

# **New Zealand CANOEING & RAFTING**



36 AUTUMN 1985



# New Zealand

## Canoeing & Rafting

### Magazine

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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 canoe club. The NEW ZEALAND CANOEING ASSOCIATION operates through a number of sub-committees and liaison officers. These are:

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

OCEANIA REPRESENTATIVE ON THE INTERNATIONAL CANOE FEDERATION : Bill Garlick.

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Cover photograph: *Simon Dixon on the Hautapu River*  
Photo by Max Grant.



## COMMENT

In our last 'COMMENT' page (in issue number 34) we omitted to include Brian Wilson in the team that competed so well at the L.A. Olympics. Sorry Brian, your name seemed to have got left out of the list. Perhaps this might not have happened if the racing crowd had have been able to have given us an official team list, or any other communication for that matter. Speaking of which, we had hoped to have given you a report on the L.A. games, but the promised report has not been forthcoming, and I doubt if it ever will. We have so few flat water readers of this magazine, so it probably will not be missed. News has filtered through, via the local news media, that a gold and a bronze medal have been won by our flatwater team currently in Europe.

After the L.A. games, there was quite a bit of talk in canoeing circles, about how all those gold medals were going to do great things for the membership of our canoe clubs. Some clubs even got ready for that huge influx of keen gold medal hopefuls - seems to have passed us by with hardly a ripple except for a few more surf-ski paddlers who have switched to K1 paddling. A quick survey of canoe clubs has shown almost zilch response to flat water, and in fact the main influx of new members have come from the multi-sport events - the new breed of super-fit fitness freaks who have found that if they want to win the microwave oven, or the waterbed in the local triathalon, then they are going to have to learn how to paddle a down-river racing boat. Whilst this is a good trend, I am left somewhat uneasy by the attitude of some of these people who seem to take the attitude that fitness is all that is required and seamanship, or canoe skills is not all that important. The Coast-to-Coast event has been extremely fortunate so far in that nobody has been killed, perhaps this year?

Accident of the year award must go to that unfortunate episode on the Tongariro River when four rafters came to grief in Tree-Trunk-Gorge. Media speculation certainly did not help. Ken Mercer of Ruahine Canoe Club made some very sound and balanced comments to the news reporter after the incident, however, other reports left a lot to be desired. Next into the act was the Director of Marine, for the Ministry of Transport who commented: "...Rafters should use craft built for the water they are to be used on, and carry safety equipment, lifejackets, wetsuits, and crash-helmets..." Mr Prebble, Minister of Transport followed that up with "...the raft was ill-equipped, had no first-aid kit, grab-lines, or safety ropes..."

Well it certainly is news to me that we could run a rapid like Tree-trunk-gorge if we cared to carry a first-aid kit! Professional rafter, Don McKinley was obviously frustrated by the Ministers' statement as he commented the next day "...banning homemade rafts would not solve anything. Advice is freely given by professional rafters. Legislation is also not the solution..." While I would agree with Don, I cannot help but add that the skill of some so-called professional rafters, and any advice I might care to listen to coming from them, leaves a lot to be desired.

And speaking of rafters and the Ministry of Transport; they had a meeting in Wellington not so long ago to review the season just gone by. The Ministry has a 'Code of Practice' which they hope all commercial rafting companies will abide by. Crucial to the code is a provision for all boatmen employed by these companies to be registered by the Ministry. Despite the fact that little more than 50% of all companies were registered, or even known to exist according to the Ministries records, and the register of boatmen being in similar condition, the chairman expressed the opinion that registration was satisfactory. Well ! either they are going to have a system or they are not, and the current system seems no system at all. The N.Z. Professional Rafting Association seems to be in a similar state - in fact it appears to be non-existent.

A quick survey of clubs has shown that paddlers are starting to get a hostile reception from some landowners laterly. It seems that the attitude of some rafters, particularly some of the commercial groups, has created a situation where landowners have found it easier to stop all access rather than put up with some very arrogant rafters. The problems that occurred between rafters and fishermen on the Tongariro seems likely to crop up on most other commercially run South Island rivers too.



Now that I have got that off my chest and we have turned the page, how about some more positive comment?

The N.Z. Canoeing Association is now really going places - Wellington to be exact. Thanks to some very astute negotiation by Vice-president Bill Garlick, the Association now employs a fully paid Executive Officer in the form of Barbara Levido. Barbara has been with the Cycling Assoc. for many years and has represented them on many organisations including the Olympic and Commonwealth Games Assoc. With Barbara based in Wellington, and with the bulk of the Association's executive officers now down in the lower part of the North Island, and new Touring Officer Hugh Canard of Christchurch, it makes sense to operate out of Wellington.

Safety Officer Nick Billowes has been carrying out a survey of paddling crash-helmets. When I began my canoeing back in the 60's we used canvas canoes which, if you hit a rock, you had to get out quick to lighten the load, otherwise you put a sizeable rip in the thing and it took for ever to stitch it up and glue a patch over it. It was great to get into glass-fibre and actually hit the odd rock without bothering too much about it. We needed a light bash-hat in case we bumped our head during a roll. Now that we have polyethylene kayaks paddlers are running even steeper and more technical rivers - steeper rivers mean faster rivers - in some cases we might be passing rocks at 50km.p.hour - and for that we are going to need more than a light bump-hat. Hence the concern that helmets currently on the market may not be adequate for the job.

Instruction Officer Max Grant has carried out a major review of the Instructor system and the certification programme. Essentially the old S.C.T. system has been retained with some quite important modifications. Club instructors, appointed by affiliated N.Z.C.A. clubs may issue Basic I & II level certificates. Cloth badges are available to identify these instructors - they are blue in colour. National Instructors, identified by the black badge, issue the advanced certificate. Max hopes to have a touring instructor visit all clubs, and possibly a few seminars in this coming year (subject to finance). The instruction system, including full details of the skills to be tested for each certificate have been included in a new publication 'N.Z. Standard Canoeing Grades' copies of which have been circulated to all canoe clubs, and additional copies made available through the publications division of the N.Z.C.A.

The annual conference of the N.Z.C.A. decided that a sperate officer should be responsible for the running of a national canoe-polo competition. I.C.F. rules are now available which are similar to the Australian rules previously published by this magazine. Copies of the I.C.F. rules are available from the Publications Division.

Conservation issues have been relatively quiet, pending the revision of the Soil & Water Act which contains the legislation for river protection. The Ministry of Energy has, however, announced that it is proceeding with investigations for the Waiau, Clarence, Buller, Upper and lower Clutha, and site investigations on the Lower Waitaki and Mohaka.

Hugh Canard, who has taken over the Touring portfolio from Wade Bishop, will be concentrating on access issues. Considering the aggro. that the commercial rafters have stirred up, Hugh will have his work cut out for him on some South Island rivers.

Renton Hunger is back on the N.Z.C.A. executive looking after racing issues. Renton has long been a supporter of Marathon events ( previously called L.D.R. - Long Distance Racing ). and we might expect to see these getting more support than in previous years. Some exciting developments in the racing field include outrigger racing and Waka Tete racing, and the Taniwha Association competing in the Dragon boat events in East Asia.

Eric Terzaghi continues at the helm of slalom interests, which is stronger than it has ever been before.

This issue's cover photo - a rafting party on the Motu's upper Gorge - by G.Egarr

Graham Egarr - Editor.



## SEVEN MORE FOR HUKA

*Readers may remember our report, in issue number 24 of the first decent of Huka Falls by kayak in December 1981 by Greg Oke and Nick Kerkham. Since then a tuber has gone over, holding onto his tube, which he let go of once he hit the pool at the bottom. Other than that, serious kayakers have left the falls alone. Now, I guess as part of the fashion for fall jumping, John Howes ( member of the appropriately named Huka Falls Kayak Club) reports on recent events.*

On the weekend before the Slalom Nationals, Ian Mercer and Mike Allison paddled the Huka Falls.

Three weeks later, after an excellent day on a dirty brown Tongariro, myself, Mike Allison, Andrew Rees, and Mark Priest had another look at Huka Falls only to find them at a temptingly low level. Following a quick decision, a handshake and a thump on the back from Andrew, I paddled out from the pool above the gorge to see the falls from the business end.

Ahead of me were two drops, a rooster-tail type of stopper coming off the right bank, then another stopper a few metres above the falls. It was imperative to go over the final drop on the left where there was no apparent suck-back.

Blood thirsty tourists crowded the bridge for the afternoon's entertainment.

I paddled over the first drop and found that it is a lot bigger when you are in there. Went for an eddy on the right, another on the left, then right again for the second drop.

In the slack water under the bridge I lined up for the rooster-tail, which is definitely a lot bigger than it appears from the bank. I hit the tongue with speed to break through the stopper with a right brace and just made an eddy on the left bank.

Then for the final plunge - I cut out, broke cleanly through the left side of the stopper and made for that horrible drop. I could no longer hold back the fear any longer and it ripped through me as I fell. The water wrenched at my paddle and boat for a few seconds before throwing me clear and allowing me to roll up.

Andrew and Mark followed me over successfully. Not as high as when Nick and Greg paddled them, but still an exciting experience.

