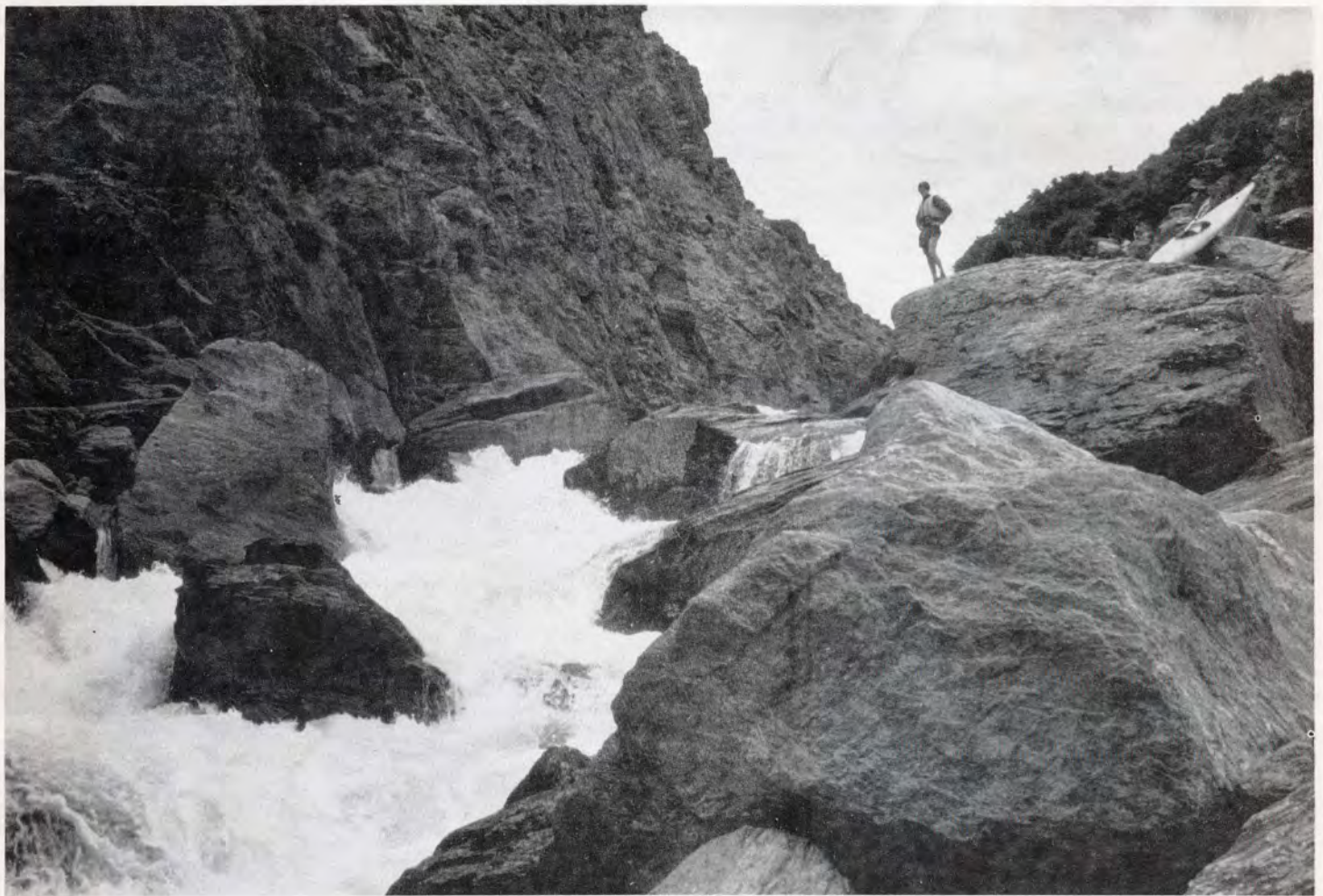




New Zealand

Canoeing & Kayaking

- ☐ NEVIS RIVER
- ☐ SOUTH AMERICA Pt3
- ☐ CROMWELL GAP
- ☐ EVENT CALENDARS



NEW ZEALAND CANOEING & KAYAKING MAGAZINE

Published for the New Zealand Canoeing Association

P.O. BOX 3768 , Wellington, N.Z.



The NEW ZEALAND CANOEING ASSOCIATION is the administering body of recreational and competitive canoeing, kayak and rafting sports in New Zealand. Individuals become members of the Association through membership of an affiliated canoe and kayak club.

These affiliated clubs are as follows:

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Ashburton Canoe Club	P.O. Box 238, Ashburton
Auckland Canoe Club	P.O. Box 3523, Auckland
Auckland University Canoe Club	C/- Auckland Univ. Students Assoc. Private Bag, Auckland
Central Otago Whitewater Club (affiliated to O.C.K.C.)	Richard Bailey Letts Gully Rd, Alexandra
Hamilton Canoe Club	P.O. Box 3580, Auckland
Hauraki Kayak Group	P.O. Box 3580, Auckland
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Whitewater Canoe Club	2 Kruse Place, Christchurch 2

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Mike Savory in a Pro Jet squirt boat for the Rodeo at the Whitewater Nationals

EDITORIAL

With the great summer that has just finished I would have expected plenty of stories and information to be flowing freely forth. Unfortunately this has not been so! After three months kayaking in Nepal I have plenty of stories but I cannot fill this magazine with them, so you will have to send in photos, stories and information. Well enough of that! The magazine has been well received and is worth keeping going. I am happy to see that some clubs have informed their members about the availability of the magazine. Since this publication does not cater for rafters we have changed the title for this and future issues to NZ CANOEING AND KAYAKING.

Canoeing/kayaking is a booming sport in New Zealand, and this is evident by the number of new cars (I recently saw a new Mercedes with a plastic boat on the roof) that carry kayaks around. Maybe it's becoming a yuppie's sport. Five years ago canoeists' cars were recognisable as being old and functional!

Since more people are now participating in the sport there are now more incidents. This trend is highlighted by the number of incident reports I have received (which is only half of the incidents I have heard about!). An incident I personally saw in September 1988 at the bottom of Dogleg Rapid on the Kawarau, involved a kayaker swimming past the get out point down towards Nevis Bluff rapid. He had been in a plastic kayak and using a single blade C1 paddle. His paddling friends were already out of their boats and making no attempt to rescue him. We ran down the bank to toss two throwlines to him. They floated around him, and he made no attempt to grab them. We yelled at him to grab a hold of one of them, which he eventually did, and I then had some pretty scathing comments to make. He replied in an American accent "who is this smart ass up on the bank!" As far as I am concerned, this incident reflects a pathetic attitude towards the safety of our sport by a non canoe club member (he was not a member of any club). His attitude was neglectful and inadequate and it is this type of personal attitude that is detrimental to our sport.

The new ENJOY YOUR CANOEING SAFELY brochures are pleasing to see, and have good pictures all over. The brochures are available to all canoe clubs, societies and individuals that promote the sport.

I also see that the N.Z.C.A and the N.Z.O.I.A (Outdoors Instructors Association) are looking at standardising all canoeing tests and instruction certificates. It is good to see that we are no longer fighting against one another and working towards a common goal for New Zealand canoeing.

Canoe Polo has taken off in Christchurch with the University organised polo running over winter, as well as Topsport's, Brian Lodge and Richard Brewster running three polo nights during the week. A recent letter from Richard Boulton of the Australian Canoe Polo Federation to NZ canoe polo people is very positive about the sport and they hope to send teams to New Zealand in the future for trans Tasman competition.

Also before leaving to go to Nepal, I expressed my doubts about slalom's future in the South Island. The reason for this was that some people were just not interested in running slaloms at a base level for beginners. The problem I personally felt, was at the club level. I pointed out that slalom can be fun, need not necessarily be competitive, and is superb for improving skills. I also pointed out that it is in canoe club interests to promote all aspects of the sport, this helps keep a diverse range of people interested in club activities. People in the club or slalom situation who concentrate on one aspect of kayaking/canoeing are hurting the sport. Our future flatwater, slalom, downriver racing people usually only come from two areas, and they are the highschools and clubs. If we don't promote whitewater competition in these areas then we might as well say goodbye to these disciplines. Anyway, it was pleasing to hear after coming home that a slalom on the Hurunui was run by the Whitewater Club for canoe club members and it proved to be a huge success.

Enough from me

Craig

P.S My contact address has now changed. It is;

**THE EDITOR, CRAIG KENNEDY
NZ CANOEING AND KAYAKING
PO BOX 3768
WELLINGTON.**

I would like to thank Sarah McRae, Helen Lomax and Mike Savory for their help in putting the magazine together. Having to learn the skills of word processing and also to type at the same time has taken me a while so the magazine is somewhat later than we had hoped, our apologies. I hope you enjoy it ,Craig.

PADDLING IN CHILE

Part III of the series on Kayaking in South America.

by Bill Wilson.

After our Peruvian adventures, Chile seemed very calm and orderly. In fact, it seemed like paradise. Great food, wine, people, and above all - whitewater. We ran ten rivers in all, not including the celebrated Bio-Bio, which we attempted but abandoned due to flood conditions.

The rivers all had two things in common, majestic scenery and a very high gradient. They varied from small alpine rivers to massive glacial run-offs. It was great to get our adventures on the river for a change. Kayaking is starting to take off in Chile, and a strong local club exists in Santiago.

The standard is high due to the increasing influence of the American kayak Gods, including the U.S slalom team. We ran some rivers by ourselves, and some with the Chileans. By far the best was the Río Nuble which we ran with two Chileans and two Californians we met up with. Like us they had met with misfortune on the Bio-Bio, and were eager to make amends.

