

December 1991

# Sea Trek

Official Newsletter of the Victorian Sea Kayak Club inc.



DEC. '91



EDITORIAL:

DECEMBER 1991.

Greetings once again,

This is to be our final communique for 1991, and as such I would like to wish everyone a happy and safe Christmas and an action-packed New Year! Included elsewhere in this newsletter is an agenda of trips and instructional days for 1992 that should give you a head-start in the "Action Stakes". Pin it to your new Calendar and try and keep some of the times free so you can join us.

This years AGM was a 'ripper' weekend with a grand total of 22 members in attendance at the meeting, and 14 and 15 boats on the water on the Saturday and Sunday respectively.

Saturdays' paddle consisted of a departure from Sorrento at about 11am and an easy 5 km. sail across to South Channel Fort for lunch. We had a following breeze of about 7-10 knots and an almost slack tide. During lunch the breeze freshened to around 20 knots so only a few of the stronger paddlers elected to return via Mud Island, while the rest, including one or two first-timers, were content to make a bee-line against wind and tide back to Sorrento.

As a first paddle for the season for many, it certainly got the 'cob-webs' out, and there were a few 'heavy' eye-lids at the meeting that night.

The meeting went smoothly and a copy of the minutes is enclosed for your perusal. Many thanks to Therese Pollard for taking the notes and for the slick presentation.

As can be seen from the minutes, in recognition of his past efforts and as founder of the VSKC, Earle Bloomfield was awarded an Hon. Life Membership. That means that despite moving halfway round the world, he can never be free of us! Speak of the Devil! I received a letter from Earle just the other day with the promise of some further correspondence for our newsletter, and wishing everyone "all th' best for Christmas".

On the Sunday we left in convoy for Flinders (the weather conditions were unsuitable for a paddle at Gunnamatta), and were all on the water by 10.30am after a car shuffle to Pt. Leo.

Col Addison was being assessed by Mike Higginson for his Sea Instructor Award and several others were attempting their Proficiency Awards so we spent an hour or so in some fairly treacherous surf off Flinders Gunnery Range. As the tide-rips were becoming stronger and the waves were becoming quite large we departed for Shoreham for a lunch-break. Our noble leader for the day (who incidentally qualified as an instructor), led us through the most treacherous surf-break imaginable, with exposed reef and shoals, and got us all through unscathed (except for one lost hatch cover and a dislocated shoulder!)

All things considered, we all had a great time and learnt a thing or two about surfing sea kayaks.

\* MEMBERSHIP DUES: Please note that as from the AGM we no longer have a joining fee and that the annual renewal has

been increased to \$20.00 (due automatically on Nov. 1st each year). For those who have sent their subscriptions prior to receiving this letter, I apologise for the inconvenience, but there was no way I could get it out any sooner. Thanks in anticipation of receiving the balance!

IN THE MAIL..... I recently received a letter from a bloke in New Zealand who is offering guided sea kayak trips and other outdoor adventures such as whitewater kayak and raft trips, mountain biking, bungy jumping, mountaineering and much more. He can also arrange equipment hire for those who want to go it alone. He also arranges international airline tickets which are cheaper due to the weaker NZ currency.

I have more details if anyone is interested.

C/- R.M. B. 8860  
Conway Rd. Drouin Sth.  
Vic 3818. Tel. 056 276363

2/11/91  
The Secretary,  
VSKA Inc.

Dear John,

A few snippets for the readers of the VSKC newsletter.

A trip to the Whitsundays recently found that sea-kayaking is truly alive and kicking, the Shute Harbour long term car park owner (the perfect place for your vehicle while your out for a number of days) indicated increasingly he has seen people heading off in kayaks.

