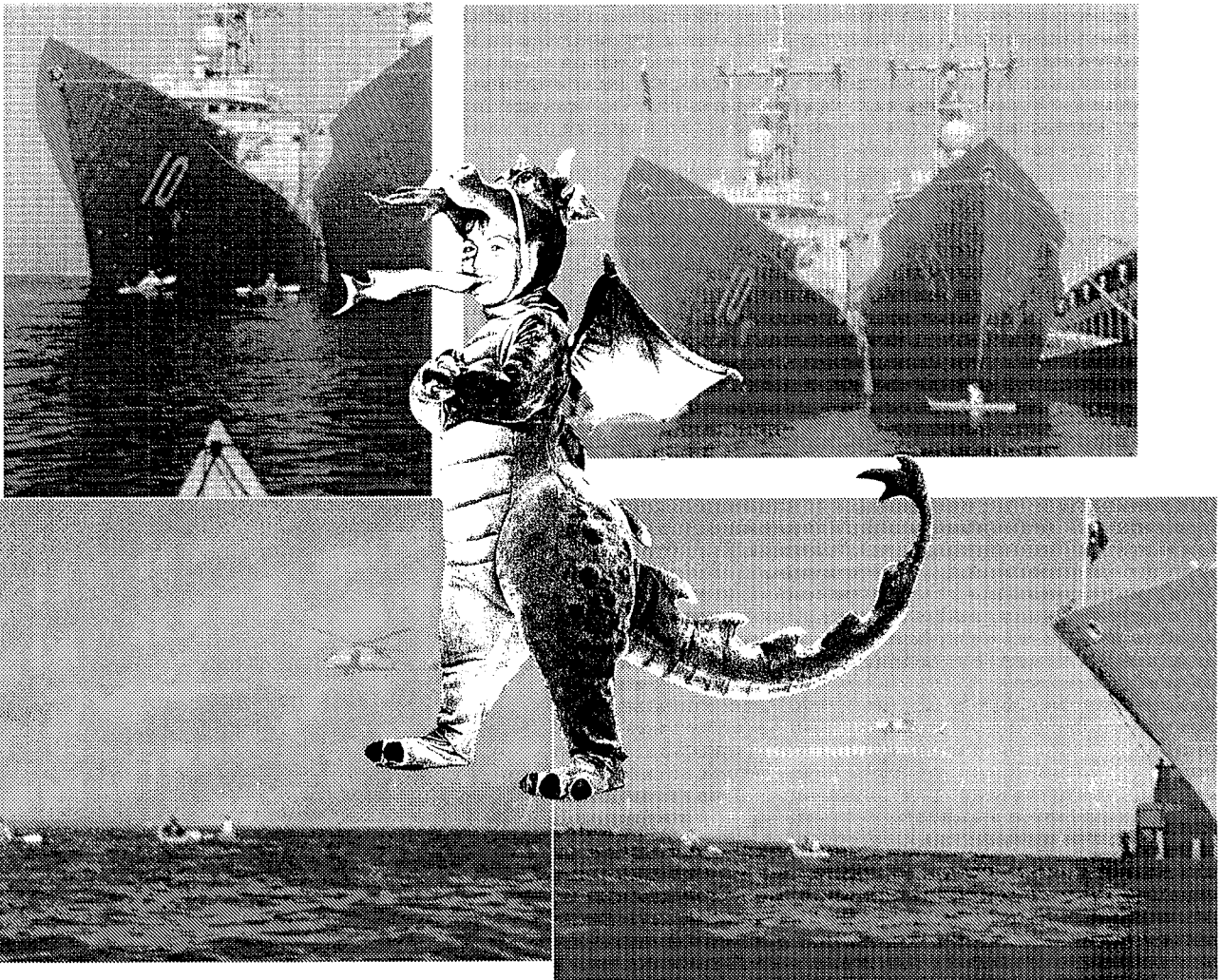


# VICTORIAN SEA KAYAK CLUB NEWSLETTER

SUMMER 2001/2002  
INC NO A17985B

SEAKAYAKERS GO TO WAR!!!!



AGM HIGHLIGHTS  
TRIP REPORTS  
POEMS.....PETER TRESEDER REPORT  
PADDLE DATES AND MORE

## A FEW RAMBLINGS FROM THE SECRETARY

### Annual General Meeting

Despite the weather we had a great AGM at Phillip Island. On the Saturday, Peter Provis took his group of 10 more experienced paddlers down in to the teeth of the south westerlies towards Cat Bay, while my group of 23 took the more comfortable option of paddling to Rhyll. There was quite a bit of wind and rain, but everyone seemed to enjoy themselves and return in one piece, and it was good to see several paddlers staying out on the water after they got back and practising the odd roll. Glenn Evans set a VSKC precedent by hand rolling his beautiful 18 ft cedar stripper.

The weather improved for the barbeque and it was a good time to socialise, and many members made use of the services of Steven Vegh with his top class paddles and Russell Sheahan with his great spray decks and paddling gear.

The AGM went well---see the Minutes for details, and Larry Gray gave us a terrific night with his videos of kayak surfing and techniques, and films of the Greenland Expedition. After hearing of some of their experiences it made us appreciate what they had all been through.

The weather was still poor on Sunday, but 23 of us headed out from Woollemai in a bit of wind and rain---when we got beyond the quarry there was a reasonable swell with a bit of rebound, and a few members sensibly turned back as they felt it was a bit beyond their skill levels. The rest of went a bit further and the sun then came out. We all met up again and paddled to the shore when we had Larry give us a terrific demonstration of his rolling skills---He is a combination of gymnast and magician, and a great inspiration to us all to lift our skills. Larry managed to do 3 consecutive rolls in the time it took me to do my humble Pawlata roll.

It was a great weekend---great companionship and paddling, and a large group of us got together at the coffee shop at San Remo for a finale, after the paddle---Make sure to mark your diary for 2002---for the weekend after Melbourne Cup Day for the next AGM.

