



❖ NSW Sea Kayaker ❖

Newsletter of the NSW Sea Kayak Club Inc. 28 Loureiro St, Condor ACT 2906.

Issue 34

April 1998

Topless sea kayakers talk about Xena

By Doug Frazer

Photos - Wayne Langmaid

The decision was final, the group had voted, Xena was to be declared the goddess of sea kayakers. Whether she could paddle was irrelevant, for a group of guys stuck

Deal Island in the middle of Bass Strait she had other attributes which appealed. The question now was whether we should offer Stan as a human sacrifice to appease her and ensure good weather for the crossing to Flinders Island. As the leader of the group I decided that this would probably be a bit untidy and besides, we would be left with a Greenlander IV of dubious worthiness which we wouldn't be able to give away.

problem as the Safety regulations required a minimum of four. Thankfully Wayne was agreeable to officially becoming a member of the activity and as such we could continue. Gerry and



Launching the boats at Tidal River near Wilsons Promontory

This story is about a crossing of Bass Strait by a team of six, which was undertaken during the period of 23 February to 4 March this year. Rather than give a commentary of where we went, which has been done before, I will concentrate on the issues and decisions which confronted me as the trip leader. The group consisted of myself, Russ Davis from Wagga, Stan Podobnik from Melbourne, Wayne Langmaid from the central coast and Gerry Thomas and Andrew Lynton who had driven over from Perth. Of note, was that apart from Gerry and Andrew, no one had really paddled together before. The expedition was also being run as an Army activity under the Army's fairly strict sea kayaking rules. Unfortunately two Army personnel had to pull out at the last minute due to postings and sickness leaving me with only three military paddlers. This was a

Andrew were never officially part of the team however, despite this, they turned out to be excellent paddlers and team players. The inclusion of a civilian as part of the team did however, require a change to the leadership styles available to me, as the use of my normal authority was no longer always going to be appropriate.

This lack of familiarity with each other's skills meant that as the leader, one of the first things I had to do was ascertain what standard we were all at. To do this I initially got a description of previous experience well before the activity and where I could, I got a second opinion of paddling skills. While I had tried to get all the Army personnel together the previous December for an assessment, this proved to be logistically impossible. I

knew that Wayne and Russ should have had good personal skills but I knew nothing about Gerry and Andrew and very little about Stan. To overcome this lack of knowledge I decided that the first days paddle would only be 25km around the bottom of Wilsons Promontory with the relative safety of the nearby coastline.

When we arrived at Tidal River the wind was blowing at 40kn from the West and

continued to do so for the next day. Thankfully on the Monday it had dropped to about 15kn and we headed off for Waterloo Bay on the Eastern side of the Promontory. We left through about 2m surf and regrouped outside the surf zone before heading south. It was not long before we had started to break into natural groupings separated by about 200-300m. Stan had a tendency to paddle off by himself out to sea which surprised

me and, not knowing the standard of his paddling skills, required me to bring him back within a safe distance.

After about an hour we started to encounter rebound and the speed slowed down considerably. Stan was dropping behind and as I found out later, was taking in a considerable amount of water. We were not making sufficient speed so I commenced towing Stan so that we could get around the bottom of the Promontory where we bailed his boat out. When we held a debrief on the day's activities that night, it appeared that all the participants were nervous during these initial stages as they embarked on this adventure with virtually an unknown group. As the leader I had

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Editorial

Well this is the second Issue and again its all a bit rushed but we're getting the information out. I am particularly grateful to the regular contributors for with out their effort we wouldn't have a magazine. I am still hoping for some more kayaking trip write ups, even if you only write half a page.

We have just signed the paper work to get our own official web site. Although the site wont be created for about a month it seems certain the site will be called

www.nswseakayaker.org.au. This should come on line around June. We will be keeping it up to date with the calendar, articles and a for sale section. We have also created email addresses for the club linked into the web site. These are likely to be

editor@nswseakayaker.org.au – This will be for articles for the magazine

secretary@nswseakayaker.org.au – This is for anything to do with membership

calender@nswseakayaker.org.au – This is where to send any trips you want published in the calendar.

These are not available yet but should be all organised by the next magazine. This will make it easier when the committee positions change hands as the access to the web site for updates will be passed over.



Presidents Report

By Norm Sanders

In the old days, before the economic rationalists removed "Service" from our vocabulary, we American commercial pilots used to visit a Flight Service Center for a personal briefing. Now, of course, all that has been replaced by fax machines and the Internet.) Every FS in the country had a US Govt. issue, framed quotation on the wall. It went something like this: "Aviation, like the sea, is terribly unforgiving of any incapacity or neglect."

The inference was that everybody KNEW that the sea was terribly unforgiving of any incapacity or neglect. Maybe we have forgotten that once universal knowledge, cocooned as we are by our cradle-to-the-grave life support system and our growing fascination with safe, virtual reality in place of the real, potentially dangerous thing.

Two recent events involving sea kayaking have pointed up the fact that venturing out on the oceans can still be a serious undertaking. In the first instance, an experienced kayaker died from a heart attack while paddling near Batemans Bay. The lesson here is that we shouldn't put to sea unless we are

certain that we have no incapacities which will threaten our safety. Many medical conditions can be handled with the proper treatment, and don't in themselves preclude sea kayaking. However, if there are any known health problems,

including a tendency for sea sickness, they must be taken into account before leaving the beach.

Sea-sickness is generally treated with coarse humour by those not afflicted, but can become deadly in a sea kayak. A sea-sick person may not only be unable to paddle, but could even capsize due to loss of balance. Then the only alternative is for another paddler to support the sick person, while a third kayaker tows them both to safety. This scenario actually happened on a Montague Island paddle several years ago.

Neglect can involve number of items, including equipment, personal fitness, and bad judgement. I personally participated in an episode of bad judgement on a recent trip from Mallacoota to Womboyn Lake. We were camped on Howe Beach when a massive 5 to 6 meter swell moved in. We waited for a day and then decided to leave when some lulls started to occur. Prudence (and respect for the power of the ocean) would have dictated waiting until the big waves subsided totally. We had plenty of food and water and were in radio contact with Gabo Island.

However, our machismo, combined with the requirements of man-made back to

work schedules and other artificial considerations, caused us to take a chance. The results could have been far worse than they were. I only ended up with a bent neck from my head being driven into the sand (I was glad for my helmet) and a knee which will heal in a month or so. I was forcibly reminded of the fact that the human body can only generate one third of a horsepower while paddling. Not much against the sea.

There was once a time when seafarers would wait for wave, wind and tide to be favourable before venturing forth. The potential dangers remain the same. Only we, with our dangerous post-industrial hubris, have changed. On the top of our preparation list we should reinstate:

"Respect for the Sea."

Deadline for next issue

The deadline for the next issue is July the 1st.

Competition

The club needs a new logo so all you creative drawers out there put pen to paper. We are offering \$50 to the best entry and this will be used as the new logo for club T-Shirts, Sloppy Joes etc. The Dead line is the 1st of July and we should have transfer ready by the Rock and Roll weekend.



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focussed on keeping the group together and on making a respectable speed and did not have time to think about the same sort of things that the other paddlers were concentrating on. Next time I will try to remember what must be going through their minds.

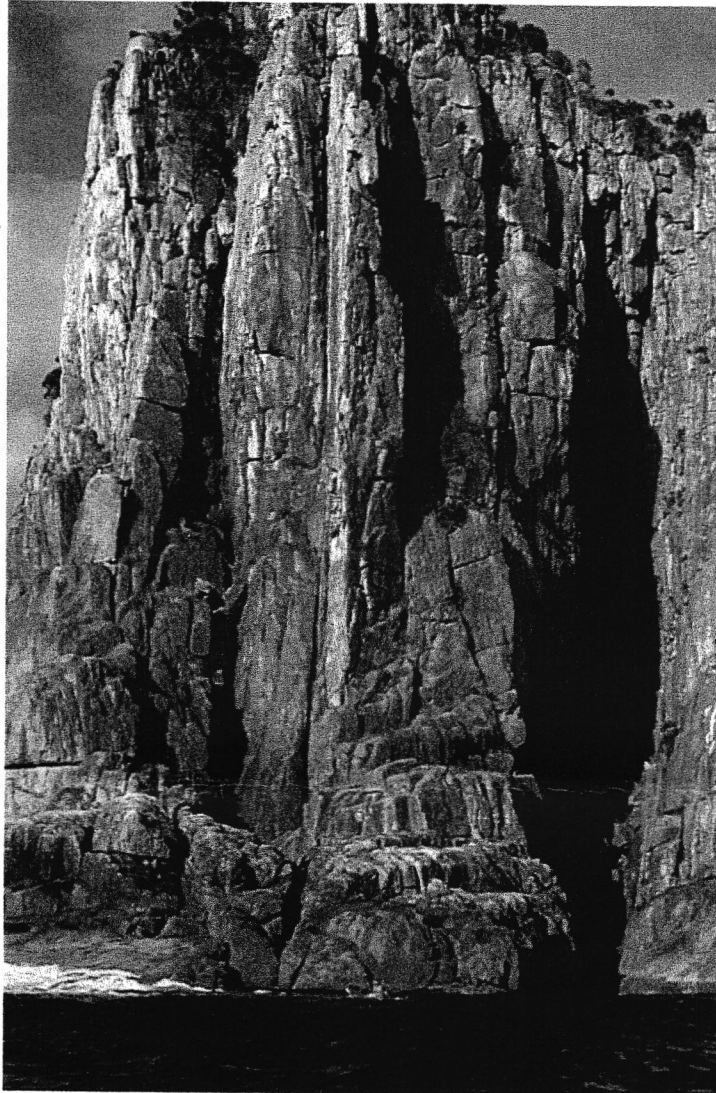
By the time we had reached Waterloo Bay we had averaged only 4km/hr, an unacceptable speed for a group which was undertaking such a big task. It was clear that Stan's previous paddling, which had primarily been in Queensland waters, had not prepared him for this expedition. I stated to the group that on the open water crossing the next day, if we were not making a minimum of 6km/hr after the first two hours, we would turn back and I would be forced to call off the expedition.

The next day was calm and we paddled off into the morning sun. Thankfully we were making about 7.5km/hr as we headed for Hogan Island, a distance of about 50km. The group spread of 300-400m was manageable, given the conditions. Every 55 minutes the lead paddler stopped and we would rest for 5 minutes once the last boat arrived. While this allowed everyone a decent rest it did mean that the lead paddlers tended to stiffen up. As the leader I found the use of GPS to calculate speed made, to be invaluable during this and all subsequent open water crossings, as it allowed me to ascertain the likely time on the water and hence risks and options.

We arrived at Hogan Island that afternoon after about 8.5 hours paddling and were glad to get a rest. Unfortunately this did not necessarily mean sleep as the island is infested with fairy penguins which, despite their cute appearance, are real party animals at night.

The most important information the trip leader needs is accurate weather information as this determines whether you should put to sea, given the group, the tides and the distances. Hogan Island was the only place where we could pick up the VHF forecast for the

entire trip, however we also carried a HF radio which allowed us to contact our Safety Officer Ashore to provide forecasts for the remainder of the expedition. The forecast for the next days paddle to Deal Island was good but



Under the cliffs at Deal Island

a weak front was due to hit sometime in the afternoon.

We headed off early in the morning and soon developed the same yet manageable spread. Both Russ and myself were experiencing wrist swelling while Wayne had contracted a bout of gastro. We could see Deal from Hogan Island which was comforting and we did the 42km in about six hours. The front hit just as we rounded the Island but we all safely made it into the idyllic Winter Cove.

As the leader I decided that after three long paddling days, and given the minor injuries, the next day should be a rest day. This was despite the fact that it was likely to be suitable for the major

crossing to Flinders Island and that the weather was going to turn worse. We spent that day exploring the island and visiting the lighthouse museum. That night strong winds arose and we spent the following day holding down our tents to prevent them from being blown away. I again decided not to attempt the crossing to Flinders and remained on Deal for a third day as the predictions were for 2-3m seas and 20kn winds. Given the range of paddling standards within the group I considered that the possibility of encountering difficulties to be too high.

To break up the monotony of waiting a number of us paddled around the spectacular cliffs of the island, in between watching Wayne gorge himself on his wife's prepared recipes, only to have to lay in the sun like a python while his body digested enough food for the whole group.

The forecast for Sunday 1 Mar was good, with winds at 15kn and decreasing, so we headed off on the 62km crossing to Cape Frankland on Flinders Island. We made good speed but at about the half way mark Gerry got a migraine headache and started vomiting. He began to slow down and needed to rest his head on other boats at regular intervals. I contemplated various towing mechanisms should he become unstable. These would have slowed us down considerably but could still have been accomplished as I was happy to arrive at the sheltered bays of Flinders Island in the dark if needed. I had also anticipated this possibility and everyone had cyalumes and torches handy.

Gerry had other ideas however, and put in an impressive effort to persevere through his sickness and regained his speed.

After nine hours we arrived at Cape Frankland, however we encountered a strong tidal current and overfalls. I decided to pull into the nearest beach to avoid risking further damage to Russ' wrist by having to fight the tide. The campsite was idyllic and we all enjoyed a well earned rest, relieved to have broken the back of the trip.