Two days after our trip it was paddled again by Gavin Cook (from Taupo) and Ralph Andrew ( from Tokoroa).

That makes seven more for the Huka Falls.

## & THE MARUIA

On April 7 Mark Lester and Bruce Murray ( both of Christchurch) completed successful decent of the Maruia Falls. A week later a group from Nelson Canoe Club, including Bevan Walker who had already done the drop, ran the falls. Bevan did it backwards!

Earlier this summer, a jet boat was driven over the Maruia Falls. This was all in the process of making an advertisement for television to sell chocolates. Unlike kayakers, jet-boaters didn't fancy going over with their boat, so a dummy was tied in to make it all look authentic. Michael Hamilton did the stunt driving at the lip of the falls to complete the shoot.

*Note: It is now the policy of this magazine, that after the first half dozen or so runs on waterfalls, we only count the fatalities.*



## A Kapiti Cruise

Eric Terzaghi

A telephone call late one week in January brought the suggestion of a paddle around Kapiti Island on the Saturday by way of a trial run for the Cook Strait team of Mike Rowley and Geoff Phillips in their ocean-going double (complete with electric bilge pump - see article elsewhere in this issue), Pauline Cooper and myself in our double, and Eric van Toor in the Nordkapp. The ritual call to the Wellington Automatic Met. Office early on Saturday morning yielded a forecast of good weather - sun, cool breeze, and only a slight chop. We all met at the Kapiti Boat Club at 9 a.m., registered with the Duty Officer of the day and completed a 'Two minute' form. We were on our way, quickly leaving behind the swelling crowd of bathers, sailors and other assorted boaties. We made good time out around the Northern end of the island and went slowly down the outside, poking into every nook and cranny, with the result that we visited about twice the number of caves that we had visited on previous trips, including several quite spectacular ones. One big one that we had not been in before had quite a small entrance - a small triangular opening at the bottom end of a high diagonal fissure. At first we did not dare go in as there was a reasonable surge, but after Eric made the initial plunge with no ill effects, the rest of us followed suit, into a large dimly lit chamber. It was evident, once our eyes adjusted, that it went much further, and we proceeded to explore with the aid of a torch. It was very eery as there was a gentle surge which lifted us up and down at least a metre; it was a little difficult to tell exactly how high the ceiling was. We reckoned that we had paddled close to 100 metres back into the rock before reaching the end of the cave. In a number of caves we would go in one hole and ride a surge out another hole - really quite exciting, particularly when the passages were so narrow that you had to hold the paddle shaft parallel to the boat. Another passage brought us face to face with a diver who must certainly have thought his seconds were numbered as a great white swept over him and his mate - the look of utter astonishment (terror?) through the face-mask was amusing to behold. One cave was so narrow that as we were being swept through the double had to be tipped up about thirty degrees in order to squeeze through. Lunch stop was at the usual lovely warm and protected beach on one of the small islands between Kapiti and the mainland - a mask conveniently brought along by Mike provided a breath-taking swim through a nearby seaweed bed. The dense growth of a number of different species was magnificent in the crystal clear water thanks to the preceding week of calm weather and bright sunshine on this day filtered down to us. With some reluctance the boats were repacked and we headed north along the Kapiti shore in order to avoid the nasty tidal over-fall on the channel side of the islands. And then across the channel, allowing generous compensation for the one kilometre southward tidal flow.

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## WAIROA DATES

*Dates for water flow on the Wairoa River, Tauranga for the remainder of 1985 and the first part of 1986 are as follows:*

1985 - July 14, Sept 8, Oct 6 & 20, Nov 3, 9/10, 24, Dec 7/8 (Slalom)  
 1986 - Jan 11 (Venture Scout rafting day), Feb 9, 22/23 Mar 8/9, 22/23  
 Apr 5/6, 19/20, May 4, 18.







## Project Picton

Mike Rowley.

After being initially inspired by the writings of John Dowd and Paul Caffyn, and encouraged by Paul at the N.Z.C.A. annual meeting held in Palmerston North, Geoff Phillips and I decided to get involved in sea kayaking in general, and crossing Cook Strait in particular. Many ideas were exchanged and we finally decided that we would modify a Max Grant touring double kayak and be able to 'self-rescue' on our own at sea. Watertight bulkheads were constructed and fitted, the bow and stern were modified. Then a rudder, after the Paul Caffyn type, was constructed and fitted, and foot pedals rigged to it in the aft cockpit. Places were made for the charts, compass and watch on the deck, and for flares and other items that might be needed in a hurry, under the deck. Last but not least, a small plastic immersible bilge pump was fitted and connected to a light-weight motor-cycle battery. Now we were starting to feel that we had the job under control.

Bill Anderson joined us and took the Nordkapp up North to get some more sea paddling in. Meanwhile Geoff and I did a number of short coastal trips, without any other boats to set us up for coping with being 'alone' out there, with changing weather and tides, and with landing through various surf conditions on different beaches.

Then came the circumnavigation of Kapiti Island where we were joined by Eric Terzaghi, Pauline Cooper, and Eric Van Toor from the Palmerston North Canoe Club ( see the article also run in this issue of the magazine); this completed we then did a twenty mile paddle actually out in the Strait itself and with the North Island out of sight for some time.

We started picking out dates for the crossing, listening to Marine Forecasts and watching the weather maps each day. We loaded up boats and gear on one occasion and got as far down the road as Himatangi when we heard the 5 a.m. Marine Forecast putting out a gale warning for sea area 'Cook'. We decided to carry on south and have a paddle anyway. We put in below the Mount Crawford area, paddled around Soames Island, and then out of Wellington Harbour, past Seatoun, Worser Bay, and Barretts Reef. We found later that we had been paddling in winds gusting over 30 knots that day.

There was yet another day when we loaded up, then didn't go after listening to the forecast.

Then on February 21, with a good marine forecast, we headed for Makara Beach. There was a light chop on the sea when we arrived, but Bill, Geoff, and I put in and paddled off, waving goodbye to our support party who were to meet us in Picton - N.Z. Railways, Ferry Masters, and Harbour Board were all informed early that morning after having written to tell them of our plans. A ten minute form had been lodged with the Porirua Police.

The chop remained fairly constant for the first two hours, then the northerly wind increased and the sea got rougher. Bill had some problems with the rudder, but ours was first-class. We got to about three miles off Perano Head and met the full force of the ebb tide and consequently made very little progress for the next couple of hours. We had wanted to be in Tory Channel entrance at around 1630 for the start of the westerly flow and thought that we would lie off for an hour or two before going through the entrance, but by the time that we had ferry-glided the ebb tide across the bay we arrived in time to go straight on in.

We landed on the northern side of the channel in Okakuri Bay and knocked on the farmer's door to ask if we could camp, he got quite a surprise to learn that we had paddled across from the North Island.

We got up fairly early, had breakfast and loaded up so that we were able to get onto the water just after 8 am. The flood tide was really roaring in and carried us along at a great speed. We stopped at Diffenbach Point and had a snack as we watched the ferry go by. Then, on up Queen Charlotte Sound with very little wind, a calm sea, blue sky. A great day to be alive! We surfed on the wake of several launches which passed us, and had some great rides.

We made Picton in three hours paddling from the entrance, had a swim and laid our gear out to dry as we waited for the ferry to arrive. A great trip and our double kayak was everything we hoped of it.





Final arrival at Picton: Photo by the Marlborough Express.

## Sea Kayaker

In the last issue of this magazine we mentioned '*Sea, Kayaker*' magazine. Our report did, however, contain small inaccuracies which we would like to correct:

'*Sea, Kayaker*' is a quarterly magazine and their mailing address is:

SEA KAYAKER  
6327 Seaview Avenue  
N.W. Seattle  
WA 98107  
U.S.A.

Subscription price is  
US \$12.50  
to overseas addresses.

## New!

On a recent trip to Australia I picked up a copy of a new Australian canoe magazine. Titled '*Paddle Power*' and claims to be a magazine for canoe, kayak, wave and surf-ski enthusiast. It is to be published bi-monthly. The first issue has a strong competitive bent. Articles include:

Story of an entrant in South Africa's Duzi Canoe Marathon - 120km run over three days on two rivers - the Umsindusi and the Umgeni.

Report on the 'Wildtrek Winter Classic' - a multi-discipline endurathon.

Wave skiing in Hawaii. A report on surf spots - Jeffereys Bay in South Africa

Report on the Pye Australian Surf Ski Challenge - a 260km ski race.

Report 1985 Marathon Championships on the Swan and Canning rivers.

Report on gear for basic level canoeing. Also wave ski technique.

Subs: AUS \$18. P.O. Box 436. DARLINGHURST 2010 N.S.W.