### The Kindling Club

The VSKC now has a new and very active group within its ranks. Many years ago Julian Smith wrote himself in the archives of the Club, with his greeting to a new member who turned up with his pride and joy---a new wooden kayak that he had built himself. Julian informed him that he really liked wooden boats on winter trips, as they burnt all night and kept you warm! On hearing this anecdote John Woollard suggested that the builders of "Real Boats" i.e Wooden boats, should band together, and The Kindling Club was born at the 2001 AGM.

The Kindling Mob are totally unbiased, as long as the boat is wood and are more than happy to share their expertise---Membership is restricted to those who have built their own wooden kayaks. Members are---- Bob Adams, Philip Ashton, John Basemore , Glenn Evans, Leon Heale, Roger Ingram, Chris and Samme Mills, Mick Macrobb, Bill Robinson, Craig Thomson, Graham Williams and John Woollard. Steve Weston is honorary member as he builds wooden yachts, and will be expected to produce a wooden kayak in the future.

### New Kayaks

Mick Macrobb---renowned budget kayak builder and member of the Kindling Club really extended his budget to \$280 for his latest creation---a double ended Inuit

style kayak, complete with leopard skin deck! Mick has now established a tradition of launching his new creations at the AGM and has shown us all that it is possible to make a good seaworthy kayak for a minimal financial outlay.

#### Congratulations to Our President

Julian Smith was not able to be at the AGM as he was in South Australia at an Army Reserve instruction course, where he was trained to operate heavy recovery vehicles. I am pleased to say that he came top of the course (as I had forecast), and I reckon that he probably knew more than the instructors, as he is more than able when it comes to machinery. Also congratulations on being re-elected as President of the VSKC. He has made a big contribution to the Club in the past and will continue to do so in the future

#### CANADIAN BAY PADLING DATES

Meet at Canadian Bay Club (Melway 101 D10) at 9am and plan to leave at 10am—Be sure to have appropriate clothing, headgear, sun protection, food and water. We generally have lunch at Mornington or Mount Martha, and then return to Canadian Bay, where we encourage members to practise a few skills. Showers are available, so bring a towel.

Sunday December 10<sup>th</sup>

Sunday January 13<sup>th</sup>

Sunday February 10<sup>th</sup>

Sunday March 3<sup>rd</sup>

Sunday April 14<sup>th</sup>

Sunday May 12<sup>th</sup>

THE SEA KAYAK AND YOU

You worked all week

With one thought in mind

To leave the city far behind

As you look at the birds in the sky

The sun in your eye

Long lunches on the beach

That would normally be out of reach

The chance to meet a dolphin

And the fear of a shark

Make you feel alive inside your heart

Look out for the wind

Look out for the swell

If you don't it can turn into hell

As you come into the surf upside down

Thinking you gonna drown

Thundering down that wave

Faster and faster

And your bloody roll ends up being a  
complete disaster

Then on the beach the tents are up

The sun is down

The fish in the Trangia is getting brown

The bottle of red in the hatch

Will go well with the days catch

By Younes Aly

Younes Aly a sea kayak member  
emailed the New York Sea Kayak club  
to give his condolences. Younes has  
allowed this message to be printed.

Dear Younes, your letter of concern  
was shared with us on our web site  
(cny kayak club) I, and millions others  
thank you and yours for your thoughts  
and prayers... to date we are organizing  
a patriotic flag paddle around a  
local lake here in Syracuse next  
Saturday with other clubs in the CNY  
area. You  
are welcome to paddle with us in spirit.  
We start at 9am (eastern standard  
time) after a moment of silence. May  
the paths of democracy and freedom for  
all grow ever stronger to trample and  
suffocate the evil we have come to bear.  
United We Stand, United We  
Paddle, Fran

The following is an email sent to Julian  
in regards to creating an independent  
sea kayaking award. The Tasmania sea  
kayaking club have been conversing  
with the NSW sea kayak club to create  
an award any suggestions would be  
appreciated.

The Tasmania Sea kayak

Hello Julian,

I am the current president of the  
Tasmanian Sea Canoeing Club, and an  
Australian Canoeing Sea Instructor and  
Assessor. I have attached below a

copy of an email I sent last week to Rob Mercer, president of NSW Sea Kayakers, giving our thoughts on the new Australian Canoeing Award Scheme and seeking comment.

I would be very keen to also hear your opinion on the new scheme, and where Victorian sea kayakers are headed with respect to accredited training.

Craig Saunders

Hi Rob,

Here in Tassie we are grappling with the issue of the future of accredited sea kayak training, and wonder where the rest of the world is! Here is a summary of how we see the current situation and our options. What do you think?

Like you, we have provided training for members for many years. Most of our training is on specific 'modules' (eg surfing, rolling, rescues, trip planning) with some members linking the modules together to achieve an accredited award, generally the Australian Canoeing Sea Proficiency Award (costing \$25 admin fee assuming instructors and examiners time is volunteered). We have also used the AC Instructor Award as the standard qualification for our senior trainers.

With the demise of the old AC award scheme planned for the end of 2001 it seems that the accredited training options become more complicated. As I understand it, in order to be part of the new AC Award Scheme which is

based on units from the National Outdoor Training Package we (Tasmanian Sea Canoeing Club) need to form a relationship with a local Registered Training Organisation (RTO) who in turn needs to have an agreement with Australian Canoeing (called National Training Provider ship). Our local Board of Canoe Education seems unclear of its role in the new order!

Now all that seems fine on the surface. We are not opposed to change and the old scheme probably needed some fine-tuning. However, discussions with local RTOs suggest that administration of the new scheme is going to cost an order of magnitude more than the old one, even with instructor and assessor time still volunteered. And if you have seen the paperwork associated with it you'll realise how cumbersome it is. The new system is unashamedly designed for commercial interests - professional trainers (TAFE) and commercial paddlers.

While I personally have provided training using the new package for TAFE most of our committee (and members) have no experience with the new regime.