The forecast for the next day was for a northerly tail wind which sounded promising. The longer range forecast meant that it was necessary to change

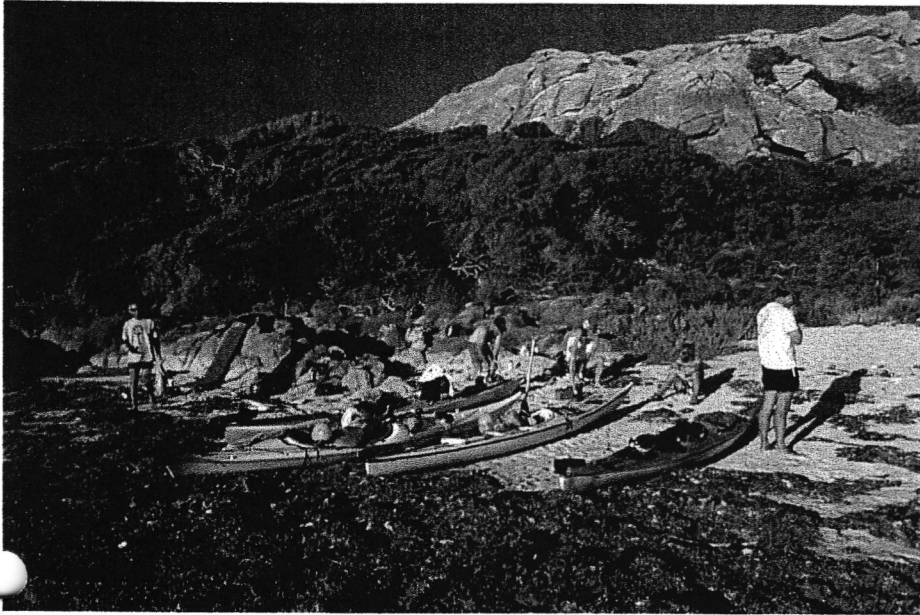
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the original plan, and instead of

Trousers Point. As could be expected
this led to a greater group spread, which

this way was quite novel for me, as in the military a far more authoritarian approach would normally be used. The key outcomes were that for the final open water crossings coming we would keep a tighter formation, and that everyone agreed that if they had an issue or concern they were to raise it at the hourly break and not stew on it.



Setting up camp at the Paps near Cape Portland

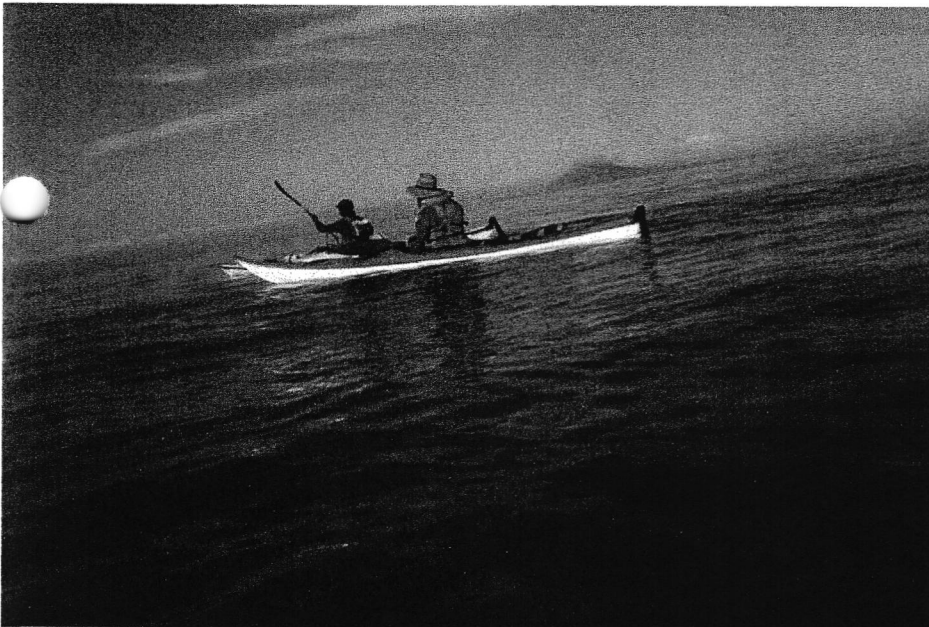
spending two days exploring the Island, we needed to traverse it in one day. This was to allow us to be able to cross Banks Strait on Wednesday before the weather was due to turn bad.

In the speed to get going the next morning I conducted a short brief on the planned activities however, in hindsight I should have been far more specific as to

caused some frustration, but due to the proximity of the coast I considered it to be quite manageable. Given that we were hugging the coast some of us were prepared to take a more relaxed attitude to navigation while others preferred a more rigid point to point track. This led to a breakdown of the hourly regrouping practice. As a result there was a deal of friction within the group that evening and

The next day was clear and sunny and what a relief, it was only 40km to Clarke Island with a stop over half way on Cape Barron Island. The team worked well with no evidence of the problems of the day before. The weather report that night however, was not good and it looked as though we may be stuck on Clarke for three days with Tasmania in sight, only 25km away. The next morning we crowded around Stan's tent in the dark to hear a rather dubious weather report which was more favourable, predicting tail winds but with a front hitting late afternoon.

We weren't going to wait and got in our boats for the crossing of Banks Strait, renowned for its rough seas. The current flows at about 3kn and there are significant tidal races around the islands. We hit one as soon as we left the shelter of the cove, and while it was clearly of concern to some of the group, I was relieved to see that they were all stable and handling the conditions well. Based on this I decided to keep the group going. We were navigating by the GPS and keeping on a straight course, however at times this meant heading at up to 50 degrees of the true bearing to counteract the 3kn current. Again the tailwinds did not eventuate and we were taking 10-15kn on the nose.



Crossing the Franklin Strait near Trousers Point

how the group would be managed. Unfortunately the tail wind did not eventuate and instead we had a 15kn headwind all day for the 50km trip to

was necessary for me to run a defusing session to get all the issues out in the open and derive solutions before the next two critical days. Solving the issues

Our actual speed along the track was slow due to the 2-3m seas and high ferry angle, and it was four hours before we reached the western side of Swan Island. By this time we were being hit with 20kn westerlies and showers. Despite this, morale was high as we were so close to our finish point. The wind continued to pick up to over 30kn and the seas became rough and breaking at 3-4m. We were getting nowhere against the current. We continued this for about half an hour and it was interesting to see that the smiles were now gone as we fought to make progress. Rather than head for our proposed pull out point of Musselroe Bay we cut across the current in an effort to make some progress. Wayne spotted some calmer water and we headed for it. I was aware that we were about 2km from our correct finishing point but, given the obvious tidal races around the points

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by **Norm Sanders**

THE OLD SEA DOG'S GEAR LOCKER

The OSD's mind has been occupied with medical topics recently, having just paid a rare visit to a GP regarding his sea-kayak damaged knee. He was going to devote this column, as usual, to gear, in this case a kayaking first aid kit. Then it hit him. Knowledge is far more important than gear! This should be obvious. Gear in itself can't be used without knowledge. In fact, with knowledge, the gear may not even be needed. (*I wonder if Norm was ever a London taxi driver - Ed*)

In this case, the knowledge comes from taking a First Aid Course. The OSD took his first course in the 1950's when he was working as a professional ski patrolman at Squaw Valley, Mammoth and Alta. At that time, some of the first aid texts still showed the favoured technique for resuscitation of an earlier time: Put the water-logged victim face down over a barrel (where would you find a barrel THESE days?) and rock him/her back and forth. Now, of course, we have CPR. CPR isn't hard, but it takes KNOWLEDGE.

So where does the knowledge come from? A First Aid Course, that's where. The Yellow Pages are full of course providers. The OSD recently had to renew his qualifications for his Sea Kayak Instructor's Certificate. He contacted the NSW Ambulance Service in Moruya and they put him in touch with a course being run locally by ambulance officers under the auspices of Parasol EMT, a Canberra outfit. The course cost \$80, took a weekend, provided a textbook and was very good. Other good courses are run by St. Johns, the Red Cross, and some surf life saving clubs.

The first thing they stressed was to "Have a go!" The text said, "Many unnecessary deaths and chronic injuries have been caused by bystanders or relatives not knowing what to do, or being too timid to try." Knowledge, again.

The OSD does have a first aid kit, which he carries in a dry bag while kayaking, anywhere, and in his car when on land. It is very simple, and subject to change upon receipt of suggestions. It contains: A space blanket, for treatment of shock, an

old-fashioned triangular bandage, two elastic roller bandages, one heavy crepe bandage (for sprains, etc.), a 10 cm by 10 cm dressing, a 20 cm by 30 cm combine pad, 20 waterproof band aids, 50 Panadol tablets (in a film container), a roll of waterproof adhesive tape, one pair of "Uncle Bill's Sliver Gripper" tweezers, one needle, one pair of small stainless steel scissors, 15 ml Betadine antiseptic liquid, a small bottle of tea tree oil for insect bites, etc., AND a small container of Tiger Balm.

So far, all he has had occasion to use was the Tiger Balm and the tea tree oil, but you never know.

The first aid kit is obviously limited. However, it is often possible to improvise with bits of clothing and other equipment when the need arises. The most important thing, as they say, is to have the knowledge and have a go.

Healthy Paddling.

DEAR EDITOR

I read with interest the controversial Arunas Pilka article "A very long story about a very short paddle". In my opinion paddling should be a fun, relaxed activity, where every paddler should just take the time to fully explore all the natural wonders of our coastlines. None of this point-to-point speed stuff so beloved of Mr Pilka and his ilk! 10-15 gentle kilometres a day is about right in my book. I'm with Laurie Ford on this one!

P. C
Auckland

Dear Sir
I am writing to your magazine to complain about the behaviour of some of your members who camp at Mystery

Bay. We have a respectable community here and we do not wish to see your bare backsides parading around while you change into your canoeing clothes. So if you drongos don't stop dropping ya daks I will be calling the police.

JH
Mystery Bay



Mackay to Airlie Beach

By Don Andrews

Left Sydney at 0600 on 12/9/97 to drive to Mackay. Route taken was the New England Highway then highway 37 to Narrabri, Moree, then highway 55 to Roma. The first night was spent there after a 12 hour drive. Left Roma at 0830 and drove via Emerald, Clermont, then on the Peaks Down highway through to Mackay. An easy 9 hours drive with only 20km of dirt.

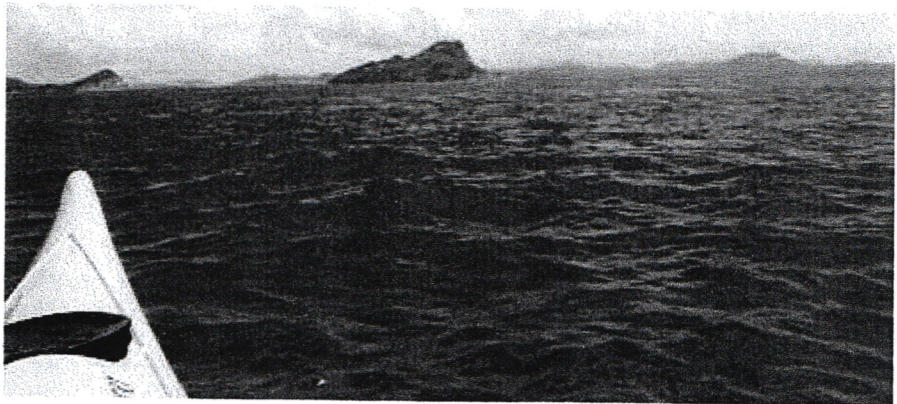
I met Frank Brandon at sea Winds Caravan Park, Blacks Beach. Just north of Mackay on Saturday evening. The bad news was that a south easter was blowing. The weather report that night said 22 knots with 1.7 metre swell.

On Sunday it was blowing even harder. I decided not to do the car swap to Shute Harbour. Instead we drove up to Redcliff Island and to Cape Hillsborough National Park. The forecast for Monday was good with a 5 to 15 knot south-east to northeast wind. We did a trial pack on Sunday night.

The purpose of this trip was to test my new Pacific Tourer sea kayak. It is 19Ft4 and 22" wide with double kevlar lay up weighting 22 kilos, with electric bilge pump and a rapid flow foot pump.

Day 1 15/9

At 0800 it was 5 knot south easter, by 0900 the boats were packed and on the beach. The wind now was 15 knots and the waves were pounding on the beach. With a 32 kilometre open water crossing to Brampton Island ahead of us we began to get negative vibes. The people in the caravan park thought we were mad, but after a quiet talk with Frank we decided if we could get off the beach we would pull away to the Newry Islands if it got too heavy. We left the beach at 9.30. I had no trouble getting off the beach,



Pentecost Island. Hamilton and Whitsundays in background

Frank had a bit of trouble with water getting past his spray skirt. We had to raft up four times and pump Franks cockpit out with his yabby pump. The waves were 1.5 metres and the wind 18 knots. We were on a broad reach. When we were level with Keswick Island some of the waves were coming through at 1.8 metres and tending to break. There was a storm on the horizon coming from the north east. At about 5 km. from Southern Point on Brampton Island, Cockermouth Island disappeared in the clouds, which was a worry as we did know not what to expect. At this stage we had been paddling for 3 hours and feeling a bit tired. In Western Bay we ran in to a bit of rain and by Western point the sun was out. By the time we reached Brampton Roads the tide too low to get through. We finally landed at 1330 on Carlisle Island at Maryport Bay.

