

Sea Trek

Official Newsletter of the Victorian Sea Kayak Club inc.



JOHN STOMPS
SECRETARY/TREASURER-VSKC
31A EULINGA AVE
ASPENDALE, 3195
VIC.

MAY - 1993

VICTORIAN SEA KAYAK CLUB INC.

COMMITTEE - 1993

President	- John Basemore	AH ph: (03) 560-5718
Secretary / Treasurer	- John Stomps	AH ph: (03) 580-8226
Vice President	- Keith Mitchener	AH ph: (054) 43-0413
Technical Adviser	- Doug Silke	AH ph: (052) 44-2510
Coastal Adviser	- Graeme Wilson	AH ph: (057) 83-1511
Public Officer	- John Hyndman	AH ph: (03) 499-1084

NEW MEMBERS

On behalf of the club I would like to extend a warm welcome to the following new members: Richard Goers, Michael Cohen, Glenn Cant, John Pergolis, Joe De Vos, Mike Wymond, Jan Andrews and Tony Hillier. I hope they are able to benefit through the camaraderie and opportunities for skill development which the club is able to offer.

V.S.K.C. PADDLING AGENDA '93

MAY, JUNE ESKIMO ROLLING NIGHTS

Leader: John Hyndman PH: (03) 499-1084

ROLL UP! ROLL UP! ROLL UP! ROLL UP! ROLL UP! ROLL UP! ROLL UP!
ROLL UP FOR THE ANNUAL VSKC ESKIMO ROLLING CLASSES.

As promised, and due to popular demand, Eskimo rolling classes will again be held at the Heidelberg Aquatic Centre, Waterdale Rd, Ivanhoe.

The six - one hour sessions will be held on Wednesday evenings from 9:15pm to 10:15pm on the following dates:- May 26; June 2, 9, 16, 23, 30.

To enrol for the entire course, simply complete the attached form and return it with cheque for \$30.00 (per person), payable to VSKC Inc., to:

Secretary VSKC
31A Eulinga Ave
Aspendale 3195

If you are unable to attend all the sessions and would prefer to pay per session, just indicate which ones, and include payment at the rate of \$7.00 per session.

NB: All kayaks must be squeaky clean and contain NO styro-foam. A face-mask and/or nose clip are handy when starting off. Try to be ready to be on the water punctually at 9:15pm.

See tear-off slip at back of newsletter.

New Instructors Training Intake

Those who are interested in furthering their knowledge or gaining a recognised qualification for conducting coaching sessions may like to take advantage of this opportunity offered by Mal Cowell to take part in an upcoming instructors training course to be conducted under the auspices of the Victorian Canoe Board of Education. For details of the arrangements and course content contact Mal Cowell
PH: (059) 66-5110 or 018-10-5337

MAY 30 Mini Marathon

CONTACT: John Pergolis PH: (03) 337-2509 H

The Essendon Canoe Club is hosting a mini marathon (21 Km) on the Maribyrnong River on the 30th May commencing at 11:00am. Those entering are advised to turn up at about 9:30am to familiarise themselves with the course etc. Entries close 10:00am, entry fee \$7.00. The race begins from the club house at Woods St. Ascot Vale which is in Fairbairn Park. (Melways Ref pge28-C8).

JUNE 12-14 LAKE EILDON Queens Birthday Long Weekend

Leader: John Basemore PH: (03) 560-5718 H

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 Arm, Goughs Bay and The Pines. However this is open to further discussion with those taking part.

JUNE 26, 27 Port Welshpool - Shallow Inlet - Port Albert

Leader: Chris Sewell PH: (051) 521-533 H

Suitable for Beginner/Intermediate paddlers.

Saturday Morning Meeting Place: Camp overnight at Long Jetty Caravan Park (PH: 056-881-233)

I plan to paddle through the maze of islands and entrances (depending on tides and weather), exploring the vast waterways and camping on one of the desert islands. Binoculars could be useful for identifying the many species of birds feeding in the shallows. It should be a good trip to introduce people to camping out of a kayak and look at a variety of boats.
Note: Water is required for the weekend.

JULY 31 Mini NIGHT marathon

Contact: John Pergolis PH: (03) 337-2509 H

For those looking for something novel, or a new way to spend their Saturday night, the Essendon Canoe Club is hosting a mini NIGHT! marathon (18 Km) commencing Sat 6pm on the 31st July.

SEPTEMBER 18 - OCTOBER 3 Airlie Beach to Bowen (QLD)
 Leader: Chris Sewell PH: (051) 521 533 H Standard: Intermediate
 I plan to follow the coast and islands northward to Bowen in a leisurely fashion, often spending a day or two in the more beautiful places. The islands are much smaller than those in the main Whitsunday Group, but on all accounts are more unspoilt due to fewer visitors. I also plan to visit two little known 'Clatons' resorts along the way.

Allow three days travelling from Melbourne (about 2500 km) and a further 1/2 day to complete the car shuffle. I plan to spend Monday (20th) night at the Bush Village Backpackers (PH: 079-466-177) next door to the Club Crocodile Hotel, and launch the kayaks from the beach opposite. I hope to begin the paddle on Tuesday 21/9 and finish paddling on Tuesday afternoon 28/9. This allows five days to get home and recover.

TRIP REPORTS

Cumberland River To Apollo Bay - Cancelled due to the leader being sick and general lack of interest.