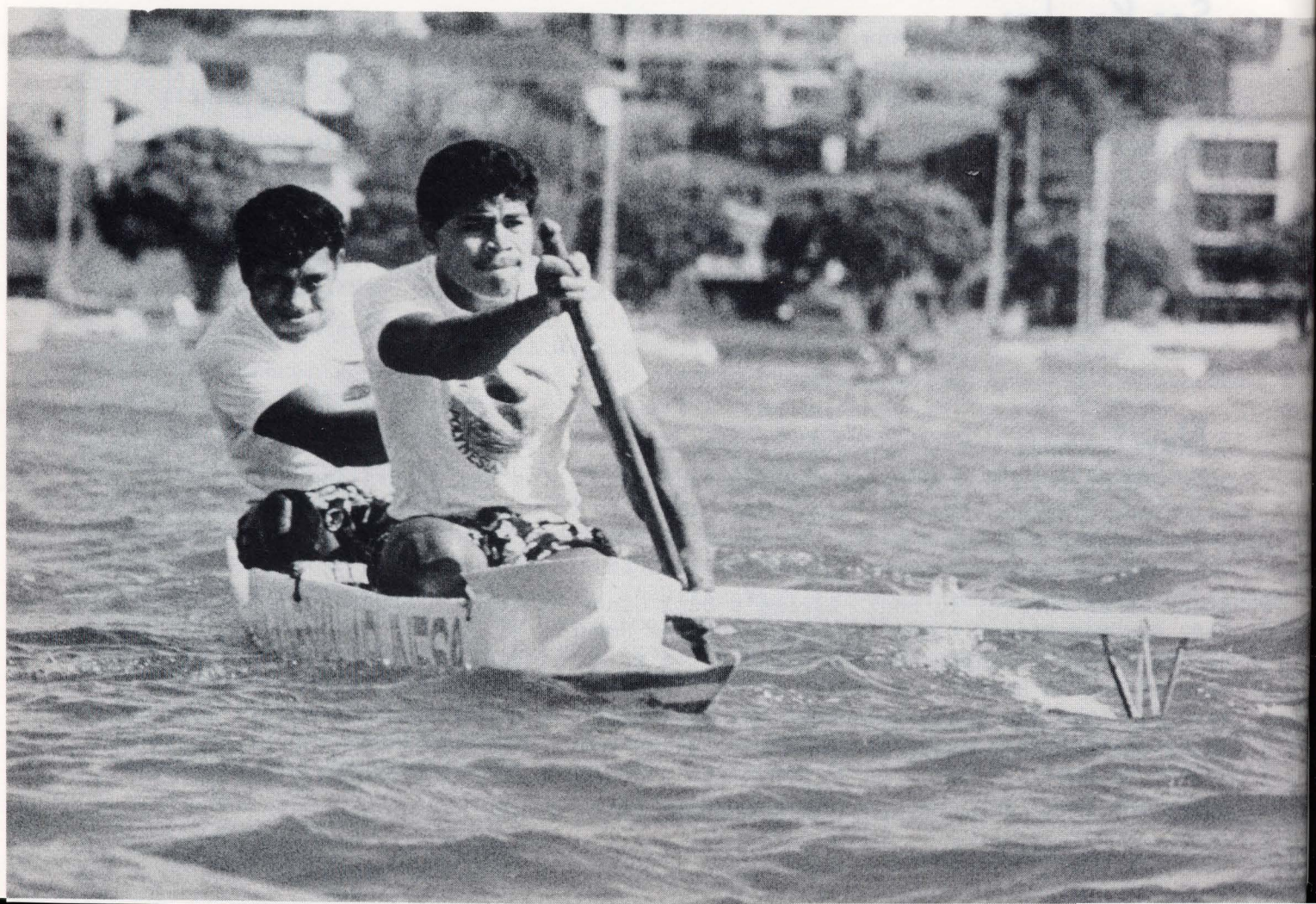




Above: The start of the race for the two-place outriggers, Devonport.

Below: Samoan dugout canoe, winner of the two-place outrigger race.

*Photographs with the permission of the 'Auckland Star'*





## Outriggers on the Waitemata

Pete McCurdy

The 1984 *Festival of South Pacific Arts & Culture* was held in Auckland recently to show to the public the range and richness of the cultures brought to New Zealand by the Pacific Islanders who have settled here. The opening event was a series of races for outrigger canoes, paddled across the Waitemata Harbour from Devonport to Okahu Bay. Sixteen canoes, some of them built in New Zealand for the event took part in races for one, two, and three person crews.

The one and two person races were won by a pair of lean Samoan canoes, and the three man race, after a confusion of swampings and crew abandoning their craft to avoid that problem, was awarded to a boat from the Cook Islands. However, as the organiser, Sefulu Ioane of the *Pacific Islander's Educational Resource Centre*, said prior to the event, winning might not be the most important aspect, and showing the boating traditions of the Islands was just as important.

The final race was followed across the harbour by the Waka Tete Hou (see the article in *Canoeing and Rafting Magazine* - issue Number 33 Winter 1984 page 21 ), a 12 metre replica Maori canoe, with a crew from the *North Shore Canoe Club* and the *Traditional Small Craft Society*. This boat too took the Waitemata sloop over the side, not helped by the hippopotamide wallowing of an attendant gin palace with TV crew aboard.

Following the races the canoes from Tonga, the Cook Islands, Tokelau, Tahiti, Samoa, Niue, and New Zealand were displayed in the Orakei Domain while the afternoon's programme of cultural events, enjoyable and illuminating, but not the subject of this article, went on. Already in the Domain was a sailing canoe from Kiribati, borrowed from the Auckland Museum for the day - this boat was the inspiration for a modern ply replica built by Jefferson Chapple named '*Te Hau*' and described and photographed in the journal of the *Traditional Small Craft Society* issue 22. (note, for readers in the south, a similar boat exists in the Canterbury Museum - Ed.)

It was apparent that canoe building in some localities has changed considerably since the classic small boats of much of the Pacific were recorded by Haddon and Hornell and others up to the 1930s ( ref. - *Canoes of Oceania* - pub. Bishop Museum Press.) Western boatbuilding methods, changes in the uses of canoes, and the adoption of conventions from other islands have all had an influence. There is, of course, no reason why a canoe builder should not innovate, and there always has been an evolution and borrowing in canoe design in the Pacific region, but it would be a pity to lose the peak of art and technology in wood as demonstrated in these Pacific island canoes in the process.

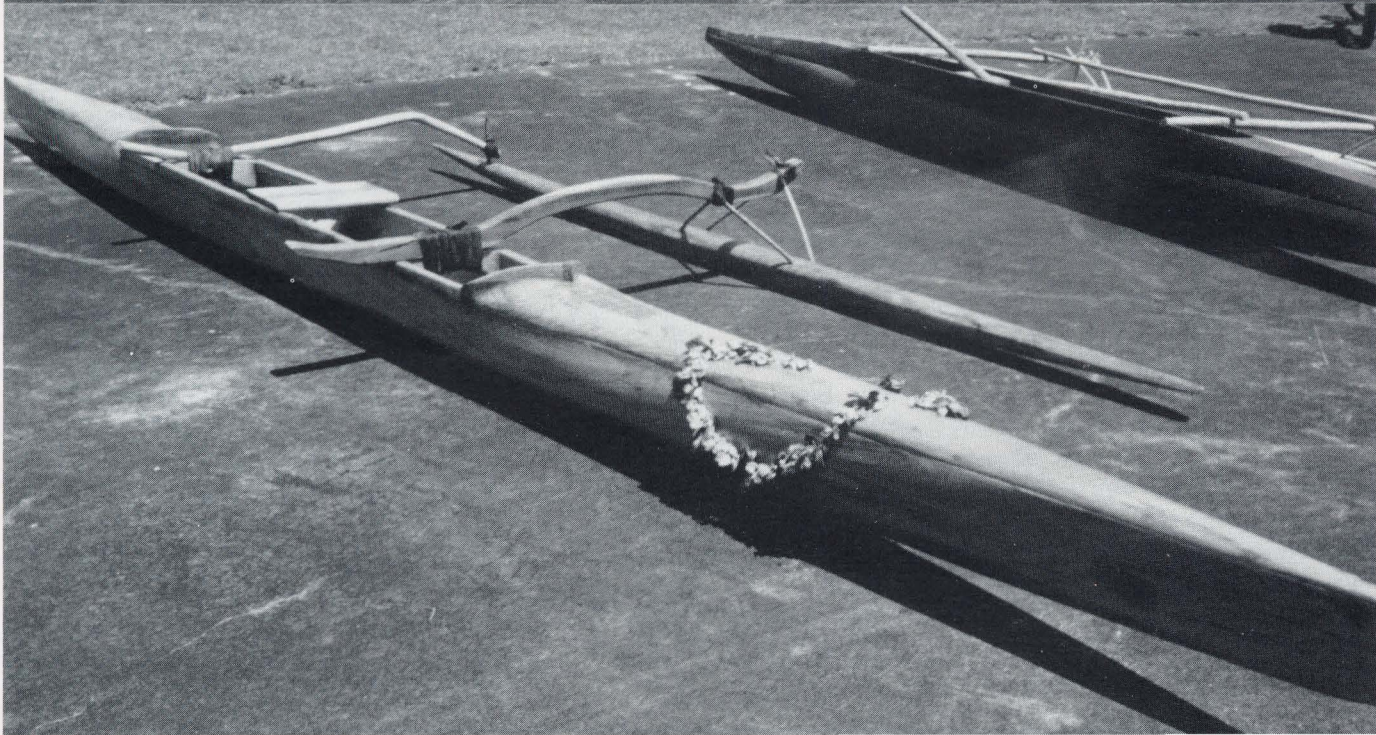
The traditionalist would have, however, been pleased to observe that at this event, twelve of the sixteen outriggers were dugout canoes, and many of them showed no dilution of their local boatbuilding traditions.