Whilst on our trip we met a fellow and his son from Mackay in a couple of Greenlanders, Harry Mole (Tel. 079 522778) indicated that a number of people had started up paddling in Mackay recently (about 6). Harry offered himself as a contact person for anyone from the VSKC who might be coming Nth for a paddle and indicated he would be more than happy to assist with local knowledge, dropoffs, car storage etc. A most generous offer which is great to see and potentially begins a valuable interstate contact list! The group had access to a mould for the boat, which apparently is housed at Rockhampton. The boats I saw looked to be very well made. The VSKC might take up the concept of obtaining a mould and both building club craft and providing an opportunity for others to build their own boats.

Readers might be interested to know that the "Wilsons Prom" article in a recent VSKC newsletter was also printed in the "Victorian Paddler", the VACA magazine. The article received pride of place in the magazine and was awarded a prize as the best touring article received over the year.

Those trips you all take up are worth relating, what about exercising the brain and literary skill, put a pen in your hand and put an article together for the VSKC and publications further afield. Well done to Frank Bakker for his equipment review article in the latest WILD magazine. A most informative article and Frank no doubt will be able tell us more about the various craft, availability etc when we see him at club activities.

Larry Gray is alive and well, back from the Singapore experience and has his telephone back on line.

Andrew Cope.





## VICTORIAN SEA KAYAK CLUB INC.

### MEMBERSHIP APPLICATION (V.A.C.A. AFFILIATE)

NAME \_\_\_\_\_ AGE \_\_\_\_\_  
ADDRESS \_\_\_\_\_

TELEPHONE (WORK) \_\_\_\_\_ (HOME) \_\_\_\_\_ POSTCODE \_\_\_\_\_  
CANOEING QUALIFICATIONS (ACF OR BCF) \_\_\_\_\_

YEARS OF EXPERIENCE: \_\_\_\_\_  
MAIN AREAS: \_\_\_\_\_

MAJOR EXPEDITIONS: \_\_\_\_\_

SEND MEMBERSHIP SUBSCRIPTIONS TO: JOHN HYNDMAN  
SECRETARY/TREASURER VSKC  
154 WATERDALE RD  
IVANHOE 3079  
VICTORIA

ANNUAL SUBSCRIPTION: \$20.00 \* ALL SUBS. RENEWABLE NOVEMBER 1ST.

## ANNUAL GENERAL MEETING VICTORIAN SEA KAYAK CLUB

Meeting commenced 8.35 p.m. 9/11/91  
Gunnamatta Surf Lifesaving Club

**SENT** Frank Bakker, John Hyndman, Therese Pollard, Chris Sewell, John Crane, Adrian Mann, Graeme Wilson, Keith & Robyn Anker, Shaun Clement, Colin Addison, Ray Musgrave, Ron Willis, Keith Mitchener, Laurie Atkins, Mike Higginson, John Stomps, John Basemore, Harvey Wade, Dean Portway, Doug Silke, Peter Newman.

**LOGIES** Andrew Cope

**UTES** The minutes of the previous meeting were accepted by Frank B and Seconded Graeme W.

### ELECTION OF OFFICE BEARERS

ION	NOMINEE	MOVED	SECONDED
DENT	Won vote Colin Addison John Stomps	John Basemore Frank Bakker	Adrian Mann Colin Addison
PRESIDENT	Earl Bloomfield As Hon Vice President for life. Discussion was held and vote taken - not passed	Sally Barton(absent)	Larry Gray(absent)
	Accepted John Stomps	John Basemore	Chris Sewell
ETARY SURER	John Hyndman	Graeme Wilson	Chris Sewell
TAL SER	Graham Wilson (Coastal Adviser - the keeper of all the maps and charts of the club, the adviser also provides information on prevailing conditions and coastal information. The club has topographic maps and marine charts of Victoria's coast line, Tasmania, Bass Straight islands, Kimberlies and Darwin.)	Chris Sewell	Frank Bakker
NICAL SER	John Stomps (Technical Adviser - provides information and advice on equipment)	John Hyndman	Adrian Mann
COUNCIL GATE	John Basemore	Frank Bakker	Peter Newman
TOURING MITTEE DELEGATE	Laurie Atkins	John Basemore	John Hyndman
BERSHIP	Earl Bloomfield Earl is a founding member of the club and has contributed both actively and financially to the club over the years.	John Basemore	Peter Newman