And after discussing the options with them the overwhelming reaction is 'why bother?'. We have been accrediting around 6 sea proficiency candidates per year and three new instructors over five years. Perhaps not a great loss!

But we believe that the old scheme not only provided accredited training -

it also provided a 'package' of training that was (generally) well recognised nationally and we relied on that package to develop a core of well rounded paddlers to act as trip leaders and general mentors within the club. If we don't go with the new AC scheme we risk losing that.

There is another option. Our members have suggested reformulating the old AC scheme into a 'recreational paddlers award scheme' that could be administered locally ie break with Australian Canoeing and go our own way.

There are clear dangers here - having two parallel accredited training schemes for sea kayakers in Australia is not a perfect outcome, but perhaps necessary with the new AC scheme not meeting our needs.

We heard with interest the 'rumblings' for a national (recreational) sea kayak body in Australia last year from you in NSW and have spoken briefly about it with Dave Winkworth, Dirk et al on their recent paddling and driving visits to Tassie. Is the issue of accredited training, the possibility of a separate scheme to Australian Canoeing, suggesting a further need for an Australian Sea Kayaking Association?

Well, we would be very interested to hear where you are on this stuff. I look forward to hearing from you. (I am also looking for appropriate paddlers in the other states to pose the same questions to.)

Cheers,  
Craig Saunders

Tasmanian Sea Canoeing Club  
ph (03) 6266 3148

This is not so much a trip report, more a summery of the paddles in the last six months in the upper bay. It was great to see some interest in the BBQ paddles by a hand full of paddlers at the AGM.

In the last six months the BBQ and Bay four to seven paddlers have attended paddles, normally on a Sunday.

The paddles normally start from Lorimer St. Port Melbourne under the Westgate Bridge, and then up the Yarra to Hering Island for a BBQ. We have also paddled to Elwood beach, Williamstown, and Altona as all this places have BBQ'S.

Other paddles have also been held from Pt Cook to Werribee, and in to the River and up to the Cliffs. Another good paddle is from Williamstown to Pt. Cook.

The night paddles last year on a Saturday night to Williamstown or up the Yarra will also commence again if there is any interest please ring 0413610964.

Normal safety equipment and lights a required.

#### CONTACT DETAILS

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**DEADLINE FOR NEXT ISSUE**  
**END OF JANUARY**

**VICTORIAN SEA KAYAK CLUB INC.**

**Registration No. A1785 B**

**ANNUAL GENERAL MEETING—SATURDAY NOVEMBER 10<sup>th</sup> 2001**

**Held at 7 ROSE ST COWES—PHILLIP ISLAND**

Meeting started at 7.45 pm. Welcome to our guest speaker Larry Gray.

**Present** Approximately 55 members and families

**Apologies** Robyn and Keith Anker, John Basemore, Ian Dunn, Jim and Heather Phillipson, Lynne Lacota, Julian Smith, Peter Torokfalvy

**Minutes of the 2000 Meeting**

Posted prior to the meeting

Moved Tina Smith Seconded Peter Costello Carried

**Reports**

Posted prior to the meeting

Moved Les Bognar Seconded Tina Smith Carried

**Election of Office Bearers**

The following Committee was elected by the unanimous vote of the meeting—

President	Julian Smith
Vice President	Peter Provis
Treasurer/Secretary	Bill Robinson
Editor of Seatrek	Tina Smith
Properties Officer	Peter Costello

**General Business**

- Leigh Brennan-Smith discussed the possibility of obtaining some discounts for the VSKC in the purchase of such items as EPIRBS and flares, and indicated that he would investigate the matter.
- Geoff Brewster asked if it was possible to have rolling classes in a pool closer to Melbourne. Bill Robinson pointed out that the Frankston pool rolling classes were only economic because we shared the cost of the pool hire with Patterson Lakes Canoe Club. There was discussion if rolling tuition could be incorporated in some of the paddles which are held by members from Sandringham
- There was further discussion on the question of the club having a website. Bill Robinson expressed concern that it could lead to an influx of inexperienced new members, which could strain our resources, for both training and administration. However the general feeling was that the idea has merits and it is proposed that when Annette Milne returns from Denmark that Peter Costello and other interested members will consult with her, and then further discuss the matter with Committee.

**Guest Speaker**

Larry Gray provided us with some amazing videos of kayaking techniques, followed by footage of the Greenland Expedition with his two near death experiences. It was great to have Larry back again and we were privileged to have such an outstanding person and kayaker at our AGM

## TRESEDER'S PADDLING CLAIMS.

Peter Treseder is a well-known Australian outdoor adventurer, renowned for his solo endurance "tiger" walks. He has been given the OAM and AM, for fundraising and services to bushwalking. With author Martin Long, he recounts his exploits in the book: *"Treseder, Man of Adventure"* New Holland Publishers, 1999.

But in March 2001, the magazine *Inside Sport* published an article doubting several of Treseder's claims, in particular a rescue in Claustal Canyon in the Blue Mountains, and a run from Barrington Tops to Walhalla.

After hearing of these doubts, I read the book. Several sea kayaking trips are mentioned:-

1. Cairns to Lizard Island and return, May 1977, (page 62)

"... launching his standard fiberglass kayak into the ocean from the Esplanade in Cairns... 250 kilometre route would take him up the coast... and across the ocean to Lizard Island... at the time, no-one was attempting these sorts of trips in canoes – and sea kayaks, as we know them now, were not even heard of....started early, before daybreak, and continued until just before dusk...big tides and shallow beaches...camped each night, ... camped on Lizard Island, then turned round and paddled all the way back. It was a 500 kilometre round trip, which he completed in about four days."

