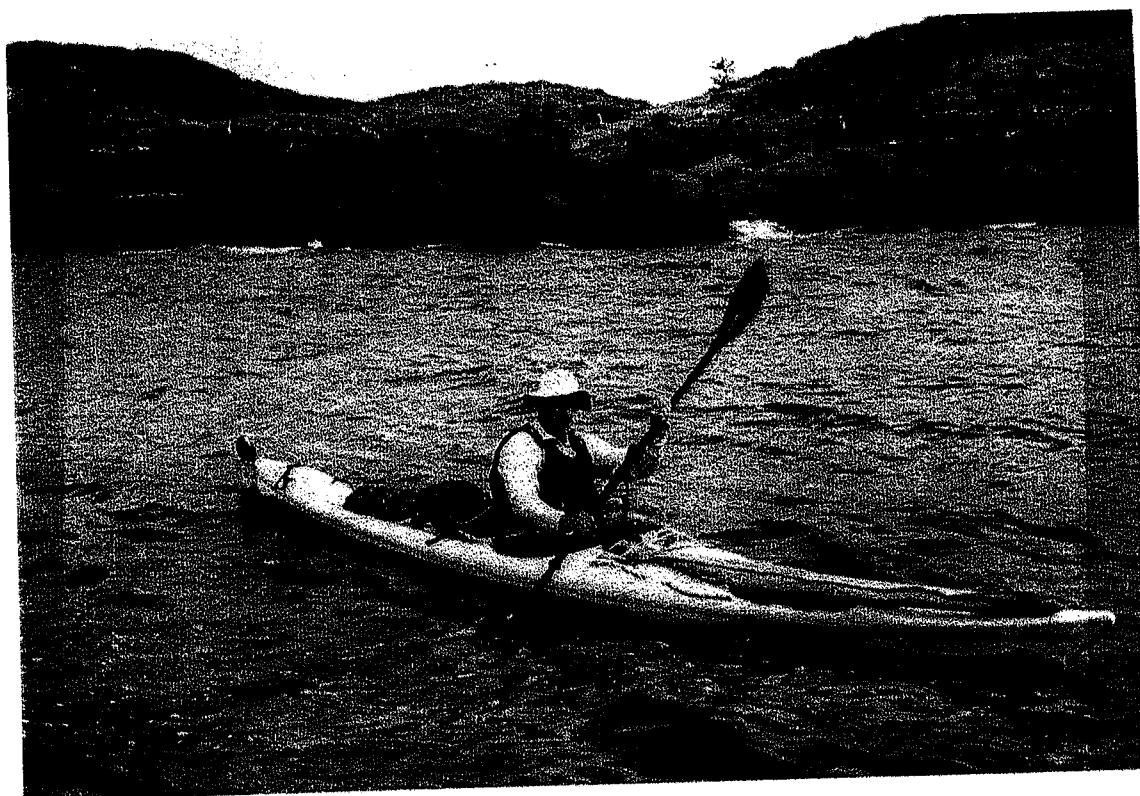


SEATREK

The official newsletter of the Victorian Sea Kayak Club Inc. No A17985B

Winter 1999 Issue 34



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SEATREK

The official newsletter of the Victorian Sea Kayak Club Inc No. A17985B

WINTER 1999 Issue 34

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**DEADLINE FOR NEXT ISSUE:
30 JULY 1999**

Note: My email address has changed

Congratulations to VSKC members Pete Provis, Michael Young, Tina Rowley, Julian Smith, and Ian Dunn for successfully obtaining the ACF's Sea Kayak Proficiency Awards.
Note: Ian Dunn's phone number is 9584 7682. My apologies Ian for any inconvenience.

The VSKC is running a sea kayaking 'BOATS & GEAR SYMPOSIUM' on Sunday July 18 at Canadian Bay Club - Mount Eliza (Melway 101 D10). I believe it is the first of its type in Australia. Look for further information in this newsletter (Page 3)

FROM THE SECRETARY'S DESK

Canadian Bay Paddles

The Canadian Bay paddles are proving to be a great success, as they are providing us with a regular monthly meeting as well as providing a great point of entry for new members. The April paddle was considered to be the best ever, as the weather was perfect and we seem have worked out the best way to structure the paddle- We had 20 kayaks turn up and we split in to an entry level group which initially stayed around Canadian Bay and then had a trip up to Frankston, while the more experienced group went to Mount Martha and back. The entry level group gained valuable experience in learning paddle strokes and assisted rescues from Peter Provis and it is good to see that the knowledge that he acquired from his recent Sea Proficiency Award is able to flow on to other club members. The two groups met up again in the afternoon and came back to Canadian Bay where quite a few members practised wet exits and rolls under the guidance of Julian, Peter and Tina, which greatly impressed the members of Canadian Bay Club who were having a

lunch party at the time.

Cold Weather Clothing

It became apparent to me after watching how cold some of the lighter paddlers were after rolling practice at Canadian Bay that we should all be aware of the risk of hypothermia in the forthcoming months. Now is the time to make sure you have a good set of thermal underwear, a suitable wetsuit, wetsuit boots and a parka of some description. Head warmth is also most important and either a beanie or Polartec bonnet is strongly advised. I have included a list of suppliers elsewhere in the edition of Seatrek which could be of some value for those purchasing winter gear. New members in particular may need some advice and I am happy to talk to any member on the telephone if they have any queries.

New Members

Since the AGM in November, we have had 31 new members join the club, which is a healthy sign. It is also good to see the gender balance being slowly corrected and we particularly welcome our new women members.

New Doubles

We have three new double sea kayaks in the club which is great news--Ian Dunn has bought a Mirage, Peter and Fiona Langveld also have a Mirage, and Peter and Yvette Costello have a Tasman Max.

Sails

Many of the kayaks in the club are now carrying sails, which are great to see when they are in a group together - our leading exponents are John Hyndman, Rex Brown, Ray Musgrave, Ian Dunn and Glen Evans. Any members contemplating putting a sail on their kayak, should speak to one of the above and I can supply copies of a brochure on sails which was written by John Hyndman.

