

SEATREK

**THE OFFICIAL NEWSLETTER OF THE
VICTORIAN SEA KAYAK CLUB
INC. NO A17985B
SUMMER 2000 ISSUE 40**



CLUB MEMBERS YUONNES, IAN AND TINA. TAKEN ON THE DARBY RIVER-WILSONS PROM

IN THIS ISSUE
AGM HIGHLIGHTS
TRIP REPORTS
PADDLE DATES
HYPOTHERMIA INFO AND
MORE.....

SEATREK WISHES ALL MEMBERS A MERRY CHRISTMAS AND A HAPPY NEW YEAR

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Deadline for next issue
END OF FEBUARY

MEMBERSHIP FEES

Please remember that your annual Membership Fees fall due at the AGM each year. Most of those who attended paid at the meeting, but if you did not, please pay ASAP by filling out the enclosed form and mailing it to the Treasurer

Also, if you did not pay for attending the AGM, a cheque would be appreciated, as it was not possible to formally check that everyone had paid

Bill Robinson

FROM THE SECRETARY'S DESK

ANNUAL GENERAL MEETING

The AGM was an outstanding success. Over 70 members and their families descended on the Scotch College school camp at Phillip Island and either camped or used the huts and dormitories. We had 3 paddling groups which went out on the Saturday morning—Julian Smith took the more experienced group over to French Island and Hastings, Derek Wigley took a group of six paddlers on Sea Proficiency Intake, and I lead the less experienced group up to Rhyll, the wreck and then on to Churchill Island.

Our Guest Speaker—Larry Gray, joined my group, and we were privileged to have his company. One might have expected that a paddler of his status might not have been interested in a group of less experienced paddlers, but he was fantastic---friendly, helpful and informative, and we all greatly benefited from the experience of being with him.

On the way back to the camp we met up with Julian's group and it was then that Larry showed us some of the numerous types of rolls that he is able to perform. Julian, who is in my opinion, the best roller in the Club, confided to me that he thought that he knew a bit about rolling, but after seeing Larry in action, he realised that there was still a great deal to learn. Larry has really started something now, and at the last Canadian Bay paddle there were all sorts of new rolling techniques being tried

I was amazed to observe Larry's paddling technique in the Pittarak and can now appreciate how it is possible to make a kayak perform without the use of the rudder. I believe that he is the best sea kayaker that I have ever seen on the water and feel that he provided inspiration for us all

The evening was great---we all got together for a barbeque, then got the formalities over quite quickly, owing to the fact that all the reports had been mailed out prior to the AGM.. Then it was over to our guest speakers.. Earle Bloomfield who founded the club 21 years ago gave us a facinating talk on Greenland and types of Inuit kayaks, with a standard of professional delivery that you could expect from a top university lecturer. Larry Gray then followed with a talk and slides of his Greenland experiences, which was so popular that it was almost 2am before we all got to bed. Our guest speakers gave us world class presentations and we are most grateful to them.

Next morning, everyone was up quite early, and we had a combined group paddle from Woolamai Waters out the cliffs and sea caves off Cape Woolamai.. It was a very pleasant trip and some of our less experienced paddlers were able to extend their skills a bit more

In conclusion it was a great AGM---There was something for everyone, and the venue was considered to be excellent. We have booked it for the same time next year,,and also have asked Larry Gray to come again next year if he is able, as we felt that we had

only been able to share fraction of what he had to offer. It is up to you to start planning for the second weekend in November 2001.

Finally a very special thanks to Tim Grant, Maggie Vegh and Neil and Steffie Wallace----They were not paddling, but put a great deal of work in to food preparation, logistics and cleaning up, which was a vital part of the success of the weekend. It was greatly appreciated by us all

CANADIAN BAY PADDLING DATES

These paddles are a regular Club meeting and a great opportunity to get together . The paddle is structured to allow members with all levels of experience to participate, and we are regularly having 15—20 members attending. In the past year, most of those attending have willingly participated in various skill activities at the end of the paddle and as a result we now have many more members who are becoming competent at rolling and rescue techniques.

Being able to have a shower afterwards at Canadian Bay Club is a bonus, particularly in the colder weather, and the food provided by Kate Robinson after the boats are back on the cars has become quite an institution.

The paddles commence at Canadian Bay Club, Melway 101 D10. Be there at 9.00am for a 10 am paddle.

Contact---Bill Robinson 03 9787-4704

Sunday January 14th
Sunday February 4th
Sunday March 11th
Sunday April 8th
Sunday May 13th
Sunday 17th June



VICTORIAN SEA KAYAK CLUB INC.
Registration No. A 1785 B
ANNUAL GENERAL MEETING---SATURDAY NOVEMBER 11TH 2000
HELD AT 7 ROSE ST COWES---PHILLIP ISLAND

Meeting started at 7.45 pm. Welcome to all members and our guest speakers Earle Bloomfield and Larry Gray

Present Approximately 70 members and families

Apologies Lance Albrecht, Keith Anker, Laurie Atkins, Mike Cromie, Pete Dingle, Philippa Devine, Ian Hill, John Hyndman, Andrew Lewis, John Mc Swiney

Minutes of the 1999 Meeting

Posted prior to the meeting

Moved Tina Rowley Seconded John Basemore Carried

Reports

Posted prior to the meeting

Moved Peter Treby Seconded Younes Mohammed Aly Carried

Election of Office Bearers

The sitting members of the Committee were re elected unopposed. The Committee is now—

| | |
|---------------------|---------------|
| President | Julian Smith |
| Vice President | Peter Provis |
| Treasurer/Secretary | Bill Robinson |
| Editor of Seatrek | Tina Rowley |
| Chart Keeper | Ray Musgrave |

All positions were elected by the unanimous vote of the meeting

General Business

- Ray Musgrave moved that it be officially recorded in the Minutes that the AGM will now be held in the second weekend in November. Carried
- Earle Bloomfield moved that the concept of an information based website for the Club be investigated by the Committee, and that its findings be reported at the next formal meeting of the Club. Carried

Guest Speakers

Earle Bloomfield and Larry Gray gave us outstanding presentations on various topics ranging from Inuit kayak designs, The Greenland Expedition and a didgeridoo recital. We were privileged to have such outstanding speakers and it should be noted that there was so much interest shown by members that it was almost 2am before we finally decided to call it a day.

A vote of thanks to both our speakers was carried with acclamation

A NOTE OF THANKS FROM LARRY GRAY

Thanks to all for the invitation and chance to share some of my stories and passion with like minded people. Vic Sea Kayak Club have always been a well-organised bunch of enthusiasts, with an amazing display and variety of kayaks. The club has grown in numbers tremendously since the days when I was president. The paddles both on Saturday and Sunday were quite special. I hope to hook up more often with you mob.

A few people have asked how they can get hold of the latest Pittaraks. Who makes them now? They are hand-made now by an enthusiast Bruce Richards in NSW. He's a great guy and a fine sea kayaker. His address and phone number is Pittarak International PO Box 303 Belmont NSW 2280 ph-fax 02 49466214. He can steer you in the right direction to see or purchase one in Melbourne. He's the only authorised Pittarak dealer. This way quality control can be guaranteed.

If you've purchased one recently from Frankston or Moorabbin with a plastic join strip between the deck and hull or no Larry Gray licence label inside, unfortunately you have purchased a cheap copy! Write to Bruce or myself for advice. Most kayak manufacturers at some stage face this copying or cheating of product. It's a strange obsession that exists within the industry. Kind of flattering but mostly annoying.

OUTDOORNET AUSTRALIA

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Old Greenlandic skills

Rolling: Doubles and singles

New paddle and brace combinations

Ballasting positions for a loaded kayak to suit various sea conditions.

Attitude to approach a solo voyage

Fitting in with the sea--going with nature not against it.

How to read the sea. Spotting the grid patterns within a confused sea and how to use them.

Reading backs of waves in front of the kayak to know what's coming from behind.

How to spot the first signs of weather and sea change and use it to your advantage.