Some might be surprised to learn that sea kayaks were not heard of in 1977. Paul Caffyn, for example, who has paddled a Nordkapp since 1977. In *"The Dreamtime Voyage"*, (Kayak Dundee Press, 1994) Caffyn records his own passage in these waters, in March/April 1982. Caffyn, at the height of his powers, and that's saying a lot, took four paddling days in a Nordkapp with deep draught rudder fitted, to travel from Cairns to Cape Flattery. That's less than half the round trip distance Treseder claims he paddled in a "standard kayak", whatever that might be. So Treseder claims to have traveled quite a bit quicker than Caffyn, more than twice as quick.

Five hundred kilometers in four days, is 125 km per day average, or 69.44 nautical miles. Paul Caffyn managed 24 separate days on which he paddled over fifty miles during his Australian circumnavigation. He only paddled more than 69 miles on three occasions, on overnight efforts when passing long cliff sections. Otherwise, he never paddled as far as sixty-nine miles. He certainly didn't log four days in a row averaging 69 miles. OK, Treseder just might be that much better than Paul Caffyn, but I don't believe it.

2. Maria Island circumnavigation January 1980 (page 74)

"...took a kayak from the town of Orford on the mainland and kayaked around Maria Island off the east coast of Tasmania, also going ashore to climb Mount Maria. It was probably the first time the island was circumnavigated, Peter says, but it was no big deal in comparison with my previous kayak trips. I just picked up a kayak down there, similar to the type I had used before. Sea kayaks were still not around at that time..."

This last comment must be news to certain Tasmanians. Laurie Ford, for example, who now lives at Orford, and who has extensive knowledge of sea kayaking in Tasmania over a long period. To quote from Ford: "...we have regularly taken beginners across to Maria Island over the past 20 odd years" (from a trip report of a Boxing Day, 2000 circumnavigation).



Maria Island was circumnavigated by a group of four Tasmanian paddlers in North Sea Tourers and a Dean 16 in November 1979, a fact published on Laurie Ford's website and freely available.

At page 266, Treseder's book records his trip as taking 1.5 days. From Ford again; "From Orford to Orford, round the outside of Maria Island was about 76 km,...".

Matthew Watton recently went round Maria Island in a Greenlander in 10 hours, after Laurie Ford himself had attempted, but missed, a one day circumnavigation. Before this, Watton had completed a Murray Marathon, Bass Strait crossing, and a ten day trip to Flinders Island.

So Treseder says that he paddled 76 km in 1.5 days, took time out to climb Mount Maria, but took just half a day more than Watton's quick trip, in something that wasn't a sea kayak, borrowed in Orford (from whom?) twenty-one years ago. Hmmm...

3. Bass Strait double crossing January 1992 (Chapter 14 "Conquering Bass Strait")

Before and during the Australia Day weekend in January 1992, Treseder claims a solo double crossing from Tidal River to Cape Portland and return in a borrowed Greenlander II. He takes 38 hours going across, and is back in time for work after the weekend. He starts paddling on Thursday 23<sup>rd</sup> January, goes direct to the north of Flinders Island, then on to Cape Portland. He has an overnight sleep, gets up and paddles to Flinders Island, rests, then back to Tidal River, and drives back to Sydney.

I have a few queries:

"I spoke to Larry Grey [sic] at length on the phone and others in the sea kayak club in Sydney about how they had done it."

Larry Gray remembers Treseder making inquiries about that time, and that Treseder didn't seem very experienced. Larry was not about to recommend the non-stop crossing of Bass Strait which Treseder proposed. Treseder revealed he couldn't roll his boat. Larry thought he might possibly make it if weather conditions were ideal, but otherwise he might be a fatality bringing the sport of sea kayaking into disrepute. Treseder, of course, reports that weather conditions were in fact very good.

"...the weather as Peter started out was very good – and it held all the way to Tasmania and almost all the way back again."

Well, the Bureau of Meteorology records show that at 6.00 am on that Thursday, the 23<sup>rd</sup> January 1992, the Wilson's Promontory lighthouse recorded a westerly wind of 27 knots, and at 9.00 am, 29 knots. The lighthouse is 88.7 metres above sea level, and the wind at sea level might be less, but even so, it was windy.

It is not stated in the book what time and day he returns to Tidal River, but piecing it together he starts the return journey at Cape Portland pre-dawn on Saturday 25<sup>th</sup> January, rests on Flinders Island, for "a couple of hours", then paddles without landing back to Tidal River. Presumably the return paddle from Flinders Island to Tidal River takes at least the outbound time of 25 hours. So he would be paddling near the Prom at the earliest Sunday 26<sup>th</sup> night and into Monday 27<sup>th</sup> morning.

“...Then he headed straight back to Tidal River as the weather had begun to deteriorate badly. His final 6 or 7 hours through the night were a real struggle. The next day brought storm conditions so his luck had just held.”

At 0300 on 27<sup>th</sup> January 1992, the lighthouse recorded a 24 knot W wind, at 0600 37 knots WSW, at 0900 28 knots W. This day did not bring storm conditions, according to the Bureau, although the wind got to 33 knots at the Prom lighthouse at 1500. Not all that much different to the wind prevailing when he set out. There was no storm then. The following day, the 28<sup>th</sup> January, brought winds of up to 45 knots, and rough seas. By then, presumably, the tiger had reported for work back at the bank in Sydney. The weather pattern, as judged by these records, does not really fit Treseder's description of the conditions.

“Peter paddled all the first day and that night non stop. Still feeling strong after reaching the northern tip of Flinders Island in 25 hours, he paddled on to Cape Portland, completing the 230-kilometre journey in 38 hours. He had to get to Tasmania before it got dark. The last four or five hours were a desperate struggle to get across and Peter just made it by nightfall.”

So, he leaves Tidal River Thursday morning at 7.00 am. He arrives at north Flinders at 8.00 am Friday 24<sup>th</sup> January. Then 13 hours more to Cape Portland, therefore arriving at 9.00 pm.

“...the 230 kilometre journey”. If Peter says he paddled as straight as possible from Tidal River to northern Flinders Island, then same again to Cape Portland, the distance is more like a total of 258 kilometres. So for the outward journey, he travels:

Tidal River to Flinders Island, 159 kms, in 25 hours, or 6.36 km per hour, and

Flinders Island to Cape Portland, 99 kms in 13 hours, or 7.61 km per hour.

