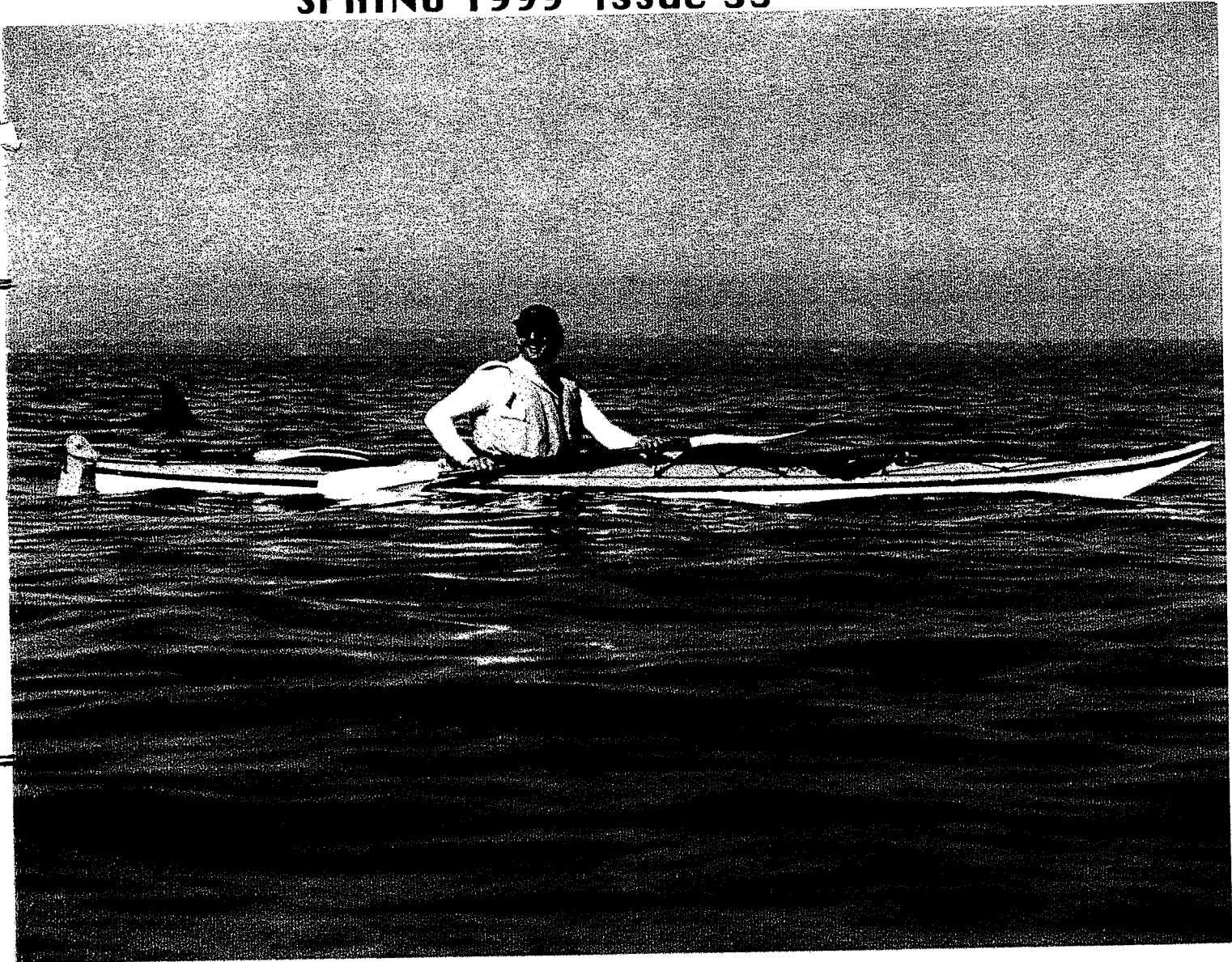


SEATREK

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

SPRING 1999 Issue 35



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SEATREK

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

SPRING 1999 Issue 35

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**DEADLINE FOR NEXT ISSUE:
29 OCTOBER 1999**

I am giving advance notice that I will be retiring from editor at the next AGM. Sadly, this will be my last Seatrek. At the meeting, I will be calling on someone to take over the roll of editor. It is quite a demanding job that doesn't go away, and one where there's a great sense of personal satisfaction and celebration when the issue is bundled up and posted away.

I have been working on our newsletter for the past five years and now believe it is the time to let others give it a go. It has been a great source of pleasure seeing it through, though I have to admit a bit of sweat (and tears), the odd loss of hair and at times adrenalin is produced when the computer has crashed.

I wish my successor all the best and may the articles keep flowing on. After all, these make the newsletter. In the meantime, keep sending the articles to me so as I can prepare the next issue for the next editor.

Finally, many thanks to all those who have produced articles and snippets of information over the years. For without these I wouldn't have had a job and you wouldn't have had a newsletter.

FROM THE SECRETARY'S DESK

The colder weather does not seem to have dampened the enthusiasm of many club members and I have been really enjoying getting out on Port Phillip 2-3 nights a week and going for a 10 km paddle and coming back in to Canadian Bay just after dark. There have been quite a few fairy penguins, a seal in Daveys Bay and numerous pilchards and garfish which are constantly being devoured by squadrons of gannets who make their way up from Popes Eye to perform their aerial bombing routine for any sea kayaker who is lucky enough to be on the water at this time of the year.

I think the reason that I am enjoying my winter paddling so much, is that after all those decades I at last have the right clothing. With many thanks to Russell Sheahan of Electric Water, I now have a spray deck that really works, which in combination with the amazing Electric Water 'Cooker' or dry top, a cag, neoprene boots and helmet and a long john wet suit enables me to paddle for an hour or so, do half a dozen rolls and to be able to get out of the kayak warm and dry on a cold Melbourne winter day.

In the the current edition of Sea Kayaker, Chris Cunningham in his editorial writes that he now suggests to people entering the sport that they make sure that they get the right clothing and gear first and then start to consider what type of kayak to get. I am inclined to agree, and am including this advice in our information for new members.

Canadian Bay Paddle

The monthly Canadian Bay Paddles are continuing to be a success and we have had over 20 kayaks on the April, May and June paddles. We split in to two groups--the faster group usually goes for a 20 km paddle and is for the more experienced paddlers who feel like a bit of a workout, whereas the slower group initially stays around Canadian Bay to ascertain the skill levels of those present, and then we practise our basic skills and have a reasonably short paddle depending on the weather conditions. Several new members have been able to learn a great deal in this group, and I would like to thank in particular, Michael Young and Peter Provis for their assistance.

Coffee and fruit cake in the Canadian Bay Club after the paddle provides the opportunity for informal club meeting and is a great opportunity to plan both club and private trips, as well as the usual discussion of boats, gear and techniques.

Rolling Nights

Rolling nights are held on the first Friday of the month--Contact Julian Smith (03) 9776-9583 for details, as the venue can change owing to pool availability. We have been having a good turn up and several members seem to be achieving a reliable roll. I firmly believe that this is a skill we should all aim to master. If I can do it, then anyone can.-- I had quite a fear of rolling and was notoriously unsuccessful at first, but after a few minutes instruction with Julian I was able to develop a reasonable Pawlata roll. I was so delighted I gave him a bottle of red wine, so let us hope that by Christmas that Julian has a cellar of red donated by grateful members who have learnt to roll from the master.

Kayak Visibility

On several occasions I have been looking out for fellow paddlers either when at sea, or on the land, and found it very difficult to see them in rougher conditions, even though they may have been relatively close. When they were eventually visible, it was usually due to the movement of the paddle blades, but if they are white, they blend in well with the whitecaps. I gave the matter some thought and decided to buy a can of red Dayglo spray paint, and I now have the most brilliant set of paddle blades in the club. I would appreciate the opinion of other club members when they see my my paddles on forthcoming trips, because at this stage I believe it is an easy and inexpensive addition to our safety equipment.

Echuca 50 km Paddle

Have you ever thought of paddling your sea kayak on the Murray? The season is starting soon and the paddle I would suggest considering is the Echuca 50 Km on October 16th, which is run as a lead up race for the Red Cross Murray Marathon. Many club members have participated in this race before in various types of kayak ranging from kevlar racing machines to plastic Spectrums. We have all made the distance and thoroughly enjoyed the day--- 50 km downhill on the Murray is not all that painful and I believe it is definitely within the capabilities of most club members, so if you want to give it a go, contact me and I will give you further details. We plan to go up to Echuca together and do a car shuffle, so it is possible to either make it a one day event, or stay overnight in Echuca and make a weekend of it.

Kayak Building

The symposium on kayak building, sails and gear in July was a great success--we had over 50 people present and an excellent display of boats, gear and materials. There was a lot of interest in building and the various techniques and I am pleased to say that at present there are five various types of sea kayak under construction and three new sets of sails completed by club members. I am also delighted to be helping a future club member--14 y.o. Nick Slocombe build an Inuit Classic sea kayak (Designed by Norm Sanders from the NSW Sea Kayak Club), as part of a school project. It is pleasing to have younger people coming in to the sport .

