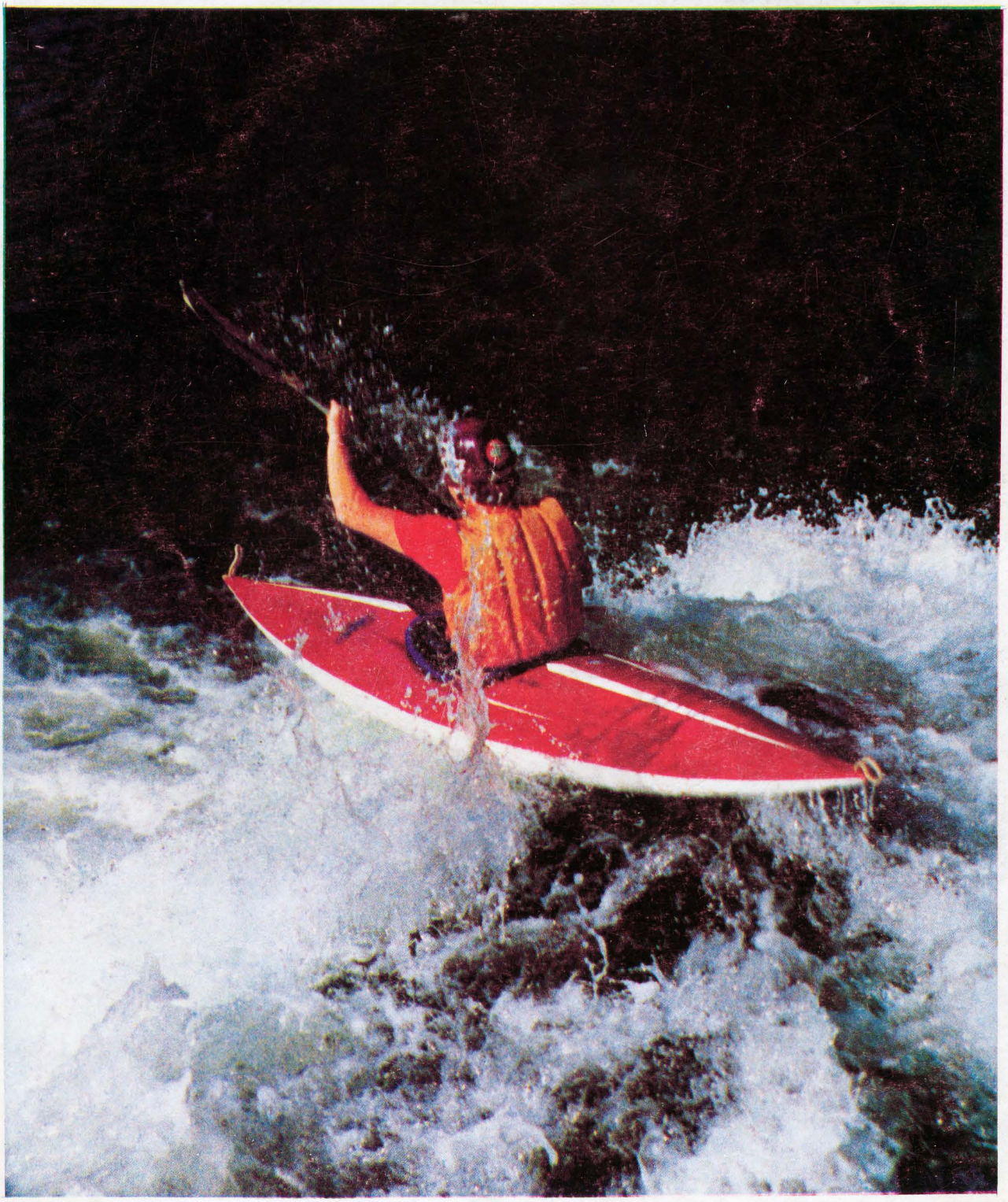
UCCC

New Zealand CANOEING & RAFTING



1983 Spring 30

New Zealand Canoeing & Rafting Magazine

PUBLISHED BY THE NEW ZEALAND CANOEING ASSOCIATION
P.O. Box 148 DRURY SOUTH AUCKLAND

The NEW ZEALAND CANOEING ASSOCIATION is the administering body of canoeing, kayaking and rafting in New Zealand. Although individuals may be members of the Association, the majority of paddlers are members of the Association through membership of a local paddling club. The NEW ZEALAND CANOEING ASSOCIATION operates through a number of sub-committees and liasion officers. These are:

PRESIDENT	Evan Stubbs, 37 Fairview Rd, Mt Eden, Auckland
VICE-PRESIDENT	Bill Ross, 160 Valley Rd, Mt Maunganui
SECRETARY	Elizabeth Godfrey, P.O. Box 148, Drury, South Auckland
TREASURER	Bill Garlick, 56 Majoribanks Rd, Wellington
RACING COMMITTEE	Gerry Maire, 11 Handley St, Auckland
SLALOM COMMITTEE	Brian Rogers, C/- P.O. Box 444, New Plymouth
TOURING COMMITTEE	Ross Douglas, 28 Sievers Grove, Porirua, Wellington
SAFETY COMMITTEE	Graeme Calder, 47 Alexander St, Wanganui
INSTRUCTION COMMITTEE	Max Grant, 71 Salisbury St, Ashhurst
CONSERVATION COMMITTEE	Graham Egarr, P.O.Box 26, Nelson
PUBLICATIONS COMMITTEE	Alistair Stoddart, P.O. Box 3768, Wellington.
NEW ZEALAND WATER SAFETY COUNCIL	Evan Stubbs
SMALL BOAT SAFETY COMMITTEE	Graeme Calder
N.Z. OLYMPIC & COMMONWEALTH GAMES ASSOCIATION	Bill Garlick
WANGANUI RIVER	Russ Hawken, 16 Burness Rd, Napier
RAUKUMARA FOREST PARK	Neil Oppatt, P.O. Box 877, Rotorua
N.Z. PROFESSIONAL RAFTING ASSOCIATION	Graham Egarr
WILD & SCENIC RIVERS CONSULTATIVE GROUP	Graham Egarr
SAVE THE RIVERS CAMPAIGN	Mike Savory, 54 Glenmore St, Wellington

The Association also works in close consultation with numerous other organisations and government agencies, such as the Environmental Defence Society, Education Dept, Sports Foundation, Council for Sport & Recreation.

NEW ZEALAND CANOEING AND RAFTING MAGAZINE is the quarterly magazine of the N.Z. Canoe Association, its committees and member clubs. The editorial board of the magazine is entirely seperate from the Association and the views expressed in the magazine do not necessarily coincide with those of the Association, its executive committee, nor the Editors.

Enquiries concerning articles should be addressed to:

The Editor
P.O. Box 26
NELSON

Enquiries concerning subscriptions and distribution should be addressed to:

Publications Division N.Z.C.A.
P.O. Box 3768
WELLINGTON

COMMENT

The last issue of the magazine (number 29) marked a new venture for us - colour printing. We hope to be able to run the front cover in colour from now on. Unfortunately it is not always possible to get good action photographs of canoeing and rafting in colour that makes for good reproduction in printing; dark river gorges tend to be difficult places to take photographs at the best of times and the whitewater often comes out without detail. If anyone has a really good colour photograph (print or slide) that would go well on our cover, we would very much like to borrow it. Once we have made the printing plates we will give you the enlarged photograph.

You will recall that in the editorial of the last issue I talked at some length about what I predicted would be a dry summer - that was rash of me wasn't it! It has hardly stopped raining since and the rivers have all been running at high levels since. High levels have already caused one drowning and a number of very near misses. Most accidents have been caused by people simply getting on rivers they know nothing about - for example they might have heard that a certain section of river is good fun and that hundreds of people regularly use it - so off they go and get into the river not realising that it is in high flood and dangerous. That was the root cause of the drowning on the Rangitikei over Labour Weekend, but complicated by other factors such as overloading the boat - the fact that it was a trip run by a commercial operator is beside the point, more serious certainly. People are overestimating their ability. There is no substitute for experience and no amount of teaching at courses, Outward Bound Courses, a Physical Education Diploma, attendance at a Boatman training school, or merely reading books on the subject will compensate for that actual river experience.

The Planning Tribunal Hearings on the Motu River Water Conservation Order went well. The proceedings ended on a very positive note and we are hopeful that a greater portion of the river will be recommended for preservation than was included in the draft order published by the National Water and Soil Conservation Authority. The real issue willbe whether we can push the order down to the sea. It was great to see a good turnout of rafters and canoeists at the hearings - thanks to Mark and Woody of Woodrow Rafting Expeditions for taking the Tribunal members on the river, and I am sure that those canoeists and friends that made up the paddling crew certainly enjoyed the helicopter ride and the trip on the river too. There aren't many perks for those who spend their spare time fighting to save rivers, but a trip at the expense of the Justice department was sure appreciated. I do not think that anyone could rest easy with a decision made by people who had not seen the river, nor knew what rafting the Motu was all about.

There is now a great deal of interest in saving our best rivers. The Rakaia and Ahuriri Water Concervation Hearings have been held and the decision could go either way. The great increase in costs for the recent irrigation schemes will make people think twice before suggesting grand schemes for their local rivers. A point that was not lost on those who attended the Ahuriri hearings was that an irrigation scheme there would most certainly increase production, but of products that are becomming increasingly harder to market. What is the point in building an expensive scheme, destroy a river, merely to add to the butter mountain? The 150% increase in the cost of the Patea Hydro scheme is worth noting too. Whatever the estimated cost of the Mohaka scheme, increase its cost by a similar amount and it is definitely uneconomic. It was the high cost of Motu power that has saved the Motu - lets hope we save the Mohaka on the same score.

Lastly, to end on a sad note, I cannot leave without a mention of the accident that has put Dennis Oppatt and Greg Bell in hospital. A road accident while going to the Wairoa for a trip ended with both these well known kayakers and rafters in the intensive care unit of Auckland Hospital. Recovery will be a long process. I get to meet a lot of canoeists and rafters in my job, and both Dennis and Greg head my list of really great people, not just in terms of their river skills - both were on the Grand Canyon together - both are good friends of many river people - always happy, always with a smile and a laugh. We will miss them on the river for a while, and wish them a speedy recovery.

Graham & Jan Egarr - Editors.

COVER PHOTOGRAPH: Neil Knight on the lip of Aniwhenua Falls. Photo Jayne Murphy.

Kayak or Canoe?

Almost every book you pick up on the subject of canoeing begins with the great myth of canoeing, the great con. It goes something like this. 'We have two sorts of craft - the decked in type of canoe that are really called kayaks and have evolved from the craft used by eskimos, and the open canoe that has been developed from the craft used by the North American Indian, these we call open canoes, or Canadian canoes...' Well you probably still believe this, as I did for a long time. But it is all a great myth. Those modern plastic and glassfibre craft we use on rivers in this country are not derived from the eskimo kayak at all.