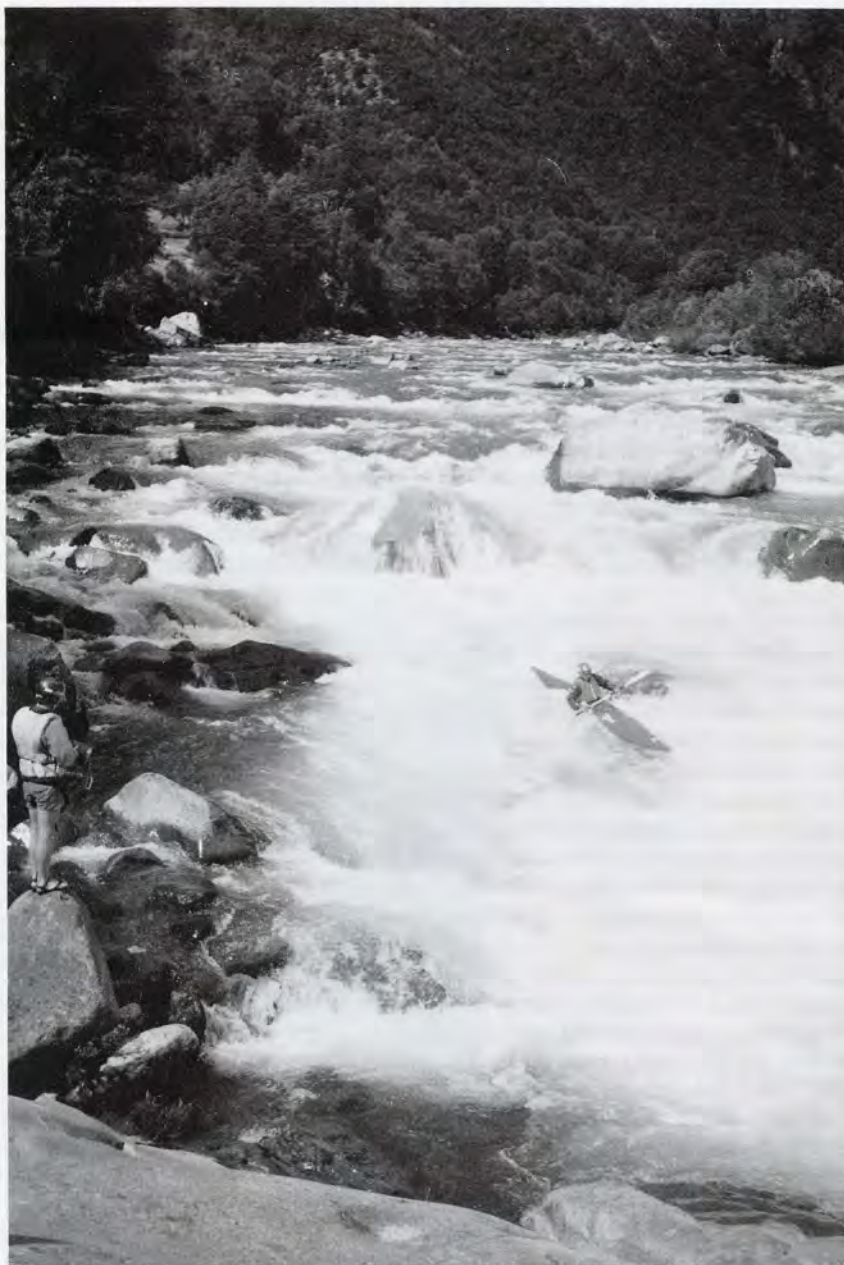
The Nuble flows through the central, fertile region of Chile and offers a superb variety of paddling. We were generously put up in an old farm house for three nights and made three great runs. The water is big volume, continuous, and offering superb play spots. On the last day we hired a bullock team and travelled to the upper reaches for a previously unnavigated stretch. This was technical, demanding boating, and myself and two others portaged 1 section. Phil, Tom Barnett and Andres Hermosilla of Chile completed the run.

That afternoon also produced encounters with two tarantulas and a snake, which suddenly made me rather homesick. The evening was capped off by a magnificent feast - a baby goat which Andres bought from a local. A passing Huaso (similar to Gaucho) expertly butchered it and we had a fine barbeque, washed down with copious amounts of fine red wine.

We were genuinely sad to leave the Nuble, and eventually Chile. The kayaking was first-rate, and compared to Peru - much more accessible. Chile comes in for a fair amount of criticism these days, and I have deliberately avoided any political emphasis in this article. What I will emphasise is the extraordinary beauty of the country and the people.

This is the last of my series of articles on our 1987 South American tour. I hope I have conveyed the fun we had and inspired some more canoeists to have a go canoeing in truly extraordinary surroundings. It's not as difficult logistically, as we made it seem and I am willing to help anyone interested in organising a tour there.

Bill



Bill Wilson on the Río Nuble

Photo: Phil Abraham

A NEVIS RIVER TRIP

NEVIS SAY NEVIS AGAIN

THE STORY - BY BEN WILLEMS

It was mid-November, and what better thing to do after the exams then to 'seek and consume, the cheapest and the best tasting jug of raspberry and coke'. Off we set, four hardy young souls; Martin (Captain Marvel) Bell, Mike (the cool person) Parsons, Karl (I can't see a bus from 20 feet) Murton, and Ben (X.T.C) Willems. To take time out and relax from our hectic schedule of raspberry and coke stops, and from push-starting Mike's Ford Cortina (hereafter referred to as "The Bitch" (1)) we embarked upon some of the more challenging rivers of the deep south. This is an account of one such river - the Nevis.

For those of you who don't know where this river is, I'm not going to tell you! For those of you who don't really give a damn anyhow, being typically perverse, I'll tell you so that you can paddle without question the most difficult, technically demanding river that any of our group had paddled before in New Zealand and overseas.

The river flows into the Kawarau just upstream from Citreon Rapid and empties the Nevis valley which lies parallel to, and directly behind the Remarkables near Queenstown. The Nevis valley is peculiar in that it gains most of its catchment in a shallow basin 1000 metres high and then plummets through a narrow gorge-type-canyon and then as an outlet to the valley. A typical hanging valley.

None of us knew much about this river except that it existed, so before we left on the tour I shot off to the library and photocopied the necessary inch to the mile maps. To my shock, horror and amazement, the section we planned to paddle dropped over 1650 ft (980 m) over 10 miles (15 km) and in one section dropped over 1000 ft in 4 miles while by comparison the Upper Waiau drops 50 feet per mile. So it's

the kind of gradient that epics are made of - our trip was to be no exception. Fresh from paddling the Hooker, Shotover and Kawarau we toodled off to Queenstown to see if we could find out more information about the Nevis from the local rafters. One bloke of Kawarau Rafts was particularly hospitable offering beers (2) all around at his mansion at Lake Hayes as he told us it had never been successfully paddled from start to finish before except by a couple of Americans - even they broke 4 paddles between them and pretty much walked the bottom sections.

Undeterred by this (some people call it the lemming instinct!) off we set to camp at the Nevis Crossing, our get-in, so that we could have a clean get-away the following morning. Mike and Sarah camped with us that night, mainly to offer moral support, however I believe Sarah's motive was to try and prise out any canoe club gossip which I had become privy to - my lips were sealed of course (your secrets remained safe with me Mad Mac).

We talked over dinner of the potential horrors that lay in store for us the next day. Mike 'the cool person' decided to pull out and I was getting shit-scared myself. It was about this stage that I realised I should have listened to what my mother had told me (3). That night we got things organised for an early start the next day. Two split paddles, 2 first aid kits, 3 throwbags (one each plus food and emergency blankets in case we couldn't complete the river in one day and had to bivvy out. We arranged with Mike Parsons to mountain bike to the half-way point (4-wheel drive was not possible) with two extra paddles.

By now you might have gathered that we were all a bit paranoid about breaking paddles. Walking out of the gorge would take more than a day and was nobodies idea of fun. Of course if Ian (Yogi Bear) Russell had come along on the trip our paranoia would have been jus-

tified (3 broken paddles in 10 minutes on 2 occasions is a pretty unbeatable record Ian!)

At 6.55 am the next morning after eating our respective bowls of muesli (4) we slipped into our sleek hootmobiles (Dancers). The river was flowing at about 10 cumecs (about the size of the Ashley), the sun was rising and the water was cool and calm.

To save you all the stress of a climatic build up (nothing to do with the Greenhouse effect) which I had planned to write, I might as well tell you the calamity count now:

- 2 dancers with seats wrenched out;
- 1 dancer with an 8 inch split in the tail (the committee knows all about this one);
- 1 crooked paddle
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- 1 slightly bruised shoulder and one close shave, but that's the way Margy prefers it;
- 1 battered body
- 1 battered ego to go with the aforementioned battered body.

Besides this the trip was accident-free.

Off we set, the first half hour or so of paddling was basically flat with 2 or 3 drops of 5-6 feet to break the monotony. Soon after though the river took on a more continuous rapid-pool-rapid-pool formation. The rapids extremely tight with a great deal of precision required. Breaking into eddies was becoming essential as we surveyed the next rapids from our boats. Although at this stage the rapids were only grade 3+ a missed eddie or missed paddle stroke would have been serious. The river slowly became more difficult, the drops were becoming larger (8-10 feet) and the pools at the bottom were becoming non-existent as the river took on a far more continuous nature.

Catching an eddy in the right place was as vital. Surveying the rapids from the bank was now the mode, progress was slow, stress levels were rising and I was beginning to wonder if it was going to get any more difficult. After another half hour or so we reached our first portage, 1 drop of about 15 feet into the guts of a huge boulder, spraying the water each side of the rock. Since none of us particularly enjoyed vertical pins, we decided portaging was a wise move (the portage itself was grade 6 - ask Karl).

More grade 4+ water continued, my confidence was growing and 10 foot drops were now commonplace. It was astounding the rate at which the river was dropping. It just kept going on and on and on and then I had a nasty encounter.

Being the last to paddle a drop, Karl and Martin in the eddie below, I found myself bracing hard and forward on the edge of a ravenous hole, going backwards. I was overcome by that sinking feeling that occurs when you know you're about to backwards loop. Having gained control after several loops (backwards and forwards all thrown in for good measure) I was bracing hard in the slot, not getting much air. My attempts at paddling out didn't work and as a last resort I

popped the deck to sink out. This failed and I decided to get out of my boat. After a brave rescue by Karl I was pulled free from the hole, my boat still looping, only to flounder down the next drop of about 15 feet onto some rather nasty rocks. I clung to the bank, exhausted as I watched my paddle float down the next series of drops into oblivion.

Martin rescued my boat above, but Karl unable to eddie out after rescuing me did the drop backwards. It is here, of course, that the 8 inch split and ripped seat are obtained. Nothing that a fire can't fix though. Bruised and battered and only one and a half hours into the trip we assessed the situation, and had a really hot cup of tea.

It took me a while to gain my confidence back, especially with the split-paddle, but there really was no option but to continue on down. I found my paddle washed up in an eddie 10 minutes later.

By now the river had taken on a most serious nature. Reading the water, placing the paddle and timing were critical, cascade after cascade of grade 4-5 rapids were paddled with the odd grade 6 portage. And then came the steep section, about two miles of 'Gates of Haast' type water (basically death

on a stick) (5). After two long portages of about 2 hours and a bit more paddling we came to our arranged rendezvous place with Mike who was nowhere to be seen.

We had lunch, the river was getting easier - grade 3 with the odd grade 4, it was on one of those grade 4's that Martin, tired from leading most of the way and so far the only person not to get a casualty, took a nasty knock to the boat, shoulder and close shave on the chin (literally) by hitting a submerged rock whilst upside down. Not the best place to practise your rolling skills!

After 9 hours we emerged on the Kawareau, elated and relieved. As we munched on our Moros waiting for Mike to find us, comments such as "amazing", "neo-cosmic", "truly awesome" and "gosh I've got a sore shoulder" were the order of the day.

Without a doubt, this river is one of a kind in New Zealand - an unforgettable experience.

By the way, in case you're wondering, T.H.C. in Milford Sound has the cheapest raspberry and coke in the South, at \$2.00 a jug, which included a newspaper thrown in for free

Happy Hooting - X.T.C.

