

An editorial piece by a fellow member of the club. Ray Musgrave.

It seems at the 1992 general meeting I volunteered (breaking the fifth rule of kayaking never volunteer), to write an epistle to fellow members and non members. A short story on the trips that have occurred over the last few months was going to be the theme. But having pondered over the trips, the one that stands out the most was the one to French Island in February. This was due to the fact of newer members being present.

The amicability shown by the older members (this does not mean age) to the newer members was very good to see, this also worked in reverse with the newer members sharing their knowledge with the others, if not about sea kayaking, other things of interest. It is not often you see new kayakers on these trips. Maybe because new, and potential, members may have the idea that these trips require somebody with a 'death wish' and the belief that anything under a 5 metre wave, with a Force 10 gale is a dead calm day.

Nothing could be further from the truth. Believe me we all love life and wish to enjoy it to the full without unduly endangering ourselves. If you have a healthy respect for the sea and mother nature, then you should be able to enjoy your paddling.

If new members are apprehensive about going on any of the trips I can say from personal experience don't be. If in doubt, phone the trip organiser and find out what is involved. Tell them what your capabilities and worries are and you will find them most reassuring. They will explain whether the trip would be suitable for you or not.

I regularly paddle in the Mornington Peninsula area and would recommend this as a starting place for new members.

Yours Faithfully

*R. Musgrave*  
R Musgrave.

1993

Feb

## V.S.K.C PADDLING AGENGA 93'

APRIL  
24-25-26

### WILSONS PROM - WALKERVILLE

Anzac long weekend - meet at tidal river Sat 7-00am for day trip to Skull rock & seal colonies. Camp at Tidal River overnight. Sun paddle local bays & islands. Sun Night camp at Walkerville. Mon paddle to Cape Liptrap & return. Skull rock requires an extended open water crossing & is therefore restricted to advanced paddlers, the following trips being open from intermediate to advanced. Contact John Stomps PH: (03) 580-8226 (H)

MAY  
Sun 16th

### PORTSEA - DOLPHIN PADDLE

Meet Portsea Pier 9-00am paddle towards Point Nepean fort & hopefully meet a group of the resident bay dolphins. Afterwards adjourn to Portsea pub for refreshments. Contact John Basemore PH: (03) 560-5718 Suitable for beginners upwards.

JUNE

### ESKIMO ROLLING NIGHTS

Weekly sessions at Ivanhoe Pool arranged according to demand. BYO boat (if you have one) & determination. Other members will be on hand to offer advice and instruction. Those interested may ring John Hyndman PH: (03) 499-1084.

12-14th

LAKE EILDON Queens Birthday long weekend. A good opportunity to escape lumpy winter seas and take in some picturesque inland paddling. The intended route is to take off from Jerusalem Creek and explore the Big and Jamieson River Arms Goughs Bay and the Pines, however, this is open to further discussion with those taking part. For further details contact John Basemore. PH: (03) 560-5718 (H)

## SAILS FOR SEA KAYAKS.

No doubt there are 'purist' paddlers who would disagree, but I like to think that sailing sea kayaks adds another dimension to an already multi faceted past-time. Much of the already published literature that covers sailing, seems to do so with added cautions, due to the increased risk of capsize, but I view the inclusion of sails as an added safety feature ... one that out-weighs the minimal risk of capsize by a good margin!

Imagine being away in the 'boon-docks' and being incapacitated in some way that would make paddling difficult. With a favourable breeze you may still be able to continue and get yourself out of trouble, or at least minimize the burden you place upon your companions. On one occasion myself and Therese Pollard were able to raft-up with an exhausted paddler, and by putting both our sails up, managed to make our land-fall in good shape and right on the heels of the rest of the group who were paddling strongly.

Sure, in certain conditions, or in inherently unstable kayaks there is some added risk of capsize but this is a risk we live with all the time, regardless of whether we sail or not. We learn to cope with this eventuality by developing strong, reflexive support strokes, and for the times when these fail, we practice Eskimo rolling and other group and self rescues.

Things to be considered when selecting a design and setting a kayak up for sailing are:-

- 1/ Conventional sail or parafoil?
- 2/ Which design and surface area will suit your boat?
- 3/ Criteria for positioning mast socket?
- 4/ Steerage considerations?
- 5/ Stowage and deployment technique?

Firstly, I should point out that I haven't used a parafoil myself, but from observing them in use and with advice from those who do use them, can offer this unbiased critique. They work best with following, or quartering winds from astern. The more quartering the wind is, then the nearer the cockpit the anchor-point should be in order to maintain direction, (see illustration 1). They work best in winds of 20 plus knots. On the negative side, some designs are prone to tangles and are difficult to get aloft, and if you capsize and bail-out you'd best hang on to your kayak or it will take-off without you! Other than that, they are compact, light, and don't get in the way when paddling as well. The going price for a parafoil of about 7.5 sq. feet is around \$120 to \$180.

As well as saving lots of money, a considerable amount of pleasure can be derived from assembling the materials and 'knocking-up' your own sail. An old tent fly and about \$15 worth of aluminium tubing is all it takes. If you don't have the expertise on the sewing machine yourself, you may need to marry some-one who does. Only joking of course! I only created a couple of 'birds nests' when learning to master the machine and now I'm an 'expert'! (Another joke.)

The following are some designs I have used and found to be effective, as well as some that featured in The Sea Canoeist, Dec.1982, and again in our SeaTrek in about 1990. I have included them again for the benefit of our many new members who may not have seen them before.

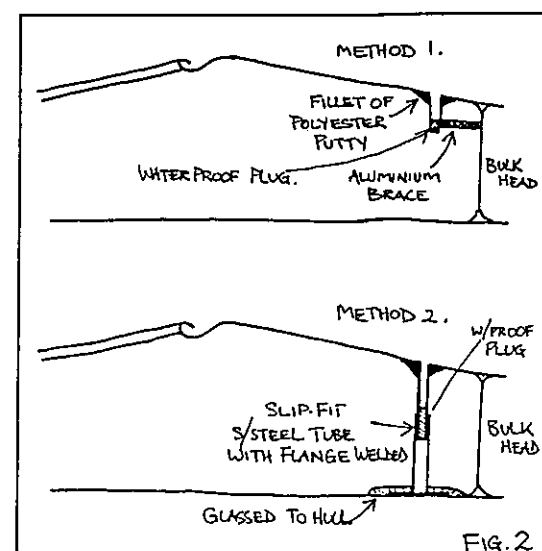
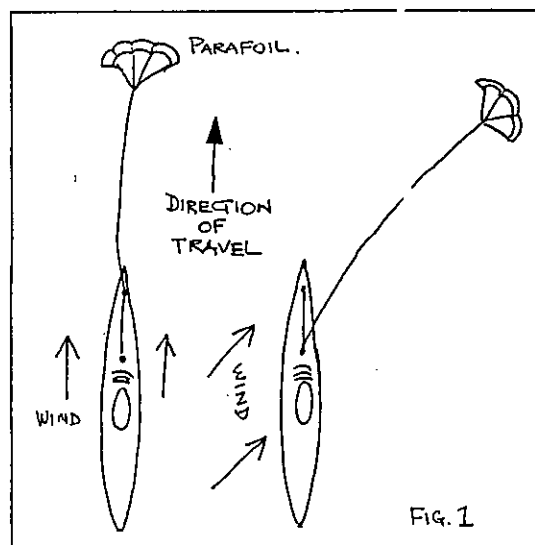
I stow my sail in a length of reject canvas fire hose tied to the deck-line in front of me, and while this works pretty well, it does tend to be a bit abrasive and will cause wear to the sail from sliding it in and out. It also shrinks when wet. Vinyl coated cloth hose would be ideal, ( as used for irrigation pumps.)