Marathons

As well as having a passion for sea kayaking, I also derive a great deal of pleasure from competing in the Red Cross Murray Marathon (404km) and the Murray 200 (200 km) each year. There are active classes for sea kayaks in each race and I firmly believe that if your sea kayak is well set up and comfortable, that it is possible to really enjoy these races and also see some absolutely wonderful parts of Australia.

The Murray 200 (South Australia) June 12,13,14.

The Red Cross Murray Marathon December 27,28,29,30.

If any members are interested in having a go at either marathon, they should contact me and I will send them the relevant information. Other VSKC members--Tina Rowley, Julian Smith and Peter Provis have competed in marathons--Why don't you give it a go and join us one day?

Canadian Bay Club

It has been great for us to be able to use the facilities at Canadian Bay Club and in appreciation of this we have made a small donation to them. The good news is now that Canadian Bay Club has dropped its requirement to live in the district for members, and their committee has informed me that they would be interested in seeking new members from the sea kayaking fraternity.

There are many advantages of being a member-you have your own key and can use the club facilities at any time, your kayak is right by the water without having to load it on the car and it is a great place to entertain with facilities with a view that any restaurant would kill for. Compared to similar clubs, the cost of membership is very reasonable, so if any VSKC members are interested in seeking membership, they should contact me on (03) 9787-4704

BOATS AND GEAR SYMPOSIUM

SUNDAY JULY 18

CANADIAN BAY CLUB

MOUNT ELIZA (MELWAY 101 D10)

We plan to have a full afternoon learning more about our boats and the gear that goes with them. Even if you never plan to build a kayak, it is important to understand how it is made, what it is made of and how to repair it. Within the ranks of the Club we have a wealth of experience and knowledge and what a great way to share this amongst ourselves on a cold July day, from a nice warm clubhouse overlooking the Bay. We also propose to make this our second non paddling meeting for the year(after the AGM) to meet our statutory requirements of the club, so try and come along to support your club and have an informative and pleasant day.

<u>Format</u>	12.00--1.30	BYO Barbeque lunch and appropriate refreshments.
	1.30--3.30	Talks and demonstrations
	3.30--4.00	Afternoon tea--courtesy of VSKC and Kate Robinson
	4.00--5.30	Talks,demonstrations and discussions.
<u>Speakers</u>	Bill Robinson	Types of resin and composites. Demonstrations of the use of wood, kevlar, foams and epoxy resins in the production of composites in the construction and repair of sea kayaks
	Bob Adams	The stitch and glue technique in the construction of the Cape Charles sea kayak.
	Peter Provis	Construction of the Selkie using the conventional method of fibreglass, polyester resin and moulds.
	Glen Evans	How to make a kayak, that is both beautiful and functional using the cedar strip and epoxy method.
	John Hyndman	Sails-types, construction and sailing tips. Also pumps and fishing techniques.
	Russell Sheahan	Russell, is a whitewater and rodeo paddler who manufactures wetsuits, spraydecks, and breathable waterproof tops which

several of our members consider are far superior to those available in the shops. He will demonstrate and discuss these products, and their use in sea kayaks.

We plan to ask the speakers to limit their talks to a maximum of 30 minutes, in order to enable time for later discussion.

Contact: Bill Robinson (03) 9787-4704 It would be appreciated if you telephone before to indicate that you are coming in order to help with catering.

PADDLING AGENDA

As a matter of courtesy please contact the leader/contact person before the planned trip. He/she will need to know your previous paddling experience. Also, depending on the conditions the time and venue may change. Note - a trip can change dramatically from an easy dawdle to one of extremes in a matter of minutes. All participants must sign the disclaimer before going on a club trip.

CANADIAN BAY PADDLES

May 16, June 20, July 18, August 15. Paddles are on a regular monthly basis from Canadian Bay, Mount Eliza at 10 am. We leave from the car park at the end of Canadian Bay Rd, Melway 101 D10. Take advantage of our regular club get together---bring lunch to carry in the kayak and a towel and change of clothes, as we can use the showers at Canadian Bay Club, which is great, particularly after a paddle in the colder weather. We split in to two groups - experienced and less experienced, so new members and entry level paddlers are most welcome and will be able to learn a great deal. After the paddle have a cup of coffee and some of Kate Robinson's famous fruit cake and swap ideas with your fellow club members.

Contact: Bill Robinson (03) 9787-4704

Please Note On July 18 there will not be a paddle--instead the Boats and Gear Symposium will be held at Canadian Bay Club - details are given in this edition of Seatrek

June 12 - 13- 14 (Queens Birthday Long w/e)

Wilsons Prom (Tidal River) Base Camp

Contact: Julian Smith 9776 9583 or Ian Dunn 9583 7682

Where and when: Tidal River Camp Ground 9:00am each day - just look out for the kayaks

Suits most paddlers as there are sheltered waterways and always plenty to see and do around the place.

Suggested paddles include:

Norman Island and/or the Glennie Island Group

Anser Island Group and possibly Fenwick Bight

Surf play on the gently shelving beach

This will be run along similar lines to the above Prom trip.

26
JUNE ~~24~~ - JULY 4 Myall Lakes (NSW)

Note: Change of date

Contact: Chris Sewell 5152 1533 H

A relaxing paddle through the most extensive estuary system of NSW. Pristine beaches (and due to the off season) few visitors and perhaps the odd feed of bream and flathead. Though winter, the weather is often quite mild with few visitors to spoil the tranquillity of the region.

SEPTEMBER 18 - 3 OCTOBER

Central Queensland - Keppel Island Group

Contact: Chris Sewell 5152 1533 H

This paddle encompasses the Keppel Islands, about 6 islands in all. Most islands feature great snorkelling and clear water (these features may have chAnged since the last cyclones). Water is available on two islands - so you must have the capacity to carry atleast 5 days worth. The area is much drier than the southern Whitsundays, so don't go expecting rainforests. Sandflies and mosies can be a problem on some of the islands, though for the most part they are non existant.

I am also planning on spending two nights on Lady Musgrave Island - a small coral cay that is only accessable by launch or seaplane (about 80 km off Gladstone). The snorkelling is amazing - but the permits are rapidly filling up.

NOTE: Fires are banned on all the islands in this group.