Potential New Member

Rather exciting news--Peter and Yvette Costello are expecting their first child in December. Young Costello had a pre-natal paddle with the Club in August, so he or she is well on the way to becoming a sea kayaker in the next century. Best wishes to the Costellos from all at VSKC.

The Portland Mob

We have an active group of club members based in Portland--Michael Johnson, Peter Bell and Karen Yuill, who have organised their own rolling nights and tantalise us with their reports of the great paddles that are available in their district. We are planning to have a long weekend paddle from Portland in either March or April next year. Also, Michael Johnson must have enjoyed the Symposium in July, as he has built a Hyndman type sail for his Perception and has recently been seen under full sail in Portland Harbour.

VSKC inc. AGM **3:00 pm SATURDAY NOVEMBER 1999** **Conference Room, Flinders Cove Motor Inn, 32 Cook St. Flinders**

Following the usual tradition , we will be holding our AGM on the weekend after Melbourne Cup Day on Saturday November 6th.

9.30 am Meet at the carpark of the Flinders Jetty, when according to the weather and skill levels of members we plan to split in to two groups, one of which goes out through the Heads and around to Simmonds Beach or Cape Schanck and the other stays within Westernport Bay and goes to either Balnarring or Shoreham and return.

Make sure to bring lunch and the usual safety gear as specified in Club checklist, as the paddle leaders have the right of refusal if your boat or gear is not up to standard.

3.00 pm Meeting in the Conference Room of the Flinders Cove Motor Inn, 32 Cook St. Flinders (03) 5989-0666. This is when the office bearers for the next year are elected and it is your chance to say what you want for your club, so have your nominations and ideas ready. In the past we have had some outstanding guest speakers and we hope to continue this tradition this year. We are hoping to get either Norm Sanders--The President of the NSW Sea Kayak Club, or his Vice President Dave Winkworth. Dave is currently kayaking from Cairns

to Thursday Island, and Norm is travelling around Australia, so as soon as they come back to civilisation we will try and confirm if one of them could attend. We feel that either of them would be able to provide us with a most interesting and informative talk.

5-6 pm onwards Retire to the Flinders Pub for appropriate refreshments and a meal.

This is a very pleasant way to socialise with your fellow club members and to informally discuss all aspects of the sport.

Most members decide to return home after the meal, but some have in the past decided to stay overnight at the Motor Inn. If you wish to do so, please contact them at the telephone number above.

Sunday November 7th

Meet at 10.00 am at the Flinders Jetty carpark for another paddle, the format of which is usually decided on the day. If you plan to attend this paddle it would be appreciated if you contacted a Committee member after the AGM, so we have some idea of numbers.

Membership Fees

Membership fees for the 1999/2000 year become due after the AGM and many members traditionally pay their fees (\$25) after the meeting. It would be greatly appreciated if as many members as possible would do this.

PADDLING AGENDA

Sunday September 19th - Canadian Bay

Where: Canadian Bay Club--Melway 10I D10

Time: We aim to have the kayaks on the water by 10 am

Contact: Bill Robinson (03) 9787-4704

This is our regular monthly meeting and paddle which provides members at all levels of experience with an opportunity to paddle on one of the best parts of Port Phillip.

We generally split in to two groups where more more experienced paddlers go for a approximately 20 km trip, while the other group initially stays around Canadian Bay to practise and improve basic skills, and then goes on a shorter trip, depending on the level of skills of the participants.

We can use the showers at Canadian Bay Club, and the coffee and cake session we have at the end of the paddle is a great way to exchange ideas and keep in touch with fellow paddlers and also a good place to plan future private and club trips.

Sunday October 10th - Canadian Bay

~~For details—as per September 19th~~

Saturday October 16th - Echuca 50 km Paddle

Contact: Bill Robinson (03) 9787-4704

Here is the chance to give your sea kayak a dose of fresh water for a change. This is a 50 km race which is part of the lead up to the Red Cross Murray Marathon and is a fairly straight forward downhill trip on the Murray. Quite a few club members are planning to participate this year and will be arranging a car shuffle.

Saturday October 23rd - Middle Park

~~Contact Michael Young (03) 9699-6430 Michael will arrange a trip from either Middle Park or Port Melbourne depending on the weather. A great way to see the upper regions of Port Phillip and it should be suitable for all levels of experience.~~

Saturday November 6th and Sunday November 7th - AGM Paddles--Flinders

Contact Bill Robinson (03) 9787-4704 - see further details under the notes on the AGM in this edition of Seatrek

Friday/Saturday/Sunday October 8/9/10th - Ultimate Sea Kayaking Weekend

Tony Miller of the Victorian Board of Canoe Education is co-ordinating a weekend where senior instructors from 3 states will arrange introductory lessons, sea proficiency training and assessment and instructor intake and assessment, so paddlers at all levels of experience will be catered for.

Our club does not offer formal instruction, so here is your opportunity to be taught and assessed by people who have a lot of experience combined with the formal qualifications to instruct. It will be based at a school camp near Cowes, and accomodation is available for both paddlers and their families.

Contact For more details and a brochure---Please contact---Tony Miller at VBCE (03) 9459-4277 e-mail vbce@canoevic.org.au

Sunday October 24th - Canadian Bay

Details as per September 19th

Sunday October 31st-Middle Park

Contact: Michael Young (03) 9699-6430 (6.00--8.00 pm).

Michael plans to make this an interesting paddle particularly suited to beginners and those who have not paddled much over the colder months. He intends to travel around the upper regions of the Bay where there is much to see, and if the weather is poor he will arrange an alternative venue on the Yarra. Please contact Michael to arrange a time and point of departure..

Sunday November 21st - Canadian Bay

Details as per September 19th

Sat/Sun/Mon November 27/28/29th - NSW Sea Kayak Club AGM

Where: Curranmong on the NSW south coast

Contact: Bill Robinson (03) 9787-4704

Our NSW colleagues have a large and very active and informative AGM where it is possible to do quite a bit of paddling and to learn a lot off the water as well. Several VSKC members are planning to attend , so if you are interested please contact Bill for further details.

Saturday/Sunday December 11/12th - Stoney Point-Westernport Bay

Contact: John Hyndman (03) 9499-1084

John plans to lead an overnight trip from Stoney Point to Phillip Island and French Island which he considers should be suitable for paddlers with basic skills and above. Please contact John for details of time and place of departure.

Sunday December 19th - Canadian Bay

Details as per September 19th

1999 Sea Proficiency Course Report 23 -24 January '99

- Michael Young

My apologies Michael for the late publishing. This report was given to me with a pile of other papers and I only discovered it a couple of weeks ago - Ed.

Instructor: Andrew Lewis

Participants:

Ian Dunn	Pete Provis	Tina Rowley
Julian Smith	Michael Young	Derek, Danni and 2 staff members from Phillip Island

After some feverish preparation of boats and gear (toggles, tow lines, first aid kits, spare paddles, etc), a slightly nervous group of paddlers assembled at Woolamai Waters Beach fronting the channel opposite San Remo. Andrew soon made it clear that this was only the preparatory course and that assessment was not until 27th March.

We were joined by Derek, Danni, and two others who run an outdoor business on Phillip Island including sea kayaking on plastic sit-on-tops, surfing school, sailing and mountain bike riding. Like us, they were there to learn, but had much to teach us about group organisation and control, also the use of plastic whistles tied to buoyancy vests for instant attention (good when you're in the water). Derek and his team had simple hand signals, taught to each group briefing, which they used to direct students whilst in the surf. We quickly converted these to paddle signals which were very useful later on.

A thorough equipment check on the beach revealed what people really do carry. Although all passed a minimum level, Ian set an exemplary standard including EPIRB, strobe light, flares, whistle, thermal clothing, GPS, chart and compass as well as the requirements for the course.

Julian and Tina had much to teach us about positive buoyancy behind the bulkheads. Their boats carried strong, flexible lightweight silver plastic 20 litre bladders - like very large wine cask bladders. These were easily inflated by mouth to fill all available air spaces in the boat, could be used to carry fresh water, or be inflated on top of other gear, holding it in place in the bottom of the boat, thus preventing weight shiftings in rough water or whilst rolling.

These originate from Coke/Fanta dispensing machines used in McDonalds, pubs, etc. After removing the valve inside, they can be washed out and afterwards sealed with the original transport screw cap.

Any trip requires planning, but our proposed jaunt to Cape Woolamai was now thoroughly planned. Each of us assuming they were about to take responsibility for a group of paddlers. Considerations included paddlers skills and equipment, the present tide and that expected during the paddle (tide times reported from various sources varied!! Beware!! The tidal run in the channel was affected by the draining of Western Port Bay - we confirmed tide chart reports by on-site observations). We considered tidal currents in different parts of the channel, wind and sea conditions in the shelter of the headland and in the open water beyond it and how these could be changed by expected (and unexpected) shifts in wind strength and direction later in the day. Charts were checked for safe pull out points (Quarry Beach). Paddlers with local knowledge were questioned.

Safe leadership of the group requires practice, so we agreed to play roles of leader, intermediate paddler, novice or other ("I'm a tourist, never sat in a boat before, I paid for this trip, so don't tell me what to do. What do you mean, can I swim?").

