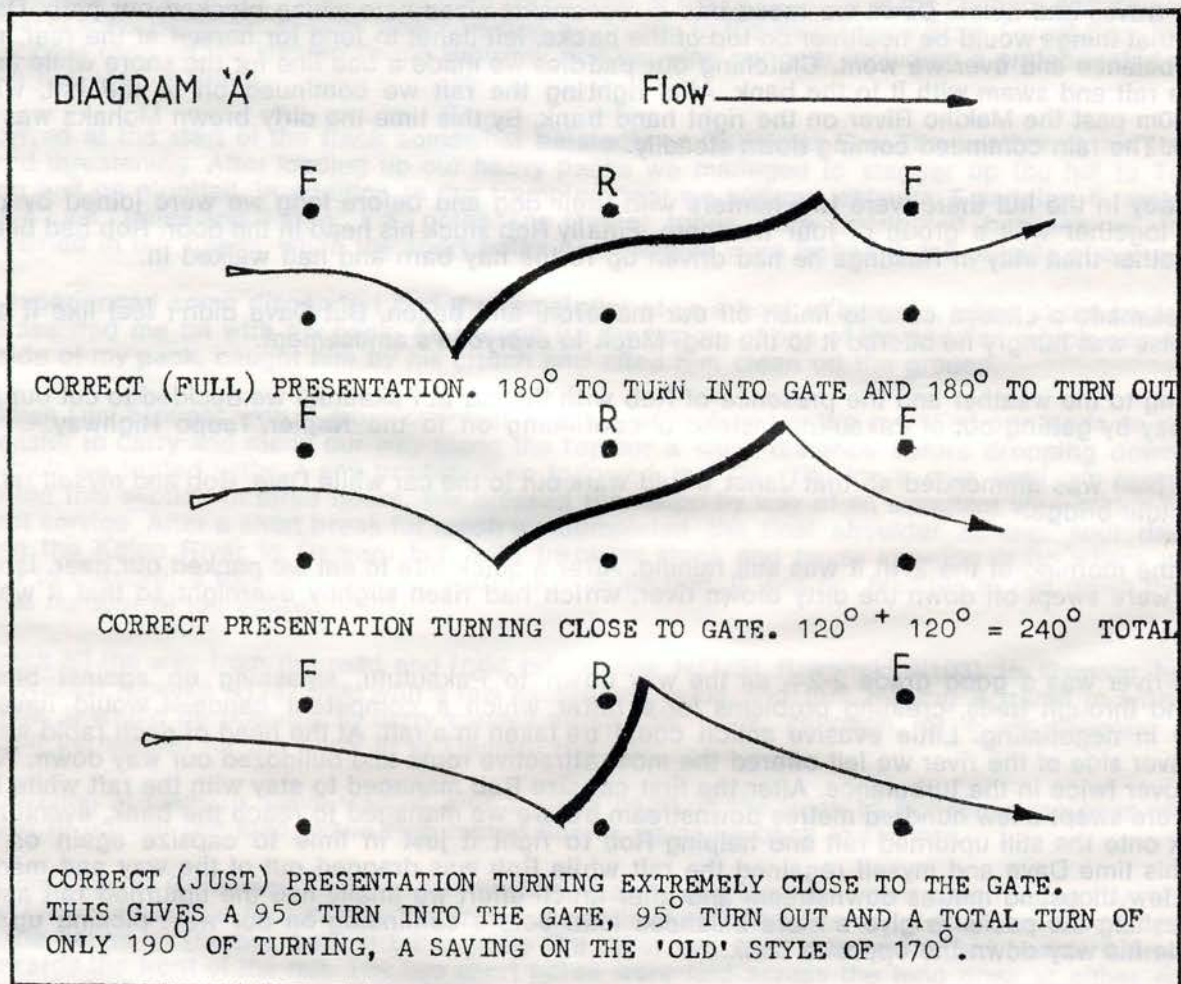
## SLALOM TECHNIQUE

**John MacLeod**, a top ranking British Slalomist from 1965 to 1973 with two International individual Golds and a Silver World Championships Team Medal to his credit, now coaches the British Mens Kayak Team. John here discusses trends in slalom, and gives some practical advice on technique.

Since Albert Kerr's World Championships win in 1977, technique has begun to catch up with design. Boats were being produced that were capable of performances few paddlers could achieve. Poles now have to be 10 cms clear, and the volumes of boats have increased slightly, making them more manageable in rough water and paddlers (in general) now have a better chance to match the boat's capabilities.

The advent of low volume slalom boats has meant that the kayak must be related much more carefully to the paddlers body weight than hitherto. For serious competition no one boat is likely to be suitable for a ten stone paddler, right through to a fourteen stone paddler. Some manufacturers have as many as ten models in a range to accommodate varying sizes of paddler. Another factor is the course itself and a particular boat may suit the paddler for only one type of water or slalom.

**SHUTTLE TURNS** — Diagram A shows the major difference that low-volume boats have made to slalom — mainly the ability to negotiate a course with a minimum of rotation. This means that the body — which is the greatest mass that has to pass between the poles — can now do so in a much more direct, and therefore, shorter and quicker line. Note that the difference in rotation required between the 'old fashioned' system for the sequence shown, and the best method employing a 'dip' under the poles, with just sufficient angle for correct presentation, is over 180° of rotation saved.





**SINKING (or Dipping)** — Turning must inevitably involve loss of speed. The fastest way around a course is by employing forward (or reverse in some instances) paddling. The more turning that can be eliminated, the more efficiently is the paddler working. Boats have to be turned in slaloms, and where dipping is employed it is worth noting that the deeper a boat is dipped, the more water is displaced, and therefore the greater the amount of effort required. The skill is in doing just enough to clear the pole. The elements involved in sinking the bow are as follows:

1. Body lean forwards.
2. Reverse stroke upthrust. A hard push on the blade at the onset of the reverse stroke.
3. Reverse sweep stroke. The boat is angled to present the gunnel to the water on the same side as the paddle. The deck then acts as a 'wing' and will want to 'dive'. Adjustment of the angle ensures that the amount of 'dip' is no more than sufficient for the circumstance.
4. Forward sweep stroke. Gunnel opposite to paddle is dipped, gaining advantage of the 'hydrofoil' effect outlined in 3.
5. Forward stroke 'downthrust'. By bringing the top arm well forward and the paddle blade close to the boat, water can be 'lifted' as the blade is inserted, thus drawing the bow down whilst achieving forward momentum.
6. Deceleration forwards. A quick change of speed — e.g. into slack water from the flow — will cause the bow to drop.
7. Acceleration backwards.

For stern sink the following elements are involved:

1. Body lean backwards.
2. Forward sweep stroke. Employing the 'hydrofoil' action outlined above.
3. Reverse sweep stroke. Hydrofoil as before.
4. Forward stroke upthrust. Opposite of 5 above, presenting a 'flattened' blade to the surface at the onset of the stroke.
5. Deceleration backwards.
6. Acceleration backwards.

Balanced combinations of these techniques can be applied to every manoeuvre. A well-versed slalomist is aware of them all and uses a combination of skills relevant to the particular situation.