April 24-26 Wilson's Prom - Walkerville - Those present - Rod Cope, John Hyndman, John Basemore, Dave Forsyth & John Stomps. A windy Saturday meant playing in the waves on Norman Bay was the obvious and only viable trip plan but still an enjoyable and educational day. Sunday brought better weather and a trip to circumnavigate Norman Island. Much calmer seas but some significant swell remained on the southern side of the island. On Sunday John Basemore, Rod Cope & John Stomps completed the paddle from Walkerville to Cape Liptrap & return (20 Km) in ideal conditions along some spectacular coastline. Waratah Bay proved to be well protected from ocean swells & prevailing winds. In summary a good day trip for future reference.

CAPE OTWAY PART ONE: JOHANNA BEACH

A series of hot calm days does not necessarily mean small surf at Johanna Beach!!! We knew of its reputation, but the many fishermen who frequently fish here spelt it out:

"It's always bigger surf here than Bells Beach..... today's surf is small for Johanna....."

For the interest of readers the day's surf report expected a 'solid 1.5 metre swell at Bells Beach, Torquay and surrounding reefs'. We didn't have the luxury of that information, simply expecting to find somewhere else if it was too difficult.

CAPE OTWAY- as experienced by Doug Silk

PART ONE - CONT.

Dropped off at Johanna Beach on the previous evening in the dark amongst many other campers all celebrating Australia Day in style (my kind of style), we slept comforted by the thought that even small surf makes a lot of noise!!

At first light there seemed to be some reasonable windows in the otherwise big surf that would enable us to get out. The decision was made to go. Today our kayak was heading past Cape Otway, to spend one night camped out along the way somewhere. Our final destination was Apollo Bay. But two hours later, when packed and ready to leave, low tide had steepened the surf at the outer ledge, and the swell was bigger. Many waves had a steep three metre high breaking front, with occasionally really awesome dumping waves further out.

There are several natural attractions on this part of the coastline - this morning we were one of them as we set out for the open sea, with watching natives lining the dune skyline. Warming up in the froth continued indecisively, still trying to make sense of the sets. The other half of our group (sitting in the front seat of the double), was getting the harder part of the action, so we went:

out towards the break

over smaller waves.... there's a bigger one....

strain to see what is behind...close, close behind...

another one bigger.....unbroken...worrying but not huge...

but instantly ceasing to consider what came after that....

out of the first!! madly blinking windscreen wipers....

hundredths of a second glimpse of white water with a power that at once enveloped us in a total loss of control.

For me it was then easy, swimming beside the boat in the calm, soon realising that there was little power left in the breaking waves, and that we were being rapidly brought back to the beach, even with a couple of rocks in the way.

Steve got hammered as his end of the boat was briefly in a different world as the wave turned us completely around. A thump on the head disoriented Steve and difficulties exiting with our sail in his cockpit led to swallowed water. After a delay he did eventually hold my paddle as I swam to get his, but concerned me then as he initially would not swim, then later with only a little effort. I wanted to guide the kayak into shore from the stern, but while doing this I watched him very closely as the waves swept the kayak and I away from him. We are very, very thankful for life-jackets.

PART 2 - TO THE LIGHTHOUSE

Those who frequent this part of the coast told us that the same conditions would exist along all the beaches adjacent to Johanna, like Station, Glenair, and Castle Cove. It seems likely that these beaches cannot be depended on, except in the smallest of conditions, and a high tide would help. Between Port Campbell and Cape Otway it seems that only Point Reginald near Moonlight Head may have some shelter.

So it took a long time to get out to sea that day. Packing, swimming, unpacking, hitching to bring back a car, tying on, driving, unloading and packing again, but we did eventually set out from the totally sheltered Apollo Bay wharf about 3:30pm.

We pushed across open water to a distant headland and Blanket Bay, with an unspoilt landscape of naturally vegetated headlands divided by gullies, dropping steeply into the sea along the way. The wind was pushing up many white-caps from behind so we didn't have to hurry, despite the late start.

While the surf is much smaller than at Johanna, there was still strong surf along the coastline. However entry into Blanket Bay on this day was easy, though we did enter over rocks. The deep channel is seen best if you pass most of the outer edge of the Blanket Bay reef, so you can double back on a northerly heading. Usually there is a strong rip out the entrance with confused water and some white caps perhaps, but certainly no breaking waves in the quite narrow gap when we were there.

It is a rectangular body of water bounded on two sides by beach and shore-lining rocks, with natural breakwaters on the other two sides. Inside, the swell is 'blanketed' right out. A limited number of camp sites are available, accessible by car, up the hill amongst the bush. No booking can be made or fees payable, but as a result you may have to go somewhere else to camp if it is full. On this long weekend it was full on Friday morning.

We were met at the shore by a Geelong Canoe Club family and were plied with coffee - Wow!

I always get a kick out of paddling in the subdued colours of the late afternoon, and it was magic to idle past the rocky foot of surf lined hills. It wasn't far to go and we were keenly anticipating the entrance into Parker River.

had visited Parker River once before by road, but was not sure how easy the entrance would be. However, the inevitable fishermen told us how they have launched their power boats in Blanket Bay and travelled on to land at Parker River, and how the latter was the landing point for all materials taken into build the lighthouse on the Cape, so we now felt quite confident.

But of course we didn't know then that on one occasion the ship's captain and mate were drowned while attempting to land 40 men at Parker River to restart work on the lighthouse. Needless to say those left alive on that occasion decided to postpone their landing attempt.