At this stage we were keen to get onto the water, that is, we were until we found each of us demonstrating our skills before Andrew and the whole group. A flat water skills session soon followed. Emergency stops, proper and effective sweep strokes, support strokes, edging and boat lean, etc. Andrew opened our eyes with a demonstration of how quickly you can turn a boat if you lean it right over.

With Tina as leader of 'a group of friends', we headed to Quarry Beach for a quiet lunch. After lunch we posed as a group of school children and Derek demonstrated a firmly structured way to:

- i gather and brief the group
- ii assemble the group at the waters edge until given permission to depart
- iii dispatch the group to a deputy waiting ashore.

This strict group control gave firm clear instructions and limits to prevent the group splitting up and made sure of a supervisor at both ends of the group. The use of whistles and hand signals allowed no room for misinterpretation.

I felt Tina had the harder task to try to bring order and safety to a group of friends. It helped that we all clearly knew and agreed that she was acting in the position of leader.

A quiet paddle to Cape Woolamai followed. Seas increased to one metre and the interaction of the back wash reflecting off the cliffs made the boats come alive. We paddled around rocky islets and came close to demonstrating rescues on the occupants of a small motor boat which ventured into the wave zone.

After a briefing off cape Woolamai, we headed back as 'novice paddlers' with Julian as leader. Andrew warned us that rescue scenarios would be staged. Soon victims Ian with Derek and Danni in the double fell behind with 'medical problems' and rafted up. When they were identified as in trouble, the group communicated by paddle signals which were clearly understood over a considerable distance in the conditions - well out of shout or whistle range. The victims, unable to paddle, were soon in tow. Towing a double and a single together behind one boat whilst another rafts up and gives assistance is difficult and requires practice. I suggest club members read up on towing, check their tow lines and attachment points (tower and towee) and practice. A shock absorbing section in the tow line helped minimise jerking in the choppy seas.

Soon two boats were towing the two disabled craft - Julian's strength and training sessions were welcomed. Some difficulty arose as tow lines were of different lengths. Andrew later told us that they need to be 15 metres long to give enough clearance when towing over wave crests and troughs and that although there is no standard length in Victoria: NSW has a 15 metre standard length. He also demonstrated a line less than a metre with hooks at both ends used to strap the nose of a disabled paddlers boat alongside, just behind the cockpit of the tower. This tow supports both upright.

As a demonstration that the presence of one problem does not guarantee the safety of the rest of the group, another scenario was being played at the same time.

A capsized double was righted and rafted up, reboarded and pumped out and a tired group assembled at Quarry Beach. At first I felt it to be an unlikely coincidence that two simultaneous rescues would be required. However on reflection, if conditions were beyond the experience of one member of a group of novices, then they would be beyond the experience of the whole group.

Further scenarios based on real situations from Andrew's experience followed. With Ian as leader we had an obese novice who could just squeeze into the cockpit of his boat (played by Andrew). The novice quickly broke all the rules and paddled off and soon capsized. Of course she was stuck in her boat and had to be pulled out upside down. She was then unable to climb onto her rafted up boat. With Andrew posing as the panicking novice we tried to pull him, resisting fiercely, onto the boat - not too easy!! The lesson was clear - he should never have been permitted on the water if she could not safely exit.

A tired but wiser group met next morning at Cat Bay where Andrew demonstrated and applied simple teaching methods for rolling and for reentry and rolling. A session in the surf at Left Point followed including some demonstrations of rescuing a paddler from the water (thanks Ian and Tina).

The weekend cost us \$100 each. This was a discounted rate for club members thanks to Andrew. The investment yielded:

- better prepared boats
- realistic achievable goals
- greatly improved skills
- a wealth of knowledge for later application
- strengthened friendships among the group

It was a greatly accelerated learning process.

- Michael Young

Friday 27th August 1999 - Yarra Paddle

by Gordon Paterson

Rex Brown and Gillian Hutchings - Tasman Twin
Peter Bell - Mirage 580

Gordon Paterson - Pittarak

I took the Pittarak to work this morning because I was to meet Rex Brown, Gillian Hutchings and Peter Bell under the West Gate Bridge for a Yarra Paddle at 3:00 pm. Peter is from Portland and he had contacted Rex to see if he could organise a sight-seeing paddle on the Yarra while he was passing through Melbourne.

During the morning I had to call to see one of my customers (Nissan Patrol, sea kayak and all). The usual greetings were exchanged:

Martin... *"Anyone who goes paddling in this weather is either crazy or Gordon Paterson - Oh! Good to see you Gordon."*

Gordon... *"Good to see you Martin. Just remember you are a hell of a long time dead, you should get out and enjoy yourself now."*

Martin... *"I will think of you when you are shivering and cold on the bank of the Yarra and I will be watching my beloved Blues give Richmond a belting at the MCG from the warmth of the Members grandstand."*

The four of us met under the West Gate Bridge at 3:00pm. The weather had been wet and windy for the Wednesday, Thursday and Friday morning but was supposed to clear. The usual greetings and introductions were exchanged as usual.

"What about the weather?"

"Let's go for it," says Rex.

So... we went. Rex and Gillian in the Tasman Twin were the first to unfurl their sails and I was unfurling not too long after them. It was the first time I had used my sail after I had been inspired by John Hyndman's talk at the club's symposium at the Canadian Bay Club. Wow!! These sails are sensational, I hardly had to paddle, and the wind did all the work, for the first half of the trip.

WE paddled upstream past the Maribyrnong River, Swanston Dock, Appleton Dock, under the Bolte Bridge, past Victoria Dock, under Charles Grimes Bridge, past Polly Woodside, under Spencer Street Bridge, Jeff's Shed, under Kings Street Bridge, past the Casino, under Queens Bridge, past Flinders Street Station with the commuters standing on the platforms, under Princes Bridge, past the rowing sheds, under Swan Street Bridge to the landing dock at the Tennis Centre/Glass House.

After a drink and a chat we started to paddle downstream back towards West Gate. On the return journey we observed the Lady Cutler and Lady Chelmsford - former Sydney Harbour ferries under restoration at North Wharf. We also saw a bulk cement carrier birthing. It was amazing to see a bulk carrier do a U-turn in the middle of the Yarra without the assistance of tugs, and park itself at the wharf.

When I arrived home after a fantastic paddle, I thought of Martin stuck at the MCG having to wait for 30 minutes because the scoreboard caught fire. And his beloved Blues were beaten. Perhaps there is a message in it for him.

LAKE MALLACOOTA TO WONBOYN

BY GLEN EVANS

On the morning of Saturday April 24th, Brian Wallace, Ray Musgrave, Rex Brown, George Appleby and myself awakened to the deafening sound of two and a half metre waves crashing onto the rocks of Bastion point at Lake Mallacoota.

It was around 6am, and with a decent sized rip running out through these huge waves there was no time to waste in packing our gear into our boats and hitting the water. Sitting around waiting for all the boats to get loaded, the escape route out through the surf was planned and the order for exiting chosen.

At 7.30am all systems were go, that was until George informed us that a backpack and a load of gear still with him would not fit into his boat and therefore someone would have to take it to our only car left in Mallacoota which was about 5km away in the caravan park. Brian volunteered to jog back with the gear while George finished packing.

8.30am Rex and Ray hit the water attempting to find a way out through these huge sets of dumping waves, and with the rip that existed earlier now gone the task was even harder. After five minutes Rex made a perfectly timed dash for the open sea and disappeared out of sight as the next set arrived. Ten minutes later there had not even been one noticeable break, or a wave under 2 metres.

Ray was having a hard time fighting the current which was trying to pull him out into the waves, and therefore he decided to return to the beach to inform us that he wasn't risking going out in conditions like these. Eventually George and I hit the water and with Ray now up on the rocks waving us out in between the larger waves we made it out, but only just.(Thanks Ray)

Now with only four kayaks on the trip we paddled on to Tullaberga Island where we landed for a short time to explore some shipwrecks before heading on to Gabo Island. We climbed up the magnificent granite lighthouse and once outside you are able to see up the NSW coast as well as back to Mallacoota.

Again as we hit the water, the wind was registering 27 knots and the swells were 2.5 metres from the SW. We ambitiously attempted to find a way through the narrow gap of water between Gabo and the mainland. As we paddled into the gap looking to see if there was a break in the 2.5 metre waves entering from the east, a set of 2.5+ metre standing waves snuck up behind us. The first wave broke on my back deck sending me into a huge broach which bent my rudder to 45 degrees as it surfed me sideways for some distance. Once off this wave and now heading back in the direction I had just come from, I was faced by two even bigger waves in which I got totally airborne over before crashing hard into the troughs. The other three guys had similar heart pounding moments and without a word spoken we headed back south to try to round the lighthouse.

The time was now around 2pm and with deteriorating weather conditions and the uncertainty of being able to find another sheltered beach to land on before dark, we decided call it quits, spend the night on Gabo Island and get an early start in the morning to make up for lost time.

Not long after sunset we were invaded by hundreds of penguins and it was impossible to walk in any direction without coming across flock of them waddling back to their nests for the night.

