New Zealand Canoeing
Association [Inc.]

Bulletin

50c

April 1977

NZCA EXECUTIVE MEMBERS -- 1976-77

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Racing	
Slalom	LAURIE PORTER
Touring	IAN MILNE
Technical	BARRY MURRAY

Postal Address -- PO Box 5125 Auckland

Comment .

In July the Association's Annual Conference will be held, this time in the central North Island. Last year it was held in Christchurch and was one of the most poorly attended conferences for some time. Our biggest club (Dunedin) was unable to attend while all our Auckland clubs were prepared to travel to it. In fact there were only two South Island clubs at Conference. In 1975 Conference was held in Wellington and then Te Marua (at that time quite a strong club) never bothered to attend, and yet they are based in the Wellington area. I sincerly hope that ALL clubs will attend this year and have their say in the running of the Association's affairs.

Our Technical and Touring Commodores have both indicated that they wish to withdraw from their respective positions and I believe that our Racing Commodore has now resigned. You ought now to be thinking seriously about their replacements. It is important that some degree of continuity is maintained from year to year and although it is good to have a 'new man' with fre sh ideas and/or a pet scheme to put into operation, for the most part a commodores time tends to be involved in continuing projects and organisation of yearly events. Consequently in nominating or voting any person for office consideration must be given to his (or her) general administrative ability as well as canoeing skill and social popularity. On the part of the nominee, he must be prepared and able to attend most executive meetings (which can be at some personal cost) and to travel around the country doing his job. We could well do with a woman on our executive to put the feminine point of view.

In our last Bulletin I was openly critical of the Olympic Team Organisation and their report. At the time I was unaware of their problems and the unfortunate misunderstanding that caused the report to be delayed. I apologise to some degree for my statements but I will stand by my comments concerning the need for all canoeists to ensure that we

get value for money in sending any team overseas. I will discuss the reaction to my January Comment later in this Bulletin. The Slalom Commodore is at present attempting to get a team off to the world Champs. in Spittal and he has asked for assistance in raising the necessary finance - I trust that all canoeists will do their bit just as you did for the Olympic Team.

While on this theme of trips overseas mention ought be made of four big events in the last few years - namely the expeditions down the Colorado Grand Canyon, the Zaire River, the African Blue Nile and the British Everest Canoe Expedition. We have canoeists in this country who are quite capable of such rivers and it never ceases to amaze me that no attempt has been made to organise a similar expedition from New Zealand. Afterall, our mountaineers are at this very moment climbing Mount Everest, they have tackled Mt Janu and also many South American peaks. Our jet boaters have won the Rio Balsas time and again and John Hamilton has had expeditions to New Guinea and to Nepal. Surely some canoeists here would like an expedition overseas? Our Association exists to help canoeists in their canoeing pursuits and I see no reason why expeditions should not get our backing - all we need is a well organised proposal.

G. Egan
Editor.
52 South Rd.
New Plymouth.

-oOo-

Notes From The Executive.

The Technical Commodore is following up the matter of having a Design Mark issued for canoeing equipment. This is related to growing concern being shown in safety at sea and on water by the Marine Division of the Ministry of Transport. A programme to have commercial canoeing operations subject to some form of control is also being studied.

The LDR series for 1977 was presented and it was noted that two of the traditional events had been omitted. The Executive felt that these events should be maintained in the series and the Racing Committee has been asked to consider their inclusion in the series.

Outstanding protests from two races in the LDR series were consided by the Executive in their capacity as final apeal board. It is hoped that these matters have now been resolved. Further details are available in the minutes of the January Executive Meeting now in the hands of all club secretaries.

-oOo-

The Editor,

Dear Sir,

I was very interested in the article "Which Canoe is Best" in the January issue.

I thought the list of canoe categories and the comments very good, except for the placing of the Dentoncraft, and perhaps the Comet.

I owned one of the two original Dentoncraft kayaks, mostly using it in "category 4" streams, and I would put it next to the slipper on the list. In stability, manoeuvrability and handling it is very similar. It is slow on flat water.

Of all the slalom boats, I think the Comet would be fastest on flat water, yet not as good as a slipper for handling in heavy water. I would put it at the 3 end of category 4.

P. Housego.

The kayak that I had often paddled and believed to have been a Denton may, in fact not have been so. If the comments above are true then what I thought was a Denton was not. It looked like the Trylon Tiger but with a larger cockpit and handled much as a Penguin. I shall investigate. As regards the Comet, it is a difficult kayak to place. It has low volume and handles as good as the slipper - in fact many women prefer it to all other canoes. It cetainly used to beat the slipper in slaloms were there were more upstream gates than usual, and is fast on flat water. Perhaps we will let it slip to lie equal to the slipper and the Hann Slalom - Editor.

On Rafting, Bush Hats, and Repair Kits.

In the May issue of 'Sea Spray' Magazine there appeared an article I wrote on a trip down the Clarence River. This article was reprinted in the Soil & Water Magazine of October. In that article I made a number of statements for which I have been criticised: I now wish to answer those critics. I had said : -

> "...the Clarence is not a good rafting river; it is too shallow and rafters all seem to use the standard rubber raft on these rivers. When rock and gear meet in a rapid with only a layer of rubber raft bottom between then goodbye to the raft bottom. You have to lay an airbed or other soft gear in the bottom of your raft to cushion the impact and save your spine from being smashed. Canoes are more manouverable ... "
>
> "... a recent rafting expedition had abandoned their rafts here (Branch Stream) and walked out to Kekerengu..."

Mr D.M.Heslin of Christchurch wrote to me making the following points:-

1. He did not 'abandon' his raft at Branch Stream - they had damaged it badly and were unable to fix it due to a faulty batch of glue, they left it at Ravine Hut where it could be retrived at a later date.
2. He does not know of any 'standard' raft.
3. Whether or not the Clarence is agood rafting river should perhaps be decided by rafters as they would have a somewhat different perspectiv to canoeists.
4. His own raft did nearly 1000 miles in various rivers in the South Island and has not been ripped yet after hitting rocks in the best of them.
5. Only some rafts are fitted with doub le bottoms - his is not - He tried an ordinary Li-Lo once but found it a proper curse. Anyhow he never sits in the bottom of the raft.
6. He agrees that in the hands of a skilled person a canoe is more manouverable and faster than rafts , but cheaper and more fun? This he disputes.

In answer to Mr Heslin I make the following comments:

1. I used the word 'abandoned' as that was the word used by the Manager of Bluff Station when I was told of the events. He was very annoyed at the 'arrogant' manner of the rafters using the river who expected him to retrieve their raft from the river - I had understood it to have been from Branch Stream.