The mast socket should be positioned so that the user can insert and remove the mast and sail from the paddling position ... or upside down if necessary, with an out-stretched arm. If this position happens to coincide with the front bulkhead, so much the better. If not, some other form of bracing will be required (see diagrams)2. I have simply used PVC electrical conduit glassed in with plenty of polyester putty round the underside of the deck for support, and it works fine. Adrian Mann came up with a sliding sleeve idea which, although attached to the hull, allows any shock from beneath to be absorbed, thus reducing the risk of damage to the hull. Wish I'd thought of that! (see diagram).

A good rudder is an obvious advantage for sailing, as it allows hands-free steering ... this makes pouring the wine much easier! If your boat is not equipped with a rudder you will need to rudder with your paddle, and some steering corrections can be made by altering the 'set' of the sail.

Setting the sail while at sea should be as simple as possible; avoid having to fit battens and tie things together. I run the mainsheet through a little nylon pulley block which is attached to a short length of cord, which in turn is tied onto the decklines on either side of the map bungies in front of the cockpit. I tie a knot in the end of the mainsheet so that it cannot pull out. In this way the sail can't be lost overboard, and when erecting the sail, I just have to grab the knot and pull on the rope ... no threading and fiddling with cold fingers. I use one open-sided jam-bleat on the right side of the cockpit to secure the mainsheet. If I need to let go the sail in a hurry, there is no confusion about where to reach, and the cord comes away easily no matter how I grab it. This may be important in avoiding a capsize in gusty conditions.

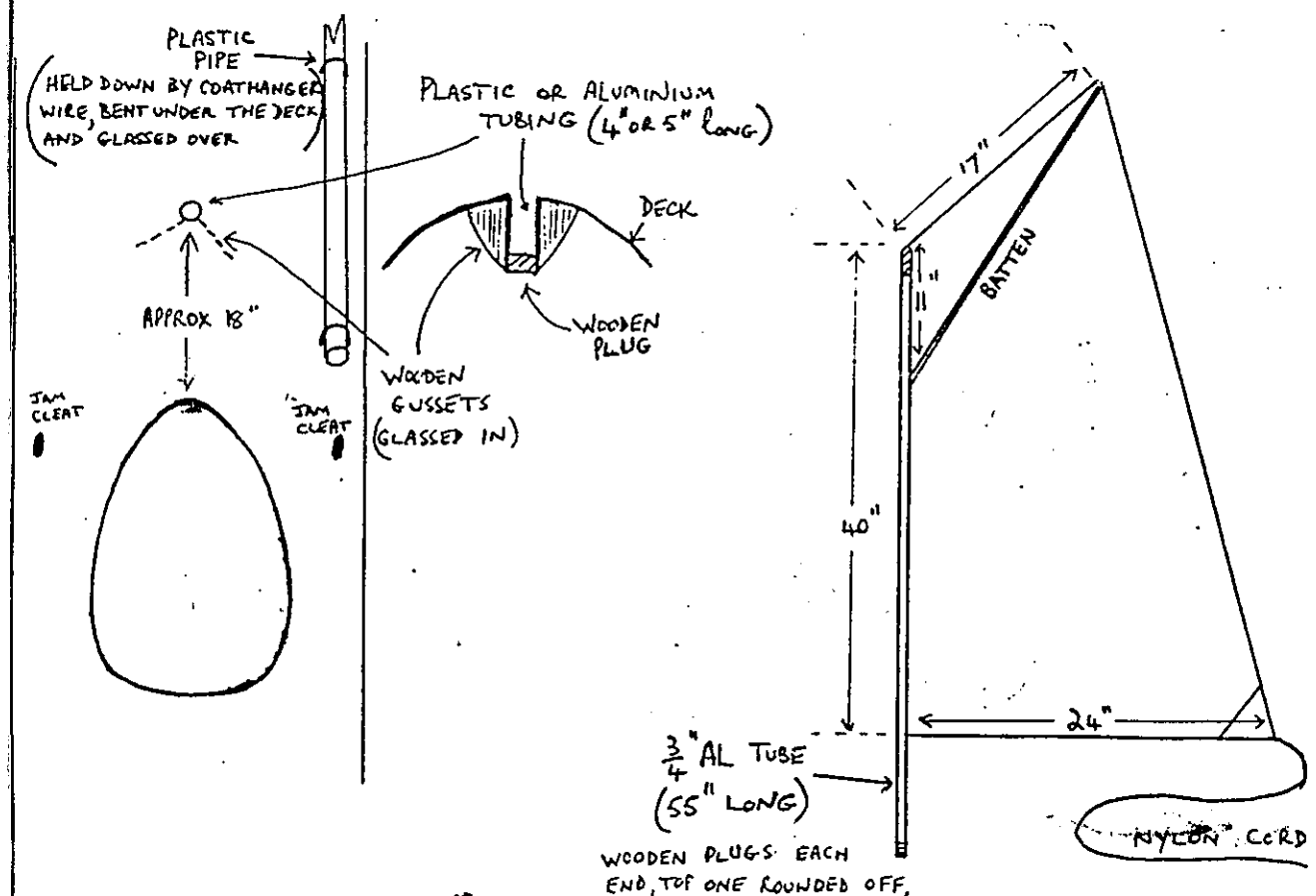
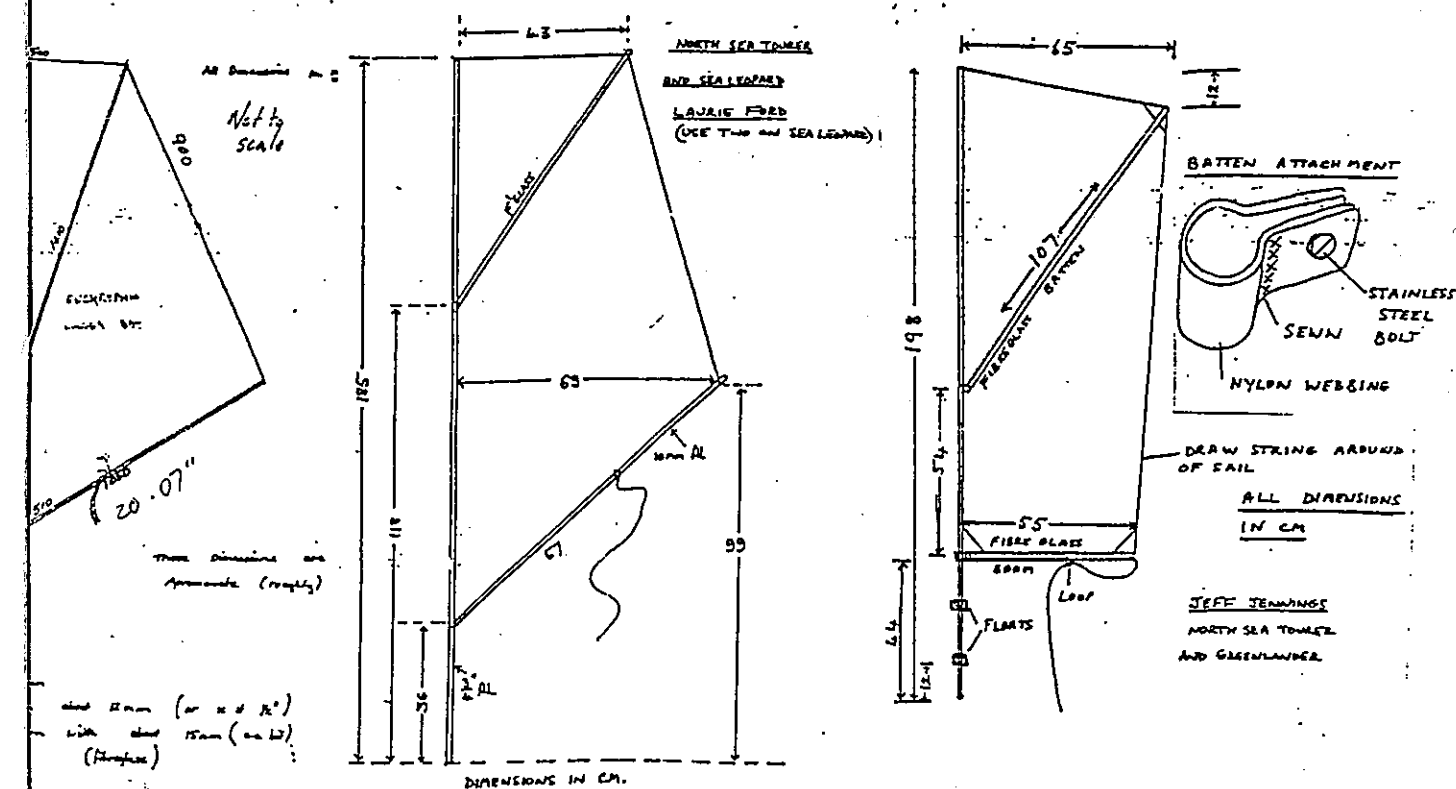
Oh! One other thing. Be sure to attach your paddle to the kayak in some way when you're sailing, or you may part company, and with only your hands as paddles you may find difficulty retrieving it!