NOTES

1. Those who feel more comfortable may substitute 'bastard' where the word 'bitch' appears.
2. We would have preferred raspberry and coke, but beer is better than a kick in the face. This depends entirely of course on the kind of footwear the kicker is wearing - jandals, sandals, steel-capped boots, crampons etc.
3. To make out a will.
4. Let me point out here that I really hate muesli, and feel it severely affected my performance on the day.
5. This section of the river was really mind-boggling, amazing - quite unbelievable.



Martin Bell on the Nevis river

Photo Ben Willems

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UNCLE!**

Dear Leo,

Thanks for your help and encouragement,
I'm feeling really good about my paddling right now
and also hopeful on the financial side.

SRD Aorangi
FIELDING

I'll drop you a line from O.S.'til then

Cheers,
Goat legs

HISTORIC AUCKLAND CANOE ROUTES

Old Maori canoe and portage routes

Editors note: This information on old canoe trails in the Manukau and Kaipara harbour areas may be of interest to some canoeists. It takes the form of a letter sent from George Watt to Stewart Russell. Please forgive any spelling mistakes as the handwriting was hard to decipher.

Dear Stewart,

I am sorry that I am not able to give you a more complete history of the old Riverhead to Kaipara portage and not being able to go through the records at the Alexander Turnbull Library, the following account is all I know at the moment.

The portage had been used by the Maori people for centuries before the European explorers-settlers came this way. It is not known for sure as far as I know, who was the first white man to travel over this route. The first man on record to explore the upper reaches of the Waitemata was the missionary Samuel Marsden, in 1820. The rival claim has been that of a Thomas Maxwell, who was associated with Maraetai and Waiheke at the early period of 1817 to 1825. To him has been attributed the honour of constructing the first European vessel within the confines of the Waitemata. His claim to be the first to venture into the upper harbour before 1825 has not been proved by documentary evidence and so it is to Marsden who we must recognise as the first white man to visit PITOITOI (now known as Riverhead).

Marsden appeared at the Bay of Islands on 27th Feb. 1820 aboard H.M. transport "DROMEDARY". His presence was required by the need to maintain harmonious relations with the Maoris during the quest for suitable Kauri for spars. This mission complete, Marsden then proceeded to Thames in the smaller store ship H.M.S. "Coromandel", reaching Colville on the 12th June and eventually arrived at Waiheke Island. Here he made the acquaintance of the local chieftains and leaving his fellows behind, proceeded in a Maori canoe past Rangitoto and into the Upper Waitemata. As the weather was deteriorating it was not long before

Marsden decided to navigate the Upper Waitemata to its source and then travel overland on foot to the Bay of Islands rather than return by sea up the east coast. They put ashore at Pahiki (now Herald Is.) then proceeded up the harbour and arrived at Pitoitoti (now Riverhead) on the 16th Aug. with his newly acquired Ngapuhiguide Te Morenga, crossed the portage to Kumeu and thence the Kaipara R. to Ohirangi and the Kaipara harbour, which is navigable to beyond where Dargaville is today.

By 21st Aug. Marsden took leave of the South Kaipara chieftains and pushed on into the hinterland to emerge three weeks later at the Bay of Islands.

Two months later Marsden returned to Kaipara accompanied by the Rev. John Gale Butler, William Puckey, and James Shepherd. Traveling north through the Tamaki R., Manakau harbour and Mt Albert areas, the party made a closer survey of the Kaipara-Muruwai region. On the 17th Nov. the party split into two groups, Marsden and Shepherd proceeding to Whangaroa via the Hokianga, whilst Butler and Puckey retraced the route over the portage to Pitoitoti and into the Waitemata. It is interesting to note that after such a considerable passage of time some of Puckey's descendants returned to Riverhead as residents and are still there.

The next white man on record to visit the portage as far as I know, was the well known surgeon and naturalist of the time, Ernest Dieffenbach. He was a passenger on the ship "Tory" which entered the Kaipara harbour and in doing so ran aground and was damaged. During the several weeks spent in effecting repairs Dieffenbach made extensive investigations of the whole of the Kaipara, including the portage to Pitoitoti.

In his "Travels of N.Z." (1843) he writes "Not far from the highest point to which the tide reaches in the Kaipara, another river joins it which likewise runs within a very short distance of the Waitemata."

Apart from the use of this route by the Maoris since time immemorial and by the early European explorers previously referred to, we know comparatively little of the first settlers to utilise the route for general transportation purposes. The

early Methodist Missionary, the Rev. William Gittos advanced the claim to be the first pakeha to carry bulk supplies across the portage. The date would probably be about 1856. By the early 1860s the idea of a canal between the upper Waitemata and the Kaipara became a dream of early settlers. In 1965 a canal was proposed from the headwaters of Brighams creek to those of the Kumeu stream. It would be necessary to lift vessels some 60 feet due to tidal differences and six locks were recommended on the Brighams creek side and three on the Helensville side. But when a more thorough technical survey was carried out, the scheme reached such enormous financial proportions and was lost in history, and so John Logan the roving Land Commissioner of the time with a party of surveyors plotted a route from Riverhead to Helensville. The Maori owners gifted the land to the government and the road is now known as Old North road, and includes the old portage route from Riverhead to a point near Kumeu. This section of the road is still known as the Portage and leads to a landing on the banks of the Waitemata at a point near where the Riverhead Hotel stands today.

The name "Kumeu" means "to haul up"

PITOITOI is the Maori name for the North Island Robin

PAHIKI the old name for Herald Island, means 'camp'

OHIRANGI is now Helensville

DRIFTSTOPPER

A new American designed parachute type sea anchor has been just released for the sea kayak market. The manufacturer considers it a necessary part of safety gear for sea kayakers. Alan Boulter President of BOULTER OF EARTH can be contacted for more information at the below address.

BOULTER OF EARTH,
21 DARTMOUTH CRES,
TORONTO, ONTARIO M8V 1W9
CANADA TEL (416) 252-9747
FAX (416) 251-7834

JET BOATS ON THE KAWARAU

Queenstown Borough Council
Queenstown

EDITORS NOTE: This letter by Hugh Canard for the N.Z.C.A states our objections to the proposed Jet boat operation on the Kawarau

RE: PROPOSED JET BOAT OPERATIONS - KAWARAU RIVER

Dear Councillors,

We understand that a tourist operator is proposing to run jet boat trips on the Kawarau River on the sections between the rapids known as "Chinese Dogleg" and "Smith's Falls".

As you are aware, this section of the River is heavily rafted throughout the year and we imagine the rafting operators will be in contact with you. You may not be aware that this section of the Kawarau is a very popular canoe trip, being used every weekend throughout the year, and daily throughout the summer vacation period.

Canoeing is almost entirely a non-commercial activity in New Zealand, and does not have a high public profile, so that many people are not aware of the extent of our recreational usage of such waterways as the Kawarau. Queenstown and district residents may be an exception to this statement, because of the high level of canoeing activity in the district as a whole.

We are seriously concerned that commercial jet boating may begin on this or other similar big whitewater sections of the Kawarau (or Shotover), because of the safety aspects involved. On the Shotover River, the lower River from the Oxenbridge Tunnel down, the tourist operator enjoys exclusive use of the river and has legal control of the navigation on the river. A natural barrier in the form of an un-navigable rapid ("Mother-in-law"), separates motorised high speed boats from human powered drift boats such as rafts and canoes and kayaks. This arrangement works to everyone's advantage, as the two types of river craft are incompatible on these rough rivers, especially with the volume of traffic generated. In this case also, canoeists and rafters do not hold much interest in the run that the jet boaters use.

On a wide river like the Kawarau it would seem that jet boats could manoeuvre to avoid rafts and canoes, but we are advising that this is not the case on rapids of the size and character of the river in question. Not only do we believe that jet boats will not be capable of avoiding downstream moving rafts and canoes, but that rafts and most canoes will not be capable of avoiding fast-moving jet boats in these big rapids. Once you are committed to a rapid you are totally committed to that line. The jet boat will, on these rapids, be committed to the same line. Neither party will be able to stop once in the rapid.

Canoes, being small craft, are well nigh impossible to see from river level once they have entered big white water. On the Dogleg rapid in high water it is impracticable to pause at the corner in the middle of the rapid, so that neither downstream nor upstream boaters, powered or not, can check to see if others are in the rapid.

On a previous occasion when jet boats were using the top end of this section, fatal accidents occurred twice to our knowledge. These big rapids, unlike the smaller Shotover, are no place for an engine failure.

Canoeists and rafters have been using the Kawarau River white water for a number of years now with canoeists pioneering the river some 15 - 20 years ago. We will lose three major and much loved rapids plus the Clutha and Cromwell Gorge when the Clyde Dam fills this year, and we do not wish to lose the most valued and popular section of New Zealand's biggest whitewater river to any commercial operation which by its very nature will exclude other in-stream users.

When Lake Dunstan drowns the big rapids at "Sargood's Weir" at the Goldfield's Park, jet boats will gain access to the Kawarau River right up to the Roaring Meg power station. This is another very popular section pioneered by canoeists, and the same concerns exist here as well.

Canoeists are by and large members of clubs affiliated to the New Zealand Canoeing Association, the representative body for all canoeists in the country. The Kawarau River is the premier big volume whitewater river in New Zealand and is known throughout the world by river runners. In summer one meets visiting paddlers from all over the world on this river, and although our numbers may not be economically on the scale of other tourist groups, we believe we are worthy of equal consideration in the matter of access to and enjoyment of our natural rivers.

To summarise, we maintain that our safety will be very seriously threatened by commercial jet boats on this river below "Smith's Falls", and that we and the rafters have an established pattern of responsible use.

We would be happy to outline or explain any aspect of this matter to the Council at any time. Thank you for your attention,

Yours faithfully, *Hugh Canard* President, NZ Canoeing Association (Inc.)

RACE REPORT

THE CURRENT CRAFT WELLINGTON KAYAK CHAMPS

By Mark Watson, Organiser.

The first Wellington Marathon Kayak Champs was held on the 9th of October on the Hutt river/Wellington harbour. The day dawned brilliantly fine with a light north-westerly blowing - that was soon to blow up to 30 knots making the sea section of the race extremely testing.

67 paddlers competed in three divisions (Open, Women and Plastic boats), making an impressive sight at the start. The Open division course was from Birchville to Eastbourne, thus comprising 26km river paddling and 6km of sea paddling. The Plastic boat division and Womens division course ran from Birchville to Silverstream.

Mike Bassett (Palm Nth) confirmed his ranking of number one by winning the Open race in an impressive time of 2hrs 17:15secs. Second was Garren Cooper (Palm Nth) in 2hrs 22:20secs, and third was Phil Dooney (Palm Nth) in 2hrs 27:03secs. Other good performances came from Paul Coles (Petone), Dean Adgo (Upper Hutt), and Brian Sanders (Wgtn). The hard-luck story belongs to Adam Tate (Otaki), who won the Mainly Tramping paddler of the series award and was ranked third for this race. He capsized at the start of the sea leg while in 3rd position and lost about 20 minutes while being rescued by a fisherman who insisted on taking him to shore the long way!