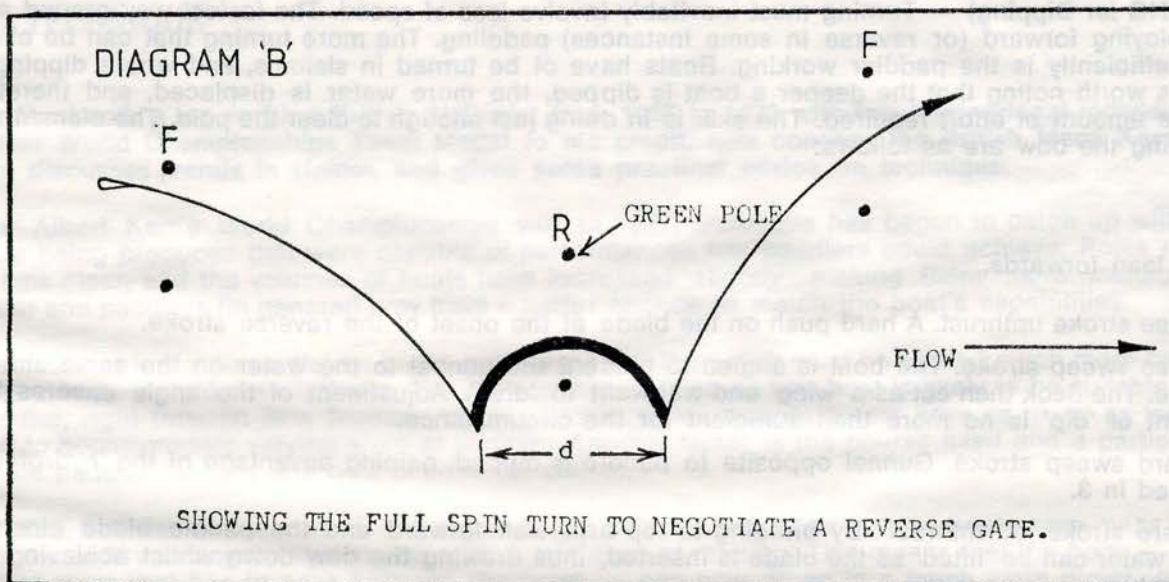
One method of assessing how deep to 'dip' needs to be is to place adhesive tape about every 20 cm along the bow, set a pole at exactly the right height — 10 cms above the water — and practice spins or whatever technique is required under the pole. The coach evaluates the number of successful attempts at clearing

the pole at each point marked by the tape. It is obviously better to use an approach which ensures a clear attempt, rather than make an approach which practice has shown to have only a 50-50 chance of success. A 10-second penalty is a greater disadvantage than a lost second of time taken to negotiate the gate.

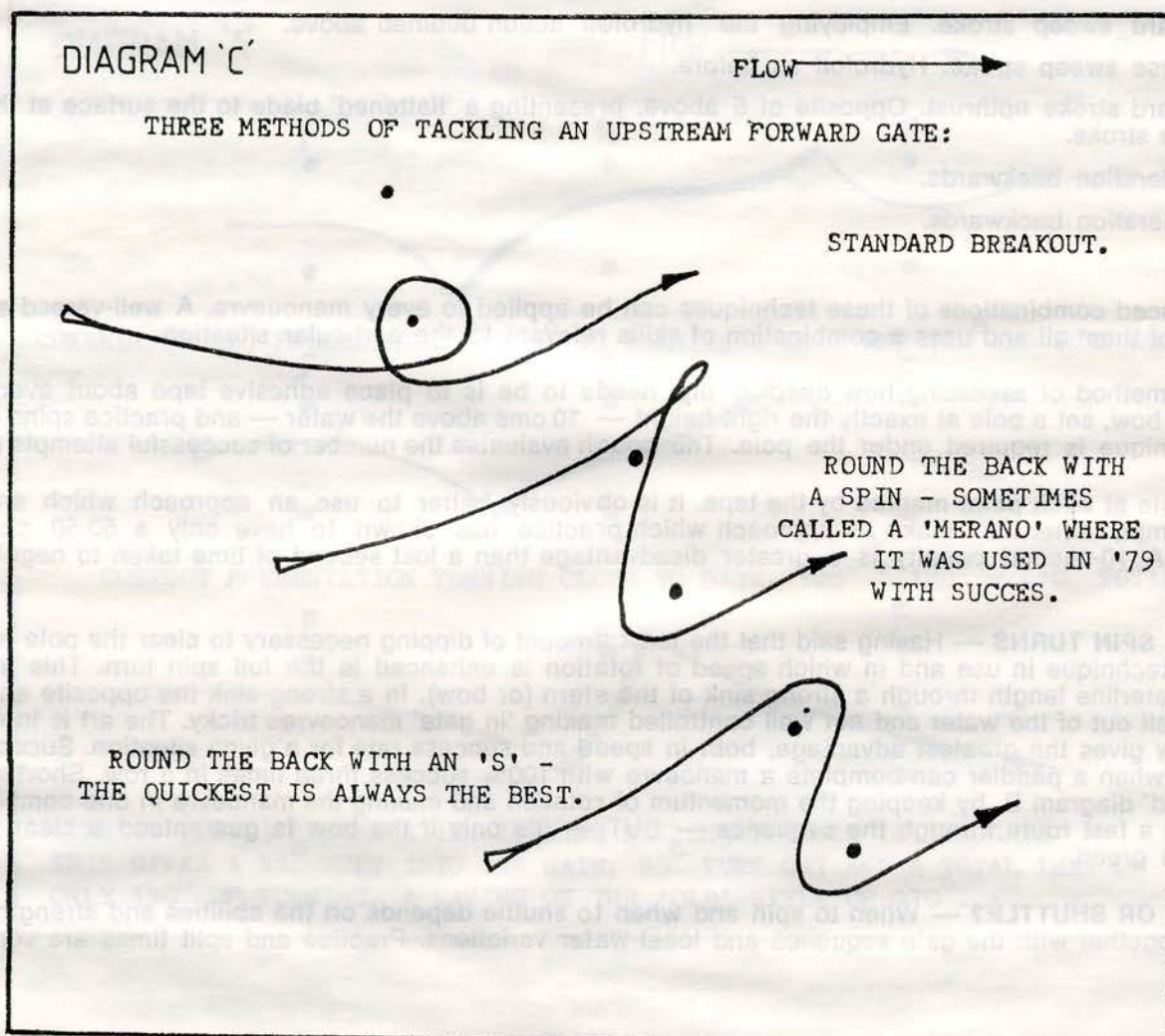
**FULL SPIN TURNS** — Having said that the least amount of dipping necessary to clear the pole is best, a spinning technique in use and in which speed of rotation is enhanced is the full spin turn. This utilises a shorter waterline length through a strong sink of the stern (or bow). In a strong sink the opposite end of the boat is well out of the water and not well controlled making 'in gate' manoeuvres tricky. The art is in deciding which way gives the greatest advantage, both in speed and success rate for a given situation. Success rates are good when a paddler can complete a manoeuvre with 100% success three times in a row. Shortening the distance 'd' diagram B, by keeping the momentum of rotation and making the manoeuvre in one complete spin gives one a fast route through the sequence — BUT — it's only if the bow is guaranteed a clear passage under the green.

**SPIN OR SHUTTLE?** — When to spin and when to shuttle depends on the abilities and strengths of the paddler together with the gate sequence and local water variations. Practice and split times are very useful feedback.





**BREAKOUTS** — Good technique on breaking in and out is another vital element in the slalomist's regime. The breakout is not a chance for a quick breather! It must be a dynamic situation throughout. Time is being lost whenever the boat is sideways. For the breakout, a forward sweep, bow rudder moving into bow draw and forward sweep out stroke sequence is good for stern dips out of the gate. Preceded by a forward stroke (with forward body lean) this stroke sequence often gives a good bow dip on entry, though not an easy technique to guarantee success on.





Choosing the best route is an obvious piece of advice. Diagram C indicates that there may be alternative means of successfully negotiating a given gate.

Practising the skills, combining them to produce good gate technique, thinking out the tactics for the course, and finally having the courage to use in competition the methods for clearing poles which have been demonstrated in practice, is what determines the rate at which a paddler advances. On breakouts, turning before the gate and sweeping the bow under the pole is a development which comes very much into this category of: 'can I repeat what I do in training with a good measure of success in the competition situation.'

An important point to note when devising training schedules for slalom, is that a great deal of 'pulling' strength is required with the bottom arm — draws, bow rudders. This is involved in good forward paddling also, where the instruction used to be to gain leverage advantage by 'pushing' with the top arm. Research has shown that this is not valid. Consequently muscle development exercises for trunk rotation and arm paddle action should be designed to develop the paddlers ability to pull, but don't go too far overboard — we have the top arm to push as well!