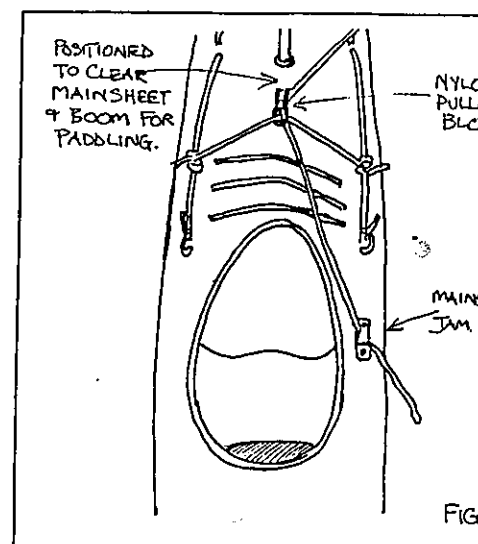
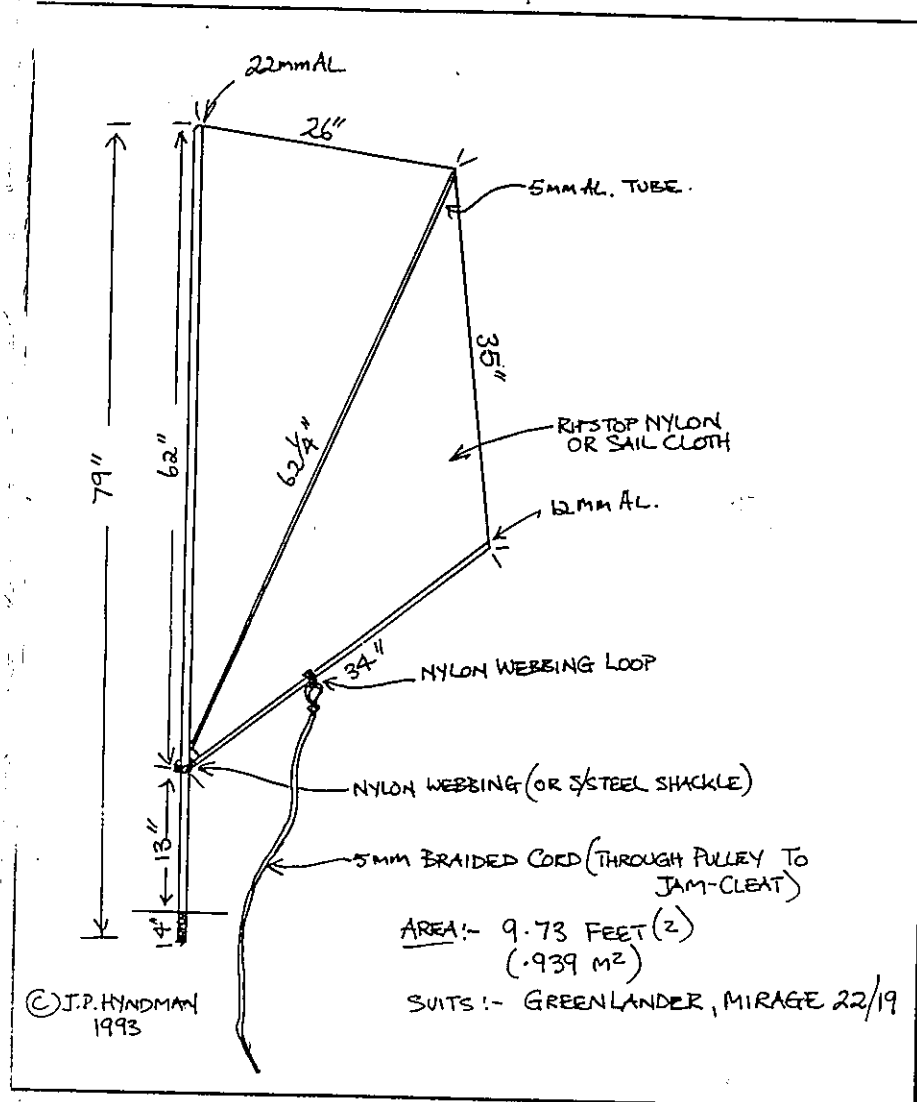
John Hyndman 2/93.

## SAIL DESIGNS FOR SEA KAYAKS

from: The Sea Canoeist  
Maatsuyker Canoe Club.







THESE ARE THE DESIGN THAT I HAVE FOUND WORK BEST IN A VARIETY OF CONDITIONS FROM VICTOR TO THE WHITSUNDAYS.

The literature on canoeing generally pays adequate attention to the description of individual strokes, but rarely describes practice routines which can be used to perfect the application of the strokes. Such routines seem to have remained in canoeing folklore. However, practice routines have found their way into the culture of white water touring canoeists, but to date there does not appear to be comparable practice routines in the sea canoeing discipline.