Sunday morning we headed off in slightly better conditions than the previous day, and after rounding the lighthouse in large rebounding swells we paddled N/E for Nadgee point. The 8km or so crossing was quite rough with waves coming from at least three directions.

Our first landing for the day was on Nadgee beach where after a short break we paddled as far up the Nadgee River as was possible. The river was full of fish darting in all directions. The next five hours were spent in the kayaks paddling along a predominately cliff lined shore. We were able to witness some spectacular sights of waves crashing high into the air after colliding with rocks on the shore.

Arriving at Merrica river at about 5pm after a long days paddle we were all pretty eager to get out of our kayaks and set up camp. Brian eager as ever led the way into the river clearing the larger waves in a lull. Part the way up the river he was snuck up upon by a smaller wave which surfed him into a broach and unfortunately he went bow first, straight into a rock wall. Even Brian's best efforts at bracing couldn't stop the rock from removing the gelcoat from the bow of his Pittarak with a "thud". Meanwhile the rest of us were frantically making sure that we didn't repeat Brian's manoeuvre.

A nice dinner was had by all and Brian cooked a mouth watering fruit loaf (so I heard) in a homemade oven over his Trangia.

Monday morning we paddled up Merrica River and then headed for Wonboyn. It was decided that with an out going tide at the Wonboyn entrance and with waves still over 2 metres we would land on a more sheltered beach and run into Wonboyn.

Coming to the end of the trip and with the waves seeming to have flattened out a little we all had a rather laid back, approach to the beach. As we dawdled up towards the break zone for the final time, George commented that a set was coming and so Rex and I who were the furthest ahead glanced behind. Thinking we were still out behind the break zone we elected to back paddle a bit just to make sure.

The first wave just went under us before breaking, and with the next large swell approaching we were a bit hesitant about which way to go. With this we found ourselves sitting stationary with a 2 metre wave about to break on us. Rex got caught with a very steep take off and with that he did a fancy rodeo move (a cartwheel some might call it) and ended up being sucked out of his cockpit. Meanwhile I was holding a huge brace with my whole

body buried in the wave. George and Brian's timing were a bit better than ours and made it into the beach unscathed.

Brian and I ran the 4km (sorry 8km) into Wonboyn to get our cars and after checking out the huge waves at the Wonboyn bar we headed for the long drive home.

Each person that attended this trip had to evaluate their own skills as well as make decisions as a group in order to negotiate the less than ideal conditions that we encountered.

As a whole I think that an enjoyable and very challenging long weekend was had by all that participated.

LAKE MALLACOOTA TO WONBOYN ANOTHER STORY by REX BROWN

Brian WALLACE - Pittarak

Rex BROWN - Ocean Explorer

George APPLEBY - Pittarak without rudder ??

Glen EVANS - Stripped Cedar, self made

Ray MUSGRAVE - Greenlander

Finally Friday the 23rd arrived, I departed from Melbourne at 10.30am, finally finishing packing, organised as usual, four hours later I arrived at Brian's house at Eagle Point where I promptly took up shade under a tree, waiting for Brian who soon arrived. Brian was kind enough to offer the use of his vehicle to travel the remaining distance to Mallacoota. At 7.30 pm we arrived at Mallacoota after endeavouring with Ray and George and Glen at Cann River and a quick tea of fish & chips at Cann River.

Our previous trip last year saw considerable difficulty getting through the entrance and the torturous sand bar at the entrance to Mallacoota. Managing to get through the first break, I was almost a victim of the second break as I was forced to surf backwards for twenty meters before breaking out the back. Another paddler not on this trip was knocked out on two occasions. For this reason we proceeded to Bastion Point to launch at the boat ramp.

We set up camp and the car shuffle was organised, the local residence visited and informed us we would not be going tomorrow as there was a three metre easterly swell with the odd larger set coming through. The forecast was for a fine day with light south westerly wind, the sound of a dumping surf was in contradiction to the forecast, the advice from a local, "Don't be fooled by the look of the size of the waves they are much larger when you get out there." I was concerned at the ring of haze around the moon, this is an indication of rain. Tuning to the forecast I was only able to obtain a weather report for Melbourne again fine and light winds.

Saturday 24th April 1999

An early rise (7.00am) on Saturday morning, saw a two and half metre swell dumping unpredictable, occasionally a second break about fifty metres behind the first. There was a fast flowing rip running out from the shore past the ramp and a wall of rocks and reef to the right of the ramp, meaning any error would be difficult to recover. Watching the surf break each of us worked out the pattern -only none of us could agree on what the pattern was. Occasionally the surf would reduce and a clear path was easily identified out behind the break. Ray and I got into our kayaks and sat in behind the rocks avoiding the rip and waiting for a quiet moment. I watched and eventually had the confidence and what I believed to be a good path. Out I went stopping to allow some waves to break before paddling on, I soon reached a stage when I needed to paddle as fast as I could and narrowly got over two breaking waves. Feeling relieved at being outside the break I looked up to see several large waves heading in my direction each looking as if they may break, it was power on and out further, a lot further than I had intended. Finally turning and hoping Ray had not

followed as it would have been impossible to follow me out. Looking back at the beach there was consistent white water breaking. I paddled in ever increasing circles for some time looking back at the shore observing no movement, I began to attempt to plan a landing. It was not going to be easy, there appeared to be more movement on the beach being that of interested onlookers.

There was a break in the swells and the figure of George in his Pittarak emerged in the distance, it was great to see him. He explained the swells had increased in size and number after I had made it out, Ray returned to the beach and climbed up onto the rocks and was guiding the others out. Finally we were joined by Glen and Brian who explained that Ray was not satisfied with the conditions and was going to Wonboyn and would meet us at Merrica River. Off we paddled to Tullaberga Island, there were continuous waves breaking on the shoreline. Brian explained there was a steel ship on the beach of Tullaberga Island, working our way through the rocky outcrops we landed on the narrow beach. Exploring the West end of the Island there was the remains of what appeared to be a steel fishing trawler and a photographing session was called for. Tullaberga Island marks approximately the half way point to Gabo Island.

This remote Island was the sight of a tragic boating accident, 146 years ago:
The S.S. MONUMENTAL CITY arrived in Sydney on April 23, 1853, with a full saloon and 124 steerage passengers, her voyage from San Francisco occupying more than two months. She was immediately placed on the Sydney to Melbourne run. On May 15th en route to Sydney she ran ashore off Tullaberga Island and became a total wreck. Under sail at the time of the disaster, and immediately she struck Captain ADAMS ordered the sail to be taken in and the foremast cut away. As the mast fell it shattered part of the mainmast and added to the confusion. The ship broke up almost immediately but the survivors were landed on Tullaberga Island while a boat containing eighteen men rowed to Twofold Bay for assistance.

Although 54 persons were saved by means of a hawser secured to a rock, 37 lost their lives, including the owner Peter STROEBED. Sydney residents presented a silver medal to Charles PLUMMER, the man who swam ashore from the wreck with a line.

In a letter to the Sydney Morning Herald dated June 1st 1853, the Captain explained that on the night of the disaster, after passing Ram Head which was visible at the time, he judged the vessel to be a safe distance from the coast at midnight and left her in charge of the Chief Officer with instruction to steer a safe and proper course, but at 3.30a.m. was woken when the ship struck rocks. He further stated that he remained on board assisting passengers and crew ashore until the vessel showed signs of going to pieces. He believed that only four or five reached the shore with him when the catastrophe took place causing the loss of those remaining on board. At the inquiry Captain ADAMS was blamed for the disaster on the following ground:

1. Not exercising sufficient caution.
2. Giving orders for an alteration of course during his absence from deck.
3. Leaving the deck in the charge of an inexperienced officer.