Instead I had felt the usual glow familiar to paddlers of the more stable kayaks when the fishermen added, "It's a bit rough out there isn't it?" while eyeing the white-caps back towards Apollo Bay, "Maybe there's a lesson there?"

A 50 metre gap in sandstone cliffs is the only indication of the entrance to Parker River, and we entered very slowly, watching several waves pass by, altering position to centre the gap between white water on each side of the funnel of rocks leading to the gap. At the entrance there was occasionally metre high frothy surf across the narrowest gap, which we used to land on the sand beach just inside. During our stay we negotiated this entrance four times, and in the end there was nothing in it. There is a similar entrance into a tiny bay on Percy Island, a remote island I visited recently again in North Queensland. Both that entrance and this one impress me greatly, although both are virtually dry at low tide.

A shallow tiny bay opens out magically inside surrounded by a small area of river flats with steeply sloping tree-lined hills on all four sides excepting the narrow entrance behind (sandstone from the cliffs here was used to build the lighthouse). We dragged/floated the boat up the sand bar into the river, and idled 200m up the tannin coloured water to the waterfalls, before returning to the beach where we only had to carry our boat 10 metres to park it on an always sheltered flat grassy area, just perfect for camping. This area could accommodate a very large group.

Even on Australia Day weekend, no-one else was camped here, put off by the need to carry a lot of camping equipment down and back up. But quite a lot of people do camp up top on the hill beside their cars, and walk down to swim and fish.

One set of ship's timbers all nailed together by large spikes lay flat, just exposed in the sand, was a reminder that this coastline is known as "The Shipwreck Coast". One famous wreck - "Eric The Red" occurred just outside on the rocks protecting the entrance. I won't morbidly tell you how many died on that wreck, only because I don't remember...

Out to sea soon after first light and we headed to the tip of Cape Otway. Sunday's surf forecast was for smaller one metre waves at Bells, but the surf looked as big as ever along the coastline, and keen observation up forward, together with staying well out was the order of the day. We knew what could happen if we were caught in a big set above shallow water that gave no forward notice. Not knowing the coast, secure landing points being a long way apart, it was not worth any risk. We could not make out any entrance into Crayfish Bay that is located a short distance before reaching Cape Otway and the first lighthouse built in Victoria.

We passed between the coast and a long line of breakers, perhaps 500m out to sea off the Cape. And looked with much respect westwards through the spindrift mist, above much bigger surf, to several rocky headlands that receded off into the distance.

We sat for ten fascinating minutes, yet I had the feeling that we were being pushed westwards into the "teeth of doom" by a quite noticeable current.

Our eyes were then unavoidably rivetted on some big ones beginning to break out further on the rocks, finally crashing on almost to the cliffs at the foot of the lighthouse. They seemed to be six metres high, but who cares they were big!! The powerful rollers that passed underneath us a few minutes later were big too, and this was a calm day!! I can now visualise 40 footers out here in Wintery weather.

On the return trip the current seemed to ease off Crayfish Bay, though we still pushed into the white-caps. Then a pod of six dolphins joined us. Wow!! After many years of sea kayaking never had I seen them so close, a bigger one with a bit out of its fin, and two smaller ones playfully lifting noses and tails out of the water. They followed for a kilometre, often very close, one crossed within 30cm of our bow.

Once back into Parker River, a walk up to the waterfall found us talking to a couple camped there, and one was a keen surf and polo canoeist. We talked of many things while relaxing in the sun, but also of difficulties of emptying boats in surf, of rips sweeping boats 500 metres out behind the surf line during a rescue, and of the danger of being anywhere near your boat after a capsize in surf.

When returning to Apollo Bay the surf by then was indeed a lot smaller than the trip out, in line with the Sunday surf forecast. As well as re-entering Blanket Bay, we backed into Stony Creek, a kilometre or two past Blanket Bay without any broken waves at all, though definitely not an easy campsite.

Surf landings on some good looking beaches around Shelly Beach are no doubt possible, however there are many rock shelves off these with some only noticed when bigger sets break.

One easy departure point for Cape Otway is the Cape Marengo Caravan Park, where in similar conditions there is no problem negotiating inside Little Henty Reef.

Try it sometime.

Steve McFadden and Doug Silke

P.S. With winds from Ne, E, and SE sectors greater than 15 knots occurring less than 1% of the time IN WINTER so this could be a good winter trip.

(Source: Dept of Meteorolgy, Cape Otway Lighthouse figures).

EQUIPMENT IDEAS

Waterproof Electric Switch: For those who wish to buy a hassle-free switch that is fully waterproof, Dick Smith Electronics might have the answer. Part No. P7664. It is a 12 volt, 10 amp fully sealed switch, but at \$9.95 isn't cheap. I have two on the double kayak which operate 500gph and 1000gph pumps and at this stage have not had any hint of failure. I have put a plastic 18mm saddle (from a home watering system) over it to protect the switch from accidental knocking and switching on.

-Chris Sewell

7.

FOR SALE

TEAR DROP HATCH FOR PITTARAK \$120.00
plus RUDDER SYSTEM " " " \$120.00 Will swap either for
Wild Water double seal spray deck. Contact Colin Mc Cubbin. Write or
call at 64 Abbotsford St. West Melbourne.

FOLDING DOUBLE

Ash Frame, Canvas and Neoprene deck and hull, used once. Includes
spraydeck and sail \$1 500.00.
Contact Mal Cowell Ph: (059) 66-5110 or 018-10-5337.