There are probably a number of reasons why this should be so and I shall suggest a few! One reason might be that usefulness and transferability of slalom technique to white water touring is much higher than the adaptation of such technique to sea canoeing. Another reason could be that the water dynamics of the sea are so different to white-water that the comparable techniques simply do not work. Perhaps sea canoeists have been isolated from the mainstream inland canoeist for so long that there has not been an opportunity to transfer such knowledge. And, leaving a controversial one till last, perhaps the absence of a closely related competitive activity has resulted in a low skills discipline, with to date, the totally non-competitive nature of sea canoeing. Never-the-less, the development of appropriate practice routines can lead to high boat skills and this must result in potentially higher levels of performance and better coping skills in difficult touring conditions.

A characteristic of a practice routine is its skill component and the repetitive and cyclic nature of the exercise. There are a number of typical techniques practiced in whitewater including;

break-in and break-out on opposite sides of the stream in an "S" pattern, working up the eddy and breaking in at the top and out at the bottom,

- ferry glides and high crosses, - surfing stationary waves, Many of the manoeuvres are practiced in reverse and on both hands so that comprehensive boat skills are developed. The object of the practice routines is to develop high boat and water reading skills which enables the paddler to confidently and safely negotiate difficult water.

In sea canoeing, the need for high boat skills is not required at all times. For example, ocean paddling under normal conditions can be of an easy standard, comparable to Grade 1 or 2 inland water. However, higher boat skills are worth having when a paddler has to negotiate a well defined current or overfall, the wash zone on a rocky shore or a surf zone. The most frequently encountered situation is probably crossing a surf zone from or to a beach.

The following practice routines help to develop good boat and water reading skills for surf zones.

#### Hold Your Position

When leaving the beach and the surf is large enough to require a timed run out between sets, maintaining a position just inside the break shortens the distance which needs to be crossed to move beyond the breakers. The skills are applicable to surf rescues as well.

**Basic Routine** - Move to just inside the breakers and hold the position through several waves of the set. When there is a lull in the sets, paddle beyond the break, turn around and maintain a position facing shoreward just outside the break. When a lull in the set occurs, paddle to shore, turn around repeat the routine.

**Intermediate Routine** - Same as above but, as each broken wave approaches, paddle strongly through the white water toward the breaking zone, judge your forward progress allowing time to

stop and paddle backwards, retreating to the safety of the broken wave zone.

**Advanced Routine** - Same as the basic routine, but maintain your position at the point where the waves are breaking.

#### Angled Crossings of Waves

This technique enables the paddler to pick a route through the surf which is not simply a straight line from where they put in on the beach to the green water. The skills developed in this routine allow opportunities to move up and down a beach inside the breaking zone, to take advantage of the best places to cross the breaking zone, to counteract a current or simply to take the chicken chute in-shore rather than having to go beyond the waves.

**Basic Routine** - maintain a position inside the breaking zone. Point the kayak a small amount at first, say 30 degrees to the wave. After one set has passed, turn the boat to the same angle on the other hand and repeat.

**Intermediate Routine** - take up a position within the broken zone and point the boat to around 45 degrees to the wave. After each wave passes, turn the boat to the same angle on the other hand.

Achieve greater stability and support by reaching into the green water of the wave with the paddle at the point of contact.

**Advanced Routine 1** - Set up using the intermediate routine, but then orientate the boat so that it is parallel to the waves. Allow waves to hit the boat evenly. Lean into the wave, stand the boat on its edge and brace deeply into the green water behind the wave. Try not to let the boat be picked up and carried to shore by the wave.

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**Advanced Routine 2** - As a second technique, when the wave hits, lessen the lean of the boat, do a forward sweep at the time of impact and try to get the wave to pick the boat up and carry it to shore.

**Advanced Routine 3** - From the shore paddle a large arc out through the broken waves to near the breaking zone, and then into shore. Turn the boat around and paddle the arc to return to the same position.

#### **Rolling Under Waves**

This technique is used for getting through large waves or dumping waves where the intentional capsize is done either in the flat water in front of the wave, or if the wave is large and lipping over, on the face of the wave. It is also used to avoid personal injury in the case of getting run

down by another paddler on a wave. However, a word of caution; don't capsize completely until you're sure the approaching boat will ride over the top of your own boat.

Rolling is not a basic technique. The routines assume the paddler has a high success rate with rolling.

**Intermediate Routine 1** - Take up a position well inside the breaking zone, while there are no waves nearby, practice rolling continuously several times. Repeat on the other hand. The aim is to spend as little time under the water as possible.

**Intermediate Routine 2** - As for the above routine but move closer to the breaking zone and time your roll from the approach of a wave. When the wave is almost to the nose of your boat, capsize. Grip the boat with your

knees and hold your paddle against the deck tightly as the wave passes, sitting upright in the seat but, of course, upside down. Roll up as soon as possible, don't wait for the turbulence to stop completely.

**Advanced Routine 1** - Time your run through the surf so that you reach the breaking point at the same time as a wave is breaking. Just as the wave curls over the bow of your kayak, capsize, stay upside down momentarily and then roll up, resuming paddling out to sea in a smooth motion.

The above techniques may never become classics in the inland sense, the practice of these routines result in higher surf reading and boat skills and this in turn less anxious and safer beach landings and departures.

## **SEA KAYAKS IN AUSTRALIA**

### **Why survey sea kayaks in Australia?**

There has been an increase of sea kayaking activity throughout Australia of late. Readers of 'Wild' have recently been treated to some of the stories of sea kayak journeys. There have been many other stories as yet not published; Solo paddles along the NSW coast, six months in the Solomons, commercial trips in Chilean Patagonia to name but a few. Most sea kayakers have eventually come to the conclusion that a specialised craft is required. The following survey gives a guide to sea kayaks available in Australia.

### **What makes a sea Kayak?**

If you've ever tried paddling a "general purpose" or white water kayak (or canoe) on open water with some wind and waves you'll know it's damned hard work. Going upwind is slow and wet while trying to head downwind results in lots of sideways or even backwards motion. It's times like these that a different craft is better suited.

### **Speed.**

In order to provide effortless travel over long distances you will need a longer boat. For a displacement hull, which most kayaks and canoes are, the hull speed is intimately linked to water line length. So the longer your boat, the faster you will go.

The other main factor affecting speed is the beam or water line width of the craft. Thus a narrower craft will be faster than a wide one.

Of course when you have only a finite amount of power to push your way along, reduced weight also contributes to a faster kayak.

Racing kayaks and <sup>surf skis</sup> "maxi yachts" alike demonstrate all these features.

### **Stability.**

If speed is important why not use racing kayaks on the oceans? Well some people do, but they are expert at staying upright in an extremely tippy craft and even then they only go out in calm conditions. For extended touring on open water you need to be able to relax, especially when the conditions get a bit rough. A wider, more stable boat is the go.

A wider beam also assists in making a kayak more manoeuvrable which can be critical when you are near a rocky shore and/or in surf.

The eventual beam that you choose to paddle with should be wide enough for you to remain upright in for at least the conditions you intend to be in. Most of the kayaks here are stable enough for anyone to paddle comfortably with reasonable speed. It is interesting to note that many of the kayaks in the American market are much wider than ours while those available in the U.K. are often narrower.

The shape of the mid section of the hull also influences stability. A flat bottom craft will be stable on calm water but

## **FOR SALE**

### **Minolta Weathermatic Camera**

35 DL auto focus, Dual 35-50 mm lens with macro setting. Water proof to 5 metres (floats!). Has built in flash. Excellent condition (only used by a little old lady Sea Kayaker on Sundays) \$250-00 O.N.O. (bargain!)