Some of the outrigger canoes are pictured, with brief notes. Many of the canoes will remain in New Zealand, and I hope to find an opportunity later to talk to their owners and find out more about these boats.

I hope also, that the outrigger races will become an annual event ( perhaps with a course alongshore, rather than across the harbour, for the sake of the spectators ) and that the canoes will be seen at other events such as the Auckland Anniversary Regatta.

\*Editor's note: This article has been reprinted from '*Traditional Boats*' issue 33 December 1984. Like Pete, I too hope that we will see more outrigger canoe racing in New Zealand. It seems to me that the modern New Zealand canoeist has completely forgotten the vast Pacific heritage of canoes and canoe voyages, whilst we have adopted the Atlantic variations of the canoe and kayak. Even our sea kayaks are based on the Greenland versions rather than the Pacific Arctic ones which are just as good sea boats - perhaps better.







*Oposite: Top:* Orakei Domain - the Waka Tete Hou surrounded by 16 Pacific Island canoes.

*Center:* Two Samoan canoes - 28 foot long dugouts of modern design.

*Bottom:* Rarotonga dugout of the Society Island type. Note inner tube lashings for the outrigger to give flexibility, otherwise of traditional construction.

*Below: Top:* Takutea, Cook Islands dugout decked to keep out the waves and an Atiu type float connective.

*Bottom:* Another classic canoe, this time from Niue, a 17 foot canoe designed to work the surf as Niue has no lagoon.



*Photographs by Pete McCurdy*





*Opposite: Top:* Pukapuka - a very traditional canoe with the fore and aft decks and the washstrakes sewn to the dugout hull. The turned up stern like a fish-tail is a characteristic of Pukapuka canoes.

*Center:* A canoe in cold-moulded construction but with the washstrakes and outrigger lashed in the traditional manner.

*Bottom:* In the foreground is a Tahitian canoe brought to New Zealand on the deck of 'Greenpeace III'. The straight fore boom and flexible aft outrigger boom are typical features of the canoes of the leeward Society Islands. Behind it are two plywood Manihiki canoes.

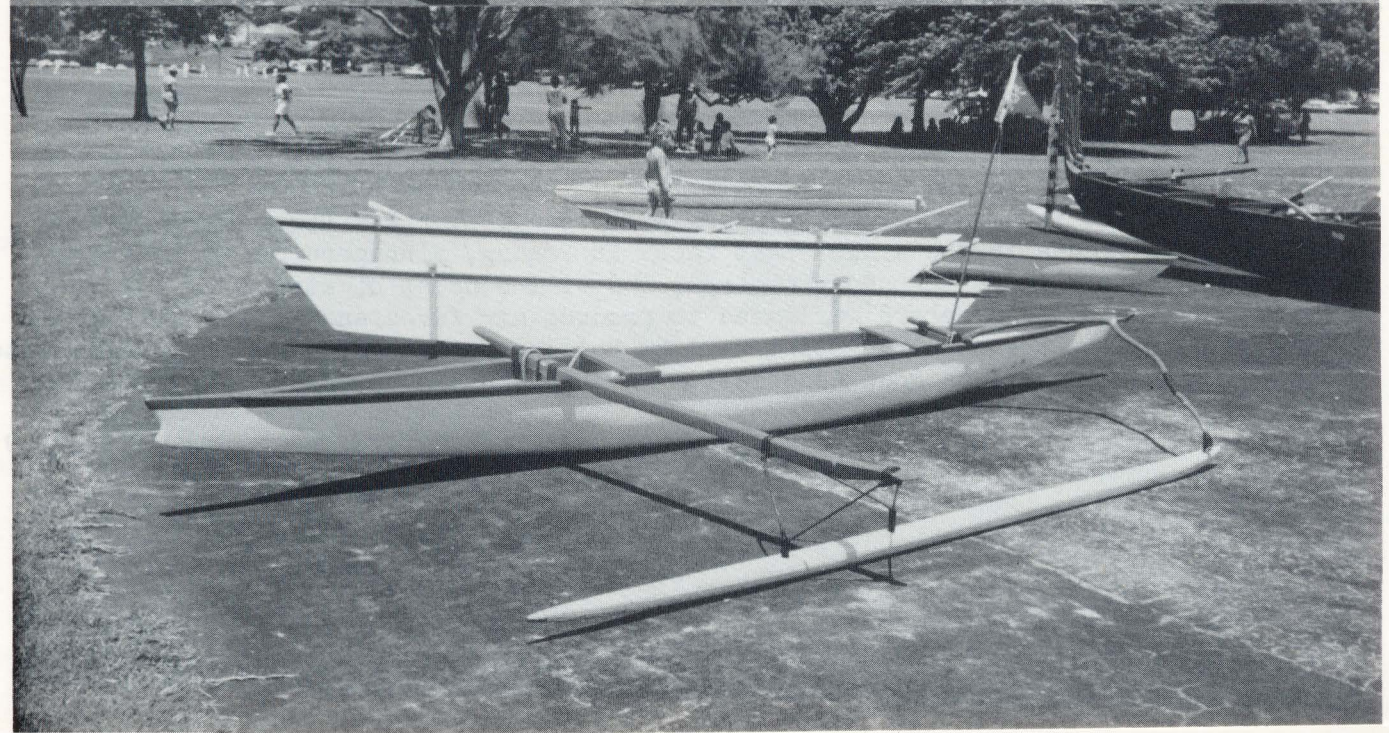
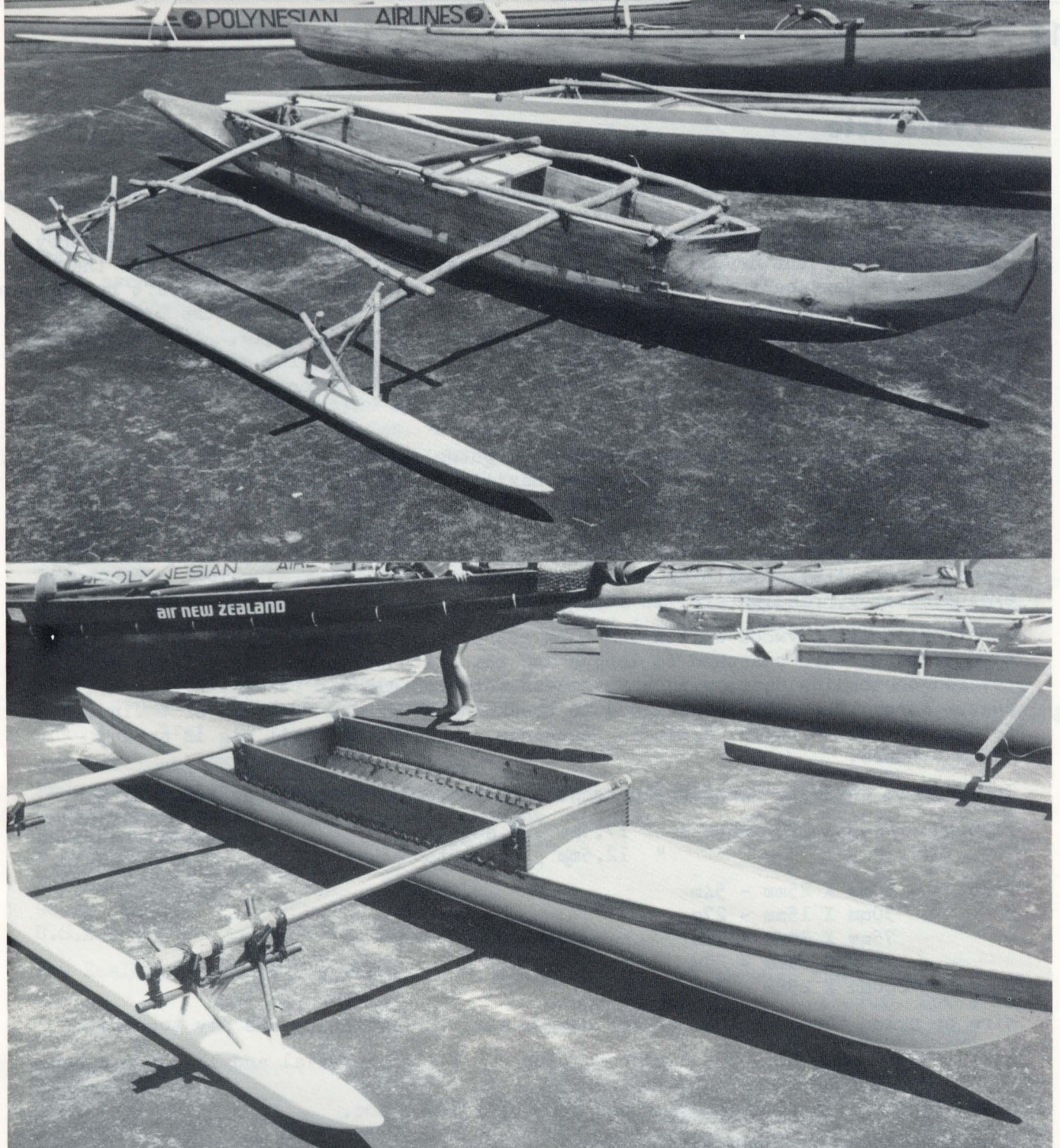
*Above:* The Pukapuka canoe - note the high seating arrangement.