He speeds up on the second leg? After already paddling non-stop for over a day? Well done, mate.

The total distance of 230 kilometres as he says, or 258 kilometres, as I reckon, is done non-stop in 38 hours. This is an outstanding effort by any standards. Outstanding by the standards set, again for example, by Paul Caffyn whose best overnight effort round Australia was 112 nautical miles, or 207 kms. Caffyn paddled over 100 nm on three occasions. He certainly didn't repeat these grueling efforts on the next day, rather “on each occasion I needed two solid days rest to recover”.

Treseder's claim is also outstanding by the standards set by Laurie Ford, with the use of sail, on his crossings. So again, Treseder comes out of nowhere and far outdoes the most accomplished sea kayakers! Really?

Here's a little touch of detail for you: “There were no incidents during the trip except for a big fright when a whale surfaced right beside him. ‘This huge great thing came up beside me like a Russian submarine’, Peter recalls, ‘and swam along with me for an hour or so’” How lucky he was to see a whale in Bass Strait in mid-summer! The commonest large whales to be seen in our waters, the Southern Right and the Humpback, usually feed in Antarctica in

summer, and return to Australian waters to breed in winter, although they are still occasionally seen in Australian waters in summer.

“...he had to get to Tasmania before dark.” Eh? Why is that? He had just paddled a full overnight, and had memorized all the lighthouse flash patterns.

Another detail: “...persuaded Peter to take an EPIRB...a positioning device you attach to your wrist and flick on if you need rescuing. ‘Dick Branson lent it to me...’. This is a strange description of an EPIRB design. Anyone know of an EPIRB you attach to your wrist? If there is one, it must be pretty uncomfortable to keep there on a long paddle.

And again: “...In 1980, the colourful character Laurie Ford, had arrived in style on the mainland to preside over the first sea instructor kayak course, having paddled from Tasmania. Several of the trainees then paddled back with him after the course.” Well, Laurie has described a solo double crossing in February 1982, not 1980, and nobody returned with him.

4. Broken Bay to Newcastle early 1993 (page 170)

Here’s a combination trip with a difference: Treseder paddles the Hawkesbury - Nepean River to Broken Bay, then on to Newcastle, where he buries his kayak in the sand and rides off to the Warrumbungles, on a bike he had lashed to the deck of his boat! How versatile. Show me how you fit a bicycle to the deck of a sea kayak, Peter, this would really come in handy to avoid car shuffles.

5. North-South Traverse of New Zealand late January 1994 (page 187)

This claim includes use of a kayak to carry out a North to South crossing of the Cook Strait, and a return crossing of Foveaux Strait, which separates the South Island of NZ from Stewart Island. The return crossing of Foveaux Strait gets pretty far fetched.

“Flying into Auckland ... bought a second hand canoe...” Good start. He just lobs up and finds a second-hand boat suitable for a crossing of both the Cook and Foveaux Straits?

Having completed the trip, Treseder “felt the urgency of needing to get back to Sydney and work as my leave had expired”. So what does he do, catch the daily ferry back across Foveaux Strait? No, he decides to paddle back. How could he expect that to be faster? “Unfortunately, the ferry timetable was not very accommodating and it looked as if Peter would miss the plane back to Sydney. So he decided to paddle back across Foveaux Strait.” Yeah, right.

The next part of this story is worth quoting at length:

“The support crew were due to meet him from the ferry at The Bluff and were certainly not expecting him to canoe back. As the trip progressed, however, the seas got bigger. The swell became impossible to paddle and eventually Peter was thrown out of the kayak. He couldn’t get back in – the swell was just too big and the boat was swamped.”

Well, this is interesting. Earlier in the book he says he could do an Eskimo roll. Why not do one now? Why not try every other possible self-rescue?

“At this point Peter was a long way from land and had to make a difficult decision. ‘I had to work out what to do to improve my chance of survival,’ he

says. 'Whether to stay with the canoe and drift wherever it took me on the chance that I might be rescued – or swim for shore.' By now no-one knew exactly where Peter was – only that he was supposed to be returning on the ferry."

"With no life jacket, Peter swam about 10 kilometres to shore in huge seas. He could see Bluff every time he reached to peak of a wave, then lost it again in the troughs. 'I was pretty desperate,'....

Now, really! Foveaux Strait has a water temperature of 12° C or less, according to my internet sea surface temperature research. Just try swimming 10 kilometres in huge seas in water that cold. The strait also has significant tidal streams. The NZ Pilot advises an ebb stream of 5 to 6 knots, and a flood stream of 3 to 4 knots eastwards of Stirling Point, and heavy tide rips off Stirling Point. Paul Caffyn recalls that he had:-

"a hell of a battle paddling into Bluff Harbour, against the ebb tide... during our 1979 crossing of the Strait, we launched... well to the west of the Bluff harbour entrance to avoid the strength and ferocity of the tidal streams off Stirling Point... it is bad enough dealing with the tidal stream movement in a 3.5 – 4 knot kayak, let alone try and swim 10 km at < 0.5 knots."

I am confident in saying this swim didn't happen. And why doesn't this search and rescue expert have a buoyancy vest? Or signaling or communication equipment? Or the EPIRB he borrowed from Dick Branson for the Bass Strait effort?

"After several hours he dragged himself up onto a wharf at Bluff and made his way to the ferry terminal, cold wet and physically exhausted [sic]."

"The guys in my support crew were pretty cut up because I didn't bring the kayak back!" Sure, mate. If you'd just dragged yourself in half dead and probably needing intensive care for hypothermia, I'm sure your team were giving the loss of the second hand canoe top priority. Give me a name for one of these team members, I'd like to speak to him. Why didn't this remarkable swim make the news?