### **Ewa Marine Master Series M Water proof Flexible P.V.C Camera Housing**

Water proof to 30 feet. Air tight, water proof, dust and sand proof (floats also) c/w all fittings as new/unused. Accommodates motor drives also. Fits most SLRs. \$150-00. Contact John Hyndman PH (03) 499-1034.

### **Olymp 73' white water tourer**

Has had extensive use. Needs repairs and some T.L.C. Still quite serviceable. Suitable for all types of river paddling and calm sea trips. Well priced at \$75-00. Contact John Stomps on Ph: (03) 580-8226.

### **Greenlander 2.**

2 VCP hatches and henderson pump, very good condition \$850-00

### **Folding Double**

Ash frame canvas and neoprene deck and hull, used once includes spraydeck and sail. \$1800-00

also some

### **Sevylor K69 inflatable canoes**

\$100- \$150 each.

Contact Mal Cowell (059) 66-5110 or 018-10-5337

when you take it out in choppy conditions it will tilt with the surface of the waves, giving an unpleasant feel. It will be more difficult to lean over too.

As leaning the kayak is useful way of making the kayak turn more quickly the more responsive kayaks available have a well defined vee in the keel. This means their initial stability is less but secondary (ultimate) stability is good, resulting in a kayak that can be leaned with confidence. Reduced water line length is usually incorporated to give a slightly faster kayak.

#### Rough Weather Performance.

A smoother ride can be achieved by the introduction of overhanging ends reducing the rate of pitching over waves and loss of momentum through waves. They are also more capable of riding up on obstacles and weed etc.

Due to their small size kayaks spend a greater deal of time in proportionally rougher seas than other sea going boats. This means above waterline design influences handling as well. Large, bulky kayaks tend to get pushed around by wind, especially when lightly laden.

The distribution of volume fore and aft also affects the handling. A kayak with a narrow bow and wide stern (Swede form) will go upwind nicely and is generally faster but will tend to bury the bow coming off a wave and also tend to turn into the wind when travelling across or downwind. This can be annoying especially if you don't have a rudder (more about these later). A boat with the widest part forward of centre should track well but may be slower and more affected by headwinds.

#### Safety of Construction.

While it is obviously safer to use a wider kayak it is also worth considering the weight. A heavier kayak will be slower but stronger. The hull must be strong enough to withstand rough conditions such as surf while light enough for you to paddle and lift onto the car comfortably. The deck must also cope with waves crashing on it and people climbing over to re-enter. In order to optimise strength and weight good construction techniques and materials must be used.

#### Safety Features.

The introduction of the Pod or Integral Cockpit is an attempt to minimise cockpit volume in the event of capsize or swamping. It also eliminates the tendency of a kayak to "needle" or stand on its end if the hull springs a leak; a desperately difficult situation to rescue from.

Kayaks with and without Pods should always be paddled with some positive buoyancy in both ends.

Bulkheads should be fitted to reduce cockpit volume to a minimum.

Bilge pumps or self bailers are considered standard equipment for kayakers being taken offshore especially fully laden.

Proper end ropes and decklines are also required in offshore applications. A slippery unroped kayak is almost impossible to retrieve from surf or in windy conditions if you become separated from it. Decklines should be secure and not too thin and end attachments should be toggles that cannot trap a finger or hand when twisted.

#### Equipment.

Rudders are often fitted as standard equipment especially to the longer kayaks. For most kayakers they are not critical but are a useful aid when travelling across or downwind and if you want to hold your direction when not paddling (for taking photos etc.).

Another way of adjusting your trim for different wind directions is having a moving seat. This requires a longer (larger volume) cockpit which could make bracing and optimum comfort hard to achieve.

A lift up skeg (fin) is used to attain good directional stability with less complexity and is less vulnerable than a rudder. When not required there is also less drag from a skeg.

Hatches come in various shapes and forms. Large rectangular hatches require a larger hole which weakens the deck a bit so some more reinforcing is desirable. The most waterproof are the VCP type of rubber hatch. Generally ease of stowing gear is compromised to waterproofness and deck strength.

#### Conclusion.

Choosing the best boat for you comes down to firstly deciding what you will be doing with it. Then find one that fits you comfortably (not too big and bulky) and has the features that can allow you to enjoy using it.

I hope this information will help you select the most appropriate sea kayak for you.

	Intended use	Hull profile	Deck profile	Height at bow/stern	Length beam, millimetres	Weight, kilograms	Material	Standard equipment	Options	Approx. standard price, \$
Geoff Barker NSW Estuary	Medium volume, sheltered waters	Flat	Curved	Low/low	4650 600	18	Fibreglass	15 centimetre hatches	Bulkheads, deck-lines, rudder, larger hatches	1000-1450
Estuary Plus	Large volume, sheltered waters	Flat	Curved	Low/low	5100 600	21	Fibreglass	Bulkheads, large rear hatch, adjustable seat	Deck-lines, rudder	1000-1450
Gary Burnham NSW Greenlander IV	Large volume expedition	Shallow V	Flat	Low/low	5550 580	22	Fibreglass	Bulkheads, rudder, large rear hatch	Deck-lines, compass	1500
Paul Cartlyn NZ Arctic Rader	Large volume expedition	Shallow V	na	High/low	5320 545	22	Fibreglass	Integral cockpit, bulkheads, rudder, deck-lines, 19 centimetre hatches front and rear, 29 centimetre rear hatch	Pump, 32 centimetre rear hatch, Kevlar construction	1600
Peter Carter SA Voyager	Medium volume expedition	Shallow V	Flat	Low/low	4500 610	na	Fibreglass	Integral cockpit, deck-lines, lift-up skeg	Mast and sail, compass	900
Ross Cook Old Rosco	Large volume expedition	Flat	Flat	Low/low	5300 630	23	Fibreglass	Bulkheads, deck-lines, rudder, large hatches	Pump, mast and sail, compass	1320
Adrian Dean Tas Greenlander III	Large volume expedition	Shallow V	Flat	Low/low	5550 580	22	Fibreglass	Bulkheads, large hatches, foot brace	Side bulkheads, electric pump, deck-lines, rudder, mast and sail	990-1800
Frank Goodman UK Nordkapp	Medium volume expedition	Shallow V	Low	High/low	5420 533	27	Fibreglass	Integral cockpit, deck-lines, rudder, 19 centimetre hatches front and rear, 29 centimetre rear hatch	Pump, 32 centimetre rear hatch, Kevlar construction	1600
Larry Gray Vic Pittarak	Large volume expedition	Deep V	Raised V	High/high	5100 583	22	Fibreglass	Bulkheads, Chump pump, deck lines, TCL-4 hatches	Rudder, parasail	1400
Pittarak Houtulus	As above	Shallow V	Raised V	High/high	5100 610	22	Fibreglass	As above	As above	1400
Paul Hewitson NSW Mirage 17	Medium volume expedition	Shallow V	Curved	Low/low	5200 580	24	Fibreglass	Bulkheads, electric pump, deck-lines, rudder, 20 centimetre front hatch, large rear hatch, compass		1500
Mirage 22	Large volume expedition	Shallow V	Curved	Low/low	6705 580	29	Fibreglass	Bulkheads, electric pump, deck-lines, rudder, 20 centimetre hatches front and rear, large rear hatch, compass		1900
Kerry Richards Old Maxmaid	Large volume expedition	Shallow V	Curved	Medium/low	5200 620	25	Fibreglass		Bulkheads, pump, deck-lines, rudder, hatches	682-1134
Steve Schlichter Canada Sealaker	Medium volume expedition	Flat	Curved	Medium/low	4500 560	20	Fibreglass	Bulkhead, VCP/oval hatches	Deck-lines, rudder	1295
Pullin	As above	Flat	Flat	Low/low	4830 600	34	Plastic	Integral cockpit, rudder, 20 centimetre front hatch, large rear hatch	Deck-lines	1300
Sealaker Plus	As above	Flat	Curved	Medium/low	5100 610	22	Fibreglass	Bulkhead, VCP/oval hatches	Deck-lines, rudder	1395
Graham Slason NZ Puzogwe	Medium volume expedition	Flat	Curved	Medium/low	4600 620	20	Fibreglass	Integral cockpit, bulkheads, rudder, 19 centimetre front hatch, 29 centimetre rear hatch	Pump, 32 centimetre rear hatch, Kevlar construction	1200