*Below:* The Raratongian outrigger.

*All Photographs by Pete McCurdy:*









## Waka Tete

In issue number 33 of this magazine we reprinted an article titled '*He Waka Tete Hou*' and we provided drawings of the Waka Tete that Northshore Canoe Club built in order to foster what they called *Taniwha* racing in New Zealand - so named as they were inspired by the dragon racing craft of East Asia, and the Taniwha was the nearest to a New Zealand Dragon they could think of. The prototype craft has proven to be a little unstable and the designer, Neil Beken, has redrawn the plans to produce a more stable craft, slightly longer and easier to build. It is now hoped that the numerous groups who expressed an interest in building a waka tete will now build to this later design, and racing will be able to be organised.

Features of the new waka are:

Increased stability for inexperienced or lightweight crews, longer waterline length, shallower draft, flare of the topsides maximised for paddler comfort, building method revised for amateur construction. The waka is designed for 20 paddlers plus a steersman and time keeper, either for racing, recreational, or cultural use. A waka broken into two sections will be able to be easily transported on a 500kg domestic type trailer with an extended drawbar. The estimated weight of the waka excluding crew, paddles etc, is 363kg, and 2060kg with crew on the water.

Construction is plywood stitch and tape method requiring no building frame. The plywood panels are scarphed to length and the stitched joints epoxy taped and covered on the inside to give a frameless interior closely resembling the original dugout form. The waka is designed to break in the centre for ease of towing. Estimated time to build, excluding carvings, paddles, and sail rig is around 250 man hours.

In order to estimate construction costs, the materials list is as follows:

Plywood - 2400 X 1200 sheets of 17.5mm - 4 sheets  
               "      "      "      "      12.5mm - 8 sheets

Pine - 50mm X 25mm - 54m  
       30mm X 15mm - 27m  
       75mm X 30mm - 18m  
       75mm X 25mm - 27m  
       200mm X 25mm - 30m

Wire or nylon thread - 100m of 2mm copper wire for stitching the ply together.

Resin - 20L resin plus 20L hardener, plus 20L filler material and 1kg of red ochre powder or stain.

Glass tape - 130m of 75mm X 8oz and 130m of 100mm X 8oz.

Plus screws and bulkhead bolts.

Plans are available from Mr. Neil Beken P.O. Box 66-007 Beachhaven, AUCKLAND 10.

## Taniwha Assoc.

In June 1986 the Taniwha Boat Association will be off overseas for a two to three week trip to paddle in the dragon boat races in Penang, Singapore, Macau and Hong Kong. The team will be 30 paddlers strong and will consist of strong but not too heavy paddlers. Team members will need to produce air fares and spending money and will be hosted by the countries that will be holding the races. Any person interested should contact the Taniwha Boat Association immediately - couples are welcome as it will be a mixed team. Contact:

Maryrose Pigott, 45 Seaview Ave, Northcote AUCKLAND 9  
 Phone 483-929.



## Outrigger Racing

The second World Sprint Championships for Polynesian Outrigger Canoes is to be held in Tahiti, French Polynesia in July 17, 18, and 19 of 1986.

**RACES:** These will be run on a flat water course within the lagoon over distances ranging from 500m to 3000m depending upon the type of canoes and the age categories. Many events will involve at least one turn which will enhance the excitement for both paddlers and spectators.

**CATEGORIES:** Men and women events for seniors and juniors ( 18 years and under).

**CANOES:** These are of polynesian design with outrigger and braces, and will be of one-man, six-man, and double canoes( catamarans) of twelve paddlers. All canoes will be of standardised design, coming from the same mould and of similar weight and accessories. Canoes will be supplied by the organising committee and paddlers will draw lots for each event.

**RULES:** Available on request.

**ORGANISATION:** Paddlers will have to pay their own airfare, or transport costs to the venue. The sponsor will be supplying transport from the airport to the venue and all accommodation. Meals will be provided in the village at \$10 dollars (U.S.) per day per person. However, the party/meals at the beginning and on departure will be at no cost to the paddlers.

The New Zealand Canoeing Association will be receiving copies of the rules shortly and these will be available on request once they arrive. contacts for the organising committee are:

International Polynesia Canoe Federation	
Federation Internationale de la Pirogue Polynesienne	
Secretary General	Le President
Mary-Jane Kahanamoku	Geroge Estall
P.O. Box 1166	P.O. Box 123
Kailua Kona	Papeete
96740 Hawaii	Tahiti
U.S.A.	French Polynesia

New Zealand paddlers interested in paddling should work through the N.Z.C.A.  
P.O. Box 3768  
WELLINGTON





## READING FOR CANOEISTS

TITLE: THE HAWAIIAN CANOE  
 AUTHOR: TOMMY HOLMES  
 PUBLISHER: Editions Ltd. Hawaii 1981

This large-format book is almost what might be called a coffee-table book because of its excellent photographs and drawings - most in colour apart from the reproductions of historic old photographs. The book is primarily about the paddling of racing outrigger canoes, but it also looks at the origins of the Hawaiian canoe and the building of a canoe from cutting the tree down, to launching, along with a full discussion on accessories - paddles, sails, outriggers, and ornamentation. There is an excellent section on surfing. There are sufficient line drawings for any competent builder to make a replica - but be warned - these canoes are 30 to 40 feet long. Perhaps the best known of the big Hawaiian sailing canoes is *Hōkule'a* this 62 foot voyaging canoe sailed twice from Hawaii to Tahiti, one a return trip, and is expected to arrive here in New Zealand on the Auckland coast in late November and will be laid-up here over the summer before returning to Hawaii. Another chapter looks at the Tahitian racing paddling outrigger - as will be used in the Polynesian Championships next July ( see article in this issue of the magazine).

This is not a book you read from cover to cover, more a book you dip into from time to time. I have yet to read it all, but I can say that it is an absolute goldmine of information on this type of craft and essential reading if you have any interest in indigenous canoe revival. I am inclined to the opinion that it is time that New Zealand paddlers developed a conscience and took more interest in polynesian craft - after all, they had evolved into the most sophisticated craft possible, given restraints on materials available.

TITLE: THE SURVIVAL OF THE BARK CANOE  
 AUTHOR: JOHN MCPHEE  
 PUBLISHER: Farrar, Straus, Giroux. New York 1975 (4th reprint 1984)  
 also published by McGraw-Hill - Toronto.

This book is in two main parts; an account of the author's meeting with a young builder of birch-bark canoes - Henri Vaillancourt, in Maine, U.S.A. and of a long trip he accompanied Vaillancourt with through the lake country of the North East U.S.A. The second section is composed of drawings and notes of Edwin Tappan Adney who documented the building and tribal styles of birch bark canoes in the late 1800's.

Henri Vaillancourt began building birch bark canoes in 1965, working from observations of existing canoes, and learning largely from trial and error. He later discovered the notes of Adney and was then able to develop his craft to the stage of equalling the canoes of the American Indians. While I had always thought of birch-bark canoes as something rather frail, McPhee observed Vaillancourt demonstrating the strength of his boats "...he cocked his arm and drove his fist into the bottom of one of the canoes with a punch that could have damaged a prize fighter. He is six feet tall and weighs a hundred and seventy five pounds - the bottom of the canoe was unaffected..."

You must remember, however, that the bark is backed up with a thin layer of cedar planking which must give the bark considerable strength. The account of the trip certainly reinforces the fact that these craft of bark could certainly take punishment.

However, although McPhee was impressed with Vaillancourts' craftsmanship and details exactly how he built his craft, he was less impressed with Vaillancourts' ability to use his craft, and to live in the wilderness. Personality problems certainly arose during the trip, and in recounting these problems, the book comes alive, and the people human.

This is not a 'how-to' book - but an attempt to give the original birch-bark its true place in the range of canoe craft. Vaillancourt is still building these boats and makes a living by building around seven canoes a year.



TITLE: WHITE RIVER, BROWN WATER  
 AUTHOR: ALAN HOLMAN  
 PUBLISHER: Hodder and Stoughton London 1985

Hot off the press, this book is about a solo expedition - a record-making journey by kayak down the Amazon River in August to December 1982. Alan Holman took a holiday from his job with the Australian Air Force in 1979 and sailed by cargo boat up the lower section of the Amazon and conceived the idea of a kayak trip, primarily because he was fascinated with the river, but also because he wanted to set a record. He had done very little canoeing before and by the time he set out on this trip he had covered little more than thirty miles. On his return to Australia he took a job with an alumina refinery in Gladstone, bought a glass-fibre touring kayak, and set about equipping himself for the task. Paddling on the tidal river and in the surf, he taught himself all he needed to know about handling the kayak. This was shipped out to Peru and to the small town of Quiteni (as far as the road went down the river, and past most of the shallow and difficult rapids). Holman talks about a short section of what he calls grade four water that he shot, however, considering his kayak and how well loaded it was, and how he remarks on the water actually splashing his face, it would seem that it was really what we would call a grade III or even II+. The majority of the almost 4000 miles was on flat, but rapidly moving water. I can well imagine that in the wet season the upper tributaries could provide some very exciting water, but Holman's trip was designed to catch the river at its optimum flow for his sort of trip. What stands out throughout the book is just how well researched and thoughtout this trip was. Food had to be carried for the whole trip, but supplemented with purchases from locals along the way. Campsites were on sandbanks along the river. Eother Holman is a master of understatement, or the trip went off with remarkably few hitches - I suspect a combination of excellent planning and the author making light of problems. While this is not the sort of trip I would relish, and if I did I would take an open boat of some sort, it still makes for good reading. Perhaps it will inspire someone like Mike Savoury to do a plastic kayak descent of these upper tributaries - I believe that commercial rafting is beginning in the area.