### SIDENTS REPORT

- Excerpts from verbal report of Frank Bakker:

The club has been fairly active over the past 12 months, with a couple of Queensland trips and some well patronised local club trips. The Board of Canoe Education courses were well attended and hope to follow with some more in the following year. Thanks to everyone who organised trips. Thankyou to John Hyndman for excellent job as Secretary and all the other members of the committee for their contributions. To all club members : "Have a good time out on the sea!"

### ASURER/SECRETARY REPORT, John Hyndman

Copies of treasurers financial statement handed out to members. Comments on membership levels and expenditure items as shown on statement were discussed. We have caught up on VACA affiliations, postage is costly due to responding to overseas enquires and our newsletter. (The club has a list of overseas contacts for those wishing to paddle OS.) Membership fees if membership fees were increased slightly and the joining fee abolished next year we may end up with a larger bank balance and would be in the position of purchasing a sea

kayak mould for the club.

**MOTION:** The membership fees be raised to \$20 per member and per family and the joining fee be abolished.  
Moved John Basemore, Seconded Chris Sewell.

#### VBCE CLUB DELEGATE TO TOURING COMMITTEE, Laurie Atkins

- written report handed out to members

**COMMENTS** - Contact Laurie directly if you wish to discuss any VACA and wilderness issues.

**GUIDE BOOK** - The possibility of a sea kayaking guide has been discussed with the TOURING COMMITTEE. They advise that any guides need to fit into the existing canoeing information available. The objectives of the guide need to be considered - how commercial? how to package? who to target? is there enough market? do we also target yachties/boating users?

**GRADING** - VBCE are currently considering grading sea kayak trips. What is appropriate for classing a trip from easy to difficult. We need to contribute as a club instead of white water enthusiasts making these decisions for sea kayakers.

#### GENERAL BUSINESS

- \* 12 month agenda of events was successful. Club members get an idea of coming trips and allows the VACA to plan our events on their program.
- \* Marine park Great Barrier Reef - Submission forms are available for comment from Laurie Atkins. Reply through Laurie who will co-ordinate a club submission.
- \* Insurance discussions raise concerns on what is classed as a club trip and whether 'ad-hoc' trips are covered by the VBCR insurance. Secretary to acquire a copy to check on cover.
- \* Country members Discussion was held on running more trips in the East, West and Central country areas of the State. Keith Mitchener suggested Dept Sport and Rec may be interested and can help organise events. The Touring Committee of the VACA are looking at regional canoe days and we could be involved if interested. (Laurie A)

Areas with sheltered waters for rough days, training and beginners, as well as open waters would be the ideal, e.g. Gippsland Lakes, Lake Tyers, Wingham Inlet, Murray River, Eildon, Tidal River, .....

**MOTION:** Weekends to be planned through the year to provide a get together, suitable for families, discussion about boats, instruction, keep up with VACA information and plan future activities.  
Moved Frank B, Seconded Therese P

- \* "Ring around" John B commented on the problem of organising casual club trips but not all members are being contacted.
- \* Questionnaire results of questionnaire to members shows that the majority want to paddle in a group and many see overnight trips.
- \* New members - assist new members by ringing them and encourage them to ring you back.
- \* Providing kayaks discussion verified that the club should not provide kayaks. The responsibility and upkeep is considered too much of a burden. An activity could be organised at Welshpool for prospective members with no kayaks. It was regarded that if someone really wanted to paddle they would use their own initiative in obtaining a boat.
- \* Suggestion for next meeting - Polly Woodside

**THANKYOU** An expression of thanks was given to Frank Bakker as outgoing President of the club. Frank has been a great ambassador for the club and his support has been appreciated.  
Meeting closed 10.45 p.m.