PASSED EVENTS

PORT ALBERT TO MANNS BEACH MARCH 6-8

Many thanks to John Hyndman for leading the trip from Port Albert to Manns Beach over the Labour Day long weekend. Accompanied by Rex Brown, Mike Cromie, Ian Dunn, Robert Furmston, Barbara Hayes, Ian Hill, Ray Musgrave, Peter Provis, Bill Robinson, Julian Smith and Tina Rowley, John took us down the channel from Port Albert to Clonmel Island in perfect weather. We kept on the inside of the island and paddled in beautifully clear water where we watched several large banjo sharks happily feeding on the bottom, but despite the efforts of Bill and John who were trailing lures the salmon decided not to bite.

We stopped for lunch at Kate Kearney Entrance and afterwards Bill, Peter, Robert, Julian and Tina decided to go outside while the rest of the group took the inside passage up to Shoal Inlet. The trip outside was interesting, as there was quite a swell, although there was not a great deal of wind. The shoals extend quite a way out to sea and as a result it was necessary to stay out a reasonable distance to avoid the broken water. Also it was difficult to see the entrance to Shoal Inlet at first, but when located what looked as though it could have been a difficult entrance proved to be very easy and we cruised in to meet up with the other group.

After a bit of playing about and some fishing when John caught a good sized salmon, we set up camp near the eastern side of the Entrance, as our preferred site on the western side had already been claimed by the boaties. Our camp site was typical of so many where power boats have access, and we had to clean up a mess of broken bottles, litter and unmentionables before we pitched our tents. The usual gathering occurred under John's blue tarp where delicacies ranging from John's salmon cooked in the fire to Peter's green ginger wine were sampled.

On Sunday morning, the wind was blowing quite strongly, so we pitched camp and flew across to St. Margaret Island where we re-established camp and then spent the rest of the day playing around Mc Loughlins Entrance and exploring the ocean beach. Peter Provis established a new medical technique for cleaning out your sinuses with his rolling practice off the beach by the campsite.

On Monday morning the wind had shifted to the east, which was just what the doctor ordered for our return trip to Manns Beach. With a 15 knot tail wind we seemed to be flying and those with sails were breaking all the speed limits. Those of us without sails had what could be only described as a champagne paddle back,

with our boats flying down the waves in the relatively sheltered and shallow water. Bill's new racing Patuxent showed its speed and although it would put the bow under at times, it performed well. It was interesting to note the comparative performance of the Selkies belonging to Julian and Peter in those conditions, where it was plain that the boat with the rudder was obviously faster than the one with the skeg. It would be a brave correspondent to claim that this was a major factor in the perpetual debate of rudders versus skegs, but it would appear that in the situation of a following shallow sea that the paddler with a skeg has to put more of his effort in to corrective strokes than his colleague with a rudder and is consequently not as fast.

We pulled out at Manns Beach and proceeded to the Meeniyan hamburger shop for a feed, as John and Rex considered that they make the best hamburgers in the district, and then home with memories of a very pleasant long weekend. Unfortunately some of the memories were sandfly bites which lasted for several days, so for future trips to the area in the future, be extremely zealous with the insect repellent.

- Bill Robinson

Mallacoota to Boydtown - Easter 99

Participants: Ian Dunn (Skerray), Pete Provis (Selkie), Julian Smith (Selkie), Tina Rowley (Arctic Raider), Laurie Atkins (Greenlander), Jurgen Weller (Prion).

Weather: A slow high pressure system gradually drifted across Australia during the Easter break and stable conditions prevailed on the Southern NSW coast except on the last day off Eden when a Strong Wind Warning was current.

Distance: About 100 km.

Fri 02 Apr 99 Our boats were a mixed bag: Julian and Pete were both in new Selkie's - Pete's with a rudder, Julian's a retractable skeg. Tina was in a very nicely fitted-out Arctic Raider with rudder. Laurie prefers not to have a rudder on his well-used Greenlander 3, and Jurgen was in a new Prion featuring an excellent keyhole cockpit, nicely profiled hatches and a fairly standard 270-degree rudder. It was the only other plastic boat in the group. Mine is a plastic Skerray and features a retractable skeg, and the only boat in our group carrying a sail.

After an idle start on from waters-edge at the caravan-park, we reached the surf-line at the Mallacoota Inlet entrance and watched it for a short-while; the surf was dumping a bit. It was a matter of timing to coincide with the smaller waves, and taking them head-on and we all got through without undue problems. Beyond the break, the swell was perhaps a gentle metre, the Skerray was sailed almost all the way to Gabo Island.

We landed in the small cove at Gabo Island and after a bite to eat, strolled over to the lighthouse. We met the island's caretaker; he was attending some incoming flights on the small grass airstrip there, but otherwise implied he would have taken us up the light tower. It really is an imposing structure built from the second hardest granite in the world - a magnificent fine-grained, pink coloured granite. We saw the keeper's rather tatty-looking Icefloe that he occasionally paddles.

Back on the water, we chose to go around the outside of Gabo Island to see what landing spots are on offer there. The sea on the S and E side of the island was quite disturbed, with lots of reflected waves. There was an enormous number of small, rust-coloured, jelly-fish in the water. At one stage we had to paddle through rafts of them, and there seemed a danger of them being sloshed onto us with the peaky water. The narrow gap between Gabo Island, and an outlying rock on the S tip was too daunting to attempt, but could be traversed in calmer conditions. On the N side, just one rocky beach looks feasible as an emergency landing site, but it could be a troublesome landing.

Beyond Gabo, we set direct course for Cape Howe but needed to keep well clear of the Iron Prince Point, for the waves were breaking well out from shore, over a submerged reef there.

Our chosen camp for this first day was in tea-tree near the S end of Howe beach. The GPS on the Skerray's deck confirmed the location and we all landed through the surf using a variety of techniques. The waves varied from 1 to 2 metres high, and one of our group was rumbled by a big wave and had a swim - very surprising for one so skilled at rolling.