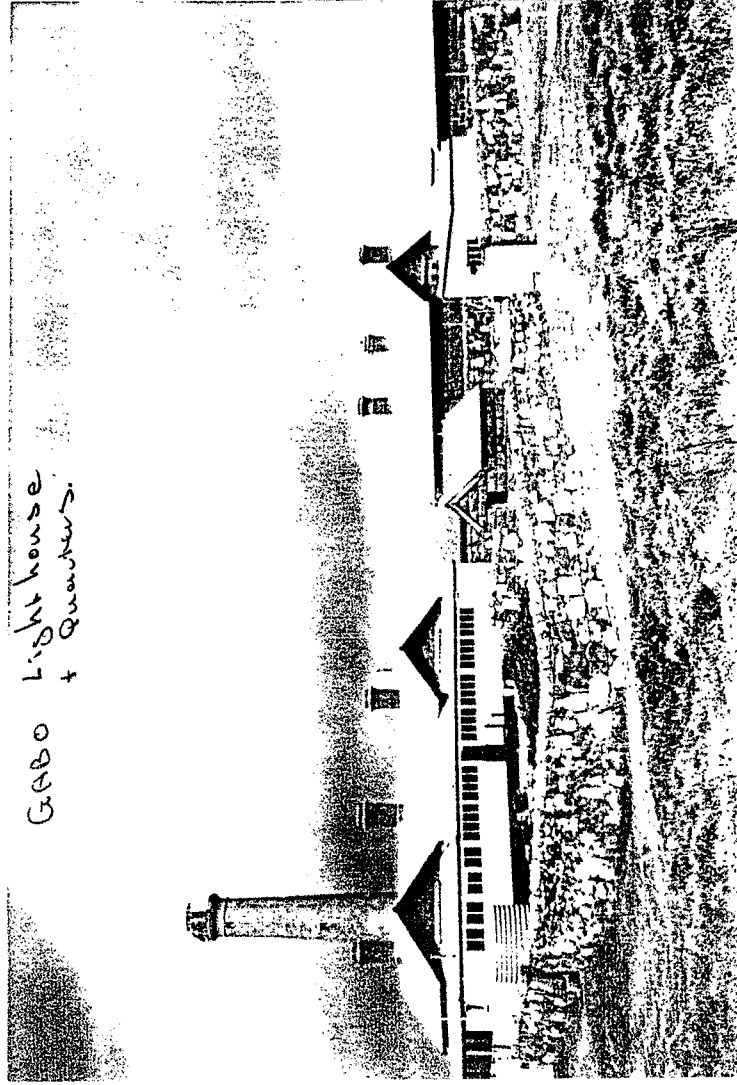
Onto Gabo Island jetty, which is situated in a cove on the northwest side, from where it was an easy twenty minute walk to the Lighthouse. A sooty albatross gliding over our heads with ease joined us. Gabo is a wind swept, Granite Island, on the edge of the Tasman Sea, having a flora and fauna reserve, with elements of sub tropical flora. The first attempts to build a lighthouse here were in 1845. In 1853, following the destruction of the Monumental City, on Tullaberga Island, a temporary light was set up. This was followed in 1890 by the lighthouse that now stands, a magnificent structure built from the local red granite. The first fuel used was Kerosene, this was replaced by acetylene in 1917 and by generator electricity in 1935. There have been many ship wrecks in this area including the H.M.A.S. Wollongong in 1985, running onto the rocks



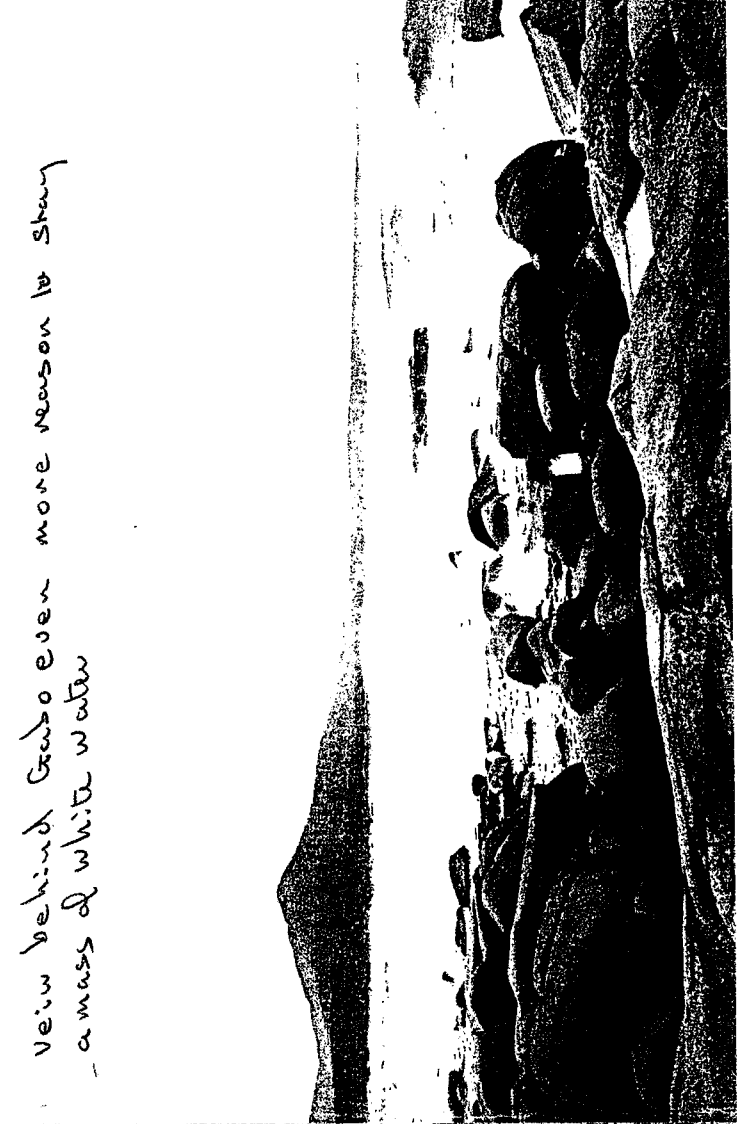
View from
Lighthouse.



View down the coast - a reason to stay?



Gabo Lighthouse
+ Quarters.



View behind Gabo even more reason to stay
- a mass of white water

of Gabo left the ship with three large holes in the hull, however the she was able to be salvaged.

The relieving Island Caretaker Jeff showed us over the lighthouse, we climbed the steel staircase, which spiralled its way to the top. Asked if we wanted to have a look outside, I replied yes thinking this to be a joke. Jeff opened a door and out we went a magnificent view overlooking the rocky outcrops and breaking waves the view back over the Lighthouse Keepers residence was equally spectacular.

Another photo session, George had disappeared and not answered our calls, on our way out he rushed up the stairs and Jeff was kind enough to take him to the top. Jeff then gave us a lift in his ute back to the jetty. He was a keen surfer and told us of the great swells he surfed, subject to the weather conditions. The easterly swell was two to three metres and the wind was south westerly of twenty knots was going to make for an interesting trip. Off we went attempting the pass behind Gabo and the mainland, the closer we got the more white water could be seen, with some very large breaking waves. The odd large waves were popping up behind us, I yelled to Brian to look out as one wave broke on top of him, Glen had to brace heavily as another wave broke on him, he appeared to be covered in foaming white water. You guest it, my turn - a wave broke over the top of me, bracing and hanging on, and I made it. This was no place to be, and we began to head around the southern end of Gabo past the lighthouse, the wind was not easing and frequent large waves were appearing. I was concerned with what may lay ahead, and easterly swell breaking around the corner of Cape Howe was not going to be easy, landings would be difficult. Glen asked my opinion and a group decision was made not to press on but to stay the night at Gabo. Landing back at the small boat harbour, lifting our boats up onto the grass we set up our tents.

I tuned in my radio to hear yachts in the Melbourne to Osaka race had been hit by very large waves further along the New South Wales Coast.

One Yacht had broken in half and the crew abandoned ship into their life raft, activating their E.P.I.R.B. using a French system allowing for the position to be obtained in two hours. E.P.I.R.B.s activated on the Australian System would have taken three hours to define the exact location. On three occasions the crew was thrown from the life raft but they were able to scramble back into the life raft and were rescued. The reason for our bad weather was soon explained - a low pressure system had remained stationary between Sydney and Tasmania. During our trip we had frequent small fronts including rain, pass us. On each occasion a blue sky appeared to be emerging but then another front would approach. After lunch it was time to explore Gabo Island, walking to the northern end of the Island, I could not believe the amount of white breaking water and between Gabo and the mainland. I was glad of our decision to remain at Gabo. I sighted two sea eagles soaring and gliding over head in search of an appetiser. The breaking swells over the red granite rocks of the island were a magnificent sight. I disturbed a penguin oiling his coat, I attempted to coordinate a photo session but the penguin jumped with fright and quickly disappeared into the rock crevices. Stumbling over the hills I bumped into three tourists who had flown in for a booked holiday on the island. Despite the bleak weather the island had a magical charm, along a track I found some old graves dated 1861. Like other islands in Bass Strait, the effort to survive would have met considerable hardship, survival of the fittest has a stronger meaning in this environment. On one hill top I sighted ten cows who kept the island from becoming over grown. Sheets of tin and an old rubbish tip confirmed to existence of army Nissan huts. During world war two there was a large army contingent stationed at Gabo Island. During the war of 1939-45 the Australian and United States forces north of Australia relied heavily on allied shipping for suppliers and armaments.

Enemy forces were well aware of this necessity, and early in 1942, Japanese ocean going submarines

commenced operations against supply shipping along Australia's east coast, sinking and damaging almost thirty British and American vessels over a period of two years. Most casualties occurred off the N.S.W. coast, but two incidents were reported off East Gippsland.

At 4.45pm on June 4th 1942, the freighter Iron Crown, master A. McLellan, bound from Whyalla to Newcastle with a cargo of magnesia ore was struck by a torpedo on the port side abaft the bridge, when the vessel was 44 miles South South West of Gabo Island. She sank almost immediately, and only five of her crew of 42 was saved.

On the same day, the interstate freighter Barwon was attacked by a submarine 35 miles south east of Gabo. Shells hit her, but torpedoes fired at her missed and she managed to escape.