How fast can you rotate a kayak through 360° using only bow draw strokes? Now try the other side! Under 30 seconds for three revolutions is quite good but the muscles and skills involved should make you think. Have a bottle of Wintergreen handy!

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## FULLJAMES

One of the country's most valued canoeing facilities is Fulljames rapid on the Waikato River. Canoeists have had 'unofficial' access to this area for many years as the farm manager has seen our use of the area as not being in conflict with his farming operations. The actual owners of the land are not bothered by our use of the area, whilst the Department of Lands and Survey, who administer the land for the owners, are keen to see us use the area.

Canoeists have always been aware that, provided that the farming operations were not hindered, we would continue to have the freedom of access to the river.

Mr Stu Allen of the Outdoor Pursuits Centre, whose centre uses Fulljames too, has asked us to remind canoeists that their use of the access is conditional upon:—

1. Gates to be left as found — open gates left open, closed gates to be closed behind you.
2. All rubbish to be taken out and not buried there.
3. Dogs must not be taken to the rapid over the land access route. Any dogs discovered will be shot.

It is suggested that canoeing groups should advise the farm manager, Mrs Mel Scott, who lives beyond the Equestrian Centre, of your visit and upon leaving give any report of damage discovered.

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## WHAKAPAPA EPIC — Peter Sutcliffe

The chance of doing this fine river is almost a once in a lifetime event, as water is allowed to flow in flow in the bed on only a few days a year while maintenance to dams and tunnels is carried out.

We arrived on Monday, March 2 to find that no water was flowing over the dam. However, a crane was lowering iron gates into the intake ports and the tiny dam filled up in 5 minutes and then water began to spill over the concrete sill. I estimate 12 to 14 cu secs., not very much, but enough. A car was ferried to Oawhango and the drivers returned which took about 1½ hours; a good time to doze in the sun while the water flowed down to bring the river back to life.

Four of us set off. The first part of the river is a little boney but with care one can get by. The water was very clear, the scenery restful beech forest, and a gentle gorge with no sign of human habitation, however, we saw many blue duck and some goats. We stopped for lunch at a sharp right-hand bend where the driftwood on what must be a huge eddy testified to the size of the river in flood — I don't know if it is allowed to flood these days!

A little later there is a huge slip which must recently have dammed up the river. Some huge blocks remain and make quite a good rapid. In fact, things tend to improve from here as the water flow increases.

Two of us waited at the bottom of one quite steep rapid and instead of the other two joining us, we could just see Tony trying to climb up his paddle, it took a moment to realise that he was in trouble. His kayak had jambed across a large rock and he had tipped upstream, but the force of the water folded the boat around while he was still in it — as it was strongly made, only the deck and seams cracked so that



the deck folded across his leg. Help was at hand but by the time we had him out he had suffered a lot of pain, there was a truly incredible dent in his calf muscle and it seemed that the leg was broken. We left Brian and shot off down-river as it was reported that we were a mere one hour to the take out.

We raced away but the river was too good not to enjoy it as it drops 900 feet in 25 km and, if anything, the gradient increases as you proceed. There are some good chutes in the lower part. However, it turned out to be a good two hours without a stop except to potage one impossible boulder pile. No sooner had we set off than the sky opened — the clouds thickened and we were treated to some tremendous rumbles, flashes and torrential rain which flattened out the pressure waves.

A big side stream comes in on the left and although, it is a mere 5 km to go, it takes nearly an hour. There are 3 long boulder sieves to scrape down and then the bridge comes into sight. I was told that the last rapid was the worst/best (whichever you like) and a quite difficult long rapid above the bridge seemed to signal the end.

I saw the man in front sneak off down a little chute on the left and assumed that he was heading to an exit. As he knew the river I followed, was pushed by the current against a rock, spun around and appeared to be on the edge of a waterfall — going backwards. With mild panic I pointed downstream into the huge hole formed where my side run joined the main flow which crashes in most spectacular fashion over a pile of boulders about 15 feet high. Through the hole, and the river really races against some big square rocks — no place to make a mistake, then under the bridge for an exciting finish.

We negotiated a few blackberries to the car and rushed off to find the other two who must have been having a rough time. We found Brian with a thermos of tea waiting for us and in the adjacent farm Tony was watching T.V. covered in blankets and full to the brim with tea. A subsequent visit to Taumaranui hospital decided that Tony's leg, which had grown to amazing proportions was a massive haematoma which kept him in hospital for the night.

The river trip is 25 km, continuous grade 3 but no more. Requires concentration and a strong boat. There are reputed to be 125 rapids — I believe that!

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## POWER DEVELOPMENT ON THE WAITAKI RIVER

Today the Waitaki River is not a noted canoeing or rafting river, although this has not always been the case. Now, the only tributary that receives constant attention is the Ahuriri and that is earmarked for a local power board hydro scheme. On the Waitaki itself, it was first dammed for hydroelectric power production in 1935 about 65 km upstream from its mouth. Today hydroelectric control and regulation exists on all major rivers in the upper catchment — included are the Tekapo, Ohau and Pukaki.

Now there is a proposal to harness the free flowing river below the Waitaki Dam. The lower tributaries are relatively unimportant to canoeists because of their low flow, although they do get paddled during periods of very high flow and flood, but are never noted for their white water. The main river tends to be milky in colour because of a high level of suspended glacial rock flour, and flows over braided river bed with numerous willows. Unlike the rivers of South Canterbury, however, the lower Waitaki is fast flowing and tends to stick to a single main braid with a few minor channels distributed over a 1 - 2 km flood plain.

Although the NZED and MOWD have been considering developing the lower Waitaki for some 20 years, the pace of investigations has recently accelerated. An initial study was completed in 1964 and further reports were produced in 1974, 1978 and 1979. It now appears that one of 3 proposals will be chosen in 1981 and water rights applied for in 1985 or 1986 after an Environmental Impact Report and further investigations have been completed. The first power to be produced is expected in 1995 with the entire scheme completed by 2015 giving in excess of 3000 gigawatt hours per year (insufficient to supply the proposed second aluminium smelter which requires around 5000+ gigawatt hours).

**Option 1:** The first option involves having three channels — a power canal, a 400 m wide floodway and a residual river and wildlife area. The power canal would carry water through a series of power houses along a fairly straight smooth-sided canal. The floodway would be dry except when taking excess water spilled from a diversion dam near Kurow. The residual river would meander down the northern bank of the present river bed.

**Option 2:** The second option involves only two channels, a power canal and a combined floodway/residual river in the northern bank. The residual river would have to take flood water which would be hazardous to fish in the mostly quietly flowing small residual river.



**Option 3:** The third option is a larger power canal with a series of narrow hydro reservoirs down the river valley. Some reservoirs may in fact reach right across the present river bed. Flood waters would run through the reservoirs passing over spillways constructed over the dam faces.

A fourth option (hardly even considered) would be to leave the river alone.

The power canal in the first two options would make for uninteresting canoeing, having a current similar to the Pukaki Canal although twice the width and depth. The residual river in both cases would be too small and shallow for worthwhile paddling although flood waters in the second option might produce good white-water of up to grade II level. The third option would provide a number of small lakes.

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## A WEEKEND IN CENTRAL OTAGO — David Pilditch

The boys were off at the crack of dawn for Central and the Big Water. Usual psyching-out stories prevailed about monstrous stoppers and this was backed up on visiting Sargoods Weir. Graham was most impressed, particularly when we told him that this was the first and smallest rapid on the trip. We crossed over to the Goldmine and paid homage to a photo of Mick Hopkinson, noted Pommie canoeist who ran Sargoods Weir about two summers ago. It is worth a visit to tell the proprietor that you would like to look at his photo of the crazy English canoeist. Nevis Bluff looked suitably impressive, but when Garth strated planning a route and muttering that it loked easier than he remembered, we thought it time to move on.

