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Sea Trek



Summer 2012



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VICTORIAN SEA KAYAK CLUB

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Inc. #A17985B

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COVER CREDITS: David Golightly
Heather Torbet under instruction from Bob Fergie at Ricketts Point performing a sculling brace in classic 'Helen Wilson' style, using a Driftwood Designs Greenland paddle (made by Brandon Stewart in Victoria)

TABLE OF CONTENTS

| | |
|----------------------------------------------------------------------|----|
| REGULAR COLUMNS | |
| Editorial , Bob Fergie | 2 |
| President's pod-cast , Terry Barry | 3 |
| DAY TRIPS | |
| Phillip Island , Ian Tovey | 4 |
| High Tea on the Bay , Scott Reid | 5 |
| OVERNIGHT PADDLING ADVENTURES | |
| Paddling with Picasso , Richard Rawlings | 6 |
| PLB alert , Vojin Miladinov | 7 |
| Barwon Heads Rowing weekend , Allan Kennedy and Penny Charles | 8 |
| Queenscliffe Maritime Museum , Steve Collins | 10 |
| SHORT EXPEDITIONS | |
| Bound for South Australia , Tamsin Visick | 12 |
| SOLO TRIPS | |
| Gippsland Lakes , Mark Collier | 14 |
| GEAR AND RESOURCES REVIEWS | |
| Into the Wild DVD , Tony Chick | 17 |
| Greenland Rolling DVDs , Bob Fergie | 17 |
| SPECIAL ACHIEVEMENTS & PROJECTS | |
| Paul Caffyn honoured , David Golightly | 23 |
| Building a SoF Biadarka , Grant Stewart | 18 |
| TIPS FOR TRIPS | |
| Safety skill sets , Terry Barry | 20 |
| Wilderness First Aid Course , Terry Barry | 22 |
| 2012 SPECIAL VSKC EVENTS | |
| Stuart Trueman presentation | 24 |
| Cheri Perry & Turner Wilson visit | 24 |
| KAYAK, PADDLES & KIT SPONSORS | |
| The Kayak Shop , East Coast Kayaking | 26 |
| Brasca paddles , Canoe Innovations | |
| Rafta Kayaks , Bob Mitchell | |
| Silverstorm Paddles , David Winkworth | |
| Fozzy's kayaks , Glenn Ian Foster | |
| Driftwood Design sticks , Brandon Stewart | |
| WE ARE THE VSKC collage | 28 |



EDITORIAL



This past summer has been a great time for paddling as reflected in the various stories and trip reports that follow. The recent visit of Stuart Trueman late February and the soon coming visit of Cheri Perry and Turner Wilson over Easter represent special events that demonstrate the extra value our club provides for members. Add to this the special training opportunities like the recent Wilderness First Aid Course and it becomes clear that the VSKC is alive and well. Having a go at building two skin-on-frame kayaks (a West Greenlander and an Aleutian Biadarka) with my mate Grant Stewart has been fantastic fun for me personally. And then there has been a good deal of practice for those twenty or so club members preparing to participate in the club rolling competition that Cheri and Turner Wilson will be judging, together with their talk and demonstration of the usefulness of Greenland rolling techniques for all blade types. All this and more is covered in this issue. It's a great read and I hope you enjoy it as much as I have. Thanks again to all contributors (many for the first time) and to David Golightly, my ever-ready proof reader extraordinaire. Please note: article **deadline** for the next issue of Sea Trek is **1st June**. Keep your stories coming!
Bob Fergie, (Editor)



Autumn is well and truly here, calm weather and water still warm, one of the best times to get out in the kayak. Hope you can make the best of it.

As most of you know the evening with Stuart Trueman was a great success. However I would like to take this opportunity to have a serious whinge!

A big thank you to the 20 or so who took notice of the web advertising and emails advising of the event. However the evening was only successful after the committee took action to call each and every other club member to get you off your behinds and commit one way or the other to the evening. We also took that opportunity to remind (yet again) many members that they hadn't renewed their membership.

Events such as this do not happen by chance and take a great deal of work and organization. It starts to make one wonder if it is worth the effort when you have to chase people to register. Please be more active in future to register your attendance at such events.