2. The standard raft I refered to was the usual construction of a ring of inflated compartments with a single skin floor. Gear being stored on the floor. I wanted to differentiate such 'standard' type rafts with those modified so that heavy gear - especially gear with a hard external surface - did not rest on the floor. Gear ought to be padded so that when rocks hit the raft bottom the hard gear does not cause impact damage. Impact damage could be avoided by using rafts with a double bottom, by wrapping gear in a soft outer covering, or by lashing gear to a framework resting on the raft tubes where such damage does not occur. Rafts, I maintain, are best modified for running whitewater and not used in their standard form. I was not refering to a particular make of raft.

3. I agree with his comment although I would point out that many canoeists have also used rafts (myself included) and that the viewpoints of canoeist and rafter do not differ significantly - certainly, different skills are required and a river with more room to manouver is usually required - consequently I considered that the Clarence in its usual summer flow was a little on the dry side for rafting in the 9 to 12 foot 3 to 4 man raft commonly used here in NZ.

4. Refer to my point 2 in answer to this.

5. I did not actually state that damage is caused by sitting on the raft bottom and I sincerly hope no rafter ever does unless he wishes to damage his spine. You have to sit on the side to paddle effectively in any case.

6. A raft of 9 feet costs between $400 and $900 not to mention other essential gear. Canoes retail at around $120. But perhaps rafters have as much fun as canoeists - I hope so, although I find the personal satisfaction of paddling my own canoe far more gratifying than the satisfaction of trying to work a 3 or 4 man team of rafters into a smoothly operating unit - perhaps you need a different temperment.

Another critic was a Mr C Clark, a canoeist from Northland who took exception to the fact that all photographs showed canoeists without crash helmets. His is a valid criticism. The trip itself was organised without one person being a leader - we were all experienced canoeists. While on the river I was left to make any decision as I was the most experienced but I did not feel entitled to order my companions to wear crash helmets even though I personally wore one during the trip. As I took all the photographs none showed a crash helmet in use. To what extent is any one member of a group responsible for the actions of other members? This is a problem we all face at some time.

Mr Clark also took exception to the fact that I recommended sticky tape as the sole item in the repair kit for glass-fibre canoes. Now I have seen the front 12 inches of a canoe stuck back on with tape and used on Fulljames rapid. I have also seen a hole filled with part of a canoes foam bouyancy and the gaps taped over. If we were to carry pots of resin, glass etc. around with us and all the other grear that we might have a use for in any possible emergency there would hardly be room for the canoeist. I believe that tape is sufficient. What do you think ?

-oOo-

WATERSPORTS WOODEN PADDLES

Letter from the Waitaki Catchment Commission.

In response to a letter from our Touring Commodore - Jan Milne - in which he enquired about the eventual water flow in the Pukaki and the Ohau Rivers on completion of the Waitaki Power Project, the following reply was received:

"...The water Rights granted to the Minister of Electricity for the Project provide for the total diversion of both the Ohau and Pukaki Rivers. The Pukaki riverbed will be retained as a floodway or an emergency spillway in the event that a problem develops in the Pukaki to Ohau canal, necessitating its diversion. Other than this, the only flows that will be in that riverbed will be seepage, and the extent of this is not known atbthis stage.

In respect to the Ohau River, part of the bed is to become the new Lake Ruataniwha and, of the balance of the whole river bed remaining after the construction of the Ohau-Benmore canal, again only seepage flows are likely. ..."

If this is going to happen to many more rivers we might as well put wheels on our canoes!

-oOo-

An Epic Trip.

Every now and again a canoe trip turns out to be a bit of an epic. With experience and common sense we usually manage to survive. A friend recently canoed down the Clarence River and experienced one of those epic trips - but with good judgement and by being prepared to sit tight for awhile no harm came from it all. The following is a collection of extracts from a letter I received :-

"...We had an interesting and enjoyable Clarence trip. On the second night we had very heavy rain and the river rose tremendously. It covered the entire riverbed (the Clarence at this point has a riverbed of around ¼ mile wide). We were very surprised and some quick action by Murray in the middle of the night saved our boats. We canoed from Quail Flat to Ravine Hut in the flood as the river was still quite open here. It was like being in the sea with big rolling waves. We stayed an extra day at Ravine Hut waiting for the river to drop. We were able to canoe almost to the bottom of the terrace where the hut is, (this would indicate that the river was up some 15 feet on normal). So on the fifth day we set off - the river was still very high but we thought that we would see what it was like further down, even though I thought that it would have been better to wait another day. We only went around two miles, skirting two cliffs and it was obvious to see that it was silly to go on as sooner or later someone was going to get into trouble. We pulled in to camp and to sit it out. Tony and Adrian had a go at walking out in order to pacify some of the girls who were anxious about the situation, but after several hours they could see that it would be at least a two-day tramp and definitely out of the question while the parties' equipment was still in one piece.

The river dropped a lot and we set off to do the gorge the next day. The 'Jaw-breaker' rapid was full of huge pressure waves, all the rocks were beneath the surface. The C2 was going greatguns when a boil popped up under them and tipped them out. A big whirly on the side grabbed the canoe and sucked it right under. The boat was stuck for ages, finally it came to the surface and drifted under another cliff. About six inches of the end was smashed off but a good mending job was done with a block of polystyrene foam, tent pegs, nylon cord and 'sleek' tape. They were lucky not to lo se the whole boat.

By 12 o'clock that day we had done only four miles. We made it nearly to the end of the gorge but decided to camp as it was getting cold, We were cold and tired - we had been travelling very cautiously and had managed to cut inside man y of the corners. The final day was gloriously sunny and we woke up early. Everyone was much

cheered up by the change for the better in the weather and river. We arrived at the Clarence Bridge about 12.30 and stuck the biggest waves of all. Colin was waiting with the cars. He had alerted the Kaikoura Police who had guessed that we would have been alright but thought that they would check the river if we had not arrived out that day... "

-oOo-

Touring Report.

Technical and Touring Committee Officers are to attend a seminar in March run by the Commission for the Environment concerning Hydro - development and the whole question of small power stations damming rivers and such. The Commodore Touring and the P.R.O have attended a meeting sponsored by the Ministry of Recreation and Sport regarding the proposed waterways study. This meeting was attended by representatives from the Lands & Survey, Council for Recreation and Sport, and from the Commission for the Environment. Our submission has now been amended to some extent and the proposed survey is now to be carried out over a period of nine months from May of this year. A revised budget has also been made to cover the extended period. The legal work originally proposed to be carried out by the Environmental Defence Soc. has now been dele ted and will now be completed, after completion of other research work, by the Commission for the Environmen

The new Wanganui River Guide books have been selling well - they retail at $2.00 each but are available to retailers at $1.50.

River Guides are to be rewritten and updated by the Waterways Researche whilst undertaking the survey mentioned above. It is envisioned that reports will then be printed in book form similar to the Wanganui Guide.


AFTERNOON STOP
WANGANUI RIVER

Accident Report.