The Kawarau was running high and very fast. Starting just above the junction with the Arrow River, there are four rapids in the five miles down to Gibbston. The first two look deceptively straight-forward and in fact are at a higher level. As we found them, the rapids were washed out to some extent, but for a first-timer on the Kawarau they took a great deal of concentration to survive upright. The water runs at a tremendous speed and surges so that looking downstream from above the rapid, you know that something a little different is going on by the jets of water shooting vertically upwards from the crashing waves just out of sight downstream. Its a matter of luck whether a wave is building up or in the process of breaking when you actually hit it. The sky disappears and it takes some seconds to decide whether the cracks in the bottom of the boat are in their intended position, relative to your backside (below), or in their unintended position, (pointing upwards). If more than 10 seconds elapse and you haven't seen the sky, then you are probably inverted and it's time to try that roll you've been practising every Saturday morning for weeks.

The last rapid was the Granddaddy of them all. Starting with a great green chute which accelerates you up to just short of the speed of light, then a series of breaking waves give the luckless canoeist the roller coaster ride of his life, or severe case of nightmares for weeks after. If you survive this, there is a short respite (5 seconds) before the next series of waves which have no form or consistency but keep going for another 100 yards.

Although this may sound grade 5-6 stuff, do not be put off, dear reader. As long as you can stay upright, there are no rocks to dodge, no willows to ensnare and navigation is not required. So much for the Kawarau.

Fortified with porridge and billy tea, we embarked from Deep Creek for the run down the Shotover Gorge to Arthurs Point. The Shotover was not very high considering the amount of water that we had found in the Kawarau. However, there was plenty of water to satisfy most tastes.

Highlight of the Shotover is of course, Mother Rapid. Very different from the Kawarau, it requires tight manouvering in narrow channels, with nasty holes at the foot of drops. Absolute confidence in rolling is a must because rescue is impossible and a swim for the full length of the rapid would be undesirable to say the least.

Garth led the way, and got rolled in the middle where the water ran over a drop into a rock wall creating boiling water with little buoyancy and a strong suck back into the main chute. A quick screw roll and he was on his way again. Nigel followed; a bit too far to the right and got caught in the boil off the rock wall. A few agonising moments while he battled against the suck back, and he was free. I am not of a suicidal disposition myself, and wishing to enjoy the rest of the river, the remainder of the party walked that little bit.

Since our last trip, there has been a slip into the river just above the old boiler at Arthurs Point. This has achieved what the old time miners failed to do, namely to divert most of the river down their tunnel, and created a new rapid now named Mother in Law. Being a trusting soul, I opted to take Garth and Nigels word as to the ease of navigating the tunnel, and the simplicity of the drop at the other end. As I sped down the



tunnel in total darkness, I did start to have doubts on seeing Garth and Nigel going through strange contortions in the little circle of light at the other end. My doubts increased further on emerging from the tunnel to see John Williamson looping end over end in the 15 foot 30 degree drop in front. The easy pulling out eddy did not materialise but some enormous stoppers did. Oh well I thought, as I waited the customary 10 seconds to find which way up I was, there must be a moral in it somewhere.

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## RIVER GUIDE - KAWARAU RIVER — G. & J. Egarr

When the original set of canoeists and rafter's river guides were written there had been only one (unsuccessful) attempt on Sargoods Weir rapid, and nobody had given Nevis Bluff much serious thought. The Kwarau River generally psyched people out to the degree that they wouldn't go near the place. When we came to write the river guide we had a good look at the Kwarau River but did not do even the mild bits. But now, all that has changed. Chris Moody has done Nevis Bluff, and Mick Hopkinson has done Sargoods. More and more canoeists and rafters are tackling the river above Nevis, so we provide here, the river guide for this excellent piece of water. The notes are from our original notes plus notes from the later look. It should be clipped out and placed in your 'Otago-Southland Canoeists Guide' along with the existing notes on the Kwarau River (6.38.03. We originally noted the existence of a number of grade 3+ rapids — the following description is of those rapids.

Put in off Rates Road which is on the south bank of the river, near the flying fox and the water level gauge. You will need to cross private land so get permission before you enter the river. (The map NZMSI S132 and S133 shows this road as Chards Road.)

The first rapid you will encounter is Smith's Falls which lies in a narrowing of the river below where the Arrow River comes in. (Map ref NZMSI S132 745734). These falls are normally a good grade 3.

Below the twin bridges lies another good grade 3 rapid. Some two miles later is "Do little, do nothing" rapid which is a little more difficult than the other two rapids. It lies on a right-hand bend at Map ref. NZMSI S133 781735. This rapid is clear of rocks and you normally get flushed through without any effort, hence its name, but you may need to roll. It is excellent to play in.

Dog Leg Rapid, the hardest on this trip, lies a mile or so below Do little, Do nothing. It lies on the right channel of a wee island, you can inspect the rapid from the left bank at times of low flow. At high water this rapid is a 4+; at low flow a mere grade 3. The river makes a 90° right hand bend through the rapid and at the fastest part of this steep rapid — this gives it its name.

Take out below Dog Leg rapid on the right bank at Gibbston, but there is another get-out point below this again which involves quite a portage to the road. Miss these take out point and you will be committed to Nevis Bluff rapid a couple of miles later!

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## A CLARENCE RIVER TRIP — Jim Hutton

The Clarence River starts in the Spencer Mountains from Lake Tennyson, runs S.E. towards Hamner, then swings N.E. on its tortuous course to the coast about 20 miles north of Kaikoura. The canoe guide bills this as one of the best canoe trips in New Zealand.

We got away from Christchurch shortly after 9 a.m., with canoes and gear loaded aboard the truck, which we unpacked at the bridge upstream of the Acheron junction where the river seemed very low; we wondered how we would get down the shallow rapids. Leaving at 1 p.m., our progress was slowed by the care needed in scraping down the shallow rapids, some so shallow that we had to get out and float or line our boats down. The Hossack & Dillon marked the start of the first gorge but these added little as the river became more confined.

At 4.30 we came to the large rock marking the approach to the chute. The very low flow had made the rapid just above tight and hard to negotiate. The only course was obstructed and difficult to read from upstream. Bob hit a large rock and became almost airborne, Brian managed to dodge the obstructing rocks but was swept into the large rock, capsized by the backwash and swept round upside down to roll up in the pool below.

We pulled out above "The Chute" to inspect. The low flow made the chute very tight and rather dangerous with heavily laden, unresponsive canoes. John decided to try to run the drop. He had to go through a narrow gap at the top where the main jet of water poured to the left onto a large obstructing rock, then deflected



right into the pool below with a smaller rock in the centre before the pool. He negotiated the upper section but was not able to counteract the force of the current in the chute and his bow thumped the obstructing rock but luckily deflected to the right and safety. However, the thump had broken the front off this canoe. The rest of the party decided to portage rather than risk damaging canoes so early in the trip. John did a temporary patch job and we limped down to Tinline creek where we camped at 6.30 p.m. Dirk's canoe had also been holed in the rapid above the chute so patching was the chief occupation that night.

On Sunday morning we had a leisurely breakfast, finished boat patching, and set off in sunny warm weather at 11.30 a.m. However more rapids caused further damage to the bottom of some canoes, especially Dirk's so we pulled in at Palmer Stream at 4 p.m. and camped early to dry out and pack damaged canoes.

On Monday we got away at 9.30 and the overcast sky soon turned to drizzle and light rain. We hoped this would raise the water level. Two canoes were still leaking and required 2-3 empties per hour, however, we pushed on into the second gorge.

The only rapid of note in the second gorge was a very rocky one between Elliot Stream and the Fell which was tight and needed careful negotiation. We had lunch in the lower section of the gorge sheltering from the rain under a large rock. We then continued on out of the gorge and passed Quail Flat homestead at about 3 p.m. Peter must have relaxed in one rapid because he got caught in an unexpected stopper and went for a swim. Depressed that he had been the first one to go for a swim, he was not to know that others would follow his example further in the trip. The rest of this section was uneventful and we arrived at Bluff Station at 5.10 p.m. rather tired and pleased to have some shelter in the woolshed to dry out gear and canoes for patching.