It all started back in the 1860's when a number of Englishmen started to build small craft in which they proposed to face forward and paddle with double ended paddles in a similar fashion to the eskimos that they had seen illustrated by explorers from the Arctic. All they used was the idea, their boats were built in the same manner as rowing skiffs and punts, and they usually added sails to assist their paddling. Prominant amongst this group was a certain John MacGregor who was more commonly known as Rob Roy MacGregor. His craft he called, or rather, became known as, the 'Rob Roy Canoe', so from the start these craft were known as canoes, not kayaks. It was Rob Roy MacGregor who popularised the canoe and the sport of canoeing with the lectures he gave after his numerous trips and adventures. His trips were always undertaken in style. In the English summer of 1865 he floated under Westminster Bridge on the Thames. Off Gravesend he lit a cigar, and an escort of porpoises accompanied him into the estuary of the Nore. From this crossing of the English Channel he went on to descend half the rivers of Europe including the upper reaches of the Rhine and the Danube, numerious coastal trips and a trip down the Nile. He published an account of his trips in a book titled 'A Thousand Miles in the Rob Roy Canoe'.

It was the Rob Roy Canoe that Johann Klepper used as a model when he built his first folding canoes that became so popular in Europe. Later, canvas and laith canoes were built as rigid versions of the folding boats - Percy Blandford's canoes such as his PBK series are just some examples. When glassfibre was used for the construction of canoes the designs were simply those of the canvas and laith canoes. The well known 'Penguin' canoe, one of the first glassfibre canoes to be built in New Zealand, had a hull shape taken off a set of PBK plans. And so we come to todays canoes - the polyethelene kayaks which are more refined versions of the earlier glassfibre craft.

So what all that comes down to is that what we now call a river kayak should really be called a canoe, that we go canoeing when we paddle one of these craft, not kayaking. It is interesting to note that there are eskimo kayaks that resemble the modern plastic low volume kayaks, so rather than our boats having evolved from the Eskimo kayak, we have evolved the modern boat from the Rob Roy canoe and slowly gone back to an earlier eskimo model. There is, however, an exception. The modern narrow sea kayak such as the Nordkapp is a direct copy of an eskimo boat.

The Rob Roy canoe, then, is the father of all the canoes that we use for river canoeing today. It was the Rob Roy canoe that began canoeing in New Zealand, or rather, started canoesport in New Zealand, as the Maori canoe (waka) certainly preceeded the Rob Roy but only in limited ways was it ever used for sport.

Rob Roy canoes were used by the first New Zealand Canoe Club - the Tainui Club founded in Wellington in 1870. Some very hazardous journeys were undertaken in these craft, as M.E. Fyfe recounts in his book on the history of canoeing in New Zealand. The accompanying photographs are from the Alexander Turnbull Library and show the canoes of the Fitzgerald brothers. These boats had an ingenious folding centreboard of brass, made of leaves that telescoped like a fan into the bottom of the canoe.

About the end of the 19th century some venturesome souls, having mastered and found new freedoms in Rob Roy canoes, tried testing them to the utmost by undertaking hazardous journeys of adventure and exploration. One of these characters was George Edward Mannering, an Englishman who wrote about his adventures in a book "With Axe and Rope in the N.Z. Alps". In the chapter "Canoeing on the New Zealand Plains", he mentions that he and his companion Dixon descended 90 miles

of the Waimakiriri River from Bealey to Kaiapoi including its dreaded Gorge in two days. This speed may be accounted for by the fact that they dropped 2,550 feet en route and the river must have been full, if not in flood, to have enabled them to avoid the multitudes of boulders. Nevertheless, their canoes were holed several times and had to be repaired with tussock and red lead. Dixon left Mannering behind after the Gorge and travelled 85 miles - 11 hours for a fast average of 8 knots.

The trip that excites the imagination and admiration was his journey in the same year, 1889, when he canoed from the Hermitage (after the fifth highest ascent of Mt Cook) down the Tasman River, across Lake Pukaki and down the Waitaki River to the Waitaki railway bridge near Oamaru, a distance of 140 miles and a descent of 2,456 feet in four days. He was accompanied by his friend Dixon again, both in planked canoes. They left the Hermitage on the 13th December and encountered several strong rapids in the first few miles which buffetted and opened up old cracks in the canoes. In a 10 knot current with canoes filling, they "Floated like unmanageable logs" until they caulked them with handkerchiefs, tussocks and clay. The voyage across the 9 miles of open water on Lake Pukaki was hazardous with a strong nor-wester slopping waves into their open boats, but they reached the hotel near the outlet by 9p.m. and "Called for brandy and hot water". They found the Pukaki River so rough the next day that they took 6 hours to go 6 miles. The rapids were so dangerous that the canoes had to be roped down many of them and portaged past riverside rocks which were too big to climb over. Mannering describes progress as follows "clambering over water-worn and slippery rocks, tearing our way through the Wild Irishman scrub or wading a few steps middle-deep in the turbid water - bruising our legs against rocks, slipping down amid the slimy stones and scratching the skin off and receiving numerous thorns from the scrub". By 7p.m. they had had enough and walked back along the rabbit fence to the Pukaki Ferry. The following day they reached the Waitaki River

whose bed was six miles wide where the Pukaki, Ohau and Tekapo Rivers meet. Soon they were in the Gorge "where these waters were confined to rocky banks so close together that one might throw a biscuit across". "For most part the river is a succession of bends bounded by rocky cliffs on either side, now and then masses of rock crop up through the water against which the stream is banked up by the force of its mad career to a height of 10 to 12 feet. Immediately under the sides of the rock there are vicious looking heavings, eddies, and whirlpools which, if one chances to get into them, twist the boat about like a feather". They spent that night at Rutherford "Rugged Ridges" and concluded the trip to the Main South Road at Waitaki the next day. Mannering finished his account with the advice that canoeists should have "staunch canoes with water-tight compartments and such accessories as West Coast canoeists have."

The Parkes brothers were the ones he had in mind because he mentioned one of their exploits in his book. George and James Parkes were Hokitika canoeists who followed Harper's return trail. They both had planked Rob Roy canoes - George's "Sunbeam" was 14 feet and weighed 75lbs while James' "Oneone" was 15 feet and weighed 80lbs. Both had 27 inch beams. The brothers paddled and towed them up the Taramakau River, across Loch Katrine, dragged and carried them over Harper's Pass, then paddled them down the Hurunui River to Motanau, out to sea and on down the coast to Kaiapoi.

The Parkes brothers are better known for their crossing of Cook Strait, on 23rd Feb. 1890 - the first successful one in a pakeha canoe. They used George's "Sunbeam" and a sister ship "Mermaid" for the voyage. Details are brief but it is known that they left Mana Island at 2.30a.m., passed Cape Koamaru at 7p.m., searched Endeavour Inlet at 1a.m. and battled head winds for 8 hours before reaching Picton. Even though they probably used their sails for as much of the journey as possible, 30½ hours is a formidable time to spend in the narrow confines of a canoe. Not content with this feat, they continued down the coast as far as Dunedin - 400 miles.

Their achievement was copied in 1895 by W. and G. FitzGerald in a double canoe crossing from Porirua Harbour to Cape Koamaru. The first solo crossing was in the following year by a member of the Star Boating Club, H.V. Shearman, a 16 year old who crossed alone in a cedar Rob Roy kayak 18 feet long by 18 inches wide, fitted with a lug sail. Extracts from his account reveal his whimsically careful mind. "So I took out an insurance policy for £100 for Mother in case I kissed myself goodnight. I told the Company the risk but they smiled faintly and held on. I then tightened up "Ethel" and greased her all over, learned the Eskimo trick of rolling over and up again, useful in a very heavy sea dead ahead. (His facts are a bit at sea here.) I got a sleeping bag and blanket and filled up with stores and medical comforts then took the result out to Paremata to await the right conditions." On 13th January, about sunset, he "Skipped over the bar at Paremata" and reached Mana Island about 8p.m. Next day "I left Mana under lug sail and powerful paddling, half frightened but determined to do it if I could possibly stick to it. I travelled and sailed all day without incident save running through a rip off the Brother's Light and a school of porpoises about midway across. They were rather alarming because they would shhot up with a smile from near or under "Ethel", turn a somersault over us and come down like a falling tank, grunt and go into the lead one after another. If they made a mistake there would probably be nothing left of us but a faint stain of condensed milk and biscuit on the face of the vasty deep. Along about sundown I reached Cape Koamaru, and ran through heavy surf to shore." He caught the Picton ferry back to Wellington and climaxed his adventure by sauntering up the wharf with his canoe in his shoulder. He took probably 12 to 15 hours for the whole trip. From his mention of learning to roll the canoe, I assume that he had covered it and rendered it comparatively water-tight - the first record extant of Rob Roys being rigged purposely like kayaks, and of any thoughts of rolling them.

Doubtless many other venturesome pioneers accomplished just as hazardous journeys in planked, lathed or wood and canvas canoes but they left no accessible written records, hence, these few accounts must suffice to indicate the hardiness of canoeists of the 90's.

On the following pages we publish the plans of three 'Rob Roy' canoes. The first is of the 'Nautilus' canoe by W. Baden-Powell (a brother of the Scout founder). Below are the main measurements which, when used with the drawings, should be sufficient for you to build one of these boats. The 'Jersey Blue' canoe also has sufficient offsets to be able to build a canoe. The third canoe, the 'Wren', we do not have measurements for but the sail plan could be used for the 'Jersey Blue'. Anyone interested in building one of these boats could get additional help from the 'Traditicnal Small Craft Society', P.O. Box 78033 Auckland. Their magazine, similar to our 'Canoeing and Rafting' but with eight issues a year, is available from the above address at $10 p.a.

PADDLEABLE SAILING CANOE.—TABLE OF DIMENSIONS.