Incident: Canoe capsize in Kawau Bay at 3 pm 31 October 1976.
Conditions: Wind 5 knots gusting to 15. Waves 3 - 5 feet. Some white caps but not often. Tide: turning to go out. The waves were almost broadside on all the way.
Trip: From Stockyard Bay on Kawau Island to Martins Bay 3½ Naut.Miles.
Party: 7 people in 3 double G.R.P kayaks and 1 single kayak.(canvas).
4 males and 3 females. All wore lifejackets.
Experience of party. 2 had had extensive canoeing experience mainly on inland waterways. for all except one this was at least their third trip on the sea. One (in the canoe that capsized) was apprehensive over the trip and not confident. She is a heavily built girl and a non outdoor / athletic type. Her partner was fit and prepared and able to do most of the paddling across.
Events. The reason for the capsize is difficult to pin down - we capsized on the side of a wave. My partner (the girl) seemed to lean into the capsize before I did. We both had spray covers but had no experience at rolling to right the craft - so we had to get out of the canoe. I righted t he canoe but my partner in panic, despite my pleas, hung on so fiercly that it just swamped over the edge that she pulled down. The other canoes rallied to help - we had a bailer but the waves swamped us completely and there was no chance to use the bailer. The other canoes were unable to manouver to drain the craft due to the waves. My partner was then supported mostly out of the water by two canoes which edged their way to Goat Island (½ to¾ mile away). An attempt was made to tow me and the swamped craft in the same direction but this proved impossible and within 5 minutes gave up and paddled for Kawau Island for help. I, left on my own, continued topaddle to Goat Island with the canoe. The other two canoes were only marginally faster than I but eventually got there, got my partner into dry clothes and returned for me. I was altogether in cold water for 1¼ to 1½ hours. I had made it to within 200 yards of goat Island before they reached me - by then

I was largely sensless and just going mechanically - apparently I left my canoe and just tagged onto theirs to be towed ashore - but the weight was enough to drag the canoe down and it was swamped by 5 succeeding waves and sunk it. This left three of us in the water (I do not remember this) but within three minutes the ranger from Kawau Island arrived in his runabout rescueing me and evacuating me to Martins bay. From here I was rushed to Warkworth - apparently I walked but was not carried during the transfers but I do not remember it. On arrival I was seen by a Doctor and sent by ambulance to Auckland Hospital - by that time blankets had brought me back fully to my senses and no further treatment was required. - I was not admitted to the Hospital.

Conclusion.: We should not have attempted that trip under the conditions we set out wary and watchful and prepared for a careful trip - not realising how easily such an incident might occ ur under those conditions.

A report by the Accident Victum.

Olympic Clarification.

The criticism leveled at the Olympic team in 'Comment' published in the January Bulletin has raised a rather vigo rous defence of the Olympic Team and I have been requested to explain my comments. This I shall do. The Munich Olympics were the first in which New Zealand Canoeists competed and canoeists back here gained a tremendous amount of benifit from those competitions. On his return from the games our competitor, D.Cooper, provided an extensive report on such matter as: Training facilities, Training proce dure, Kayak types used, paddle used including lengths, feather angle etc., and a suggested basis for future selection proce dure. Imported soon after the Olympics were some of the best craft available - Danish Lancer and Ranger kayaks. Top grade paddles were also brought back and we have noted that some manufactu rers have attempted to copy some of these paddles - hence making available advanced technology to the ordinary canoeist and not merely to an elete few racing paddlers.

We are all aware that these last Olympics cost the earth, and that the organisation needed to raise this finance seemed to be extremely late in getting into action. It appeared that it was believed that the Government would come up with a major portion of the finance and that we could raise the balance by soliciting donations - this was a rather dangerous assumption to make and one that ended with the NZCA having to instigate a massive raffle selling campaign. When our Team left for the games we still had a deficit which was finally made up with donations from individual clubs.

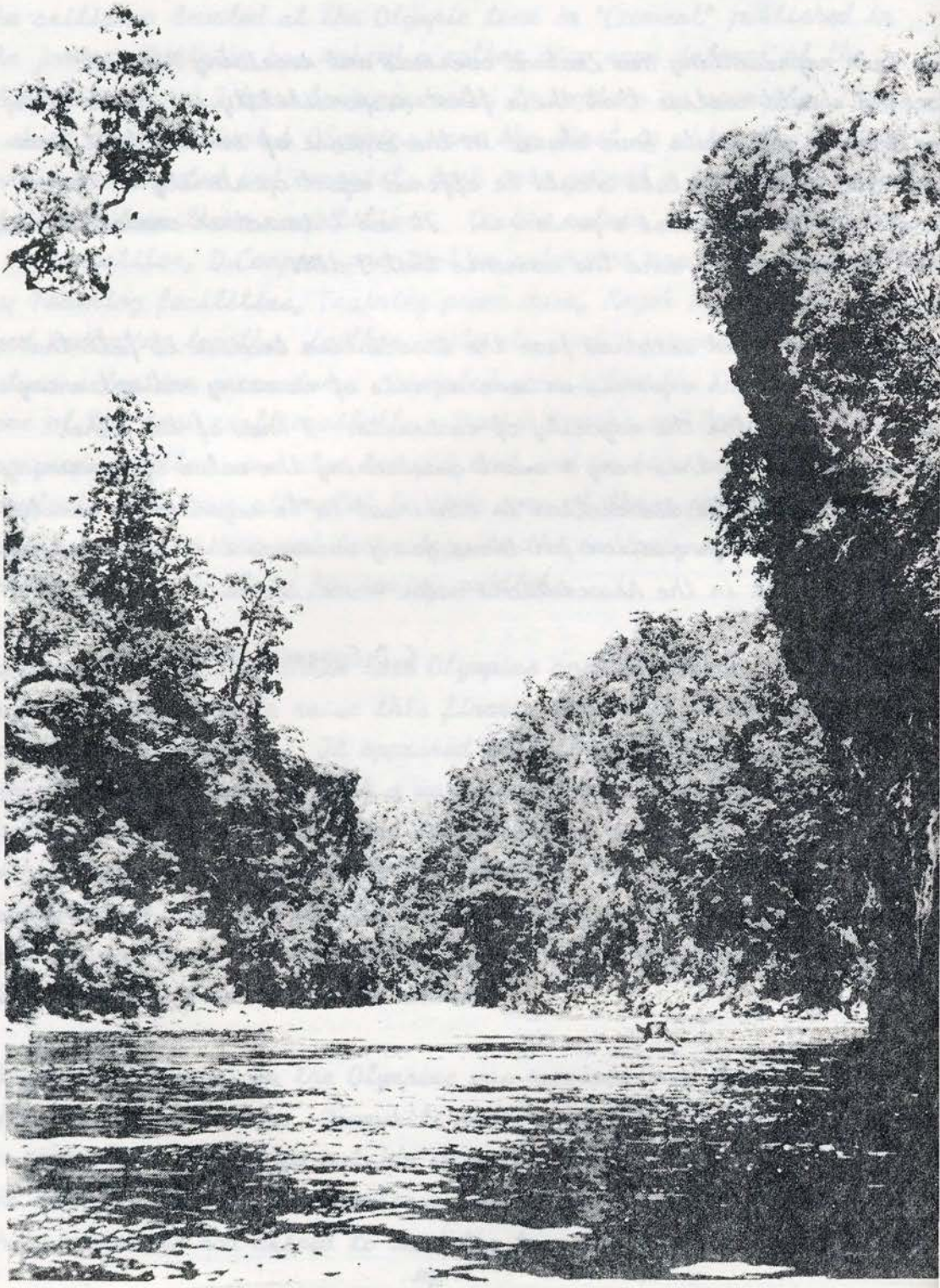
The promised report on the Olympics was received some four months after the teams return. Meanwhile members of the team had given talks to some clubs and other outside organisations (while still ignoring the NZCA). It must be remembered that while all clubs affiliated to the Association had helped to send the team the team had not indicated

to all clubs that members were available to give lectures on the teams experiences.