It rained all night and this brought the river up about one foot. On Tuesday we bid farewell to the kind owners of the Bluff at 11.30 a.m. The river was still rising and starting to become discoloured. The rapid below Goose Flat was boney in the upper section, dropping to the right against a willow stump and then swinging left against a rock with a hole below. Some of us negotiated to the left of the rock and hole, others to the right. Bob hit the rock and dropped into the hole but survived. We stopped at Stoney Flat hut for lunch while it continued to drizzle and then continued on to Ravine Hut by 3 p.m. Again we made an early stop to allow time to further patch Dirk's canoe. We were out of fibreglass now and had to depend on tape to patch a rather nasty hole. The river was still rising and getting quite dirty.

On Wednesday the weather was overcast but fine and the river had cleared a little but still a little below normal flow level. Leaving Ravine Hut at 11 a.m., we made better time with the increased flow down into the third gorge, Sawtooth Gorge. "Jaw-Breaker", the biggest rapid on the Clarence was exciting canoeing. Brian went into the rapid flat out but in the confused water didn't see the large hole, went straight into it and was capsized by its stopper. He ended up swimming the lower part of the rapid. Below here there were many enjoyable rapids including "Nose Basher" plus a few tricky whirlpools and eddies off bluffs. Bob tipped out in one of these so we stopped for lunch. We then continued on through this spectacular gorge stopping at 2.35 p.m. to inspect the old Gibson Hut. The large willow below Gibson was no trouble as most of the water was in a channel to the right. At 3.35 p.m. we passed Ouse Stream the northern most point on the trip. From here the river swings back SE. Cabbage Tree Hut was high up on the ridge above the river so we carried on and camped opposite Ned Stream at 4.15 p.m.

On Thursday morning Bob, John and Roger left at 9 a.m., aiming to be out in time to catch the 3.30 p.m. bus back to Christchurch. The rest of us had a leisurely breakfast and finally left at 11.30 a.m., drifting down slowly and enjoying the odd rapid and the beautiful scenery. It was good to see the sun again. We paddled and drifted on out of the gorge, down through farmland, passing picturesque white limestone cliffs. We had lunch just below a farmer's hut and then carried on to George Stream Confluence and the Glen Alton bridge. From here the river continues over fairly open riverbed for 2-3 miles, dropping more rapidly over larger boulders, creating delightful, almost continuous rapids and giving wonderful canoeing right to the end. We reached the main road bridge at 4.30 p.m. on Thursday, March 5.

The main problem of the trip was reducing damage to the bottom of canoes in the many very shallow rapids. The damage was most severe in older previously patched canoes and we quickly ran out of fibreglass resin and mat. Gauze bandage was a substitute for fibreglass mat. However, we finally had to rely on several layers of tape and taking as much care as possible to dodge rocks. In the lower half of the river the shallow rapids were less frequent as the rain had given more water. In spite of these problems the trip was very enjoyable, although we felt it would be much better at high flow. To those canoeing at low flow we recommend boats with strong hulls and a good supply of fibreglass patching material.



## COOK STRAIT CROSSING — Eric Terzaghi

"Not to be taken lightly" quote Paul Caftyn. And we didn't. All members of the group were regularly paddling 10 km in 60 minutes or less, detailed advice on weather and tide conditions were sought from people very familiar with the Cook Strait area and the boats were fitted out with extra buoyancy, skegs, navigation gear, and flares. A support/escort craft was rejected from the outset on the grounds that the real challenge was not the distance, but rather figuring out and working with the local weather and tide conditions as well as mastering our own apprehension of being so far from land in our seemingly frail shells of fibre-glass. The latter aspect of the challenge was entirely in the mind, for all members of the party were, of course, easily able to roll and to perform deep-water rescues. The final party consisted of E. Terzaghi and G. Canton in a Max Grant K2, P. Sutcliffe, B. Anderson and M. Grant in down-river boats.

After a false start on Friday (aborted because of unsuitable weather) the following Tuesday, April 28, saw us off Makara Beach and on our way due West bound for the seemingly very distant coast of South Island. In Mid-Strait the sea was up a bit, with perhaps a one metre slightly breaking chop on top of a one metre swell — enough to keep us close together so that we didn't get totally lost from one another in the troughs.

By noon, we had reached Perano Head and one o'clock found us enjoying a welcome lunch stop at the old whaling station inside Tory Channel. The entrance, from one angle of approach was intimidating with a seemingly continuous line of large breakers, but a wide swing to the south brought us in to the remarkably fast and smooth tidal flow into the Channel. At 2.30, we reluctantly re-packed the boats — thinking how much more pleasant it would have been to spend the rest of the day there and complete the trip to Picton on the next day. But duty called.

Four hours later and somewhat weary, we pulled into the Ferry Terminal at Picton and indulged in the long awaited milk shake. Upon arrival back in P.N. at 2 a.m. the next morning, we were astonished to learn of the unsolicited and lightly critical T.V. coverage of the paddle. To set the record straight: the Police (the body with over all responsibility in such matters) were fully informed; allegations of "idiocy" and "irresponsibility" were little short of libelous in view of the preparations; and allegations of being a hazard to shipping, ridiculous in view of the speed and maneuverability of canoes.

In sum, a trip to be highly recommended, but not to be taken lightly.

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## CANOEIST'S SAFETY OFFICER COMMENTS

Eric refers, in his story, to certain problems with the media and the Marine Department. The trip took place on the very day that Prince Charles arrived in Wellington, so there were TV reporters flying over the Wellington area by helicopter. Naturally the canoeists were seen by these reporters who, never realising that New Zealanders do things other than play rugby, immediately assumed that they must be some kind of mad-men. These comments on the helicopter radio were heard by the Marine Department who were upset because they had not been notified of the trip.

The argument used by Captain Hunt of the Marine Department was that canoes are craft that are designed for use on sheltered water, that they are slow moving, and pose a navigational hazard to shipping just as a swimmer would. He insists on the need to warn shipping of a crossing and insists that an escort launch be used as its larger bulk would show up on ship radar before a canoe would. In short, Captain Hunt was highly critical and said so to the T.V. people.

The Safety Officer of the NZCA got to hear about the fuss and phoned the T.V. people and tried to explain that the trip was a well planned and safety conscious trip. The weather was ideal for such a crossing. While he agreed that canoes would not show up on radar, this was of no importance as the canoeists would see any ship and be well out of its way. Any collision would be highly unlikely. There is no obligation to inform the Marine Department of a strait crossing — there are probably over 100 small boats in the strait every weekend, if they were to inform the ministry before they went out, the system would soon be overloaded.

All that is required is that a "10 minute form" be completed and left with the local police station or Harbour Master. Eric's group did all that was necessary. The reaction of the Marine Department was unnecessary. The comments by the T.V. reporters were based on their ignorance.

The police are the Sole Search and Rescue authority, and as such these people **must** be informed. Canoeists would do well to do exactly what Eric's group did — plan the trip well, carry drinking water, flares etc, travel in a group, await ideal conditions, and fill in a '10 minute' form at the police station before leaving. Local fishermen and launch operators can supply adequate tidal and local condition information.

The Canoeing Association will be taking these matters up with both the T.V. and Marine Department.



## RIVER PROTECTION — WHERE WE ARE AT.

Since Kaimai Canoe Club secured for canoeists and the public generally, a protected flow of water in the Wairoa River (12 cubic metres per second for 26 days of the year), we have been engaged on a programme of identifying those rivers worthy of a fight to have protected and setting about getting legislation to protect them.

PHASE I: The first phase in the programme was to look at every river in the country that rafters, canoeists and jet boaters could use, and to draw up a list of rivers from the most valued to the least valued. This survey was carried out with the assistance of a grant from the Ministry for Recreation and Sport. The results of that survey has been printed in limited edition as "THE INITIAL REPORT OF THE RECREATIONAL RIVER SURVEY" and is currently being reprinted by the Ministry of Works, Soil and Water Division. Currently, only the data on North Island Rivers is available — price \$5 from the Ministry of Works.