POSITION VACANT

DIRECTOR - MITTAGUNDI OUTDOOR EDUCATION CENTRE

A challenging and rewarding position with a renowned institution.
Those who feel they have the necessary qualifications may contact Rick
Lindsay 018-56-9985 or Dick Adler (03) 347-0949 for further
information and/or a position description.

Considered paddling the west coast of Scotland???

Mal Cowell has a range of Sea Kayaks (Nordcaps, Sea Tigers, & Ice Floes)
on location for hire. For further information regarding boats, paddling
opportunities, etc., contact Mal Cowell
PH: (059) 66-5110 or 018-10-5337

Club Library

The Club Library has recently been extended with the generous donation
by Colin McCubbin of an Illustrated Encyclopedic Survey of Whales,
Dolphins and Porpoises - an extremely well produced reference source.
Anyone interested in borrowing the book may contact the secretary.

Passing through Bairnsdale? Take a break at Chris & Therese's
at 6 The Grange, Bairnsdale.

If Sea Kayakers are travelling through East Gippsland, drop in for a chat
and a coffee. We love to hear what's happening outside in the big wide
world and the adventures you're getting up to. To find us (when going
towards Mallacoota) travel through Bairnsdale, turn onto the Omeo Hwy.
After 150 metres, take the first left turn (Flinns Rd) and turn left
almost immediately again into The Grange. Our phone is (051) 521-533.

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FLARES, Should we carry them, and if so, what type?

This is a question that often arises whenever sea kayakers
meet and compare equipment, and the solutions that
individuals within our ranks have come up with are as varied
as the types of flares themselves. Some choose not to carry
them at all, and indeed, the boating regulations do not
require our class of craft to be so equipped. One argument
sometimes encountered against carrying flares, is that in
our application it's almost impossible to keep them
accessible and dry at the same time, thus reducing their
reliable shelf-life (3 years) and incurring considerable
cost in their continual replacement. This is unquestionably
a problem, and they are a relatively expensive item, but I
guess the question you must ask yourself is, "What is YOUR
life worth?" My view is that if they work, they are pretty
cheap insurance and have always included them in my kit of
necessities when packing for even a day paddle on the bay.

A recent gathering of paddlers at the Prom again raised
some of the above questions and it was interesting to see
what some of you others considered to be the solution to a
vexing problem. Whilst most agreed that it was worth our
while to carry flares, there seemed to be varied opinions as
to which type would best serve our needs, so I decided to
set myself the assignment of consulting some experts in this
field, and these are my findings.

I first consulted Pains-Wessex, manufacturers of
pyro-technics including flares of all types, and was given
the following run-down on their various lines.

1. Orange Handsmoke Mk3 - For day use, produces orange
smoke for 60 seconds, visible for up to 4 kms. R.R. \$20.00
2. Red Handflare Mk2 - Mainly for night use but can be
useful to pinpoint position during daylight. Burns 60 secs. ^{RR} \$20.00
at 15,000 candela, visible up to 10 kms on clear, dark
night. The above two are available as "Inshore Kit"
comprising two of each. R.R. \$62.00
3. Para Red Mk3 Distress Rocket - A parachute suspended
red flare which is ejected to 300 metres and burns for 40
secs. at 30,000 candela, visible for 15 kms by day and 40 or
more at night. R.R. \$55.00
4. Day/Night Smoke Flare - A compact, waterproof unit
that combines orange smoke (18 secs.) and red flare (20
secs. at 10,000 candela). \$95.00
5. Miniflare 3 Kit - A personal distress kit for short
range aerial signalling comprising 8 flare cartridges that
are fired from a pen-sized launcher and burn for 6~~X~~ secs. at
a maximum height of 80 metres with a brightness of 10,000
candela. Visible up to 8 k's in the day and 20 k's at night.
Packaged in a pocket-sized pouch with lanyard attachment
points. R.R. price \$68.30.

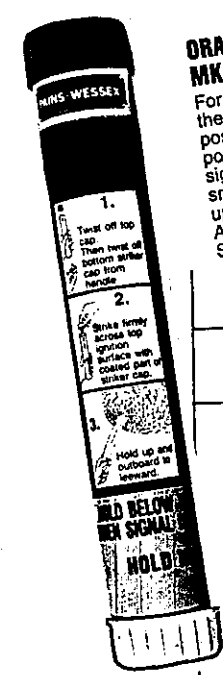
When I explained the conditions under which we operate
and the range of locations we are known to frequent, the
person from Pains-Wessex I spoke to recommended the Day/
Night Flare (No.4) as first preference, despite its
relatively high price (roughly the same price per unit as

the Inshore Kit), because of it's water resistance - they are used by divers down to 50m - and also their compactness.

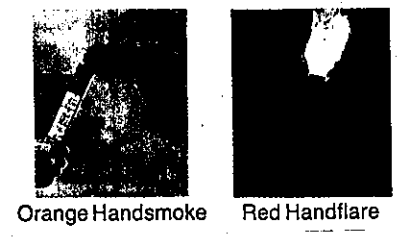
I next phoned the Water Police for their views on the field-effectiveness of the various types, and from this discussion came to the conclusion that none of the listed units alone, offers a complete solution. The officer I spoke to suggested the Miniflare 3 Kit to be carried in a waterproof pouch in the pocket of a PFD, as well as a Day/Night or other smoke unit. He also suggested that in the more remote areas and in extreme conditions, the Para Red Mk3 had distinct advantages, ie altitude and brightness. When questioned on the effectiveness of the Miniflares in strong wind (just the condition that may cause us problems), he agreed that in a 40 knot wind, the 80 metre max. height could easily shrink to 20 metres and it may be extinguished prematurely, but would still include them to be carried in a personal survival kit. The Water Police and the Army both have them in belt and jacket survival kits made for them by a company called RFD at Cheltenham, or another called Avon that makes and services life rafts. He also stressed the effectiveness of strobes, just as an aside.