## VICTORIAN SEA KAYAK CLUB INC.

Comments on the Draft Management Plan  
for the Whitsunday Area National and Marine Parks

#### Summary

The Victorian Sea Kayak Club puts the view that the Whitsundays area should be managed to preserve and enhance its nature conservation and scenic values. Consistent with this priority objective, a zoning system could be established which regulates the types of activities and the areas in which they could occur. It is asserted that sea touring is a very low impact activity which, by the nature of the craft, gains access to long sections of coastline that larger craft cannot. Sea canoeing is ideally suited and appropriate to the Whitsundays area.

A cost minimising, self-regulating cooperative approach is suggested as the optimum way to maintain the opportunities for sea canoeing.

A number of other activities are identified as either conflicting with sea canoeing or with the primary aim of nature conservation and scenic quality.

#### 1. Introduction

This submission firstly provides some descriptive information on sea canoeing, secondly, suggests a potential management framework for the activities and thirdly, directly addresses issues raised in the discussion paper.

This information is seen as the first submission in an ongoing iterative process of management plan formulation. The Victorian Sea Kayak Club (VSKC) would welcome further opportunities to provide input to other planning activities in the Whitsunday area and to later stages of this project.

#### 1.1 The nature of sea canoeing

Sea canoeing is the fastest growing recreational discipline in canoeing. The VSKC anticipates a large increase in the number of private sea canoeing trips undertaken in the area and strong pressure to establish additional commercial tours.

Sea canoeing is carried out in single- or two-person kayaks which are specially designed for the sea. The craft are propelled by the use of a double-bladed paddle, or when the winds are in a favourable direction, by the use of sails or sometimes by flying kites.

The duration of sea tours can range from an outing of a few hours duration to tours which extend to several days or weeks during which time the party must be totally self-sufficient. Sea tours which are of a few hours duration, travel up to 10 km over easy water and which are typically in developed or scenic settings, would be regarded as novice tours because they require limited canoeing skill to be completed. At the other end of the skills scale are the advanced tours in which the party is completely self-sufficient for periods of upwards of two days, where the distances travelled are up to, say, 50 km per day, and where sea and weather conditions may occur which require substantial fitness, stamina and determination to progress the tour.

The environmental settings in which tours are conducted varies from "developed" in which there are significant impacts of developments in the visual corridor, to "scenic" where a smaller and less intrusive amount of development exists or "wilderness" where no developments or motorised activities can be found. Tour routes deliberately traverse areas of natural beauty and remote from civilisation or other human activities. However, novice and intermediate level tours rarely can experience wilderness because of the limited distances travelled. Conversely, advanced level tours are quite capable of successfully travelling in wilderness areas.

#### 2.1 Visitor Numbers

The primary motivation for sea canoeing in the area is to experience an extended tour (days to weeks in duration) in the unique scenic island setting. It is a fundamental view of the VSKC that the management plan should aim to conserve the natural resources of the area in both quantity and quality.

The basic framework for managing the region would be:

to identify all areas in which the respective activities can be undertaken, eg sea canoeing, water skiing, sight-seeing cruises, to regulate user behaviour, frequency of use and the technology applied to the activities, in order to minimise or eliminate environmental impacts and thereby, to maintain and improve the natural characteristics of the areas, and