The crossing was quite hard. Waves were breaking over the cockpit area. I had some water in the cockpit but the pump emptied it with no trouble. Frank's spray skirt was not working. The strap over the shoulder came undone. At one stage we were rafted up with Frank taking off his buoyancy vest while we tried to fix his spray skirt. The wind and waves were hitting us and it would have been a lot easier if he had had a pump installed. My meal that night was ham, cheese and macaroni.

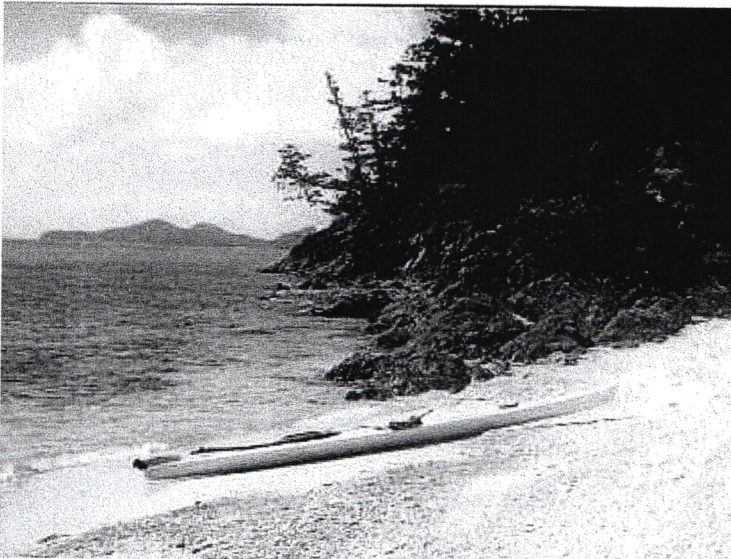
Day 2

We left Carlisle Island and paddled to Brampton Resort where Frank got 4 litres of water. We then headed for Tinsmith at 0830 on a sunny 10 knot south easter increasing to 15 knots, with the swell coming from the east. This was not an easy crossing as we were against the tide and the waves were again on our side. The tide started to run out as we were off Tinsmith and I was worried about going between Linne Island and Goldsmith. We decided to go between Tinsmith and Linne which was a bad choice as half way through we saw 1.5 metre standing waves. We managed to turn before we got into them and fought the tide back. Then there was a tidal run around the point of Linne Island with 1 metre standing waves going in every direction. We stopped for lunch on Linne Island half way through the passage. Then on to Farrier Island and back to camp on the north end of Goldsmith. A 16 km. crossing and 12 km. spent looking around. Dinner that night was ham, potato and beans.

Day 3

We left Goldsmith at 0910, sunny 10-15 knot south easter. We got 3 litres of water from a yacht as we left. A hard

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Esk Island, Border Island in the background

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16km crossing against the tide with the sea again on our side. We stopped on a beach on the south east side of Thomas Island - a really nice beach. The tide changed while we were there and we paddled around to the central camping area on the northern side of Thomas Island. A hired yacht got the tide charts mixed up and spent the night high and dry. Dinner was macaroni with bolognese sauce.

Day 4

Left Thomas Island at 0830, sunny south easter at 15 knots and a swell of 1-1.7 metres. A nice easy paddle to start with riding 1 metre waves. Out in the Cumberland channel the waves were high and steep and a lot of care had to be taken. We rounded Burning Point on Shaw Island and went in to the beach for a early lunch. Then on to Neck Bay and set up camp arriving there at 1pm. We had 3 trailer sailors beached on the sand for company. Dinner was tuna and rice.

Day 5

We left Shaw Island at 9am against the tide in the passage passing between Pentecost and Little Lindemant. A 10 knot south easter was blowing on a sunny day. We were surfing down 1 me-

tre waves but not getting anywhere. BY the time we got to Hamilton Island the waves were 1.8 metres and the tide race in Dent Passage was challenging. We arrived in Hamilton Harbour for Lunch of salad rolls and custard tarts. The distance from Shaw to Hamilton was 22 Km. We then paddled across to the northern end of Henning island and camped the night. Dinner was ham, potatoes and beans.

Day 6

We left Henning at 0730 through Fitzalan Passage on an incoming tide. We stopped at Hamilton for Frank to do some more shopping. We left an hour later at 0930 for Whitehaven Beach against the tide and a 7 knot easterly. We paddled through Solway Passage which I thought was the best part of the trip. We stopped at a crowded Whitehaven Beach for lunch at 12 noon. We left there at 1300 for Esk Island where we had a stretch for 10 mins. Then on to Border Island and camped at Cateran Bay. Border Island was extremely nice arriving at 1530. We did 40km that day. Dinner was ham and fettuccini in cheese sauce.

Day 7

We left Border Island at 0710 arriving at Hook Passage at 0810. A 5 knot north

ester and .5 metre swell. We went through the passage on an incoming tide, then on to Cid Island and across to Planton Island in a 15 knot north easter. An early lunch at 1100 there and then along South Molle to Deedes Point where we encountered a really bad tide run. Frank had a lot of trouble with it and he through it was the worst water on the trip. We checked out Bauer Bay and then went on to Unsafe Passage and North Molle, where we camped for the night. It had a water tank. We paddled 36km. Dinner was rice and tuna.

Day 8

We left north Molle at 0730 A hard paddle across the tide in a 15 knot north easter. A tide race off Pioneer Point then a tricky ride to Airlie Beach on 1 to 1.5 metre waves on a loose broad reach. We arrived at the Yacht Club at 1000, unpacked and hosed the boats off. We had a shower for the first time since setting out. The caravan park at Blacks Beach had arranged for a driver to deliver my vehicle so we had couple of drinks while we waited for it to arrive which much better than spending a day doing a car swap.

Rescuing Albatrosses and other large Petrels From the Southern Oceans Seabird Study Association

A few tips on caring for rescued albatrosses. Albatrosses generally resent being handled and should not be physically restrained, though for the safety of rescuers, it is recommend that an elastic band be placed firmly, NOT TOO TIGHT, around the bill for transport. The birds will generally settle if placed in a large cardboard box for initial transport. It is our experience that the box should be as large as possible, deep enough that the bird can't jump out and have the lid removed so the the bird can see it's surroundings.

Beware - Albatrosses are very susceptible to heat stroke, they appear to regulate body temperature by pumping blood through their feet and/or panting. If birds begin panting. Spray with a fine spray from a garden hose until the bird

is quite wet, not sodden. Then move to a shady well ventilated location to dry.

Air conditioned vehicles are recommended for transport in hot weather.





Coast Busters Sea Kayak Symposium Shakespear Bay, New Zealand

By John Wilde

I was invited to attend this symposium by Vincent Maire, founder of the Auckland Sea Kayak Network. I was asked to present the Key-note address for Saturday evening on Adventure Kayaking, workshops on safety, based around the Lyme Bay incident in U.K., talk briefly about paddling venues in Australia, and to chair discussion on a series of practical rescue scenarios that took place with all participants on the Sunday morning. A fair work load!

This was my first visit to New Zealand, and I was impressed. What a friendly crowd they are. From meeting Peter Sornmerhalder of Auckland Canoe Centre, my chauffer for the weekend to catching up with all the committee who put the event together and meeting some of the greats of Sea Kayaking, such as Paul Caffyn, I had a ball. Despite some problems with the weather (it rained and blew like I haven't seen in Australia for a long time) the whole event ran very well, though there were a few head-aches for the committee as they had to reschedule practical sessions around the weather pattern.

From 'Ancient Mauri methods of navigation and weather prediction' to sea kayak slides of trips ranging from Turkey to New Caledonia to 'Modern electric helpers' and all things between few issues or areas were left untouched.

Illere were-practical sessions for all

skills levels, and the three hour scenario practical saw close to a hundred paddlers on the water. A note here, New Zealanders don't like carrying kayaks, instead they use a nifty device on a set of wheels and watching them approach the beach reminded me more of a golf tournament than a sea seminar, as they pull their little carts behind them. Another gadget for the 'Old Sea Dog' to investigate.

One of the funniest sessions I saw was Rebecca Heaps 'Essential Sea Kayaking' what to take on a trip, how to pack it, what gear is essential, where is the margin between comfort and survival. That lady could survive a nuclear holocaust from her sea kayak, no wonder she needs a trolley to move her boat around, but beware Dave Winkworth, she carries things you haven't dreamt of taking in your kayak.

There were serious sessions from Paul Caffyn on handling extreme sea conditions, topics such as planning overseas trips and even issues of campsite access and fees for use of facilities were hot topics, as sea kayaking has become so popular in some parts of New Zealand that pressure is mounting on land use.

A large marquee was set up for trade displays and many boats and products were available for sale and testing. The Albatross is a popular Auckland de-

signed boat, with a very user friendly hull design, but unfortunately the cockpit is so high at the front that it is difficult to stay in to roll. The designer does hope to have the boat manufactured in Sydney soon, but the fore-deck needs some re-modelling to be sea worthy. Another boat of note is the plastic Perception 'Sea Lion', a new boat on the market with excellent comfort and handling characteristics, probably best for the Novice to Intermediate paddler. This will also be available shortly in Australia.

A gadget that a number of paddlers may be interested in is a waterproof, mini size V.H.F. radio Uniden HH 940, ideal for inter-party communication or emergency coast-guard contact in popular areas. Having only the week before, attempted to rescue my friend Nick Kalma, and failed, I bought two on principle. Many New Zealand paddlers now keep these clipped to the front of their buoyancy aid for general communication. I have yet to investigate how effective they are in Australia but in many countries you can receive up to date, accurate weather conditions and predictions on given weather channels.

They are not currently available in Australia but in New Zealand they can be obtained from Michael Swift, 33 Chorley Avenue, Massey Auckland for \$348 N. Z. plus sales tax and postage to Australia. Weighing 235 grams they are not an encumbrance.

I would like to thank Vince and his committee for inviting me over, and providing such a friendly and informative environment. Well done New Zealand.

In Memory

It is with sadness that I report the death of Nick Kalma, ex president of Canberra Canoe Club, white water instructor and proficient sea paddler. Nick was well known to many members of the N.S.W. Sea Kayak Club, having taken part in a number of club trips in the past.

Nick suffered a major heart attack near the Tolgate islands, off Batemans Bay whilst assisting with instruction of a group of young novice paddlers from Canberra Grammar School. Unfortunately there was no satisfactory solution to this rescue scenario.

Nick died participating in a sport he loved, in an area he knew well, paddling a boat he enjoyed.

He will be sorely missed by the Canberra community.

John Wilde



Alone with myself on Broughton Island

Dramatised for the NSWSKC magazine by Mark Pearson

It was a week before our departure for a family holiday in Port Stephens. "Why don't you go off for a trip to Broughton Island" said my wife. "What...alone?" I said, incredulous that my normally safety-conscious partner was suggesting such a thing. "Why not" she said, "you know you'll only end up arguing with my family if you hang around too much". I immediately got excited ... "and you can cut that out right now" my wife said tersely "there'll be none of that stuff in this marriage thank you!" I desisted and started planning.



In all my paddling career I had never really ventured anywhere substantial alone and certainly not overnight and was unsure of whether it was a good idea or not. After all, it could be dangerous, or boring, or both. And, more seriously, how could I write a decent trip report without a good variety of unwitting companions to denigrate and slander ... there was a real risk I might only manage half a page!

But who could go with me. January was a bad time of year for most. What about Norm Sanders? I knew he had not 'done' Broughton and Norm was a man always looking for an excuse to get away from civilisation and womenfolk. I rang Norm and committed myself to a 2 night trip if he would join me. "Well 'Killer, I'd love to come" he said, "but it's such a long way away, and there's Sydney and all that, and the heat, and the crowds, and all the boats, then I've got to drive ba" I hung up quickly to save the man from destroying a fine reputation. There was no-one else. I was alone.

And so it was that a heavily laden car carrying a heavily laden sea-kayak arrived in busy Port Stephens on Saturday January 17th. The family settled in, went for a swim and relaxed. I was in no rush to shoot off to the island and wanted the conditions to be favourable. Given that I had not paddled much at all since the Port Douglas-Cooktown trip five months before, I had no desire (unlike some) to battle into a nor'easter or return into a southerly. I decided to

bide my time and hitch a ride to Broughton on the rear-end of a front.

Things happened quickly. There were hot northerly winds on Sunday and as the evening wore on thunderstorm activity to the north and south. I checked my safety equipment again - the spare paddle securely mounted on the rear deck, my sister-in-law's mobile phone in the dry bag ("it's got a dodgy battery" Susan had advised "but you might get one call out of it"). I rang the local coastwatch, who were friendly and informative. A southerly was forecast and there was an official strong wind warning. Things were going to plan, but the wind warning was a bit of a worry. I decided to get up early in the morning, ring for the latest forecast and then make a decision.