Access to the campsite is through some 'potential tiger-snake country' and we briefly discussed using an alternate site. After pitching tents, five of us strolled over to the nearby border cairn. Pete preferred fishing, and managed to catch something for his dinner. In the rocks below between Howe Beach and the Border Cairn, we saw pieces of wreckage from the SS Iron Prince - a 331 foot cargo vessel which was wrecked there in 1923. After eating around the campfire, we all turned-in early, tired after the first day's paddling.

Sat 03 Apr 99 Laurie again displayed his precise method of packing and finished about 20 minutes later than the rest of us - a pattern repeated on each day of the trip. The surf was variable, with some steep faces rolling in, some maybe 2+ metres. Pete was first off and got through in his usual competent manner. Jurgen was inverted by a big one for several seconds, and executed a very controlled roll as the next wave came through, and paddled onward to join Pete beyond the surf. I was already out on the water when Julian set off, and I missed seeing his 'roll-under' technique to avoid being clobbered by a big wave. He maintains that the deliberate roll is better than risk being 'end-for-ended'. The approach calls for absolute confidence in one's ability to roll successfully in breaking surf, and perhaps few others are sufficiently skilled to use the method as a standard surf technique.

We paddled as a loose group about 5 km to Nadgee Beach, and chose to land at the S end. The surf at Nadgee is a little easier than at Howe Beach and so it may be a better camp venue for the first night. The campsite at the S end of the beach is superbly sheltered within the tea-tree and might hold about six small tents. A larger but more exposed camp-area exists at the N end of the beach (and there were two walker's tents in residence there). Tracks of dingoes were quite evident on the beach.

We relaunched after just a snack. The plan today was not to have a lengthy lunch break, but to paddle more-or-less straight through to the campsite on the Merrika River. The idea was to have plenty of time to enjoy the Merrika River region. However, it seemed a longish way, and perhaps a lunch break along the way might have been worthwhile.

To reach the actual campsite, we needed to haul our kayaks through the sinuous entrance to the estuary. The site itself is very sheltered within the tea-tree on the S side of the estuary, and can easily hold six well spaced tents. The estuary is quite beautiful and can be paddled at least a kilometre inland; it has clear, still, water offering mirror-like reflections of the cliffs and forest above. Some of the cliff faces were adorned with Dendrobium orchids, and many fish were apparent from the splashes as our kayaks cruised by - "bream," said Julian. We collected fresh water from where the Merrika River spills over its final rocky drop. The fresh water is best boiled before drinking though.

In the evening, Pete again showed his fishing prowess by catching three tasty perch off the rocks in the surf.

Sun 04 Apr 99 This was potentially our 'longest day', but we effectively shortened the distance by crossing directly across Disaster Bay to Green Cape from the mouth of the Merrika River, instead of taking the much longer coast-hugging route. It took just under 80 minutes to do the 10 km crossing; the conditions were easy. Immediately beyond the Cape though, the conditions changed. The wind was from the NE and the water became very confused with a lot of rebound energy from the cliff faces. Jurgen and I in particular chose to paddle well offshore but I suspect the broken sea extended out for at least several kilometres. The lighthouse, and especially the immaculate keeper's residence, is a splendid sight.

Once Green Cape was rounded, we could see the entrance to Bittangabee Bay about 7 km distant. The forested northern slope of that Bay reaches to the water's edge, unlike the rocky shoreline elsewhere. We all welcomed the lunch-break at Bittangabee, for the water inside the Bay was peaceful, and the luke-warm autumn sun was enjoyable. We lunched on a rock-shelf beside the small beach, and answered some questions from curious onlookers. A large ray cruised in, and came within metres of the beach.

After lunch we soon encountered our disturbed water again. Laurie almost 'bought it' in a big way after venturing too close to a submerged rock. A larger than normal wave caused a 'suck-hole' to open up beside his kayak, and I saw him peering 45 degrees down his paddle loom at the bare rock-face. A second wave was looming to break over him. He used maximum sprint speed to get out of there - a close call!

Mowarry Point was rough, but interesting. It has a small offshore islet, and it proved possible to slip through the gap between it and the cliffs off the point itself. However, care and timing was needed because a rocky-ridge stretches across the narrow passage and its position coincided with the clash zone for waves coming round either side of the islet. When troughs met, the rocks were exposed, when peaks met, a clapotis explosion occurred. Outside the islet, the waves were quite big and a clearance of several hundred metres was

needed to pass safely.

Our last campsite was Farm Cove, about 2 km NW of Mowarry Point. As I approached the narrow beach, only small waves seemed to be breaking over it. This caused a lack of attention and I was indeed surprised when a one metre wave broke over my rear deck. Had I seen it coming, I may have used it to surf in, but instead it caused general havoc by dislodging a water bottle from within my rear deck-bag (an item I did not notice missing until sometime later), loosened my spare paddles, and threatened to remove other gear as well.

The grassy campsite was generally regarded as the best for the trip with the Merrika River site a close second. It certainly is nice to camp on lush grass overlooking the water. Julian later went for a swim and said the water was surprisingly warm. He also later caught a large fish which took an hour to cook. We all enjoyed sizeable chunks around the campfire. Pete also had success with the rod and released a small shark back into the water.

Mon 05 Apr 99 It rained overnight (the only rain for the trip), and we heard on the radio that a strong wind warning was issued for our waters. Fortunately we had just 6 km of exposed coast to pass before entering Two-Fold Bay. Laurie was again the last to launch, but by now we expected this! The water outside Farm Cove was quite rough, with swells of 2 to perhaps 3 metres, and a confused sea running. We kept close formation, but occasionally even the neighbouring kayak would disappear completely from sight. Soon, we saw Boyd's Tower in the distance marking the entrance to Two Fold Bay, and as we neared it, the water's energy diminished a little. Once inside the Bay, the waves were clean enough to attempt surfing them. Their size diminished as we approached Boydtown beach, and apart from seeing a small pod of dolphins, the remainder of the trip was uneventful.

Summary

A great piece of coastline well worth visiting. The VIC section of coast is basically sand-dune lined surf-beach. The NSW section is predominantly cliffy, but with sufficient beaches to provide some fine camping locations. Green Cape should be rounded with respect, preferably in gentle to moderate conditions.

- Ian Dunn

Popes Eye, Chinaman's Hat, Mud Islands, South Channel Fort Trip.