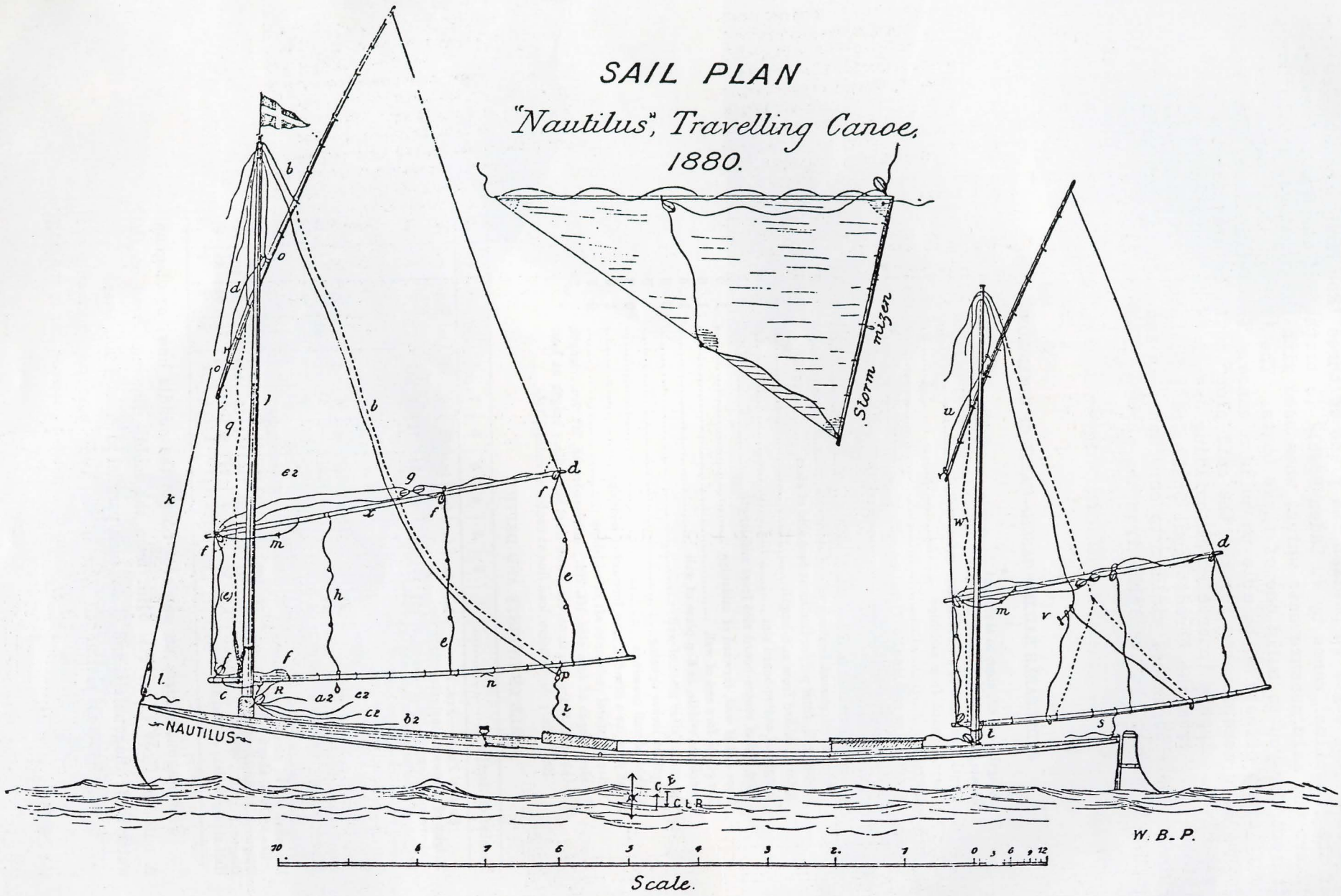
	ft.	in.
Length over all, stem to sternpost	13	0
Beam, extreme	2	10½
Depth from deck to garboard, fore end of well	1	3½
Sheer, forward, from midships	0	9
Sheer, aft	0	5
Freeboard at midship (No. 7)	0	7
Draught at midship (No. 7)	0	8
Rake of sternpost, 7°		
Centre of mainmast from fore side of stem	2	4
Centre of mizenmast from aft side of sternpost	1	2
Mid-length, from perpendicular at fore side of stem	6	6
After bulkhead from mid-length	2	8
Length of centre-board slot	3	8
Fore end of centre-board slot from mid-length	3	4
Fore end of well, forward of midships	1	0
Length of fore end of well	1	6
Length of middle, or flap piece of well	1	6
Length of after piece of well	0	8
Length of locker opening	1	3
Height of well coamings	0	2
Foot yoke for a 5ft. 8in. man forward of midships	1	6
Centre of lateral resistance aft of midships	0	9
Rudder: depth of fore side, 1ft. 7in.; extreme length, 1ft. 7in.; length at head, 3in.; length at 6in. down from head, 3in.; length at load line, 10in.; depth below load line at centre of rudder, 11in.		

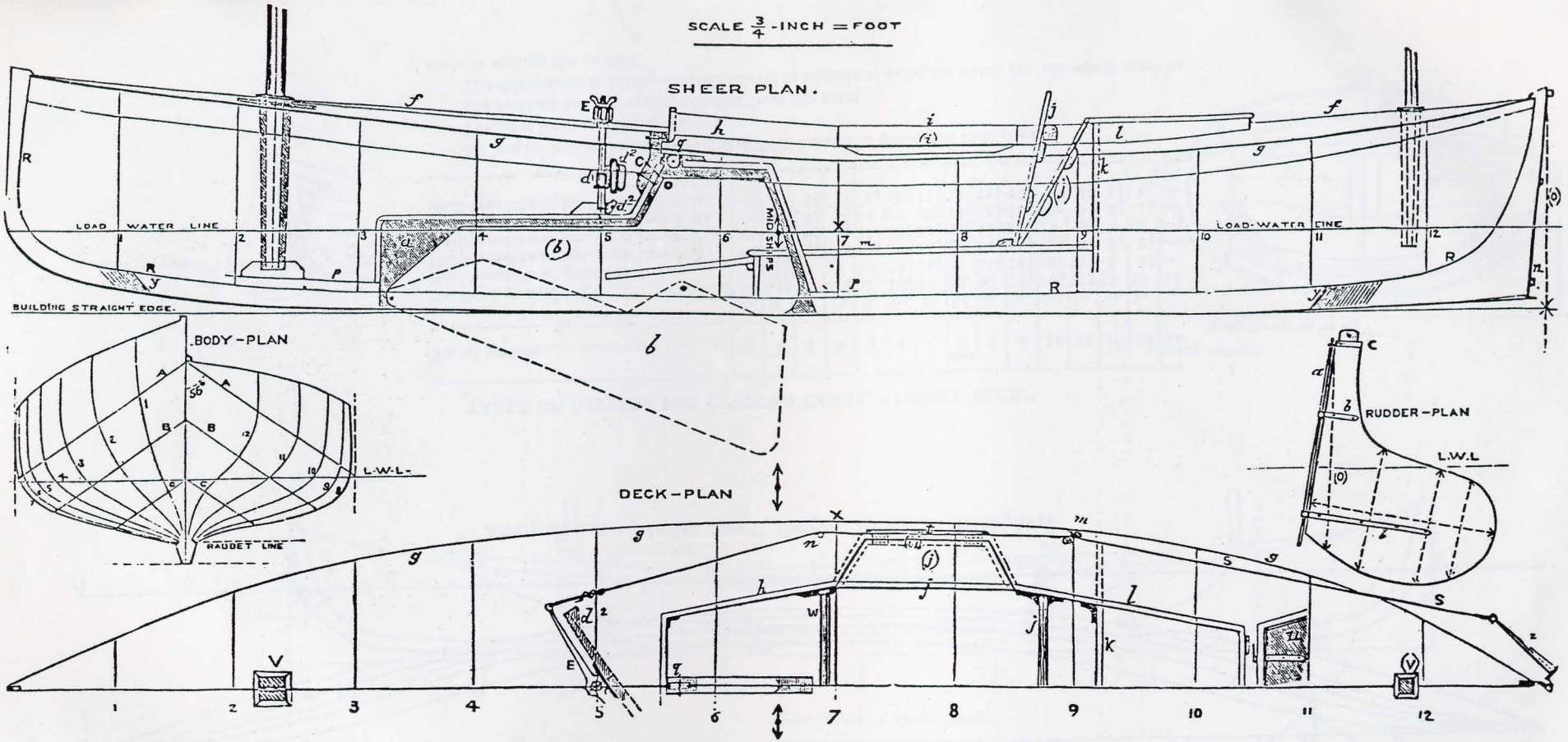
TABLE OF HEIGHTS AND DEPTHS.

Number of Section	1	2	3	4	5	6	7	8	9	10	11	12
SHEER PLAN.—FIG. 1.	in.	in.	in.	in.	in.	in.	in.	in.	in.	in.	in.	in.
Height of gunwale, including deck above load line	14½	12¾	11	9½	8⅜	7½	7	7	7¼	8	9	10⅜
Height of gunwale at stem above load water-line = 16 inches.												
Ditto at sternpost = 12 inches.												
Depths—Lower edge of rabbet below load line	3½	5	5½	5¾	6	6	6	6	6	6	6	4½
Depth of top streak	2½	—	2½	—	2½	—	2½	—	2½	2	1¾	1¼
Rocker of keel above straight edge	3	1½	¾	⅜	—	—	—	—	—	—	—	⅜
BODY PLAN.—FIG. 2.												
Diagonal A is started on middle line at 12in. above L.W.L.	5¾	10½	14¼	16⅞	19	20	20½	20¾	19¼	17¼	14	8½
Diagonal B 6in. above L.W.L.	4½	8½	11⅜	13⅜	14⅞	15½	16	15¾	15	13¼	10⅜	6
Diagonal C, at L.W.L.	2½	4⅜	6	7	7⅛	8	8¼	7⅛	7¼	6¼	4¼	2½
Half-siding (width) of keel at rabbet	½	¾	⅞	1	1	1	1	1	⅞	¾	⅝	½

The diagonals form an angle of 55° to the middle line; or diagonal A cuts the L.W.L. at 1ft. 5¼in. from the middle line measured on the water-line; diagonals B and C are each parallel to A, and 5in. apart.

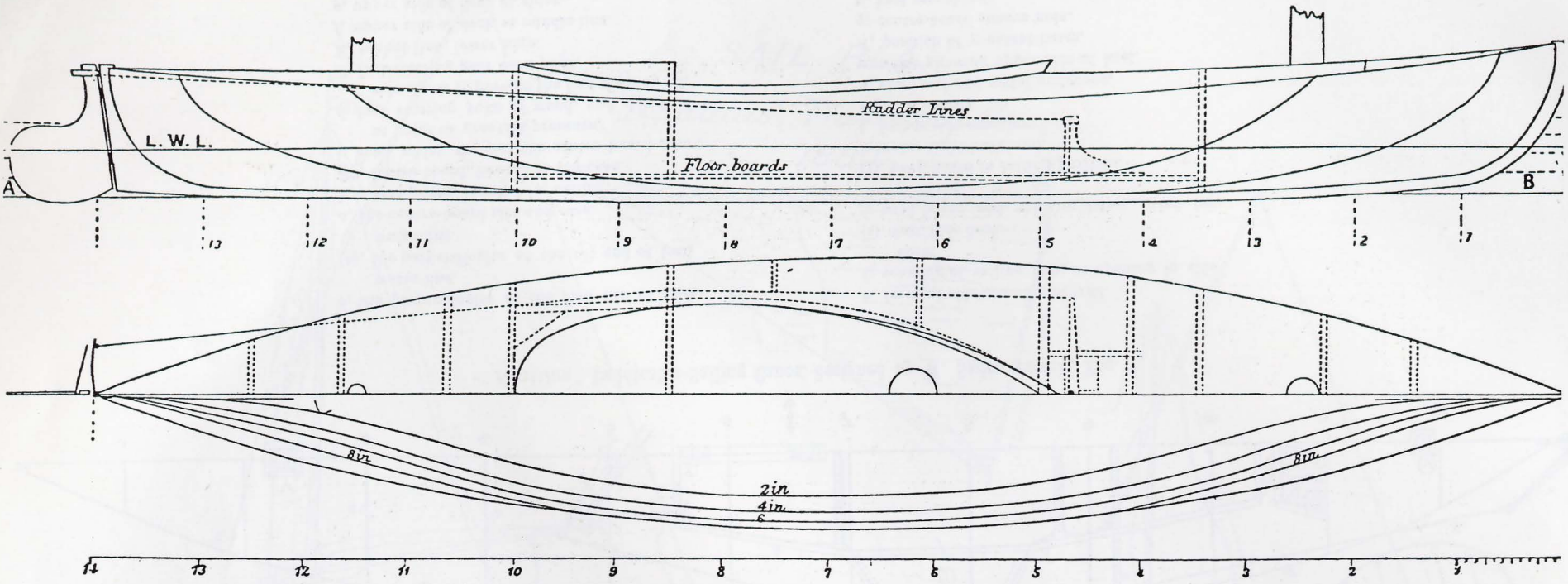
It may be again mentioned that all the body plan measurements are to the *outside edge*, so that plank, deck, &c., must be *allowed* for in making the building moulds.