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WHEN: January 6 & 7, 2001

WHERE: Mallacoota, Victoria

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Email: Mary@primal-vision.com

www.outdoornet.com.au

HYPOTHERMIA

. Doug Lloyd asks that if it's used, it's acknowledged to be "Reprinted from the CPA newsletter with permission from the author"Swamped with work right now, but thought I'd dump this unedited version of the article on to PW that I recently wrote for CPA -- now that it came out (Copyrighted to myself). I'll be finishing off Part two this weekend if anyone has any helpful suggestions for inclusion. I purposely did not attempt to "paint" a complete picture, but rather outlined a "join-the-dots" sketch that the reader can fill in through further thought and discussion. Most of you don't get the CPA Newsletter, so I figured there might be a few newer paddlers on this list that might benefit. See Ya. Doug

Hypothermia: Cold Conclusions (Part One) - by Doug Lloyd

The fact that cold water kills, isn't exactly bone-chilling news anymore. Most of us are well educated about the dangers of cold water immersion (and exposure). A growing majority of paddlers these days posses some degree of sophistication in the area of wearing appropriate, protective apparel. And even new paddlers seem to have enough savvy with respect to circumventing conditions that might otherwise prove troublesome. Of course, there will always be individuals who fall through the cracks of recreational-based hypothermia education, just as there will always be those who challenge conditions knowing full-well the consequences -- or simply ignore the dangers. Yet overall, accidental hypothermia (whether through immersion- or exposure-based circumstance) still remains one of the primary causes of death amongst the paddling public, which now includes a growing number of fatalities amongst more experienced kayakers. Are you wondering why?

With the approach of winter, perhaps it is a good time to revisit the issue of cold water/cold weather injury and prevention, and review some of our thinking in light of on-going research and the increase in incidents. Living and paddling around the cold-watered West Coast of BC, I am also close to new rescue technology strategies, and I have also been directly involved with a number of cold water paddling incidents, which may help shed some light or otherwise prove interesting

Canadian Safe Boating Symposium

British Columbia played host to this year's event back in March. One of the keynote speakers was Dr Michael Tipton from the UK -- a thermal biologist who has dedicated his life to the study of hypothermia and survival medicine. The information presented would probably challenge many non-professionals involved with water sports, who normally consider themselves knowledgeable about the hazards of cold water activities. As it was, the conference centered on the marine industry, and there were a few noteworthy items.

Graphic footage was shown of a struggling swimmer, attempting to stay alive in high winds, cold waves, and a very confused sea state with cross-wave patterns. For this reason, deep water tradesmen (like oil rig workers) are being issued with survival suits and/or combination lifesaving apparel that incorporate a protective facial shield, helping prevent the adverse effects of the "gasp reflex" and other undesirable outcomes that breathing cold, aerated water cause. A quick call to Mustang Survival (leading-edge manufactures of marine survival clothing, etc), however, indicated there is no current plans to incorporate theses new technologies into recreational PFD's.

Dr Tipton went on to give accumulative evidence that many cold water deaths occur within 10 to 15 feet of safety, conclusively signifying the role of cold shock response (the gasp reflex), where sudden immersion in cold water results in sufficient aspiration to cause drowning. Further test results were presented from experiments that involved an individual wearing a shorty wetsuit. Breath holding was less than 5 seconds in 50* water. Apparently though, ventilatory volume can be cut in half and resultant breath-hold ability improved through adaptation.

Application for Sea Kayakers

It certainly behooves paddlers to dress as much as possible for cold immersion when and where indicated. As noted, many are meeting the criteria. Mike Vandamm wrote an excellent article a while back for CPA ascribing his measured thoughts to this subject. One area that may need a little more protection is the neck and arms. We all know heat can escape from your knoggin' at a rate of 50%, but you might be surprised by how much can escape from that area from between your chin/lower back of head and the upper shoulders. I now use a real divers baklava with neck flange (or have it available) for winter outings. I've also taken to using a dual-density fleece sweater that utilizes a thicker vest area with attached, thinner long sleeves. This allows for better core insulating under a paddling jacket and Farmer John (with some arm insulation), without overheating. With age comes a decrease in our ability to adapt and deal with cold water, so I'm in the market for a drysuit now - but it will never replace good seamanship.

I also take a big deep breath if the kayak starts to heel over suddenly while navigating in cold rough waters. I prepare myself just in case the kayak gets knocked over -- and keep my bracing skills and combat rolling skills honed as much as possible. Winter rolling is a great adaptive strategy. Without these skills, you are disadvantaging yourself during deep-winter paddling in anything but controlled conditions. You are also at an extreme disadvantage (all things being equal) without an adequate, properly fitted and adjusted PFD -- one that keeps your head up out of the water as much as possible. A buoyant PFD negates some of the potential for sudden drowning syndrome (caused by the shock of cold water and the gasp reflex). Also, cold water isn't the place to be retrieving your PFD, then trying to put it on and zip it up with fumbling, cold fingers.

I once blew a roll after getting caught up in heavy air/sea/current conditions. I reentered only to break my wooden paddle and subsequently wet exit again in cold, rough water. I can attest to the difficulty and frustration with such simple tasks as snapping a spare paddle together, unclipping a Fastex buckle, and attempting to blow up an inflatable device with cold fingers and lips -- all while aspirating sea-water. If you ever do bail in cold water, do everything you can to stay with your buoyant kayak. In my incident, I succumbed to the cold too quickly to effect a required second re-entry and roll (forgot proper head protection that day), but the buoyant kayak helped keep my torso out of the water (I was tethered), extending my available time from loss of function. I also carried a Sea Seat (small inflatable mini-life raft) in a back pocket on my PFD as a back-up.

Paddling alone in cold water puts you possibly into the "known consequence" category, but it is a personal decision based on judgement and likely conditions to be encountered on route. Where experienced paddlers are failing is with prior practice in COLD and ROUGH water -- with WIND. It is only then that the true extent of what you will face becomes apparent. This applies to double kayak paddlers as well. They are essentially a single vessel if there are no other kayaks around. The tendency of double-kayak pairs is to dress a bit less for the water than with the single, solo kayak. Yet, the kind of conditions likely to capsize a wide double, are often the ones that make an unassisted rescue very difficult without adequate thermal protection.

Here in the Northwest, it is often stated as fact that there is a difference of only a few degrees between winter water temperatures, and those of summer. This is meant to be a positive, reinforcing statement to indicate that fair-season paddlers ought to be just as cautious as cold-season paddlers are. Unfortunately, this can have a negative, reverse impact. In fact, winter water temperatures can be considerably colder than imagined. Add an arctic outbreak of colder air, or paddle into the shadowy pocket of a cold inlet, and the water is anything BUT summer-like. Dress for winter water when its winter (and don't forget that tidal mixing combined with an upwelling during summer can create lower than expected water temperatures, too).

Surviving Hypothermia

Dr Tipton talked a bit about survival strategies, coping mechanisms, and protocols. The unfortunate news was that too many hypothermia candidates underestimate the disabling qualities of cold water (our bodies cool OVER A HUNDRED times faster in water than in air of the same temperature). It was also mentioned that patients are still not receiving proper first aid and subsequent after-care -- though the good news was that trained rescue specialists with advanced hypothermia treatment skills and equipment are being employed at more and more shore-based stations and aboard rescue vessels. The usual recommendations for heat lessening positions were given, with the best advice simply being to keep one's arms close to one's body while keeping as still as possible. If you must swim, use your legs only, as this causes less heat loss away from your core, than does using your arms. During rescue, it is important to keep a victim as horizontal as possible, and handle them gently, using slow re-warming methods.

The other difficulty an immersion victim faces, is the loss of dexterity skills and cognitive abilities. This can happen fairly quickly in water below 50*. This is bad news for kayakers. Attendant hyperventilation decreases carbon dioxide in the blood, constricting cerebral blood vessels, creating confusion and sluggish thinking. Blood shunts from your extremities. Legs stiffen, and shivering caused acids to build up in the muscles. Once muscle temperatures go below 80*, skin anesthetizes and nerve impulses to the muscles reduce sufficiently enough to lose functionality and grip strength (as with your hands). Paddlers must move quickly to effect self rescue. Back-up methods, like a fixed-deck Paddlefloat rescue that requires less strength should be considered. Easy to use flares should be utilized. If subsequent self-rescue attempts fail, as can happen during a rough sea state, deteriorating mental abilities due to the cold, along with fatigue, takes a heavy toll -- usually just at the point where a paddler may need their full faculties to attempt something different. Add confusion to disorientation and a decreasing sense of balance from the cold, and it is not long before despair and apathy sets in. Conclusion one: nothing beats hypothermia prevention and preparedness.