So there you have it, for what it's worth! From now on, my own kit will include a Miniflare 3 Kit, in conjunction with an Orange Smoke Mk3 or two (until they expire) and then I'll probably replace them with Day/Nights.

JOHN HYNDMAN.



ORANGE HANDSMOKE MK. 3
For day use only. To raise the alarm and pinpoint your position. Use only when potential rescuers are in sight. Produces orange smoke visible for 60 secs. up to 4 km. distant. Approvals: Australian Standards and U.S.L.C.



Orange Handsmoke Red Handflare

RED HANDFLARE MK. 2
For night use in particular, but can be used daytime, for raising alarm & pinpointing your position. Use only when potential rescuers are in sight. Burns for 60 seconds at 15,000 candela. Visible up to 10 kms. on a clear dark night. Approvals: Australian Standards and U.S.L.C.



PARA RED MK. 3 DISTRESS ROCKET
An easy to use hand held self contained distress rocket, ejecting a parachute suspended red flare at an altitude which burns for 40 secs. at a brilliant 3000 cd., visible range 15km day, 40 km. or more by night. SOLAS '83 APPROVED.

FLARE VISIBILITY
The potential sighting area of an approved distress signal to a SURFACE SIGHTING UNIT is as follows:

SIGNAL HEIGHT	MAX. SIGHTING RADIUS - KM.	SIGHTING AREA - KM sq.
2m Orange Hand Smoke (day)	4 km.	50 km. sq.
2m Red Handflare (night)	10 km.	314 km. sq.
80m Red Cartridge Star (night)	20 km.	1257 km. sq.
300m Red Para Rocket (day)	15 km.	707 km. sq.
300m Red Para Rocket (night)	40 km.	5028 km. sq.

MINIFLARE 3 KIT
A personal distress kit for short range aerial signalling. Each kit comprises 8 red aerial flare cartridges and projector in a pocket size moulded pouch with lanyard attachment points for added security. Stars burn for 60 secs. at maximum height of 80 meters, visible up to 8km. day, 20 km. night. Restricted for sale in some states under firearm regulations. (Not for sale in NSW).



THE TASMAN PENINSULA (TASMANIA) TRIP-EASTER 93

This trip was organised in conjunction with the Tasmanian Sea Canoeing Club, based in Hobart, who did a fantastic job organising the trip. The four Victorian club members on the trip met at Welshpool in South Gippsland on the Wednesday 7th of April for the first leg of the journey, a four hour boat ride across Bass Strait in the Seacat, affectionately known as the spewcat. Due to large seas in Bass Strait the ferry did not leave until the following morning. The swells were still between 2.5 and 3.5 metres on the trip over which made some of us a bit seasick. The following day we arrived at the George Town terminal about 11.30 am to be greeted by Mike Emery from the Tasmanian Sea Canoeing Club. Mike had driven up from Hobart on the Wednesday and was forced to stay overnight at the George Town terminal and await our arrival the following day.

At George Town we quickly packed and were on our way to Hobart. After a quick stop at Mike's bush haven in Hobart we headed off to camp the night at Eaglehawk Neck which is the narrow strip of land that joins the Tasman Peninsula to the mainland and where we were to begin the kayak trip. The following morning after a good sleep, we packed the kayaks and were on our way at about ten in the morning with practically no wind and a blue sky above. At this stage things were looking good, but there was some anticipation as to what the weather would be doing and for us interstate visitors there was the matter of the seal landing and the water landings to think about.

As it turned out the weather throughout the trip was superb and the main worry for me at least was getting sunburnt. The group comprised from Victoria, John Hyndman, Peter Dingle, Angus Walker and Rod Cope and from Tasmania, Mike Emery, Paul Davis, Tony Gaiswinkler, Ros Minchin, Renata Schadack, John Bordman and Mark Temple-Smith.

Friday Good Friday

The first days paddle began from Eaglehawk neck which is on Pirates Bay. After getting through light surf we headed south down the coastline of the Tasman Peninsula and after leaving the bay, travelled along the coastline of high cliffs where the waves lap up against the cliff face. At Mike's suggestion we followed the coast and as the seas were very calm were able to closely explore the many sea caves and blow holes along the way. Some of the caves visited included the Blowhole, Arch and Patersons Arch. The combination of the weather, the spectacular and the caves dotted along the way made it a great days paddling. Although there were not many places to land a kayak, because of the calm seas we were able to land our kayaks on a pebble beach and have some lunch. After the days paddling for about 15 kilometres, we joined a number of bush walkers camped at Bivouac which is at the mouth of Fortescue Bay.

Saturday

The greatest concern at the start of the day was the weather, as our options for landing were limited the further south we went. The weather report was for the mild

conditions to continue, with a northerly wind freshening during the day. A mild cool front was expected late on the Sunday. Our paddle continued down the south east coast of the peninsula. The interest level for exploring caves had subsided a little after the previous day when countless sorties were made into the many caves along the cliffs. The coastline could only be described as spectacular as we progressed further south with the cliff face rising higher and the rock formations constantly changing.

