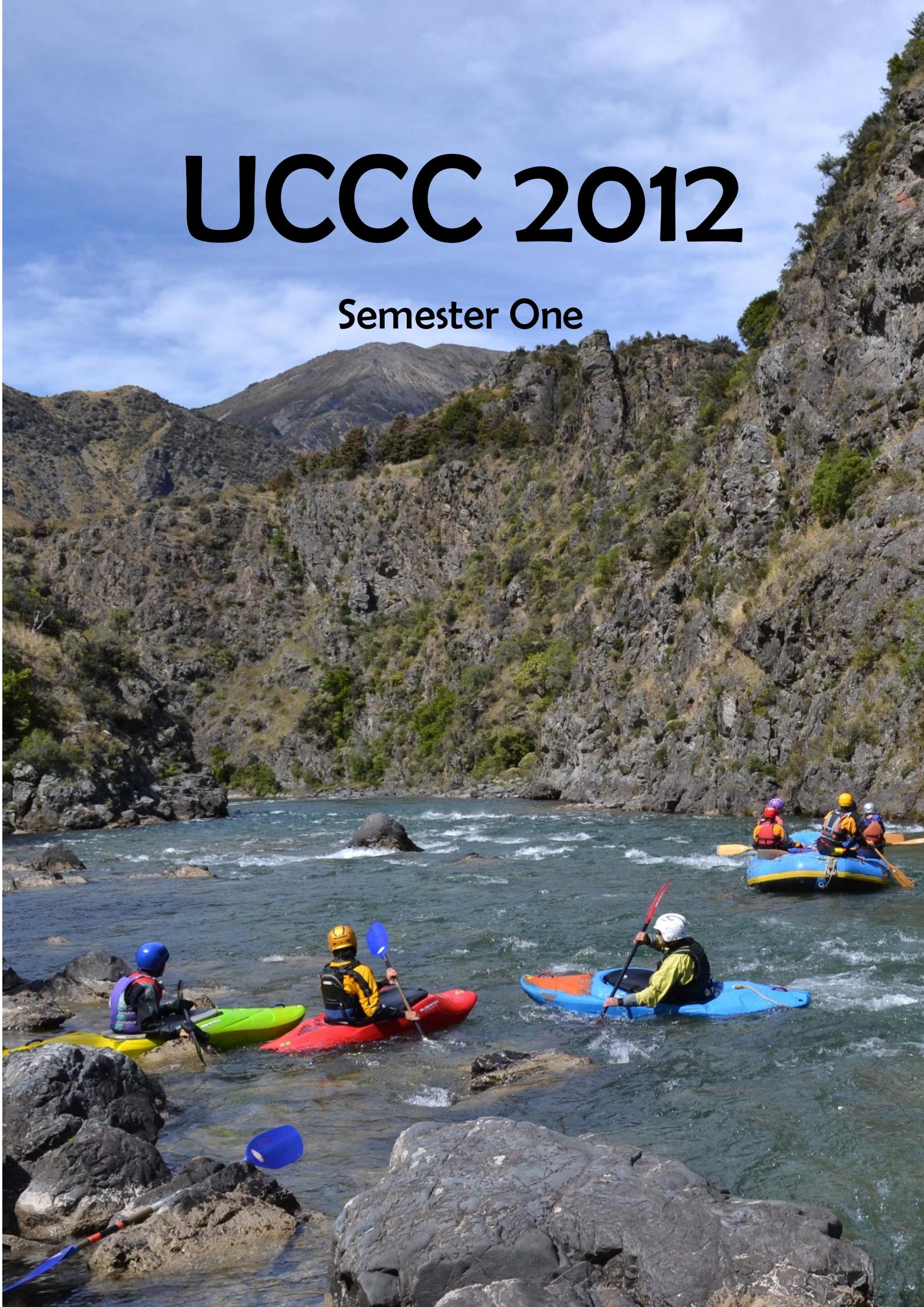


UCCC 2012

Semester One



H O L L Y F O R D H O E D O W N





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Front Cover: Blast from the Past, photograph courtesy of Brian

Front Inside Cover: Hollyford Hoedown photographs courtesy of Jeeves and Yates

Back Cover: Heroes photograph courtesy of Yates

Back inside cover: Zero to Hero, photographs courtesy of Yates

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PRESIDENT'S COLUMN



So no shit there I was, being towed through deep snow to a river on our annual Hollyford Hoedown trip. I can't believe just how awesome poogies are. I invested just before that particular mid-winter boating trip in Fiordland and have grown very attached to my new fake blubber. Yes you could be forgiven for thinking you're doing something wrong when towing vehicles through deep snow to get to a river you're planning on kayaking!

2012 and the UCCC is back at the top of its game. Are you excited? I'm excited!

Stay tuned to meet this year's team; a few are back for more carnage along with heaps of new faces, all up UCCC is

sorted with a solid crew on the committee. This magazine is a huge effort to produce so big ups to Hannah to doing such a fine job. Nick has been busy over summer getting the bits and bytes in order and our site uccc.org.nz is sporting a sweet new Facebook integrated login. Some of our X-treme paddlers have been very busy this summer - check out some of the sweet first descents that UCCC members Ari & B-rain have done over the last year.

So this summer is the first time I've actually gone out rafting, now I've always thought it was a bit soft - the option for those who can't "handle the jandle" so to speak - but I have been shown the error in my ways. The raft is actually fun! You can relax, dive off it, there is no pressure for swimming and it can carry a ton of gear. Since the club has a big raft make sure you get to go on a trip with it. As you will see in these very pages the club has a very active social side, for those of you leaning more towards the social than the whitewater a raft trip might be just the thing you love.

If you are on the fence about a trip, just go already, you weren't going to do that assignment this weekend anyway.

Chur chur,
Brian

CAPTAIN'S COLUMN



Howdy all!

Newcomers & oldies alike, 2012 will be a fantastic year to be involved with the UCCC and all it has to offer!

2011 was amazing. Around forty-two fun filled river trips happened, proving winter was no obstacle!

Pub crawls only remembered by photographs, heli-trips, snow boating, overnight white-water trips and goon slapping all happened a-plenty.

So for 2012 I want to say: The more you put in the more you get out, you don't even have to go to much effort if you don't want to – just listen

out for trips, sign up, have an amazing time. Easy as l'un, deux, trois!