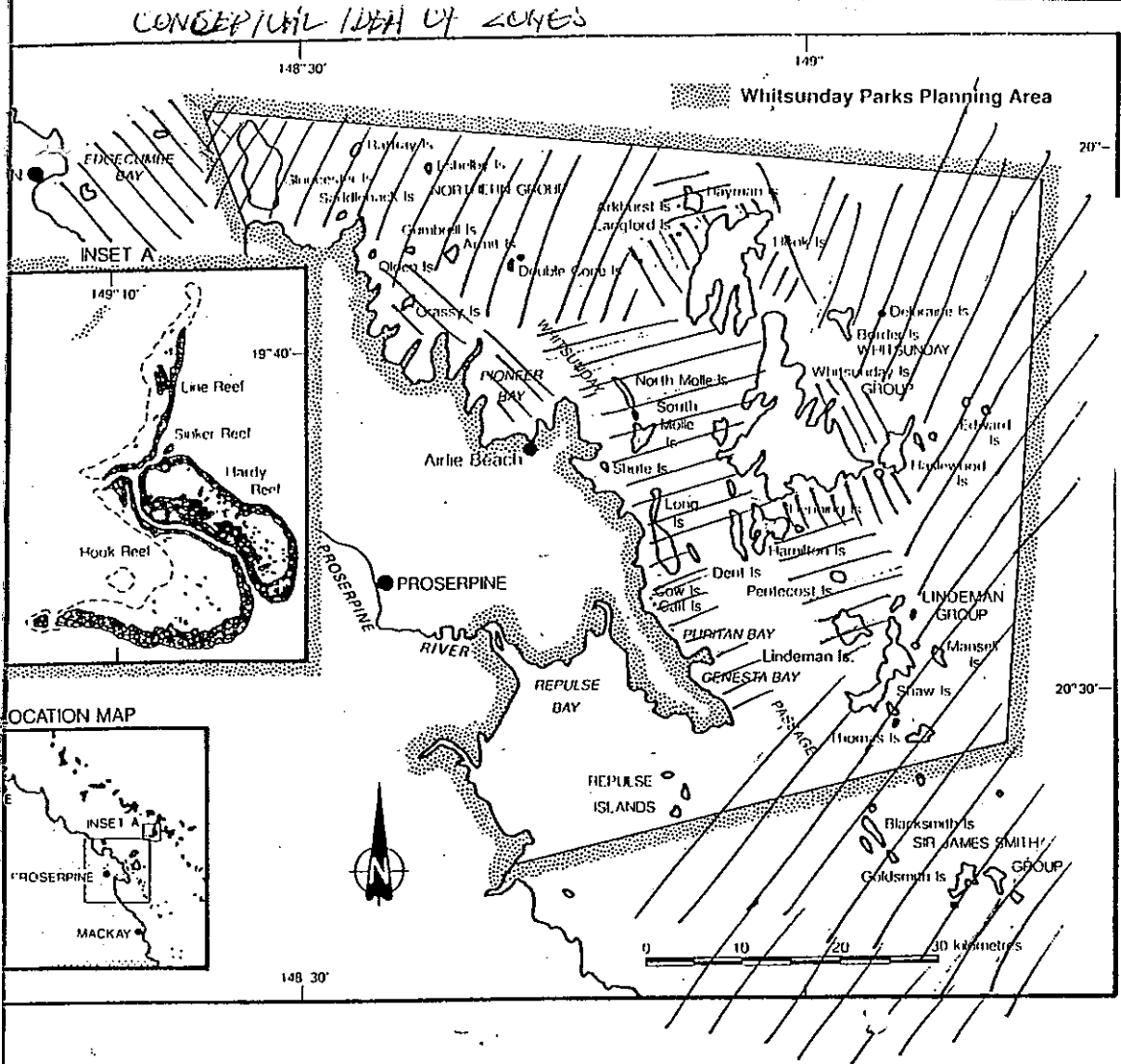
to modify the boundaries of the zones so as to avoid or at least minimise the overlap of conflicting uses, and therefore to maximise the aesthetics of use.

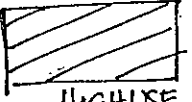
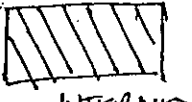
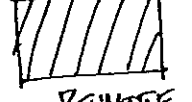
It is expected that there will be limits to the number of people and activities that the area can absorb before there is a degradation in environmental quality. However, numbers per se may not be the most significant factor in causing adverse effects. Any management technique, such as limiting visitor numbers, should clearly relate to reductions in environmental quality and or aesthetics to ensure that prohibitions achieve the desired result. The level of quality desired in the environment is itself a management parameter.