I awoke at 5 am and made the call. The news was good - the southerly was running at 15-20 knots but diminishing. I returned to my sleeping wife. Realising that this might be our last shared moment I suddenly felt the poignancy of the moment. With a tear in my eye I leant over to give my life partner a tender goodbye kiss. "Go away" she mumbled without even waking. Disappointed, I turned away and headed off for my greatest challenge yet.

It was dark as I reached the sheltered departure point at Shoal Bay. As the light increased it revealed an overcast and threatening sky, with Mount Tomaree and the Yacabar headland shrouded in mist and a grey wind-flecked ocean beyond. As I gazed with some trepidation at the scene I became

aware of the growing presence of two influences within my consciousness. Doubt and Confidence introduced themselves, explaining that they were normally very shy around strangers, but that given that I was going to be alone, they would be pleased to act as my unofficial consultants throughout the trip.

Before I could respond Doubt was off the mark, telling me that the whole venture was ill-conceived and that I should go straight back to a warm bed with my wife, like the other 20,000 blokes in Port Stephens. Confidence disagreed strongly, reassuring me about my four solid year's of experience and adding that if the Tuross Bar couldn't get me then this was nothing. But, I thought, the Tuross Bar nearly did get me! Sensing my weakness Doubt really got stuck in, reminding me that I hadn't even tried for my Sea Proficiency yet. Confidence was unfazed, retorting that this was mainly due to Sanders being an absolute bastard, and anyway a bit of paper doesn't prove a good paddler, just a paddler who craves pieces of paper

Irritated by this squabbling, I blocked out any further discourse and concentrated on loading (I had commenced the job so luxuriously the boat seemed ridiculously full for a one night trip). I then donned my paddling gear. My last piece of equipment was a borrowed heart rate monitor - I knew that this was the most vital piece of equipment for those glamorous racing paddlers whom we all admire, so I just had to have one. I turned the monitor on and to my great relief, saw incontrovertible digital proof that my heart was actually beating.

Everything ready, I eventually hit the water at 6.15 and made for the Port Stephens heads. Although this area can be tricky when wind and tide are opposed, it was reasonably calm. As I neared Tomaree headland I checked my heart rate - a steady 72. Brilliant!

Clearing the headland I was suddenly subject to the southerly, probably running a fairly consistent 15 knots. Put up the sail urged Confidence; no, said Doubt, not yet, wait a bit. I thought about it. I'd last sailed in 25 knot winds south of Cooktown and, despite a couple of close calls, really enjoyed the challenge to my concentration and balance. I raised the sail.

(Continued on page 11)



(Continued from page 10)

Paddling and sailing simultaneously (as one does in an Inuit Classic), I was soon making good speed and cleared Cabbage Tree island at 6.40. Despite it being peak holiday time there was not a boat to be seen, all presumably deterred by the wind warnings. The ocean was mine.

But where was Broughton? My heart rate jumped to 86! I knew it was about 16 kilometres north of the heads but in the greyness of this dawn the island was nowhere in sight. For the first time using my famous Casio compass/ altimeter/ barometer/ thermometer watch in earnest, I set a course of about 30 degrees NNE. Was this was an adventure or what I thought? Paddling to an unseen destination alone on the high seas with only a dodgy mobile phone to help me. This was great!

The southerly was weakening as the peaks of Broughton Island eventually came into view. It was an attractive looking island, it's sharp peaks and almost X-shape being much more interesting than that of Montague. As I approached the south western side of the island, as expected, I was starting to feel a little bit fatigued. I reached the western shore of the island some 2 h 45 minutes after leaving Shoal Bay.

I continued round the Island to a beach on the northern side. Dave Winkworth had advised that although Esmerelda Cove offered better camping facilities, there were cabins nearby that were occasionally inhabited by riff-raff from Port Stephens. I landed, walked around the knee for half an hour high scrub, but couldn't find any sign of David's supposed '5 tent capacity' clearing (I was later to find out that the site was 300 metres east of my search area). I eventually settled on a small sandy spot behind a little dune. Shelter enough from a nor'easter and with a nice eating position overlooking the beach.

After setting up camp I ate a hearty brunch and then went for a short paddle to explore the north side of the island. I then returned to the camp - attempted to rest up in the tent but was driven out by the heat (36 degrees according to my watch). I then realised that Broughton Island is a place that doesn't offer much

in the way of shade. I finally grabbed my book and headed to the western end of the beach where a small cave at the foot of a cliff gave me some relief from the sun. I read for a while before taking a nap. The day was passing slowly.

I noticed that the small bombora just off the beach was now offering a surfable wave breaking onto a submerged rock platform. Confidence urged me to give it a go and have some fun - but then Doubt quickly reminded me that renowned kayak-breaker Dirk Stuber had surfed this very bommie. And that the same Mr Stuber had induced poor innocent Paul Hewitson to hole his beloved Mirage in a



gauntlet on this very island. And I didn't have the luxury of a team of kayak repairers like Mr Hewitson had. All this was proof enough that this particular surfing zone was for Crazy Bastards only. I thanked Doubt for the advice and told Confidence to shut up.

I thought about going for another paddle but given that some red areas on my fingers might become blisters with too much paddling too soon. I eventually walked across the island to check out Esmerelda Cove.

It was 6 pm by the time I got back to base and it was time to eat. As I prepared dinner a man and a woman came ashore from their moored catamaran. After walking up the beach for a while they turned back and suddenly approached my camp. My heart rate leaped to 205 with panic! Unless I ran back into the scrub immediately I was going to have to converse with strangers! Questions flew around in my hermit-like state of mind. Would I be a babbling idiot after so long without human contact? Did I smell? And how would they react to my unkempt beard (which had not been

trimmed for two days)? Before I could do anything the man said hello and we drifted into a pleasant "you paddled all the way out here in THAT" conversation. With relief I realised that my spoken English was still acceptable and my social skills had not yet left me.

As we talked we noticed the little islands north of Broughton had disappeared. A sea fog was amongst us and thickening. Within twenty minutes the farthest boat on the mooring had become a ghostly shadow.

After bidding the nice couple farewell I again studied the foggy and rather eerie seascape. This was only the second time I had seen a fog like this on the east coast, and I was unsure how long it would linger. Visibility was now down to 100 metres. My inner companions returned. Doubt was worried that it would not clear in time for my departure in the morning. Confidence looked forward to the chance to use my watch in earnest.

I returned to dinner preparation. On a rather barren beach for wood I had found just enough sticks to get my Chris Soutter designed Ned Kelly chip cooker fired up and was soon ready to consume a large bowl of noodles, onions and peas in a tasty Thai red curry sauce.

Conversation was rather stilted over dinner (for it had been a long day and Doubt and Confidence were no longer speaking to each other) and I finished the meal quickly - in fact so quickly I had to take a casual walk down the beach to walk it off. By 8.30 I was feeling tired enough to retreat to my little tent and was soon lulled to sleep by the regular sound of small waves expiring on the beach. Some minutes my heart rate probably dropped to 54.

I awoke at 1am to a terrifying noise emanating from the scrub. Banshee screams punctuated a great cacophony of "ooooohhhhhss" and "eeeeerrrrhhhs" and large shadows moved at speed across the tent. My heart rate hit 245! I lay there desperately trying to identify what could make such a noise but it was beyond my experience. Why does this always happen when I camped alone I thought (at this juncture Doubt took great pleasure in reminding me of the noisy pigs that had terrified me at Tantangara Dam in '91). Or was I imagining it all - I contemplated turning the videocamera on just to

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record the noise for posterity but couldn't bring myself to turn my torch on to find it. Too scared to move, I lay there trembling and calling out for mummy, before eventually sobbing myself to sleep.

Awakening at dawn there was no sign of the creatures or their secret night ritual. The fog had lifted and a calm but overcast day revealed itself. I gulped down my entire supply of Cretebix (eight Weet-bix) knowing that getting home would not be a problem. I packed up camp, donned my gear and paddled east, through a rocky 'pass' and then down the eastern side of the island past the entrance to Esmerelda Cove. Despite Doubt tutting away in the background, I finally paddled through a sea cave that runs right through the south eastern arm of the island and was greeted by the sight of a distant Cabbagetre Island.

As I drew away from Broughton Island I realised that the conditions were ridiculously good. A gentle north easterly swell, the occasional puff of breeze from the east and lifting cloud. I was 4 kilometres offshore and the ocean was truly benign. At this point even Doubt admitted that it would take a freak event to cause me any further worries.

About 200 Shearwaters crossed in front of me, all flying inches above the water. Although this was a great sight on the smooth rolling ocean I was later to find out that these were the critters who had woken me up the previous night. A large pod of dolphins then cut across my bows, the hiss of air from their blow

holes a dramatic sound on this silent sea.

As the sun made it's presence felt in the still conditions, a shimmering heat haze developed. I was now paddling with rhythm and making good speed. I was hot and thirsty but decided not to spoil my momentum by stopping for water. Some minutes later, slightly to my right, twenty white Mirage 21's appeared, moving slowly, their paddlers chatting casually and enjoying the scenery. I waved vigorously and made to call out, but hesitated; something wasn't right here - Mirage paddlers are rarely seen this far from Sydney, never paddle at less than top speed and are certainly too preoccupied to look around and talk to each other! I grabbed my bottle, gulped down some water and squirted more on my face. On opening my eyes I found that the bizarre flotilla had disappeared - amazingly, it had just been a hallucination - presumably caused by a combination of loneliness and dehydration.

An hour later I reached the north face of Cabbage Tree Island, I stopped for a short rest and a handful of dates. The easterly breeze was increasing and I put up the sail as I entered the heads. The silence of the ocean was no more as motor boats moved in and out of the Port.

As I approached my destination I reflected on the merits or otherwise of paddling alone. On the plus side I had appreciated the lack of hassle while I was packing, and that I didn't have to take any gear that someone else couldn't fit

in. And I had the pick of the tent sites and could also paddle as fast or slow as I wanted. And I didn't have to engage in one of those interminable on-water conversations. You know, the ones when you end up paddling for hours beside some bloke who ends up getting all emotional about his marriage breakdown, or how his favourite pastime is dismembering wild pigs, or how his groin rash is playing up something rotten because of tight, wet neoprene pants. This was a real plus.

But there was a definite downside. For a start I had to put up with the dubious presence of Doubt and Confidence. Company I wouldn't inflict on anyone. And I was always aware of the lack of human companionship as I moved around in the almost deafening silence - particularly at meal times and when exploring. Time also passed very slowly - hermits must experience a very long life indeed. All in all, I think I'd rather have company - even Doug Fraser and his Pittarak. Yes, even with Doug!

Half an hour later I landed beside the boat ramp at Little Beach, only 100 metres from our unit. The beach was full of families enjoying the balmy weather, with fathers throwing their kids around in the water. I looked forward to resuming this role but was pleased to have satisfied the more adventurous part of me, even just for a day and a half.

Tired, hot and again very thirsty, I stepped out of the kayak. Suddenly I heard my name called out. I looked up to see my wife running to me across the

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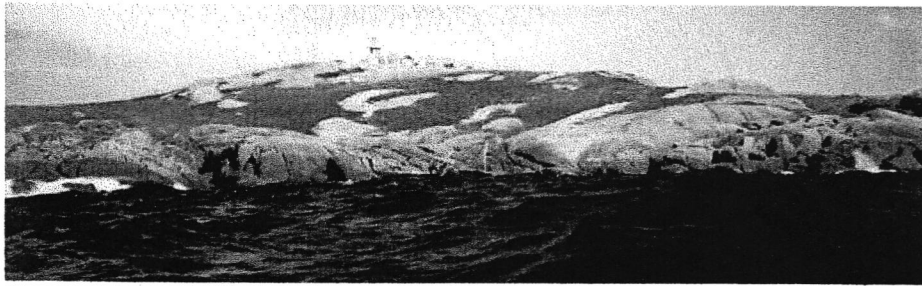
in between, and the obvious fatigue of the group, I decided to pull out in a sheltered bay.

There was a great relief amongst the group that we had landed safely and had achieved our objective. We could now pin on our legend badges. It had been a long trip and the final day of rough weather had topped off a great adventure. We quickly changed into dry clothes and got shelter from the howling wind then undertook the long task of getting picked up by our driver.