At the south east point of the entrance to Fortescue Bay, known as Cape Hauy is an interesting rock formation consisting of two small islands jutting up from the water called the Lanterns, and in between the two is a very narrow but tall shaft of rock known as the Candle Stick. As well as being spectacular to look at, it took on greater significance after hearing Mike Emery recount his involvement in the first successful attempts at climbing these rocks.

Our paddle continued down the coast with the spectacular cliffs and very deep clear waters. As we came up to Cape Pillar on the south east corner of the peninsula we passed a large colony of seals. There were a number of fishing and sight seeing boats around this area and I kept my distance from a large tuna fishing boat passing by. We had been warned to watch out for the fishing lures towed by these boats, which could easily hook onto ourselves or the kayak. After rounding Cape Pillar the group arrived at Tasman Island which was to be where we made our seal landing. Because of the mild seas the landing of the ten kayaks went smoothly and for those of us who had not made a seal landing before it was a great experience. To the surprise of some of us the kayaks were lifted up to the higher rock ledges to then be lashed down for the night, for the decision had been made to stay on the island for the night. We ate our lunch and as it was quite warm most of the group stripped down for a swim and made an attempt to befriend the seals living on the rocks surrounding us. We were also briefly entertained by Angus attempting to climb an old rusty steel cable extended between a small rocky outcrop and the main island, which was once part of a flying fox used to land stores and people on the island. Fortunately for Angus he realised the difficulty of the task and climbed back to safety.

The plan was to sleep in one of the three unoccupied lighthouse keepers residences. This involved climbing a very steep hill, carrying our sleeping and food gear, which proved to be a hard slog. Upon reaching the top of the relatively flat island we were greeted with a spectacular view back across to Cape Pillar, this view alone seemed to have made the trip seem worthwhile. The lighthouse is now fully automated and powered by solar energy. Unfortunately the three lighthouse keepers residences are falling into disrepair which seems a shame given the history behind them. A pleasant evening was spent which included the reading of a research paper on the history of the island. The lighthouse was built early this century, and although in distance the island is not far from Hobart, the lighthouse keepers and their families would have lived an isolated existence.

Day 3 Sunday

The weather continued to be mild and after packing the kayaks we were all able to successfully launch off the kelp covered rocks into the water. We headed in a westerly direction along the coast toward Port Arthur. This was to be our longest days paddle.

The coastline continued to impress with the height and beauty of the cliffs. The decision was made to not stop at Port Arthur as the camping facilities were not considered to be great. Along the coast we passed Black Head, West Arthur Head and rounded Cape Raoul. After a long paddle through Raoul Bay, Curio Bay and Two Island Bay we finished the day setting up camp on the peninsula close to Wedge Island. By this time the group had got to know each other and were all enjoying the trip. Although the original plan was to circumnavigate the peninsula it was decided to change this and paddle on to Hobart. At this point three of the party, Mike, Tony and Ros ended the trip with Mark heading back to Devonport.

Day 4. Monday

Headed north across Wedge Bay to Lory Point where a small surf beach is located where quite a few surfers out enjoying the waves. It was here three large salmon were caught by John and Angus. After following the coast of the Tasman Peninsula to Outer North Head we headed west to Betsey Island and stopped there for lunch. The weather seemed to be changing at this point. The plan was to stop at a lighthouse located at the mouth of the Derwent River known as the Iron Pot, which is built on a small island of mainly rock. Two more members of the group (Mike and John) were farewelled, and the numbers were now down to 6. Our last camp was made at Opossum Bay about 15 kilometres from Hobart. We ate the fresh fish that night and enjoyed our last night out.

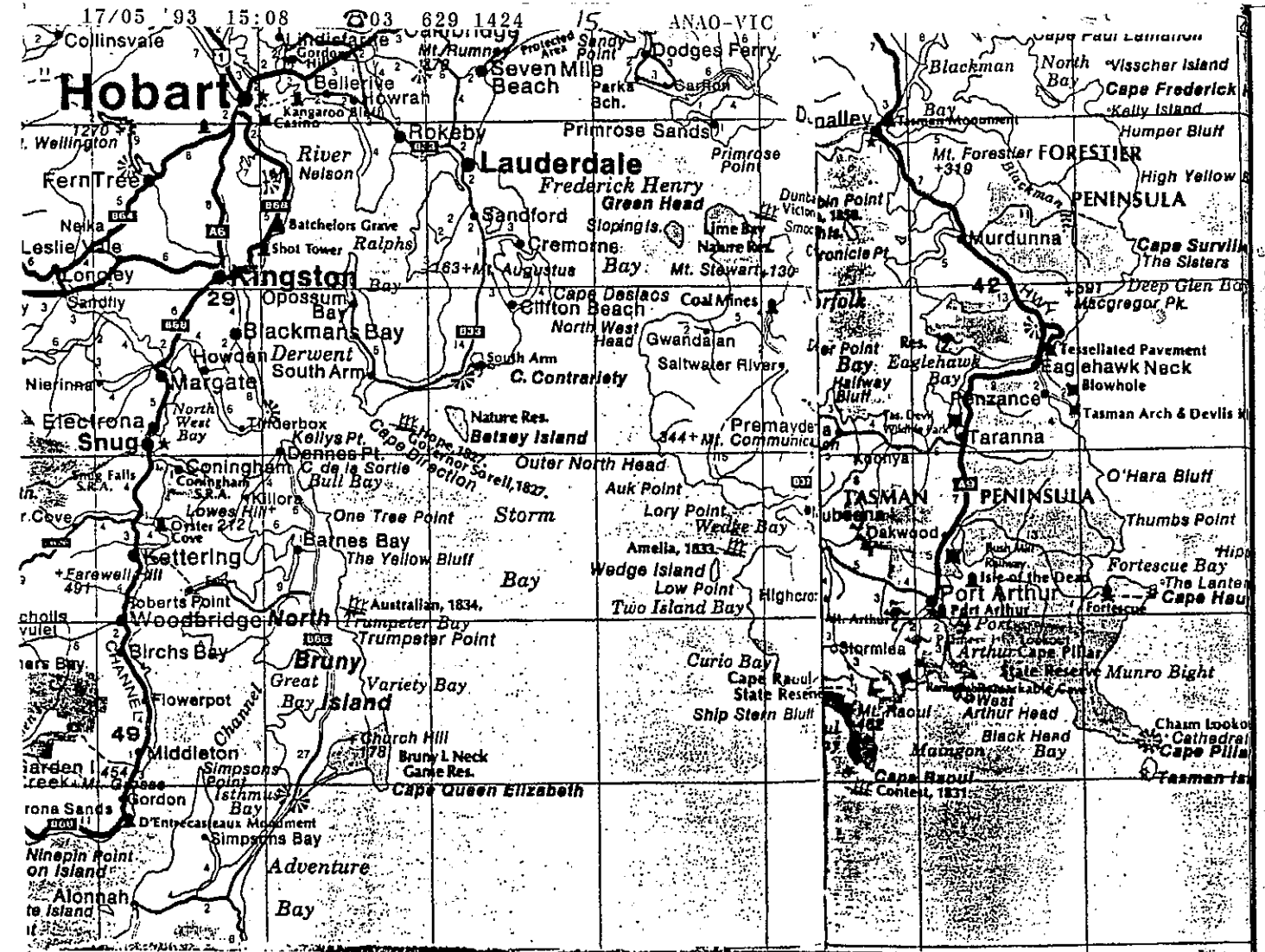
Day 5.