6. Timor Sea double crossing, Darwin to near Timor and return

You might think that after claiming the Foveaux Strait swim, nothing sillier could be invented. Wrong. Treseder says that in July 1994, he left Darwin harbour, paddled for about a week almost non-stop for 600 kilometres to reach a point 5 kilometres off the East Timor coast. There, "...the water exploded in front of my canoe, sending the sea snakes and sharks which had been my companions for some hours, flying into the air."

The cause turns out to be a shot from a small cannon mounted on the prow of a pirate vessel. The pirates take him on board and bind his hands behind his back. But he escapes and recovers his boat. The pirates, not unreasonably, assume he would head for Timor, and search in that direction. Although his rudder has been removed by the pirates, and with little water, he paddles back to Australia, where he is rescued by fishermen near Bathurst Island. This is after 6 days battling into south-easterlies without being able to use his sleeping technique of inflating a raft beside the kayak, covering the 600 km return trip after being bashed by pirates. But he tells no-one of his encounter with the pirates for some time, not even his wife, until he decides to use it in an *Australian Geographic* presentation. Hmmm...

Read the book and make up your own mind as to the truth of these and other claims. I can't accept them. I am supported in this opinion by several other ludicrous claims, including a solo ascent of the Caroline Face of Mt Cook, using only one ice axe (double axe technique is definitely needed there), and a supposed Grand Traverse of the summit ridge of Mt Cook, wearing running shoes with wooden cutouts beneath them to support his crampons. Having done a little climbing in New Zealand, including the East Ridge of Cook finishing along the Grand Traverse to the High Peak, I am very confident that running shoes don't cut it there.

The intriguing question is why these dubious trips have been claimed. Peter Treseder has notched up some impressive verifiable trips, for which he deserves full recognition, including a three-man sledge haul to the South Pole. I keep hoping I can find some means of explaining the bogus claims, but I am at a loss. In the absence of any further information confirming the sea kayak trips listed above, I think we should regard them as fantasies. Strike Treseder off the Bass Strait record.

Peter Treby.

## ***Dramatic Landing at Mallacoota Entrance***

Last September, I stopped at Cann River and met up with local identity Andrew Marx. He described his recent experience of 'loosing' his Pittarak over the Bastion Point reef at the entrance to Mallacoota Inlet.

One of Andrew's favourite 'put-in' points is Wingan Inlet; it is a bare hour's drive from Cann River, has good fishing and offers access to the ocean. He regularly paddles the Croajingolong coastline, and invariably has his basic camping gear aboard. On his last paddle he made a late decision to "paddle up to Mallacoota". The distance is about 36 km and takes 4 to 6 hours depending on general conditions. He arranged with his girl friend Marriane, to drive up to Mallacoota to collect him in the evening. On this day, the water was not difficult, but as Andrew explored the coastline, he ran out of daylight before reaching his destination.

Although it would have been simple to camp and complete the trip in the morning, he was not concerned at the prospect of a night-landing at Mallacoota because he has landed there many times in the past. However, perhaps it was that familiarity, or perhaps a touch of tiredness, that caused Andrew to "cut across Bastion Point reef" instead of taking a safer, wider line. Afterall, he was now only a few hundred metres away from where Marriane would be waiting with the car.

Whatever happened next is hard to reconstruct. Probably the 'wrong line' and tiredness, maybe overconfidence, perhaps a rogue wave - if you are in the wrong place at the wrong time then you cop it.

On this occasion, Andrew was rumbled by waves over the reef. He was "clobbered three times" but rolled straight up each time, finally though he felt his head hitting the rocks, and decided it was better to bail out and swim his boat in, rather than hang upside-down waiting to clobber his skull on the reef again.

He hung onto his boat for a while but was taking a pounding from the cold waves that had now pushed him into a more dangerous zone. He reckoned the kayak was almost as great a threat as the rocks,

and pushed it away from himself. The last he saw of it, was when a wave picked it up and flicked it into an enormous cartwheel and landed it onto a rock platform.

The loss of the kayak was then the least of Andrew's worries, for he was still "in a spot of bother". By now he estimated he had been in the water "about ten minutes", and was fully exposed to the sharp reef and pounding waves. At one stage he was washed into a metre-wide rocky gap, and managed to brace his legs and thighs against the rocks as each wave hit. Eventually he gained a foothold in shallower water but was still getting knocked about by the waves. Finally he made it to shore - bleeding, bruised and boat-less.

He had received "at least three solid whacks to the side of the head" and had a golf-ball sized lump there. Thankfully, Marriane was close on hand to tend the wounds.

The next morning, there was no sign of the Pittarak, and it was presumed to have been smashed up on the rocks and probably sunk. It represented quite a loss, especially as all of Andrew's camping gear was in it. He contacted the local Ranger, the water police and also the local community radio station to let them know that if they found pieces of a broken kayak, or some of his gear washed up, that at least he was ok.

Back home, his wounds started to heal but he was still reflecting on the loss of his camping gear and kayak. This was a serious setback for his plans to leave next January for a kayaking trip along the entire East Coast to Cape York.

The next morning though, a lady from the radio station came and said that "Leo on Gabo Island had found the boat bouncing about on the rocks"! It had washed up onto the granite rocks of Gabo Island, some 13 kilometres along the coast from Mallacoota entrance. That was good news indeed, because if it missed Gabo, the next stop would have been New Zealand or perhaps South America! Even better news was that the boat was a quite salvageable proposition. Apparently the hatch-covers

were still in place, so his camping gear was safe inside.

The water police helped retrieve the boat, and now Andrew has a major repair job on hand.

I saw the boat on trestles back at Cann River. It had taken quite a pounding; one seam had opened for perhaps about 300mm at the rear and is possibly the most significant damage. There was a long crack across the fore-deck and a more localised impact region near the front. A spear gun that had been attached to the fore-deck had received a really serious wallop and is now nothing but an interesting twisted trophy. A large area of fibreglass was missing from the rear compartment and there were – being kind – numerous other 'cosmetic blemishes' to be seen. In short, the kayak would have sunk if put straight back on the water.