Any team representing New Zealand overseas and receiving N.Z.C.A. backing should realise that their first responsibility is to the NZCA and that as all clubs have shared in the expense of sending that team overseas, then all clubs should be offered equal oportunity in the benefits from the teams experiences. It was this rather casual attitude that prompted me to make the comments that I did.

Last year one club withdrew from the Association because it felt that there was too much emphasis on some aspects of canoeing and not enough was being done for the majority of canoeists. I know of two other clubs that are at this very moment questioning the value of remaining affiliated. If the association is continued to be regarded as merely a fund raising organisation for teams going overseas then we can expect a rapid decline in the Associations value - and its eventual demise.

G.D.Egarr - Editor.



The Gorge - Aorere River.

Aorere River - Golden Bay

Note: This report is supplementary to an earlier report (1975).

Ref. Topo. Maps NZMS 1 Heaphy S 7
NZMS 1 Takaka S 8
NZMS 1 Collingwood S 3

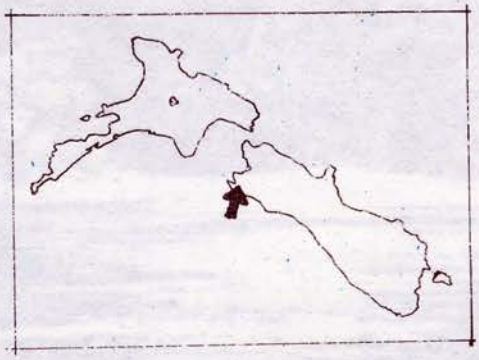
Access road. Take the main highway from Collingwood to Bainham and continue on up the valley to the beginning of the Heaphy Track. The road is metal and there are numerous fords. Perhaps the best access point is a little downstream of the small wooden bridge marked on the Heaphy map (map ref: 878832 on map S 7) A good days trip can then be had down to the James Road Bridge at Bainham (map ref: 900914 on map S 3)

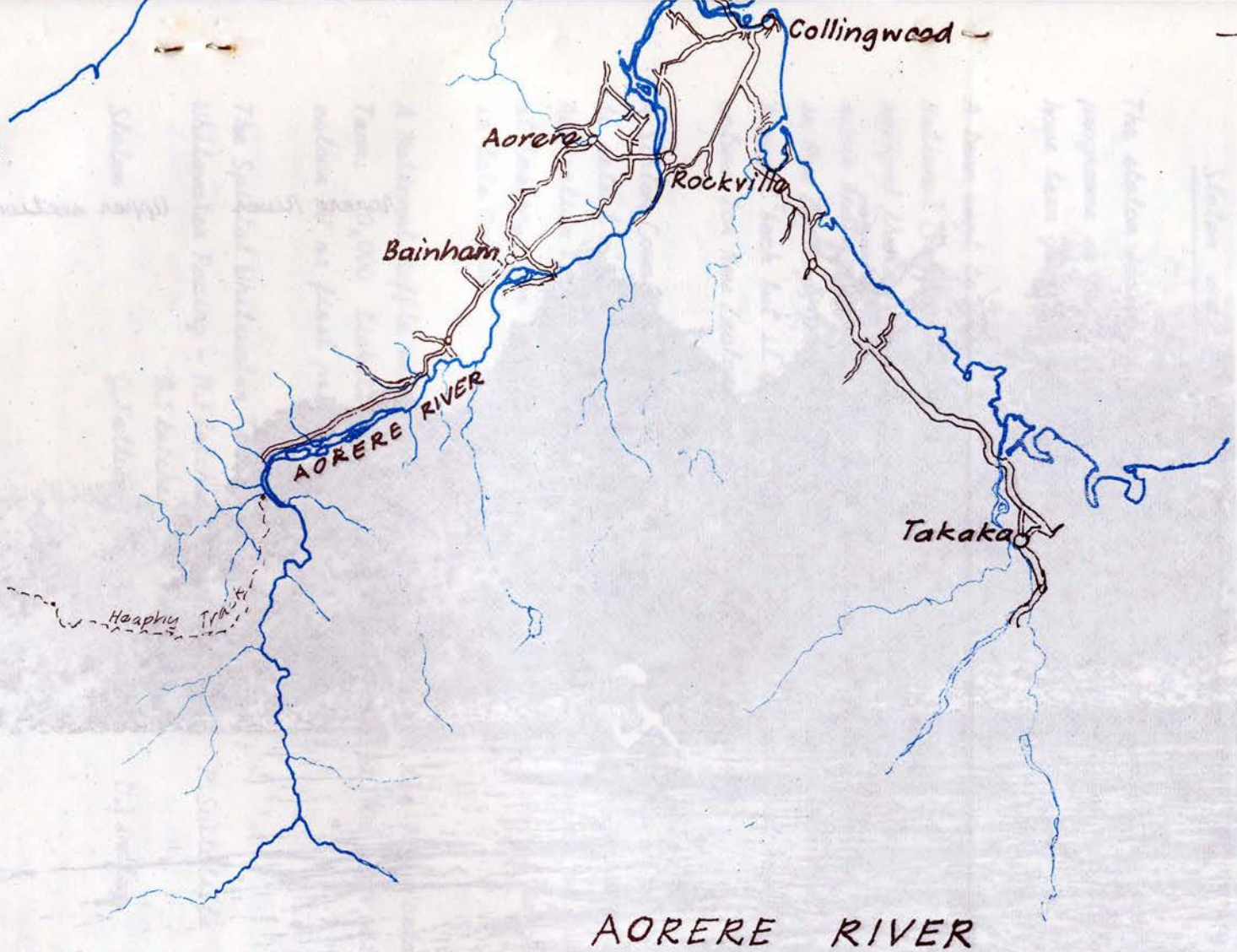
The river runs fast and clear and is quite open down to the first gorge (map ref: on map S 8 947870) From here there are numerous rapids (none above grade 2+) caused by bluffs and sharp corners. There are undercut bluffs on one corner that require some care (map ref: 950878) This river can flood very high in which case the entire character of the river will change and could be quite dangerous.