TITLE: CANOECRAFT  
 AUTHOR: TED MOORES & MERILYN MOHR  
 PUBLISHER: Camden House Publishing Ontario 1983.

This book is a complete text on building cedar strip/glass fibre sandwich construction open canadian canoes. Its eleven chapters include a discussion on design, on workshop planning, and the machining of the wood and the building of the hull, and finishing. Complete plans are provided for seven canoes, including the Prospector that Bill Mason claims has no competitors as a whitewater boat. The sections on the selection of woods and on suppliers will not be relevant to New Zealand builders, however these two sections are only a small part of the book, and the majority of the book is very good value - remember that the Americans still work in the British inch and foot. Overall, an excellent publication if you are into open canoes, and if you are even slightly competent in handling tools and wood. The detail is sufficient that most people would be able to turn out a passable craft without too much pain. The wood-strip method creates a lovely boat with wood sizes small enough for the solo worker, and a boat of sufficient strength for all but the hardest grade III water. The wood-strip boat would also make an excellent plug for a glass-fibre mould. The book is profusely illustrated by both drawings and black & white photographs. Perhaps the only fault I can find with this book is the rather unorthodox method of taking measurments off a set of lines drawings. I have, however, managed to take a fair set of full-size lines off the data given for the prospector canoe, and apart from two typing errors, the method was easy enough to follow. Incidentally, these full-size drawings are now available from the N.Z.C.A. Publications.



## Slalom

In January a sizeable contingent crossed the Tasman to participate in the Australian Nationals and other events. The outstanding result from the trip was Donald Johnstone's overall win for the individual K1 slalom event, just beating the reigning world champion, Richard Fox.

For the 1985 Weltmeister and European circuit the N.Z. team selected was Doanld Johnstone, Paul deRijk, Eric Horwood, and Barry Webb for slalom and Andrew Martin and Hans Vlaar for downriver events. With Donald clearly pushing the world champ, and Andrew the top ranked paddler in Britain, this was the strongest team ever to be fielded by New Zealand. Unfortunately we have not received complete results as yet, but word has come through that Donald was placed 3rd at the Czech International as did the N.Z. team in the team event. At Augsburg Donald placed 15th, Eric 27th, Paul 30th and Barry 53rd.

### '86

Possibilities include a N.Z. junior and senior team for the Australian Nationals to be hosted by the Tinaroo Canoe Club in Queenstown in January. A junior team to the Junior World Championships to be held in Spittal, Austria, and perhaps competition in the North American Circuit. It is expected that the selection of the official junior and senior teams will have to be based on the results coming from the first two slalom events of the season - Mangahao and Waikere. Paddlers who would like to make themselves available will have to let the Slalom Commodore know as soon as possible. Note that a junior is a person no older than 18 in the year of the competition.

### rules

These are now available from the N.Z.C.A. The main features are as follows:

- 1: No reverse gates. An upstream gate will be marked with two red poles and a downstream gate with two green poles.
- 2: Maximum penalty for touches is 5 - one pole or two, no matter how often you touch.
- 3: A gate will be considered missed (50 penalty points) if the next gate is touched prior to correct negotiation.

### events

OCTOBER	19 - 20	Huunui River
NOVEMBER	9 - 10	Mangahao
	23 - 24	Collier's Bridge
	30 - 1	Waikere Taheke
DECEMBER	7 - 8	Ruahihi Gorge
FEBRUARY	1 - 2	Kawerau - NORTH ISLAND CHAMPIONSHIPS
		Hurunui - SOUTH ISLAND CHAPIONSHIPS
	15 - 16	Pukeokahu
MARCH	1 - 2	Murupara
	15 - 16	Kawerau
	27 - 30	Waikere Taheke - NEW ZEALAND NATIONAL CHAMPIONSHIPS

SLALOM CONTACTS FOR THE 1985-1986 SEASON ARE:

Commodore: Eric Terzaghi 210 Park Road Palmerston North (063) 71650

North Island: Eric Horwood 11 Valley Road Kawerau (076 3) 7600

South Island: Clarence Hines 23 Everest Street Christchurch (03) 588656



## AUGSBURG '85

Graham Allan & Debbie Hughes

We were fortunate to have the opportunity to support and encourage New Zealand's four paddlers competing in the World Championships at Augsburg in June 12 - 16. Donald Johnstone, Eric Horwood, Paul deRijk and Barry Webb, along with managers Phil Doré and Neil Wright.

The opening ceremony held in the town square was full of atmosphere provided by enthusiastic townsfolk with a backdrop of classical European buildings - more than just mundane speeches and flag-raising, Augsburg turned on dancing and comic events.

The whitewater course proved to be progressively tougher and demanded stamina and commitment from every paddler. The unpredictable nature of the water, created by the artificial course (such as surging eddies) meant that local knowledge was a distinct advantage. Reigning world champion, Richard Fox had acknowledged this by living and training at Augsburg for the previous 12 months. The organisers had set a particularly gutsy course with gates 29 and 30 requiring every remaining ounce of energy and precision to get - hence many precious seconds were lost here. This made for breathtaking viewing. This second part of the course was also in view of a huge electronic, up-to-the-second, computerised scoreboard which made for an electric atmosphere as spectators were fully informed of the current paddler's progress and overall performance.

It was a major highlight to have Eric Horwood in number one place on the scoreboard for quite some time after a particularly good first run. Donald also thrilled us with a very fast time (sixth fastest of the entire event) however three touch penalties placed him 15th overall. By the end of the day Eric had descended to a creditable 27th with Paul close behind in 30th and Barry, first time in the World Championships, in 53rd - out of 75 paddlers!

The other memorable performances came from David Hearn, the C1 gold medalist from U.S.A. who displayed sheer power at the end of a devastatingly fast and clean run. Richard Fox was chasing his 3rd successive World Championship but only managed 5th after a clean first run. Vocal local supporters aided the victory of Augsburg's 18 year old Margit Messelhaeuser who took the women's event.

Three days of live television coverage throughout much of Central Europe is a testimony of the popularity of canoeing there. What we couldn't help but question and contemplate was the many years of training, money, and sacrifices needed for a mere few minutes on the water.

## KOBER

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## '85 Secondary Schools Slalom

We are woken early by a logging truck thundering over the bridge nearby. Still in my sleeping bag I hop to the door of the caravan. A quick look outside shows streams of mist snaking up the bluffs across the river, overhead the sky is cloudless and the river rushing past below is crystal clear - it is going to be a fine day.

After breakfast there is time to check out the camping area - a multi-coloured tent city has grown in the forest overnight with a line of council loos beyond. The first car and canoe trailer of the day rolls across the bridge - eager faces peering down at the river. By the end of the day 130 aspiring slalom champions from 26 North Island Schools will have gathered to compete in this event - the fifth New Zealand Secondary Schools National Slalom. Overall numbers are, as expected, down on last year. The new regional qualification guidelines have kept the novices at home. Several southern canoeing schools cannot front the event this year due to the short notice, but the gaps are filled by the new canoeing schools; Tongariro, Forest View and Te Kauwhata. Back at control organisers race off to set gates and telephones, and locate the best judging stations.

Thursday afternoon and practice is underway, the river is the centre of colour and action. Small groups of kayaks gather in the eddies below each upstream gate. A larger group queues in the pool above the bridge as the paddlers try to crack the team gate set in grade II water. The more accomplished paddlers entertain the crowd with nose and tail stands in the same rapid. The overconfident occasionally end up swimming the rest of the course, much to the delight of the spectators on the bridge above. The riverbank, meanwhile, has turned into a canoe manufacturer's dream come true. School fleets show a distinct preference for Olympias and Duras with some Perceptions, Finesses and Scorpions. The students' own canoes show incredible variety; rare superlightweight, hand-me-downs showing the scars of a hundred mishaps, archaic slalom boats from long forgotten moulds, an unblemished late model, whitewater machines, and several damaged kayaks that didn't make it past practice day.

Competitors and coaches meet at Kawerau Intermediate hall that evening for video and pre-competition briefing. Back at control the paperwork ends at 1 a.m. followed by a late tea of bacon and toasted sandwiches.

Friday morning competition day dawns cold and fine. From the river below comes the sound of competitors already at practice. We are concerned at the possibility of having to use inexperienced judges and timers at the Nationals, but our reservations are unfounded as at the judges' briefing at the bridge after breakfast there turns out what is a virtual Whos Who on the New Zealand Slalom scene, and I also recognise the faces of many stalwarts from previous competitions at regional level.