We had crossed nearly 300km of water without incident. No one had come out of their boat and had anything occurred I am confident that we would easily be able to handle it as a group. In particular the team, which consisted of quite a mixed bag of paddlers who really knew little if anything about each other prior to the trip, had been successful. As the leader I had



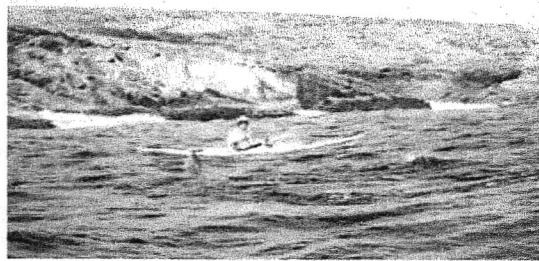
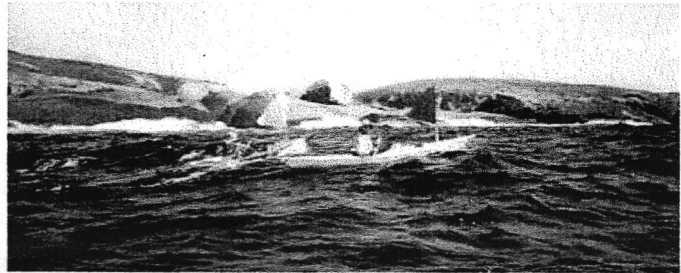
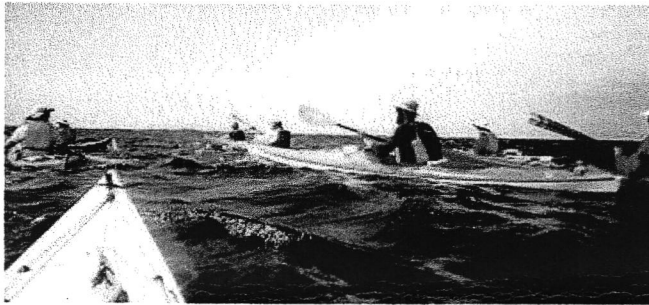
High Lights from Montague Island By David Whyte



The 6th annual pancake week end at Mystery Bay saw a small but keen bunch of paddlers head off for the pilgrimage to Montague Island. There was not the usual sound of cracking fiberglass as the weather conditions were ideal for the trip, though Arunas decided to shorten his paddle by demonstrating a high brace off rocks. Fortu-

nately the "Old Sea Dog" was carrying a spare. The weather was so good we managed to paddle into the bay on the eastern side. We were then greeted by a bunch of seals on the northern point and enjoyed watching them frolic around. As we are not allowed to land we lunched in the kayaks but the calm conditions made

this quite pleasant. On the return journey we had the Pisces revenge with Mark Pearson (Fish killer) being stung by the floating tentacles of a blue bottle. We also adopted the Paul Keating method of kayaking and did a huge J curve heading for Mystery bay due to a strong north flowing current. After tea we saw some of the hidden talents of our members come out. Dave's wife Sue gave a fine example of piano accordion playing and singing with the accompaniment of Marty Rivers. And John Wilde gave a strong vocal performance with a solo rendition of "Oh lord wont you buy me". It must be all that yelling at school kids that gave him such a strong voice.



Believe it or not there is a seal beside the kayak

The pancake makers. John Wilde, John Caldwell and Arunas Pilka



The music makers. Sue Winkworth and Marty Rivers



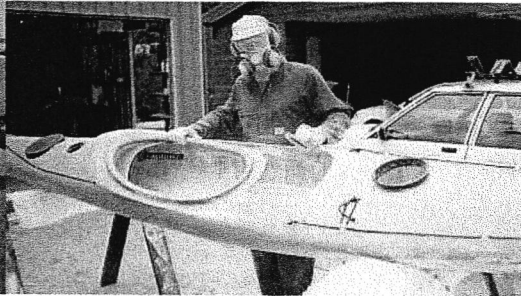


Quick Snaps

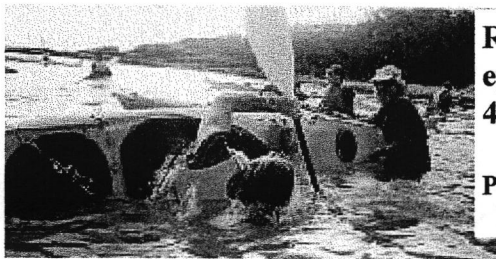
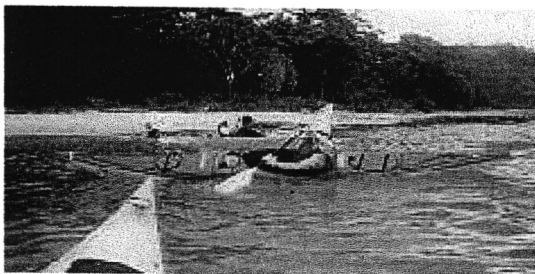


Who is this masked man

Photos – Sue Winkworth (well I think that gives it away)



Arunas in his younger days



Rolling practice at Hon-eymoon May on April 4th.

Photos – David Cregan



Its now official. Dave Winkworth has finally come up with a name for his new boat. Dismissing such great names as “Crest “ – because its always on top and “Lathe” - because of the way it turns Its to be called – *“Nadgee Expedition”*



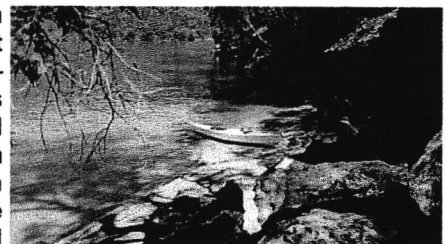
Bar Island

Easy Cruising

I was intending to write the first of these articles that I talked about in the last issue but I never got around to it. So here is my first one (though a bit brief) and I am hoping others will write some as well. Basically these will just be description of easy paddles that wont require any sea going experience.

Berowa Waters (on the Hawksbury River)

This paddle lends itself nicely to an easy car shuffle. Either park one car at the Brooklyn Bridge over the Hawksbury or at the Ferry at Berowa Waters. This will leave a lovely 15 – 20 k paddle (depending on what side creeks you go up). Bar Island is worth stopping at and there were quite a few spots to stop for a swim if doing this as a summer trip. I did this trip in January and was amazed at the size of the bream I saw in some of the creeks. You will





Training Notes

By Dave Winkworth

Hello Everyone,

This month, I thought we'd have a look at towing sea kayaks. It's something that everyone has to do sooner or later on the ocean so we might as well be ready for it!

Towing can be a real chore or possibly a chance for some hard exercise with a slower group. Whichever way you look at it, when you need to tow someone...you **NEED** to tow them and that's all there is to it. So, let's have a look at all aspects of towing on the ocean and make it as simple as possible.

Why do we need to tow? Well, the most obvious reason is a paddler's incapacity to paddle due to exhaustion in headwind conditions or complete incapacity due to sea sickness. Our old friend tenosynovitis is another reason for a tow. Group cohesion always pops up on the ocean and towing can be a simple way to keep a group together and arrive at the destination before nightfall or before weather conditions deteriorate.

We'll have a closer look at towing for these reasons in a moment but I just want to mention the importance of observation first. Although you may be on a trip with a designated leader, it's everyone's responsibility to observe fellow paddlers and the weather.

You may notice that a fellow paddler is having difficulties, falling behind perhaps favouring one arm due to cramp. Incoherence may be a sign of hypothermia onset. Communicate your thoughts to the leader as soon as possible and possibly avoid a minor problem becoming a full-blown disaster. Does the group need to pick up speed to avoid a predicted wind change? Look for the signs - look around you!

OK, back to the tow! Towing an exhausted paddler...exhaustion on the ocean is dangerous. Apart from the obvious speed reduction it can mean a loss of balancing skills and more importantly it can affect a paddler's reasoning and decision making skills.

So, exhaustion is a good reason to tow someone. Usually the paddler can paddle on slowly while under tow to contribute to the effort and use their rudder or paddle to maintain course.

Complete incapacity to me means an associated loss of balance and a paddler in this condition will most likely need a support paddler to raft up

with them as part of the tow. Sea sick paddlers fall into this category. They need support. If it's serious they just want to curl up and die where they are. This means aborting a planned destination and heading straight for shore with a supported tow. Now, if there are only two of you out there, the situation is not hopeless. We'll cover this in the section on tow lines.

There is undoubtedly a real stigma attached to towing which is unfortunate because there shouldn't be. Towing is a means of keeping moving while having a rest!

IT'S OK TO BE TOWED

Think of bushwalking. If someone is tired, the group sits down and has a rest together. You can't hook a rope around their legs and drag them along the track! But you can on the ocean! Think of it as a bonus for sea kayaking! If a paddler group leader suggests for a reason that that they should tow you, accept it gracefully because there is obviously a very good reason. It's just that you may not be able to see it!

A few years ago on a two week coastal expedition, one of our paddlers in a double sea kayak had a severe case of tenosynovitis. Despite protests of fitness, we hooked on to the double in a V tow for the remaining 4 days of the trip. By the end of the trip, the paddler had recovered OK but more importantly had accepted that this was the only way we could keep the group together..... and still enjoy the trip. We could have reduced the daily distances but that would have meant compromising the sense of achievement for the other paddlers.

Alright, we've decided that someone needs a tow. What now?

You're the leader, the weather is deteriorating and a paddler is falling behind quite exhausted. Paddle up to that boat and raft up **WITH YOUR BOAT 180° TO THE OTHER.**

Reason? This is your assessment time for this paddler. Tell them in firm reassuring tones what you plan to do and have a good look at the paddler. (I'll use the male gender here)

Is he sweating? Red eyes perhaps? Is it salt spray or exertion? Is he cold? Is he

shivering? Are his lips blue? Does he respond readily to questions?

The reason for the boats being opposite here is so you can observe the paddler closely. Obviously something is wrong or you wouldn't be planning a tow would you? The question is...how wrong are things? So, be in front of the paddler to find out. Also, in this position, you can hold his boat by the foredeck deck lines while he gets ready for the tow.

Get ready, What's he got to do

Well, this paddler has been burning up the kilojoules at a great rate and now he's going to sit there in the wind getting cold during the tow.

Tell him to put on his cag if he hasn't already done so. If he is wearing it, he may need another layer under it. Poly, not cotton obviously. If he's not sick, give him some muesli bars or chokky and a good drink of water. Does he have a whistle to signal you if the wind and waves pick up?

Tow time folks!

If there are a number in your group, you could use a V tow for this paddler with another to paddle beside him for company and to check his condition regularly. If he is OK but just tired, the accompanying paddler can alternate with the towers to give them a break.

Getting the tow started is where paddlers can easily make a dog's breakfast of the whole operation. Remember, this sick/exhausted/scared paddler is looking to you for confidence and reassurance. Getting your tow lines hooked around every piece of boat in sight is not going to inspire him!

So, after getting him ready for the tow, get your own line ready but **DO NOT** deploy it yet. Decide which side of your boat you are going to attach the line to, and then back away from the paddler and re-approach with your favoured towing side against their boat. Move to the bow of his boat, hook on, a last call to the paddler and move off. Don't stuff around here get the line taut gently and paddle off. If the wind has spun your boats around opposite to the desired direction, paddle in a wide arc to get on course. Gently does it!

If you decide that a V tow (2 towing paddlers in a V configuration) is the way to go, and the sea and swell is messy, have one paddler get the tow underway.

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The second paddler can then come in beside the "towee", hook on, and paddle off to form the V with the other paddler. Nice and smooth, no tangles, no cap-sizes.

Don't underestimate the ability of the wind and waves to make a mess of your endeavours. Towing systems (and your plans) should be simple and easily understood by any helpers. More on this soon.

Let's have a look at towing configurations.

Obviously, one towee, one tow-er is the simplest and most often used. If the wind isn't too strong and the distance not too great, this setup is fine. You can zip along at a pretty good rate you'll find.

If the wind and seas pick up, you've got to tow a sea sick paddler plus support boat or it's a loaded double, you may want to try a V tow. (See Figs 1 & 2). You'll have double the power but also double the potential for stuff ups. It helps if the two tow lines are equal length so that the towing paddlers will know if their partner is not pulling their weight! It's also good for company. Towing can be lonely work!

line right up the middle. More power but again increased chances of foul ups. I would be interested to hear from any paddler who has used this method in a real wind and wave rescue. (See Fig 3)

Another method I have read about is a straight in line tow with 2 or three towing boats (See Fig 4). Not a method I would try but if anyone has used it speak up. This method seems to me to take away independence from the towing boats. ie they cannot unclip when they need to do so.

The last method is a good one for an incapacitated paddler when there are only two of you out there in total. The line is short about 0.5 metre, boats get scratched but it works. Pretty self explanatory really See Fig. 5. Oh yes, this method requires strong deck fittings.

Now, setting up your boat for towing.

In case you may one day need a tow and in any case, you should have a toggle/rope loop setup right on the bow of your boat. Deck lines are an obvious requirement.

When a boat (incl. kayaks) turns, it typically pivots on an area about 20% of the boat length from the bow. It follows, does it not, that if your tow rope attaches well back from your cockpit, the boat being towed will pull your kayak all over the ocean? You'll also have lots of trouble hooking your line on in a lumpy sea. Think about it!

The best place for a towing attachment is right behind the cockpit on either side of the deck. The attachment there is accessible and yet out of the way of normal paddling movements.

Some books and magazines, indeed

some club members prefer to tow from their PFD with a whitewater quick release system. It's definitely not my cup of tea for a long ocean tow with boats going up and down swells at different times but you may wish to check it out before deciding on a system. Just look for paddlers with more stuff hanging off their bodies than California Cops.

Quick release systems. Are they really necessary on the ocean? I don't think so. You wouldn't be silly enough to tow through the surf zone would you? Apart from that (and gauntlets) I really cant see the need for these items. I find simple 50mm stainless snap hooks are fine for both ends of the tow line.

Make your towing attachment on your rear deck strong. Stainless saddles, declines, loops of cord whatever make it strong and waterproof under the deck.

Check out your rear deck for places where a tow line could lodge and not be freed during a tow. Rudders are an obvious problem. If it gets stuck well back on your deck where you cant reach it, you may have lost the ability to control your kayak in wind while towing.

Let's have a look at actual tow lines for your boat.