All the paddlers who finished the Open section deserved a medal as the conditions in the sea were extremely treacherous with white caps and 2-3 feet side on waves. Well done!

The Plastic boat division provided spectators with the most exciting racing with

the first four paddlers all finishing within 37 seconds of each other, and a number of other competitors checking out what the bottom of the river looked like (all after the Birchville rapid for some reason!) Power-house Tony Jennings (Porirua) won in a time of 59:47secs from Steve Lawrence (Petone) with Tony Gazely third.

The Womens race consisted of three paddlers all vying for the Wellington title. Kelly Bargh (Wgtn) won from Sue Tait (Wgtn) with Jean Cookson (Upper Hutt) third. Had Jean not portaged the Moonshine rapid she'd have won the title! (Never mind Jean, you certainly made up for that by taking away the major spot prize of the Current Craft XT Dancer canoe)

Our thanks go to Current Craft for sponsoring this event and for donating the XT Dancer canoe as a major spot prize.

It was extremely pleasing to see so many paddlers competing in this new event which is now taking place annually.

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Terry Love modelling his version of a pod

THE CROMWELL GAP

I first saw the Cromwell Gap Rapid

in the spring of 1988. Really saw it, that is. In the previous 20 years I had passed it constantly in the course of my work in Central Otago, but that was in a saner and less exciting period of my life when rivers were just rivers.

When the 1988 spring slalom was held on the Cromwell Gap I had only been paddling for eight months and was still a long way from attempting any major rapids. However I was aware of the Gap's imminent disappearance so decided to join the Club Trip going up from Dunedin.

The Clutha was in good flow that weekend and even from my base on solid ground I could see and feel the power of the water. Ritchie Bailey had set the course so that the pressure wave directly in front of where I stood had to be successfully negotiated twice by the competitors if they were not to be caught by the powerful boil immediately below and as I stood there watching I knew that one day I wanted to challenge the waters of the Gap, but not yet, and would I be ready before it vanished under the waters of Lake Dunstan.

In March of this year I decided that I was ready. Another Gap Slalom was on. With other Juniors and Intermediates I competed in the Novice Slalom, then at 6.30 pm joined the paddlers who were going through the Gap in the Downriver Race. As I sat in my boat, images of parts of the Rapid I had seen several months earlier crowded into my head and became entwined with the many helpful instructions I had received from my more experienced paddling friends. "Make sure you go down the tongue slightly to the left", "relax", "it's not a high flow - it will be a doddle", "relax", "there's a small hole on the right hand side", "relax". Pat Hyland's constant chant was in my head but not reaching my body as my turn arrived and I swung

my boat out into the current and was on my way.

Any water requires concentration and the demands of the immediate took over as I negotiated my way down the river, but as I crossed under the new bridge the river began to narrow and I became hyper aware that I was heading into waters unknown. Suddenly the slalom gates came into view and again my mind began to work overtime. "Now I'm here", I thought, "down where the big boys (and girls -ed) play, shall I try a gate? No! Not unless one gets in my way".

Every nerve in my body was alive in response to the demands I was making on myself, as in front of me I saw the piece of water I had for so long imagined myself going through. Down into the tongue, concentrating on going with the boat and the water, leaning down stream and paddling down through the standing waves.

As I realised I was going to make it some of the tension began to leave my body and I became aware of the shouts of encouragement from the paddlers congregated in the eddies at the side of the River. As always the immense support and goodwill that paddlers give each other flowed outward and filled the air in the Gap, and I instinctively followed the shouted "cut in here" and found myself resting in an eddy looking upstream at a group of smiling faces. I had done the Gap, and although the next day I paddled my slalom boat through, it is the feeling of the first time down that has stayed with me. Those feelings I will never forget and neither will I forget my desire to go back to make use of a great rapid and slalom site, before it vanishes.

That however was not to be. Within three weeks the reports from Central Otago indicated that I was not going to go down the Gap again. In the course of work going on around the Clutha River, large amounts of debris and rock have been dumped in the River. The once accessible

challenge is now unnegotiable except perhaps by the very best.

So even before the final flooding it has become another name on the list of good paddling sites lost to Hydro development in the last few decades.

Paddling the Gap was for me another step forward and I feel a sadness and anger that in order to generate barely needed electricity, this piece of River which I have just discovered has been taken from myself and all other canoeists both present and future.

By Evan Dagg

UPDATE

Clipped from a newspaper "Electricorp is currently in negotiation with Comalco over a proposed fourth potline at Tiwai Point. The corporation is enthusiastic about an extra potline as it would provide a use for the 432 megawatt Clyde power station, due to begin generating electricity late this year. Without the potline, Clyde will only get light duties until the capacity of the high voltage link between the two islands is doubled about 1992." **In other words** they don't have a particular use for the power Clyde will be generating, until power can be supplied to the North Island, and even then it may be surmisable that there will still be a large excess of power.

It seems that our billion dollar dam is still causing damn problems to the people that are building it. The problems occurring evidently are rock instability in the lake area so when filling of the lake happens, major rock and earth falls may eventuate, causing potential life threatening situation (L.T.S). Rather clever of them to only discover this relatively recently. Approximate cost 18 million dollars to rectify!!!

SO GOOD NEWS CANOEISTS New Zealand's best whitewater will still be around a while longer.

1989/90 Slalom Calendar

North Island
South Island

DATE	SITE	Class	DATE	SITE	Class
September 23-24	Meeting of the Waters New Plymouth CC	1 2 3 N	September 23-24	Waipori River, Dunedin	1 2 3 N D
September 30	Mangate, Tarawera R, Kawerau Kawerau CC	1 2 3 N D	October 7-8	Arnold River, Greymouth	2 3 N
October 7-8	Birchville River, Upper Hutt Hutt Valley CC	2 3 N	October 21-23	O'Sullivans, Buller R	1 2 3 D A
October 14-15	Rangitaiki River, Murapara Rotorua CC	1 2 3 N D A	November 4-5	Mararoa River, Southland	1 2 3 N D
October 21-23	Reids Farm, Taupo Paddles Up Huka Falls CC Bruce Webber	1 2 3 N D	November 18-19	Hurunui R, Salmon Farm	1 2 3 N D
November 4-5	Mangahao River, Shannon Palmerston North CC	1 2 3 N D R A C	December 2-3	Kawerau R, Dogleg, Otago	1 2 D
November 11-12	Pukeokahu R, Taihape Victoria University CC Tim Densem	1 2 3 N D	December 9-10	Buller R, St Arnaud	1 2 D
December 2-3	Wairoa R, Ruahihi Kaimai CC	1 2 3 N D C	December 16-17	Hurunui R, Jolly brook	1 2 3 N D
December 16-17	Tarawera R, Kawerau Tarawera CC Robert Paul	1 2 3 N D	December 28	O'Sullivans, Buller River Start of Buller Festival	1 2 3 N D R C S
January 1-16	Australian National Champs. Nymboida. Carole Lawrence		December 31	O'Sullivans, Buller River Festival also includes Rapid Racing, Rodeo + Paddles Up	1 2 3 N D R
January 19-22	Wairoa R, Ruahihi Commonwealth International Kaimai CC. Rod Laurenson	1 2 3 N R J S	January 3	Two Mile Island, Buller River End of Buller Festival	1 2 3 N D R
January 22	Aniwheniwa, Rangitaiki Huka Falls CC Bruce Webber	D	February 10-11	Arnold R, Greymouth Instruction	2 3 N
January 24-25	Jeffs Joy, Murapara Huka Falls CC Bruce Webber	1 2 3 R J S	February 17-18	Waipori R, Dunedin S.I Champs	1 2 3 N D
January 27-28	Waikare Taheke, Waikaremoana Hawkes Bay CC	1 2 3 N D R J S	March 3-4	Hurunui River, Jolly Brook	1 2 3 N D
February 10-11	Whangehu R, Colliers Bridge River City CC. Brett Humphrey	1 2 3 N	March 18-19	Buller R, Lower O'Sullivans	1 2 3 N D
March 3-4	Manganui a te au river, Ruatiti Ruahine Whitewater CC. Max Grant	2 3 N D			
March 24-25	Kautuna River Rotorua CC. Ian Jones	1 2 3 N D			
March 31 April 1	Ngaawapurua Rodeo Champs, Taupo Huka Falls CC. Bruce Webber				
April 13-16	Mangahao R, Shannon National Championships PNCC + RWCC	1 2 3 N D R			

KEY TO CLASSES

- 1 First Division - two practice runs
Premier paddlers- one practice run
- 2 Division 2 - Unlimited practice
- 3 Division 3 - Unlimited practice
- 4 Novice - First time slalomists
- D Downriver Race.
- S Selection race for the Senior Pre-World Championships (3 out of 4 events)
- C Selection race for the Commonwealth Slalom (2 out of 3 events)
- J Selection race for the Junior World Championships (4 out of 5 events)
- A Selection races for Juniors Australian Series (2 out of 3 events)
- R National Ranking Event (4 out of 7 events count for ranking)