Time: 2½ to 3 hours.

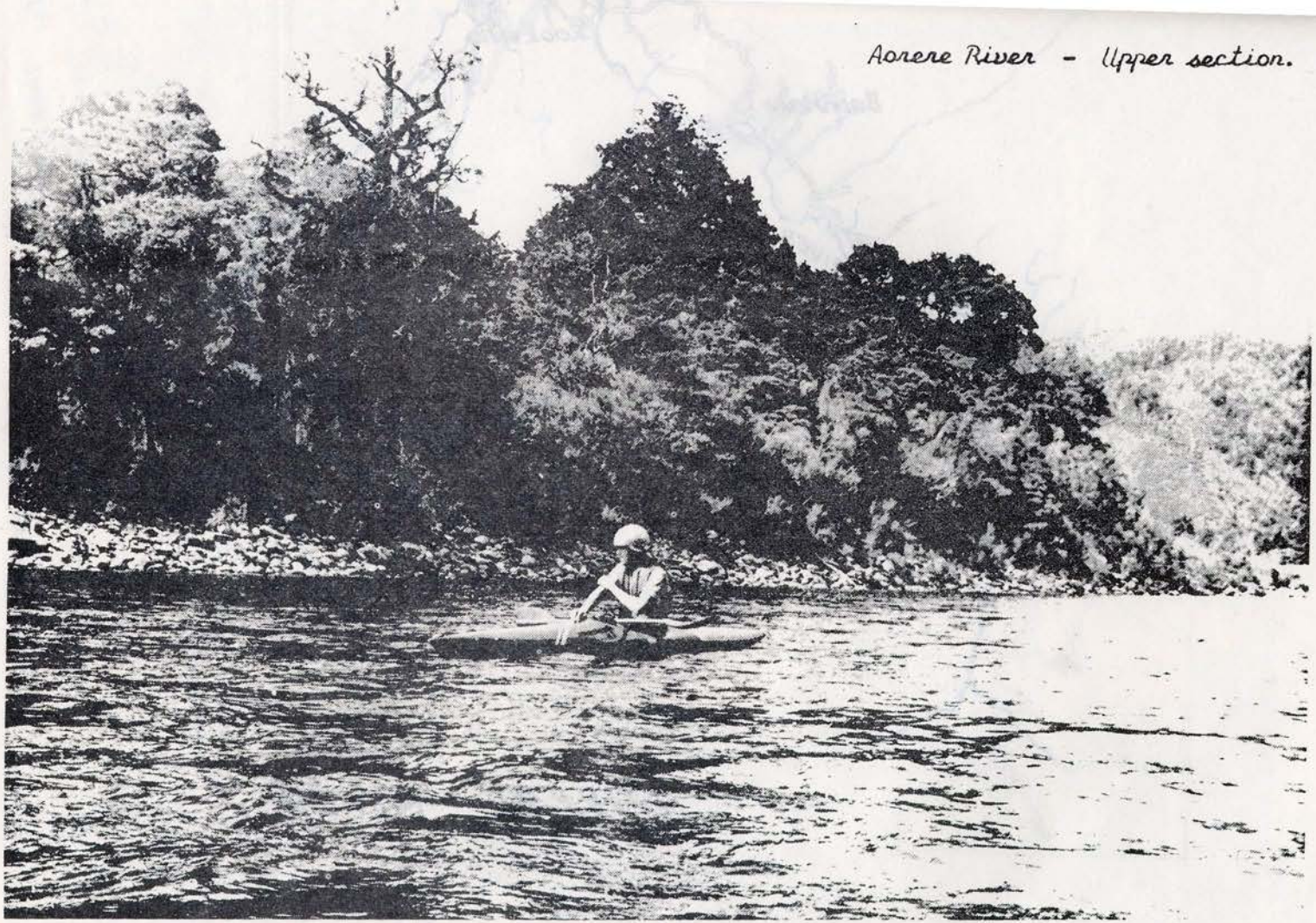
Best rapid - grade 2+

-oOo-





AORERE RIVER



Aorere River - Upper section.

Slalom and Whitewater Racing Report.

The slalom season is well underway and has gone almost entirely to programme so far. Attendances at novice and division two slaloms have been good. First division attendances have not been so encouraging.

A team went to Australia at the end of December to compete in their National Championships. Results were mixed. The Australians had equiped themselves with super-low slalom boats and super-thin down-river boats much lower and much faster respectively, than anything in New Zealand, except the Northland boat. A downriver boat was brought back but it was felt that the slalom boats had insufficient volume for New Zealand water and hence of little use.

A Slalom Committee Meeting was held on the 25 January. It was decided to select a N.Z. Junior White Water Team to compete against a similar Australian Team in the National Slalom & Whitewater race at Murapara at Easter. The selection event to be the P.N.C.C. WWR at Mangahao in late March.

A National Raffle will be run to raise funds for the 1977 World Champs. Team. 10,000 tickets will be printed and sold at 50c each with a colour TV as first prize.

The Spittal Whitewater Team has been announced :

Whitewater Racing -	M.Fletcher	L.Porter	P.Suitcliffe
	B.Fletcher	J.Ferguyson.	
Slalom	G.Falloon	R.Laurenson	D.Findlay.

-oOo-

Dudh Kosi - Unforgiving River of Everest. - by Dr. Mike Johnes.

Six British canoeists led by Mike Jones, a 25 year old doctor, have suceeded in their attempt to canoe down some of the most difficult and dangerous rapids in the world on the River Dudh Kosi, whose source lies at 17,000 ft on the slopes of Mount Everest.

Paddling specially reinforced fibreglass slalom canoes the team made up of some of Britains top whitewater paddlers have already chalked up first descents on several alpine rivers rated as impossible by continental canoeists. Other exploits of the team include making a 22 mile descent through crocodile infested rapids on the African Blue Nil and also the first canoe shoot of the Colorado River running throgh th Grand Canyon.

With the river running ten feet up on the pre-monsoon level and racing along in places at over 30 m.p.h., the canoeists graded many of the rapids at grade six. The slightest mistake could have been fatal and justified their worries that the chances of someone being killed were comparable to the statistics of that of a Hiialayan climbing expedition. (I believe it is 1:8 - edt.)

In addition to some of the most difficult falls and rapids the team had ever seen, they were faced with freezing water at an altitude where the air is thinned of oxygen content making physical activity totally exhausting.

After a 17 day march through monsoon swept Himalyan Foothills with 6 porters humping canoes, provisions and tentage the team arrived at Pheriche below the snout of the Khumbu Glacier. The glacier carrie the melting snows and ice from everest, forms a small lake and then fills the Dudh Kosi. This runs into the Sun Kosi (river of the Sun and eventually winds its wandering way to the Indian Ocean where it picked up in evaporation by the Monsoon and the process starting ag with dropping snows on Everest.