There are many different aspects of the club to get involved with, and I can see it expanding more this year. There are people paddling at many different white-water grades, playing polo, spear-fishing, sea-kayaking, and getting outrageously drunk in the spa pool at UCCC HQ. All the time. Think of something cool (not even kayaking related) and post it on the UCCC facebook page, then enjoy wicked company with the likeminded people that join you!

To first years: You can be very involved in the UCCC & you do just as well at uni! Probably my biggest regret of first year was not getting more involved in clubs because of being unsure of the workload. YOU DO HAVE TIME. Don't hesitate joining trips. Time with the UCCC is the best way to spend your free time. So if you're not studying you should be UCCSing.

In 5 years you won't remember the time you had to work extra hard one week to finish a project to go on a trip the next week. BUT, you will remember the week you spent kayaking by day, partying by night, and making fantastic friends! On that note, I look forward to meeting you all at some of the trips coming up (Leaders & Seconds, Zero2Hero, WhiteWaterWeek). GET INVOLVED!

Tim.

RIVER RESCUE COURSE

2011

WRITTEN BY: THE CREW

A group of reasonably experienced UCCC members went up to the NZ Kayak School at the end of winter for a white water rescue course. The Council and the UCSA were both really generous, about \$1700 was sponsored towards the safety course.

The crew included Yates, Emma, Kim + Lindsey, Tim, JB, Jeeves, Jaz, Monique, Nick, Azim, Gummy + his girlfriend and myself (Brian). We got to stay in their lodge which is much preferable to camping! Friday night consisted of a sweet potluck dinner and watching a bit of kayak porn.



THROW-BAGGING

- Lunging while throwing gives power, it is good when accuracy is crucial.
- For distance, wind up big and swing arm forcefully, this is less accurate though.
- A discus throw achieves greatest distance but is least accurate.

EXCITING BOAT IN MICRO EDDIES

Clip paddle to cows tail, clip sling to grab loop on boat and attach sling to cows tail. This gives four or five meters of slack to climb before the line comes under load allowing you to climb out freely without worrying about gear.

AWESOME TECHNIQUE FOR SECOND THROW RECOILING

- Loop approximately half the bag over first two fingers (palm up), let the end of the coils touch the ground to keep them from twisting around each other. This section will be thrown.
- Loop the second half of the bag over third and fourth fingers leaving a two meter tail. Tail should go around your back, this can be achieved by grabbing the end and jumping over the tail.
- Swap rope from third and fourth fingers into 'tail-holding' hand. Continue to hold tail with thumb and allow the second section to hang loosely from the non-throwing hand.
- Throw main coil, releasing remainder of the rope as it uncoils. Repeat as necessary.

RELEASING TOWLINE

Rescue belt should be through plastic buckle only when paddling on G2/3 when releases are most likely to be required. Rescue belt should be through friction plate on G3+, when doing personal boating and performing safe swimming/live rescues etc. is possible.

Rescue belt 'tail' shouldn't be tucked away, this inhibits release under a load, also the tail itself can be easier to grab than plastic bulb.

On day two we practiced many "cooler" rescue methods - from setting up multiple mechanical advantage systems, using paddle hooks, creating harness systems out of sling, abseiling with boat on said harness, deep water rescues and much more. It was a very full on course! I think everybody took plenty away from the course and I think the best thing I learnt was the recoiling of a thrown bag technique taught in the first 15 minutes!

FIRST AID

Spray deck makes for a good shoulder sling. SAM (Structural Aluminum Malleable) splint is good for elbow/wrist breaks, watch for compression, it needs to be tight enough to support but not too tight to restrict blood flow. Paddles and a throw bag can be combined to make a decent stretcher. Centre pillar foam forms good leg splints.

BARREL ROLL

Reach across hull of upturned boat, grab clothing/arm and pull. Good for big boats and people with short arms. Try to place paddle on hip on side of own boat (opposite to the boat you are rolling) paddle should stay in place nicely.

ASSISTED FERRY GLIDE

'Patient' on upstream side facing downstream, cowtail of rescuer hooked to patient's bow. Patient grabs rescuers front grab loop and rails onto their boat slightly. Rescuer paddles on downstream side to maintain angle as required.

T-RESCUE TIP

Come in at 10/2 o'clock angle and glance down boat from front to back. This makes it less likely to bump off the boat and easier for 'victims' hands to find your bow.

THE BEGINNERS GUIDE TO FLYING WITH KAYAKS

(AirNew Zealand domestic)

DISCLAIMER: *I take no responsibility for kayaks, or lack thereof, that don't arrive where you expected them to. Or get melted. Or the accuracy of this transcript.*

..BEFORE BUYING TICKETS..

TIM: Can I bring my kayak on the plane (whole bunch of detailed info about the kayak)?

AirNZ: Why yes, we'd love that! There will be no problem at all. Is there anything else I can do for you?

..AFTER BUYING TICKETS, JUST TO BE EXTRA SURE..

TIM: Can I bring my kayak on the plane?

AirNZ: Sorry, no it will be too big. Is a white water kayak like a sea kayak?

TIM: ...

..RING AGAIN, BECAUSE THIS IS BAD..

TIM: Can I bring my kayak on the plane?

AirNZ: Yes, no problem. I know what I'm talking about. I've done this before. Just ock up to the irport early.

TIM: YAY!

..ONE WEEK PRIOR TO FLYING..

A friend tells you that it will be very difficult.

So, ring again just to be sure.

TIM: Can I bring my kayak? I friend said it would be difficult.

AirNZ: What's the flight number? How long is it? How heavy? I'll contact the main baggage handler.

TIM: (Gives info)

AirNZ: (A lot of kiwiana music)

AirNZ: Yes that is definitely fine, if it doesn't fit on that flight, they'll send it on the next one.

..WITHIN 24HRS OF DEPARTURE, AT THE AIRPORT, CHECKING IN THE KAYAK..

TIM: Here's Azim's kayak to check-in.

AirNZ: Hmmm I don't think that will fit.

TIM & AZIM: WHAT!?

AirNZ: (Checks with baggage handler).

No sorry it won't fit. We can try and put it sideways, but if it doesn't fit we will leave it at the airport and you'll have to organise to have it freighted.

TIM: Do you not send it with the next plane?

AirNZ: No. We keep it for a bit. Then we melt it, and use the large amount of plastic to make lots of recycled plastic containers to hold the water they give you on the flight. We're an environmentally friendly company.

..Strategic decision by Azim & Tim not try and take Azim's new Jefe..

..AZIM AND TIM ARRIVE IN ROTORUA..

No kayaks. One paddle. No transport. No accommodation.

Trip report left for another time maybe...