† Nordkapp details vary. Figures given are for boat supplied by Canoe Sports, Sydney

MODEL	MSRP	1990	1991	1992
Chenander 4	1700	1650	N/A	1500
Mirage 17	N/A	1695	1649	1590
Mirage 22	N/A	1920	1949	1900
Pillarar Expedition	N/A	1700	1649	N/A
Pillarar Nautilus	1650	1795	1765	N/A
Pillarar Double	2200	2600	2500	N/A
Pullin	1250	1795	1395	1395
Seararer Plus	1250	1450	1449	N/A
Seamless Twin	N/A	N/A	2395	2250

U/S SPORTS = CAPACITY SPORTS NOTE: only some of the more commonly used and available sea kayaks have been surveyed.

U/S PLUS = CANOES PLUS  
180 COITHAM RD KEW  
(03) 817 5934

U/S SPORTS = OUTSPORTS  
400 HAWTHORN ROAD  
COULFIELD (03) 523-5727

U/S SPEC = CANOE SPECIALISTS  
MUGMAN N.S.W  
(02) 969-4590

## KAYC MEMBERSHIP LIST MARCH/93

NAME	1ST NAME	ADDRESS	PH NO:	MEMBER
Adison	John	24 Danielle Cres. Heathmont, 3125	(03) 729 9757 (H) (03) 608-1155 (W)	93
Adison	Colin	56 Station St. Bennettswood, 3125	(03) 808-3371 (H)	LIFE
b	Julius	190 Beach Rd Black rock, 3193	(03) 829-7178 (H) (03) 598-2935 (W)	92
aker	Robyn & Keith	PO box 174 Glen Waverley, 3150	(03) 802-2940	93
pleby	George	PO Box 43 Port Fairy, 3284	(055) 681-238 (W)	92
kins	Laurie	3 Amundsen St Belmont, 3216	(052) 43-1035 (H) (03) 603-2528 (W)	93
kker	Frank	PO Box 103 Cooma, 2630 NSW	(064) 523-826 (H) (064) 532-707 (W)	93
arton	Sally	"Marree" 4 Oakwood Lane Tecoma, 3160	(03) 754-2476 (H)	HON.
semore	John(PRES)	72 Lincoln Ave Glen Waverley, 3150	(03) 560-5718 (H)	93
oomfield	Earle	Orleigh Court Buckland Brewer Bideford Nth Devon EX 39 5EH U.K. FAX 0237.422298 (W)	(0237) 451865 (H)	HON.
ardman	John	10 A Sycamore St East Malvern, 3148	(03) 571-0178 (H)	92
oulton	Warren	PO Box 867 Sale, 3850	(051) 46-4421 (H)	93
ydell	Syd	21 McKean St Nth. Fitzroy, 3068	(03) 489-5529 (H) (03) 810-4266 (W)	93
rnham	Gary	8 Bangalow Ave Beecroft, 2119 NSW	(02) 969-4590 (W)	92
mpbell	Brian	16 Salsburg Crt Vermont South	(03) 803-6092 (H) (03) 690-6055 (W)	93
mpbell	Christine	P.O. Box 210 Churchill, 3842	(051) 22-1471 (H) (051) 33-9237 (W)	93
ement	Shaun	14 The Avenue Ferntree Gully, 3156	(03) 758-2137	92
nlon	Greg	Flat 1/37 Eildon Rd St Kilda, 3182	(03) 695-4308 (H) (03) 525-5265 (W)	93
pe	Andrew	RMB 8860 Conway Road Drouin Sth. 3138	(056) 27-6363 (H) (051) 22-0297 (W)	LIFE
pe	Rodney	13 William St Nth Blackburn, 3130	(03) 878-5863 (W) (03) 617-4424 (W)	93
well	Malcolm	PO Box 45 Warburton, 3799	(059) 66-5110 (H) (056) 88-1467 (W)	93
ane	John	Wungan St McLeod, 3085	(03) 435-2149 (H)	92
egan	Dave	222 Dryandra St O'Conner, 2601 ACT	(06) 241-5296 (H) (06) 276-8541 (W)	92
inblat	Harry	8 Rugby Crt Mount Eliza	(03) 787-4985 (H)	93
omie	Mike	33 Drummond St Blackburn South, 3130	(03) 878-4582 (H) (03) 878-4582 (W)	93
vey	Roger	121 Tennyson St Essendon, 3040	(03) 370-5250 (H) (03) 614-5155 (W)	93

Adams	Alf	86 Francis St Ascot Vale, 3032	(051) 575-4214 (H)	92
Angie	Pete	100 Spring Gully Rd Bendigo, 3550	(054) 417-4298 (H) (054) 44-7486 (W)	93
Ellis	Ron	47205 Barkly Ave Burnley, 3121	(051) 477-3335 (H) (03) 370-8789 (W)	92
Turner	Phillip	64 Garden St East Geelong, 3219	(052) 21-6005 (H) (03) 326-6799 (W)	93
Gibson	Steve	4762 Tuers Rd San Jose CA 95121 USA	408-281-0910 (H)	93
Grayson	Rodger	86 Francis St Ascot Vale, 3032	(03) 575-4234 (W)	92
Hands	Alan	414 Ryrie St Geelong, 3219	(052) 2920 (H) 608-7000 (W)	92
Hesse	Alice	C/O Camp Knox PMBS Brooklyn, 2083	(01) 985-9221 (H) (02) 985-9221 (W)	92
Higginson	Mike	C/O V8CE 332 Banyule Rd Viewbank, 3084	(03) 459-4251	92
Hov	Paul	19 Gardiner Road Hawthorn, 3122	(03) 612-8230 (W)	93
Hyndman	John (P.O.)	154 Waterdale Rd Ivanhoe, 3079	(03) 499-1084 (H) (03) 270-1411 (W)	93
Jackson	Craig	24 Bendigo Ave Elwood, 3184	(03) 531-3503 (W)	93
Jennings	Russell	PO Box 43 Sandringham, 3191	(03) 598-3964	93
Johannsohn	Nicholas	C/O- P.O. Redhill 3937 C/O Luks Rd Redhill	(059) 89-2735 (H)	93
Koppenol	Michael	4/1 Canarvon St Doncaster, 3108	(03) 848-5802 (H) (03) 479-2511 (W)	93
Corius-Hills	Michael	5/838 Melbourne Rd Sorrento, 3943	(059) 86-0238 (W)	4 93
Mann	Adrian	40 Paradise Road Forestdale QLD 4118	(07) 809-2023 (H)	93
Mauldon	Anthony	18 Fifth Ave Aspendale, 3195	(03) 580-7159 (H) (03) 787-7777 (W)	92
McCubbin	Colin	64 Abbotsford St Melbourne west, 3003		93
McLeod	Bram	Camp Mallana PO Box 1249 Bairnsdale, 3875	(051) 56-6489 (W)	92
Mitchiner	Keith(V.P.)	47 Miller St Bendigo, 3550	(054) 43-0413 (H)	93
Musgrave	Ray	21 Benambra St Mornington, 3931	(059) 75-2414 (H)	93
Nicholls	Geoff	52 Kent St Maffra, 3860	(051) 47-1196 (H)	92
Niven	Ian	41 Belgravia Ave Box Hill Nth, 3129	(03) 857-5630 (H) (03) 885-1643 (W)	93
Payne	Tony	84 Heller St Brunswick West, 3055	(03) 380-2863 (H) (03) 609-3526 (W)	93
Paynter	Neville	3 Frank St Coburg, 3058	(03) 384-1438 (H)	92
Phillipson	Jim	RMB 4500 Maffra, 3860	(051) 48-0284 (H) (051) 44-4566 (W)	92
Pollard	Therese	6 The Grange Bairnsdale, 3875	(051) 52-1533 (H) (051) 52-4138 (W)	92
Portway	Dean	89 Moreland Rd Coburg, 3058	(03) 386-5316 (H)	93
Ray	John	1 Yongala St Bathurst, 2013	(03) 430-6779 (H) (03) 478-1945 (W)	92