SAIL PLAN
"Nautilus", Travelling Canoe,
1880.
Storm mizen
NAUTILUS
W. B. P.
Scale.



"Nautilus" Paddleable-Sailing Canoe, designed by W. Baden Powell, Esq.

o, the perpendicular at the fore end of load water line.
(o), the perpendicular at the aft end of load water-line.
a, the centre-board slot and case.
b, centre-board, lowered for sailing.
(b), centre-board, housed in the case.
c, knee, which steadies the centre board case at point of greatest pressure.
d, foot steering yoke of wood, and d 2 is a side chock to prevent the foot slipping off.
E, foot-steering gear deck-yoke.
R, rabbet line, lower edge.
f, upper side of deck at middle line.
g, upper side of deck at sides.
h, forward side-coaming of well.
i, coaming of sailing flap, or opening in side deck.
(i), flap, side deck.
j, back-board and shifting beam, used for paddling.
(j), back-board in sailing position.
k, water-tight bulkhead.
l, locker side-coaming.
m, floor boards.
n, sternpost and metal gudgeons.
p, a line showing upper side of keel.
X, position of greatest beam.
q, centre-board sheave hole.
y, keel scarphing.



American Canoe "Jersey Blue." Designed by Mr. W. P. Stephens.

TABLE OF OFFSETS FOR CRUISING CANOE, "JERSEY BLUE."

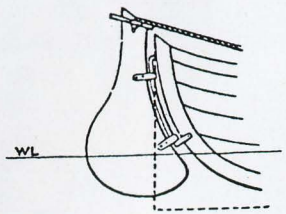
No. of Section	0	1	2	3	4	5	6	Mid. 7	8	9	10	11	12	13	14
	in.	in.	in.	in.	in.	in.	in.	in.	in.	in.	in.	in.	in.	in.	in.
Depth at gunwale	16	14½	13	11¾	11	10½	10	10	10	10⅛	10½	11¼	12	13	14
Half-breadths at gunwale	—	4½	8	11	13	14⅛	14¾	15	14¾	14½	12¾	10⅞	8	4⅜	—
Half-breadths at 8in. from line A B ...	—	2½	6¼	9½	12¼	14½	14¾	15	14¾	14½	12⅛	9⅞	6⅛	2¾	—
Half-breadths at 6in. from line A B ...	—	1½	4⅝	8⅜	11½	13¼	14¼	14¾	14½	13⅝	12	8¾	5	2	—
Half-breadths at 4in. from line A B ...	—	0¾	3¼	6¾	10	12	13¼	13¾	13⅝	12⅝	10½	7	3⅝	1⅛	—
Half-breadths at 2in. from line A B ...	—	—	1¾	4⅝	7¾	10⅛	11½	12	11⅜	10⅜	8	4⅜	1¾	0½	—

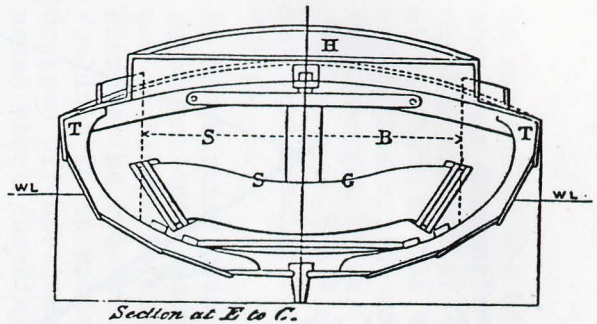
All heights are measured from line A B at bottom of garboards amidships.

The level lines are 2in. apart.

The sections are 1ft. apart, counting from the stern.

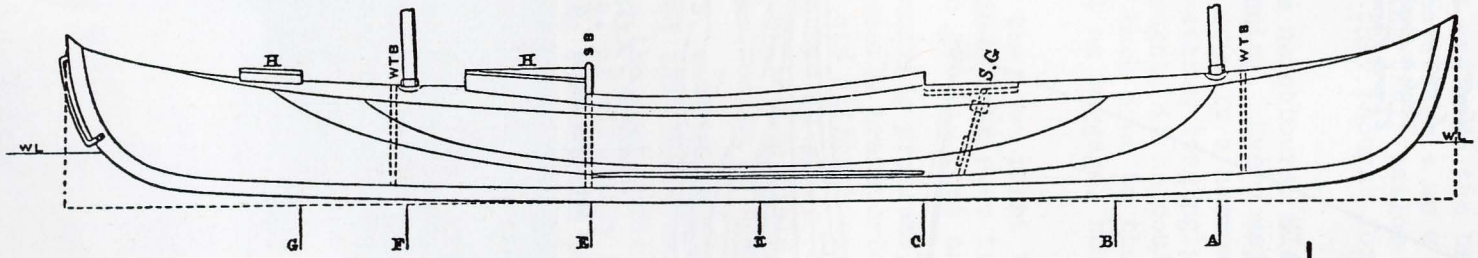
The dimensions in laying-off table are all to outside of skin; for which ¼in. allowance must be made in cutting the moulds.



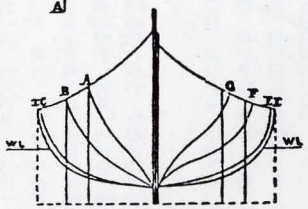


Section at E to C.

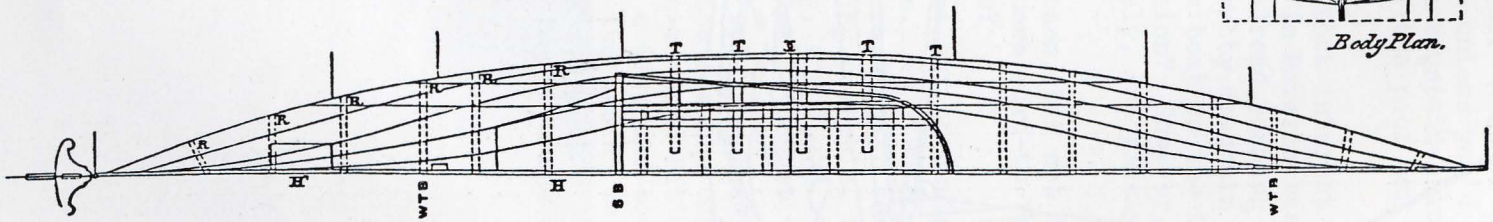
1 inch scale.



Sheer Plan, ½ inch scale.

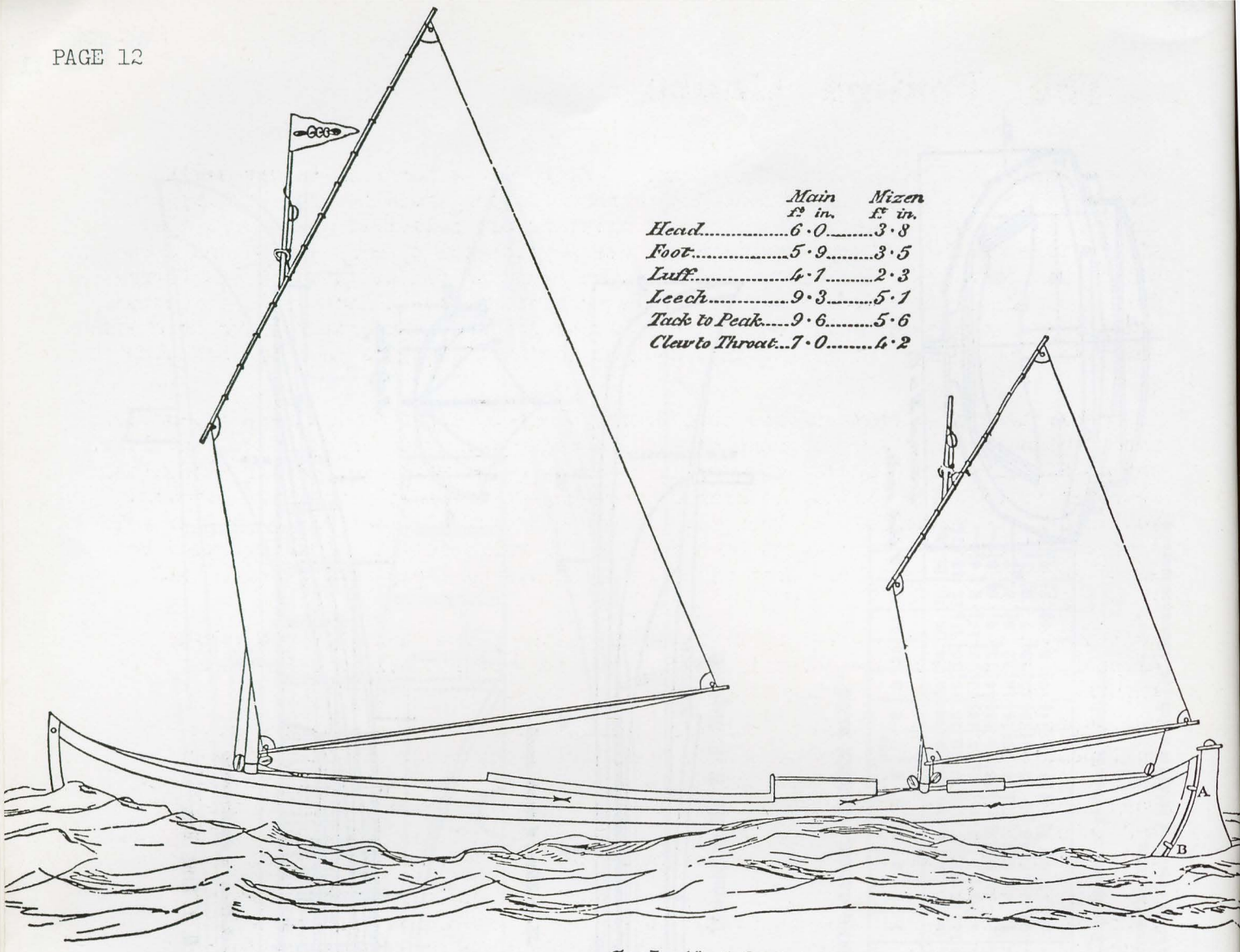


Body Plan.



Deck Plan, ½ inch scale.

Clyde Canoe, designed by C. G. Y. King, Esq.



Scale ½"-1 foot.

Sail Plan of the Clyde Canoe "Wren."

The Folding Canoe

He was called the Mad Tailor of Rosenheim. Every day after work in his small shop near Germany's Bavarian Mountains, Johann Klepper would design climbing clothes and tents. Because the sport of climbing was relatively new to Europe at the turn of the century, his labours were appreciated by only a few, and more often than not he was laughed at and made the brunt of jokes. Most of the townsfolk thought it was ridiculous to struggle up a mountain - unless you'd forgotten something on top - and upon seeing their tailor dressed in mountaineering knickers and cape heading for the hills, they thought for sure that the poor man had gone crazy.