SO WHAT ARE THE ACTUAL RULES?!?

After talking to lots of people, and actually getting my kayak back to Christchurch I can shed some light on what's what.

If it is below the max length specified for the aircraft (1.8m for ATR72 / link services, 2.5m for Jet / main routes), then they will try to fit it in. If it doesn't fit (unlikely), they will try to put it on the next available flight or ship it to your address. All good!

If it is above the max length for the aircraft, they will try to fit it in, but if it doesn't fit (quite likely, they have to put it sideways) they will not try to resend it. It will be stuck in the airport. You'll be at the destination. Freighting will be ~\$400. If it stays there they'll re-use the plastic for food containers on the plane.

Do not try to take a kayak (over 1.8m) on a link service unless you're willing to possibly see a faint mark of the Bliss-stick logo on the water container they give you the next time you're flying.

Useful info: A kayak & paddle together is counted as one piece of sporting equipment, so costs \$20 (soon \$30) to send as an extra piece + you can pack it to 23kg.

First Descent



Waking up confused and tired I tried to turn my alarm off, but alas, my arms were still asleep and not listening to my brain. I lay there struggling to turn it off, wondering why the F\$%@ I was getting woken up so early! Finally managing to silence my phone, the reason for my early rise was fast flooding back to me. It was kayaking time! This was not going to be a classic day on the Styx River, oh no, there were big plans for this weekend. My excitement began to grow exponentiallynot the morning glory excitement.... kayaking excitement!

It was Friday January 27th and we were on our way south to Haast. Kerry and Paul had made their way from Christchurch to Hokitika the previous night and Andy the brit was based in Hoki for his paddling holiday. Together we were headed south towards the Moeraki River to get a wee warm up before our planned adventure for the following day (or two days). We met up with Ari, set up shuttle and after a good two and a half hours walk in we were on the river. At this point our plans were simple - have a clean fast run down the Moeraki, then head to the Tumbull and have a quick bomb down that run. This is not what happened. Three swims, two boat retrievals, and an extra couple of hours on the river later we were done with our "warm up" run. We finished with two severely damaged boats, a third boat with a crack, and so being too late to head to the Tumbull, we retreated to the Haast camping ground. Now it's pretty obvious that this is not how the warm up day should have gone, and, there was definitely some doubt in my head whether we should still attempt our first descent mission...

The morning arrived and the planned mission was still on the cards so we packed up base and headed to the pick-up spot to meet the pilots.

When it comes to flying in helicopters with more than just a single front bench seat, I am bloody useless at picking seats with good potential views of the river. It would have been great to get a good view of what we were planning to paddle over the next day or

two, but no, instead my flight was just a whole lot of: "HOLY SHIT!", "WHAT THE F*#@!", and a few "OH MY GOD!" coming through the comms. Well needless to say, I was pretty chuffed when I arrived at the top to see all the others wide eyed from what they had seen. Yeah right. Knowing we had a looong day to attack and some extremely steep sections to most likely portage, we had a quick team talk and then got onto the business ahead.

Early on, the river was a mixture of low volume creeking moves with a bit of mank and some portages to keep things interesting. Through this top section we made pretty good time as portaging was easy and rapids were either run-able or clearly a portage. After a few hours of 50:50 paddle to portage ratio, we arrived at the first STEEP section of the day. Mostly the water poured between and under large boulders through the roughly 400 metre long section of white-water, however, the section finished with an awesome looking six metre waterfall, similar to the Upper Hoki waterfall, and as expected there were bloody rocks in the landing! Arrrgh. A quick 20 minute portage saw us at the next section of sweet white-water although again the paddle to portage ratio was around the 50:50 mark.

A few hours later we reached another steep section, however, due to it being significantly longer than the previous portage we opted for the bush to portage this section. FYI portaging up a steep-as-hell valley with thick bush and no tracks is definitely a character building

experience. With all the trees, vines, and scrubs trying to knock you down, tie you up, or make you slip to your death... this portage was pretty faarken hard and exhausting.

Two and a half hours later we decided to re-assess our location in the valley, we were still a long way from the finish, and with light diminishing and all of us still up high on steep bushy terrain, we realised that we were not making it out that night so decided to head back to the river. From our confirmed location on the map there were some good looking river banks that would be great as potential campsites. Ideal! A quick ten minute bush bash and we were back in our boats looking for a sweet place to camp. It wasn't long before we had found our spot and began to set up camp. I was buggered after the eleven and a half hour day so, with a fire started, tarp up, warm clothes on, and sleeping pill in, I was out.

Throughout the night I kept slipping off my bed (kayak) and sand-flies ate my face. However, on waking up and seeing the others shivering and exhausted from no sleep I realised mine wasn't too shabby. The weather had improved from the previous day; the sun even gave us a few sneaky winks.



We packed up our resort-like campsite and got back on the river at an early time of 7.30am. From this point down was probably the longest section of white water that we could paddle without a single portage.