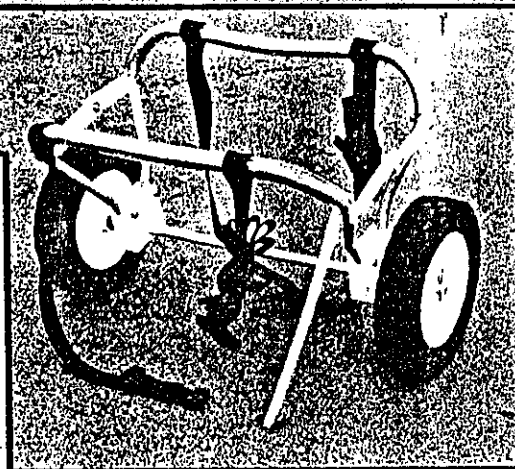
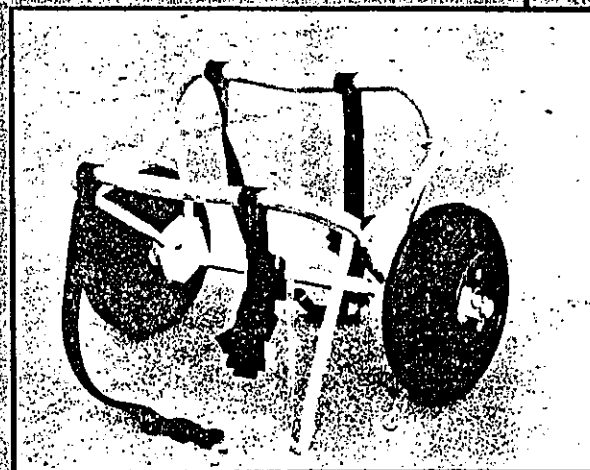
Ramwell	John	5 Osprey Ave, Westborough Bolton, Lancs. BL5 2QH		RON																					
Ray	Brian	91 Marley St Sale, 3850	(051) 43-4243 (H) (051) 44-1188 (W)	93																					
Rad	Theo	10 Petrol close P.O. Box 347 Mt Eliza	(03) 787-5706 (H) (059) 86-8595 (W)	93																					
Reves	Mark	3 Wildlife Pde Nth. Balwyn, 3104	(03) 857-6788 (H) (02) 985-9222 (W)	92																					
Rewell	Chris	6 The Grange Bairnsdale, 3875	(051) 52-1533 (H)	92																					
Rike	Douglas	184 Barwon Blvde Highton, 3126	(052) 44-2510 (H) (052) 45-1642 (W)	92																					
Ripson	Harry	75/98 Bungower Rd Mornington, 3931	(059) 75-1386 (H)	93																					
Riser	David	29 Washington St Essendon, 3040	(03) 537-6563 (H)	93																					
Roth	Paul	313 Hanlon Pde Portland, 3305	(055) 23-1143 (H)	92																					
Romps	John (Sec/TRES)	31A Eulunga Ave Aspendale, 3195	(03) 580-8226 (H) (03) 888-8940 (W)	93																					
Rullivan	Hugh	225 Richardson St Middle Park, 3206	(03) 690-2303 (H)	93																					
Rushley	Mark	3/115 Browning St Portland, 3305	(055) 21-7549 (H) (055) 23-1999 (W)	92																					
Rue	Harvey	100 Monash St Sunshine, 3020	(03) 312-4085 (H)	93																					
Riker	Angus	26 Grindel cres Surrey Hills, 3127	(03) 468-5992 (H)	93																					
Ritchow	Brian	31 Clarence Ave Bendigo, 3550	(054) 43-2078 (H)	92																					
Rode	Anthony	15 Coolabah St Mentone, 3194	(03) 533-5953 (H) (03) 580-2300 (W)	92																					
Rodins	Barry	90/158 Kororoit Creek Rd Williamstown	(03) 399-9867 (H)	93																					
Rogley	Derek	45 William St Oakleigh, 3166	(03) 568-7455 (H)	93																					
Rolla	Ron	191 Eastbourne St Rosebud, 3939	(059) 86-2913 (H)	92																					
Rison	Graeme (C.A.)	PO Box 392 Preston, 3072	(057) 83-1511 (H) (03) 270-1411 (W)	93																					
Rannarakis	Steven	138 Mc Ilwraith St Nth Carlton, 3054	(03) 387-7827 (H)	92																					
Reciprocal Newsletter Exchange																									
<table border="1"> <thead> <tr> <th>CLUB</th> <th>CONTACT</th> <th>ADDRESS</th> </tr> </thead> <tbody> <tr> <td>Advanced Sea Kavak Club</td> <td>John Ramwell</td> <td>5 Osprey Ave, Westborough Bolton, Lancs. BL5 2QH U.K.</td> </tr> <tr> <td>Investigator Kavak Club</td> <td>Peter J. Carlet</td> <td>28 Rowells Rd. Coolahys, 5052 S.A. Ph: (08) 43-4298</td> </tr> <tr> <td>S.W. Sea Kavak Club</td> <td></td> <td>P.O. Box A1045 Sydney Sth, 2000</td> </tr> <tr> <td>San Francisco Kavak Club</td> <td>Joachim Hermann</td> <td>Fomatingerstr. 11 D-50111 (FRG)</td> </tr> <tr> <td>San Francisco Kavak Club</td> <td>Penny Wells</td> <td>22 Courtwright Rd San Rafael, CA 94901 U.S.A</td> </tr> <tr> <td>The Tasmanian Sea Kaverak Club</td> <td>Allan Christian</td> <td>GPO Box 599F Hobart 7001, Tas</td> </tr> </tbody> </table>					CLUB	CONTACT	ADDRESS	Advanced Sea Kavak Club	John Ramwell	5 Osprey Ave, Westborough Bolton, Lancs. BL5 2QH U.K.	Investigator Kavak Club	Peter J. Carlet	28 Rowells Rd. Coolahys, 5052 S.A. Ph: (08) 43-4298	S.W. Sea Kavak Club		P.O. Box A1045 Sydney Sth, 2000	San Francisco Kavak Club	Joachim Hermann	Fomatingerstr. 11 D-50111 (FRG)	San Francisco Kavak Club	Penny Wells	22 Courtwright Rd San Rafael, CA 94901 U.S.A	The Tasmanian Sea Kaverak Club	Allan Christian	GPO Box 599F Hobart 7001, Tas
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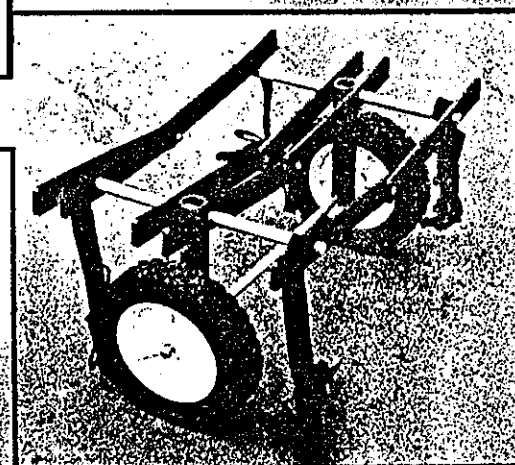
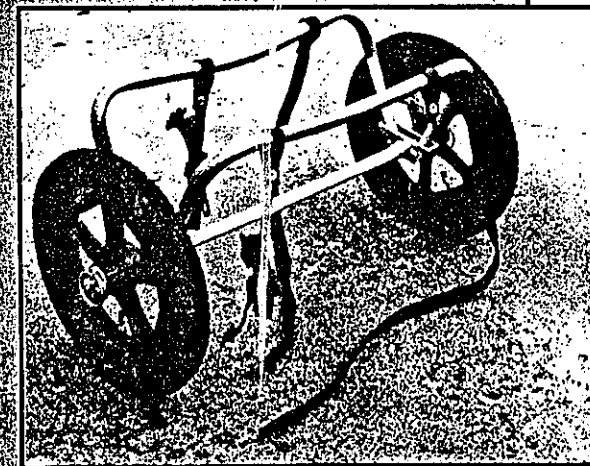
At last a cure for sea kayaker's back! the mid or stern mounted trolley. Here's a few suggested designs I don't know of any commercially available in Australia so good luck with the hack saw and welder in the back yard shed. I hear the humble golf buggy makes a good start. P.S. try and get one with wide wheels that don't sink in the sand. Ed