I returned to the campsite and tea followed a beautiful red sun set, an expectation of tomorrow being a better day. Penguins began to arrive in ones and twos, we observed a large black mass move in towards the beach, a shark? No about sixty penguins were swimming en mass. Talk about penguins on parade. Their chatter ran into the night, and finally we got to sleep. I woke several times during the night, and strolled along the jetty, the moon provided so much light it was as if it was a day. I could see the house lights of Mallacoota in the distance, I thought about my father who was in hospital and hoped his health was going to improve. I hoped my family was not too worried about us, but my father-in-law is an experienced sailor and I knew he would be watching the weather. Up at Sunrise and not a penguin to be seen, they had already left and just as well, two sea eagles were gliding overhead in search of any stragglers.

Sunday 25th April 1999

A quick breakfast, loading our boats, George's packing provided us with no end of entertainment, he had been up early packing and was the last to finish. Off we went towards Cape Howe, past the lighthouse for another photo session. The paddle to Cape Howe saw us pushing into a smaller easterly swell of two metres, and followed by a 10 to 15 knot south westerly wind. Confused seas were the order of the day and this section took longer than I expected.

Breaking waves on the shore of Cape Howe and the rocky outcrops and large sand dunes 50 to 100 metres high gave a spectacular view. Rounding the Victoria and New South Wales border I saw a large school of salmon and signalled to Brian who had no success trawling his handline and silver wobbler lure. On to Nadgee River we landed and worked our way inside the breaking surf and dragged our boats up the mouth of the Nadgee River, which was reduced to a trickle at the mouth. Rocks made for slow progress but on foot we pulled and guided our kayaks inside, we paddled up the river, which was alive with bream, no fisher persons here.

We paddled up the river as far as possible, unable to turn around it took us a while to back out and turn around after dodging under trees and branches. Leaving Nadgee River the swell had increased in size and dumped quickly, moving down inside the surf line we paddled out during a quiet patch. We paddled along the shore for the rest of the day sighting several sea eagles, however the onshore swell made it impossible to explore some of the sea caves or get in close to the rocky cliffs. None the less the view was good, occasionally the breaking waves appeared to explode against the rock flying metres into the air. On one occasion I moved in for a photograph and sighted two sea eagles watching us from a tree, one of whom I had watched retrieving a fish from the surf earlier. I spotted another school of salmon, we moved into the bubbling water and large salmon were jumping all around me. Poor Brian could not get a bite on his hand line. We paddled all day making our destination Merrica River at 4.00pm, we were all tired. The rebounding

swells off the cliffs meant we all had to brace occasionally. Our hips needed to remain loose and our minds alert to the rebound and also the breaking swell. Negotiating the breaking surf we were able to paddle up the river, which was flowing out. I watched Brian and Glen entering the mouth of the Merrica.

Brian was caught by a breaking wave from behind, he appeared to recover and surfing beautifully. Then suddenly without warning his boat veered left at speed right toward the large rock boulders. My heart went into my mouth, I knew what was going to happen, I watched Brian anxiously, then crash into the rocks he went. Bracing heavily he was able to hold his kayak on its side the incoming surf saw his bow hinge on the rocks and swinging into the river. His bow dislodged from the rocks and preceded up the river - the force of the incoming swell had met Brian's boat did not fully impact at speed and it was more a glancing blow, but none the less pretty spectacular for viewers and by the look on Brian's face for him too. Glen and I gave the boulders a wide berth. George followed us in and he explored the river while we set up camp and had tea. Brian had been working on an aluminium oven and was taking order for his freshly baked fruit loaf, it was magnificent not the sort of food you expect. The bird life was abundant with the calls of several birds heard, joined by a noisy ring tail possum we enjoyed the camp site. Again the moon provided magnificent light and I took several strolls at night along the beach. I attempted a time exposure photo of the distant Green Cape lighthouse and the rocky cliffs.

Monday 26th April 1999

Up early and after breakfast, Brian, Glen and I explored the river while George packed, the river was still with over hanging orchards and large rocky cliffs and off course a photo session was required with hardly a breath of wind. Picking George up on our return we pulled in at the mouth as there is a cave which can be reached by walking through part of the surf. It was a matter of timing your run without going waves and turning left into the third entrance between rocks, the first two only went a matter of metres. We watched anxiously as the surf was bounding in, there was no way we could make it, not with the amount of water coming in. Suddenly a wave receded and Brian was off followed by Glen and me. It was the Melbourne Cup all over again! We all got wet over our waists and ran into the cave chased by a large wave. We hoped George had not followed because all hell was breaking loose. We had to go wide of the entrance as there was a large pothole, which would have involved a swim. Looking out the cave the surf did not let up, we all wondered how we were going to get back. Suddenly running in surround by breaking waves was George we all shouted encouragement and George staggered in a little wet of course. We inspected the cave which had a colony of bats and a rich smell to boot, taking some photos we all prepared to make our dash back but on two occasions we found ourselves running back to the safety of the cave. Finally Brian, Glen and George were off, I found I had limited space then splash up to my shoulder in a pot hole, I quickly emerged and was again hit by a wave at my waist much to the laughter of my mates and myself.

Into our boats and we paddled out the mouth avoiding large rocks which would have made for an interesting white water paddle. I was heading out and kept well clear of the boulder cliff, a large swell had just come in and there was plenty of water over the sandbar or so I thought. With the blink of an eye the water had receded and I was high and dry, the force of the water going out of the river was turning my boat sideways and pushing me towards the surf. Putting my hands down in the sand I straighten by boat and watched anxiously for the next swells which were approaching and soon lifted my boat. We paddled around to our left inside the breaking swell and there were some large dumping swells crashing onto the rocks. We watched for a while and then made a break, all making it out the back.

It was going to be interesting at Wonboyn, the lake would be emptying with low tide and the swell was getting bigger although the waves seem to be cleaner and forming better. In along the cliff with more

exploding waves, the rich colour mixes of red, fawn and orange were pleasing again to the eye. Brian and I discussed how our landing at Wonboyn could be hectic, Brian suggested landing in an area called Green Glades. He could run back and get his car, as we approached the beach, I thanked Brian for a great trip and he replied, "It's not over yet." He and I were watching the pumping surf, Brian picked a quite patch and was in without a hitch, I kept an eye on Glen and George, Glen was proceeding in. I saw the swell building up behind him and it was obvious it was going to break out further than where we had been seeing it. I yelled to Glen to back paddle, he was in a bad position about where the swell was about to dump, he paddled back and it soon became obvious he had one option - go for it, which he did. Then a scene from a silent movie was repeated, George was out the back and he yelled, "Look out Rex! Behind you!" I turned and saw a massive wave well formed and from experience I knew it was about ready to close out with a bang. I don't know its size but I was sure it was over three metres. I began to take on the appearance of a frog in a blender, knowing I could get a little way in but how far. Local fisherman scatter on the rock surf fishing encouraged with the words, "You bloody idiot." Crash, I was covered in white water pushed sideways I was holding my position and after travelling about thirty meters crunch over I went the force of the water broke the seal of my skirt and it was bail out time. All was not over, the swells in the area were breaking irregularly, breaking further out then without warning hold and breaking close into shore. I grabbed the stern of my kayak and straighten it for shore and then surfed on top for four waves occasionally having a great ride. I could see Brian on shore in two minds whether to stay or come out and try to help me, I yell I was right and he waded out and helped me pull my boat ashore. We both had a laugh and Brian's comment, "I told you it wasn't over yet", George made it in and we carried our boats up to the car park, where Glen and Brian ran along the road to Wonboyn. In the crash of the surf, I'd managed to grab my hat, which was floating, but I had lost a glove. George recovering my drink bottle, but I could not find my glove. From on shore I was able to gain a better appreciation of the surf, it would break in close to shore and then occasionally break much further out and there were some large waves amongst them.

Feeding the local Currawongs with an out dated coffee scroll and loading our boats and gear we headed for Wonboyn cliffs to inspect the entrance, Ray had left a note indicating he had gone home due to the weather conditions. Walking along the beach and up the cliff, several fisherman were surf fishing, some of whom were returning to their cars with larger catches of Salmon. Brian was convinced it would have been a better way in, however I was not so sure, certainly the waves held shape. We sat and enjoyed the breaking surf and watch the daring actions of a cormorant diving under the breaking waves and finally gaining some sense and flying off into the distance. We had a great trip paddling about eighty kilometres, looking back I wondered how safe it was going out the break at Mallacoota, I was happy at the time but the time out the back had me reflecting for some time. Mother Nature had proved yet again she is full of surprises, the low pressure system remaining stationary had a large impact on our trip. Time allowed for our trip was three days, there was never any slack time, travelling considerable distances you feel compelled to complete your trip but I wonder how clouded our views become with the expectation of a trip?

We then headed our separate ways, I went back to Brian's at Eagle Point and transferred my boat and gear, and helped Brian.

(Editor's note: In the colder months please keep out of caves where bats are known to inhabit. They are 'hibernating' and have greatly reduced heart rates - about 2 beats per minute. When one enters the cave, their heart rate increase to above 200 beats per minute when flying. This sudden surge stresses them and they need huge amounts of insects to keep alive. The colder months have little/ no insect life and they will starve to death en mass.)