To the further puzzlement of his neighbours, Klepper then took interest in another unconventional sport - river running. Every major valley in Bavaria has its river, and in Klepper's time there was usually a narrow-gauge railroad running alongside. Whenever he rode the trains, he stared longingly at the pretty mountain streams. Wouldn't it be wonderful, he thought, if he could take his boat on the train, get dropped off upstream, and float back down to the rail station? However, when he asked about checking in his boat as baggage, he was politely, but firmly, told it was impossible.

Most people would have given up the idea right there and then, but not Johann Klepper. He became more determined than ever to paddle those hard-to-reach rivers. But how was he going to get his boat on the train?

The skilled tailor was used to solving problems, and he set out to design a collapsible boat that could be easily transported anywhere. He studied many different craft used in Europe, and although each had its particular advantages, none lent itself well to what he had in mind. Besides being portable, the boat had to be durable, easily repaired in the field, seaworthy, and light. After much searching, Klepper found the design he needed - the Rob Roy canoe.

The canoe's proven seaworthiness, ease of paddling, and simple construction impressed Klepper. He discovered that there was good reason for the canoe's success. The slender design has the most efficient weight-to-load ratio and performance per pound of material of virtually any craft; a 60-pound boat is easily capable of safely carrying a 200-pound paddler and two weeks' worth of gear. What's more, by use of a covered deck and tightly fitting sprayskirt, water is kept outside the boat, allowing the occupant to stay warm and dry inside.

The sceptics who had been teasing Klepper during this latest project stopped laughing in 1907, the year Johann Klepper's folding canoe was completed and introduced to the public. It wasn't long before the Klepper canoe proved its worth. People began discovering how enjoyable it can be to float down a river or paddle along the seashore, and orders for the folding boat soon began to pile up faster than the tailor could fill them. Klepper was on his way to becoming a national celebrity - also a millionaire. And soon his little tailor shop was expanded into a substantial factory just to keep up with the demand.

At first glance, the folding canoe of today can be mistaken for Klepper's original model built over 75 years ago. The materials have been improved, but the basic design has withstood the test of time. Instead of bamboo for the skeleton, modern folding canoes use about 30 handcrafted parts made of air-dried and aged mountain ash and laminated Finnish birch. And replacing the all-canvas covering of yesteryear is saltwater-resistant canvas for the deck and rugged Hypalon rubber for the hull.

Klepper wanted his boats to be assembled with a minimum of fuss, and in this he succeeded admirably. During assembly, the hardwood skeleton is connected by interlocking parts and is slid into the canvas and rubber cover. Two built-in air sponsons, running the length of the canoe, are then orally inflated. The air chambers not only stretch the hull taut, but also make the boat virtually unsinkable, even with paddlers and gear aboard. A beginner can put the boat together in around 30 minutes and take it apart in even less time. Amazingly, no

tools are needed during the entire operation. And for sailors, a 55-square-foot rig is available that can be mounted in minutes, providing a combination that's hard to beat.

To meet the requests of a growing number of recreational paddlers, Klepper stuck with two primary models: the single-seat Aerius I, with a beam of 28", a length of 15', and a weight of 59lbs; and his favourite, the Aerius II, with a 35" beam, 17' length, and a weight of 70lbs. Both boats fit into two golf-bag-sized carrying duffles and can be stored in a closet or in the trunk of a car -or, if you are like Klepper, in the baggage compartment of a train.

A neophyte examining a folding canoe for the first time might be somewhat sceptical about the boat's ability to withstand heavy use and rough seas. The trend in canoe construction lately has been to make them as indestructible as possible, and compared to materials like ABS, and Kevlar, wood and canvas seem to have the strength of wet tissue paper. But Johann Klepper designed his boats to last, and that they do. There are approximately 50,000 Aerius IIs in use today, including some more than a half-century old that are still going strong.

With covered deck and built-in sponsons, the folding canoe is unmatched for seaworthiness among self-propelled craft. Add to that a foot-controlled rudder and a low profile for minimum windage, and you have a boat that can be out in conditions that would ground most other small craft.

For this reason, adventurers and explorers have long included the folding canoe as part of their expedition equipment. Starting in 1909, the Klepper has been involved in numerous daring feats. In that year, Britisher C.E.Layton crossed the English Channel, the first person ever to do so in a self-propelled craft, in what he described as a "stable but leaky" Klepper.

In 1923, adventurer Karl Schott went a step further. He set off in a two-seat Klepper down the Suez Canal, made it across the ocean to India, and finished his journey by rounding India to Singapore. The two-year trip took him through equatorial sun, high winds, corrosive saltwater, and rocky landings, but both he and his boat arrived in nearly mint condition.

The first attempt to cross the Atlantic Ocean in a paddled craft was also in 1928. Captain Romer embarked in a specially built, 23' Klepper that was large enough to carry sufficient supplies for the anticipated three-month journey. Although he was a man of great courage and skill, these qualities were not enough to get him across the ocean; he was lost at sea near the Virgin Islands. Nearly 30 years passed before someone tackled the crossing again. In 1956, Dr. Hannes Lindemann paddled for 72 days in his blue Klepper before making it safely across.

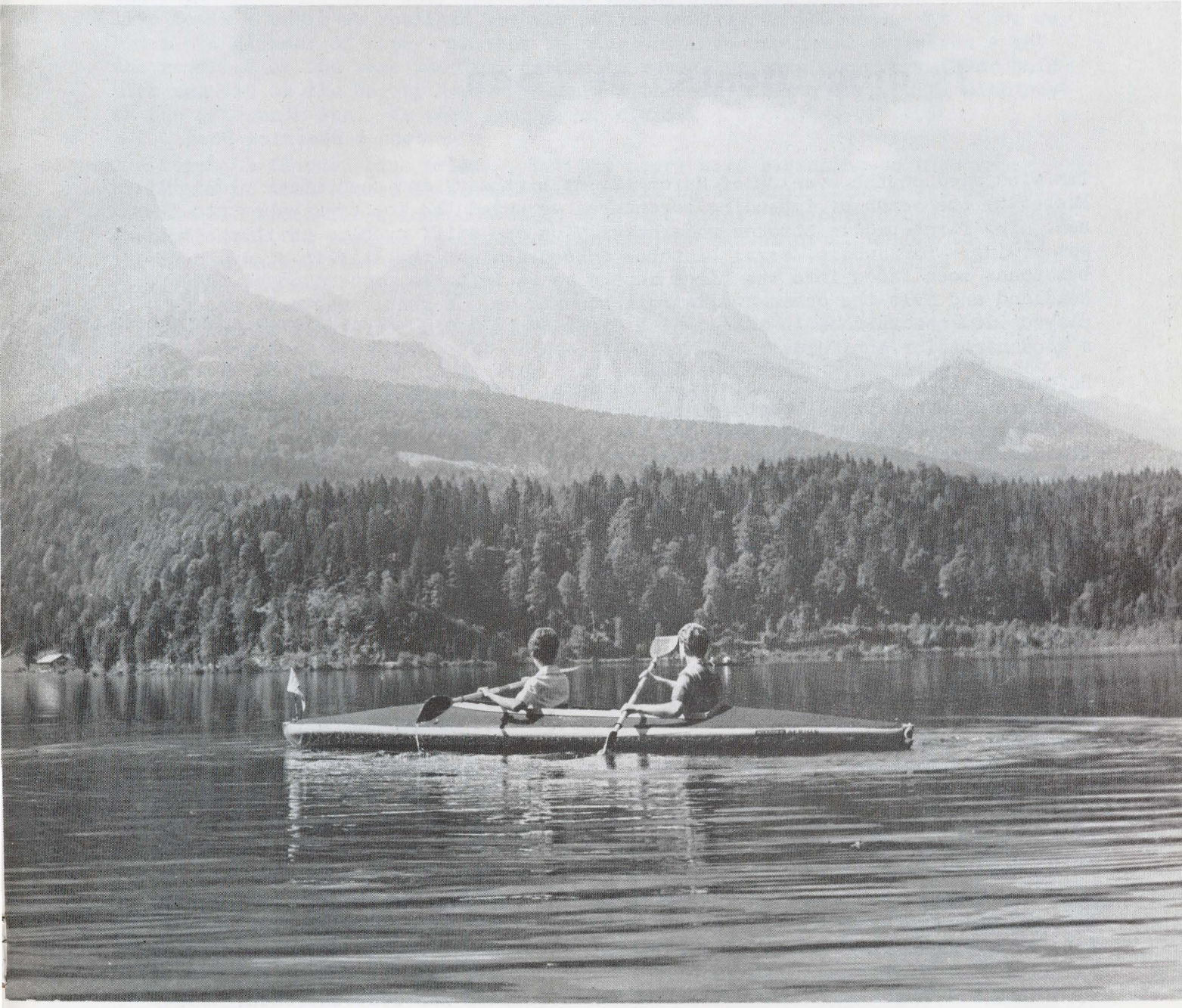
Other voyages involving Klepper canoes may not have been as epic, but were just as interesting, nonetheless. In their book, "Kayaks to the Arctic", the Nickerson family described their 1965 adventure following in the path of Sir Alexander Mackenzie, a fur trader who paddled into remote regions of Canada in the 1700s. Using three Klepper folding canoes, the Nickersons covered thousands of miles of interconnecting lakes, rivers, rapids, and streams until they finally reached the Arctic Ocean. Except for a few easily mended punctures and broken fittings, the boats looked no worse for wear after their arduous journey.

Even with a wide selection of excellent boats to choose from, many of today's wilderness boaters prefer folding canoes over all other designs. Veteran Alaskan kayaker Sepp Weber has paddled most of the 53 rivers discussed in his guidebook, "Wild Rivers of Alaska", in a rubber and canvas Klepper. In this region, where there are few, if any, roads or rails, access to the rivers and lakes is restricted to aircraft. This is when the folding canoe's compactness is fully appreciated. Commercial airlines rarely will carry a rigid boat, and bush pilots refuse to lash canoes to their plane's pontoons due to safety factors and stringent FAA regulations. However, all air carriers will gladly carry a collapsible canoe, usually at no additional cost.

There are times when even a pontoon-equipped bush plane can't land safely near the chosen wilderness lake or river. Three experienced smoke-jumpers solved this dilemma in 1976 when they and their bundled-up Kleppers parachuted out of a plane that circled 1500' above a remote Alaskan river. Everything arrived on the ground undamaged, and they paddled the 100 miles out to civilization.

One of the more unusual odysseys made by a folding canoe in recent times involved a group of men travelling in the Sahara outback. Along with their boats, they were transported by camel deep into the desert near the Blue Nile's source. One can only imagine the astonishment of the camel drivers when these intrepid canoeists assembled their boats near the shore and blissfully paddled away through the undulating dunes!

There have been in the past few years a number of other astonishing voyages involving Klepper canoes, but don't think you have to paddle exotic rivers or cross oceans to appreciate the folding boat. The vast majority of Klepper users prefer exploring rivers, lakes, and seashores closer to home. But wherever you go, and however you get there, remember: there's one thing that makes the folding canoe stand apart - and that is, you can take it with you. Which, after all, is what the Mad Tailor of Rosenheim would have wanted you to do.



NOTE: This article on the Klepper Folding Canoe was written by Larry Rice and is reprinted from 'Wooden Boat' magazine number 53. Larry is employed as a wildlife biologist with the Illinois Department of Concervation.