PHASE II: Publicise river information and the need for protection. River information has appeared mainly in the form of River Guides which describe the 1500 canoeable rivers in the country. All nine volumes are available from the N.Z.C.A. Secretary, or from the Editor of "New Zealand Canoeing Magazine" (see the advert inside the back cover of this issue). Publicity on saving our rivers has been via numerous press releases and through showings of our slide sets on our most valued rivers. The slide sets were built up from the Environmental Council. The Motu, Clarence and Buller Rivers have had their sets completed with notes. The Wanganui slides are completed but the notes have yet to be written. Sets on the Rangitikei, Shotover, Grey and Mohaka are still being built up (see page 8 of this issue). This phase of our programme is still going on, and is likely to go on for some years yet.

PHASE III: To have legislation enacted to protect our rivers. This was set in motion some years ago when, in response to the beginning of our survey, the Commission for the Environment issued a discussion paper on the issue of Wild and Scenic Rivers and, with lobbying from our organisation, Jet Boat Association and F.M.C. in particular, a Cabinet paper was prepared and a joint statement setting out a policy of protection has been issued by the Minister for Lands and Works. From this policy statement, and supported by action by the Acclimatisation Societies, Catchment Boards have been asked to draw up a list of Nationally important Wild and Scenic Rivers for further study. Also, there has been a number of suggested amendments to the Soil and Water Act to accommodate protection legislation. An "officials' Committee" consisting of senior civil servants from a number of government departments has been set up to look at possible legislation for our rivers. This committee has favoured separate legislation, however the Soil and Water section of the Ministry of Works, not liking the suggestions of the Officials Committee, and fearing that they will lose authority over rivers, has put forward an alternative idea that legislation may be given through 'Water Allocation Plans'. This idea seems to have the support of Cabinet at present. We, as users of rivers, do not particularly like the idea of protection via Water Allocation Plans because:

1. The plans are reviewed every few years so that we would have to fight again and again to retain protection for our rivers — that is, exactly what we are doing now.
2. Water Allocation Plans will only protect the amount of water in a river and its quality. They will not protect the land around the river — this is important on rivers such as the Motu.

Another aspect of this part of the programme was the holding of a "Save the Rivers Conference" which hoped to widen the base for the support for legislation and to demonstrate to government that there were enough people who cared for rivers for all parties to include it in their electioneering; one way of getting a government commitment to saving rivers. From the conference a special committee was set up. The "Wild and Scenic Rivers Action Committee" to continue to lobby for support for our rivers. We, the Rivers Protection Committee of the N.Z.C.A. support this group, but with reservations.

The reservations are:

1. Because the action committee is made up of conservationists such as N.F.A.C., Forest and Bird, and Coalition for Open Government, E.C.O. and that all these groups are really only one (Guy Salmon is the head of both N.F.A.C., Forest and Bird, and also is a common speaker for E.C.O.) the committee is pushing for rivers that are valueless to us. Environmentalists do not always agree with our ideas that protected rivers should be of sufficient size for recreation, that protected rivers should be available for recreation (they claim that some rivers are so sensitive that nobody should be able to use them — i.e. that they should be set aside) and more particularly, that jet-boats should be banned from such rivers.
2. The action committee is embarked on a negative campaign in that they are fighting to stop the Aramoana smelter and this could lose us much support. We believe that we have a right to rivers and that rivers should be protected for recreation. Up until now we have been quite successful taking this line of argument and we could get what we want if we carried on.

PHASE IV: To ensure that when legislation exists, we protect the rivers we want. To this extent, the existence of the Wild and Scenic Rivers Action Committee is counter productive to our aims. However, the main thrust of this phase will be the collection of data on rivers on which to base our claims for the protection of any particular river. If protection is going to be given through water allocation plans, then our most



vital piece of data is the knowledge of the volume of water we need for meaningful recreation on each and every river. The collection of data of this sort is currently, our major task. To collect this data we need as many people as possible to complete one of the following forms for every trip they go on:

To: RIVER PROTECTION COMMITTEE,  
P.O. BOX 26,  
NELSON.

NAME OF RIVER: ..... SECTION OF RIVER FROM .....

DATE CANOED/RAFTED/JET BOATED/SEEN ..... a.m./p.m. TO .....

COMMENTS ON RAPIDS: (Tick one or more).

- ☐ RIVER DANGEROUSLY HIGH.
- ☐ RAPIDS DROWNED
- ☐ RAPIDS PERFECT
- ☐ RAPIDS ACCEPTABLE
- ☐ RIVER CANOEABLE/RAFTABLE/BOATABLE BUT LOW
- ☐ RIVER TOO LOW TO BE USED

AVERAGE RAPID GRADE .....

SIZE OF PARTY .....

OTHER COMMENTS: .....

CONTACT ADDRESS: .....

From this information we can determine the flow on that river for any particular day, and from a number of such flows, we can draw up a likely flow level that will suit **all** recreationalists and for which Soil and Water Division should protect for us.

Also needed is to continue fighting to stop development on rivers that we value the most, where that development will diminish our recreational use. In particular we must continue to make objections on local water right applications, we must make submissions on crown water right applications, and to appeal where necessary, and we must fight the grants of general authority. We must also watch for mining rights where they are given for prospecting in river beds.

## WHAT CAN YOU DO?

1. Information on rivers is your most valuable contribution:
  - (a) by filling in the above form for flow levels.
  - (b) by lending us slides of your favoured river so that we can make duplicates and publicise your river.
  - (c) by letting us know of proposals to develop **any** river. Mainly by sending us water right application advertisements and commenting on how these will affect your use of the river.
2. Donations: To conduct a campaign, to attend water right hearings cost money. All donations will be of value.

RIVER PROTECTION COMMITTEE,  
P.O. BOX 26,  
NELSON.



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## **WAIROA RIVER — TAURANGA — Flow Dates**

Under a water right granted to Kaimai Canoe Club on behalf of the canoeists of New Zealand, the following are the dates when 12 cumecs of water will flow in the Wairoa River at McLarens Falls. These dates may be subject to some alteration so those canoeists planning to use the river should check with the Kaimai Canoe Club in advance.

If the river is not used, the water right may be forfeited.

**AUGUST 22 & 23.**

**SEPTEMBER 12, 13, 19, 20 (do your thing weekend) 26 & 27.**

**OCTOBER 3, 17, 24, 25, 26 & 31.**

**NOVEMBER 21 & 28.**

**DECEMBER 5, 6, 19, 20, 26 & 27.**

The 'do your thing weekend' on the weekend of September 19th and 20th includes a barbecue on the Saturday evening.

**ROY TALLON,  
SECRETARY,  
KAIMAI CANOE CLUB,  
P.O. BOX 2354,  
TAURANGA**

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## AUSTRALIAN SPRINT CHAMPIONSHIPS 1981 — B. Hutchings

On our arrival at Mascot Airport, Sydney the team had a very quick pass through customs thanks to the help of my cousin Bill who works out at the airport.

Our K1 got a little damaged at the baggage terminal so after sorting out a claim for insurance the team headed for the first nights accommodation. Most of the guys stayed at the "cross" for the night while I had a quieter time with my family.

We hired a car, packed the gear, paddles and headed out to Penrith, some thirty miles due west of Sydney. The Australian champs were to be held on the rowing course of the Nepean river in beautiful surroundings with good viewing conditions for all to enjoy.

We stayed at an old hotel some 15 miles away, so it was up early each morning as the Australians really make sure that they run their Champs to the clock.

After some hectic running around and making sure late entries; Alan Thompson & Geoff Walker got starts, I then proceeded to search for spare boats for us to use. This task, even with the generosity of the Aussie competitors and officials alike, was sometimes very frustrating indeed as on numerous occasions our boys didn't have a long enough warm up period and on most occasions had to paddle in a different boat each time they raced.

The heats in all events were full, and it was great to see so many paddlers of a high standard battling it out trying to get that elusive place in the final.

The spirit of our own team was the foundation of our great success at the Australian Champs. Anybody paddling in an event got the feeling the whole team was virtually in the boat with him. When you have that kind of help in any sport your own performance really lifts itself.