Dirk Passchier in Maori Gully

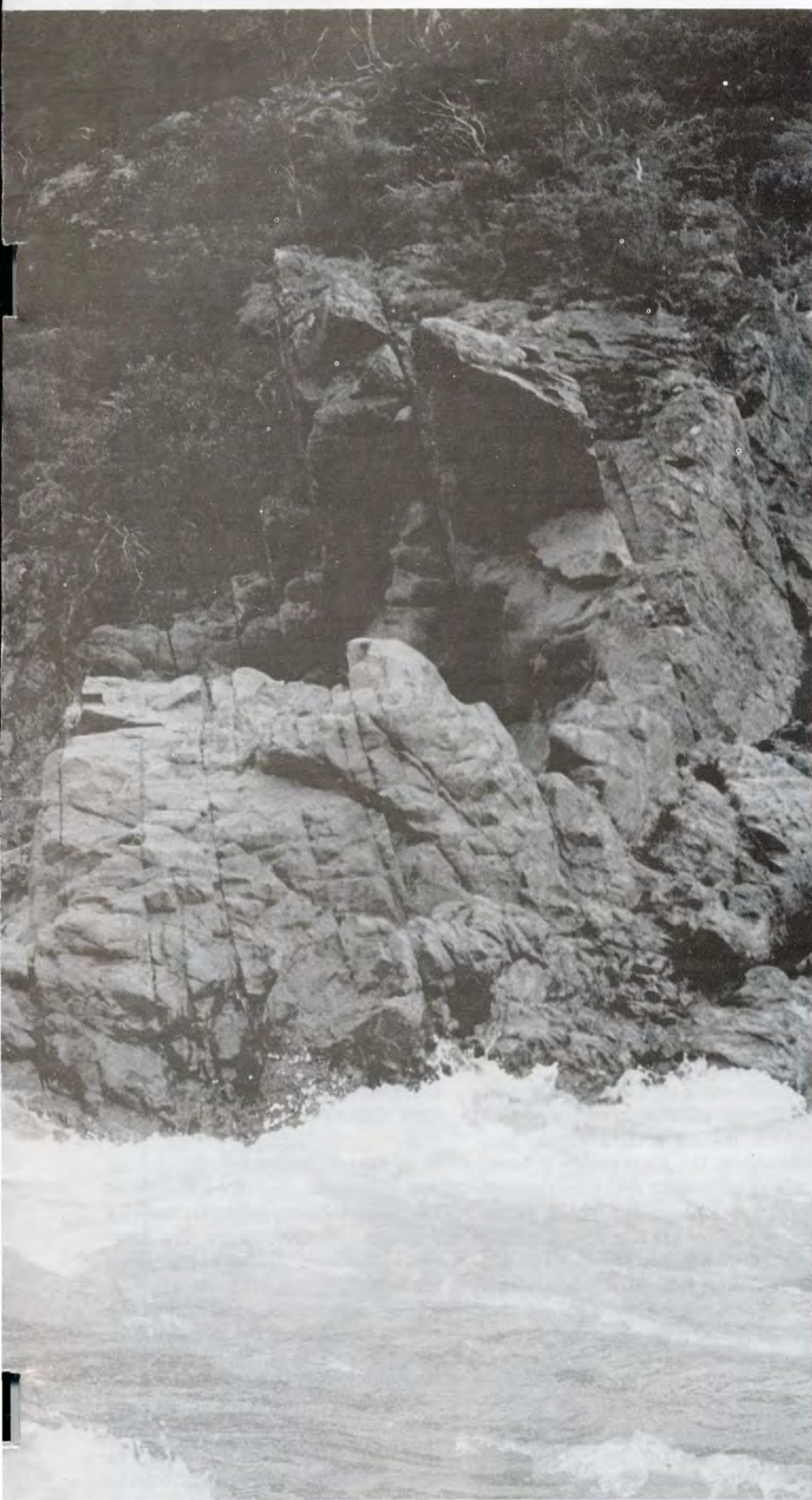
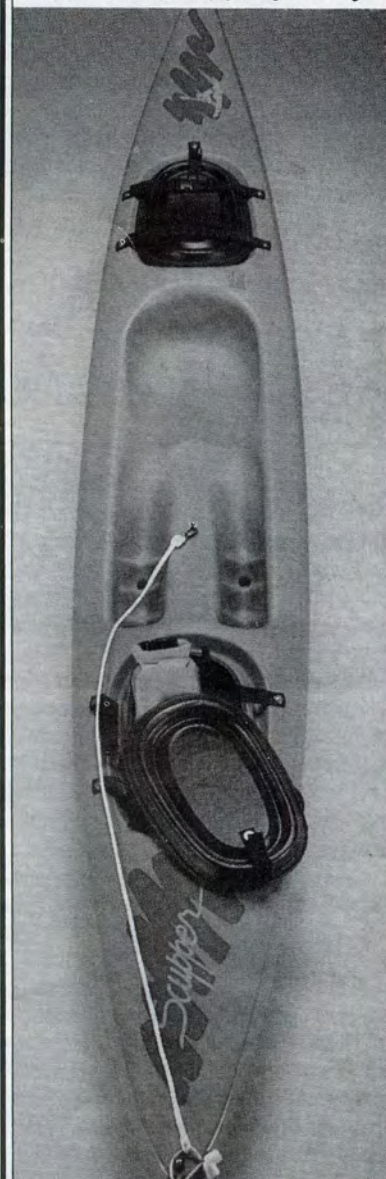


Photo By Graham Allen

No-Hassle Sea Kayak:

Scupper Here's the answer for those of us who worry about Eskimo rolling in a sea kayak. The scupper eliminates the need to roll by using an open cockpit with drain holes (scuppers) in the footwells. To re-enter, you just hop back into the comfortable seat. This great touring boat measures 4.3m in length and is constructed from moulded polyethylene. The scupper comes in either one, two, or three hatch models, to provide you with up to 330 litres of storage. Carrying handles at ends simplify transporting. Empty weight: 22 Kg.



For further information,
write or phone:
Quality Kayaks,
71 Salisbury St, Ashhurst.
Phone: (063) 268 667

WAIROA

FLOW DATES 1989/90

This very popular Grade IV river flows at 12 cumecs in its natural water course, the Ruahihi Gorge, from 10 am to 4 pm on 26 days each year. The dates for 89/90 are :- Sept 10,24, Oct 15,28,29, Nov 12,25,26, Dec 2,3, Jan 14,19,20,21, Feb 11,24,25, Mar 11,23,24,25, Apr 8,28,29, May 27, June 10.

There will also be flow on May 13 if the Tauranga Joint Generation Authority sponsors the flow on 23 March for the Secondary School slalom championships.

The river is subject to heavy rafting use. Please show consideration to all river users.

Refer to: Kaimai Canoe Club
P O Box 2354
Tauranga for further information.

RESCUE VIDEO

Rescue techniques and ideas have gone through rapid change in the last few years. There are some simple and very effective techniques that suit video presentation. The Americans (Les Bechdel) have produced a new Video "River Rescue". This is good but quite different to our local requirements and has no footage covering Rescue Jackets. The safety consciousness of the majority of NZ paddlers is very low. At least one of the NZ Slalom Team has never thrown a Throw Rope. A group of 10 junior slalom paddlers was recently asked to throw Throw Bags. The success rate was about 30%. The minimum necessary standard is much higher than this. How many parties carry a Throw Bag each of a trip? How many paddlers have extra bouyancy in their kayaks? Recently a Palmerston North paddler almost died on the Whakapapa. What circumstances lead to this? One of our junior slalom paddlers died overseas. The evidence for a massive change in attitudes is clear to the whole Instruction Committee. The group voted unanimously to spend any sponsorship money on a video as top priority to improve our safety awareness. Have you been on a River Rescue Course??

MASTERS

National Mutual 1991 New Zealand Masters Games

In February 1989 Wanganui hosted the first very successful Masters Games with 1600 competitors. The second New Zealand Masters Games will be held in Wanganui from 5th to 10th February 1991. The organisers will be liaising with local sports bodies with regard to different sports involvement and the exact dates of competition. Suggestions or questions to Arthur Klap, P.O.Box 500, Wanganui.

CANOEIST

The 1989 Canoeist of the Year was Nick Billowes. Nick has for a number of years been the driving force behind the re-structuring of the NZCA Instruction System. Congratulations and thanks for all the efforts.

WAVE SKI'S

by Peter Morris

This article is for the canoeist who likes surfing, but would like to try something different with more of a challenge and extend their skills by using a wave ski.

Modern wave skis are usually made of fibreglass. They are foamed filled which makes a light strong construction, the ideal length is somewhere between 7 and 8 feet according to your height, weight and experience. They are like a high volume surfboard that you sit on and paddle. The fittings are usually adjustable. Most skis have a three fin set up to stop sideways slide. This creates forward speed and direction along steep wave faces and hard driving turns. The fins also aid turning with the outside fins set with a toe in. This aids turning when the ski is lent into the turn. All should be fitted with a quick release seat belt especially if you want to eskimo roll. Then there are the foot straps and

somewhere to attach a paddle cord if you need one.

The advantages of the wave ski over a kayak or surf yak are that you sit on them not in them, this means that you do not have to worry about filling up with water even if your eskimo roll fails. They are easy to get back onto in deep water. Getting off the beach is easier, you do not have to worry about spray-skirts or the fins of the ski, as you just wade out a little way, hop on and start paddling out.

With the good design of the modern wave ski and fin set-up you have a lot of control over direction, turns and manoeuvres, even while riding the whitewater. This makes them safer in a crowd. With the surf yaks I found them to be too loose without fins and with fins a lot harder getting off the beaches.

For those getting interested, there are wave ski clubs and surfing competitions up to international level. For more information a good book is called "All about Wave Skis" by Roger Shackleton. On cold windy days in winter it is still good to get into a kayak and stay that little bit warmer.

EDITORS NOTE : Pete and Kathy Morris and their two sons live next to South Brighton Beach, they all have wave skis, kayak occasionally and get out into the outdoors.

MEKP

DANGER- CATALYST A POSSIBLE EYE HAZARD

At a recent safety conference, an eye specialist described a hazard that could affect each of us and our families. That hazard is the catalyst or hardener added to fibreglass resin before the resin is applied. The eye specialist stated that a drop of this catalyst in the eye will progressively destroy the tissue of the eye and result in blindness. This will occur even though an attempt is made to wash the catalyst from the eye. Furthermore, once the chemical has started to destroy the eye, there is no known way of stopping the destruction or repairing the damage.

TSUNAMI wave ski

GENERAL SAFETY RULES

1 DON'T DROP IN



The surfer closest to the breaking part of the wave has the right of way. Always check your inside. To say you didn't see anyone is inexcusable. This practice is highly dangerous on critical waves!

2 DON'T HOG WAVES



With your greater paddling power you're able to get far more waves than other surfers. Learn to share the waves and give a few. You will get more respect that way.

3

MAINTAIN CONTROL

Never attempt a manoeuvre when failure will cause you to collide with someone. Uncontrolled manoeuvres impress no one. 360s are dangerous in crowded situations. Use a fin at all times as well as seat belt and if inexperienced, a paddle cord.



4

DON'T PADDLE OUT THROUGH BREAK



Go around, it's safer and won't spoil someone's ride!

5

BE POLITE

Trading insults and derogatory remarks only creates unnecessary incidents. Keep your cool!



6

DON'T ENDANGER OTHERS



Often when you want to take off someone will be paddling out and be in your way. Alternatively you can see a critical section ahead where, if you wipe out you will land on top of someone. YOU MUST NOT PROCEED. Let that wave go and wait for another.

7

SHARE THE SEA

Play the game according to surfers' rules - they were there first - so learn to give more than you get. Organised competitions will allow your ability to grow and you'll learn to share the waves.



- THESE RULES WERE ORIGINATED BY SURFER, PHIL SMUTS.

Editors Note: Surfing is becoming increasingly more popular and while it is a lot of fun it is also extremely dangerous. I've seen some of my worst canoeing accidents in the surf. By obeying a few rules then it makes it so much safer for all of us who participate in this fun part of the sport.

MOKIHINUI RIVER INCIDENT

Editors note: With the 'boom' the sport has had recently, the number of incidents has escalated due to more people being out there participating. This is but one of the many reports that I have received and they are all well worth printing but we would have to dedicate a whole magazine to them!

MOKIHINUI RIVER, WESTLAND 29 JANUARY 1989

by Graham Allan

On the 29th of January 1989 a party of 3 rafts and 4 kayakers paddled the Mokihinui (Mo-kee-hee-nui) River from the forks to Seddonville. The weather was gloriously fine and warm with a light wind blowing up the river. Reading on the staff gauge was 0.72m, quite a bit lower than Graham Egarr's stated optimum of 1.0 - 1.5m. Apparently a river level reading can be obtained by phone from the Catchment Board in Grey-mouth.