The impact on the environmental quality is most significantly influenced by the User's behaviour. Many impacts are more related to the number and size of groups rather than the overall numbers of people. Further discussion of this issue can be found in sections 2.2 and 2.3.

Our suggestion for a zoning approach would set the environmental quality in two or three zones, for example, a High Use Zone, an Intermediate Zone and a Remote Use Zone.

2. Issues raised in the discussion paper



-  HIGH USE
-  INTERMEDIATE
-  REMOTE

The High Use Zone was envisaged as an area which was shared with other users and was managed for high and multiple use. This could be a Zone where facilities, other than resorts, could be sympathetically developed when needed and incompatible uses would be somewhat tolerated.

The Remote Use Zone was envisaged as a corridor or corridors along which sea canoeing tours could be carried out and which were managed to provide high quality sea canoeing experiences in scenic and essentially natural settings. Within this zone environmental impact of the activities would be closely monitored and management strategies established to eliminate them and secondly, conflicting uses such as powerboating, would be excluded.

The Intermediate Zone would act as a buffer or transition zone between the extremes. Whitehaven Beach area would be an example of this.

Whilst sea canoeing could take place throughout the area, a High Use Zone could be placed on the mainland side of the main islands and a Remote Use Zone on the Reef side of the main islands and extending north through the Lindeman Group and south through the Landman and Smith Groups of islands.

## 2.2 User Conflicts

It was thought that the requirements of each type of activity created a natural partitioning which minimised interactions between users. For example, many water based activities are restricted to areas adjacent to the resorts, yacht sailors are restricted to overnighting at the relatively few protected anchorages and then would rarely camp ashore, overnight campers were set down on islands closer to the mainland, SCUBA divers and fishermen probably do not camp out regularly. By comparison, sea canoeists can access almost any section of coastline.

Where groups do cross paths there can be significant impacts. Where many boats anchor together, the noise and behaviour can upset the quiet enjoyment of others, particularly at night.

Thus, at the present time there appears to

canoeing experiences away from other users. What is of concern is that these opportunities remain possible in the future.

The activities which would need to be excluded from the Remote Use Zone would be new resort developments, more extensive sight-seeing cruises using large high speed craft, more extensive joy flights and the provision of facilities on the islands.

Sailing and private boating associated with fishing, diving and transporting camping parties would not necessarily be conflicting uses of the Remote Use Zone whilst on-water but passengers would have to observe certain behaviour when on the islands.

Conceptually, there could be environmentally sensitive areas which are excluded to all activities permanently, such as a botanical reference area, or temporarily, such as to rehabilitate an area as a result of overuse.

General camping could be a conflicting use of a resort island. However, consistent with the Canoe Trail concept, resort islands may be places where supplies and drinking water can be replenished and as such may have sufficient strategic importance to site canoe camping areas for stop-overs. Such facilities may also serve a safety function in providing opportunities for sea canoeists who have enjoyed the hospitality of the resort to camp rather than have to paddle away from the island. Use of a canoe camp could be for a strictly limited period.

## 2.3 Island Management

It is our view that the management plan should result in the preservation and enhancement of the natural island environment.

In respect of modifying user behaviour mentioned earlier, it was thought that an appropriate Code of Camping Practice could be developed for visitors to the islands which would be a condition of use of the Remote Use Zone. Minimum impact camping guide-lines for siting camps, a strict carry out policy, guide-lines for the disposal of human waste, limitations on the use of solid fuel for camp fires, the transfer of plant and animal pests, and attitudes to the use of the area and to

It would be of great advantage for such a Code of Practice to be developed in consultation with sea canoeing practitioners.

Island management must also take into account the "island hopping" nature of sea tours and establish zones such that there are opportunities to undertake extended tours entirely within the Remote Use Zone that range from beginner to advanced levels.

The strategy under this proposal is to spread the camping load over the widest area so that the number of visits to any one area is minimised and with minimum impact camping practices, the impact with each visit is minimised. Thus, there are no expensive facilities to build or service over a wide area, there are no rubbish removal services required, and the location of camps at the local level is self-regulating due to the Code of Practice.