Our results speak for themselves. Alan Thompson's double in the K1 500 m and 1000 m was the highlight of our successes, plus his teaming up with Moscow Games partner Geoff Walker in the K2 events. Again getting the double.

Those finals coupled up with the tremendous victory in the K4 Interstate race really capped off an amazingly successful competitive trip to the Aussie Champs.

The only disappointment was that we had to pull out of the K4 500 m as there were no boats available. Plus in the 1000 m we had to use a 15 year old home made boat. The N.S.W. racing commodore said it was the first time the boat had been in a race for 5 years and after the event I can understand why.

An Australian team of nine seniors was named at the farewell and closing ceremony to go to the World Champs at Nottingham in a build up for the next Olympic Games.

## AUSTRALIAN CHAMPIONSHIPS 1981 — Results

K1 500 metres	1st	Alan Thompson
K1 1000 metres	1st	Alan Thompson
K2 500 metres	1st	Alan Thompson/Geoff Walker
K2 1000 metres	1st	Alan Thompson/Geoff Walker
	3rd	Ben Hutchings/Brian Wilson
K4 10000 metres	2nd	Ben Hutchings/Paul Wilson/ Mike Wilson/Paul Furlan
K4 1000 metres INTERSTATE	1st	Alan Thompson/Geoff Walker/ Brian Wilson/Ben Hutchings



## AUSTRALIAN SLALOM TRIP — Lynn Goodwin

While most people were still nursing their post New Year hangover, we were experiencing the hassles of Auckland International Airport or how many canoes can you fit on a DC8. Finally the team of fifteen, plus our fifteen canoes (it's a pity they forgot the paddles) ended up at Brisbane International Airport. Undoubtedly the first thing to hit you was the almost suffocating heat, the second being the highly suspicious Australian customs officials.

Parked outside the airport was our Limosine (actually it was a Mini-bus and trailer). Later it was to become affectionately known as the trouble-treeker or heckle-vehicle. The trip down to Grafton was an epic journey, we arrived at the hotel in Grafton covered in sweat and rotten mangoes — at 2 a.m. in the morning.

Next morning we headed out to Nymboida, our first reaction was to rush and look at the river. At this stage it was a mere trickle over dangerously sharp rock. The power station was unable to generate for the following week because of repairs and lack of water. This meant our time was taken up training in preparation for the competition. We started with 6 a.m. training sessions at Coutts Crossing where there were training gates set up. Late afternoon we headed up to Lake Platypus and did sprint training and occasionally did some platypus hunting. The rest of our time was spent shopping, sleeping, doing hakas and singing Anti-Australian songs, well interspersed with trips to the 'local'.

Competition started in the next week. The Aussies were highly organised, and highly competitive as far as providing facilities went. They even had a daily newspaper of the canoeing site.

Unfortunately the power-station was not operating to full capacity and the shortage of water was cronic. After scrutineering the first event came up all too quickly. The event was the Whitewater race, this was actually a rather long drawn out event with C2, C1, Mixed C2, Mens and Womens all of their classes had Under 16, Under 18, and Open Classes — to say nothing of the teams events. The time it took was considerably shortened with the introduction of 30 second rather than 60 second intervals between competitors.

In comparison to the N.Z. Whitewater races there seemed like thousands of competitors! For example in the Open Womens there were 20 competitors (that's not including the 30 Junior Women competitors).

The course was a bit like a large scale Mangahao, much bigger volume and length, and with more frequent rapids. The biggest rapid (the tennis court) was very much like a larger version of the staircase at Mangahao.

The slalom course was erected immediately following the WWR. Straight away the protests flooded in. The course included two 200 m sprints and many gates in unusual places.

The American competitors (Cathy Hearn, Womens World Champ, John Lugbill, C1 World Champ, David Hearn 3rd C1 Worlds) were not at all happy with the course. They called a meeting with the Aussie State Reps and N.Z. and Swiss Reps in an effort to get the course changed. However it remained basically the same, a sprint course with no really challenging gates.

At the conclusion of the Australian National events, the course was changed. The new course was longer, and incorporated more difficult rapids, and more testing gates. Officially this competition was called the Australian International. This meant each state/country could choose a given number of competitors, each competitor representing a state or country rather than a club. It was actually a lot more enjoyable as a course, as it used all the water, and was a bit more like what we may see in N.Z.

Conclusion of this event marked the official finish of the champs. It was left up to the N.Zers to provide some sort of social event, so we organised a Hoot at the Coutts Tavern. Followed by our only two days of sightseeing and shopping in Brisbane and Surfers.

Results: Well it couldn't really be said that we distinguished ourselves as a team, but the Aussie's were impressed with the hospitality we showed them! Giving us the official flag for keeping the Morale up!

A very detailed report of this trip is available through the N.Z.C.A. Secretary.



## NORTH ISLAND SLALOM CHAMPIONSHIPS — Wairoa March 28 - 29.

DIVISION I:	1 Nick Kerkham	Hawke's Bay
	2 Rod Laurenson	Kaimai
	3 Eric Horwood	Tarawera
	4 Craig Teal	Kaimai
	5 Paul de Rijk	Kaimai
	6 Keith Hughes	Gisborne
DIVISION II:	1 Barry Webb	Kaimai
	2 Richard Parsons	Hamilton
	3 Peter Holder	Auckland
	4 Peter Shea	Hamilton
	5 Nick Eynon-Richards	Hamilton
	6 L. Dodunskie	New Plymouth
LADIES DIVISION I:	1 Gillian Warren	Hamilton
	2 Ali Ward	Ruahine
	3 Lyn Goodwin	Hamilton
	4 Kris Goodwin	Auckland
	5 Pauline Cooper	Palmerston North
CANADIAN MIXED C2:	1 J. Woolford/A. Arms	Hamilton
	2 D. Power/L. Goodwin	Hamilton
MENS C2:	1 C. Teal/P. de Rijk	Kaimai
	2 J. Rogers/D. Power	Auckland
MENS C1:	1 Greg Bristow	Hawke's Bay
TEAMS:	1 Kaimai II	
	2 Hawker's Bay	
	3 Kupe	
	4 Palmerston North	
	5 Hamilton Ladies	
	6 Hamilton I	

## SOUTH ISLAND SLALOM CHAMPIONSHIPS — David Pilditch.

In March the South Island Slalom Championships were to be held on the Ahuriri River. Unfortunately our resident rainmaker got a little bit carried away with his efforts to get some water in the previously dry river bed and he failed to turn off the tap when the level got up into the red sector. As a result the slalom course looked somewhat like Nevis Bluff rapid on a good day. Groups of cold bedraggled canoeists shuffled around the banks (or was it something to do with a visit to the hotel in Omarama?)

Despite the appalling weather the keen ones were out there in the waves proving that you can still have a good time on a lousy day. A monstrous stopper appeared in the middle of the course that was the undoing of a godly number as witnessed by the trail of broken boats, paddles and bodies spread out along the river bank for about two miles downstream.

At the suggestion of the Arawa contingent from Christchurch, we staged a down-river race on the Saturday afternoon which seemed to be a great success. It was so short that nobody really had time to get out of breath, but that was mainly to do with the speed of the river.