Emergency repairs to the ancient telephone system and final gate adjustments puts the K1 event 20 minutes behind schedule. The rest of the day, however, goes like clockwork and responsibilities for the morning are reduced to keeping the compiling team supplied with cups of tea. Firm adjudication by Brian and Terry keep the re-runs to a handful, so we get a chance to see most of the senior boys K1 - a close and fiercely contested event which produces some first-rate slalom.

A single penalty on a late gate costs Carlton Fogg dearly and the K1 event goes to team mate Alister McCormack. Alister combines well executed breakouts and smooth acceleration between the gates to record the fastest time - and the only clean run in the competition - a performance that Adrian Fogg and Robert Paul just cannot match on the day. While a mere 21 points separate the top five senior boys. Lucy Ford convincingly takes out the senior girls K1 event. Her winning run, incidentally, eclipses the best runs of 62 of the 72 senior boys. Phillip Dooney and Claire Svenson establish themselves firmly in the junior K1 event as the most formidable competitors and later both win their respective downriver races.

Friday afternoon the slalom site is still buzzing when Liz Lysart and a TVNZ camera team arrive. They take an awful lot of footage on and off the water. The event gets coverage on the 6.30 news that night and everyone is rapt. Several toll-calls to



TVNZ the previous week demanding coverage have paid off and a local newspaper reporter appears the following morning actually seeking information about the sport - such is the power of television ! After the tension of the K1 event the Judges and Coaches Slalom provides everyone with a good laugh with capsizes and swimmers galore which is exactly what the spectators were hoping to see.

N.Z.S.S.C.A. holds its A.G.M. that evening. Nick Billows skilfully manoeuvres around the snags and before long we have a constitution as well as a date, venue organiser for the next year's Nationals, and venue - Mangahou the weekend before Easter and run by Q.E.II College.

Saturday morning and it's all go from first light. Compiled results from K1, C1 and C2 are posted. Competitors are briefed on the days events, judges meet, and the teams slalom event gets underway on schedule. This morning there are no logging trucks to contend with on the forest roads, and down on the river the teams glide through the gates with a genuine confidence. Members of the Whakatane Surf Life Saving Club arrive with equipment to watch over the more difficult rapids during the downriver race. Extra St. Johns Ambulance personnel from Whakatane also arrive and disappear up river. Compilers at control work flat out to collate team scores. A reporter wanders up and down the course looking quite bewildered by the whole business - although he later gives the event excellent coverage.

Saturday afternoon cars and trailers move off to the downriver start 6 Km up the river. Competitors are sent away at 30 second intervals through grade I - II water. Several senior downriver specialists arrive back at the slalom site 30 minutes later, their paddles flailing in a thrilling sprint for line honours. There are a few capsizes and bail-outs among the willows upriver, but the overall standard of canoeing is impressive. Despite two nasty bridge-wrap incidents on practice day, everyone gets through the obstacles above and under Homestead Bridge without mishap. Back at control compilers and certificate writers move into high gear as the gates come down and telephones brought in.

A video of the days events and prizegiving winds up the competition and we retire for the first early meal in four days. We promise ourselves a spectacular feed, but back at the river everyone is too tired to eat, or perhaps we just cannot face toasted sandwiches again. The celebratory wine goes away barely touched as we opt for a full night of sleep instead.

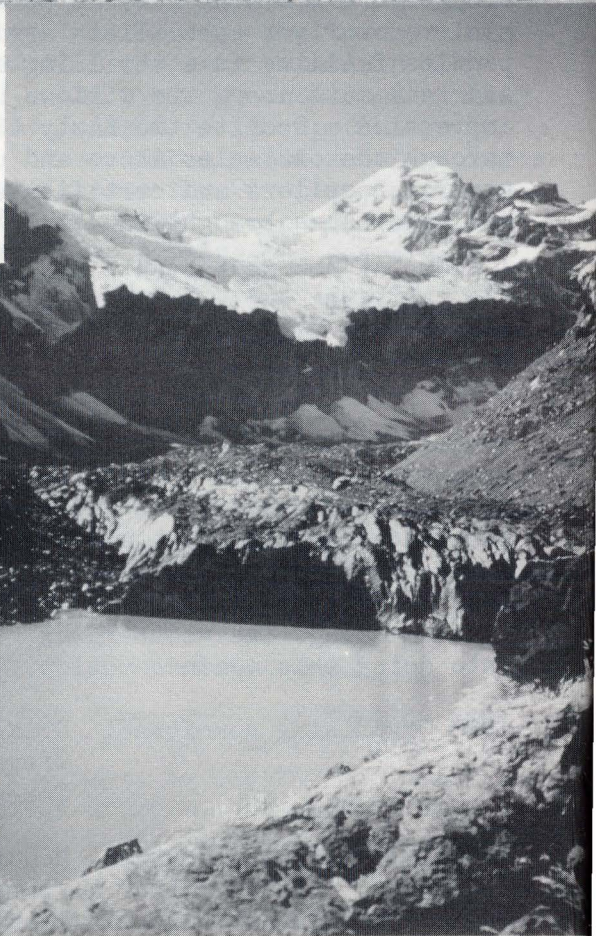
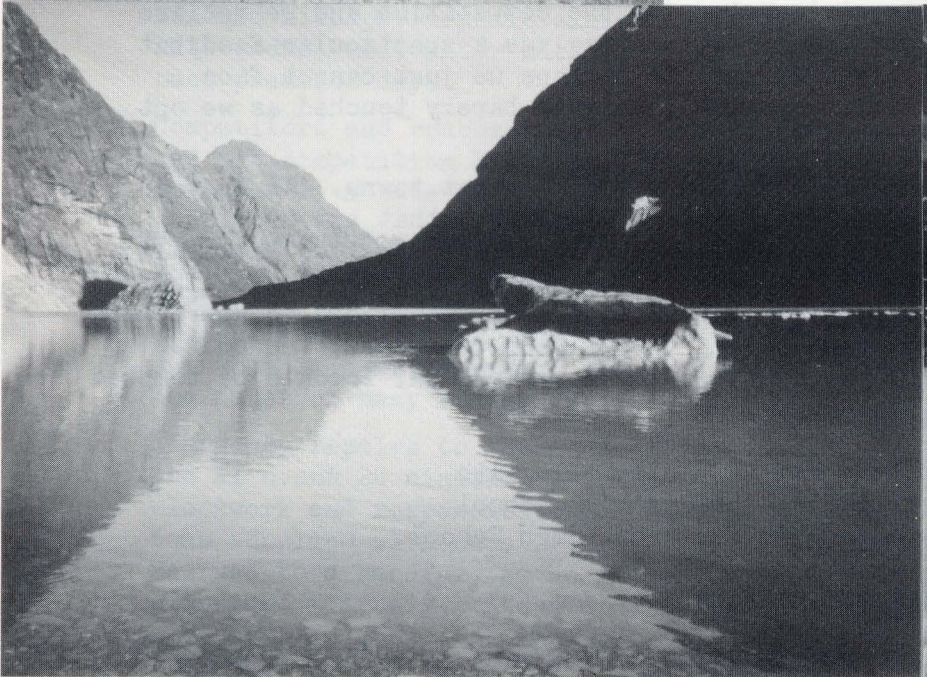
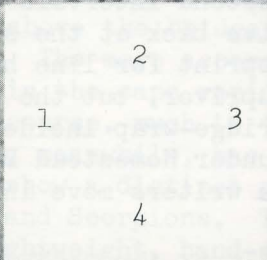
Sunday morning laden cars and canoe trailers depart for distant towns. As they go over the bridge the competitors take a final look at the river that has provided so much exhilaration and frustration. Ah well, there is always the 1986 Nationals. All traces of the event are gone by 11 a.m. and I unwind with an hour of paddling. I put together a fine tail-stand but there is no-one left on the bridge to appreciate it. In retrospect it was a great weekend. The competition was close, the course was demanding, the weather was perfect, and the people marvellous, I could be tempted into doing this again sometime.

1985 Organising committee: Brian Neville: St Pauls Collegiate  
Trevor Bently: Tokoroa High School  
Terry McNamara: Hillcrest High School.

RESULTS: K1 Senior Boys: A. McCormick. C. Fogg. A. Fogg  
Senior Girls: L. Ford. J. Murton. R. Svenson  
Junior Boys: P. Dooney. W. Sheetham. L. Akers  
Junior Girls: C. Svenson. B. Walker. M. Skeet.  
C1 : C. Fogg. R. Paul. A. Fogg  
C2 : Palmerston North A. Palmerston North B. Wanganui High.  
Downriver: Senior Boys: A. Fogg. A. McCormick. R. Logan  
Senior Girls: L. Ford. J. Murton. R. Senson  
Junior Boys: P. Dooney. S. Tallon. M. Bisdee  
Junior Girls: C. Svenson. A. Phillips. M. Gatenby.  
Specialist: C. Fogg. P. Bassett. R. Paul.

Team : Senior Boys: Palmerston North Boys High. Otumoetai College. Rathkeale  
Senior Girls: Paraparaumu College. Otaki College. Papakura High.  
Junior Boys: Otaki College. Hamilton Boys High. Tokoroa High.