The party left the forks hut at 10am with quite heavily laden craft, having camped the previous night. At the first drop one kayak popped its spraydeck, two were rolled and the fourth was crumpled badly in the

front after hitting a rock. The rafts fared little better, losing people overboard and one person suffering a split lip.

Where the river turns right a long bouldery rapid ends in a 1.5m drop and a wide deep pool. Here one of the rafts was ripped and the stop for repairs took over two hours. After the next long but gentle rapid the party had two kayakers at the front, the rafts together and two kayakers a little way behind, out of sight having briefly stopped to play. The river drops steeply over a jumble of boulders, and the first kayaker picked his way through them whilst the following paddler took the steep, narrow chute hard against the right bank. This chute curves to the left behind a large rock so visibility was nil until a craft was committed to descending it. The three rafts also took this chute.

The third kayaker chose the hard right as he approached the rapid, a little worried by the lack of visibility. Dropping around the rock he was horrified to see a branch protruding about 30cm above the torrent and angled upstream right in his path. With no time to ma-

noeuvre, the branch caught him in the stomach. Somehow he got off the obstacle and floated into the pool below, upright but winded and seeing stars. His next thought was of the fourth kayaker, following close behind. Pulling onto a rocky bank, he leapt from his boat and stumbled upstream to see up into the chute. The orange kayak was there, pinned on the branch but thankfully upright with the paddler's head well clear of the water. One hundred metres below, the rest of the party had already pulled over to inspect the next rapid. With a couple of strong shouts the third kayaker was able to get their attention.

It took perhaps 10 minutes for members of the party to get to a position where they could begin a rescue. Initially there were five people on one bank and only one had gone up the difficult route of boulders and pools to be on the true left. Luckily the rescuers were only a few metres away from the trapped paddler so communication above the sound of the river wasn't too difficult. Looped ropes were thrown out to the paddler, which he put over his shoulders and pulled down

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Puffin plastic single

Horizon fibreglass single

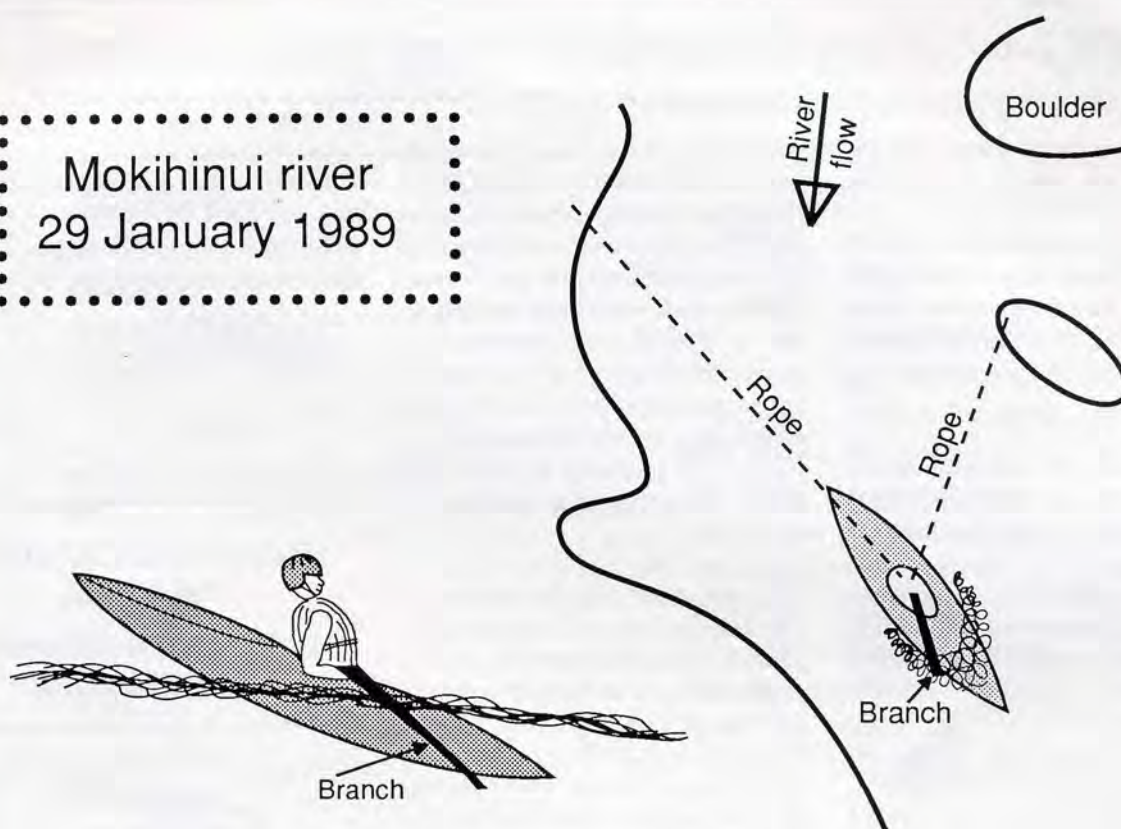
Scupper plastic single

Solander fibreglass single

Venturer plastic single

Paddles, Rudders, Pumps, etc.

Mokihinui river
29 January 1989



to his waist. While this was being done two went back downstream and crossed over using the third kayak as a ferrying craft to join the lone rescuer on the left bank. By now probably 25 minutes had passed. As soon as there was sufficient pull on both ropes the trapped paddler was pulled upstream, off the obstacle and out of the kayak. Unfortunately as the rescuers adjusted their stance and sought new grip he was momentarily swept back to the branch. Quickly the rope pullers got their co-ordination organised and pulled him 15m backwards upstream. During this pull upstream he was semi-submerged, so speed was important.

During the 30 minutes it took to get the kayaker safely back to the bank his legs had gone completely numb from the pressure of the front deck and the cold water washing around them. The awful pressure of the branch to the left of his groin produced deep swelling and bruising, but being blunt it didn't break the skin. Shock and cold were the immediate condition to attend to and dry polypropylene and a fibre-

pile jacket were put on his buoyancy aid. The kayaker joined one of the rafts for the remainder of the trip and his kayak was left high on the river bank to be collected by a chopper. The paddle was found in an eddy 500m downstream.

Many lessons are there for us to learn, the main ones being:

- The branch was noticed by the second paddler and at least one raft guide but because they missed hitting it neither thought to alert the following craft.
- We were extremely lucky that the rest of the party had stopped to inspect the rapid. Had they not done so, the third kayaker would have initially been on his own with one rope to try and effect a rescue. Perhaps the rule is never to lag behind. Perhaps a party that has lost visual contact with its tail should not continue until the safe passage of those behind is confirmed.
- Despite his apprehension the third kayaker went down the chute "blind", assuming that the others had done the same. Because of the lack of visibility of this rapid it should

have been inspected before the first descent. This inspection was not done because the long delay in mending the craft had put some urgency on the party to keep moving down the river.

- We had two throw ropes between the four kayaks (one of which was in the trapped boat) and each of the raft guides had one. Every kayaker needs to carry a rope and know how to use it.
- A very important part of the rescue is the communication with person(s) being rescued. One of our rescuers stayed as near the pinned paddler as was possible while the others got the ropes and themselves in position. Telling the person what you are doing, or trying to do, and how they can help, gives them hope and keeps them involved.
- We were hasty in pulling the person off the branch before we were ready to sustain the pull. There was no need to rush that final stage and our haste momentarily risked the paddler again. The use of ropes, in combination with slings and karabiners to rig up a belay system would also have avoided this happening.

THE INSTRUCTION SCENE

The Regional Instructors meeting held in Taupo was a jam packed weekend. Most of the Regional Instructors were present and the efforts of the South Island contingent to all make it was impressive. Grant Davidson from OPC and Liz Dickinson from NZMSC were invited guests.

The objectives for the year ahead were agreed to and are printed below. The specific ways that they will be achieved will be discussed and distributed. There was unanimous support to proceed with the planning and production of a Rescue/safety video.

The draft Instruction Guidelines were reviewed. The certificate content was agreed to and the Level 1 and Level 2 Instructor format finalized. We agreed to move to similar standards to NZOIA (New Zealand Outdoor Instructors Association). All Regional Instructors felt that having two instruction standards in a small country like New Zealand was a waste of resources. Since a number of individuals are involved in both organisations the hope is that we will continue to grow closer together.

Saturday afternoon we went down to Reids farm and exchanged teaching ideas and methods. The evening was spent with each of us giving a 5 minute talk on a prearranged topic. Grant acted as chairman and Liz as facilitator. Each talk was assessed by two others in the group. The experience of talking and being assessed allowed us to experience for ourselves a method of assessment, and the feelings and personal exposure of such a process.

Grant, Mick, Steve and Bruce arranged Sunday morning as a practical demonstration of their ideas on assessment on the river. Hugh and John were given clients to work

with. They were asked to teach beyond the abilities of the clients though at the time they didn't know this. Their job was to work this out. This was assessed and the discussion on what went well and not so well is not an easy process with peers. Such exposure for experienced instructors is not frequent and those considering assessment need to be prepared to learn and avoid making mistakes under pressure.

It is important that the situations are real and at the standard expected of good instructors. Kayaking can be dangerous and incidents can happen very quickly. Level 2 instructors must be adaptable and think under duress. The river can be a harsh judge and the assessment of a Level 2 Instructor must ensure that the instructors handle the realities of this judgement.

An unconscious paddler was sprung on us. Even in such a controlled setting those involved did not realize until well into the rescue that the situation was not for real.

With this background the Regional Instructors discussed and agreed on a formal 3 day assessment course for Level 2 Instructors. The dates for these can be seen in the draft 1989/90 calendar in this article. Please approach your club if you feel you are ready for such assessment. Nomination for assessment must be from club executives.

The following were elected as assessors for the 1989/90 season: Ray Button, Steve Chapman, Grant Davidson, Mick Hopkinson, Neil McKeegan and Bruce Webber.

Nick Billows, Sue Pickering and Martin Bell have done a great job on the Instruction Guidelines which are now available from NZCA Publications for \$5.00.

With Nick retiring as NZCA Instruction Officer I would like to say I think he's done a great job. Let's continue and expand his work.