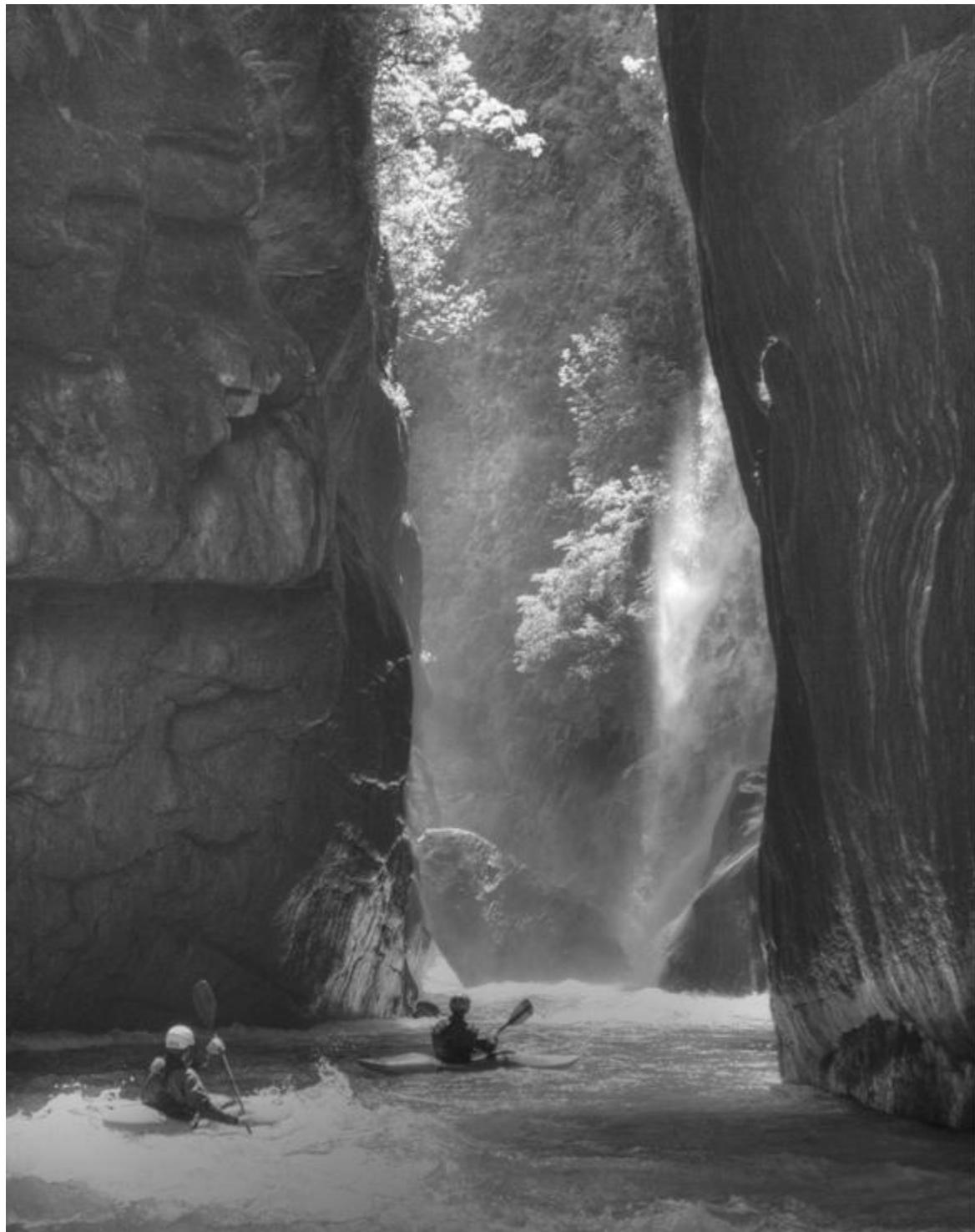


There were still some pretty committing rapids ahead though; we knew the river was going to fall off the face of the earth (steeeeep!) at some point (as we saw on the fly in) and there were several ominous looking rapids finishing in gorges or through caves. These rapids required a good amount of scouting before we committed - if we needed to get back up and we couldn't... well, we would just become permanent residents of the area I guess!

The final section of river continued to deliver with exciting rapids and sweet moves. We approached one final fairly committing rapid, a large boulder almost completely choking the gorge leaving only a gap the width of a kayak. After a quick scout of this rapid, we were satisfied that we would be able to escape if any of the following rapids were un-paddle-able. Deciding to truck and trailer the rapid, half of us took a deep breath and got into our boats – there was huge relief in exiting the cave, especially since the gap was a lot tighter than we had thought. Several more rapids led us to the big descent, where the river just fell away before our eyes. With the Landsborough River in close proximity and a lot of gradient to lose, we could only imagine what was happening between us and the Landsborough. This told us one thing, time to get back into the bush. One final ferry glide, across certain death (so got the old ticker thumping a wee bit), and we headed into the bush ready for our final portage.

A couple of hours climbing and roping boats up very steep terrain (plus a few tears) and then bashing back down we were back on the river for the final 500m before the confluence. We paddled back to the cars, headed to Haast for some post mission drinks and then made our way back to Hokitika. This final day took four and a half hours so, a total time of fifteen and a half hours.

This was an awesome mission but don't think I would go back in there personally. Most of the rapids on the Macfarlane were of high quality, but there were just too many portages for my liking. This river had so many sweet looking rapids and drops that were ruined by one or two misplaced rocks - thanks a lot Geomorphology! Cheers Ari, Andy, Kerry, Paul, and Tom for a sweet West Coast mission.



For a quick edit of the trip go to youtube and search
“First descent of the Macfarlane River”.

River Moments

I have paddled In the stillness of morning
When the only sounds that mattered were ones I alone had made
Those of water dripping lightly on the mirrored flow beneath me
or the distant rush of rapids rising slowly up to greet me
One auspicious break of day

In the clean air of that dawning saw the tree lined shores reflecting
with each gentle paddle prodding and my kayak bow there nodding
calmly on its metronomic way

Followed changing multi-coloured paths that beckoned
while inviting me to the edge of restless water where I had come to play
one misty morning moment on a river far away

And I have paddled In the full great glare of daylight
With crashing waves splashing and dancing too loud to think or speak

Once my fateful choice was made
submerged with the turbulent flow with no hope of calm
beyond its frantic frothing chaos which vied to overcome me

Upside wrong while struggling to the air
faced another drop hammered and pegged by unfriendly rocks
then summarily spat out at the bottom of that troubled sea of white
contemptuously ejected from the melee

some worse for wear and tear
not welcomed to return no matter what day
one nasty God forsaken moment on a rapid best left far away

Still I want to paddle
how long I've felt that way
through the fullness of time From alpha to omega
on a river run its course

Bingo through its eddies and spiral down its canyons
Rise up upon the waves to hear their lusty roar
down and over each glassy face
feeling the river stream through my hands
the pulse of earth, wind and fire together
and though only for an instant
absorb its pure aquarian energy
at that most glorious river moment
and endless summer day

Peter Karwacki

Summer Adventure...

MOKIHINUI VALLEY ON A MOUNTAIN BIKE

Tim Grunshaw

I have also been known to partake in the sport of mountain biking, and when an email popped up from co-author of 'New Zealand Mountain Bike Rides' that a large work party was organised for the coming Saturday I was keen as a bean!

The Old Ghost Road is a mountain bike trail that is being built and restored as part of the New Zealand Cycle Trail from Lyell to Seddonville, a 2-3 day ride through untouched native bush and alpine regions in the New Zealand backcountry. Although only 25% of it has been completed so far it has already been ranked as one of the top ten rides in the WORLD by a UK magazine.



The section of the track we were working on was the section running up the Mokihinui valley. For those on the Heli-trip last year, it was from the Heli pickup to about 2/3rds of the way down the gorge from the forks. The track used to be the main dray road to Karamea, but was closed by the 1929 Murchison earthquake.