## EQUIPMENT

Center-mounted Carts

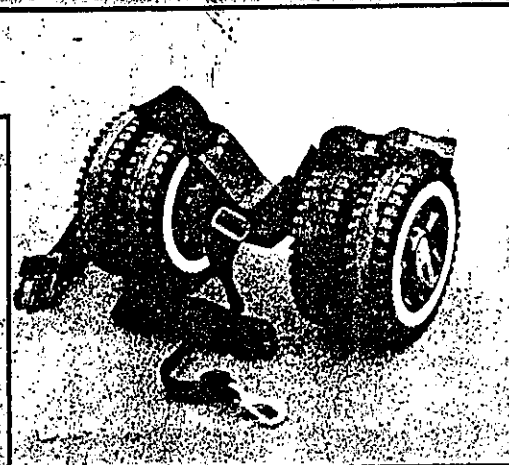
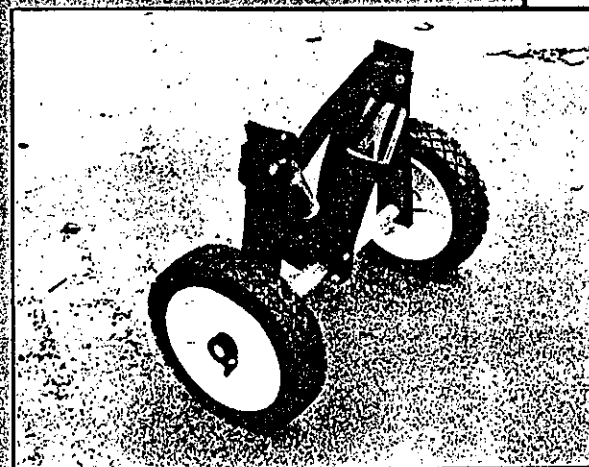


Wheels on a Whim Carts WM-1 (left) and Wm-2 (right)



Klepper (left) and MidWheels (right)

SternWheels (left) and Scupper Skates (right)



Stern-mounted Carts

## THE VICTORIAN SEA KAYAK CLUB INC.

Just what exactly do we do?, and who do we think we are anyway?. Well, I'm glad you asked that question as it helps remind ourselves. The club was first formed in 1979 to bring together Sea Kayakers in south eastern Australia and to serve as a uniting voice in protecting their rights to the freedom of the area.

The club is recognised by the Victorian Canoe Association and the Australian Canoe Federation. We have links with overseas clubs including the Advanced Sea Kayak Club - an international organisation, The San Francisco Bay Area Sea Kayakers, Saltzwasser Union (Germany) and interstate clubs including The Investigator Canoe Club (Sth Australia), The Tasmanian Sea Canoeing Club, and The Sea Kayak Club Of NSW.

There exists a wide range of interests and experience within the club from which all members can draw and learn. Club Members have completed some pioneering trips including the first circumnavigation of Tasmania and the first northerly crossing of Bass Strait as well as covering vast areas of the mainland on other expeditions. However, the club does not cater exclusively to any one group such as those at the leading edge of the sport. We aim to satisfy the needs of all members whether their interest be in extended open water crossings, short bay trips or inland touring/marathons. The only criteria being that they enjoy paddling Sea Kayaks. This provides diversity and scope for skill development within the club.

We welcome new members and are able to assist in a variety of areas including advice on; kayak design, fitting, out, accessories e.g. sails, etc. We also host a number of skills days during the year aimed at developing awareness of safety and improving general technique. These are run by qualified instructors within the club who also run occasional gradings for certification under the Victorian Board of Canoe Education. In addition eskimo rolling sessions are held during the winter months in a suburban heated pool. Due to our rather pitiful financial circumstances we are unable to provide kayaks or associated paddling gear for new members, however, these can often be lent & swapped on instructional events so that those new to the sport may become familiar with various items of equipment if/when they decide to buy their own.

The club does not meet formally except for its annual general meeting. Contact is maintained through a quarterly newsletter which contains (amongst other things) a calendar of events pitched at all skill levels. It is aimed to run at least one club trip per month with members being encouraged to organise others in addition or approach qualified /experienced leaders who may do so on their behalf. Commonly run trips include day & overnight trips around Port Phillip Heads, French/Phillip Islands, Wilsons Prom and the west coast with occasional larger trips interstate e.g. the Whitsundays & the Tasman peninsula. For those interested in gaining more information it can be obtained from the club secretary, John Stomps on Ph: (03) 580-8226 or writing to 31A Eulinga Ave Aspendale, 3195.