These are my requirements for a tow line:

- (1) Simple to use - not just for me either. And quick!
- (2) Reliable - deploys all the way every time. No tangles. It FLOATS.
- (3) Compact enough that it is no problem to take on EVERY paddle.

When you get a tow line, see if it fits the above criteria. Point No. 3 is important. It's no use in the shed when you need it.

Years ago we used to make tow lines from ski rope with lengths of 8mm shock cord built in for shock absorption. They were huge and suitable for towing the Titanic. They did not fit Point No.3

Many of us are now using simple 3mm nylon cord. It's strong enough for towing doubles, has great stretch - just enough, and it's compact. It's draw-

(Continued on page 17)
(back page)



Fig. 1. In line tow

Another tow configuration (which I haven't tried) is called the Husky. Basically a V tow with another paddler on a longer

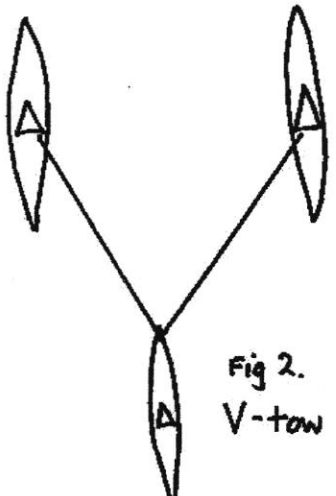


Fig 2. V-tow

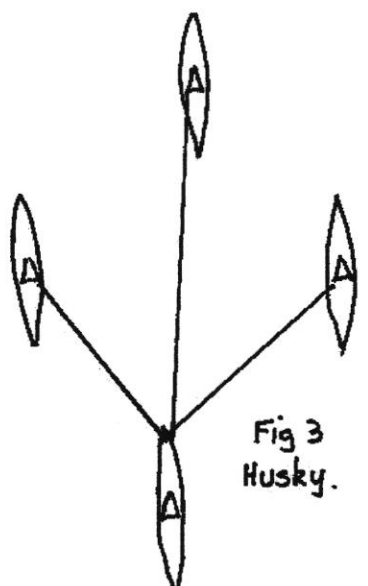


Fig 3 Husky.

New Membership Drive and Competition

Raymond Sacre, co-proprietor of the *Phantom Coffee Bar*, Chatswood, has offered twenty meal-passes to Club members, in return for on-the-water (and on-the-roofrack) promotion of his coffee bar.

The meal passes are valid for a main course, for the pass-holder and a friend, once a week for three months. The value of a pass is about \$250 to \$300 worth of meals.

In return for the passes, the passholders will put *Phantom Coffee Bar* stickers onto their kayaks (both sides of the hull and on the deck) and display the kayaks on the Harbour, the beaches and the streets of Sydney for the duration of the promotion.

The Club executive has decided to distribute these passes as rewards for a membership drive. The first twenty existing members to introduce a new sea-kayaker to the Club will receive a *Phantom Coffee Bar* pass. Naturally, we would expect to see these new members on Club trips and other Club events. Don't be shy! Bail up that paddler that you see out on the water. If they're not a member yet, they should be!

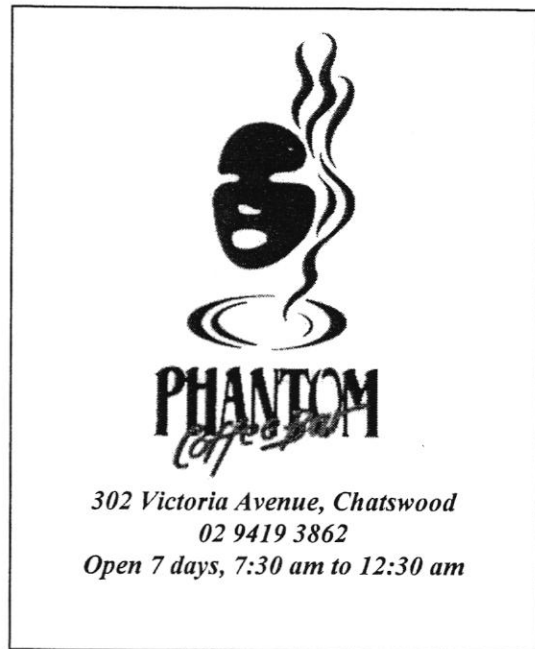
The competition is open to all NSW Sea Kayak Club members, however the nature of the passes is such that members in the Sydney area stand to benefit the most. Over half of the Club's membership is in the Sydney metropolitan area, has access to the Harbour and the *Phantom Coffee Bar*. Don't forget, the *Phantom Coffee Bar* would like to see each pass fully used.

To enter, use the special membership form on this page to introduce your new member. Send the form and the Club's annual membership fee to the Club's address on the bottom of the form. *Don't forget to include your name as the nominating member!*

The Competition closes on June 9, 1998 *at the Club's address*. Winners will be notified, and passes distributed, during the following two weeks.

The winter brings calm, mild paddling weather, just the time to take your new paddling buddies out on the water!

The Judges' decisions are final - no arguments. So there.



Competition / New Membership Application

Name:

Address:

Postcode:

Telephone:

.....(Home)

.....(Work)

.....(Fax)

.....(E-mail)

I hereby apply to become a member of the NSW Sea Kayak Club Inc and agree to be bound by the rules of the Club. I acknowledge that sea kayaking is an adventure sport and can involve an element of physical risk, and that I am responsible for my own safety. I also acknowledge that participation in a Club activity requires compliance with the directions of the activity organiser.

Signature:

Date:

Name of nominating member:

Annual Membership:
\$25.00 individual, \$35.00 family (no joining fee)

Address

Please send the completed application and a cheque or money order made payable to the 'NSW Sea Kayak Club Inc.' to the following address:

NSW Sea Kayak Club Inc.
c/- 28 Loureiro St
CONDER ACT 2906
Australia

1998 CLUB CALENDAR

Call Andrew Eddy (02 9888 2073 home & MessageBank or e-mail at Andrew.Eddy@dfst.csiro.au) to include new events

Compiled April 1998

WHEN	WHAT	WHERE
Regular events		
Tuesday (evening) ❶	The Canberra pod usually go for a paddle on <i>Lake Burley Griffin</i> for an hour or so, sometimes followed by a barbecue. Meet at Black Mountain Peninsula at 6.00 pm. Contact Arunas Pilka 02 6248 7828 (h) or 02 6283 5404 (w).	Canberra
Thursday (evening) ❷	Nevil Lazarus and friends paddle on <i>Middle Harbour</i> regularly on Thursday nights, leaving from Roseville Bridge Boat Ramp at quarter to seven and paddling to Balmoral Beach and return, a fast trip of about 18 km. Nevil would welcome other club members to come along, so if you are interested give him a call 02 9498 1706 (h) or 02 9624 2511 (w).	Sydney Area
Alternate weekends - on Sunday morning ❷	Dennis Kleinberg does a regular training paddle from <i>Hunters Hill to Manly</i> and back, about 30 km. This is a classic harbour paddle. In winter, the cool calm weather often means that you can have the harbour to yourself. Contact Dennis Kleinberg, 02 9817 4296 (h) or 0412 234 886 (w).	Sydney Harbour
To be decided ❶	The NSW Sea Kayak Club and the Lane Cove Valley Canoe Club (LCVCC) will jointly run series of rolling sessions at a Sydney suburban, heated pool. These will be on Friday nights, probably three consecutive weeks. Many paddlers have learned to roll at these sessions, you may be the next! You will need to book early as places will be limited. Contact LCVCC telephone information line 02 9988 4244 ext 18 for message system and fax-back of equipment requirements. Contact Andrew Eddy 02 9888 2073 for details by human voice.	Sydney

APRIL		
Saturday 18	The MWKC invites NSWKC members to participate in their <i>Bayview to Barrenjoey and return</i> race for sea kayaks and surf skis. Entry fees and minimum equipment standards apply. Contact Don Andrews (MWKC) on (02) 9971 6842 (h) for further details.	Sydney, north
Sunday 19 ❶	<i>Mullet Creek</i> is a shallow tidal creek off the Hawkesbury river estuary. This day-paddle should be suitable for any flat water or sea-going craft. Contact Dennis Kleinberg, 02 9817 4296 (h) or 0412 234 886 (w).	Sydney north
Saturday 25 ❸	This scenic ocean day-paddle takes you from <i>Lake Illawarra to Kiama</i> . There is no heavy industry south of Lake Illawarra, just cliffs and beaches, the marine reserve at Bass Point, sheltered swimming and snorkelling at Bushrangers Bay and, of course, the <i>Kiama Blowhole</i> . Contact Dirk Stuber on 02 4268 1001 (h).	Wollongong, Illawarra

MAY		
Sunday 3 ❸	Have you seen Sydney from the outside? You can be just a few hundred metres from Sydney's suburbs and be truly in an ocean wilderness. Paddle from <i>Camp Cove to Bondi Beach (and return)</i> . Parking fills up quickly, so <i>be early</i> for an 8 am start. Expect significant wind, swell and reflected waves off the <i>cliffs of the Eastern Suburbs</i> . Look forward to a leisurely one hour break at Bondi Beach, if the swell permits a landing. Contact Dennis Maina 02 9953 7229 (h)	Sydney - Tasman Sea
Saturday 16	The MWKC invites NSWKC members to participate in their race for sea kayaks and surf skis off <i>Fishermans Beach</i> . The race format will be 12 km in two laps around the buoys. Entry fees and minimum equipment standards apply. Contact Don Andrews (MWKC) on (02) 9971 6842 (h) for further details.	Sydney, north

Weekend 16-17 ③	The Royal Banquet is a gourmet overnight paddle along the cliffs of the Royal National Park, from Bundeena to Coledale. Saturday night's camp, behind the dunes at North Era, will be the site of the consummate decadence of a shared feast of tasty offerings (share your culinary skills), enlivened by erudite discussion on a sea kayak topics. Meet early Saturday at Bundeena for a longish car shuffle. Contact Arunas Pilka 02 6248 7828 (h) or 02 6283 5404 (w).	Sydney - Wollongong
Weekend 23-24 ②	Lake Eucumbene is a large artificial lake in the Snowy Mountains hydro-electric scheme. Its steep-sided inlets and <i>cold, fresh</i> water promise a trip with a difference. Who knows, very early snowfalls could make an exploration of the Kosciusko National Park side of the lake into a trip that takes your kayak back to its distant Arctic heritage? Contact Dave Winkworth on 02 6494 1366 (h) (064) 95 9714 (w).	Snowy mountains
Sunday 31 ②	Connells Bay to Engadine (return) on the Woronora River. Explore the estuaries of southern Sydney, travelling with the tides. Meet at Donnelly Park, off Kyle Parade, Kyle Bay, Connells Bay at 8 am for a 8:30 am launch. Contact Dennis Kleinberg, 02 9817 4296 (h) or 0412 234 886 (w).	Sydney, south

JUNE

Sunday 14 ①	This is a multi-club paddle to Shark Island, Sydney Harbour National Park for a picnic lunch (barbecues available, BYO everything). This is an excellent opportunity to meet other sea kayakers from other clubs, establish contacts and arrange casual trips or trips for this calendar for later in the year. Mid morning start, from multiple locations on the Harbour, set to arrive at the island about 10 am. Guest speaker Larry Gray will demonstrate his latest rolling techniques. There is a \$3 National Parks kayak landing fee. Don't miss out, book early. Contact Kenji Ogawa (02) 9807 6911.	Sydney Harbour
Weekend 13-14 ①	Introductory kayak skills. This is a weekend camp at Patonga caravan park, on the Central Coast, held in conjunction with the Lane Cove Valley Canoe Club (LCVCC). Saturday will be focussed on offering new and inexperienced paddlers an opportunity to practice the basic paddling techniques, in readiness for forthcoming grade 1 and 2 paddles. Capsizes, wet exits, assisted and solo re-entries, forward and reverse paddling, support and turning strokes. More experienced paddlers are welcome to come and practice or assist, either in the lagoon, or in the waves on Patonga beach, close by. Risk assessment is a key part of the weekend. On Sunday, those who feel confident and who are able can come for a short trip along the cliffs of Middle Head and Warrah Lookout, around Lion Island and back. Contact LCVCC telephone information line 02 9988 4244 ext 18 for message system and fax-back of equipment requirements. Contact Andrew Eddy 02 9888 2073 for details by human voice.	Sydney - Central Coast
Sunday 20	The MWKC invites NSWKSC members to participate in their Manly to the Spit and return race for sea kayaks and surf skis. Distance is 16 km. Entry fees and minimum equipment standards apply. Contact Don Andrews (MWKC) on 02 9971 6842 (h) for further details.	Sydney, north
Sunday 28 ②	This midwinter paddle crosses the mouth of Broken Bay from Palm Beach to Maitland Bay for a leisurely stop and a hot lunch. Distance is 22 km, from a protected launch. Bring your own cooking gear and food. Contact Paul Hewitson on 02 4324 1922 (h) or 02 9651 1616.	Sydney - Central Coast

JULY		
Sunday 5	Yeomans Bay, Ku-rin-gai National Park. Launch from the canoe launching ramp at Bobbin Head at 8:30 am for a paddle through the scenic sandstone gorge of Cowan Water. It will be about 10 km of paddling to Jerusalem Bay for a late picnic breakfast. On the way back we could explore some of the tidal creeks. See the bird life and the waterfalls (if it rains!). Sundra and Salo John, 02 9875 4252 (h)	
Saturday 25	The MWKC invites NSWKSC members to participate in their Fishermans Beach race for sea kayaks and surf skis. Distance is 12 km around buoys. Entry fees and minimum equipment standards apply. Contact Don Andrews (MWKC) on 02 9971 6842 (h) for further details.	