Early Saturday morning myself and Ben (who I may have misled about the exact nature of the trip – manual labour) departed Nelson with Murry (Muzz) Drake and a couple of other like minded mountain bikers. We made our way up the Mokihinui valley track, delighted at what we saw: smooth single track wandering up the valley through native bush about 100m above the Mokihinui river.

We soon became known as 'the students' among the 40 or so other people, the youngest of whom would be about 10 years older than us. What ensued was us receiving a supply of food as we were hungry students, including delicious Flapjacks.

The work was pretty chilled, and we spent most of the time in search of large boulders to push down the hill. Funnest activity ever. After a couple of hours we found the boulder we'd been looking for: very big, very heavy and close to a 150m near vertical drop into the gorge. We proceeded to spend the next 15 minutes moving it the 40cm to the edge. A final heave with our levers and it thunderously made its way down, unobstructed by relatively sturdy trees. A bunch of the other workers had been having lunch around the corner, unaware of our efforts. Apparently the organiser had gone white faced thinking part of the track had collapsed into the river!



A fantastic BBQ & beer followed, with a jolly crowd all put on by the Old Ghost Road trust. During which some silly antics such as trying to ride a Yike Bike, a futuristic looking, folding electric bike made in Christchurch, occurred. After a wander to see some glow worms, everyone was asleep. Next morning it was raining, so a sleep in was sensible followed by a prolonged breakfast. This stalling tactic worked and we left to bike the Charming Creek walkway in (mostly) sun. This is a fantastic ride / walk if you're ever in the area: historic stuff, old railway tracks, tunnels, waterfalls, swing bridges & a river that made you wish you had your kayak!

We proceeded to the end of the track where there was a busy pub (they are literally everywhere on the West Coast!). A pint, many sandwiches and sleep in the sun was in order while we waited for our lift who had rafted in two 2-man rafts down the last 5km of the Mokihinui. All in all a great weekend of 'work'!



All up 5km of track was opened by people from Wellington, Christchurch, Nelson & the Coast during the weekend. The track should be done by the end of 2013 – make sure you DO IT!

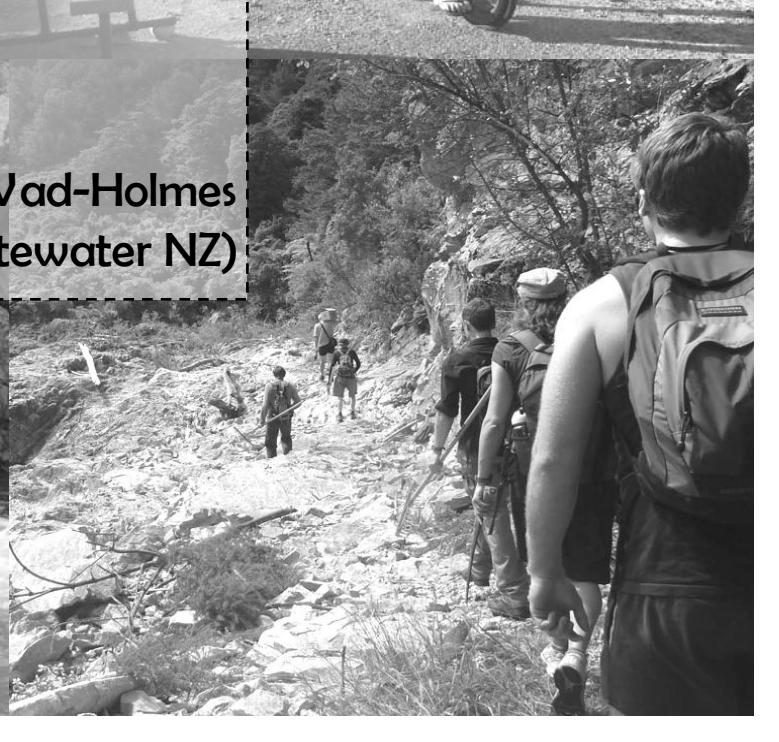
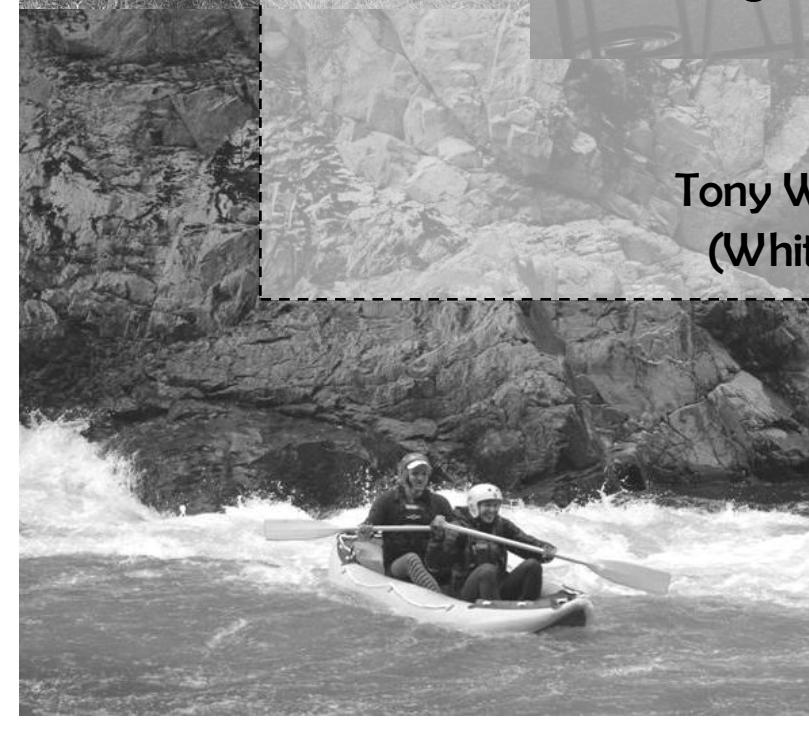


"Meridian claim that increased tramping and mountain bike traffic is a benefit of the dam, as they say they will pay for the gorge part of the Old Ghost Road... if and when they get consent.

In fact the Old Ghost Road is going ahead irrespective of Meridian and a reservoir would drown much of the historic track and artifacts, plus beaches and swimming holes."



Tony Wad-Holmes
(Whitewater NZ)





DIDYMO

Didymosphenia geminata

Didymo is a freshwater diatom (a type of alga) and was first reported in New Zealand in the Lower Waiau River in 2004. Didymo is currently found in over 150 South Island Rivers, but is not in the North Island. Under the Biosecurity Act 1993, the entire South Island is a Controlled Area. This means people are legally obliged to prevent the spreading of Didymo.