TECHNICAL TIPS – John Basemore

Trangia stoves work well and are designed to cook even when the wind is up. Simple metho burners, shellite and gas stoves need a screen around them to be effective. Light, rolled-up screens have been around for ages. Designed for back packing, they are fragile and take up space when rolled up.

Ray Lendrum uses a sheet of aluminium that fits in his greenlander's large rear hatch. It's width is determined by the distance from one gunwale down to and across the bottom of his kayak then up to the opposite gunwale, following the exact contour. The height is 300mm or more. The size is restricted only by the size of your hatch. By following the shape of the boat no space is taken up. It needs no folding or unfolding so it can be as sturdy as you choose. It already the correct shape for your cooking screen.

Other uses are:

If set facing into a glowing fire, it becomes a reflector oven, resulting in an evenly cooked meal. A reflector for a light - a torch, candle, slush lamp, kero lantern:

They all will benefit from the extra light reflected back into the camping area. It makes a big difference at night, in camp, where you can see where you are putting your feet.

For many years I have used a screen made of interlocking stainless sections. Ray's screen is better because it is larger, lighter, and can be shifted in one piece - also simple enough for anybody to make at home without machinery.

Advertisements

FOR SALE

Wildwater sprayskirt \$60

Power Master paddle - 1195 mm \$100

both items are in very good condition.

Contact: Chris Sewell 51 521 533H

More places for buying sea kayaks and accessories:

SORRENTO SEA KAYAKS

137 Hotham Rd Sorrento 3943

Ph/Fax: 5984 5697

Kayaks: Pittarak Single & Double and Dagger Atlantis, Megallin & Baja
Most boats available both new & used.

Paddles: Lendall & Perception

PFD's: Wildwater shortie, Palm alpine & extreme river vest, Topsport expedition

Decks: Solution, Electric water, Perception, Supa Seal, Blackout

Accessories: Pumps, mirrors, horns, dry bags and cases, flares, EPIRBs, strobes and
cylume lights, whistles, paddle floats, shock cord, deck line

This is by no means a complete list. If you are after something specific, please
feel free to ring us and we will do our best to locate it for you.

When you come into our shop, please make us aware that you are a club member as
we offer special club member discounts.

- Kellie Fielder and Nick Taylor

The shops below are in Sydney. All offer delivery to Melbourne
(costs about \$100 to deliver)

Q - Craft

Ph: 02 9907 9766

Sydney Canoe Specialists

Ph: 02 9969 4590

1998 - 1999 MEMBER SHIP DETAILS
IF ANY DETAILS HAVE CHANGED,
PLEASE LET THE HON. SEC. KNOW

Adams	Bob	33 Hanby St	Brighton	3186	340	(03) 9592 2906	(03) 9555 3311	99	
Addison	John	24 Danielle Cres	Heathmont	3135	330	(03) 9729 9757	(03) 9275 2631	99	
Addison	Colin	73 Vanbrook St	Forest Hill	3131	330	(03) 9877 4199		Life	
Alb	Julius	190 Beach Rd	Blackrock	3193	340		(03) 9521 9907	99	
Aitkin	Vince	4/4 John St	Oak Park	3046	310	(03) 9304 1731		99	
Anker	Robyn & Keith	PO Box 174	Glen Waverley	3150	335	(03) 9802 2940		99	
Appleby	George	C/- 95 Broadway	Camberwell	3124	330	(03) 9882 6217	(03) 9450 8600	99	
Armstrong	David	5/47 Westbank Tce	Richmond	3121	330	(03) 9429 9664	(03) 9882 5877	99	
Atkins	Laurie	3 Amundsen St	Belmont	3216	350	(03) 5243 1035	(03) 9247 6732	99	
Barton	Sally	'Marree' 4 Oakwood Lne	Tecoma	3160	335	(03) 9754 2476		Life	
Basemore	John	72 Lincoln Ave	Glen Waverley	3150	335	(03) 9560 5718		99	
Baski	Joanne	5 Olinda Ave	Beaumaris	3196	340	(03) 9589 1136	(03) 9589 4000	99	Y
Bell	Peter	P.O. Box 45	Merino	3310	350	(03) 5579 1301	(03) 5521 5420	99	Y
Bloomfield	Earle	1 Charles St	Carlton	3053	320	(03) 9349 3848	041 822 600	Life	
Boulton	Warren	PO Box 867	Sale	3850	380	(03) 5143 2532		99	
Braggard (Annette)	Milne (David)	26 Victoria St	Parkdale	3195	340	(03) 9580 4685	(03) 9509 8200	99	Y
Braybrook	Leigh	13 Austral Ave	Preston	3072	320	(03) 9480 6107	(03) 9339 5981	99	
Brown	Steve	23 Glebe Ave	Cheltenham	3192	340	(03) 9584 1571	(03) 9252 6027	99	Y
Brown	Malcolm & Helen	66 Manningham St	Parkville West	3052	320	(03) 9329 9203	(03) 9317 8441	99	
Brown	Rex	38 Oxford St	Newport	3015	310	(03) 9391 6889	(03) 9392 3229	99	
Burnham	Gary	81 Parriri Rd	Mosman NSW	2088	226		(02) 9969 4590	99	
Cant	Glen	C/O Post Office	Koonwarra	3954	380			99/2000	
Cope	Andrew	RMB 8860 Conway Rd	Drouin Sth	3818	380	(03) 5627 6363	(03) 5122 0297	Life	
Costello	Yvette & Peter	45 Kenneth St	Sandringham	3191	340	(03) 9533 5854	(03) 9699 3366	99	Y
Cromie	Mike	9 Pursell Ave	Blackburn Sth	3130	330	(03) 9878 4582	(03) 9878 4582	99	
Davis	Robert	8 Fenton Crescent	Frankston	3199	340	(03) 9781 5131	(015) 800 156	99	
De Prinse	Mark	10/4 Mason Crt	Highett	3190	340	(03) 9553 4247	(03) 9694 1444	99	Y
DeVos	Joe	1 Hornsea Crt	Noble Park	3174	335	(03) 9795 4591		99	
Dingle	Pete	100 Spring Gully Rd	Bendigo	3550	368	(03) 5441 7498	(03) 5444 7486	99	
Dixon	Alison	5/71 Crisp St	Hampton	3188	340	(03) 9598 1309	(03) 9670 1177	99	
Dunn	Ian	18 Booker St	Cheltenham	3192	340	(03) 9584 7682	(03) 9252 6062	99	
Ellis	Ron	60 Twyford St	Williamstown	3016	310	(03) 9399 9487	(03) 9370 8989	99	
Evans	Peter	PO Box 277	Red Hill	3937	345			99	Y
Evans	Glen	7 Dingley St	Lower Templestow	3107	330	(03) 9850 4588	041 8517 428	99	
Fazio	John	1 Marshall St	Flemington	3031	310	(03) 9376 2601	(03) 9670 0720	99	
Fenwick	Roger	4870 South Gippsland Hwy	Toora	3962	380	(03) 5686 2436	(03) 9262 7700	99	Y