Part Two will examine a real life drama, and draw some conclusions about exposure hypothermia.

STOLEN

A reward is offered for any information that assists in the recovery of a Nautiraid Greenlander folding kayak which was stolen from the premises of Kayaker / Asia Pacific Kayaks Pty Ltd in Manly, Sydney.

The theft occurred between Wednesday 29 November and Saturday 2 December 2000.

The kayak is 5 metres (16 feet) long and has a black hypalon hull, red deck and timber frame. It is missing the rudder, spray skirt, carry bags and assembly instructions.

Please contact Michael Manning on 02 9976 6266 if you have any information relating to the stolen kayak.

Many thanks.

!!NOTICE!!

The secretary has asked if anyone who still owes money for their stay at the AGM to please make payments immediately.

Anyone who has not renewed their membership for the year could they please do so now, or else no newsletter will be mailed again.

THE PITTARAK

The Pittarak took shape after many hard sea miles and a lot of experiments. It all began with an old slalom kayak that I slowly converted over the years for exploring the coast line of my home town, Mallacoota. I paddled a Nordcap and a Badarka (UK version) until the Iceflow design hit our shores. Back in the early 80s, I considered that particular design quite advanced and most suitable for general Australian conditions.

I spent months at a time away in this boat, surf board on the back with everything I needed to survive and travel comfortably with shoved inside the hatches. For many years, as I travelled around, I took notes and sketches and jotted down lots of ideas toward a new design. I physically made new sections--eg a nose shape, deep and shallow keels, flat and curved sections of hull. I then dismantled sections of my old boat that I knew so well and attached the new shape to test against it. This was a way for me to be absolutely certain of a positive result. What would eventuate would offer many advanced features. This kayak was not going to be just a new shape on the market.

When happy with each improvement, I reattached the original shape to my old kayak, kept the new to build up a prototype and eventually end up with an active, lightweight completely new design to work off. Creating a lightweight active plug (original) was the most logical way to end up with what I wanted. Designs are usually shaped out of a solid then moulded. The designer often has little idea how the boat will really handle until the first one is launched. Already I knew this kayak was going to be an exciting performer with a unique look and feel. But this was only the beginning. I still only had an active plug. There was much more work to do.

In those early years, sea kayaking was the only thing I did. I travelled countless nautical miles in all points of the compass and stayed away for months on end. One highlight was in Papua New Guinea, I came across people that for thousands of years travelled the open oceans in sea canoes. They used sensitive navigating skills such as testicle sway to sense grid patterns of refracting swell from islands beyond the horizon. They had identical bow shapes and keels to some of the Arctic kayaks but rounded hulls.

In 1986 I travelled to Greenland. Here I learned more on the importance of clever design. Each village I kayaked into had the same small cockpit. The reason for this is that it allows for total bracing. When in wild conditions you can't be caught off guard, and have your knee accidentally flip the splash cover off. The small cockpit also allows for more variety in techniques when rolling and bracing and strengthens the kayak, while minimising pooling and cover leakage and the possibility of cover implosion in rough seas.

Any knowledge I could gain on technique and design I soaked up like a sponge. The Greenland expedition which had taken me there in summer was running two months behind due to circumstances beyond control. The only other expedition to kayak the Arctic in the beginning of winter was Gino Watkins in the early 30s, who mapped the coast. This delay gave me time I never expected to have to study the kayak designs and the culture in which they were used.

The storms are fierce at this time of the year, causing huge icebergs to collapse--just dramatic stuff every where. Between storms a strange warmer but more mysterious wind would race through the fjords. It is called the Piteraqa and pronounced by the locals with strange guttural tones. I wanted to name the kayak after this. My Greenlandic friend Dikka said he thought

that would be okay, so I Australianised the name to Pittarak. Dikka's father and grandfather were the hottest kayakers in East Greenland. I lived with the family for some time.

Back home, armed with fresh respect for the kayak, I continued refinement of the Pittarak. The length was important to maximise internal storage yet remain controllable in a gale. The keel length and shape needed to be very "liney" as rockered hulls slow up considerably when laden, pushing water in front and sucking from behind. This is fun on a wave, like any slalom type design, but dangerous in a gale due to poor tracking ability. Manouverability was built into the Pittarak design via the gunnal shape. While leaning the Pittarak over, the keel raises to the water surface creating bow and stern steerage, aided further with the paddle. When leant right over, the gunnal levers the keel enough to pivot totally end for end even when laden.

Designed for efficient handling even when laden, the nose shape is similar to the southwest Greenland kayak and other wild weather Arctic kayaks also Pacific Ocean-going canoes. It descends and rises through the water with minimal disruption because of the upturn. The tail is the same as the nose, being not overly bouyant. This maximizes keel time in the water at the tail and helps control wallowing in a following sea. The bow has a very fine entry to limit the amount of time spent in the air due to chop throw. It spends less time air-borne in wild windy conditions. Most traditional open water kayaks had fine entry, low volume bows. The low volume bow reduces hull slap and allows greater control in strong quartering head winds because the keel is more often in the water. The foiling upturn shape restricts the amount of pearling when rideing in steep following seas. Try diving into a pool with one arm out stretched, hand foiled up your body will want to follow. The more speed the greater the affect.

The hull shape is designed not only for superior directional control but also to broach squarely and easily on a wave even when fully laden. This is important. At the tail, the hull has two faired surfaces each side of the keel to incline the kayak by creating slight tail lift when the kayaker leans forward. This assists in riding swells in a following sea, thus great distances can be achieved with minimal energy. The keel is gently curved at the tail and bow to avoid hang ups when launching from rock or steep inclines.

The deck has triangulation to disperse water and add strength. The forward deck step is multi-functional. It deflects direct water impact from shooting under the nav charts, it's also the strong point for a mast attachment, if a capsize occurs when sailing in strong wind, at speed or on a swell, there is less chance of any deck damage taking place. It is also a take-off point for a parafoil rig which loops to the nose. As a dash panel, it's a safe place to mount a switch if needed.

Why not have chines? The pittarak keel produces enough directional control as it is. Chines catch the sideways action of chop, and won't allowing joggle and current to easily pass back and forth across the hull. A chine exists where two flat or flatish surfaces meet to create a hard corner. Flat solid surfaces do not disperse the direct impact of water, thus creating poor laminar flow, the rougher the conditions the more the ocean has control over your craft.

Skin kayaks are able to distort to a curve shape, absorbing energy and in most cases helping the liquid dispersal. The body profile of a fish or bird has neither chine or flat. A curved surface allows for a clean dispersal of energy to pass by it, having less effect on the overall control. The more turbulent the energy, the more rounder things evolve. It comes down to the fact that a drop of water is round, water is round and chines are square. A square stone, for example, catches more water and gets thrown around until it becomes rounded. Then it sits

less effected it becomes more in tune with the water. Thus the Pittarak evolved with curved lines.

FITTING OUT THE KAYAK

The external bilge hand pump has proven time and time again to be the most reliable and useful system. Firstly, it can be operated by one or more people, it can be operated while sitting in or on top of the kayak and it has no batteries or wiring problems as with electric pumps. It can be operated in all paddling conditions.

The deck-mounted pump is also efficient, drawing water from the lowest point, the rear bulk head. The hand pump is designed to remove general paddling slops throughout the day . The ultimate safety routine as with any kayak is the simple roll--wet entry and roll up if out of your kayak mid-sea. It is the manouvre unique to the kayak that separates it from any other water craft. The more we start to rely on tricky secondary bailing systems, the more likely a novice will feel a false sense of security to venture further off shore. The Pittarak hatches are recessed to reduce water hammer which can lift a hatch cover or cause leakage.