Most importantly, Didymo is unlikely to be the last aquatic pest to inadvertently hit our shores - we need to do whatever we can to prevent the spread of other aquatic pests that may enter New Zealand in the future. Keep in mind that some aquatic pests can go undetected for a long time (like Didymo was initially).

The **only** way we can protect our rivers in the long term is to: Check, Clean, Dry all your kayaking gear before entering another river or lake, anywhere in New Zealand.

CHECK

Before leaving the river, remove all obvious clumps of algae and look for hidden clumps. Leave them at the affected site (away from the river). If you find any later, do not wash them down drains. Treat them with the approved cleaning methods below, dry them and put them in a rubbish bin.

CLEAN

Soak and scrub all items in a 5% disinfectant solution for at least one minute. Kayaks should be cleaned thoroughly both inside and out. Dispose of excess solution well away from river and rinse gear with tap water not the river water.

DRY

If possible, leave your boat and gear to dry as an extra precaution. Note that if you don't clean your gear you need to dry all your gear thoroughly and then leave for another 48 hours. Given the difficulty of completely drying wetsuit booties and other kayaking gear, cleaning is preferred.

SAY NO TO DIDYMO!

CHECK

CLEAN

DRY



SOCIAL HAPPENINGS

Kia ora kiddies.

With all the shakes our beautiful city has been having and the effect of those on the nightlife, club social events have become all the more important! 2012 is looking to be a cracker of a year with multiple things on the list to suss out. To look forward to we have our famously fun event Brunner (which I WILL be attending this year), themed BYOs at the secret location, paintball and various other goodies. House parties will be big this semester with the HQ full of energetic party goers, not to mention our recently installed spa pool. With the absence of town I am currently in discussion with other clubs about joint flat parties. Twice as many kegs, twice as many people, twice as much fun.

Inter-club beer pong championship anyone?

I look forward to seeing all the new, and old, members participating in the clubs many activities, on the river and off. Remember, if in doubt, bring a goon!

Your Social Officer for 2012,
Euan





Spinning a yarn with Plug...

This time it begins in Spain on a BCU coaching course, of course we were going to head to Spain - the British Isles in the summer leaves a lot to be desired. We arrive just as our coach Nigel Dennis, Jeff Allen, Peter Jones, Philip Clegg and Simon Osbourn had been released from a dingy prison in Africa after having been mistaken for drug smugglers.

Basically, for their case as many a good story starts, they were having a few beers (as many kayak legends do) and they had a free couple of days beside the Gibraltar Straights, a notorious stretch of water as well a very busy shipping channel. On a good day you can faintly make out Africa, but most days aren't that clear. Nigel has a habit of reminding young sea kayakers with actions not words on how he has got to be where he is today, so as a gentle reminder informed everyone tomorrow was the day "we're paddling to Af-rriii-ca-ca-ca-ca-ca" so that was that. They had a beer and plan in hand.

Cutting the story short they set off, got pulled up off the African Coast by the "coast guard", a ship pretty much prepared for full on war-fare, and arrested and searched for being drug smugglers.

As the intention was a flying visit and the hours between the beer and the water were small, plans to bring passports was never high on the agenda. So now they were surrounded by Armed African Militia at gun point for being these hard ass drug smugglers (fortunately they were not in possession), with no passports and a dying plan to paddle to Africa and back in a day! They ended up being take ashore and thrown in a hole till one of the boys from the campsite managed to get their passports over so they could prove their innocence.

Moral of that story is to bring your passport and cash so you can bribe the coast guard when needed!

Anyway so Joe and I, who you might recall from previous open crossing stories, were the ripe age of 18ish, maybe with intentions on becoming the next elite kayak instructors in the UK, we had the boldness and the personal skill and we in the right clique as far as sea kayaking cliques go as there wasn't a better one in the world to be a part of.

These guys basically developed the BCU system of coaching, brought through 1000's of people, invented the keyhole cockpit, and invented what is now the most common shape for sea kayaks.

Basically these guys were the shit, and we were with them and smitten about it. This course was a level 3 coaching course so your kind of half way through the system and it's the start of being able to lead groups into some serious sea conditions if join you it with the 5* award. So this was when we could properly be leaders and be insured, for when we took people to places they should never go! The course involved fewer personal skills as it was a compulsory training towards the actual award, and worked more on teaching methods to other people and group control.



There was a good skutch of people on the course from all over Europe a few of the guys we had seen before at previous events and a couple we hadn't. One of them was a British African called Anton, who was a top bloke and an awesome paddler. His intentions were to get the skills to bring people through the wops in Africa as a tour guide, he wanted Joe and myself to go and visit him and do some coaching for him. Unfortunately he had a run in with a hippo whilst kayaking a couple of years ago and didn't make it, a big loss to kayaking and his family.

Anyway this was the lifestyle to be living, we woke up in the camp each day beside a beach with perfect surf in the morning, it was either ideal to go out in the playboats, or rip it up in the sea kayaks. There is nothing like bow stalling a 17ft sea kayak and getting flipped over, magic! We then would do some more coaching and develop more skills and then try them out on each other, and then go kayaking again. What more could you ask for?

Each evening we would have a few beers, then one night Joe and I headed into the local town, this isn't like a NZ town, it had big walls marking the boundaries, the streets were narrow and twisting with a million small shortcuts and buildings looking as if they are ready to fall on you. The bars were amazing, it seemed the bottom floor of the building had a single supporting wall and everything else was taken down to make room to dance! There was a small bar, small in comparison to the UCCC bar, thrown in the corner but piled high with beers. Many places in Europe have been spoilt by British tourists getting OTP and carving it up. This town hadn't but the locals saw we were just having a bit of fun jiggling around and everyone got on like a house on fire, or so it seemed.

There was talk of a club somewhere in this town which we were committed to finding, so the search began. Broken Spanish got us sent in the right direction.

It was coming into 2 in the morning and we were like this place is going to be GOING OFFFF, we got there and it wasn't, it wasn't even open yet. Apparently it didn't open till 2:30, how I remember this I will never know but I do. So we fumbled around in a few other bars until about 3 then headed off to this club with the best intentions of a finding a Spanish Lady to spend the evening with. Realising we might need some protection, in the toilets we spied the classic machine but in Spanish we couldn't tell what it said but assumed it would be the appropriate protection. WRONG, we got cock rings so if we got action we would be fully prepared...this was unlikely anyway. The club was picking up slowly around 4am, but we were lagging and we were coaching in 4 hours and knew if we didn't get a taxi it would be about a 2 hour walk back, so being the sensible cats we are we set off.