Sunday 12th of April saw 13 enthusiasts in 11 kayaks assemble on the beach at Sorrento in ideal conditions. In fact the forecast was so ideal, it was down-right boring, and for a change it was spot-on. Pity the tide predictions were so far out!

We headed off on a compass bearing (since the Pope's Eye can't be seen for a large part of the 9 k's), at about 9.30, with some of our number getting some worthwhile rides on the wake of the Queenscliff ferry.

Arriving at the annulus at about 11.30, we spent about 20 minutes admiring the gannets and being admired in return. Or so it appeared! We then struck out for the distant, hazy 'blip' that was all we could discern of Mud Island, but decided to divert to the remnants of The Chinaman's Hat pile. All except Rex Brown, that is. He had the co-ordinates for Mud Island 'locked in', and he was going for it. Peter Provis soon broke his trance and brought him back into the fold, and we all enjoyed the inter-action with the seals (some say sea lions) that have taken up residence on the old structure that used to serve as the beacon warning mariners away from the south end of the "Great Sand". This distinctive marker has been replaced by a new steel light pole. The domed roof which once graced the pile, and gave rise to its name is now long gone, but, in my mind's eye, I see it as it once looked when I first visited it with Paul Stocker, many years ago. I don't recall the seals being here before, and I think perhaps they have re-located here from the Hovell Pile, which has recently been restored and moved from its old site on the south eastern edge of the south channel. Wherever they came from, it seems they weren't all that happy about having a flotilla of sea kayakers surrounding them, and many took to the sea to check us out more closely. Some glided beneath us, and then popped their heads up for a quick look as we passed.

Tearing ourselves away wasn't easy, but the thought of lunch proved irresistible, and we trailed off towards Mud Island.

The usually abundant bird-life on the islands wasn't quite as evident as usual, and apart from the ever-present pelican clan on the interior swamp, and the odd hunting cormorant, the place appeared to be 'in-between-seasons'.

After an enjoyable lunch and a 'snoop' around, we chose our various routes to gain the open waters of the Pinnacle Channel, and set out for the Fort, which we reached about 2.30pm.

Having explored the 'catacombs' of the Fort on a previous visit, I had fore-warned everyone of the need of bringing a good torch, and the fact that I would be bringing a good bit of climbing rope to gain access to the tunnel system, via an old ammunition vent.

Accordingly, Glen Evans and I rigged the length of 'Spectra', and proceeded to abseil into the 'bowels' of the bunker system. No sooner did I hit the bottom, than my face took on the 'rosey glow' of embarrassment, as I realised that the usually locked bulk-heads were wide open, and our commando-style entry was uncalled for!

Be that as it may, we all had an interesting tour of the tunnel system, and all agreed that the structure was worthy of conservation. It is presently falling into disrepair at an alarming rate, and the jetty wavers alarmingly in the strong currents that sweep the area.

The crossing back to Sorrento was en-eventful, and concluded a most enjoyable tour of the southern end of the bay.

- John Hyndman.

DELIVERANCE II

A Friday morning in late April, crisp clear and windless. Too good to be confined at home. French Island calls, this time from Jam Jerrup. I have tried it before from Jam Jerrup - a cluster of houses on the coast at the end of Bay road - a turn off to the right a few kilometres past Jetty Road, Lang Lang off the South Gippsland Highway.

Previously I'd miscalculated the tide and been confronted with vast mud flats, (being at a tidal "meeting place" you could assume this condition would prevail) but on pressing on down on foot to Stockyard Point one and a half kilos south and fairly opposite Spit Point on French Island, I noted a current sweeping around the point and what was obviously deeper water, as well as the bonus of nice firm sand. You could conclude that this was the ideal spot to cross over for a tour of French Island's S.E. coast short of going the extra kilometres to Corinella.

I have had, for the past year, my beach dolly - a modified golf buggy which I strap under the 'yak for short hauls, previously limited to from car to waters edge. This I expected would get me from the car park and along the beach to Stockyard Pt. with little trouble.

The 'Lady of the Manor' chimes in with alternative suggestions naming one or two projects of a domestic nature languishing on the back burner. She thinks this is what fine days are for! Calling on all resources, I recite some familiar excuses and make some suitably vague promises for future attention and assuring her of an expected return about three o'clock. I'm let off the chain and start saddling up.

So off down the South Gippsland Highway - a brief stop at Tooradin to check the flow at the barrage - hmm, its still going out, Oh well!

At the car park at Jam Jerrup there are already several cars - the point is gaining in popularity with fishermen. However there's not a soul in sight. Solitude! You beauty!

Once on the beach with yak and dolly, paddle, sail and leeboard, it becomes a bit arduous as wheels make a deep impression in smooth but not quite hard sand. Keep going, keep goin, (remembering Canadian Don

Starkall, fifties something, dragging 'yak and sled hundreds of kilometres over arctic ice). Shortly, I'm stopping for a rest and drink. Soon, I'm down to half a drink bottle. Never mind, hauling into view are some distant figures obviously fishing. Ah! That means deep water, and that means they're perched on hard sand, right?

Heads start to turn as they note my approach. Silence, as I draw abreast the first two. Beanies and whiskers abound, attire - Brotherhood of St Laurence circa 1970. Suddenly I feel the vibe, its akin to entering the outer at Collingwood wearing a tie and carrying a violin case. This fishing is serious business! Man's stuff! And I'm the intruder.

I sprinkle a few G'days around. Break the ice a bit. It's not every day an apparition like this appears in their lives. Anyway, what are they doing here? Don't they know its a working day?

Dropping the 'yak and recovering my breath, I make a few tentative steps towards the water about 20 m away. They're using long rods, right! I can feel all eyes on me and then the first jibe - "Do yez want a couple of heavy sinkers to take with yer, mate? At the same time I sink my ankles in mud, black mud. Audible chuckles of approval. Backtracking, I try another spot being careful to be nowhere near a line. This time I get to within six metres of the water and suddenly up to my shins. Westernport veterans know the feeling. More audible approval. What's with these guys? Is this what sitting around doing nothing with your brain in neutral, does to you? This mob are not catching anything, they're pissed off, and I'm relieving their boredom!