In the High Use Zone the limited facilities such as toilets and water tanks, should be designed and sited so that they blend in with the environment. Aspects of the Code of Practice should also apply to these areas. For example, use of the designated camp area, a strict carry out policy and the use of solid fuel fires.

It was strongly thought that the resorts should not be allowed to expand onto more islands. It was also suggested that the existing resorts and responsible authorities need to markedly improve the quality of the existing liquid waste discharges (eg Hook), and review the solid rubbish disposal practices to reduce the impact of burning off on the otherwise scenic panoramas (eg, Hamilton and South Molle).

## 2.4 Motorised watersports

As mentioned above, motorised watersports of the fast and noisy kind would be considered a conflicting use in the Remote Use Zone and should be limited to areas close to resorts or mainland town beaches.

Areas outside of main navigation channels and anchorages should be limited to the non-motorised forms of travel.

Of particular interest is the management of island areas to the south of the management area to Shoalwater Bay. This area is not commercialised at present and should be managed as a Remote Use Zone to counterbalance the popular use of the Whitsundays. This is particularly so for the islands of Scawfell, Calder, Wigton and Corkermouth, Percy, Guardfish, Beverley, Bedwell and Prudhoe/Knight. Perhaps the Shoalwater Bay area could be examined as a true wilderness zone.

The key to balanced use is to apply the same minimum impact practices in adjacent areas so that, while the management agency jurisdiction may have specific boundaries, all islands are used on a consistent basis.

such that the environment and the peaceful enjoyment of an island setting could be safeguarded.

Areas requiring special attention

82

any other issues

62

## 2.5 Fixed structures

Sea canoeists do not require fixed structures to undertake their activities.

The construction of marinas, jetties and the like are incompatible with the aim to enhance the natural appearance of the area. Minor structures such as fixed moorings to prevent further damage to the coral may be justifiable in a Remote Zone provided the works are sympathetic to the environment.

## 2.6 Reef damage

There is great concern that a number of practices damage the reef faster than the natural processes can repair and regenerate replacement.

Some anchorages must experience thousands of impacts each year. Collecting plant and animal life and fishing, particularly in higher use areas, may significantly degrade the shoreline and shallow reefs. Even snorkelling practices may cause serious damage to the more easily accessible and more beautiful fringing reef areas. Oil and fuel residues in the water as a result of motor boat activity may be high in certain areas.

Comprehensive protection strategies need to be established which would ensure that the quantity and quality of this natural resource remains for future generations.

One of the few justifications for established or permanent moorings would be to prevent further reef damage and to set a limit on the number of craft using an anchorage.

A no fishing zone from Langford reef around the north east coast of Hook Island to the Hook Island Passage would protect a very popular area.

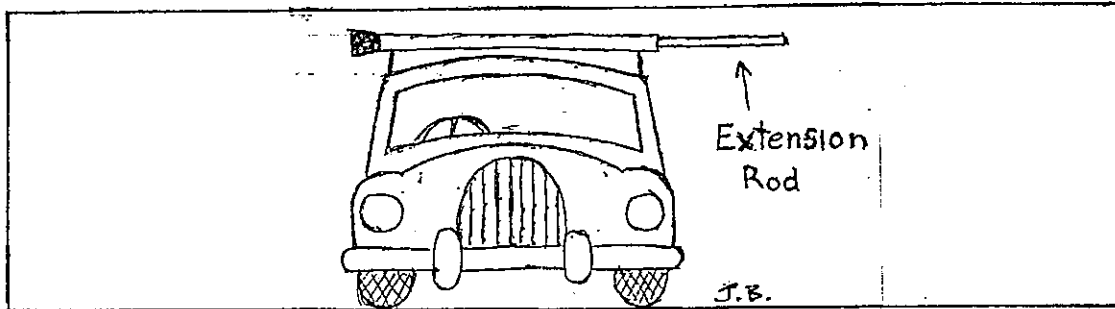
## 2.7 Other areas within the management plan