AUGUST		
Weekend 22-24 ③	Windsor to Sydney, training for the "Classic". This three day trip is a <i>daylight</i> exploration of the route of the Hawkesbury Classic Canoe Race. The first day will start at Windsor and finish with a camp at Wisemans Ferry. The second day will finish just beyond the race's finish, at Patonga. The third day will be for sea-going kayaks only and will finish in Sydney Harbour. Come for the whole trip, just the flat-water sections, or for just a day. Racing vessels are welcome, but may wish to travel in a separate, faster group than the sea kayaks! Contact Dennis Kleinberg, 02 9817 4296 (h) or 0412 234 886 (w) or Dennis Maina 02 9953 7229 (h)	Sydney, north

SEPTEMBER		
Weekend 19-20 ③	About 20 km from Port Stephens, lies Broughton Island, Little Broughton Island, and Looking Glass Rock. This group of islands is part of the Myall Lakes National Park, and offers snorkelling, paddling into caves and along cliffs, bird watching, extensive walks. There is almost no shelter from the sun, so bring your shadiest tent and of course gourmet food. Bring a sail, if you have one. Contact Paul Hewitson on 02 4324 1922 (h) or 02 9651 1616.	Newcastle, Port Stephens

OCTOBER		
Long Weekend 3-5 ②	Come down to Batemans Bay for a weekend of whale watching. There is the luxury of camping right on the bay foreshores in a caravan park with all mod cons, and the attraction of humpback whales on their annual winter migration. Also visit the Tollgate Islands off the mouth of the bay, Snapper Island in the bay, and come play in the gentle surf at Tomakin. More details in the next calendar. Contact Doug Fraser on 02 6294 1044	Batemans Bay, South Coast
Saturday 31	The Hawkesbury Classic has become Sydney's best known marathon kayak and canoe race, with over 500 competitors racing and raising money for charity. Estimates of the distance covered overnight range from around 95 km to the official estimate of 111 km. Enter as a NSWKSC member to help towards the club trophy. Further details closer to the date.	Sydney

DECEMBER		
Sunday 6	The Twenty Beaches ocean kayak race, run by Manly Warringah Kayak Club, is an open ocean race between Manly and Palm Beach, direction depending on weather conditions. MWKC invites NSWKSC members to participate. Entry fees and minimum equipment standards apply. Contact Don Andrews (MWKC) on (02) 9971 6842 (h) for further details.	Sydney

Continued next page: calendar grading system

NSWSKC Paddle Grading System

ABILITY

Sea kayaking is by its nature dangerous. The sea does not suffer complacency kindly. Paddlers should, therefore, aim to minimise their risk. The paddle grading system is provided as a guide for members to **SELF-ASSESS** their suitability for club paddles. The various grades are a reflection of ability, experience and fitness. Through inspection of the grading system and/or discussion with the particular 'paddle coordinator', prospective paddlers should determine whether they are competent to attend. With the exception of grade 0-2 paddles; where very little experience and ability are expected, prospective paddlers should determine their suitability of their **OWN ACCORD**. You should not expect strangers/others to simply assess your competence and stamina. If you are in doubt then don't go.

The NSWSKC reserves the right to prevent people from participating in club paddles. Authority is vested in the paddle coordinator and/or senior/experienced paddler(s) and/or instructor(s). The occasion may arise where a coordinator(s) and/or one or more of the senior/experienced paddler(s) and/or instructor(s) may prohibit a person from paddling on the 'club paddle'. Such an exclusion does not constitute an implicit approval of remaining non-prohibited paddlers. For the exclusion might, for example, be generated from a personal knowledge of the excluded individual's deficient paddling ability or equipment. Such a vetting process will be exceptional as paddlers will be expected to exclude themselves. **ALL RESPONSIBILITY** lies with the individual contemplating participating in the paddle to comply with the advertised standard.

Paddles of grading 0-2 will usually have a 'paddle leader' to offer both instruction and leadership where required. Paddles ranked >2 (greater than 2) may or may not have an identifiable 'paddle leader'. Often there will be a consensus achieved through negotiation. No one person, including the 'paddle coordinator' assumes responsibility for paddlers. In such circumstances paddlers are obviously committed to communal safety and well-being but they should be prepared to care for themselves in the event of complications.

EQUIPMENT

Any paddler anticipating attending a club paddle should, unless otherwise stated, possess as a minimum the following equipment.

Essential:	Well maintained <i>sea</i> kayak with bulkhead(s) and buoyancy.
	Fitted decklines
	Personal Flotation Device (PFD)
	Tow rope (>10m)
	Cagg or paddle jacket
	1st Aid Kit (group)
	Spray skirt
	Whistle
	Compass
	Paddle and paddle leash
	Warm clothing, matches, food and water.
	Spare paddle (group)
Recommended:	map(s); flares; knife and relevant personal items eg. medication.

Possession of this equipment and enforcement of these requirements are not the responsibility of the 'paddle coordinator' for paddles Graded >2 (greater than 2). The individual paddler is expected to conform of their own accord. Obvious failure to meet the standard may lead to prohibition from the particular club paddle by the coordinator(s) and/or experienced paddler(s) and/or instructor(s). Where an individual fails to meet the required minimum standard of equipment and/or competence and yet undertakes to continue, the paddle coordinator(s)/experienced paddler(s)/instructor(s) assume no responsibility for that action. The individual is most familiar with their own gear and ability. Emphasis is upon **SELF-REGULATION**.

Definitions

'Club paddle': a paddle advertised in the NSWSKC calendar.

'Paddle coordinator': member who disseminates information about a particular paddle. There is no imputed onus of leadership.

'Senior/experienced paddler': member with considerable paddling experience.

'Instructor': a person with sea kayak instructor qualifications recognised by the ACF or NSW Board of Canoe Education.

'Paddle leader': person(s) who formally lead paddles Graded from 0-2. On paddles Graded >2 a leader is a person who has formally nominated themselves as such through the paddle advertising. In both instances they may be distinct from the paddle coordinator. It should be remembered that in the second instance (grade >2) there may be no leader.

* All advertised paddles should clearly identify paddle coordinator, paddle leader (where appropriate) and base grade.

The grading system is intended as a rough guide for members to self-assess their suitability for club paddles.

Grade	Description & Pre-requisites	Scaling Factors															
1	Beginner - Closed or protected water - instruction available. No experience required. Might not be influenced by bad weather.	For grades 1 & 2 <table border="0"> <tr> <td>Wind</td> <td>Seas</td> <td>Add(for each)</td> </tr> <tr> <td><10kn</td> <td><1.5m</td> <td>0</td> </tr> <tr> <td>10-15kn</td> <td>1.5-2.5m</td> <td>0.5</td> </tr> <tr> <td>15-25kn</td> <td>>2.5m</td> <td>1.0</td> </tr> <tr> <td>>25kn</td> <td>>3.0m</td> <td>1.5</td> </tr> </table>	Wind	Seas	Add(for each)	<10kn	<1.5m	0	10-15kn	1.5-2.5m	0.5	15-25kn	>2.5m	1.0	>25kn	>3.0m	1.5
Wind	Seas	Add(for each)															
<10kn	<1.5m	0															
10-15kn	1.5-2.5m	0.5															
15-25kn	>2.5m	1.0															
>25kn	>3.0m	1.5															
2	Novice with some paddling experience. <15km paddling day(s) primarily along accessible coastline or on protected water. Pre-requisite: able to perform assisted rescues.																
3	Proficient . <25km paddling day(s). Possibly short open water crossings or non landable stretches: up to 5km. Pre-requisites: able to perform assisted rescues & surf entries & exits.	For Grades 3 & 4 <table border="0"> <tr> <td>Wind</td> <td>Seas</td> <td>Add(for each)</td> </tr> <tr> <td>>20kn</td> <td>>2.5m</td> <td>1.0</td> </tr> </table>	Wind	Seas	Add(for each)	>20kn	>2.5m	1.0									
Wind	Seas	Add(for each)															
>20kn	>2.5m	1.0															
4	Intermediate . <40km paddling day(s). Longer open crossings and non landable stretches: up to 10km. Pre-requisites: able to perform assisted rescues and rescue others; surf entries & exits; reliable eskimo roll.																
5	Advanced . Long open ocean paddling in large seas and adverse conditions. Pre-requisites: very reliable surfing skills & eskimo roll, ability to self rescue & rescue others.	For Grades 5 & 6 No weather modifications. Paddlers know their limits.															
6	Expedition . Potentially very challenging conditions. Only for experienced advanced paddlers. Probably invitation only.																

To obtain modified grading add the value for wind & seas.

eg. For a grade 2 paddle on a weekend with forecasted 12kn winds & 2m seas the new grade would be:

$$\text{Grade } 2 + 0.5 (\text{wind}) + 0.5 (\text{seas}) = \text{Grade } 3$$

Club Membership List

Surname	Firstname	Suburb	State	Home	Work
Abraball	Ray & Shirley	DORA CREEK	NSW	(02) 4970-5387	
Andrews	Don	CROMER	NSW	(02) 9971-6842	(02) 9971-2760
Angel	Rick	CHATSWOOD	NSW	(02) 9415 1505	(02) 9415-1505
Baer	Walter	WILLOUGHBY	NSW	(02) 9417-2227	(02) 9910-0024
Bakker	Frank, Michiko, Niko & Kai	COOMA	NSW	(064) 52-3826	(064) 53-2707
Batchelor	Alan	CURRARONG	NSW		
Bergman	Gary	HOLSWORTHY	NSW	(02) 9825-6804	
Bertolli	Alex	AIRLIE BEACH	QLD	(079) 46-6306	
Betteridge & Mercer	Sharon & Robert	RANDWICK	NSW	(02) 9398-8209	015-105385
Bingham	Stephen	KIRRIBILLI	NSW	(02) 9954-1239	(02) 9683-0471
Blamey	Jeff & Janet	O'CONNOR	ACT	(06) 248 6003	(06) 249-6175
Blumenthal	Simon	ST IVES	NSW	(02) 9144-1692	(02) 9624-2511
Bhnt	Peter	THEODORE	ACT		(02) 6205-7099
Boardman	Ross	EROWAL BAY	NSW	(02) 4443-3858	(02) 4443-3858
Brandon	Frank	BONDI	NSW	(02) 9387-3091	
Bremers	Mike	RICHARDSON	ACT	(02) 6292-3408	(02) 6283-2052
Briggs	Creg	GREENWICH	NSW	(02) 9439-6268	(02) 9926-8505
Brown	Ian	MT VICTORIA	NSW	(02) 4787-1420	(02) 4787-8877
Bugden	Michael	BAYVIEW	NSW	(02) 9979-5626	0418-297395
Bull	Norman	EPPING	NSW	(02) 9876-2494	(02) 9329-1311
Buras	Bruno	CHURCH POINT	NSW	(02) 9979-5999	(02) 9979-5999
Caldwell	John and Jutta	BUNGENDORE	NSW	(02) 6238-1218	
Cameron	Ken	COOK	ACT	(02) 62515204	(02) 62447133
Carmody	Patrick	COLEDALE	NSW	(02) 4267-4710	(02) 9364-6523
Carson	Shane	MORUYA	NSW	(02) 4474-4237	
Carswell	Gordon & Lesley	TATHRA	NSW	(02) 6494-1920	
Carter	Joy	MONA VALE	NSW	(02) 9979 6969	
Chalson	Ian	ENGADINE	NSW	(02) 9520-5505	(02) 9543-7000
Chidgoy	Phil	THORNLEIGH	NSW	(02) 9980-6729	
Coleman	James	NOWRA	NSW	(02) X220888	(02) X211158
Collins	Deb	BRONTE	NSW	(02) 9389-1230	(02) 9386-0800
Colquhoun	John & Pat	DUFFYS FORREST	NSW	(02) 9725 1411	(02) 9450 1488
Cooper	Bret	WODONGA	VIC	(02) 6024-4304	(02) 6040-2522
Cowin	Neil	MILSONS POINT	NSW	(02) 9953-5290	
Crawford	Mark	SURRY HILLS	NSW		(02) 9319 7548
Cregan	David	O'CONNOR	ACT	(02) 6250-2215	(02) 6266-5223
Crouch	Michael	MANLY	NSW	(02) 9260-7208	(02) 9260-7208
Crowe	Mick & Kate	KAMBAH	ACT	(02) 6231-9447	(02) 6281-8357
Crozier	Robert	EPPING	NSW	(02) 9869-7324	(02) 9427-3635
Cummings	Graham	WARRAGAMBA	NSW	(02) 4774-2364	0419-220214
Dabinett	Colin	HORNBSY	NSW	(02) 9476-7377	(02) 9477-7176
Dale	Michael & Leonie	WENTWORTH FALLS	NSW	(02) 4757-3412	0418-395825
Davies	Richard & Win	CAMBEWARRA	NSW		
Deane	Roy & Diane	MANLY	NSW	(02) 9977-0223	(02) 9250-9701
Dickson	John	ROSEVILLE	NSW	(02) 9417-1537	
Eddy	Andrew	NORTH RYDE	NSW	(02) 9888-2073	(02) 9490-8333
Edmond	Gary	CAMBRIDGE	UK		
Ellis	Baym	MALACOOTA	VIC	(03) 5158-0113	(03) 5158-0116
Ellis	Bill	MALACOOTA	VIC	(03) 5158-0113	(03) 5158-0088
Ellis	Nic	MALACOOTA	VIC	(03) 5158-0190	(03) 5158-0088
Foley	John	PUTNEY	NSW		
Ford	Warwick	NEWPORT	NSW	(02) 9979-5469	(02) 9905-0588
Fraser	Doug	CONDER	ACT	(02) 6294-1044	(02) 6265-5630
Galt	Ric	TAMARAMA	NSW	(02) 9389-1364	(02) 9387-4785
Garrett	Peter	WANNIASSA	ACT	(02) 6231-9838	018-674310
Gill	Nicholas	ANSLIE	ACT	(02) 6257-6120	(02) 6268-8317
Glenister	Bob	HORNBSY	NSW	(02) 9476-6690	
Gray	Michael	MUSWELLBROOK	NSW	(02) 6543 4796	(02) 6543 1033
Greathead	John	CHATSWOOD	NSW	(02) 9412-2804	(02) 9374-5547
Grose	Roger	GEORGES HEIGHTS	NSW	0419-479182	(02) 9960-9283
Hall	Steve	GRAYS POINT	NSW	(02) 95243421	(02) 9725 4755
Harding	Ian	NORTH BONDI	NSW	(02) 9365-1658	
Head	Bob	CARINGBAH	NSW	(02) 9525-0245	(02) 9923-6005
Hennings	John	CARINGBAH	NSW	(02) 9540-1078	0411-258637
Heron	Stephen	BAULKHAM HILLS	NSW	(02) 9686-6968	0412-445966
Hewitson	Paul	NARRARA	NSW	(02) 4324-1922	(02) 9651-1616
Hockley	Cheryl & Neil	MARAYL YO	NSW	(02) 4573-6736	0418-169210
Hollow	Robert & Susan	LEONAY	NSW	(02) 4735 7328	(02) 4732 2491
Holster	D. John	NORTH ROCKS	NSW	(02) 9873-1857	(02) 9873-1857
Holten	Paul	GREYSTANES	NSW	(02) 9896-6355	(02) 9896-6355
Howes	Damon	YORKTOWN VA	USA	damonhowes@hotmail.com	
John	Sundra & Salo	NORMANHURST	NSW	(02) 9875-4252	0418-447942
Jones	Doug	BAULKHAM HILLS	NSW	(02) 9674-6032	(02) 9934-5100
Jones	Brian	ERMINGTON	NSW	(02) 9804-7631	411257327
Jung	Rob	WEST RYDE	NSW	(02) 9808-1692	(02) 9710-6880
Kerna	Jennifer & Len	ORANGE	NSW	(02) 6362 8180	
Kennedy	Paul, Selma, Sarsja & Ineke	PAMBULA	NSW	(02) 6495-6871	
Kleinberg	Dennis	GLADESVILLE	NSW	(02) 9560 6366	412234886
Knopke	Leanne	MIRANDA	NSW	(02) 9525-7706	(02) 9229-5616
Lamonda	Mary Lou	INGLESIDE	NSW	(02) 9913-3559	(02) 9913-3559
Lang	Alice	WEST PYMBLE	NSW	(02) 9880-2172	(02) 9956-6972
Langmaid	Wayne	AVOCA BEACH	NSW	(02) 4381-0342	
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Lipscombe	John	WAVERTON	NSW		
Litchfield	Ian	WYONG CREEK	NSW	(02) 4352-2242	
Luck	Geoff	WEETANGERA	ACT	(02) 6254-0623	(02) 6240-5754
MacDonald	David	FRENCHS FOREST	NSW	(02) 9401-9500	(02) 9647-1033
MacDermott/Morey	Philip/Carolyn	ABBOTSFORD	NSW	(02) 9712-2927	
Madden	Rick	RANAS ALBATROSS	NSW	(02) 4421-1358	(02) 4421-1191
Madsen	Jan Alsing	NEW LAMBTON	NSW	(02) 4957-3667	
Malcolm	David	DEE WHY	NSW	(02) 9981-3343	(02) 9333-7482
Mason	Paul	DICKSON	ACT	(02) 6248-6280	(02) 6280-7932
McAndrew	Rick	BONNET BAY	NSW	(02) 9589 0210	(02) 9690 5516

FOR SALE: "Sea Wasp 17" fibreglass sea kayak

Oops: Sorry Dennis I forgot this after I had done all the printing & this was the only spot I could stick it ed.

11 months new, in excellent condition, including neoprene spray skirt, padded "Backrest" brand back-band, 2 large hatches, retractable aluminium rudder, seat- and hip-padding, full-length deck lines and movable fibreglass seat. The "Sea Wasp" weighs about 23 kg, and is a large-volume kayak suitable for large loads and extended trips. Call Dennis Kleinberg on 02 9817 4296 (h) or 0412 234 886 (w). Asking \$1250.

Club Membership List

Surname	Firstname	Suburb	State	Home	Work
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McNeillage	Craig	SUTHERLAND	NSW	(02) 9545 0872	
Meert	John	SPENCE	ACT	(02) 6258-7290	(02) 6203-7360
Michel	Jon	ROZELLE	NSW	(02) 9810 4684	(02) 9238 2430
Mill	Jeanette	ANSLIE	ACT	(02) 6257-7090	(02) 6250-9509
Miller	Jack	MOGAREEKA	NSW	(02) 6494-1070	
Miller	Ken	LEICHARDT	NSW		0418 949949
Mitchell	Michael	NORTH CURL CURL	NSW	(02) 9905-9365	(02) 9399-6777
Morris	Jeremy	SYDNEY	NSW	(02) 9332-4529	(02) 9335-3009
Mudie	Ron	BEGA	NSW	(02) 6493-2020	(02) 6492-9400
Murray	Ron	GLADESVILLE	NSW	(02) 9982-2169	(02) 9817-5590
Murrell	Jan	RIVETT	ACT	(02) 6288-6326	(02) 6281-8250
Natrass & Williams	Paul & Andrea	LINDFIELD	NSW	(02) 9416-4840	(02) 9259-4579
Niederberger	Tony	WAVERTON	NSW	(02) 9922-2224	(02) 9438-3666
Nimmo	Christopher	TOMAKIN	NSW	(02) 4471-8233	(02) 4474-1599
Noonan	Karl	MANLY	NSW	(02) 9977-6269	418463123
Ogawa	Kenji	PUTNEY	NSW	(02) 9807-6911	(02) 9807-6911
O'Kelly	Stephen	BUNGENDORE	NSW	(02) 6238-1793	(02) 6299-3860
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Pearson	Mark	WESTON	ACT	(02) 6288-3602	(02) 6289-6175
Pearson	Robert & Merry	NORTH NARRABEEN	NSW	(02) 9913-7799	
Peattie	Wendy	AVALON	NSW		
Pickering	Michael	BALGOWLAH HEIGHTS	NSW	(02) 9949 1023	(02) 9451 8000
Pilka	Arunas	O'CONNOR	ACT	(02) 6248-7828	(02) 6240 5362
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Pratt	David	MILSONS POINT	NSW	(02) 9901-3120	(02) 9957-4117
Preema	Alex	BOWENFELS	NSW	(02) 6351-3267	(02) 6352-2855
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Raven	Peter	CONCORD	NSW	(02) 9745-1876	0412-031216
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Reynolds	Rohan	JAMISON CENTRE	ACT	(02) 6254-7838	(02) 6254-7838
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Sanders	Norman	TUROSS HEAD	NSW	(044) 73-8918	
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Schien	Michael	WOONONA	NSW	(02) 4284-5152	
Sefton	Caryll	WOONONA	NSW	(02) 4284 42004	
Shaw	Graham	FLYNN	ACT	(02) 6258-8599	(02) 6258-5830
Shields	Daniel	MOSMAN	NSW	(02) 9968-4964	(02) 9226-1580
Short	Craig	NORTH SYDNEY	NSW	(02) 99551177	(02) 9349 0719
Singer	Andrew	CHATSWOOD	NSW	(02) 9816-1191	(02) 9415-2084
Slattery	John	WOONONA	NSW	(02) 4285-2000	(02) 4285-2000
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Stupans	Peter	GLEBE	NSW	(02) 9922-5072	(02) 9417-7866
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Taylor	Ian	RUSE	NSW	(02) 4626-6756	(02) 4625-1403
Thomas	Carl	WATSONS BAY	NSW	(02) 9388-7223	(02) 9388-7223
Thompson	Bruce	SEAFORTH	NSW	(02) 9949-6236	(02) 9977-5000
Thompson	Rob	MANLY VALE	NSW	(02) 9949-3975	018-973758
Tobias	Robert	MOSMAN	NSW	(02) 9969-7948	(02) 9286-8255
Todhunter	Margot	SUMMER HILL	NSW	(02) 9716-0958	(02) 9373-8134
Trevithick	Bev & Gary	MIDDLE DURAL	NSW	(02) 9652-1797	(02) 9269-9206
Tringham	Ian	CHURCH POINT	NSW	(02) 9997 8190	
Trueman & Bramsbury	Stuart & Sharon	WOOLLAHRA	NSW	(02) 9327-5026	(02) 9333-0266
Turner	Matt	STANWELL PARK	NSW	(02) 4294-2574	(02) 9247-3156
Tyrel	Anthony	NARRABUNDAH	ACT	(02) 6295-8158	(02) 6207-4600
Vandyke	Kim	BELROSE	NSW	(02) 9451-9150	(02) 9950-0855
Verity	David	EPPING	NSW	(02) 9876-5372	(02) 9624-2511
Vickers	Michael	BATEMANS BAY	NSW	018-042861	018-527382
Vogel	Roelof	BELLEVUE HILL	NSW	(02) 9362-0521	(02) 9742-7222
Wallace	David	WALKERVILLE	SA	(08) 8344-8078	(08) 8203-6320
Watson	Brian	NEWPORT	NSW	(02) 9997-1597	
Webb	Ron	MCMAHONS POINT	NSW	(02) 9929-2653	(02) 9930-7967
Weever	Monte	EAGLE RIVER, ALASKA	USA	(907) 696-3456	
Weir	David	CASTLE HILL	NSW	(02) 9899-1730	
White	Tony	MANLY	NSW	(02) 9977-3437	(02) 9957-4117
Whyte	David	HOLDER	ACT	(02) 6288-0446	(02) 6264-4334
Wicks	John	EPPING	NSW	(02) 9876-6785	0414-781214
Wilde	John	NARRABUNDAH	ACT	(02) 6295-6062	(02) 6295-1833
Wilson	John	CROYDON	NSW	(02) 9747-4024	(02) 9558 8350
Wingrove	Bruce	OATLEY	NSW	(02) 9580 5316	
Winkworth	David	TURA BEACH	NSW	(02) 6494-1366	(02) 6495-9714
Winkworth	Phil	CAMPBELL	ACT	(02) 6247-3581	(015) 809-846
Winters	Ross	LUGARNO	NSW	(02) 9153-7766	(02) 9710-8274
Wischer	Rob	NEWPORT	NSW	(02) 9973-1306	(02) 9364-2411
Witt	Peter	PORTLAND	NSW	(02) 6355-5144	(02) 6352-1422

Ring Changes or Corrections through to Doug Fraser on (02) 6294 1044 AH



(Continued from page 16)

backs are that it needs to be kept out of the sun and washed regularly to remove salt buildup and it will tangle if not

put carefully into it's bag. I've detailed my system in Fig 6 and I suppose it's also a Mk 6 version too. There are a few club members with them for you to copy if you like it.

ago, the club standard was 7 metres which I don't think is long enough for towing in ocean swells. Many of us are now using 15 metre lines. I'm not sure if it's an official club standard but it does make sense. You can always reduce the length if you need to do so during use.

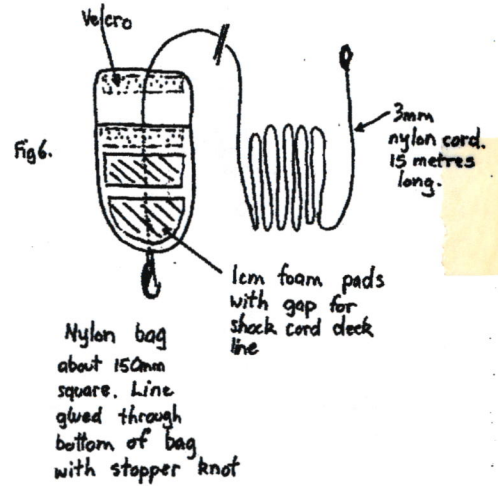
Length of tow line?

It makes sense for us all to have equal length lines does it not! A few years

Fig 4
Multiple
in-line



Fig 5
Short-line
tow.



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