Modern canoeists have a tendency to regard the beamy folding kayaks such as the Klepper as being irrelevant to todays style of canoeing. This is not so as there are hundreds of people throughout the world who are very knowledgable about canoeing and for whom the klepper is still the first choice of boat. Larry Rice, in his article gives reasons why this might be so, and John Dowd, author of the book 'Sea Kayaking' (reviewed in an earlier issue of this magazine) is one such person. John and his wife, Beatrice, operate 'Ecomarine Ocean Kayak Centre' in Vancouver. Many New Zealand canoeists will know John as he is a New Zealander and did his early canoeing in this country. John has paddled from Singapore to Java, 1,100 miles along the Patagonian coastline, and from Venezuela to Florida. While looking for an article to show the use of such kayaks, we came across the following article by John and Beatrice. It was originally printed in 'Wooden Boat Magazine'. 'Wooden Boat Magazine' is an American magazine published 6 times a year. Subscriptions are $U.S. 18 and can be obtained from P.O. Box 78, Brooklin, Maine, U.S.A.

Folding Boats at Sea

John & Beatrice Dowd

The wind died on the evening of March 12, my birthday, and soon after midnight, hushed by the sense of impending adventure, we eased the loaded kayaks into the sea. The first paddle strokes rode heavily on our stiff muscles until the boats got moving. For awhile, coral blotches danced against the starlit sandy bottom, but these soon faded into the black depths as we left the protection of the headland and felt the ocean swells roll beneath us. A gentle easterly breeze played with the surface just enough to diffuse reflected stars. It looked like a good night for a paddle.

Before us lay a 35-mile crossing to the Hogsty Reef, a few acres of scattered sandbars midway between Great Inagua and Acklins Island in the southern Bahamas. To miss the reef would mean paddling on a further 37 miles. Far to leeward lay the unwelcome shores of Cuba; to windward, the Atlantic Ocean. Six months of island-hopping from Venezuela had provided much longer and more dangerous passages, but the Hogsty would present our most exacting navigation problem.

The chart showed a flashing beacon atop the largest bar, but we knew better than to count on it. More importantly, the "Yachtsman's Guide" pointed to a wrecked freighter high and dry on the reef; this would be our most reliable indicator in daytime, and our departure had been timed so we could come onto her with plenty of daylight left.

It felt good to be on the open sea after almost a week's wait for the right weather. Our boat creaked reassuringly as she rose to meet the waves, her momentum barely checked by the occasional crest that caught her across the bow and washed up her peaked canvas deck. We felt at home, surrounded by the gentle, familiar sounds of water swishing by, paddles splashing lightly, and the occasional muffled voices of our two companions, 50 yards ahead, their kayak encapsulated in the pale green light of a chemical lightstick secured in the band of Ken's hat. Just ahead of me, Bea had settled into a good, comfortable pace. We paddled well, enjoying the motion and the harmony.

Soon the breeze freshened and shifted more into our faces; stars shone brightly between gaps in the clouds. We found the North Star and held it off our bow. Astern, a single light marked Great Inagua, providing a point for regular bearings to check our drift, and a reminder of the coconut plantation we had left behind. By 4a.m., the light had vanished and the dark horizon was left unbroken. Sleep tugged at our minds until, gratefully, we watched the first hint of gray pale the stars. The sun lit some high cirrus, then touched the fluffy tradewind clouds with apricot before bursting onto the sea with its warmth. We brought the two kayaks together and breakfasted on cheese sandwiches, watching passing waves as they swept the crumbs from the decks. Around us, nothing but sky and waves.

The sun climbed higher, and its warmth soaked into our skins. Crystal gardens of salt began to form on Bea's arms and back; she stopped to splash herself and I covered my face with a red bandanna, hat tilted forward, squinting against the reflected glare. We paddled steadily, pausing a few minutes in the hour for a gulp of water, a handful of raisins, or a pump on the bilges.

An easterly breeze brought us relief by mid-morning. We agreed we had passed the halfway point. By noon, the wind was a fresh 15-20 knots from the east-northeast. The seas were breaking regularly and occasionally enveloped us with white water. We scanned the horizon for a sign of the wrecked freighter. When by 2p.m. nothing had appeared, doubts crept in. Was there a current running? Were we making the right allowance for wind drift? Our speed seemed slower than usual, about 2½knots, we reckoned, and with the head wind, maybe less than 2 knots. Around 3:00, the superstructure of a ship appeared on the horizon dead ahead, and we grinned like fools - until we realized she was making headway to the west. At 3:30, we had a new glimmer of hope - another passing ship, we cautioned ourselves - but she remained on the same bearing, gradually revealing more and more of her bulk high and dry on the Hogsty Reef. There was the old Liberty ship, pink with rust in the afternoon sun. We were exactly on course.

Our strength flooded back briefly, but the hours were beginning to take their toll, and it soon seemed as though each paddle blade was lifting a wet blanket. Ken and Richard's faces looked wooden, a little grim; Bea complained of feeling numb all over. I scraped my knuckles against the canvas deck, unable to shake off the lethargy. Our minds savoured the slow approach like a promise to be fulfilled, but our bodies begged for land.

As darkness enveloped the sea once again, a light winked bold welcome from a tower on the main sandbank. For an age, it seemed to stand still. Any sense of distance or elevation was lost; even time seemed stretched. The waves, I noticed, were growing smaller. We were near land.

Soon we were gliding over the wavy coral, and the fragrance of bushes and land lay heavily over the water. The bows of our kayaks ground onto the coarse sand. Fuzzy-headed from fatigue, we stumbled ashore and spread our tents over a bed of succulents. Bea fell asleep in the middle of the job, pegs clutched in her hand. Somehow, we set up camp, put a pot of soup on the fire, then, somewhat revived, sat around in the entrance of the tents, slurping up noodles, watching the lonely lights of a distant ship.

The wind blew hard that night. The tent flapped wildly and we slept uneasily, as if part of us were still out there trying to reach land.

Wide awake at 6a.m., we scrambled out and stretched in the sunshine. Fluffy pink tradewind clouds floated by, and the sea around us glowed a startling turquoise, as if lit from within. With due ceremony, we planted a coconut we had carried strapped to the afterdeck of our kayak; this was a tradition learned from Johnny Palmtree, our charter skipper friend. "Coconuts are wonderful," he used to say. "Food, water, shelter, fuel, all without hurting the tree."

It took all of 15 minutes to circle our island. Not far from the tents stood a crumbling concrete tower, its automatic beacon outclassed by the sunlight. Beside it someone had built a crude water catchment now putrid with dead hermit crabs. (This would be an occasion for our saltwater still.) The islet was carpeted with a thick mat of burrs, succulents, and scrubby sage, which would provide abundant firewood. A solitary wind-raked lignum vitae stood ready to give thin shade from the noonday sun, and beneath it we found some bleached carvings turtle hunters had made in the timbers of a wrecked schooner. Four miles to the east stood our Liberty ship, looking almost as if nothing were amiss. To the southeast, two or three more tiny, treeless sandbars made it above the horizon. We stood on the edge of our island, savouring our freedom, and thought of staying forever.

I discovered folding kayaks at the tender age of 16, back in New Zealand. A local adventurer had come to our school with enthralling stories of flying into wilderness lakes with kayaks that collapsed into bags, assembling them to paddle

down rivers to the sea, then turning south into Fiordland. "Fiordland"...the very name spelled adventure, and, when the man offered plans to anyone interested in building a kayak, I alone - out of 1,200 schoolboys - turned up. After two months of dedicated evening and weekend work, I proudly painted the name SEA KIWI across the bow of my kayak (a 14' x 26" craft with an ash and plywood frame and vinyl hull), and took it straight out to sea.

SEA KIWI was followed by others, which saw me halfway through the university and into the Caribbean. I was hooked, and when I bought my first Klepper (SEA KIWI II), it didn't matter that it cost as much as a good motorcycle. I had to have it.

The Klepper kayak had changed very little since it was invented in 1907 by Johann Klepper. Kayaks took to the sea on some daring adventures, and the sport grew popular with Europeans throughout the '20s and '30s. Much of the world's shorelines was explored then, though most paddlers were content to quietly enjoy the lakes of Bavaria or the canals of France and hop back on the train after the holidays, their folded kayaks by their side. The kayak had become the people's yacht. Around 1935, the Folbot appeared in the trunks of family Packards throughout North America; it is being produced to this day, similar - if less impressive in design - to the famed Klepper.

During World War II, things took a different turn for folding kayaks. Elite units with mottos such as "By guile, not by force" and "Who dares, wins" began parachuting them from aircraft, assembling them from the decks of submarines or backpacking them through thick jungle for their covert operations.

German soldiers sneaked across Finnish lakes to attack the Russians; the British Cockleshell Heroes attacked Axis shipping in occupied Bordeaux; the Australian Z-Group launched a kayak attack against Japanese shipping in Singapore. (In 1968, I retraced the escape path of a kayak team attempting to reach Australia along the Indonesian chain, as told in the book "The Heroes" by Ronald McKie. From this account, I was able to find the equipment they had abandoned in a cave on Pulau Paujang.)

Meanwhile, in France, Monsieur Chauveau was putting the last touches to his Nautiraid, a little masterpiece of precision conceived for the French military and used today by the armed forces of more than 20 nations. Easier to assemble than the Klepper, lower in profile and slightly beamier to facilitate exit and re-entry of divers, it was occasionally found on the civilian market, even in the United States, where it was prized as the ultimate folding kayak by aficionados.

After World War II, the folding kayak took on a different challenge: river racing. As recently as 1972, when they were well and truly superseded by rigid kayaks of man-made fibre, folding kayaks were allowed to compete for Olympic gold in downriver or slalom racing, but low maintenance, light, abrasion-resistant fibreglass siphoned away devotees and captured the youth market, which saw white water as the new frontier. Motorboats and sail boats came to more general use, and many folding boat builders eventually closed their doors. Today, there can be found, breathing the attic dust of beach cottages and lakeside cabins around the continent, many relics (some still available) from the golden age of folding kayaks, boats with names like Bavaria, Whalecraft, Neptun, Pouch, Hammer, Tyne, Granta, and others, living mostly in the memories of folks over 50.

In 1956, Hannes Lindemann crossed the Atlantic in a modified Klepper and grinned wearily at the world from the cover of LIFE magazine. Folding boat owners rejoiced: the folding kayak had done it. No doubt many old frames and skins came out of their bags for the occasion, to be assembled proudly in front of friends and neighbours; yes, the pieces still went together like a well-made puzzle. A bit of sanding, a touch of varnish here and there, a coat of wax on the hull, a little waterproofing of the canvas deck, and a good, tight-fitting spraydeck secured - there she was, ready for the water. During the '50s, people took to their kayaks again with a vengeance, some paddling, some sailing, some taking their boats with them as personal baggage on flights to exotic places: the Bahamas, the Greek Islands, Belize, Canada, Alaska, the beaches of Baja...