Both rear hatches are accessible while paddling. The large one is less recessed but has a water foil to deflect water impact. This also creates easier access for loading and unloading a fully laden boat. The seat is off the hull to allow water slops to pass beneath and not slosh up on to the kayakers crutch but pool at the bilge pump intake pipe. The outer sides of the seat become storage pockets. The entire seat is slung from the deck to allow some hull flex at the centre point of the kayak. The paddlers weight slung from the deck holds the kayak at the bulkhead under compression, reducing hull and rear bulkhead stresses which may lead to leaks. The seats combing (where the splash cover hooks over) is curved to increase the sealing surface area and gives positive contact between cover and kayak.

There is a rear back support comfortably positioned for long journeys. This has the secondary purpose of assisting in bow steering and also supports a diagonal body brace. It's a position that allows great control and balance in executing pivot turns and manouvres that work in combination with the small cockpit .The cockpit is designed small for positive yet variable knee and thigh- bracing options that do not exist with large cockpits.

Higher deck strength is also achieved with a small cockpit design .The deck grab ropes are fully recessed, removable if nessesary, locked off with whipping twine and heat shrink to protect the ends. The ropes are separate front and back . This is a safety feature designed to allow the kayaker a clean escape if the kayak were to fold and snap in two in wild surf. He or she wouldn't be trapped within the two halves like jaws of death. It has happened before with another design in the UK. The paddler was rescued but received serious gashes around the bum and thighs. The cord on the front carry handle is designed to swing forward and clear the nose to assist in dragging the Pittarak when heavily laden.

The rudder is designed for easy removal and is not part of the kayak but is attached to a sock. This again is a safety feature. It is designed to give way on impact, leaving the kayak itself intact. There are a few Pittaraks—Model Expedition Mark 1-- that were fitted with the integral rudder design that is fixed and part of the kayak. Pittarak introduced this style of rudder in 1987. The range was discontinued due to its vulnerability.

The foot rest rudder controls are mounted as two separate units, designed to create leg space between them for stretching out during long journeys. The space between also allows for one leg to lie flat while the other in brace when performing side on manouvres . The footrest

system is mounted to the side gunnals and not part of the bulkhead This is an impact safety feature. EG. A kayaker is in maximum panic brace, feet in full force against the bulkhead. He is spearing unintentionally down a huge wave that's going to dump seriously into shallow water. The kayak nose suddenly strikes solid bottom .BANG! The bulk head cracks loose, presumably at the base first where normal hull flex works away at the bonding. His feet wedge under or through the bulkhead . The kayaker is now trapped in his flooded coffin! (UK story .) I can imagine it though. There are three generations of Pittarak kayaks available The Expeditioner, a secondary stability design, the Nautilus, initial stability design ,and Pittarak Explorer, a combination of both. Each model has totally different handling characteristics and deck layouts.

Larry Gray.

Paddling Trips for January and February. 2001.

Where: Corner Inlet (Basin)

Dates: Friday 26th (Australia Day), Saturday 27th, Sunday 28th.

Information: The plan will be to paddle from Port Welshpool to Tin Mine Cove (Wilsons Promontory National Park). Via Snake Island, Fresh Water Cove and Tin Mine Cove. The idea is to paddle to Tin Mine on the Friday set up camp for Friday and Saturday. There is plenty to see and do from Tin Mine either bush walking, fishing, visit a couple of the islands in the area.

Camping: Water can be a problem on this part of the Prom. The stream at Tin Mine is treated like a sewer by a lot of the boating fraternity, plus the threat of giardia I prefer to take my own water in this time of year 2 litres per person per day.

Also if a total fire ban is declared no fires which includes Trangie's.

Distance: Approx 7 nautical miles or 14 kilometres.

Meet: 8-00 am Friday at the long pier at Port Welshpool try to be on the water by 9-00am to catch the out going tide and with a bit of luck get the incoming tide from Entrance Point to Tin Mine Cove. As we have done in the past meet at the Welshpool Pub on the Friday night have tea etc. make use of the caravan park at Port Welshpool on the Friday night.

Weather: Because of the weather patterns at this part of our coast venues could change so be prepared to modify your plans, Decisions will be made if needed on the Friday night or before.

Suitability: Will suit most paddlers the winds can be a problem so one has to be prepared for heads down and slog it out. **As permits are needed to camp at Tin Mine, 6 is the maximum per site. So I will need to know well before hand who is interested the first 5 will be it.**

Contact Ray Musgrave. 0359-752414.

Western Port Bay Sunday 11th February 2001

Where: Warneet – Tooradin- Warneet.

Distance: 14 kilometres one way 28 kilometres total.

Information: Meet at the boat ramp at Warneet near the Yacht Club at 9-00am and paddle out into Western Port and around to Tooradin have some lunch and return to Warneet in the afternoon. As these waters are fairly protected suitable for most paddlers. This is a great part of Western Port Bay the bird life is great. In this part of the world insect repellent is a must. And don't forget your **Sun protection.**

Contact: Ray Musgrave. 0359-752414.

AFTER SEVERAL YEARS LOOSELY MESSING AROUND IN A SEA KAYAK – WHAT HAVE I LEARNT TO SAVE FRUSTRATION?

I'm still barely an intermediate paddler, and not that fast. I admit it - lack of practice, too much time spent earning a living, and just going through the motions of living – sort of going 'round in circles, a bit of a forced holding pattern of body, bank balance & sanity preservation until escape into the really important things for when life eases off - in retirement? Or perhaps at the end of teenagers.

So, to try to stay with the pack on a trip, I try subtle, energy-conservation tactics. Some I will share with our readers in the interests of team cohesion, but a few will stay hidden, password protected - man must withhold the most cunning for personal advantage. I'll also add a few strategies for safety that have been discussed on trips.

1. *Carry several serious, long-acting snacks and 750mm drink in the bag*

Some leaders in this club will not stop for a midday lunch, let alone morning tea, so you must have fuel to get you through till about 2pm. Sights seen are fresh and dried bananas, boiled spuds, muesli & breakfast bars, and fruit leather. Leave the chocolate bars at home; they only refuel you for 10 to 20 minutes

2. *Fit a rudder or a skeg, and practice doing "U" turns on and off the wind*

Only experts can turn a straight-running sea kayak

around when things get bad and you want to cut short the trip. And that's when it counts. A rudder or a skeg makes a huge difference in both turning the boat in troubling seas. Also makes a huge improvement for keeping it on course, saving frustration and valuable energy in corrective strokes. Corrective strokes quickly wear you out, and you fall behind.

3. *Paddle towards to middle of the group, and average the course directions of the front paddlers*

The front paddlers take a roundabout course, usually 15 to 25% longer than necessary. Being slightly behind allows you to shave distances, avoid sudden steepening waves that have felt the bottom, or mudbanks & a walk. And you save a little energy

4. *Carry your paddle jacket handy, and at all times*

Winds are always stronger and cooler on the water, and one can quickly loose heat, and therefore loose speed. Just inside the coaming is neat, as it's quickly retrieved and put on

5. *Fit a sail and learn how to stow it fast*

The worst situation, unless you're very fit and fast, is to be left behind, or be stuffed with some km's to go. The sail allows you to get a breather with a free ride. A fast stowage is essential when things go wrong. Try to get it away in less than 30 seconds, preferably one handed

6. ***Even on a warm day, wear some form of insulating pants, as soggy swimmers drain off heat in wind when out of the boat***

Lightweight wetsuit pants seem the best, and you get a bit more padding for comfort

7. ***Check the room from floor to deck inside your boat***

My size 10's are a jam fit in the Pittarak, making it difficult to find room to rest in a new position, without easy free movement to work a rudder bar

8. ***Buy rounded-sole booties***

You can slip into the cockpit much faster as they don't drag on the bottom or snag so easily. They also need less "head" room

9. ***Carry sunscreen above deck***

Some times you forget to put it on in the rush to go, and it's therefore accessible to "retrofit"

10. ***Make and carry a towline***

Often I see new paddlers needing a tow, even early on a trip. The club is attracting more and more, less-skilled paddlers, and they want to learn, but come on the water less experienced in boat handling and fitness than is wise on day trips. Having a towline handy, and practicing tows teaches you how to keep the group together, useful emergency skills and, in the extreme, if you need a tow, you KNOW that there's a line to do your job

11. ***Fit a deck bag***

Everything you need is right handy, but can't escape in rough conditions, or when landing in surf. Ready access to cameras, drinks, re-fuelling snacks, compass, mapcase, pencil, sunhat, rainhat, etc. etc.

and finally: -

12. ***Paddle with at least one other boat***

If you cramp, fall out, or just spot something shareable, there's no backup, & then you're in a BIG self-help challenge. Can you get back in, to re-experience the conditions that dumped you out in the first place..... AND use both hands to re-fasten your spray skirt?