### RESULTS:

DOWN RIVER BOATS	1 C. Hines	Arawa
	2 G. Falloon	Otago
	3 W. Turner	Arawa
SLALOM CLASS	1 G. Hunt	
	2 N. Webster	Otago
	3 G. Moginie	Otago
	4 K. McIntyre	Southland
	5 W. Baker	Otago
	6 S. Cutler	Timaru



## RUAHINE WHITE WATER CLUB — Pukeokahu March 1.

DIVISION I:	1 N. Kerkham	Hawke's Bay
	2 D. Johnstone	Ruahine
	3 S. Chapman	Kupe
	4 G. Bell	Palmerston North
	5 M. Grant	Ruahine
	6 T. Beech	Palmerston North
DIVISION II:	1 P. Cooper	Palmerston North
	2 F. Hunt	Ruahine
	3 P. Dove	River City
	4 R. Barker	Ruahine
	5 T. Ineson	Palmerston North
	6 B. Anderson	Ruahine
NOVICE:	1 A. Brinsdon	Palmerston North
	2 A. Fogg	Palmerston North
	3 C. Fogg	Palmerston North
	4 D. Olsen	Palmerston North
	5 R. Sage	Ruahine
	6 K. Murton	Kapiti
CANADIAN 1:	1 D. Johnstone	Ruahine
	2 G. Bristow	Hawke's Bay
	3 N. Kerkham	Hawke's Bay
	4 A. Terzaghi	Palmerston North
	5 G. Bell	Palmerston North
	6 T. Beech	Palmerston North
CANADIAN 2:	1 Grant/Vickers	Ruahine
	2 Grant/Grant	Ruahine

## TARAWERA CANOE CLUB — Mangate Bridge May 16

DIVISION II:	1 Nick Eynon-Richards	Tokoroa
	2 Colin Robinson	Tarawera
	3 John Winters	Rotorua
	4 Debbie Buchanan	Kaimai
	5 Brendyn White	Rotorua
	6 Miles King	New Plymouth
NOVICE:	1 Toni Knight	Kaimai
	2 Stuart Murray	Tarawera
	3 Graeme Carlson	Tarawera
	4 Andy Haines	Kupe
	5 Kathryn Mountfort	Kaimai
	6 Stephen Bailey	Kaimai
CANADIAN I:	1 Paul Calcott	Tokoroa
	2 Nick Eynon-Richards	Tokoroa
	3 Danny Power	Auckland
CANADIAN II:	1 Eynon-Richards/Calcott	
	2 Power/Rodgers	Auckland
	3 Goodwin/Eynon-Richards	
TEAMS:	1 Tarawera	
	2 New Plymouth	
	3 Kaimai Ladies	



## TARAWERA CANOE CLUB — Mangate Bridge May 17

DIVISION II:	1	Debbie Buchanan	Kaimai
	2	Nick Eynon-Richards	Tokoroa
	3	Brendyn White	Rotorua
	4	Colin Robinson	Tarawera
	5	Brian Fahey	Tarawera
	6	Cathy Goodwin	Kaimai
NOVICE:	1	Toni Knight	Kaimai
	2	Stuart Murray	Tarawera
	3	Graeme Carlson	Tarawera
	4	Andy Haines	Kupe
	5	Mike Butler	North Shore
	6	Stephen Bailey	Kaimai
CANADIAN I:	1	Gillian Warren	Hamilton
	2	Paul Calcott	Tokoroa
	3	Nick Eynon-Richards	Tokoroa
	4	Danny Power	Auckland
CANADIAN II:	1	Power/Rodgers	Auckland
	2	Eynon-Richards/Calcott	Tokoroa
	3	Goodwin/Eynon-Richards	
DOWN RIVER RACE:	1	Eric Horwood	1 Eric Horwood
	2	Clive Hunt	2 Clive Hunt
	3	Paul Calcott	3 Rob Worlledge
	4	Paul De Rijk	4 Neil Rogers
	5	Rob Worlledge	5 Paul De Rijk
	6	Nick Eynon-Richards	6 Nick Eynon-Richards

## N.Z.C.A. PRESIDENT'S REPORT — July 1981

With the echoes of Moscow behind us, hindsight is rather reassuring. I am still firmly convinced that the Association made little error in its decision not to withdraw from the Olympics. The support of our members over that issue was most heartwarming. The achievements of three finals out of four events was a credit to the team. Especially on top of individual regatta results prior to the Olympic. The Olympic Team Manager Tay Wilson was most impressed with the demeanour and calibre of our team and stated so publicly.

The team for the Triple World Championships in the United Kingdom will soon be competing and I would like to wish them success. This team is self funding to a large extent, mainly due to the short time lapse between the Olympics and now. However, the teams were made aware of this situation late last year. Grant applications on their behalf have been made and we are awaiting the results of these applications with interest.

Much time and thought has been put in on the grant applications submitted in the past year. It is clear that from now on, owing to general tightening up and lack of government spending money, very strong guidelines are being laid down as to the types of projects which may be deserving of support from the public purse. The task of preparing applications will therefore become even more difficult. It is worthy of mention that late last year we received from the Ministry of Recreation and Sport almost full support for our application despite post-Olympic rumblings to the contrary. This year Water Safety money has been particularly affected and a severely reduced grant is likely.



Last year I was fairly confident that reasonably rapid moves were possible in the field of Sales Tax. All applications from the Association individuals, manufacturers and clubs have met a brick wall, with each letter from the Minister apparently being punched out by an ill-educated word processor. Specialised craft such as racing K boats and BATs are being investigated as falling within the guidelines being set by the Minister for "youth craft" and "somppetition craft" along the same lines as "youthful sailors" and rowing skiffs. Despite replies from a similar computer, the brick wall appears to be slightly more fragile. It may be necessary for a test case in the courts.

I hoped to get all club's current census forms in to give a factual breakdown of youth involvement in this sport, however this is not possible as many returns have not been received. This information will be circulated as soon as it is available.

I was privileged to visit the South Island and particularly Timaru Canoe Club early this year. I was most impressed with the standard of canoeing and the enthusiasm of those whom I met. As one of those who lives in the far North my envy is aroused by the rivers that I saw and paddled. Timaru is to be commended on its initiative in organising and running the Instructors course.

Matters of conservation are well covered by the Conservation Officers report. I wish only to say that I would like more clubs to get behind efforts which involve their particular areas. Together with other Executive members I was present at a hearing concerning sewage disposal in the Wanganui River, I noted that the only clubs represented were from well outside the district. The Save the Rivers Campaign needs all the eyes and ears we can give it.

The Auckland Provincial Canoeing Committee which has been the keystone of the annual Fulljames weekend, is disbanding. I would like to make public this fact and the fact that hundreds of canoeists each year, both Association members and outsiders have benefited from the efforts of this committee. It is hoped that Fulljames will continue, under the control of a club or directly through the N.Z.C.A.

A Professional Rafters Association is currently being formed under the chairmanship of Neil Oppott. Initial correspondence suggests a good working relationship will be established. This is a good move, especially when attention is being focussed on Wild Rivers.

With the increasing amount of travel, involvement in formal procedures, the desire of the members to keep up the standards to which they have been accustomed in our operations, and escalating costs in all areas, we have the alternative of severe cut backs or increasing income. To date the Association has been kept afloat by the expertise of its Treasurers and others connected with this field. Delegates will be called on to make practicable decisions for the future.

As has been the case for several years. I am pleased to report that the regard in which this Association is held by other national bodies, sporting, administrative, governmental and conservational continues to be at the highest level through the efforts of your representatives on the various bodies in which we have an interest. This may be somewhat affected by the fact that I was recently elected to the Management Committee of the National Water Safety Council, not I hope to our disadvantage.

Executive Meetings were held down to three this year, two at the Outdoor Pursuits Centre, Turangi and one in Wellington. This was possible because of the autonomy of the various branches of our sport. At all these meetings observers were present. I trust they came away with some idea of the multifaceted involvement of your representatives.

My thanks to the members of the outgoing Executive, for their efforts on your behalf over the last twelve months and in particular to Barry Murray and Don Cooper who are standing down after many years service. I personally will miss their steadying influence and level headed approach to business matters. Barry will continue to serve canoeing as a member of OTAB.

Russ Hawken and Bill Garlick as members of the Wanganui River Reserves Board and the N.Z. Olympic & Commonwealth Games Assn Executive respectively have put in much work, for which those who realise the extent of their efforts are most appreciative.

I welcome the University of Canterbury Canoe Club to this Association in the assurance that the liaison will be of mutual benefit.

In concluding this report I would like to thank Nelson Canoe Club for acting as hosts to the Conference and trust that all delegates find the Annual Conference as satisfying an experience as I do.

Evan Stubbs,  
President N.Z.C.A.





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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.

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