The long walk in had already taken its toll. Incessantly attacked by leeches and soaked to the skin and weakened by attacks of dysentery some of the team were in poor physical shape to begin their epic descent.

The expedition was to be a team effort. No one person could expect to do everything and so here the team split into two with Jones and Mick Hopkinson accompanied by Eric Jones and Mick Reynolds continued to 17,500 ft. with Everest in view where they launched their canoes down the Khumbu Ice Fall and into the lake.

At one point after paddling through vertical ice cliffs barely wider than a canoe, tons of ice and rock boulders came crashing down into the water. If it had happened seconds earlier Jones and Hopkinson would have been crushed to death and the expedition dealt a Titanic blow. Finding that the glacier lake now disappeared into a moraine of ice and rocks the canoeists lifted their canoes from the freezing waters and chased after the rest of the team who were canoeing down from Pheriche.

The expedition had started by establishing a world altitude canoe record at 17,500 ft as well as finding the true source of the Dudh Kosi.

The second part of the team was led by Rob Hastings. Below Pheriche the river races like a liquid Cresta Run through a narrow rocky channel trapped within a steep sided gorge. Its course dotted with numerous water hazards which the canoeists edged their frail craft around. Waterfalls, killer waves called stoppers which can trap and break up canoes like matchsticks, waves over one storey high and boulders the size of respectable bungalows littered the bed of the river and provided an exhilarating and action packed descent.

Assisted by a climbing party the team tackled the rapids in short sections. The canoes took a severe hammering - hydraulic pressure waves broke up the canoes around them and razor-sharp rocks sliced into the fibreglass hulls. In the first two sections down from

Pheriche, three canoes were destroyed and Rob Hastings' canoe folded around him. The team at this stage were seriously concerned that their twelve canoes would notbbe sufficient to complete the river.

Dave Manby had a narrow escape when he was knocked over by an enormous wave. Dragged and battered against submerged rocks whilst his upturned craft was swept out of control downstream, he was unable to right his canoe and was forced to abandon his craft. For 50 yards he was swept along, his lifejacket unable to keep him afloat in the treacherous rapids until eventually by a millon to one chance, he was caught in an area of slack water behind a rock and pulled out by Hastings.

Taking five days the team descended 20 miles of river, shooting falls and cateracts wherever possible and portaging their canoes around impossible rock chocks and waterfalls.

Below Namche Bazar the river takes on a different character. With a markedly increased waterflow it is no longer like a mill-race but has well defined falls and rapids with areas of fast moving water between. The advance party had by now rejoined the main team. They had all lo a lot of weight at the altitude and Jones was suffering from acute snow blindness.

On major rapids the boats were frequently upturned but the canoeists were all expert at the eskimo roll. This is a series of underwater paddle strokes by which the canoeist can right his upturned craft.

Late on the afternoon of the seventh day Mick Hopkinson's canoe became wedged upside down between two rocks. Repeated attempts to right himself failed. With lungs near to burstingpoint his canoe brokeup around him and he surfaced. Now he was swept rapidly downstream by the current, submerged for much of the time and constantly smashed over rocks, he was helpless and weakening fast. His streng was being sapped away by the ice cold water and to onlookers he was

lost as no slack water was visible. For over ¾ of a mile he was swept along. Jones, barely able to see more than a blurred outline from his snowblindness, dived into his canoe and gave chase. Hopkinson twice managed to grab the back of Jones's boat only to slip back again into the icy waters. The third time he managed to hang on and he was dragged half drowned to the bank. Barely conscious and long past caring he stumbled up the bank and back to the nights campsite. His canoe was lost but the next day he felt sufficiently recovered to carry on canoeing.

Reaching Lukla, the mountain airfield where too rich tourists fly in to view Everest, the team found themselves confronted with an impossibly vertical sided 500 foot gorge with rock chokes, thirty foot waterfalls and uncanoeable rapids. Bypassing the gorge they relaunched their canoes and fought their way down ever increasing rapids to Jubbing the village where Everest Trekkers and climbers first meet the Dudh Kosi.

By now the team had been on the go continuously for over 30 days and had been extremely lucky that no one had been lost. Now the characteristics of the terrain below Jubbing meant that the land party of climbers and porters could not possibly assist. The Monsoon had finished and with it swept away paths and bridges, essential to the land party. Half the party were suffering from one illness or another and five boats had been lost. The rest were badly battered and in need of repair.

A two day reconaissance favoured continuing their descent 10 miles downriver where in fact the water flattened out. To get down these ten miles with canoes presented a problem. The paths were unuseable and didn't follow the river. Looking further at the maps, a little used airstrip was discovered that was more used for roaming chickens and water buffalo than aircraft, but nevertheless useable.

The team raced back to Katmandu, covering the 100 miles through the foothills in a record 3½ days. They had taken 9 days walking in.

Reorganised, reprovisioned and with canoes repaired, Jones, Hopkinson and with Dickensen filming, the trio chartered a light plane to fly them into the chicken run. Jones and Hopkinson relaunched their canoe in the gorge below Jubbing and travelling lightweight and carrying food and sleeping bags, completed the lower section in three days.

Although the rapids were now much smaller the river had several water hazards of a different nature. Whirlpools which suddenly opened up in front of the unwary to swallow their prey and crocodiles sleeping on the mud banks. At one point Hopkinson's spray sheet was ripped off and with his boat totally submerged had great difficulty keeping afloat and reaching the bank. Losing a canoe here would have meant a difficult climb out of the gorge and a 100 mile trek back to Katmandu.

At midday on the 8 October Hopkinson and Jones entered the confluence of the Dudh Kosi and the Sun Kosi, their goal and an end to the expedition.

-oOo-

Notes for the Canoe Builder - Part 2.

In the last Bulletin I talked of fairly recent developments in canoe building technology and the directions that experiments were going in using the new materials. In the next few Bulletins I will be going step by step through the process of building canoes. In this Bulletin I will be talking of moulds and mould preparation up to the first stage of lay-up (the Gel-Coat).

Obtaining the Mould.

Most moulds are owned by individuals or bynfirms involved in commercial canoe building, although clubs often own and rent them out. The later the design, the harder the mould is to locate, they are very much in demand. Your local Canoe Club can usually inform you of the nearest available mould.

Moulds are expensive and most mould owners will not hire their moulds unless they are satisfied that you know how to look after their equipment. There is no substitute for experience and most mould owners will expect you to help build a canoe before he will hire you the mould. Hire rates vary - from the usual $6.00 per canoe on the more common cruising type canoe moulds - to $15 for the more seldom used moulds of specialist craft (e.g. Slalom C 2). Some owners may rent out by the week, (an A.T.C. group I hired a mould to took eleven months to build two canoes !)