I check tide times with a lone sympathiser, the news is not good. I take a walk in another direction with the inevitable result.

Defeat. Well, I'll take a couple of photos. Lining up some foreground, heads turn again noting the camera.

I try an attempt at humour - "Don't worry guys, I'm only from the Taxation Dept." Oops! The reaction is some negative ribaldry about tax and the people who administer it. The atmosphere is lightened however and I get the first query. "Where ya goin' in that mate?" I told him; remembering Inuit on encountering Don Starkell - "Where's yur dogs?" I'm still in high adventure mode. "Christ! In that thing, yer wanna commit suicide?" Steady, steady as she goes. I consider how Paul Caffyn would respond to this, but I'll save details of his epic for later. "Well these things have crossed Bass Strait." I venture, the reactionary in me rising to the surface. "Must be (expletive deleted) mad as well!" Is the response, as well as further advice on how to do away with yourself. If only you knew, mate, I think, recalling some exploits of a few of our senior members. Keep calm, keep calm. I haven't been so affronted since Big Julians loudly proclaimed comment that "... wooden seakayaks can keep you warm all night!" Which at least is a truth. This is nothing. Paul Caffyn had a year of this. No use enlightening people who are brain dead!

Thwarted, and smarting with indignation, I decide to save it for another day and provide no more spectacle for this lot. I retire up the beach and retrace my steps.

On my way back I pass a retired couple with fishing gear heading for the point. "That's a neat looking arrangement." He observes noting my rig. Suddenly it's a beautiful day again.

At home the Lady of the Manor generously inquires into my well being - "Great day, great exercise!" I respond truthfully. By the way, I was home at three o'clock.

- Leon Heale (Gentleman Kayaker)

PADDLE LEASHES--SOME NEW IDEAS

When reading of sea kayaking disasters, it is common to hear of paddlers losing their paddle after a wet exit, with often dire consequences. Paddle leashes are the logical solution to this problem, and traditionally they have been a cord running from the centre of the paddle to either the paddler's wrist or a cleat on the foredeck..

The disadvantages of these traditional systems are---

(a) The paddler with the wrist leash can still be separated from the kayak..

(b) There is a risk of entrapment if a longer cord leash, attached to the kayak is used during a roll or exit.

(c) After a wet exit in surf when the leash is attached to the foredeck, the paddler acts as a sea anchor and the kayak swings broadside to the waves. This can cause the kayak to roll and the cockpit further fills with water. Also, the cord provides no shock absorption, and as a result the paddle could be pulled out of the paddler's hand, or the deck fitting could be torn away.

I believe that it is possible to overcome these problems by the use of two items--the Balin paddle leash and the running bow line

The Balin leash was developed in Australia for surf skis, where wipeouts in big waves are the norm. It consists of 1.8 metres (6 ft) of silicone rubber which is coiled in a similar fashion to that of a telephone cord. It has a swivel fitting on one end and a very effective Velcro fitting to attach to the paddle shaft at the opposite end.

The running bow line consists of a shackle holding a small block to the bow toggle, with a continuous loop of strong cord such as Spectra, running down to another small block which is attached near the cockpit coaming. A small stainless snap link is attached to one of the lines.

Normally the swivel of the Balin is clipped in to the snap link on the bow line and then 1-2 loops of the coil are held under the deck bungies just in front of the cockpit coaming. This avoids the Balun knocking around on the deck as you paddle. In the case of a wet exit in the surf line, the paddler immediately acts as a sea anchor and the Balun snaps out from under the deck bungies and the snaplink holding the swivel end of the Balin runs to the bow. This has the effect of pointing the kayaks bow directly in to the waves and minimising the cockpit filling. There is a marked shock absorption due to both the coils and the silicone rubber. It is often possible to either re enter or to gradually swim the kayak to shore using the waves. Owing to the coils in the Balun there have not been any reports of entrapment when either exiting or rolling

There are two other advantages of the running bow line---

(a) If thrown a tow rope, the paddler can pull the snaplink down near the cockpit, attach the to line and then return it to the bow position, which facilitates the tow.

(b) When fishing it is easy to attach an anchor line to the snap link and then run it to the bow, so that the bow faces the wind and waves.

The Balin Ski Coil is available from most surf shops--I paid \$21.95 for mine, and consider it to be one of the essential items on my kayak. If you can not find a supplier, I suggest you contact Balin direct, as they are a local manufacturer making a top product which is exported around the world.

Balin Pty.Ltd.
12 Newington Ave
Rosebud 3939, Australia
ph 61 03 5986 6069
e-mail balin@balin.com.au

WHY ARE THERE TWO-TIDES EACH DAY?

Ian P Dunn

12 April 99

Background:

During a recent discussion with fellow sea-kayakers, I observed that while there is almost universal understanding that the moon "causes" of the tides – the physical mechanism was understood vaguely. In particular, the reason for there being two tidal cycles during most days was little understood.

Several years earlier, I had researched the subject, and knowing that I had plenty of material at hand, I decided to pen this article in the hope that someone else may find it of interest.

I apologise for the slightly formal style of this document, but it is in large part a direct extract from a longer document prepared for another purpose.

Cause and Effect

Most people, when pressed, would say that the Moon had some sort of influence over the tides. They would be essentially correct, although the Sun also has a strong role to play. Indeed, the relative influence of the Moon and Sun is roughly in the ratio of 2:1.

A summary of what will be shown below is that:

- Tides are caused by the gravitational influence of the Moon (and Sun) on the Earth. The generation of tides is a second-order gravitational effect. (The primary gravitational effect is of course to hold the Moon in orbit around the Earth, and to hold the Earth-Moon system in orbit around the Sun).
- On the side of the Earth beneath the Moon, there is a slight excess force (because it is closer to the Moon than is the Earth's centre), and on the far-side there is a correspondingly reduced force (because it is relatively further from the Moon).
- The nett effect of these forces is to cause the ocean-waters (and atmosphere) to 'bulge outwards' from either side of Earth along a projection of the Earth-Moon line.
- As the Earth spins once per day, a given point on its surface will pass through both the near-side, and far-side bulge, giving rise to two (generally unequal) "high" tides each day, and two "low" tides. Such twice daily tides are termed diurnal tides.
- The Sun generates a similar pair of bulges, but since the tidal-forces of Solar origin can be shown to be about 46% of the Lunar forces, the tidal influence is less. However, at New- and Full-Moon, both sets of bulges lie along the same meridian, and so reinforce each other resulting in the strong "spring" tides. By contrast, when the Moon is in quadrature (i.e. 1st- or 3rd-quarter), we experience weak "neap" tides.