If he is not already so, I am confident that Andrew Marx will become an expert fibreglass repairer by the time this kayak hits the water again!

Ninja. Nov 2001

#### ANZACS ADRIFT ON WESTERNPORT

These are my impressions of the Club's activity at Phillip Island over Anzac weekend. This was the first time I had canoed with others since buying a Nordkapp a year ago and I found it a pleasant experience and one that I should like to continue.

The weather forecast for the weekend was poor, and I wondered whether this would deter intending participants. I was the first to arrive at the meeting place – the ferry terminal at Cowes on Phillip Island – around noon on Saturday. Soon a number of others arrived, easily identified by the canoes on top of their vehicles. There was an Iceflow, a Klepper Aurius 11, two Slalom canoes, a C2 and several Nordkapps. After greetings and an exchange of names, we agreed to meet at Woolamia Waters public ramp at 2p.m. and go for a short trip. The group members' ages ranged from Morgwm Weston at 14 years to greyhairs like myself, and included two young women.

After some initial confusion we got our canoes on the water at the appointed place. Until the weekend I hadn't seen another sea canoe at all and was interested in the variety of cockpit and deck layouts and paddles. I asked a number of questions about these and received some valuable information. In watching the action of the other Nordkapps on the water, especially the rise and fall of their stems and sterns in the waves, I was better able to understand why my boat behaved as it did under the various wave and wind conditions. The "gaggle" of canoes set off S.E. towards Red Point. There we tried some surfing on what appeared to me to be waves 2m. high. Here I was given the admonition, "Paddle into the waves, and keep paddling right through". This proved to make for better control and more enjoyment running into and with the surf.

The "gaggle" continued to Cape Woolamai. Here the choice was given of going on if you felt your experience was up to it, or of staying within the Eastern Entrance area. I decided to go on since I had developed more confidence in my Nordkapp after seeing how similar boats coped with the sea and because I would have support from the others in the event of getting into trouble because of my limited experience. We paddled N.W. around the cliffs to where the rocky prominence ended and the beach began. The surf beyond this point required more skills than most of us had. The important experience gained on this leg of the trip was feeling the swell of the sea and the

ANZACS ADRIFT ON  
WESTERNPORT WAS  
FIRST PUBLISHED IN  
THE VICTORIAN SEAKAYAK  
NEWSLETTER IN MAY  
1983 ONE OF THE  
FIRST NEWSLETTERS  
FROM THE CWB.  
THIS WAS SUPPLIED  
BY STEVE WESTON.

rebound of it against the cliff face. On rounding Red Point on the return trip we joined with the rest of the group and headed back for the Ramp. The round trip covered around 5 sea miles. On Saturday night we had an informal dinner, drinks and meeting. The support seemed to indicate that there was enough enthusiasts to form a viable club. I think that Earle and Steve and the other long term sea canoeists were pleased with the attendance.

We met the next day at 10.00 a.m. at Cowes where we were coached in paddling, manoeuvring, stabilizing and assisted rolling (using another canoe's bow to support your rolls). During this period, the local police hailed us to ask about our plans for the day and advised that a forecast thunderstorm was on the way.

After lunch, there was a session of loading the canoes with the gear for the overnight stay. There were hints on how to deal with problems of loading large items through the small access hatches of the sea kayaks and in getting gear into the fore and aft bays of the slalom canoes. In the early afternoon we set off almost due North to Sandy Point, a distance of 2 sea miles away. There we landed at low tide, in the small cove to the north of the Point. The promised thunderstorms arrived and took away the opportunity to sit around the fire and swap yarns. A pity!

The gaggle for this trip consisted of three Nordkapps, one North sea tourer, one C2, one Iceflow and two Slalom canoes. The C2 and the Northern Sea Tourer's crews did not stay the night, but promised to join us at 10.00 a.m. the following day.

After a showery night we emerged from our shelters to a bright and pleasant day. We breakfasted, then prepared for a 10.a.m. departure. As promised, the C2 and NST rejoined us. We set course for the beach area north of the bluffs at Tortoise Head on French Island - a distance of 2 sea miles almost due East.. The tide was ebbing and we had to set a course to counter the drift south. About a half mile from our departure point, the police launch joined us to ask if we had a comfortable night, to ask about our planned whereabouts for the day and advise of a forecast of strong winds from the West in the afternoon. The crossing was fairly placid with the waves around a half-metre high.

We spent a pleasant hour on French Island looking at the view across the North Arm to H.M.A.S. Cereberus, Hastings and Long Island Point, and in inspecting a large brick water cistern on what was previously the site of a house. The final leg of our trip was the 3.2. sea mile crossing to Cowes, on a SSW heading. On the first mile the sea was choppy, but when we reached open and deeper water a combination of increasing wind and tidal run produced waves over 1 metre high from 60 degrees on our right beams. The gaggle of boats spread wider apart as the different crafts' characteristics, and our personal skills, experience and endurance produced differing perceptions and responses to the situation.

Steeve dropped back from a leading position to the rear calling out to us to head for the signal buoy ahead and regroup there for the final 1.5 sea miles to shore. By the time we had all gathered at the buoy without mishap, the wind had increased. This, combined with being in the deepest part of the channel, was producing waves up to 2m. high. The gaggle set off for shore and again the variations of personal and canoe characteristics caused the craft to separate again. I buddied with Morgwn Weston and we had a good run. Though the tide was creating a drift to the East and the wind creating a sea from the West the final leg of the trip was interesting and, for me, exhilarating. I sang all the way during that last stretch. Morgwn who was within earshot, didn't make any comment about the noises I was producing, (No doubt he was used to similar behaviour from his Welsh father, another Celt!)

All agreed that it had been a very pleasant weekend and that we should have a number of similar activities throughout the coming year. In particular, I and the other beginners, was interested in the promise of indoor pool rolling lessons in the near future. With the ability to roll as part of our repertoire, there should be no holding us in the future.