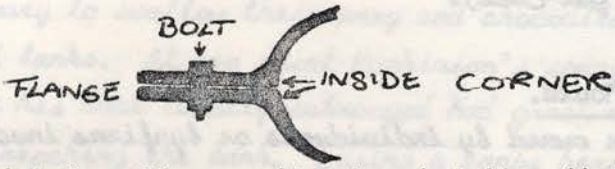
Moulds may warp and twist if not looked after and stored properly. Moulds should be stored bolted up and laid flat upside down - never on their side, nor with cockpit opening up so that dust, dirt, rain and cats can get in and damage the internal surface.

Checking the Mould.

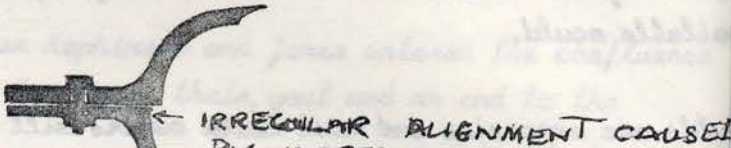
There are several things to consider when looking over the mould :-

1. The Flange. The flange is the widened rim along the edge of the mould units which allow the units to be bolted together aligned up so that the laminate is held in place ready for joining. Seat moulds have no flange. Defects you may expect here are :

i. The inside corner chipped. If the edge is chipped it will allow resin to creep out giving an irregular join that will require much work to give a smooth outer surface to your canoe.



ii. Worn bolt holes. These will make it difficult to align the mould units. It will be difficult to join the canoes in such mou and joining will best be done out of the mould.



iii. Warped Moulds. This can be checked by bolting the moulds bow and stern and at the midpoints. If the mould bolts up easil and is well aligned with these bolts then the mould is probably O.K. If you find difficulty in bolting down bow and stern bolts with the midpoint bolts already in position then you can assume that the mould has been stored unbolted on its side and is now warped. Canoes built in such moulds are best joined outside the mould.

2. Mould Surface. The surface of the mould units should be smooth and polished with an adequate Gel-coat covering over the glass mater from which the bulk of the mould will be made. Old moulds may have hard 'tooling Gel-coat' layer polished off in places leaving exposed glass-fibre that will give a pattern on the surface of your finished product. Check to see that the surface has no chips out as this can

cause your laminate to 'stick' in the mould. Check wax build-up. This will show up as dull patches on the shiny surface. In bad cases little gritty spots occur much like fly spots. If your mould has wax build-up it will have to be cut down.

Cleaning the Mould.

First you mayhave to chip any old resin off the flange - do this with a blunt chisel (the ONLY time any metal tool is used directly on the mould surface) then wipe the inner surface of the mould units with a dirt-free cloth - go gently so as not to scratch or damage the surface. Wash down with clean water (never with soap). Sticky substances must be removed - either by wiping down with a cloth dampened with styrene, or gently rubbed with a fine steel-wool. Any deep scratch should be filled with a spot of Gel-coat and when dry rubbed down smooth with fine grit 'wet & dry' paper. A temporary procedure is to melt candle wax into the scratch and smooth it down. Wax build-up may be removed by wiping with a styrenedampened rag or in bad cases cut down.

To cut down a mould you are in fact removing all traces of wax and eatin, into the hard Tooling Gel-coat surface. The 'Mirror Glaze' process is the commonest. The first action is to rub the entire surface down with 'Mirror Glaze Machine Cleaner' - this must be done by hand until the entire surface is clean and smooth. Then glaze the surface to a high polish with 'Mirror Glaze Mould Glaze'. This should give a highly polished sparkling polish. You must then apply at least two coats of wax polish.

Release Agents.

Polyester resin will adhere strongly to most surfaces which can be a disadvantage when a laminate has to be removed from the mould. To avoid the laminate sticking the mould has to be provided with a non-stick surface. This is done by covering the mould surface with a material to which polyester will not stick. Cellophane, polythene or 'Glad-Wrap' for example. Or, better, by coating the mould with a

special release agent which gives a non-stick skin on the mould surfa

The following are suitable types of release agents:-

1. Wax Polish. This is the commonest and probably the best. A good 'Carnauba' wax polish is the best for the three main moulds of hull, deck and seat. Silicone waxes should be avoided.

2. Wax Emulsions. These are not at all common. They are similar to wax polishers but can be applied more easily since they are in liquid form. They are then rubbed after drying. They are seldom used withou a back-up release agent (PVA). Drying time needed is a disadvantage a probably accounts for its lack of use.

3. Candle Wax. This is an effective parting agent on small moulds needing a fine finish. It is awkward to get an even coating but it i useful agent to use on undercuts where P.V.A. might drain off, (e.g. a mould such as the Comet with the special cockpit rim, candle wax would have been ideal).

4. Polyvinyl Alcohol. (P.V.A.) Next to wax this is the commonest agent used and often used together with wax. This is a plastic in a suitable solvent that is sprayed (best) brushed or sponged onto the mould surface. The solvent evaporates leaving a thin coating of plast on the mould. It is usual to use it over the wax to give a more positive release. One disadvantage is its low viscosity and hence it drains off vertical surfaces and accumulates in sharp corners where i can take a long time to dry. A lay-up onto wet P.V.A. can cause your laminate to stick. Removal of old P.V.A. is simply by washing with water.

5. Cellulose Acetate Spray (NOT Cellulose NITRATE which will stick This can be used but is neither common nor easy to get.

6. Wax paper and plastic films. For flat lay-ups such as the footr brackets sheet material is best used. Wax paper is the cheapest and resin will neither stick to it or soak through it. Acetate sheet, P.V.A., Polythene and Neoprene will all work as well. 'Glad-wrap' i often used but some plastics will not so check first.

Waxing the Mould.

To new moulds or newly cut down moulds apply at least 5 coats of wax polished between coats. Apply each coat evenly with a clean cloth. (towel is ideal or any soft cloth). Pay particular attention to the flanges (no need to polish the flanges but give it a good layer of wax.) and to the edges where the P.V.A. may drain off. Also be cearful in waxing well into the ends at bow and stern and into any sharp corners such as around the cockpit. Apply in a smooth circular motion. Once on, use a clean rag to buff-up - do not use power tools as this will overheat the wax and spoil the surface. When finished the rag should be able to slide from end to end of the mould with a slight push.

P.V.A. Releasing.

P.V.A. is applied with a sponge (or spray gun if you have one) - about ¾ of a cup for a 45 square foot canoe mould (the common slalom craft). Wipe it on evenly starting with the flanges and working into the middle of the mould. Use long continuous strokes from one end of the mould to the other, each stroke overlapping the previous stroke. Allow to dry in a dust free atmosphere (and free from flies and moths). P.V.A. is not really necessary but is advisable to guarantee release.

Commercial canoe builders often build 5 or more boats to each waxing and seldom use P.V.A. They get a beautifyl finish but they know what they are doing - for a home built job the risk is hardly worth it.