While the combined gravitational influence of the Moon and the Sun is the cause of virtually all the tidal effects on Earth - it should be made known that the resulting mathematical equations for the real oceans with their complex coastlines are still too difficult to solve formally! Here however, my wish is to identify the forces, then describe their effect on the relatively loosely bound waters of the oceans.

Tidal Theory

Identification of the Forces

As with so much of "classical physics", the foundations were laid by Sir Isaac Newton (1642-1727). His law of gravitation states that

every particle of matter attracts every other particle with a force proportional to the product of the masses, and inversely proportional to the distance between them.

Newton not only applied his law to explain the motion of planets around the Sun, and the Moon around the Earth, but to a host of other problems. In particular, his analysis of the Moon's influence on the Earth is still valid more than 300 years later and has laid the foundations of modern tidal theory.

To clearly identify the forces that cause tidal action, we contemplate an idealised situation of an Earth covered uniformly by an ocean, and further we allow both the ocean and Earth to be composed entirely of 'particles' of equal mass. This approach was first used in 1773 by Pierre Laplace, the French mathematician.

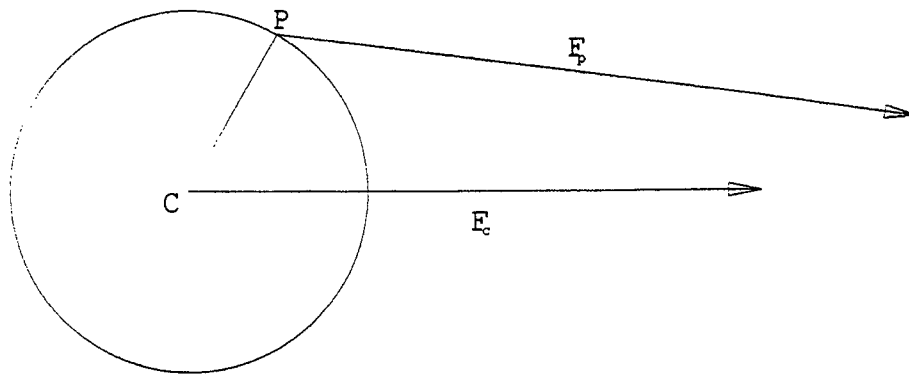
If the presence of some external body (e.g. Moon) causes each particle to have an equal and parallel force imposed on it, there would be no cause for relative motion between the constituent particles, and hence there would be no tides. Given that tides in fact do exist, we see by implication, that it is the deviation of the forces from the average that must cause the tides: this is a crucial conclusion.

An alternative - and more positive - way of thinking about this, is to realise that

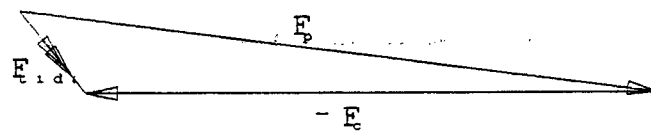
on the side of the Earth facing the Moon, there will be an excess force (because it is closer), while on the opposite-side there will be a deficit (further away)

Note that both the excess and deficit are being compared to the average force acting on the Earth at its centre. It was Newton who first proved that the nett gravitational force acting on a planet can be considered to act at the planet's centre and as if the entire planet's mass is concentrated there.

To identify these forces in more detail, we can use a vector approach. Figure 1 illustrates the gravitational force vectors F_P and F_C acting respectively at a general point P on the surface, and at C, the centre of the Earth. The average force exerted by the Moon on the Earth occurs at the Earth's centre. It is the small resultant difference between these forces which expresses itself as the tidal force F_{tidal} .



(a)



(b)

Figure 1. (Not to scale). Shows how the tidal force is actually the resultant caused by differencing two much greater forces, $F_{\text{tidal}} = F_p - F_c$.

At the Moon-side of Earth, the Moon's gravitational attraction is stronger than the average because the Moon is slightly closer, so there is a net outward tidal force there. On the far-side of Earth, the Moon's gravity is weaker than the average, so there is again a resultant outward tidal force.

At points away from the direct line between the two bodies, the tidal force will always have an inwards (i.e. towards the on-axis line) component. This effect will be strongest at locations perpendicular to the Earth-Moon axis, where the net force (i.e. the difference between the average force, at the Earth's centre, from the force on particles at the pole) is directed almost exactly inwards towards the centre of the Earth.

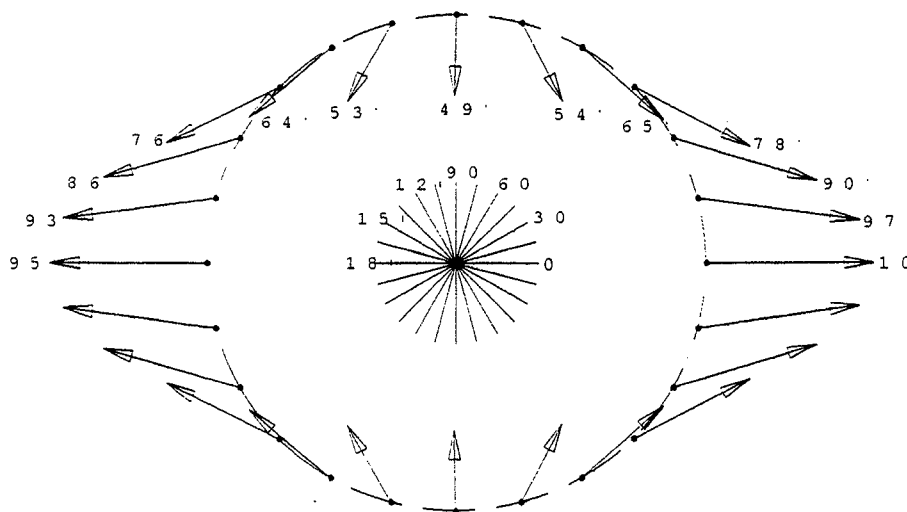


Figure 2. Schematic of tide generating forces on Earth due to Moon.