Tim Densem

NZCA INSTRUCTION SCHEME OBJECTIVES FOR THE 1989/90 YEAR

A - Assessor
RI - Regional Instructor
IO - Instruction Officer
SO - Safety Officer

- 1) Run an integrated programme of Instruction and assessment courses. RI/IO
- 2) Produce newsletters to widely distribute information on courses, technical developments and air issues within instruction. IO
- 3) Establish standards for Level 1 and Level 2 assessment and gain acceptance within clubs of the system and standards. A/RI/IO
- 4) Encourage those instructing to gain the instruction qualifications. A/RI/IO
- 5) Distribute the new Certificates and Instruction Guidelines and encourage their use. RI/IO/A
- 6) Film and distribute Rescue/Safety Video. IO/SO
- 7) Fund and organise the Regional Instructors meetings; Planning in May, Technical in November. IO

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INSTRUCTION DIARY

PRELIMINARY INSTRUCTION TIMETABLE 1989/90

DATE	VENUE	COURSE	CONTACT
AUG 26/27	Taupo	Flat Water Instruction	B Webber
SEP 2/3	Napier	Teachers Beginners	K Worlledge
9/10	Taupo	Moving Water Instruction	B Webber
26/17	Auckland	River Rescue	P Sommerhalder
23/26	Buller	Assessment Training	N McKeegan
30/1	Wellngtn	Flat Water Instruction	P White
OCT 7/8	Dunedin	River Rescue	P Hyland
14/15	Buller	River Rescue	N McKeegan
14/15	Buller	Moving Water Instruction	P White
28/29	Wairarapa	Moving Water Instruction	H McClearie
28/29	Taupo	River Rescue	B Webber
NOV 4/6	Nelson	Level 2 Assessment	T Densem
11/12	Taupo	Instruction Technique Working with clients	B Webber
18/19	Taupo	Level 1 Assessment	B Webber
25/26	Buller	REGIONAL INSTRUCTORS SEMINAR	T Densem
DEC 9/11	Taupo	Level 2 Assessment	T Densem
16/17	Taupo	Flat Water Instruction	B Webber
JAN 13/14	Taupo	Level 2 Training	T Densem
FEB 24/26	Buller	Level 2 Assessment	T Densem
MAR 3/4	Taupo	River Rescue	B Webber
10/11	Taupo	Moving Water Instruction	B Webber
31/1	Taupo	National Rodeo Champs	
APR 7/8	Taupo	Instruction Technique Working with Clients	B Webber
14/15		National Slalom Champs	
28/29	Taupo	Level 1 Assessment	B Webber

B Webber	P.O.Box 972, Taupo	(074) 84715
K Worlledge	P.O. Box 883, Napier	(070) 449683
P Somerhalder	5 Mont le Grande Ave, Auckland	(09) 686773
N McKeegan	1/38 Konini St, Christchurch	(03)487243
P White	50A Kiwi Cres, Tawa	(04)325506
P Hyland	25 Sunshine lane, Dunedin	(024) 53588
H McLeerie	P.O.Box 698, Masterton	(0593)79999
T Densem	P.O.Box 3768, Wellington	(071) 390840

Note that the Flat Water Instruction weekend is
 a pre-requisite to the moving water weekend.
 In each of these there will be time spent on
 personal technique improvement.

LAST CROMWELL GAP SLALOM

Clear blue skies, the challenging rapids of the Cromwell Gap, plus 35 canoeists all combined to make the last Gap slalom a memorable occasion. Organised by the Central Otago branch of the Otago Canoe and Kayak Club, the slalom tried to encourage as many kayakers of varying levels of skill to spend the weekend paddling on and around the Gap for the last time. This was achieved by setting up an easier 11 gate slalom site just above the new Cromwell bridge for the less competent canoeists. A 15 gate slalom course was also set on the swift section of rapids just above the main Gap, after negotiating the last gate the competitors paddled the notorious rapids to the finish line under the old bridge. This proved a good testing course for the experienced canoeists.

Saturday evening also saw most of the 35 canoeists taking part in a Rapid race. The start was just above the new bridge and paddling downstream through the Gap to finish under the old bridge. No gates are used in this event, just a straight sprint.

Grant Pooley of Cromwell in his first competitive slalom took the honours in Saturdays Novice slalom,

recording a time of 2min 41sec, this included a 5 sec penalty for touching one gate.

Charles Webster also of Cromwell completed a clean run to finish in 2min 49sec, just in front of Alexandra's Gary Healy, 2min 51sec.

Womens 1st place went to Jenny O'Donnell of Dunedin in a time of 3min 33sec, closely followed by Janet Nicholl of Alexandra 3min 39sec.

Other locals were Andrew Parkyn 8th, Marie Cross 11th Penny Webster 12th, Peter Mulvihill 14th.

First place for entertainment would have to go to Phil Dove and Roy Bailey paddling C2 (two person canoe) down the course. This type of canoeing is hardly ever seen down south, but judging from the obvious enjoyment they got, plus from the spectators viewpoint (two people in canoe, manoeuvring through gates 1-2 metres in width), this type of canoeing must catch on.

Maara Ave of Dunedin, fresh from competing in the South Island series made the Rapid race his in a time of 7min 5sec. Second was Grant Pooley in 7min 48sec. In the touring canoe class John Snook of Dunedin was first 7min 49sec. Roy

Bailey of Queenstown 2nd, Gordon Rayner of Alexandra 3rd.

The main slalom event on Sunday saw a great return to top form by Dunedin's Rick McGregor he recorded two clean runs, his fastest time 2min 25sec. Joint second places went to Maara Ave and Roy Bailey 2min 29sec, fourth was Gordon Rayner 2min 32sec. Penny Webster enjoying a break from her more arduous events recorded a time of 5min 12sec to take out the womens prize.

Junior paddlers Brian Fitzgerald of Balclutha and Jimmy Oakley of Dunedin fought out a close contest with Brian winning out by just 1sec, also finishing in a creditable 8th over all, in a time of 2min 47sec.

Teams races concluded a great weekends canoeing. Honours here go to the Pitted Prunes team, Maara Ave, Roy Bailey and John Snook in a time of 2min 56sec, including just one 5sec penalty.

As the course was disassembled there was more than just a touch of sadness for the organisers, knowing that this great landmark in canoeing will soon be just a fond memory.

By Richard Bailey

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CONSERVATION NEWS

Report from the NZCA

Conservation Officer

The Association has been heard at Tribunal Hearings for Conservation Orders on rivers of interest to its members eg. The Grey. A Tribunal Hearing on an application for a National Water Conservation Order on the Buller is to be held in Westport 20 March and the Association will be represented here as well. Thanks are due to those clubs who wrote individual submissions in support of these applications. Keep it up.

The tribunal hearing in Greymouth was interesting for the passions it aroused. The Acclimatisation Societies were applying for this. There were a large number of objections from groups including many local gold mining operations - NZOG, Westland Catchment Board, Landcorp, Grey River Gold, Electricorp, Ministry of Energy, National Roads Board, West Coast Electric Power Board, but very few supporters - NZCA and some witnesses called by the Westland Acclimatisation Society (the NZ Jet Boat Association didn't even front up). The whole river was applied for but the societies conceded that a National Order in parts and a Local Order in other parts could be appropriate. Electricorp staff are interested in a dam on the Ahaura River just below Hamer Flat and also want to keep their future options open.

Conservation is not a popular issue on the Coast (I got the feeling that the only good conservationist is a dead one!) and this hearing was a good example of what can happen in a parochial environment. Many of the locals don't realise what has happened/is happening to the environment outside the Coast nor are the aware of recent changes in legislation and reasons for this. Therefore, they don't appreciate our Associations or other groups interests in seeing some reaches of New Zealand's best rivers preserved for posterity. It's a rather sad indictment on prevailing New Zealand attitudes I feel.

The most topical issue on the national scene at present is the Resource Management Law Reform

which is under way at present. This wide ranging legislative review from which it is intended to produce one resource management law pertaining to water, air and land is very important for setting the framework of law relating to water and soil (and rivers) management for the next decades. It already has hints of a few new changes to the current law. Tradeable water rights and water rights for in stream users have been recommended, the former worries me, the latter is long overdue. The conservation order framework is to be retained although possibly slightly modified. Areas which the Association supports and the Associations concerns are being forwarded to Government as part of the public participation process. When the legislation emerges in late 1989 it will have to be carefully examined to check that our concerns won't be realised through poor legislation which may remove present rights or denigrate our resources.

A Conservation Order hearing for the Mohaka River will probably not be heard until mid 1989 or later as the Ministry for the Environment are too committed at present with other tasks.

By Doug Rankin

GIARDIA

A THREAT TO RIVER USERS

Scientists have warned that the spread of a nasty intestinal bug could become a threat to New Zealand's tourism industry. Giardia is a micro-organism and is spread by water, food or from person to person and causes diarrhoea, weight loss, abdominal cramps, nausea, flatulence, and general gastrointestinal discomfort. You have to filter, boil or chemically treat the water for use and take anti-giardia drugs to treat it. It seems that Giardia is on the increase in New Zealand.

Editors note: having had giardia overseas I certainly cannot recommend it. Before you take your next drink out of a river, think of what is upstream!

Editors note: The Buller river has recently had a conservation order placed upon its whole length. The Grey river has not been so fortunate, only the section above Gentle Annie Gorge has been protected. The Mohaka conservation order has been heard and members who attended the hearings were not happy with the way it was conducted. Complaints have been made so hopefully the next hearing will be conducted in a fair and just way, with all getting a full say. How often do you see Electricorp not getting a fair deal. Environmentalists (for that's what most canoeists are) generally have limited funds and time available, whilst large corporations have unlimited funds, time, and high powered lawyers. Geoffrey Palmer recently suggested funding some of our tax money into legal aid for "greenies" a very interesting idea that would be of benefit to us as environmentally aware but financially poor human beings. This money would help us stop ill-conceived developments and exploitation of our resource's that often go unheeded and unchecked. These developments often have little regard for anything other than short term financial gain, and some money in the "GREENIES" coffers would go a long way to keeping the capitalist's in check. Having read an editor's comment's on this idea in a well known national business newspaper I feel that Geoffrey Palmer's idea should go ahead as soon as possible, so that we as the misaligned minority can save this country from a fate that it is currently heading for!!! Total exploitation. The fact that these journals seem to always align conservationists with left-wing socialist policies is a sign of actual market unawareness. Environmentalists are aware of increasing population pressure's upon our country and concede that they have to give as much as they take! NOT all "greenies" are left-wing orientated and the insinuation that they exploit this concern (conservation) to further their left-wing politics is totally unfounded and made by somebody out of touch with reality. I may say that "they are living in their sterile concrete and glass towers juggling their megamillions and without a concern about the lives and environment they affect hourly".

FREE PAMPHLETS

Our new enjoy Your Canoeing Safely pamphlet is now available, this of course is our "Code of Practice" printed in a more readable form. The pamphlet has been produced to be made available to beginners, those purchasing a canoe and those leading trips for the first time. Contact the Safety Officer or NZCA Publications for these **FREE** pamphlets.

GUESS WHO?



Who is this person?? Identify this well known Kayaking personality and win an Exciting Prize!! Send your guesses to:

SURFING

WANTED: A New Zealand team for the 1990 World Surf Kayaking Championship at Santa Cruz, California. March 13 to 18. If interested contact Andrew Crane, 30 Moa St. Lower Hutt.

Who-zit?
P.O.Box 3768,
Wellington.

Answer published next issue.

(Send in a photo of someone special for selection for the next issue)

RIVER RESCUE

Report on NZCA River Rescue Course
Christchurch Nov 1988 by Doug Rankin

18 people assembled at the Union Rowing Club, Kerrs Reach, on Saturday morning for the course instructed by Mick Hopkinson, Mark Rowe, and Neil McKeegan. The morning began with a session on rescue gear and its use followed by group organisation and rescue organisation and a discussion of techniques. A practical knot tying session was held before lunch.