Giving you some background Joe is from Hull a crap rough city in England where everyone gets beaten up, I am from the Isle of Man where everything is lovely and smells of roses. We were walking back through the town trying hard to find our way out, it wasn't easy...we worked on the basis if we walked up hill we could get out of the town! On the walk we had a group of 4 Spanish lads behind us shouting stuff, not sure whether it was at us or not, then they were kicking bin bags and threw some in our direction...you can't really throw them any other way. We didn't really care and it was their town, so whatever. This continued until out of town, and being a nice little Island boy I thought I would have a word to smooth things over, so I went to confront them nicely and ask them where we could get a taxi from, Joe the city boy didn't like this. We were there speaking broken English and Spanish and I thought they seemed loving enough and were inviting us up this lane to a 'taxi rank' which I was keen for. But Joe, once again being a City boy, was against going up a dark alley with a group of lads,

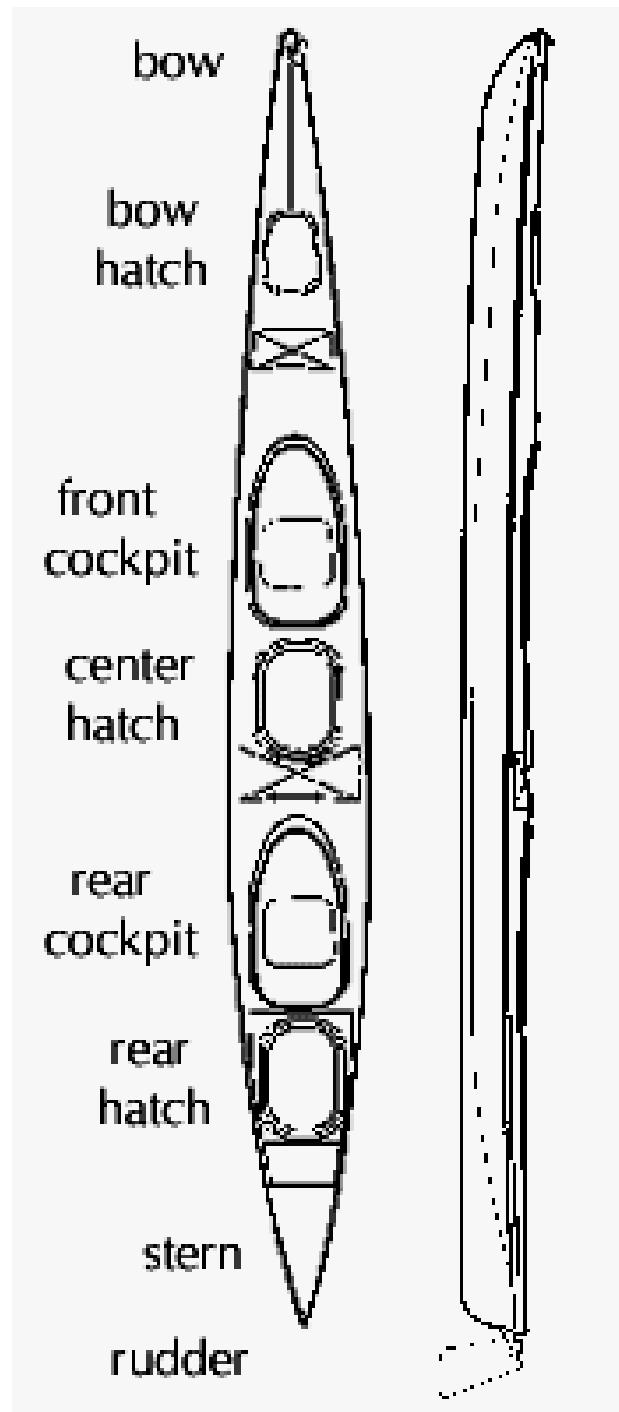
so we turned around and kept walking keeping the sea to our left until the main road. This was going to be a long walk and without I-pods it was going to be to 'ugh' so we selected a few tracks to sing consisting of James Blunt and All Saints pure sures and sang them for hours until the camp, when we had sobered up slightly. The Sun had risen on the way back, and the boys were up to go kayaking again, which we were stoked with! The joys of being 18 and not needing sleep, so we hit the waves and got straight back onto it. Later on we were retelling to story to the lads, and it turns out there had been a series of stabbing of British lads in the last month in town, which was why people weren't going out there; so turns out Joe being a town boy probably saved our arse.

I am now as bored as you are, UCCC rocks and there are many awesome stories from here, speak to the tall dark haired handsome Brit if you would like some more yarns!

20 TIPS FOR SEA KAYAKING

PUT TOGETHER BY: HANNAH MARTIS

1. Always look cool
2. Wear a PFD
3. Know where you are
4. Motorboats kill – GET OUT THE WAY –
5. The paddler with the best snack food has the most friends
6. Check the weather forecast
7. Paddle with a friend
8. Everyone has their own way of tying down a Kayak, so BACK OFF.
9. To avoid embarrassment – your butt is first in and last out.
10. Wear lightweight, fast drying clothes
11. Store excess gear in the hatch
12. Learn rescue techniques
13. Out at sea the more maneuverable boat must yield (see number 4)
14. No need to feather your paddle to look cool, most folks are past that now...
15. Use silent, efficient strokes; move the boat – not the water
16. Wear sunscreen
17. Boat carrying is great teamwork; macho ‘I-can-do-it-alone’ weightlifting is a fail, especially in wind
18. Help the newbie
19. Leave with all your gear
20. Warm, dry feet feel good



TEPE111 (Semester One 2012) Paddle sport contexts and techniques

Description

This course is designed to provide students with a foundational understanding of outdoor recreation theories, approaches and physiology as each relates to paddle sport participation and performance.

Learning Outcomes

Upon successful completion of this course, participants will be able to:

1. Develop a training programme for improving paddling performance
2. Explain socio-cultural and environmental aspects of specific paddle sport venues in Canterbury
3. Demonstrate paddle sports skills
4. Describe contemporary issues in paddle sport in New Zealand

Lecturer 2011: Chris North

Enquiries to: chris.north@canterbury.ac.nz

School of Sciences and Physical Education

Assessment: Presentation on technique or place

20%

Dagger

Journal of paddle sports

30%

Essay

50%

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CHRISTCHURCH NEW ZEALAND

A Floating Christmas...