This trend has continued, and sea kayaking as a specialized sport is gathering momentum; in the Pacific Northwest along, there are 30 different touring kayaks made (mostly fibreglass). Where the Aleuts once paddled in search of sea otters, hundreds of kayakers now set off every year to explore their coastline, in search of seal rookeries, birdlife, killer whales in Robson Bight or gray whales off Tofino, clues of Haida history in the midst of Sitka rainforest in the Queen Charlotte Islands, or perhaps quiet adventure in the U.S. San Juans. In August, 1982, the East Coast hosted its first Sea Kayaking Symposium and drew over 200 keen participants to Walpole, Maine. As a result of this growth and the existing demand from enthusiasts, there are new folding boats coming out: a narrow, swift kayak with traditional Eskimo lines by Nautiraid; a light-weight, aluminium framed, and nylon/Hypalon-covered kayak from British Columbia, which folds down to one backpack (the Feathercraft). There is talk of reviving the beloved Whalecraft in the Seattle area, and Klepper is back in business after a year-long pause in production. The outlook seems bright for manufacturers who can produce good, seaworthy kayaks, for the kayak is very definitely returning to the sea, where it began.

Sea kayaking itself is a pursuit where judgement usually carries more weight than does technical skill. It differs from white water kayaking or windsurfing in that the paddler goes places, and his or her boat is a means, not simply an end in itself. Like backpacking, crosscountry skiing, or mountaineering, sea kayaking is also an individual pursuit relatively free of rules, restrictions, and hierarchy. The only rules that stick are those set by the sea, and "seamanship" is the key. It is seamanship with some differences, however; the main factors involved may be the same for all small boat mariners, but the kayak's low cruising speed (3 to 3½ knots), for example, demands that greater attention be paid to timing, current, and wind. A 2-knot head current hardly noticeable to a power boater could triple the time it takes you to reach your destination. Surf is something else that affects a kayak more directly than most boats, if only because a kayak is one of the few cruising craft that can successfully negotiate it; surf is, however, the most likely place for a capsize. For a loaded touring kayak, the best option is usually a matter of dead reckoning: you need a compass, a chart, dividers, and an ability to make seat-of-the-pants changes of course.

Open water or inter-island kayaking has its own attendant hazards, owed mostly to the increased exposure to weather, navigation error, and fatigue, when one must come to terms with the elements while depending upon one's own strength. In these conditions, survival skills gain relevance, and stamina shows itself to be a far greater asset than strength.

In the same way, technical skill and an elaborate repertoire of strokes, such as would be required in white water, matter little to the average ocean kayaker, although the narrowest boats do depend on one's ability to perform an Eskimo roll and maintain an ever-ready paddle brace to guard against instability. Folding kayaks are usually not designed to be rolled, though some of the singles could be rolled by someone with a sound, strong roll, good knee braces, and a tight sprayskirt. Most folding kayaks have a wide beam, built-in buoyancy, and a lot of stability; they will look after an incapacitated paddler, where a narrower boat might have to be looked after, and, in the unlikely event of a capsize, can be re-entered from the water after pumping out. Narrow boats find their limits closer to shore, since, even to the most skilled, illness or the need for sleep will reduce the seaworthiness of the craft in rough seas.

Folding kayaks are remarkably sturdy. The skins are surprisingly resilient. In 20 years of paddling folding kayaks, I have holed one only once - when it was bitten by a sea lion! Landing on a beach can scuff the hull fabric somewhat, but this can be prevented with the use of protective strips that take the wear instead. Folding and unfolding the kayak skin does not seem to cause wear problems, and though sunlight may fade the deck of a folding kayak, it doesn't appear to damage the fabric unduly.

Most folding kayaks can be purchased with an optional sail rig. This is usually a spritsail or lateen rig with leeboards and a hand tiller. Kayaks, however,

usually can't claim to be good sailing craft, and one can usually make better time paddling into a wind than sailing into it. Off the wind is another story, although for this a parafoil kite scores well due to its minute size when stowed and the absence of a mast, thus reducing the threat of capsize in sudden squalls. The parafoil is available in various sizes, but 13 square feet is usually best for a kayak.

In the world of boats, the folding kayak has earned a respected place. At its best, it is an intimate, responsive craft, clean of line, and one of the most basic forms of propulsion there is: a boat that impels the paddler into reverent harmony with the sea and enables him to probe where no other vessel can reach. It is a boat so silent it can slip up to wild animals without ever disturbing them, so rugged it can ride out gales on the open sea, and often so light it can be lifted out of the water with one hand. A folding kayak is a thing of beauty, at once simple and intricate - the frame, like the bones in a bird or human hand, the skin, strong as the skin of a shark. Sea kayaking may or may not appeal to you, but it is open to anyone with the ability to read a chart, predict the weather, plan ahead, and learn from experience; with the determination to paddle against the wind or a tide and enough sense to turn back; with the zest to laugh at the rain or the ferry line-up; and with the humility to leave the beach untouched in the morning.

—··—··—

Liability & Legal issues

We have often been asked about responsibility, liability and related matters for people taking groups canoeing and rafting. The Accident Compensation Legislation is not as well known as it ought to be, so the following notes are intended to clarify the position. These notes have been adapted from information supplied by Gerald Rawson of Blenheim who I should like to thank.

1. LIABILITY FOR PERSONAL INJURY.

The Accident Compensation Legislation covers the very large majority of cases where responsibility for accident would arise. All persons who suffer personal injury as a result of an accident are now provided for and legal action to gain compensation is now no longer needed, consequently any consideration of where and when the accident occurred, what caused the accident and the degrees of negligence involved are issues that are no longer relevant. This means that if a member of your group is involved in an accident you do not have to take particular note of events as it is most unlikely that you will be called upon as a witness, or or defendant in a court hearing. If a death occurs you may be required to attend a coronor's hearing but this is merely to establish the cause of death, not to aportion blame or negligence.

The provisions of the Accident Compensation Legislation have all but abolished actions for damages for personal injury due to accident. This is what the very large majority of cases that previously came before the courts tended to involve.

2. THE QUESTION OF NEGLIGENCE.

As mentioned above, in terms of legal liability, no action can be taken against any individual for personal injury, but in extreme cases there is always the possibility of prosecution under the Crimes Act, or in the case where children are involved, under the Childrens and Young Persons Act if negligence can be shown.

If an action based on negligence is to be successful it must be shown that three conditions were present:

a) The individual or organisation must have owed a duty of care to the person in respect of whom the action is taken.

b) The individual or organisation must have failed, either by what has been done, or by what has not been done, to perform that duty.

c) The person must have suffered damage through that act or omission.

Liability will thus only arise where negligence is established under the above conditions.

It is not possible to define negligence precisely and hence establish a fixed standard of care that will cover every possible situation as circumstances will differ widely, and attempting to establish such a fixed standard could be as much a hinderance as a help. However, as a general rule, you should take such care as in all the circumstances of the situation it is reasonable, and to act in accordance with general and approved practice.

To explain that, it may help to give some examples:

Suppose you have been asked to take a party of Scouts on a canoe trip down a river. Because you are the acknowledged expert, and they are novice canoeists, they will look to you for guidence - hence you have a duty of care. Now suppose the river is in flood, you know it is in flood, yet you still go on the trip. Now it might be said that you have failed to exercise care by going on with the trip. Now suppose a member of your party capsizes and drowns - it may well be shown that you were negligent. Under most trip conditions, say private trips where a number of individuals go together on a trip, or where a club organises a trip for its members, the trip leader would normally not be considered to owe a responsibility of care to other members of the trip. But where the trip is commercial, that is, where you charge for your leadership, then duty of care is firmly established. Where you are specifically asked, or put in a position of responsibility, such as looking after children on a school outing, or youth group outing, duty of care is again firmly established, and you should take additional care in the desisions that you make.

What is critical in bringing an action for negligence, is the issue of what is considered to be reasonable, or a reasonable action, one duty of care has been established. When is it unreasonable to get into a flooded river? As a guide to what is considered reasonable and generally accepted practice for any outdoor recreational activity, it is increasingly acknowledged that the appropriate standards are those set by the recognised national advisory body, or controlling organisation concerned with the activity. For example, with regard to a bushcraft rockclimbing, or mountaineering activity the appropriate standards might be those established by the N.Z. Mountain Safety Council, and for canoeing and rafting the Water Safety Council might have a similar role. Of course national bodies such as the N.Z. Canoeing Association, or the N.Z. Professional Rafting Association would probably be recognised above others for their role. Any guidelines such as the N.Z. Professional Rafting Association's Code of Practice would be used to indicate standards of equipment and leader competence for rafting activities.

So, your protection against a charge being laid under the Crimes Act would be to always act in a 'reasonable' manner and in accordance with 'general and approved practice'. As a further precaution, always err on the side of caution particularly when you are in a position of having the duty of care over others. Where you clearly have greater experience and knowledge, it might be presumed that others would look to you for guidence, and thus you would have some degree of duty to others in your group, even if that position was not formally stated.

What, then, happens when, in a commercial trip for example, booking the trip entails you to sign an indemnity against negligence? Where you accept conditions such as '..all care and no responsibility..' type of statement, these have no legal effect at all, except that they are an acknowledgement by you that risk is involved, bu they will in no way absolve the leader of the need to act responsibly, and will still be open to a claim if negligence can be proven.

Where an organisation runs a trip, unless negligence of an employee can be shown, the organisation rather than the individual will be held legally responsible.

JUNIOR NATIONAL SLALOM CHAMPIONSHIPS 1984

12 - 15 APRIL MANGAHAO

The Junior National Slalom Championships (formerly called the Secondary School Championships) are to be held on the Mangahao Slalom Course, near Shannon. The course currently being prepared by the Palmerston North Canoe Club consists of two sections, the upper section being more difficult and provides for challenging water for National Chapionships, and the lower section has been engineered to give the novice every chance to experience slalom while not being a white water 'freak out'

Events to be held include:

Senior and junior boys and girls championships in K1, C1, C2, and team events.
All levels Down River Race - to be held on the Otaki River
Girls team trophy - the first time the trophy will be awarded.
Grand Prix event - a headlong race through the course.
Novice Wiggle and Wriggle -to be held on the Shannon Pool.
N.Z.C.A. testing of the Basic Canoe Tests L and 2.
College team points championship.

Prizes and trophies will be awarded to the winners of most events, and a certificate of attainment will be given to all place getters.

Students should organise through their schools to contact the Secretary, NZSSCA. P.O. Box 126, Paraparaumu for further details. Schools will receive entries that will form the base from which a student will enter these championships.

Organised by Nick Billowes
Secretary
N.Z. Secondary Schools Canoe Assoc.
P.O. Box 126
PARAPARAUMU.

Wairoa dates 1984

KAIMAI CANOE CLUB HAVE ADVISED THAT THE WAIROA RIVER FLOW DATES FOR THE REMAINDER OF THE SEASON ARE AS FOLLOWS:

JANUARY 1984 7 / 8 21 / 22

FEBRUARY 1984 4 / 5 18 / 19

MARCH 1984 3 / 4 11 17 / 18

Kaimai Canoe Club will be holding a slalom on the river on the weekends of December 3 / 4 and March 17 / 18. All other river users are asked to keep clear of the course on those dates.

The flow dates given above are subject to change and should be confirmed by contacting the club Phone 64473 or 55993, or P.O. Box 2354, Taruanga.