It was thought that commercial groups camping on the islands, whether from sea tours or having been dropped off, would generally be comprised of larger numbers of less skilled and perhaps less conservation minded people. On this basis it was thought that there should be some limitations placed on the size, frequency and operating range of commercial groups

### TECHNICAL TIPS:-

Ron Willis has come-up with an easy method for a lone person to load a heavy kayak onto car roof racks. He simply pulls the rubber cap off the end of the tubular roof-bar, exposing another smaller diameter tube insert. By drawing this tube out a couple of feet past the side of the car, it is a simple matter to lift one end of the kayak onto it. The other end is then lifted onto the other bar and the kayak slid across into position. The extension 'telescopes' back in and the rubber cap replaced. The process is reversed to unload the kayak.

(see diagram).



### Log Books:

There is no wrong way to compile a log book, but everyone should keep a log of their canoeing trips. To make the effort worthwhile, the log should be designed to fit the purpose for which it will be put.

The first step is to think about or review what you want to do with the information about your canoeing exploits. Is it for your own personal use, do you expect to share the information with others (is it for publication in the form of a club touring guide???)? Once decided, you work back to the original information. Some information needs to be objective so that it can be easily compared and some must be subjective. My reason for keeping a log is to more precisely describe canoeing waters, so the effort that goes into it is quite large compared to what most paddlers might consider appropriate.

Study good maps of the area to be travelled and prepare yourself with as much background information as possible. Your observations and appreciation for an area will increase dramatically.

The actual weather and tidal conditions that the tour is exposed to is critical information. Leading up to the sea trips, I usually start collecting the newspaper weather reports from about two days before the trip to about two or three days after. If it is an extended trip, organise someone to keep them for you. As well as the weather map (worth a thousand words) the reports include the bay and coast reports, the tides and planet information, and temperatures. Please remember however that the report and weather map are usually published one day behind the observations.

Recorded coastal weather-station reports can also be obtained by ringing the Weather Bureau prior to the trip. These reports are updated at four or six hour intervals and give wind direction and speed, swell height and wind warnings. Note the conditions at more than one station because this can be used to update your knowledge of what the weather is like which is approaching. These reports should also be recorded in your log.

Once on the water, it is still important to note your observations on the weather and sea conditions, especially if the conditions are difficult. By collecting these observations it is possible to improve your descriptive power down to the local level.

On the water, the start and finish times from one point to another and the actual route taken should be noted. This can be cross-referenced to the wind and tidal information to gauge assisting or retarding conditions. This information is especially interesting to review when you have undertaken the same trip on a number of occasions under different conditions.

Depending on the trip, taking bearings can be a good way of validating the actual route taken or places you have reached at a particular time. After the trip, it is helpful to draw the route on a map and include this in your log information. Additionally this can provide practice for estimating currents and drift.

Indeed, taking notes during the trip is a great advantage because it eliminates many distortions that the memory can bring into an observation.

The date, the number of people on the trip, their craft, whether they managed the conditions easily or otherwise, whether they have done the trip before, the number of capsizes, any problems and hazards encountered or dangers occurring along the way provide the subjective information to properly describe the experience.

Often there is a camera along on the trip. If photos result, you can store these in your log book or at least cross-reference these with your trip reports. This really brings your log to life.

By now you would have completed the information gathering task.

It is often a good idea to carry out a review of the trip, say a week after it has been completed, to note those things that could have been planned or executed better or to record funny things that happened. Invariably these thoughts are lost with the passage of time. And its always a good laugh to read about how in trips gone by, the bush rat made a camp in the damper while it was cooling, or that before you could finish your washing up someone had sampled the "awful soup" that was left on the boil.

What adds a final dimension is to summarise the information so that the basic details of the trips can be readily looked up or compared, especially with other people.

Laurie Atkins