13. ***If you're new or nervous, tell someone in the group before you set off***

It gives you an aware mate to do a bit of mother-henn'ing, and reflects some self-confidence as the day progresses. And they'll often give you energy saving hints on paddling.

WHY A MILE FEELS TWICE AS FAR ON THE WAY HOME

or

CAN YOU FATHOM THIS ONE OUT?

A road mile is 1760 metres, or 5280 feet. Or has been since the rein of Queen Elizabeth I, when she upped it from 5000 feet. She must have been quite a rangy gal, as many measurements related to the size and shape of the monarch. Perhaps that explains why I'd enjoy a litre of Fosters more than a pint of Guinness. Or perhaps she just took the change in her stride.

A Geographic mile was 1853 metres, and has been called a British mile. Perhaps it shrunk in those foggy northern climes.

Of course, the Irish and the Scots had to be different. An Irish mile was 6721 feet, the Scots a more frugal 5951 feet. My old Yorkshire granny told me the Irish sometimes stretched things. And the Scots saved their feet on long marches.

As a matter of origin, the Italians started it. The Romans created the mile and, you guessed it, set up metrics at 1,000 paces. Serf or legionnaire pace?

Now, to go nautical. The definition of a nautical mile is one minute of latitude. If you measure one across different maps, there's a maximum variation of 18.898 metres. So its been standardised at 1852 metres. Simple lineal arithmetic says that, at Melbourne's latitude, we're paddling some 0.0587% less than the Tongans, but 0.057% further than the Inuit. In terms of displacement, there's

some justice in that. Of course, there's always another influence. There's a counteracting change in the saltiness of the water in the tropics, creating different buoyancy, and therefore different wetted surface to push along. Perhaps another reader could take up this one?

Did old salts really do it hard? Not so, an old sea mile was a mere 1829 metres. A following wind perhaps?

But a Swedish mile is 10 kilometres! A pleasant day paddling with the Swedes, anyone?

Confused? Tied you in knots? Perhaps I'd be ahead by a country mile if I just stayed home.

*Our anonymous technical scribe
(we believe, however not a Greenlander
paddler, so if he starts on the beach like
those with longer boats, he has to travel
an extra .6m to reach the beach again.
Seems he didn't think that one through.)*

WILSON'S PROM PADDLE, SEPTEMBER 16 AND 17

As Younnes and I set off from Melbourne at 5.00a.m. Saturday morning I hoped that the weather would be kind to us this weekend - this trip had been uppermost in my mind for two months

I had only travelled in ocean waters once before. It wasn't an entirely comfortable experience on that occasion, but still I was keen to try it again, particularly with Julian and Tina paddling nearby.

As we turned up at Tidal River at 9.30a.m. it was comforting to see that the conditions were good for paddling - a pity there wasn't more paddlers there to enjoy it. A friendly wombat (are there any other types of wombats?) stuck his snout in the cockpit of my kayak looking for food, but soon left disappointed

We set off at about 10.30 from Norman Bay. Our objective was to head north and make our way through the breakers near the mouth of the Darby River. We sat in our boats behind the breakers, watching 2.5 to 3 metre waves rolling into the shore - quite an awesome sight!

On the way out Julian had spotted a protected cove. We headed back to this spot and had lunch. We got back to Norman Bay in the early afternoon and spent a valuable hour or two practising our surf skills.

On Sunday we drove to the Darby River and paddled to where it meets the sea.

An invigorating play in the surf, and then we backtracked and followed the river down as far as possible (approx. 3 or 4 km). A rather amusing episode followed as we tried to turn our 17 foot kayaks around in eight foot of marshy water!

We headed back home. Younnes and I once again could not resist the pies and potato cakes at the Meeniyah Roadhouse.

Thanks to Younnes for letting me paddle his "Maserati Mirage" and being such good company. A warm and heartfelt thanks to Julian

and Tina for organising the trip and for showing just how much fun you can have in a kayak!

(Ian Jones)

A Bird in the Hand

My friend Pete had recently collected his new Nadgee Expedition kayak, and - like all of us with a new toy - just could not get enough paddling in. Even a few weeks later, the novelty had still not worn off, and - as Pete later related the story to me - he had just done his 'routine' paddle (probably 30 km!) for the morning, and then spent a few hours enjoying his kayak by carving left and right turns on the waves - for the Bay was still sloshing after several days of persistent strong winds. Towards evening, we find our paddler, now slightly tired, but proudly enjoying his new craft, and trailing a bright, barbed, lure through the water - for the hero of this tale is also a fish-killer.

Now, it is not too often that you can successfully combine two activities together, but kayaking and fish-killing - to some - seem to go hand-in-glove.

"Hey, look out there" muses Pete, "all those gannets"

He didn't wait to answer himself, a quick lean-turn and his kayak deftly turned to seaward, for clearly there was a shoal of fish in the offing. As he neared the diving birds - they were almost three kilometres offshore - he was delighted to also see a pod of dolphins encircling an area. During his approach he saw them herding the fish together, and every now and then, one or other would dart through the centre of the area for a snack - or maybe it was all just a game to them?

What with the contented state of mind that only a new boat can give, and with a full-days paddling behind him, and especially while watching all this activity in front of him, Pete clean forgot that he was still dragging a lure through the water. What our fish-killer forgot, a gannet saw, and with a 50

kph dive, stunned the lure, and - regretfully for all concerned - hooked itself solidly to one of the wicked barbs.

"Damn it!" It is hard to say who was the more distressed, Pete or the bird.

He reeled it in, and grabbed the flapping bird as best he could. This was not easy because the sea was a sloppy metre, and with his paddle on its leash in the water, and a flapping, angry, gannet to control he relied on seat-of-the-pants balance while trying to extract the hook from the beak.

Pete quickly learned to appreciate the subtle marvel of nature that is a gannet's bill. It has rear facing serrations that can do fear-some injury to flesh. The initial attempts at releasing the hook failed, and Pete was in as much danger of hooking himself to one of the other barbs, as from the angry beak itself. He needed to control the slashing beak, and quickly. He recalled that in his day-hatch there was a spare shock-chord that he might use to wrap around the bill, and our hero - single-handedly (for the other was most certainly holding the bird) turned around and opened his day hatch and rummaged about, eventually locating the chord at arm's length. Perhaps it is a tribute to Pete's dexterity, as much to the stability of the Nadgee, that he managed to do all of this and control the gannet at the same time.

Eventually the beak, still with the barbed lure through it, was suitably strapped such as to not be an immediate danger to the paddler. For Pete had already reasoned that to release the barb, would need pliers, and the nearest were in his car, and the only way to ... yes, Pete decided the only way he could paddle back to his car, was with the gannet beneath the spray deck! Resourceful.

Now - at this juncture - I should mention that Pete's new boat until now was virginally clean and unblemished. Also, Pete was wearing shorts. Admittedly the bird gradually quietened down once the spray-deck was closed, but it did move about a bit and ... well, you get the picture. He made a fast

time back to Canadian Bay.

Being proud of his new craft - oh joy - he didn't want to scrape up on to the sand (well, that's just the way it is). He couldn't carry the bird by itself up to his car, because the kayak would dash itself on the nearby concrete ramp, and he couldn't carry the boat because the gannet would fly off - so he decided to stuff it into the rear hatch!. Amazing resourcefulness has Pete! This of course is why one has a carbon-kevlar construction - the boat is still light enough to carry up to one's car, even when it has a hatch full of gannet (a 'gannet hatchery'?).