The last leg of the trip was to paddle up the River Derwent, a very impressive sight from the water. As we got closer to the centre of the city the signs of civilisation became more obvious. Along the way we stopped close to Renata's home and bid her farewell and headed up to Hobart, finishing at the wharves just past Battery Point. At the wharf we were met by Tony and John all shaved and showered and with a carton of Tassy Ales to toast the successful trip. From the brief look at Hobart we all agreed it is a great place.

Thanks to all those people involved in the organisation of the trip, I think all those that participated would agree it was a resounding success. Special thanks to the Tasmanian Sea Canoe Club for the organisation and hospitality and to Mike Emery and Tony Gaiswinkler who provided transport for the Victorians between George Town and Hobart. Thanks also to John Hyndman who co-ordinated the trip from the Victorian side of Bass Strait.

PS After hearing about some of the trips made to the Furneaux Group of islands by the Tasmanian club members there is some interest in organising a trip to these in the future. I am also about to do a trip in North Queensland probably between Mission Beach and Cairns, if interested please contact me.

Rod Cope



A WORD FROM YOUR PRESIDENT...

Recent club events have highlighted the need to improve individual paddling skills and group discipline.

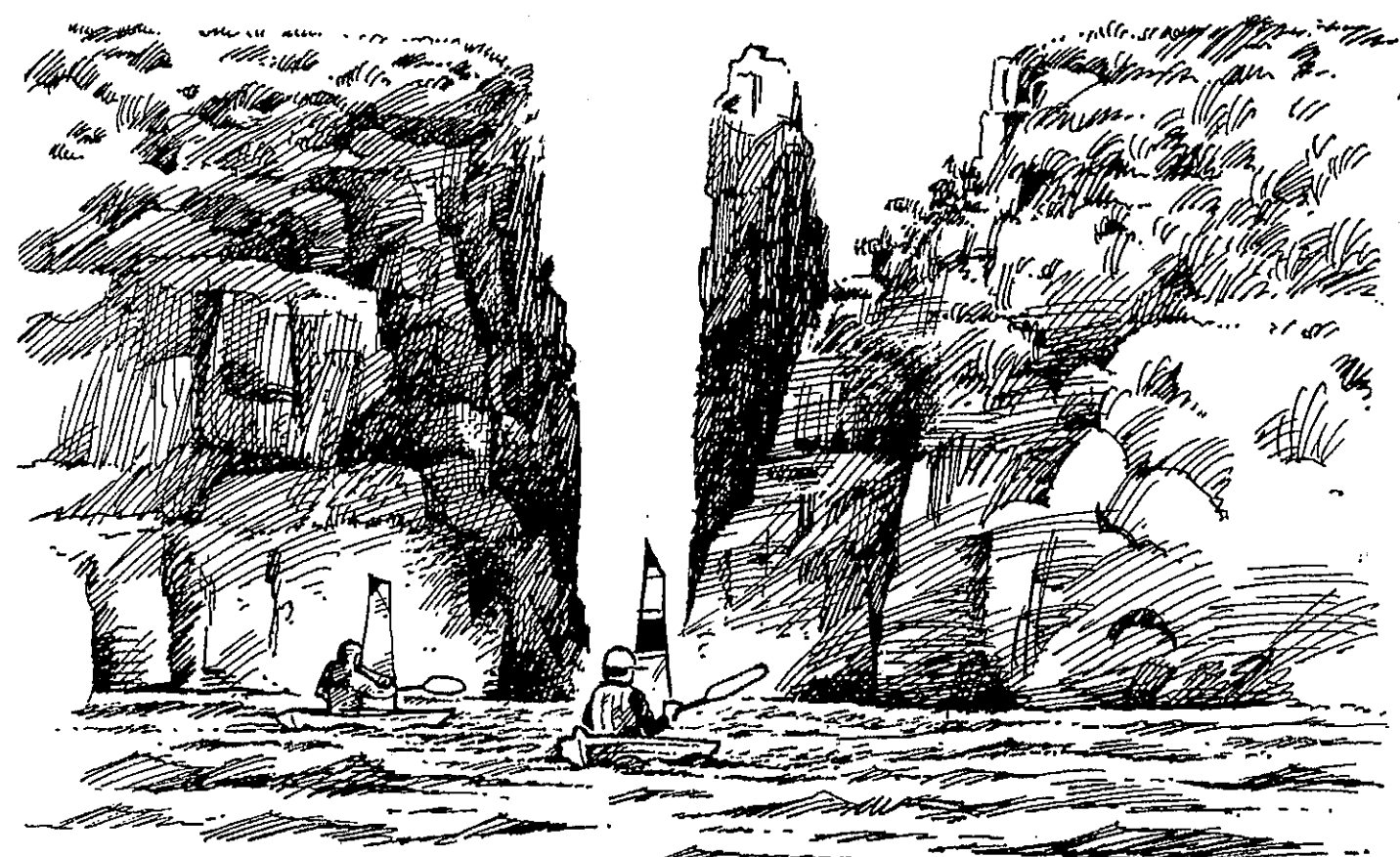
Good paddling skills provide a safety net which a group may only hope to compensate for in their absence. Nothing can replace the ability to roll anywhere every time. Anyone incapable of an instinctive self rescue cannot assume help will always be close at hand or others always in a position to render assistance. It is for this reason that I draw your attention to forthcoming rolling sessions at Ivanhoe pool and recommend that anyone with room for improvement make use of the opportunity. Skill development should be looked at as a continuous and ongoing process. With this in mind may I draw your attention to the surf rolling clinic to be run by Laurie Atkins on the weekend immediately following the last pool rolling session. Also; I encourage you to attend VBCE courses where possible as these are a proven means of skill development as well as providing recognition of competence in achieving set standards.