Our next Bulletin will discuss Pigments, Gel-coats and fillers.

G.D. Egarr.

1977 Long Distance Racing Series.

13 March	Mokoia Island Race	Roto.C.C.
16 April	Auckland Harbour Race	Auc.C.C.
7 May	Taumaranui - Ohuraiti Race	Roto. C.C.
11 June	25,000 metre race - Lake Pupuke	N.S.C.C.
9 July	Waimata River	Gis.C.C.
14 August	Northland	North. C.C.
10 September	Cambridge - Hamilton	Ham. C.C.
8 October	Aratiatia - Orakei Rd/River Junction	Roto. C.C. **
5 November	Waipa River Race	N.S.C.C.

** This race is being checked out for feasibility.
The NZCA Executive have asked that the Balance/Palmerston North Race omitted from this programme be included. As yet no club seems prepared to organise it and no date has been set. The annual Atiamuri - Whakamaru Race was to take the place of the Aratiatia Race if that race had proven to be not feasible. The Executive have also asked that the Atiamuri Race be included in the series in its own right - no date has yet been set for that.

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Flatwater Racing Report.

No report had been received as at the time of printing.
Results from the Nationals have been received, however and are given in summary later in this Bulletin.

Waikato Marathon.

On Saturday April 23 1977 a marathon from Hamilton to Mercer will be held and is open to all froms of man powered craft - canoes, kayaks, surf skis, surf canoes, rowing skiffs, dinghies, surf boats and other such craft.

Check points will be at Horotiu, Ngaruawahia, Huntly and Rangiriri.

All profits to the Red Cross. Sponsored by T.V. 2. (S.P.T.V.)

Ample Trophies and prizes. Have a Go.

Entries and further information from:

R. Hunger,

26 Verbena Road,

Birkdale,

Auckland. Phone 439 380.

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Any person interested in competing in the Murry Marathon (Australia) should contact Renton Hunger (address above.)

Summary of Results from the National Flatwater Championships.

250 Metres.

K1 Under 13	Tanner	C. Bishop.

500 Metres.

K1 Open	J. Ferguson	D. Cooper	M. Wilson
K1 Open - Div 2	J. Turner	C. Ransley	B. Neville
K1 Junior	G. Quinn	M. Worger	C. Wallace
K1 Under 17	C. Wallace	E. Morgan	G. Hamburge
K1 Under 15	C. Pine	W. Gunderson	
K1 Women	J. Manttan	L. Jones.	
W.W.R. Open	L. Porter	J. Cook	R. Millett
W.W.R. Junior	T. Lovett	N. Hayhoe	E. Horwood
W.W.R. Women	L. Jones	J. Manttan	G. Fell
CR 1 Open	L. Porter	J. Turner	B. Neville
CR 1 Junior	R. Palmer	M. Webby	P. Sykes
CR 1 Under 17	C. Wallace	T. Lovett	E. Horwood
CR 1 Under 15	C. Pine	S. Robinson	M. Pine
CR 1 Women	L. Jones	G. Fell	J. Conray
K 2 Open	Gavin/Cooper	Ferguson/Fletcher	
K 2 Open - Div 2	Tanner/Ransley	Millett/Maire	
K 2 Junior & Women	Worger/Hayhoe	Quinn/Bennett	
K 2 Under 17	Morgan/Hamburger	Horwood/Lovett	
K 2 Under 15	Milne/Pine	Nicol/Gunderson	
CR 2 Open	Maire/Millett	Davidson/Patterson	
CR 2 Junior	Palmer/Webby	Power/Armstrong	
CR 2 Under 17	Horwood/Lovett	Malbon/Allsopp	
K 4 Open	P.N.C.C.	N.S.C.C.	G.C.C
K 4 Open - Div 2	A.C.C.	N.S.C.C.	H.K.G.
K 4 Junior	C.C.C.	N.S.C.C.	R.C.C.

1000 Metres.

K 1 Open	D.Cooper	I. Ferguson	R.Hall
K 1 Open - Div 2	C.Ransley	J.Turner	M.Port
K 1 Junior	G.Quinn	M.Worger	C.Wallace
W.W.R. Open	L.Porter	G.Maire	J.Cook
W.W.R. Junior	E.Horwood	T.Lovett	D.Walker
CR 1 Open	L.Porter	J.Cook	S.Oaster
CR 1 Junior	R.Palmer	E.Horwood	M.Webby
K 2 Open	Ferguson/Fletcher	Cooper/Gavin	
K 2 Open - Div 2	Turner/Ransley	Millett/Maire	
K 2 Junior	Worger/Hayhoe	Quinn/Bennett	
CR 2 Open	Butler/Butler	Millett/Maire	
CR 2 Junior	Webby/Palmer	Allsopp/Hayhoe	
K 4 Open - Div 2	K.K.G.	A.C.C.	R.C.C
K 4 Open	P.N.C.C.	N.S.C.C.	N.S.C.C.

5000 Metres.

K 1 Open			
K 1 Junior	M.Worger	G.Quinn	N.Hayhoe
K 1 Under 17	J.Pearson		
K 1 Women	J.Mantton		
W.W.R. Women	J.Mantton		
CR 1 Junior	Palmer.	Webby.	
CR 1 Under 17	Lovett	Denwood	Bang.
CR 1 Under 15	C.Pine	S.Robinson	M.Pine.
K 2 Junior & Women	Worger/Hayhoe	Lovett/Horwood	
K 2 Under 17	Hunger/Malbon	Allsopp/Walker	
K 2 Under 15	Pine/Pine	Bishop/Tanner	
CR 2 Under 17	Allsopp/Malbon	Denwood/Robinson	
CR 2 Junior	Palmer/Webby	Walker/Malbon	

10,000 Metres.

K 1 Open	D.Cooper	J.Ferguson	M.Fletcher
CR 1 Open	S.Oosterdyk	J.Cook	P.Housego.
K 4 Open	N.S.C.C.	N.S.C.C.	R.C.C.
K 4 Junior	R.C.C.		
W.W.R. Open	L.Porter.	M. Young	J.Cook.
K 2 Open	Cooper/Nigh	Fletcher/Ferguson.	

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This is the second issue of the BULLETIN produced to the new format for distribution to all Associate Members. It has been printed in Auckland from AM and RICOH paper plates and INSTAFAX foil plates prepared from copy typed in New Plymouth by the Editor, and art-work assembled by the printer.

Variations in quality are due to experimentation aimed at reducing costs while maintaining reasonable copy. This issue required 22 plates and over 15,000 sheets of paper.

Production of the BULLETIN in this form is going to depend largely on it's earning capacity. From here on it is hoped to offset costs by selling copies to the public through selected marine stores, and by attracting more advertising. Advertising rates are available through the Secretary.

PRINTED IN AUCKLAND FOR THE NZ CANOEING ASSN
WATERMARK PRESS

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