With the bird suitably imprisoned, the boat was lifted, complete with bird, onto his shoulder and carried to his car. He grabbed some pliers, then carefully opened the rear hatch. "Oh my poor Nadgee!" (Paraphrased). He reckoned he could clean it later - at least the scratches were on the inside of the hull. Now, according to Pete, the bird became "fidgety" again - so he took his spare cag, and wrapped the bird in it (I did say resourceful). Oh well, he could clean that later too!

Eventually the lure was clipped free and the barb withdrawn with minimal damage to the bird. The gannet - now thankfully minus the hook, was ready for release. It was bleeding slightly, but otherwise unharmed. Upon release, it flapped skyward, then turned straight out to sea, with not even an admiring glance at 'The Nadge'. Not even a circle of thanks.

A minute or so later, Bill turned up. "G'day Pete - what's new?"

"Jeez Bill", with a glint in the eye, "paddling around here is so boring!"

Ninja, October 2000

A GELATI TOUR

Sunday 22/10/00. Williamstown Beach - Altona
- Point Cook - Williamstown Beach.

Rex Brown and Tina Rowley in Tasman Double
Younnes Aly in Mirage 5.8;

Peter Knauer in Southern Raider;

Peter Treby in Pittarak.

We met at Willy Beach on a calm, warm morning. Point Cook was barely visible through the haze. On the face of it, the trip was to take us to Altona Pier and on to Point Cook. But Rex revealed his real motivation when he and Tina pulled into the new breakwater at Altona and headed off to the nearest icecream van, scoring two free gelatis.

We then paddled onwards to land near the blue and yellow ice creamery just over the road from the pier at Altona. There's an array of more than 20 flavours of ice cream to choose from, and Kakadu Plum and Irish Cream are great, but ideally, you should try them all.

The morning continued serene and calm. Rafts of cormorants, an occasional muttonbird, and dive-bombing gannets entertained us as we paddled around the coast near the Cheetham wetlands. When I last went past, I got a little way up Skeleton Creek and saw spoonbills, but now, two hours after high water, it was too shallow. We followed the double on to Point Cook.

Landing at the beach near the ruined jetty a little way South of Point Cook means picking your way through a few boat-cracking basalt rocks. Look out for these or your pristine gel coat will be history. (Talking of history, it might have been Fred Gelati who invented the sherbet ice cream, but the gelati industry really didn't take off until Rex came along!)

Point Cook has some historical interest. It is not, for once, named after the great chook chaser and navigator, but after Lieutenant Cooke from Hobson's survey ship which travelled up the Bay in 1836, I learned this from the video playing on demand to those who pay the \$4.00 entry fee to look over Chirnside House. This is the 19th

century beach residence of the wealthy Chirnside family, who once occupied a vast property stretching from Altona to the You Yangs. Their main shack was Werribee Mansion, but Point Cook served for beachside parties, and for stabling the odd Caulfield Cup winner.

The lawn stretches out through the pines to the water's edge and makes a fine picnic area for passing paddlers. The view over the water to Melbourne is one of the best. Unfortunately, the officious matron on duty chose to question whether we had paid the full fees. This caused a hasty re-launch by our little tour group. We can only hope this petty minded person confines herself to vacuuming her Volvo on Sundays, and gives up harassing kayakers.

The 10 km return crossing passed pleasantly. Close to Williamstown Beach, a red sailboat stuck on a rock attracted our attention. Jet skis buzzed around it. After a while its sail was hauled down, but the boat remained stuck fast, heeled at an odd angle and drawing a small crowd of spectators on the breakwater. Finally, the jet skis gave up trying to haul it further onto the rock, and pulled in the other direction. Away it came. Rex then showed how sailing should be done, and took a few joyrides in the double with both sails up.

The round trip of about 22 kms took from 10.00 am to 3.00 pm, roughly. It was an enjoyable, relaxing day.

Peter Treby.

SORRENTO TRIP

By Yvette Costello

It had been many months since my last paddle, so it was with some trepidation that I stood on the Sorrento shoreline on Sunday morning. For the last 18 months I have had Peter (Costello) going on and on and on about how fantastic the Sorrento trip was last year ... blue skies, sea as flat as a millpond and dolphins everywhere! I had missed that trip because of work, so I wasn't going to miss this one. I wasn't asking for much, just blue skies, flat seas and lots of dolphins. And wouldn't you know it, it was overcast with a couple of showers, and although the seas weren't huge it certainly wasn't flat and there were no dolphins! So was I disappointed? No. It was sensational!

On the paddle were the Peters (Costello, Knauer & Provis), Julian, Tina, Gordon and me. We set off, watched by a group of disbelieving onlookers who were about to board the ferry to Queenscliff. We headed out into the bay to Chinaman's Hat where there were about 15 seals having a morning snooze. A few of them dived in to have a play with us. Then it was off to Pope's Eye where we saw numerous gannets nesting on the jetty and surrounding rocks. The local seals must be using Pope's Eye as a nursery as there were about 8 pups on the sheltered side.

We then headed towards Mud Island, but had a brief stop on the way at a sand dome that has formed in the middle of the bay. The water is only about a

metre deep and you get breaking waves crashing over it from all sides.

Peter Provis and Julian decided to have a play in this 'washing machine' and it was great to see them surfing one way and then another as waves crashed all around them.

Mud Island was a huge surprise to me. There were thousand of birds nesting there ... we felt like we were in the middle of Hitchcock's 'The Birds' as masses of them would take off at the one time and circle overhead. A few of us went for a walk around the island, and saw hundreds of pelicans with their fluffy white offspring, even a few that must have just recently hatched as they were still pink. It looked like some remote location where a documentary would be shot but it is right there in the middle of our bay!

Our next stop was at the South Channel Fort, but getting onto the Fort proved quite a challenge as the tide raced around the island at such a speed making it difficult to land. It looks like the Fort is going to be turned into a tourist attraction as they have built a new jetty and put up steel gates so that you can't explore most of the tunnels while they clean the place up. I still found it interesting as I had never been there, but I know some of the others were disappointed as they had brought along torches to go deep into the Fort.

The time had come to head back to shore. The wind had sprung up and we also had to contend with the tide, so the last 5kms felt a lot longer. What a

day it had been! I can't wait to get back out there.

MURRAY 40

Held by the Cobram Barooga Canoe Club

Tina Rowley Bill's Sea/River racing kayak
Peter Costello & Julian Smith Tasman
Max Double

Upon hearing that Tina and Julian were going up to Yarrawonga paddling the 40 miler, I thought doing this race with them would be essential as part of my training for the Murray Marathon in not so many weeks time.

That Saturday night Younnes ran a paddle up the Yarra where I asked Julian if he wanted to do the race with me in the double. After quickly establishing that Julians legs would fit in the front cockpit, it was agreed that the following Friday night we would all head up in my car.

When Julian and Tina pulled up at my house there was some nervous trepidation on the face of Tina when she saw how much space was left on the roof rack for Bill's kayak. I assured her that Ian Dunn's Raider X had travelled on the roof in the same way without casualty. Even after padding up and tying with a million furniture ties, Tina still kept looking nervously out the window for the first half the trip. Possibly because Julian and I kept telling stories of surf boards, kayaks and other things that had flown off car roofs over the years.

We arrived well after midnight at the Yarrawonga Caravan Park, where the race commences, and so quickly set up the tents to get some sleep.

We woke to clear, blue sky, virtually no breeze, the river was running high - excellent!

Tina was entered in the single sea kayak class, to start at 9.05am against two of her well-known male rivals.

Julian and myself were to start at 9.35 in the TK2 class as there was no double sea kayak category.

The first checkpoint was at 30.1km, the second at 48.9km and the finish 71.9km.

Minutes before her race, Tina was running around organising the car shuffle for ourselves and another paddler and almost missed her start, causing her to have to sprint for a while to catch the other sea kayaks. Five hours and 45 minutes later she finished the race in second place, in front of her main rival and only minutes behind the winner who was paddling a Mirage 580 (arguably the fastest single sea kayak around). Well done Tina, yet another medal and a wonderful mug for the ever-growing collection.