- 1: Lower end of the glacial lake from where the raft was launched. The Douglas Neve hangs above. Photograph taken from 3000 ft above the lake.
- 2: The raft 'The dollar' being built prior to launching
- 3: Mt Sefton, the Douglas Neve and the Douglas Glacier, with the lake at the terminal face. Photograph taken from the top of the moraine wall.
- 4: A view down the lake.



# Alpine Raft

Dave Atkins

Our gang of five had hunted together for over 20 years - had been there, done that, etc. On a hunting trip on the West Coast in 1984 we found "The Lake".

We had been in the Karangarua, Landsborough, and the Copeland Valleys for about two weeks without much luck and decided to fly into the head of the Douglas as a last resort. We then found that the small terminal lake depicted on the map had somehow grown to over a mile in length with sheer 2000 to 3000 feet cliffs rising straight up from the water. No way around it unless fully alpine equipped, and no way over it.

So 1985 was planned with care. A simple, light, easily-assembled raft was needed because it had to be carried from the Horace Walker Hut to the lake edge, up hill over moraine-type boulders.

We finished up with four truck tubes, 100 x 25 timber, and plenty of light rope, also a tyre pump, which, we found, would carry three people, three packs, and rifles.

We had three days hunting near the hut and managed to get enough meat for the rest of our holiday. Then it was time to launch the raft. The sun was shining, the sky was blue, a perfect day. After a lot of huffing and puffing and struggling with an inadequate pump, we finally had the tubes blown up and the raft assembled.

All this time the avalanches were filling the valley with thunderous roars. Mt. Sefton, New Zealand's second highest mountain, was at the head of the valley, dominating it from all directions, but the most disturbing feature was the Douglas neve. This 1000 foot thick wall of ice, hanging over the glacier about 3000 feet up was the source of the avalanches. We all knew that if a big one dropped into the lake while we were on it, we and the raft would probably be goners. The lake was full of floating icebergs and the water temperature was probably only one degree above zero.

The raft would be very slow and even if we got back on it, it would take a long time to get back to shore to dry out. What the hell! It only happens to the other guys, doesn't it? Time to launch it and to also christen it. Well, if Mr. Lange can float the dollar, so can we! "I christen thee 'The Dollar'," shouted Captain Roger, and in she went.

The lake is not straight and the desire to see around the corner made the paddles flash to the tune of "Yo Ho Heave Ho". A large iceberg came alongside and young Harry leapt from "The Dollar" on to it and posed for photos. Suddenly it started to tip and he had to jump back on to the raft quickly. Roger, his Dad, said, "That's enough, son, your mother wouldn't like me to bring you back like a frozen fillet."

Around the corner at last - what a sight! The terminal face of the Douglas glacier reared up out of the water; 100 feet of vertical ice, with large chunks peeling off regularly. Away up above the Douglas Neve looked ominous but luckily the avalanches that day were falling on to the glacier itself and not into the lake. It took two hour's hard paddling to get to the ice face where we landed the raft and carefully placed it amongst the moraine boulders to await the return journey.

It was an hour's climb to get to the top of the moraine wall but the view was well worth the effort. Harper's rock bivy was close and it took no time to make camp under this huge rock. Enough room for fifty or more with several rooms. Two days were spent exploring the area, climbing Douglas Pass, several peaks and looking down onto the mighty McKerrow glacier at the head of the Landsborough.

The return trip was uneventful and after flying out the only question was "Where is the next mountain lake for us to explore?" As long as the raft can carry six, I don't care where it is.



Back in issue number 25 (1982) we ran a book review on Bill Mason's book '*Path of the Paddle*'. This book is, without a doubt, the best book on open canoe paddling you can get, and Bill Mason is considered by many as the guru of this type of canoe. We mentioned that the book had been written after Bill had made a series of films on canoeing - in fact Bill is best known in his native Canada as a film maker. We have been fortunate in being able to obtain copies of Bill's four instructional films on open canoe paddling, and these have been put onto VHS video tape suitable for most home video machines. These films were rather expensive as we had to buy them from the maker (that is, we did not pirate them off a T.V show).

The films are :	Solo basic	Doubles basic
	Solo whitewater	Doubles whitewater

The videos are now available from the N.Z. Canoeing Assoc Publications. One tape includes the two solo films, and a second tape contains the two doubles films. Hire is \$10 per tape.

Bill Mason considers that there is only one canoe that is any good as a whitewater tripping canoe; the Chestnut Prospector canoe. We have also been fortunate in being able to get a set of design measurements for this craft and these have been worked up into a set of lines suitable for builders to make a strip-plank/glass fibre sandwich boat from. Plans, and a set of building instructions are now also available from the N.Z. Canoeing Assoc Publications. Please, when ordering, specify that you want the '*Prospector*' design. The other set of plans are for a flat-water/lake touring craft, which is quite different from this whitewater boat.

Alistair Stoddart, who runs the Association's publications section, tells me that he now has a number of new video tapes. These include rafting the Bio Bio river (that's in Chile) and 'Breath of Whitewater' - kayaking in the States with Mick Hopkinson - a superb 20 minutes of bigwater kayaking. There is also a copy of Mike Jones's 'Duhd Khosi'.

Order from Alistair:	N.Z.C.A. Publications
	P.O. Box 3768
	WELLINGTON.

Please note: This magazine does not have copies of films or videos.

AT LAST: HELP FOR THE FOUR-EYED CANOEIST & RAFTER:

From Paul Corwin

In my five years of canoeing I think that I have seen \$200 worth of spectacles go for terminal swims. I have now, at long last found a solution for four-eyed paddlers.

It comes in the form of a pair of German-made 'sport frame' specs. They are made of spring steel coated with rubber. They come with an elastic band which attaches to the frame. I have replaced this with a velcro band, replaced the lenses with dark plastic ones and they are ideal for any sport - surfing, board-riding, kayaking, climbing, skiing etc. If they get a knock they easily flex but retain their shape. I have yet to have them pulled off in any sort of surf or whitewater. Made by

'Marwitz'

Mine I obtained from John Anstice - Cathedral Square & Chancery Lane. Christchurch. but I presume that they can be obtained from other opticians.

#### FOR SALE

NORDKAPP SEA KAYAK: Fully equipped with pump, bulkheads etc.  
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## PUBLICATIONS

### River Guides

WANGANUI RIVER GUIDE - The rapid by rapid description	\$4.00
NORTHLAND RIVER GUIDE - For all rivers north of Auckland	\$4.00
TARANAKI RIVER GUIDE - For all rivers Mokau - Wanganui	\$4.00
HAURAKI / WAIKATO - For rivers between Auckland and Taupo	Out of print
MANAWATU / WAIRARAPA - Rivers from Wanganui - Cape Turnagain	Out of print
HAWKE BAY / EAST CAPE - Tukituki to Wairoa Rivers	Out of print
NELSON / MARLBOROUGH - Golden Bay to Conway River	Out of print
CANTERBURY RIVER GUIDE - Waiau to Waitaki	\$4.00
WESTLAND - All rivers on the West Coast and Fiordland	Out of print
OTAGO AND SOUTHLAND - Waitaki to Milford Sound	\$4.00

MOTU RIVER MAP FOR CANOEISTS AND RAFTERS	\$0.75
OUTDOOR EDUCATION SERIES - CANOEING - Best value for money canoeing manual	\$4.25
CANOEING INSTRUCTION GUIDELINES - Instructor's how-to manual	\$3.50
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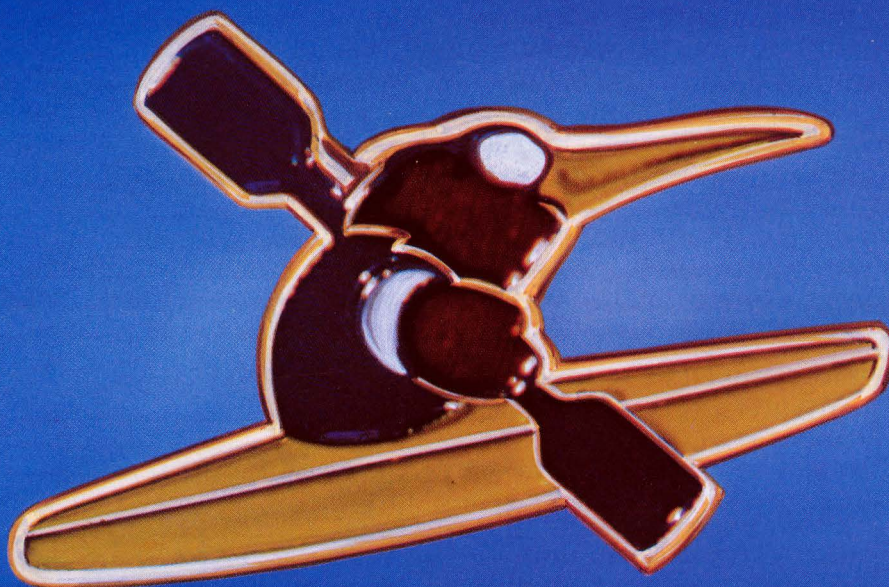
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