NEW ZEALAND RIVER RUNNERS ARE NOW RUNNING KAYAK SCHOOLS THROUGHOUT NEW ZEALAND STAFFED BY SOME OF THE COUNTRIES TOP KAYAK PADDLERS. DETAILS CAN BE OBTAINED FROM:

NEW ZEALAND RIVER RUNNERS
P.O. Box 877
ROTORUA
Phone 85-563

NEW ZEALAND RIVER RUNNERS
P.O. Box 4028
CHRISTCHURCH
Phone 60-109

N.Z. CANOE ASSOCIATION NATIONAL EVENTS

PROGRAMME

OCTOBER 30th
Round Rangitoto. Start & Finish — Strand Takapuna
25 k. Start 10 a.m.

NOVEMBER 19th
Whakatane River 18 km K2 Event.
10.30 a.m. start at boat ramp.
Ph: GIS. 81151

NOVEMBER 26th
Tuakau Bridge to Waikato Heads.
Organised by Sunset Beach Surf Club
20 k. Start 10 a.m.

DECEMBER 17th
Rotorua Blue Lake K1 Events.
10 km — 10.30 start Relay — 1.30 start
Ph: GIS. 81151

JANUARY 22nd
"Living Simply" Waikato Marathon.
Start Hamilton Rowing Club. Finish Mercer.
80 k. Start 9 a.m.
Juniors: Ngaruawahia to Huntly.
12 k. Start 10 a.m.

OPEN RACING

FEBRUARY 25th — 26th
National Flat Water Canoe Championships. Lake Pupuke, Takapuna, Auckland.
Entries to 35a Taharoto Rd., Takapuna
Entries close February 1st.

MARCH 17th
Hamilton to Ngaruawahia.
(Held in Conjunction with the Ngaruawahia Regatta).
15 k. Start 10 a.m.
Juniors: Horotiu to Ngaruawahia.
5 k. Start 11 a.m.

1984 DRAGON BOAT RACES MAY 31st
Singapore — Hong Kong — China
Interested parties must reply in writing to N.S.C.C. by January 26th.
35a Taharoto Rd., Takapuna.
Supporters can also join the team.

FLAT WATER NATIONAL TRIALS WILL BE HELD IN JANUARY AT KARAPIRO, HAMILTON.

SLALOM-WHITEWATER CALENDAR 1983-84

"For details contact your local Canoe Club"

OCTOBER 22nd — 24th (Labour Day)
Murupara, Hurunui R, STH ISLAND RANKING, Arawa. (Triathlon, Auckland)
Host: North Shore **Divisions:** 1,2,N. RANKING, PROM.

NOVEMBER 5th — 6th
Colliers Bridge, Wangaehu R, (Tauranga triathlon)
Host: River City **Divisions:** 2,N. PROMOTION.

NOVEMBER 12th — 13th. Mangahoa
Host: Palmerston North **Divisions:** 1,2,N. RANKING, PROM.

NOVEMBER 19th — 20th Ngaruroro River, Kuripipango.
Host: Hawkes Bay **Divisions:** 2,N.

DECEMBER 3rd — 4th Tauranga, Ruahihi Gorge
Host: Kaimai Canoe Club **Divisions:** 1,2,N. RANKING, PROM.

1984

JANUARY 14th — 15th
Tentative date for test slalom at new Murupara site.
Further details to come; date to be confirmed.

FEBRUARY 4th — 6th (NZ Day)
Kawerau NORTH ISLAND CHAMPS
Host: Tarawera C.C. **Divisions:** 1,2,N. RANKING, PROM.

Hurunui SOUTH ISLAND CHAMPS
Host: Arawa/Otago **Divisions:** RANKING.

FEBRUARY 25th — 26th Pukeokahu R.
Host: Ruahine Whitewater **Divisions:** 2,N. PROM.

MARCH 3rd — 4th Murupara, top site.
Host: Hamilton **Divisions:** 1,2. RANKING.

MARCH 17th — 18th Tauranga, Ruahihi Gorge
Host: Kaimai C.C. **Divisions:** 1,2,N. PROM.

MARCH 24th — 25th Kawerau
Host: Tarawera C.C. **Divisions:**1,2,N.

APRIL 7th — 8th
New Plymouth Meeting of the Waters
Host: N.P.K.C. **Divisions:** 1,2,N. PROM.

APRIL 12th — 15th
Mangahao Secondary Schools Champs.

APRIL 21st — 22nd (Easter)
Mangahao. NATIONAL CHAMPS
Host: Palmerston North **Divisions:** RANKING.

APRIL 28th — 29th Birchville, Hutt River
Host: Te Marua **Divisions:** 1,2,N.

"Living Simply"
WAIKATO RIVER MARATHON
80km — 50 miles
Sunday 22nd January 1984
Organised by North Shore Canoe Club

- *Open to any craft that is paddled or rowed.*
- *Compete as an individual or in a team, to get your craft to the finish.*
- *START — 9am at the Hamilton Rowing Club building. Assemble for briefing 8.30am.*
- *FINISH at the Bridge — Mercer.*
- *Official checkpoints will be at Horitiu, Ngaruawahia, Huntly, Rangiriri, Meremere. Refreshments will be available at these points.*
- *Craft may be entered in the following classes — **Open, Women, Veteran (+40) or Team (may be mixed), and will be handicapped. Slowest away first.***
- *Prizes will be awarded in each class, for fastest time and finishing position. Everyone who completes the distance will receive a certificate.*

CONDITIONS OF ENTRY

- *The organisers reserve the right to have competitors carry or wear lifejackets/buoyancy aids, depending on weather, type of craft, ability.*
- *The organisers reserve the right to withdraw any craft or individual from the event who they consider is or maybe incapable of completing the distance safely or in good time.*
- *Each craft entered is to have its own support crew with transport.*
- ***General Information:***
  - ★ *Allow 5-8 hours for the event.*
  - ★ *Have spare dry clothes available.*
  - ★ *Carry at least a drink with you.*
  - ★ *Pace yourself. It is not a sprint.*
  - ★ *Ensure you are checked off as you pass each official checkpoint. Craft will be numbered at the start.*
- *An entry fee of $2/head will be charged.*

Entries close Friday, 13th January 1984 and should be addressed to:-

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

For further information telephone: 444-9528.

.....

ENTRY FORM — "LIVING SIMPLY"
WAIKATO RIVER MARATHON

*Name(s)**.....

Class .....

Address .....

.....

Phone Number.....

**** Include all names if a Team Entry.***

WANGANUI RIVER GUIDE - The essential rapid by rapid description of the river for canoeists running this famous historic river - $4.00

NORTHLAND RIVER GUIDE
TARANAKI RIVER GUIDE
HAWKE BAY/EAST CAPE RIVER GUIDE
MANAWATU/WAIRARAPA RIVER GUIDE
NELSON/MARLBOROUGH RIVER GUIDE
CANTERBURY RIVER GUIDE
OTAGO/SOUTHLAND RIVER GUIDE
) $4.00 each

Note: The WESTLAND and the HAURAKI/WAIKATO RIVER GUIDES are out of print.

MOTU RIVER MAP FOR CANOEISTS AND RAFTERS - N.Z. Forest Service Map - $0.75

CANOEING - Outdoor Education Series - best value for money book on the sport - $4.25

TEACHING CANOE AND KAYAK SKILLS AT A BASIC LEVEL - Basic instructors manual - $2.00

TRAINING MANUAL AND FITNESS MANUAL - For flatwater, Down-river, and Iron Man - $2.00

TRAINING FOR SLALOM AND DOWNRIVER RACING ——— $2.00

REPORT OF THE RECREATIONAL RIVER SURVEY - Three volumes plus maps ——— $20.00

GUIDE TO CONFIDENT CANOEING ——— $0.50

GUIDE TO COLDWATER SURVIVAL AND HYPOTHERMIA ——— $0.50

GUIDE TO SELECTING A BUOYANCY AID ——— $0.50

OUTDOOR SAFETY KITSET- The New Zealand Mountain Safety kitset for teachers, instructors, and leaders taking others into the outdoors -$20.00

BUSHCRAFT - MOUNTAIN SAFETY MANUAL- A new revised edition of this essential subject that all cruising canoeists and rafters should have. 157 pages - $5.00

GEAR BAGS/SURVIVAL BAG/RESCUE BAG - Large strong plastic bags for carrying gear, coloured bright orange for use as a rescue sheet. Large enough to climb into and use as a shelter and survival bag. Bush survival instructions printed on them. - $2.00

PLASTIC BAGS - Smaller to the above in a lighter plastic, with survival instructions printed on them. In packs of 4 bags ——— $1.00

CANOE PLANS - Full size frame drawings and notes for building with wood-strip and glass-fibre sandwich type construction. The notes will NOT explain how to build a plug and mould for solid glass-fibre construction, but the plans could be adapted for use for other forms of construction. — $ 4.00

SUBSCRIPTION TO 'NEW ZEALAND CANOEING & RAFTING MAGAZINE' four issues — $ 7.50
Back issues available at $ 0.50

To order please either remove this page from your magazine, or photocopy it, complete your name and address so that we can post your publications to you. Please add $ 0.50 to cover part of the postage costs. Include payment (cheque or postal note - not cash) to cover full cost including postage. Make cheques payable to the N.Z. Canoeing Assoc. As we are a non-profit organisation staffed entirely by volunteer workers, please assist us by including payment with your order so that administration time is minimised. Only in exceptional cases will we respond to orders that do not include payment. A fee of $ 0.50 will be charged if we have to invoice you.

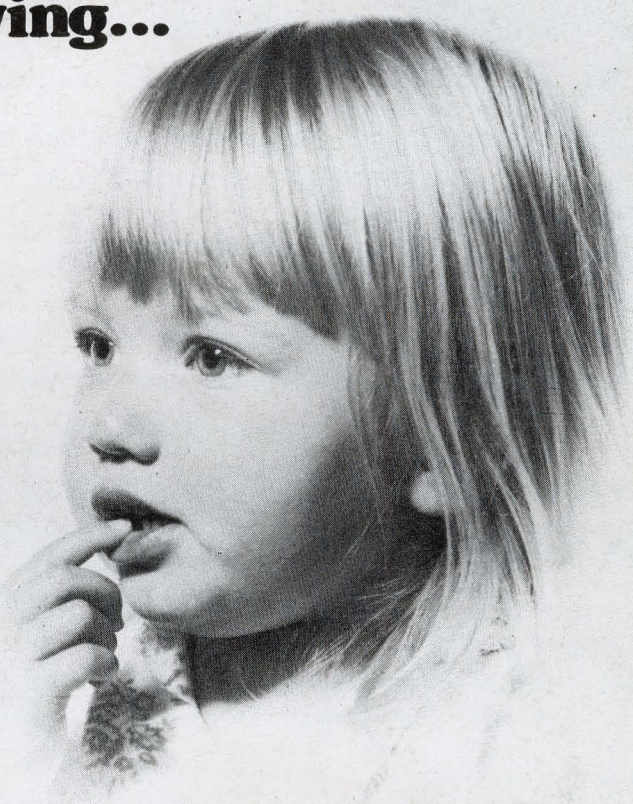
POST TO: PUBLICATIONS DIVISION
N.Z. CANOEING AND RAFTING MAGAZINE
P.O. BOX 3768
WELLINGTON

NAME: _____

ADDRESS: _____

_____

Susan Applesmith.
Nine months on~the~way...
three years growing...



2 minutes drowning

KEEP YOUR EYES ON THE UNDER FIVES.

WATER KILLS THE CARELESS.

JWT/WSCP101