TX deep water rescues were then practised against the clock followed by rescues of unconscious casualties. This latter session was an invaluable practical exercise in assessing priorities and acting accordingly. It tied together much of the theoretical material from the morning session. Throwbag and rope throwing practise together with videos and a debriefing concluded the afternoon's activities.

22 people attended the second day of the course on the upper Hurunui River in fine conditions with the river cold but in good flow. Swimming rapids started the day followed by unconscious casualty swim/rescues. Throwropes were then used for rescuing swimmers and the difficulties and dangers of this technique were mastered by most. Log pins were then illustrated and practised on a log suspended in the middle of the river.

Lunch was followed by groups retrieving boats from pin situations using z-drags and other rope techniques and performing a mid river rescue of a kayak and a kayaker using a rope system suspended above the river. The rescue of a boater trapped on a bridge pile with two broken legs completed the course.

The hands-on experience offered by this course was invaluable for both experienced and less experienced boaters alike. The necessity of spreading the techniques used as widely as possible and for all boaters to be educated in the safe use of rescue equipment and carrying and knowing how to use such equipment came out very strongly.

All in all this course was excellent for what it covered and achieved, highly recommended for the future, for anyone interested in canoeing and staying alive!

A must for all serious boaters!

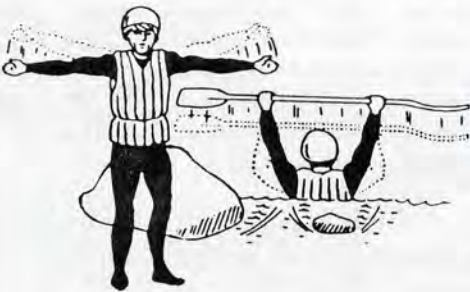
NZCA HANDBOOK AVAILABLE

Copies of the second edition of the NZCA Handbook are available now from NZCA Publications for \$5.00 or possibly through your club. Clubs can buy books at \$4.00 for more than 5 books or \$3.50 for more than twenty. The book contains information on access, instruction, race rules, addresses and codes of practice. All canoeists should have a copy. Below is a page taken from the Handbook. Order yours now.


New Zealand Canoe Association Handbook
Page 39

N. Z. RIVER SAFETY SIGNALS


Adapted from the American Whitewater Association.
Adopted by the N.Z.C.A. 11 Feb 1989



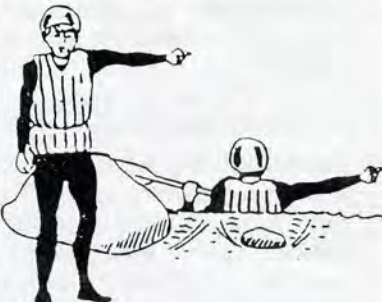
Stop:
Hazard ahead. Wait for "Go" signal. Make a horizontal bar with your paddle or arms and move up and down. Pass signal back to others behind you.



Help/ Emergency:
Come to my assistance. Wave a paddle, helmet, or lifejacket over your head in a circular motion. Give a series of three long blasts on a whistle.



Go, Come ahead:
Go down the centre unless otherwise advised. Paddle or arm held high over your head to make a vertical bar, turn the paddle blade flat for maximum visibility.



Go that way:
Preferred course is in direction indicated. Point with the arm which way to go.

Always make positive signals.

Never point toward the obstacle you wish to avoid.

The "Trip Leader" is responsible for seeing that his party is aware of signals to be used **before** setting out. A whistle should be carried on a lanyard attached to the shoulder of your lifejacket.

Signals on the whistle should be :-

ONE BLAST : To attract attention (like just before throwing a throw line)

THREE BLASTS : Help / Emergency

Editors note The 2nd edition of Handbook is now available, these are updates for the first edition.

p23 MOHAKA RIVER - Te Hoe road access from Willow Flat: the contact at Carter Holt is now Mr Nick Bush, and you no longer have to bother with the Maungataniwha Development Company.

p23 NGARURORO RIVER - Add additional phone no's for permission: 458 Otamauri - Christopher Beamish. 459 Otamauri - Anthony Beamish

p23 RANGITAIKI RIVER - Neither Murupara Office nor the duty officer can be relied on any longer to be available for permits. You should now call at the Kaingaroa Office, during working hours (7.30-4.00) or write to: NZ Timberlands Ltd, P.O. Box 1748, ROTORUA

p 28 WAIRAU RIVER All of upper river is over private property and requires permission. Mr Graham will only answer **reply paid envelopes**. He advises that the Electricorp Road is 4W.D.

p 29 MANGLES RIVER Do not leave cars blocking gateways at put in.

p 31 TAIERI RIVER, LOWER GORGE - Permission to cross Taioma Station is required now from the new owners : Tasman Forestry Ltd, P.O.Box 145, Mosgiel.

p 32 SHOTOVER RIVER, UPPER SECTION - Phone number for "Branches" Station is (0294) 23.373

p 31 RANGITATA RIVER, KLONDYKE GORGE - Please get **prior** permission for Waikari Hills Station because of lambing, stock movements, rabbit poisoning etc. Change of ownership at Waikari Hills (You'll know why if you've been reading the papers) and camping facilities may be available in the future

RIVER GUIDES

Kiwi Kayakers Believe it or Not!

from the files of Hugh Canard

We are meeting a lot more visiting boaters each year, including two young paddlers from NY State who turned up at the "Dogleg" Rapid put-in with us recently. Their car, a 1958 Morris Minor, was completely wiped out down the left side. Apparently they had been partying in Invercargill until 2 am, driven through the night on some quiet roads for three hours on the American side of the road, until finally they met a set of oncoming headlights. You can use your imagination for the rest. As you know, there's not a lot of traffic about at times in Southland.

These same two Yanks were told by some raft company guide in Queenstown that the Kawarau River was: "...Grade 3, except for 'Nevis Bluff' rapid which is Grade 6..."

They decided to do the whole River, and duly set off. They thought that the "Chinese Dogleg" (Grade 4) was a pretty heavy Grade 3, and safely portaged Nevis Bluff. So far, so good.

They paddled on down, stopped for a beer or two or three and saw a rapid ahead ("Citreon"), dropped over the lip and got 200m of genuine Grade 4+. The flow was 600 cumecs.

"These Kiwi grades are something else, man!"

Only slightly wary of their verbal guide notes by now, they started to catch the eddies with a more positive attitude, and soon came to some

COAST TO COAST

John Jacoby from Australia broke the 12 hour barrier in the 1989 Coast to Coast in a time of 11hr 27min 19sec. Christchurch's Steve Gurney was placed second with a credible time of 11hr 36min 42sec. Russell Prince also of Christchurch came in third.

Claire Parkes of Nelson won the Womens one day event in a time of 13h 11m 10s while Penny Webster of Cromwell came in second with a time of 13h 51m 10s.

delightful surfing waves on a bend. Our two friends surfed away merrily for a while, until the beer caused sufficient discomfort to require an empty out of body and boat. Around the bend they went, looking for a sunny spot, only to be confronted 20 metres away by a river-wide horizon line complete with dancing geyser-like water beyond.

"Sheeeeeeit! Pull over man!"

Lingering doubts as to the accuracy of the raft guide's description vanished in a frenzy of activity aimed at the only micro eddy about 3 metres above the drop. Safely on the bank, our chastened heroes scouted the rapid known as "Retrospect", a monumental full width ledge which creates a hole which is: "...The biggest in the world, man, and I've done Crystal at 100,000 cfs!"

Needless to say from now on our subdued explorers scouted every riffle and no eddy was left unturned. Just as well, as they portaged "Natural Bridge" (Grade 6 and uncanoeable), and Sargood's Weir (Grade 6).

So, what with the dangers of our roads and the absence of accurate

WORLDS

1989 WORLD SLALOM CHAMPIONSHIPS SAVAGE RIVER U.S.A.

K.1 MENS ,78 Competitors

1st	Richard Fox	GBR	198.61
2nd	Gilles Clouzeau	FRA	203.28
3rd	Jernej Abramic	YUG	203.39
12th	Donald Johnstone	NZL	208.28
29th	Richard MacQuire	AUS	221.52
39th	Ian Jones	NZL	230.36
59th	Robert Paul	NZL	250.91
66th	Graham Charles	NZL	275.07

K.1. WOMENS ,41 Competitors

1st	Myriam Jerusalemi	FRA	234.80
2nd	Dana Chladek	USA	238.98
3rd	Cathy Hearn	USA	244.20
7th	Danielle Woodward	AUS	256.06
29th	Lucy Forde	NZL	350.34
36th	Katrina Day	NZL	394.18
39th	Tracey Wemyss	NZL	536.38
41st	Clare Cossan	NZL	574.42

K.1. TEAMS

MEN		
1st	YUG	228.05
2nd	ITALY	232.77
3rd	W GERMANY	238.28
9th	AUS	267.55
12th	N.Z.	291.94

WOMEN

1st	FRANCE	271.67
2nd	USA	292.54
7th	AUS	390.17
8th	NZ	525.79

EDITORS NOTE: congratulations to all those who represented N.Z.

river guides, we owe it to our American friends to publish something. Otherwise they will all go somewhere safe like Afghanistan.

EDITORS NOTE: Mr G Egarr's new river guide's should be in the shops (or from NZCA Publications) some time before Christmas. The North and South Island volumes will be about \$20 each.

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N Z C A PUBLICATIONS

The New Zealand Canoe Association sells a number of books and a video of special interest to paddlers. For the latest prices and titles write to the address below.

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NEW ZEALAND CANOEING ASSOCIATION HANDBOOK Access, Competition Rules, Addresses etc	\$5.00
ADVENTURE BOOKS: WHITE WATER KAYAKING. by Ray Rowe. The best beginners guide to kayaking in full colour.	\$32.00
THE SQUIRT BOOK. by Jim Snyder and William Nealy. The manual of squirt technique written by one of it's inventors	\$20.00
RIVER RESCUE. by Bechdel and Ray. An American book covering modern river rescue techniques	\$26.00
THE DARK SIDE OF THE WAVE. Paul Caffyn's account of his trip around Stewart Island	\$16.50
CRESTING THE RESTLESS WAVE. Paul Caffyn's account of his trip around the North Island	\$22.00

River Guides

WANGANUI RIVER GUIDE - The rapid by rapid description	\$4.50
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Instruction Video

INTRODUCTORY KAYAKING SKILLS: filmed in NZ by NZCA this is a great video for beginners and instructors to study	\$25.00
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Only in exceptional cases will we respond to orders that do not include payment. A fee of \$1.00 may be charged if we have to invoice you.



Ben Willems on the Nevis river.

Photo: Martin Bell

NEXT ISSUE:

Kayaking in Nepal
Nevis River

-Guide and map

Siberia

- was it really cold there?

Available from your club
secretary or for \$4 from:
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