## **PADDLE DATES**

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**Nov 25 Williamstown to Point Cook**  
9.30am start for details contact  
Yuonnes 9436 4937

## **DECEMBER**

**Dec 1-2 Bunga Arm-Gippsland lakes**  
Contact Jenny Bailey 9818 0918

**Dec 2<sup>nd</sup> Bridge to Brighton paddle**  
Distance 25km's this is a race event  
organised by Canoe Innovations.  
Starts at 10.00am at Princes Bridge  
Yarra River and finishes at the  
Brighton Life Saving Club. Cost to  
enter is NIL. Lunch available at Life  
Saving Club for a small cost. For  
further details Contact Steven Vegh  
9776 3001

**Canadian Bay Sunday Dec 10th**  
Contact Bill Robinson 9787 4704  
Launch at 10.00am  
Melway 101 D10

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**Dec 14 Friday Night Yarra or Bay  
paddle**  
Meet under Westgate Bridge Lorimer  
st, for details contact  
Yuonnes 9436 4937

## **JANUARY**

**Canadian Bay January 13th**  
Contact Bill Robinson 9787 4704  
Launch at 10.00am  
Melway 101 D10

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**Thursday 17<sup>th</sup> January**  
**Skills Night 6.30pm**  
Contact Peter Costello 9533 5854

**19/20 January Canadian Bay to Port  
Arlington. Camp o/n**  
Contact Jurgen Weller 9756 6781  
**Sunday 20<sup>th</sup> January**

Yarra or Bay Paddle  
Contact Yuonnes 9436 4937

## **FEBRUARY**

**Sunday 3<sup>rd</sup> February**  
**Inverloch to Cape Patterson return.**  
Meet 9.00am for details contact Julian  
9776 9583

**Friday Night 8<sup>th</sup> February**  
**Yarra Paddle**  
Contact Yuonnes 9436 4937

**Canadian Bay February 10th**  
Contact Bill Robinson 9787 4704  
Launch at 10.00am  
Melway 101 D10

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**Thursday February 21<sup>st</sup>**  
**Skills Night 6.30pm**  
Contact Peter Costello 9533 5854

## **MARCH**

**Canadian Bay March 3rd**  
Contact Bill Robinson 9787 4704  
Launch at 10.00am  
Melway 101 D10

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## **APRIL**

**Canadian Bay April 14th**  
Contact Bill Robinson 9787 4704  
Launch at 10.00am  
Melway 101 D10

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## **MAY**

**Pier to Pub - Saturday 11th May**  
Where: Inverloch (pier) - Tarwin  
Lower (pub) - Inverloch  
Distance: 30 kms return  
Information: Meet at the Inverloch  
boat ramp at 9am (possibility to stay  
o/n at  
the foreshore caravan park for a fresh  
start) and paddle up into Anderson  
Inlet

to Tarwin Lower. BYO lunch or pub counter meal. Return to Inverloch. Trip is tide assisted and would suit most paddlers. Great bird life. Strong south-east/south-west winds may make the trip more challenging. Camp at the foreshore caravan park and enjoy Inverloch's night life (good restaurants for a small town). Join in the Bunurong paddle on Sunday.  
Contact: Thierry Rolland on 5662 9916 (BH) or 5674 1896 (AH)

**Bunurong paddle - Sunday 12th May**

Where: Inverloch - Cape Paterson or Cape Paterson - Inverloch (depending on wind direction)

Distance: 10 kms

Information: Meet at the Inverloch boat ramp at 9.00am and paddle out to Cape

Paterson. Anderson's Inlet entrance can be dangerous and if weather is too bad, boats can be launched from the main surf beach. Alternatively, the trip could start from Cape Paterson and finish in Inverloch.

Beautiful rocky scenery and possibility to stop at secluded coves along the way.

Paddle destination will be decided on the day depending on weather but there is

still a possibility to paddle in Anderson Inlet if the weather is too rough.

Option to practice surf skills and others on the main surf beach.

Contact: Thierry Rolland on 5662 9916 (BH) or 5674 1896 (AH)

**Canadian Bay May 12th**

Contact Bill Robinson 9787 4704

Launch at 10.00am

Melway 101 D10

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**Possible paddles (from the "gunna" list), January – March 2002**

1. Duck Point to Tin Mine Cove, Corner Inlet, and the odd island along the way. 25 – 30 km day trip. Up to 6 boats.
2. Apollo Bay to Lorne. Long day. Car shuffle. Good sea state required. Surf. Proficiency standard. Up to 4 boats.
3. Port Campbell and 12 Apostles, out and back. Good sea state required. Proficiency standard. Up to 4 boats.
4. Point Henry to Port Arlington (or further), Corio Bay. Slack day. Up to a baker's dozen. BYO BBQ.

Anyone interested in these trips or variations of them, contact Peter Treby, 9439 5254 AH, or 0419 361 428

**Any one interested? March/April next year 2 week Tasmania trip**

Contact Rex Brown 9391 6889

**REGULAR TRAINING**

**Pool night 1<sup>st</sup> Friday of every month (except January)**

Come along and learn new techniques in the comfort of a warm pool. Starts 7.30pm contact Julian 9776 9583



## **VICTORIAN SEA KAYAK CLUB Inc. Registered No. A17985B**

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

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

Read carefully before signing

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

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

### **AGREEMENT**

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

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

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

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

Dated: \_\_\_\_\_ Signature: \_\_\_\_\_

Yearly Membership Dues: ☐ \$30 Individual ☐ \$40 Family (For Year 2001/2002))

Name: \_\_\_\_\_ E Mail Address: \_\_\_\_\_

Address: \_\_\_\_\_

Post Code: \_\_\_\_\_

Home Phone: \_\_\_\_\_ Work Phone: \_\_\_\_\_

Experience/Qualifications: \_\_\_\_\_  
\_\_\_\_\_

All subscriptions due by the 2<sup>nd</sup> week November.

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

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