Fidler	Kellie	102 Fern Hill Rd	Mt Evelyn	3793	330	(03) 9813 2250	(03) 9731 1306	99	Y
Fordyce	Bill	PO Box 39 RAAF Base	East Sale	3852	380	(03) 5146 6738	(03) 5146 7067	99	
Free	Jason	6 Hoyle St	Morwell	3840	380	(03) 5175 0460	(03) 5133 8005	99	Y
Furnston	Robert	RMB 1212 Marriotts Rd	Yinnar South	3869	380	(03) 5169 1653		99	
Garson (Tara)	Gamble (Peter)	25 Montpelier Cres	Lwr Templestowe	3107	330	041 4828 343	(03) 9603 1804	99	Y
George	Dennis	33 Deauville St	Beaumaris	3193	340	(03) 9583 5145	(03) 9207 5777	99	
Gibbins	David	11 Bayview Rd	Frankston	3199	340	(03) 9770 1926	(03) 9554 3410	99	Y
Gleeson	Michael	4 Main Rd	Neerim South	3831	380		(03) 5928 1376	99	
Harker	Jim	4 French St	Noble Park	3174	335	(03) 9547 1152	(03) 9932 7236	99	
Hayes	Barbara	13/97 Freshwater St	Hervey Bay	4655	410	(07) 4125 1051		99	Y
Heale	Leon	34 Northcliffe Rd	Edithvale	3196	340	(03) 9772 4212		99	
Hill	Ian	13 Boonong Ave	Seaford Sth	3198	340	(03) 9786 6580	(03) 9721 2559	99	
Hodgson	Bob & Joy	20 Sibyl Ave	Frankston	3199	340	(03) 9787 3341	(03) 9770 1388	99	
Hoy	Paul	19 Gardiner Rd	Hawthorn	3122	330	(03) 9818 5726	(03) 9612 8230	99	
Hughes	Eleanor	9 Peel St	Northcote	3070	320	(03) 9481-4281		99	
Hyndman	John	154 Waterdale Rd	Ivanhoe	3079	320	(03) 9499 1084	(03) 9269 1767	99	
Ingram	Roger	6 Hamlet Place	Dingley	3172	335	(03) 9558 7089	(03) 9551 6326	99	Y
Johnson	Michael	RMB 2422	Portland	3305	350	(03) 5526 5263		99	
Johnson	Keith	1 Titree Lane	Mt Eliza	3930	345	(03) 9787 4137		99	
Katsis	Nick and James	168 Couangalt Rd	South Gisborne	3437	310	(03) 5428 3043	(03) 5428 3043	99	
Koppenol	Michael	12 Hebden St	Greensborough	3088	320	(03) 9434 1312		99	
Langeveld	Peter and Fiona	22 Kennington Park Drive	Endeavour Hills	3802	345	(03) 9700 3085	041 9320 228	99	Y
Leathem	Bishi	182 Page St	Middle Park	3206	340	(03) 9699 1107	(03) 9819 2877	99	Y
Lendrum	Ray	7 Cypress Ave	Glen Waverley	3150	335	(03) 9802 3996	041 7014720	99	
Lewis	Andrew	2/43 Venice St	Mentone	3194	340	(03) 9584 9008	(015)551 543	99	
Lock	John	147 Spensley St	Clifton Hill	3068	320	(03) 9481 4051		99	Y
Lofhelm	Ken	89 Fenwick St.	Clifton Hill	3068	320	(03) 9489 3519	(03) 9248 4902	99	
Lofthus-Hills	Michael	2/8 St Georges Gve	Parkville	3052	300	(03) 9329 7679	(03) 9329 1752	99	
May	Roy	17 Bellvue Rd	Dromana	3936	345	(03) 5987 3518	041 2349 966	99	Y
Mc Intosh	Ian	RMB 6800 Tucks Rd	Main Ridge	3928	345	(03) 5989 2077	(03) 5989 6043	99	
Melton	Ian	7 Ashleigh Crt	Cheltenham	3192	340	(03) 9555 3472		99	Y
Mills	Christopher	22 MacDonald Gve	Mornington	3931	345	(03) 5975 3515	(03) 5971 1108	99	Y
Miskov	Hrvoje	21 Sydenham St	Highbett	3190	340	(03)9597 0794		99	
Mitchener	Keith	47 Miller St	Bendigo	3550	368	(03) 5443 0413		99	
Mohammed Aly	Younes	5 Doubell Crt	Mill Park	3082	320	(03) 9436 4937	(03) 9553 2477	99	Y
Molina	Emilio	5 Parry St	Moonee Ponds	3039	310	(03) 9370-9723	(03) 9867-3344	99	

Morris	Ken	1A Mercer Rd	Armadale	3143	330	(03) 9822 9777	(03) 9822 9777	99	Y
Musgrave	Ray	21 Benambra St	Mornington	3931	345	(03) 5975 2414		Life	
Nicol	Geoff	24 Thames St	Frankston	3199	340	(03) 9781 5287	(03) 9397 6162	99	
Passauer	Wolf	5 Yuruga Ave	Olinda	3788	330	(03) 9751 1571	(03) 9541 5234	99	Y
Paterson	Gordon	47 Janine Rd	Springvale south	3172	335	(03) 9546 3521	(03) 9555 0177	99	Y
Payne	Tony	84 Heller St	Brunswick West	3055	320	(03) 9380 2863	(03) 9380 2863	99	
Pergolis	John	9 Rupicola Crt	Hillside	3037	310	(03) 9390 3599	(03) 9603 9037	99	
Phillipson	Jim & Heather	RMB 4500	Upper Maffra West	3860	380	(03) 5148 0284	(03) 5144 4566	99	
Pierre Fabrice	Jane Sullivan &	46 Gnarwyn Rd	Carnegie	3161	335	(03) 9563 1554		99	
Pollard	Therese	1556 High St	Glen Iris	3146	335	(03) 9885 6607		99	
Porritt (Ross)	Simpson (Colleen)	Macklins Rd	Merton	3715	374	(03) 5778 9631	(03) 5778 9631	99	Y
Provis	Peter	37 Edina Rd	Ferntree Gully	3156	335	(03) 9758 2239	014 028 017	99	Y
Raphael	Monica	39 Newry St	Fitzroy North	3068	320	041 7794 097		99	Y
Read	Theo	10 Petrel Close	Mt Eliza	3930	345	(03) 9775 3506	(03) 9580 6311	99	
Rehfish	William	5 Allawah Ave	Frankston	3199	340	(03) 9783 6461	(03) 9770 1388	99	
Reynolds	Simon	41 Mockridge Drive	Kangaroo Flat	3555	368	(03) 5447 1611	(03) 5442 0272	99	
Richards	Shane	311 View St	Bendigo	3550	368		(03) 5444 0574	99	Y
Robbins	Ian	12 Clovard Ave	Gardenvale	3185	340	(03) 9596 2564	(03) 9596 8876	99	Y
Robinson	Bill	'Adross' Charles St	Mount Eliza	3930	345	(03) 9787 4704	(03) 9789 3444	99	
Rule (Debbie)	Ray (Brian)	125 Reeve St	Sale	3850	380	(03) 5143-2243	(03) 5143 1188	99	
Scher	Krystena	6 Benson St	Emerald	3782	330	(03) 5968 6297	(03) 9836 6111	99	Y
Schirmer	Geoff	27 Summit Rd	Burwood	3125	330	(03) 9808 7114		99	
Sewell (Chris)	Geddes (Helen)	6 The Grange	Bairnsdale	3875	380	(03) 5152 1533	(03) 5156 8220	99	
Sexton	Jan & Michael	RMB 2681	Tambo Upper	3885	380	(03) 5156 4910		99	
Slater	David	29 Washington St	Essendon	3040	310	(03) 9337 6563	(03) 9334 0359	99	
Smith (Julian)	(Rowley (Tina)	46 Nabilla Ave	Seaford	3198	340	(03) 9776 9583	(03) 9702 8000	99	
Sonnenberg	Stephen	18 Craig Crt	Heathmont	3135	330	(03) 9729 4838	(03) 9872 2560	99	Y
Stockton	Jim	6 Randor St	Rosanna	3048	320	(03) 9457 5086	(03) 9670 0720	99	
Stomps	John	2 Oxford Grove	Vermont Sth	3133	330	(03) 9803 4381	(03) 9888 8930	99	
Strohfeltd	Tim	42 Nancy St	Cheltenham	3192	340	(03) 9585 5059	(03) 9810 4321	99	Y
Swadesir	Marcus	24 Menin Rd	Monbulk	3793	330	(03) 9756 7504	(03) 9542 4510	99	
Taylor	Nicholas	4 Auburn Parade	East Hawthorn	3123	330	(017) 949 380	(03) 9813 2250	99	Y
Thompson	David	7 Ian Rd	Mt Martha	3934	345	(03) 5988 4424		99	
Thomson	Craig	17 Merle St	Blackburn North	3130	330	(03) 5258 4996	(03)9216 8138	99	Y
Thorman	Harry	23 Edgewater Close	Point Lonsdale	3225	350	(03) 5258 1011	(03)5258 1011	99	
Thornton (Karen)	Davidson (Darryl)	42 Gellibrand St	Queenscliff	3225	350	(03) 5979 3203	(03) 9904 4267	99	

Torokfalvy	Peter	Lot 26 Lefroy Lane	Hastings	3915	345	(03) 9459 9544	(03) 9439 5254	99	Y
Treby	Peter	10 Kirwana Gve	Montmorency	3094	320	(03) 9808 8513		99	
Tulloch	Stefan	16 Joyhill Ave	Box Hill	3128	330	(03) 9787 7137	(03) 9784 7506	99	Y
Van Tiel	Peter	55 Derinya Dve	Frankston	3199	340	(03) 9776 3001	(03) 9776 1715	99	
Vegh	Steven	2/2 True Ave	Carrum	3197	340	(03) 9489-5304		99	
Vertigan (Steve)	Van Oosten (Yoland	108 Clarke St	Northcote	3070	320	(03) 5156 0544		99	
Wallace	Brian	25 Lake Victoria Rd	Eagle Point	3878	380	(03) 9756 6781	(03) 9262 7700	99	Y
Weller	Jurgen	12 William Rd	The Patch	3792	330	(03) 5156 0714	0419 208 771	99	
Wiggins	Barry	113 Main Rd	Paynesville	3880	380	(03) 5777 5958		99	
Wigley	Derek	PO Box 417 Sawmill Settler	via Mansfield	3722	374	(03) 5250 3082	(03) 5250 3082	99	Y
Wilson	Gerald & Pam	20 Orchard Cres	Wallington	3221	350			99	
Wymond	Mike	PO Box 125	Sorrento	3943	345	(03) 9534 1175	(014) 691 175	99	
Yendell	Frazer	14/8 Mitford St	St Kilda	3182	340	(03) 9699 6430		99	Y
Young	Michael	34 Park Rd	Middle Park	3206	340	(03) 5523 3576	041 7166 346	99	Y
Yuill	Keryn	83 Hurd St	Portland	3305	350	(03) 9571 3992	(03) 9763 7211	99	Y
Zambeglui	Xavier	34 Sycamore St	East Malvern	3148	330	(03) 9894 2032	0407 866 581	99	Y