Not long before our race, Julian and I were told that under the rules, my kayak was too long for the TK2 class and we would have to paddle in the even faster K2 class. It was only after threatening to withdraw our entry and paddle the race un-officially that they included us back in the TK2 class.

As we didn't have a chance of a medal and had never paddled in the double together before, we decided to not to go crazy, but to get a consistant rythym going and crank up the speed as we went along.

We were the last to start and it was kind of lonely paddling with only two other kayaks in sight at the back of the field. However, between the verbal exchanges from the blokes in the never-ending stream of tinnies along the banks, and watching the paddlers in front try to stay upright as they crossed the occasional boats bow wake, it made for good entertainment. After three and a half litres of Gatorade, two Sesame Bars, two Apricot bars, half a dozen Mars bars and a can of Red Bull (me) and two stops to answer the call of nature (Julian), the bridge over the river and then the finsh line finally came into view. Five hours and nineteen minutes from start to finish, eighth out of ten kayaks and doesn't it feel good to have a swim in the river when it's all over!

Thanks again to Julian - for what I think was a pretty fast paddle, and Tina, for their company, stories and paddling tips, which will certainly be handy in four weeks time. Whilst I can say that I enjoyed the paddle and the great satisfaction of covering that distance, it will never compare to the excitement of a days paddling in the salt. Will I do it again next year? Probably, but in a single this time.

v

Sea kayaking and the pulses of life

Our raft of 7 paddled out of Blairgowrie on a quiet, sunny Easter Saturday, and we chatted our way to Pt Nepean and back.

Later, in the pleasant afterglow of a great day (tidal assistance both ways, very little wind or waves, warming afternoon sun, and sails of the 'coutha-boat fleet a few boat-lengths to port), we stood around the cars reflecting on the day and the sport. A member asked why the club, with all its expertise, did not run public trips to teach the public the skills. Now, I'm keen that others with the temperament and interest join in, and that we teach them as we were helped to learn, but ... sea kayaking produces a subtle awareness, a partly-subliminal sense of being *in* the environment, that will not be sensed among big groups.

"The public" is rather an inrush phrase, and sometimes we don't need an inrush of others. Sea paddling in a small group can produce a feeling that is rare in this decade. We should be a little selfish with the experience and environment that is sea kayaking.

Yes, let potential members come along, and become part of our special experience with the sea and the feeling, but don't create an experience for "the public". A day's paddling in company is a gradual, but enveloping experience. Over the morning, sensory signals from the water, the sky, the birds, and the scenery gradually build up an experience. It is not noticed at first, but flows slowly into one's perceptions, finally becoming an immersion experience.

Stimulating people, wide conversation and points of view, immersion in sea smells, the physical sensations of steady exercise and gentle boat movement, with the soaking visuals of wide, strong sky and water gradually wash off the street-aware, bustling everyday existence and elevated mental processing speed. Man's alterations and additions in the scene intrude little. One transfers awareness of people, events and surroundings into a mosaic of motion, being directed not by timetables or human deadlines, more subtly over-riding the sensory inputs - vision, balance, movement, noise, wind, smells.

I said that many members are not the competitive type, but are in the club because they want to experience a part of life untouched by man's activity. They want to be in a small group away from crowds and man's excesses. They enjoy

small groups, and want to keep away from the visuals and noise of civilisation. The intimate feeling of being right *IN* the environment, the weather, the event. I think the key sensations dominate and create this motion mosaic because their sensory inputs are gathered from being low in a very wide view, becoming a low-rise object on a textured surface, roofed by a semi-flattened hemisphere of sky and cloud.

We predominantly interacted only within our little group for the 6 hours we were away, and that was all each of us sought.

And the sight of adult dolphins jumping clear of their environment, only boat lengths away, of being within a circle of 15 to 20 dolphins, quietly reinforced that other sensory collectors could also close out commercialism, the restraint of a roof and walls, so we could feel the base pulse of the world. For a while.

That's the essence of my sea kayaking on a quiet, glorious day.

© Ian Hill 21/7/'99

VIDEOS FOR SALE

Larry Gray Documentaries are for sale,
FIRE AND MAGIC

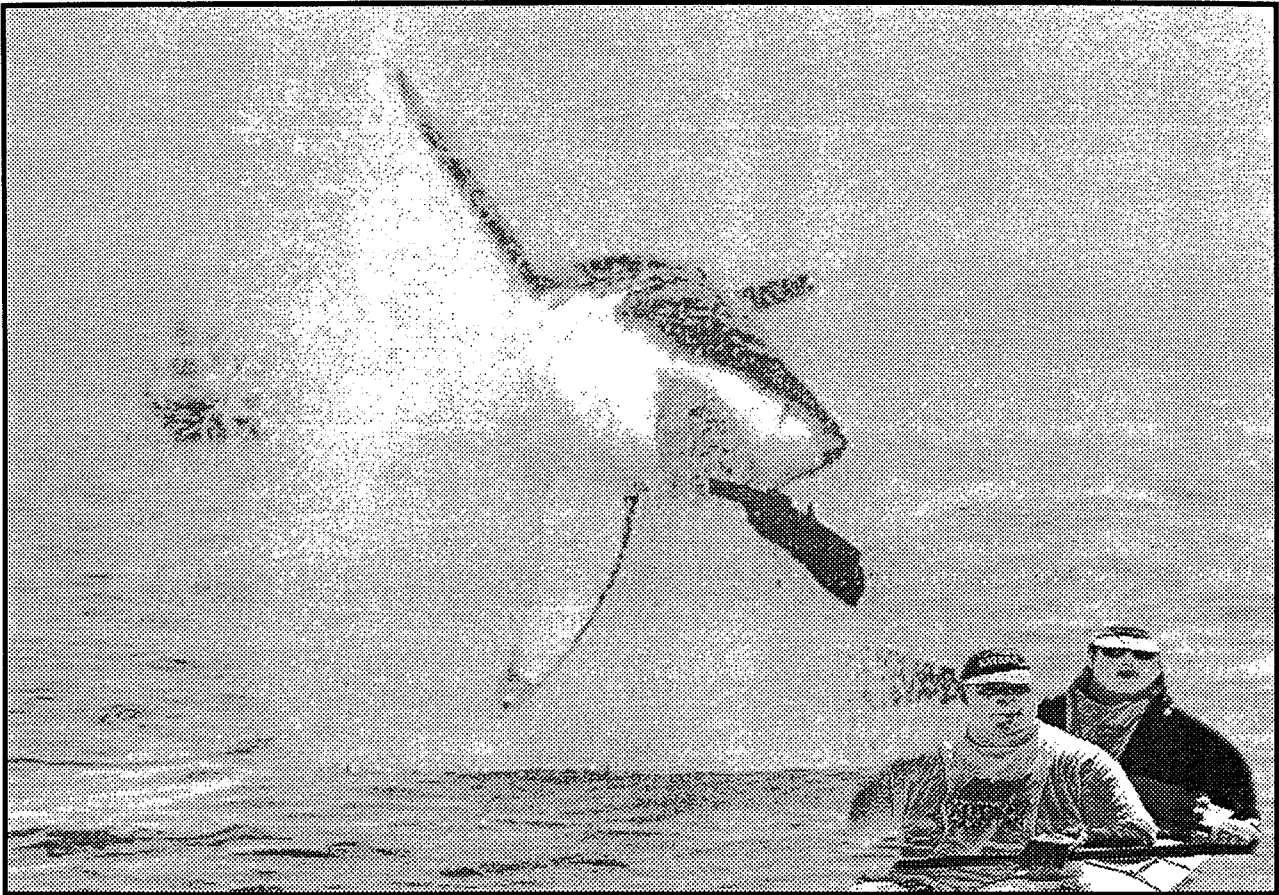
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Contact Larry on (02) 9300 6380