SHAUN McCACKEN

So no shit there I was, wrist deep planning a christmas float trip down the Clarence when we realised that if we were gunna sit on the UCCC raft for 5 days and not be pumping air into it every hour we'd better put some effort into some repairs before we left. Some light heads from the adhesive and we had the vessel - Patches O-Houlihan - in tip top shape ready to rumble.

“The trip was a sweet success.

*The Clarence is a fantastic place to be for
Christmas. I'd recommend it to anyone,
the long shuttle is worth it!”*

Three quarters of the way through packing on Dec 23rd, the Christchurch underground giants hinted that it was time to roll. Hastily, we threw the last of our stuff in the car and headed for the put in. 8 people in all, 5 on the raft and 3 kayaks with enough gear to live in backcountry luxury for 5 days. The crew was a mixed bag of liquorice allsorts: Shaun, Jacqui, Mon, Matt and Peter representing the UCCC, with ring-ins Gareth, Alice and Tenzin filling the gaps. Beer, party shirts, sunshine and food all stuffed into the raft, we launched on Christmas Eve.

The Clarence is all about chilling out in a beautiful environment. The whitewater isn't intense and this makes for a fun, stress free trip.

As it turns out, we'd packed more than enough sunshine on this trip so there was plenty of time for swimming and partaking in the infamous rock skimming competitions. Matt and Tenzin decided, and demonstrated, that competitions were not won, but lost. It follows then that winners should not be rewarded, but losers should be punished. It adds to the excitement that's for sure. You'll have to ask the crew what the punishments were.



Christmas day came around and we had big plans for a Christmas feast. A few lessons were learnt here;

1. Christmas ham tastes delicious on the river.
2. No matter how beautiful the location, charred (literally charcoal some of them) vegetables don't taste good.
3. Dessert ingredients are best kept in a barrel that doesn't contain the spare fuel for the stove.



On day 4, we woke up and found that overnight the river had changed colour from crystal clear to chocolate milkshake; the water level however was unchanged. Very interesting, we decided the most likely cause was a landslide in a tributary. For the last 2 days, we paddled what looked like but didn't behave like a flooded river.

CONSERVATION NEWS

with: Whitewater NZ - rivers.org.nz

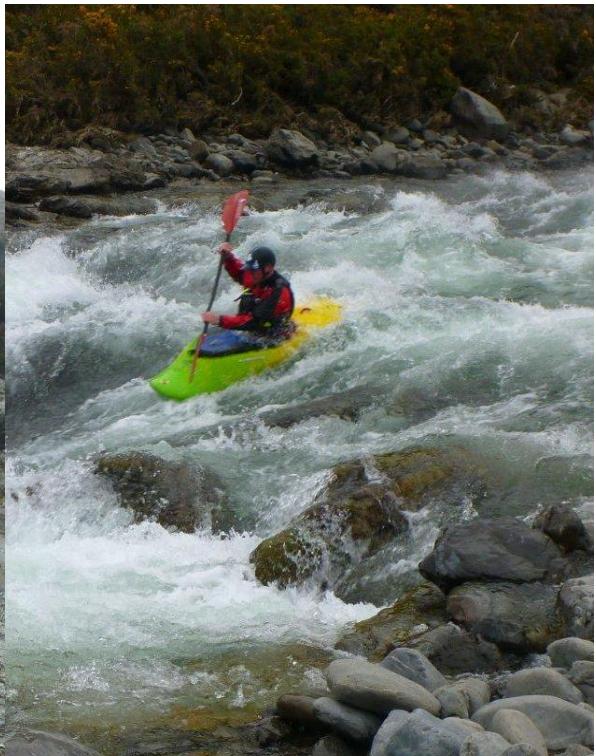
MOKIHINUI - The Environment Court hearing for the Mokihinui Hydro Project is now scheduled to start in October this year, running through into 2012. For anyone planning to paddle it; be aware that you can reduce your heli costs considerably by leaving a shuttle car at the take-out and continuing on to meet the chopper at the Whangapeka track road-end which is on a straight line between the helicopter base in Karamea and the put-in. While you're there check out the progress of the Old Ghost Road, aka the Lyell-Mokihinui track. Mountain bikers have started work on the Mokihinui gorge part of the track and parts should be usable by end of summer. Anyone keen to help see <http://www.oldghostroad.org.nz/latest-news>

MATAKITAKI - Wayne Mackay, CEO of Network Tasman (who want to dam the Matakitaki) is one of the witnesses for Meridian on the Mokihinui. In his evidence he notes that "*As more variable wind energy is introduced into New Zealand's electricity system more hydro schemes will therefore be required to ensure there is reliable security of supply*". The Matakitaki is one of the potential future hydro schemes that Wayne is talking about. Network Tasman are still assessing the Matakitaki, and kayakers need to be aware that it is still under threat. Your help is needed; by recording usage by keeping your own log book and signing any log books at rivers like the Matakitaki (Middle and Lower sections), Hurunui and Kaituna (in Okere Falls store), by supporting Whitewater NZ by joining as an individual member, and by making submissions for relevant consent applications.

TONGARIRO - The Tongariro hydro releases were negotiated by Whitewater NZ as mitigation by Genesis Energy when they had to apply for water-take consents. The Waitangi weekend releases were very well attended- over 100 people on Access 10 including 40 from AUCC (including 3 rafts). There were also a few commercial rafts, maybe another 20 something there. People came from all over the North Island.

NEVIS - Fish & Game's application to add the Nevis to the Kawarau Water Conservation Order was approved by the Ministry for the Environment's Special Tribunal, on the basis of the threat to the native fish Gollum Galaxiid. The decision was appealed to Environment Court, by Pioneer Energy who wish to dam the Nevis. This forced Whitewater NZ and other parties to also appeal in order to defend the outcome of the first hearing. Pioneer then appealed in High Court on F&G's involvement in defending a decision based on a native fish species. Pioneer have recently lost that, so the Environment Court case will go ahead with F&G's involvement, probably late this year.

HAWEA PLAYHOLE - The Hawea playhole/course, which was negotiated by Whitewater NZ and Central Otago Whitewater, was supposed to have been built last summer but the high lake levels prevented it. That is not a problem this year and work is scheduled for March. The course is designed by 3-time World Slalom Champion and World Freestyle silver-medalist Scott Shipley so it will be really interesting to see how it turns out.



ZERO TO HERO

September 2011