Figure 2 shows these resultant tidal forces in more detail. Each vector shown is the tidal resultant vector F_{tidal} . In this figure, the Moon is situated on the far right and the relative sizes of the tidal forces are appropriate for the average Earth-Moon distance. As can be seen, the

resultant tidal-force on the far-side (away from Moon) has a magnitude about 95% of the near-side force. The inward force at all the points about 90 degrees away from the Earth-Moon axis is close to half (49%) of the tidal force directly beneath the Moon.

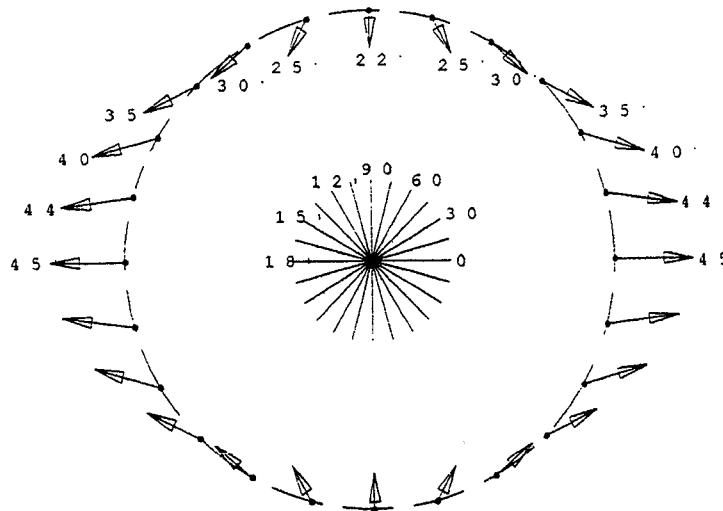


Figure 3. Schematic of tide generating forces on Earth due to Sun.

Figure 3 shows the vectors to the same scale as figure 2 and shows the relative size of the tidal forces caused by the Sun. As can be seen, the Moon's effect is slightly more than twice the strength of the Sun. Although the Sun is 27 million times as massive as the Moon, it is 388 times the distance and it can be shown that the nett tide generating effect is in the ratio $27 \times 10^6 / 388^3 = 1/2.16 = 0.46$. It is for this reason that one can say the Moon's effect is slightly more than twice that of the Sun. It may also be observed from figure 3, that the forces due to the Sun are symmetric on the near- and far-side of the Earth (in contrast to the slightly asymmetric nature of those due to the Moon). This is because the relatively close proximity of the Moon to Earth causes a greater inverse square law range across the earth diameter than is the case from the Sun's distance.

Before proceeding to consider the effects of the forces we have identified, a caution should be expressed that some reference books wrongly attribute the cause of tidal forces. There appears to be an entrenched misconception that the forces require reference to centripetal and/or centrifugal forces established by the rotation of the Earth-Moon system around the common centre of mass (which incidentally, is located within the Earth itself). Such explanations are quite wrong, and seem to arise from a misunderstanding of the basic physics of centripetal and centrifugal forces.

Effect of the Tidal-Forces

It should be pointed out that while the ocean waters tend to "hump-up" beneath the Moon in response to the tidal forces, it is not directly caused by reduced weight. Rather, the effect is more subtle.

Each tidal force vector can be separated into two components, one normal (i.e. vertical) to the Earth's surface, and the other parallel (i.e. horizontal) to the surface and it is in fact the horizontal component that is the effective tide generating force.

The reason for this is that there is little retarding force to stop the water flowing horizontally across the Earth's surface but the vertical component merely slightly modifies the weight because it has to act directly against the much greater gravitational pull of the Earth. The percentage reduction in weight is quite minute; by way of illustration, a 100 kg person would register on bathroom scales just 0.3 gm less when the Moon is directly overhead (by comparison, an A4 sheet of quality paper weighs about 5 gm.)

Not only can water easily move horizontally across the Earth's surface, but the amount of horizontal movement does not need to be very large to achieve a significant increase in the sea-level.

The following argument may help support the essence of this fact. If a string could be wrapped right around the equator, it would be 40075 km long. If the string is also allowed to stretch by just 1 mm per kilometre - a small amount indeed - the string will be an extra 40 metres long. It may surprise some but the longer string could be wrapped around the Earth at a uniform height of 12.7 metres! Similar reasoning shows that tiny sideways movements of water are needed to cause easily measured changes in sea level.

The net effect of these horizontal forces is to cause the ocean-waters to migrate slightly towards the point directly under the moon, and it is this movement which has the effect raising the sea-level beneath the moon in deed in for the development of the equations of motion of motion of oceans it is standard to assume that the change in ocean height due to the weight modification is negligible compared to the height change induced by the horizontal movements.

It should be emphasised that figures 2 and 3 are slices through the meridian containing the two bodies (Earth & Moon, or Earth & Sun). The 3-D picture is really that of forces which would tend to 'heap' the water directly beneath (and opposite) the Moon (or Sun), while tending to cause a 'depression' at the polar regions. In three dimensions, the shape adopted by the ocean waters will be "football-shaped" - an "ellipsoid of revolution" - with the "long-axis" centred directly beneath the body causing it.

As the Earth rotates, the orientation of the ellipsoid stays more or less fixed in space (only completing one revolution in about 29 days for the Moon, or 365 days for the Sun). However in the course of 24 hours, the Earth rotates through the two humps of the ellipsoid, hence we experience two "high tides" per day. Generally these are unequal height.

At full moon, and new moon, the two ellipsoids point more or less in the same direction, and the high "spring" tides result. When the moon's phase is at the 1st or 3rd quarter, the two ellipsoids are more or less at right angles to one another, so the sets of forces tend to cancel the other's affect, so the low "neap" tides result.

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Canoes Plus

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They stock a good range of gear and supply the Dagger range of plastic sea kayaks which are available for both sale and hire.

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