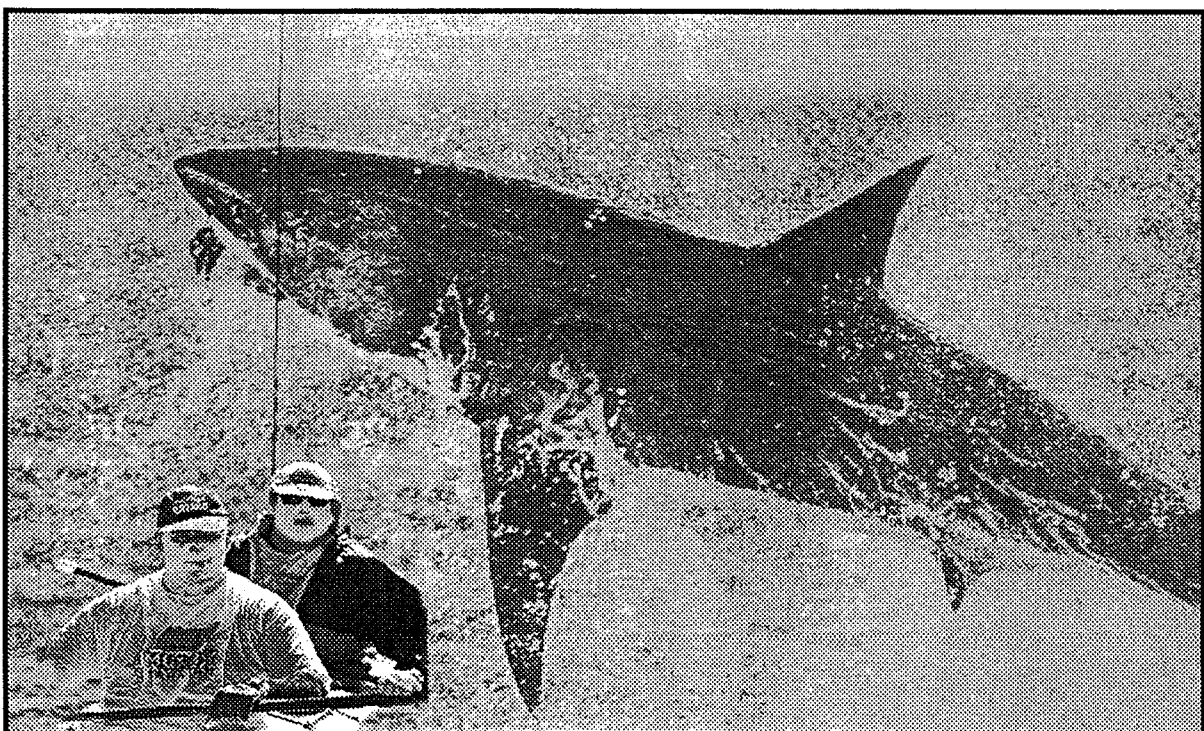
Or email larry@primal-vision.com

For more details.



Moments like these nobody forgets.....

*The famous Thommo and Matty decided to venture out into open water and were met by a Great White Shark who decided to put on a show!!!
This shark just wanted to make Thommo and Matty feel comfortable and safe in open water on the first bay paddle.*





VICTORIAN SEA KAYAK CLUB Inc. Registered No. A17985B

THE VICTORIAN SEA KAYAK CLUB is a group of people who enjoy paddling in open waters. There is no such thing as a completely safe trip, as even the most sheltered and protected waters can become dangerous in adverse conditions. Weather is not always predictable, adverse changes can, and will, occur suddenly. Even with the best information at the time, available conditions can be misjudged. Please read carefully Release and Waiver of Liability, Indemnity Agreement and Assumption of Risk. The trip coordinator on club organized trips acts as a focal point to bring together the ideas, energies and resources of the group but are not formal leaders. They are not paid.

RELEASE AND WAIVER OF LIABILITY **INDEMNITY AGREEMENT AND ASSUMPTION OF RISK**

Read carefully before signing

I am aware that my participation in VSKC activities are dangerous, physically demanding and hazardous, involving risk of injury, death, or personal property loss or damage. The risks include, but are not limited to, injury or fatality due to immersion underwater, impact with submerged or exposed objects, slipping and falling, accident or injuries in remote places without medical facilities, sprains, strains, dislocations, or other injuries, exposure to temperature extremes or inclement weather, accidents while travelling to and from activity sites and other risks that may not be known. I am also aware that weather and sea conditions are unpredictable and are dangerous.

In consideration for being permitted to participate in these activities I AGREE.

AGREEMENT

The Club agrees to allow the participant (a current financial member of the Club) to be involved in activities sponsored or run by the Club or by any member of the Club ("the activities") on the following conditions set out below

1. Any person who is involved in any such activities associated with sea kayaking does so at their own risk and hereby attests that they can swim and are medically and physically fit to participate.
2. It is a condition of participating in the activities that its members, officers and agents are absolved from all liability arising from injury or damage howsoever caused (whether fatal or otherwise, and whether caused by negligence or other breach of duty) arising out of the activities.
3. For myself, my dependents, my heirs, executors or administrators, I waive, release and discharge the Club, and any of their respective officials, servants, volunteers and agents from and against all and any claims or actions which I (or persons claiming through or under me) may have against them or any of them with respect to death, injury or loss of any kind whatsoever suffered or incurred by me even if such death, injury or loss was caused by or contributed to by the act, default or omission (amounting to negligence or otherwise) of the Club, and any of its respective officials servants or agents.

It is also a condition that the participant is solely responsible for the seaworthiness of any equipment used by the participant

The Club is entering in to this Agreement as trustee and agent for its members, officers and agents.

Dated: _____ Signature: _____

Yearly Membership Dues: ☐ \$30 Individual ☐ \$40 Family (For Year 2000/2001)

Name: _____ E Mail Address: _____

Address: _____

_____ Post Code: _____

Home Phone: _____ Work Phone: _____

Experience/Qualifications: _____

All subscriptions due by the 2nd week November.

Please include this entire page, including signing the liability waiver!

Make cheques payable to VSKC and send to: VSKC, PO BOX 426, SEAFORD, 3198

Paddle dates

January

14th Canadian Bay

Meet at 9.00am at the Canadian Bay Club. Contact Bill Robinson
9787 4704 See details in secretary report

20th Sorrento-Mud Isle-Popes Eye-Queenscliff lunch.

Suit intermediate.

9.00am start. Contact Peter Provis
9787 1916

26-27-28th French Island circumnavigation.

3 day trip, good campsites, plenty to see and do. Visit old prison farm, historic ruins, good fishing. Generally sheltered water, suit intermediate paddlers that can handle 25km's. Contact Julian Smith
9776 9583

26-27-28th

Corner Inlet, limit of six paddlers. See information in newsletter. Contact Ray Musgrave 03 5975 2414

February

4th Canadian Bay

Contact Bill Robinson 9787 4704

11th Warneet-Tooradin-Warneet

meet at boat ramp at Warneet, start 9.00am. See info in newsletter.
Contact Ray Musgrave 03 5975 2414

10-11th Gippsland Lakes

Hollands Landing to Lakes Entrance. The Lakes are among Australia's largest network of inland waterways. This paddle will take in the more popular areas with an overnight camp near the 90 mile beach. The lakes contain mainly sheltered waters, but strong winds can still be encountered. Will suit

beginners to intermediate paddlers with a reasonable level of fitness. Paddle length 60 km. BRIAN WALLACE [03] 51560 544

17th Night paddle, start from Canadian Bay. For details contact Peter Provis 9787 1916

March

3-4th Pt Welshpool-Johnny Suey Cove

Possible 25km's each way. Suit intermediate paddlers. Meet Friday. For details contact Peter Provis 9787 1916

11th Canadian Bay

Meet 9.00am Contact Bill Robinson
9787 4704

April

8th Canadian Bay contact Bill Robinson
9787 4704

13-14-15-16th Eater Mallacoota to Eden. Paddle along some of the best coastline of Australia including Greencape, Nadgee wilderness, Cape Howe, Twofold bay, Gabo Isle. Suit paddlers at sea proficiency level upwards. Contact Julian Smith 9776 9583

Regular paddles

Tuesday night at Sandringham Pier

dress warmly, bring along lights for night paddling. Melway ref 76EB
Meet at 6.30pm

Pool night

1st Friday of every month (excluding Jan) Come along and learn new techniques in the comfort of a warm pool. Starts 7.30pm Contact Julian Smith
9776 9583