Paddling is fun,
Better two than one,
But when at sea,
I'd rather be with three.

This little ditty covers my philosophy for group discipline. The basic unit is the "Buddy" System of two (or if need be, three!) individuals who at all times and under all conditions stay in close proximity. The extension of this is for two or three sets of "Buddies" to form a "pod" or small group within the main party. A leading "pod" sets the forward boundary of the group and a trailing "pod" will be assigned to contain the group at the rear. This ensures the group is cohesive and that each member has the assigned responsibility of another person rather than a loose affiliation with the group. The system is best implemented through a briefing just before launching. It is flexible, ensures no one is left alone or allowed to get out of their depth so to speak.

ISLANDS & DOLPHINS - THE PORTSEA EXPERIENCE.

Or what actually happened on the Portsea paddle 16-5-93. Well it was a great day, well attended (Ray Musgrave, Robyn & Keith Anker, John Basemore, Derek Wigley John Stomps, Mike Cromie, John Hyndman, Hvoje Miskov and John Pergolis) with very calm seas. The group headed first for Mud Island & landed after about an hour on a nice sandy beach (no mud in sight in fact!) for snacks and a look at the black swans surrounding the place. Then it was on to South Channel fort for lunch & some exploring of the underground tunnels & bunkers from which the island gets its name. After some lolling around we headed in to Sorrento where low and behold we actually encountered a pod of dolphins who were almost as interested in us as we were in them. All in all a great way to cap off a great trip. LO



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VSKC 1993 AGENDA - LATE ENTRIES

JULY 4th

Point Roadnight - Live rolling practice
A good opportunity to consolidate newly developed rolling skills in the conditions when you are likely to need them most. Point Roadnight is a Protected bay just to the west of Anglesea. It has small manageable waves and provides a good put in place for those who are interested in paddling the area on Saturday. Coaching will be provided by Laurie Atkins - a qualified & experienced instructor.
PH(052) 43-1035 (H)

JULY 11th

Torquay - Live Rolling Practice A further opportunity to develop live rolling skills. Torquay offers more testing conditions & the chance to build confidence in slightly larger waves. Contact Doug Silke (052) 44-2510 (H)

JULY 24-25TH

Inverloch to Cape Paterson & return (20km)
A spectacular area of the coast with many interesting features. This section of the coast is quite exposed & therefore open ocean experience and rolling ability is needed. To be done as a day trip on the Saturday with a further trip on Sunday to be decided by those present. Contact Derek Wigley Ph: (03) 568-7453 (H).

AUGUST 15th

Stoney Point - Cowes - Tankerton (22km) -
The Westernport scenic tour with stop overs on both Phillip & French Islands - suitable for beginners upwards. Contact Ray Musgrave (059) 75-2414 (H).

SEPTEMBER 18-19th

Marengo to Parker River Camping overnight at Parker River & return the following day. A good bit of west coast paddling with towering cliffs & rolling swells. Open ocean experience definitely needed for this one - contact Doug Silk Ph: (052) 44-2510 (H).

NOVEMBER

13th & 14th

Gippsland Lakes Tour - Mann's Beach to Port Albert camping out overnight - a good opportunity to gain experience in planning/packing for and paddling on an extended trip. Contact Brian Ray Ph: (051) 43-2243 (H)