Now I have that off my chest, to more pleasant things. –

The next big event is the hosting of Cheri Perry & Turner Wilson from the USA. This pair of world class Greenland paddling experts are with us from the 5th to 16th April. Over the Easter break they will be spending time with the VSKC instructors on a trip in the Nooramunga Marine Park. Following this they will be based at Frankston and available for private rolling lessons.

On Friday 13th I would encourage you all to attend what promises to be a very entertaining evening at the Mentone Grammar School pool where Cheri & Turner will be demonstrating Greenland paddling technique applied to euro blade paddles (as well as sticks).



They will also be our guest judges for our rolling competition on the same night. On Saturday the 14th and Sunday 15th group lessons are available with them for VSKC members only, and at a discounted price. I would stress to you that the skills and techniques that these two are so good at, are not just for Greenland paddles but readily transferable to euro paddles. You do not need a Greenland paddle to gain significant benefit from participating in these coaching opportunities.

Details of registration and costs are advertised both on the web and in this magazine. Please be proactive!

The planning for this year's Paddle Fest and AGM are well underway. This year the venue will once again be on Phillip Island, but due to price increases we have a new venue - The Gap Conference Centre. The dates are Friday Evening 9th November to Sunday 11th November. Put these dates in your diary now! Details and registration will happen closer to the event.

The Wilderness First Aid course was very successful with 19 club members now eager to try out their new skills if you are unfortunate enough to be injured! Be especially careful of Dave (crocodile) Winkworth if he approaches with a camelback. For those of you who missed out on this great course we intend to make it an annual event (subject to interest).

Club Secretary David Golightly is heading off on an extended overseas trip with Heather and amongst other things will be



paddling on the West coast of Scotland and Croatia. David returns in October and I'm very grateful that Raia Wall volunteered to be Acting Club Secretary in David's absence. A big thank you to Raia for taking this on while at the same time continuing her responsibilities as Membership Officer.

Much work has been going on behind the scenes to rewrite the VSKC Competencies for levels 1-3. A new booklet will shortly be published for members to have competencies signed off. We hope this new format will make competencies more easily understood for both members and instructors and assist in providing a clear pathway to improve your paddling. More details as they become available.

There are lots of great paddling opportunities on offer on the trip calendar at present as well as some training events and there is also always room for more, so get active. Safe paddling

Terry Barry
VSKC President



PHILLIP ISLAND: Ventnor Beach to Seal Rocks and return by Ian Tovey



Ten kayakers turned up at the Ventnor Beach car park for Raia Walls paddle to Seal Rocks & return, they were Raia, Neil Brenton, Terry Barry, Scott Reid, Greg Cunningham, Greg Power, Nathan Belsar, Wim Buelens, Ken Buckley & Ian Tovey.



The morning was overcast with just a slight breeze and we departed Ventnor Beach pretty well on the allotted time of 09:30.



The approximate two hour paddle to Seal Rocks seemed to go quickly with great scenery and good conversation, some of which was about the 6 metre white pointer sharks which frequently hunt seals in the area.

Terry & Nathan stopped at a surf break along the way to do a short session of surfing. Seal Rocks soon loomed before

us, you could tell you were close just by the smell of the place. The seals were hard to see at first due to their grey bodies blending in with the grey rocks but as we got quite close it was apparent that a large number of seals make these rocks home.

We paddled to the east side and into a channel between the rocks where we were entertained by dozens of seals frolicking and cheekily playing only metres from our kayaks, it's amazing how gracefully they swim compared to their lumbering movements on land, there were also another hundred or more watching us from the surrounding rocks.



Terry decided to put on a mask and roll upside down to take in the underwater view as well as taking some pictures, Nathan, Raia and Ken followed suit, the rest of us were content to take pictures from above the water.

After about 30 minutes or so several of us paddled through the channel to the other side of the rocks, we then paddled towards Phillip Island to find a lunch spot.

Raia's first choice for a lunch spot was rejected because the area was a bird rookery, so we continued paddling along the rocky coast line, several of us had paddled through a wide gap between rocky outcrops when a loud thud was heard, a wave had caught Greg Power unawares and his Raider X carbon fibre kayak was pushed into some rocks. Greg was unhurt, but his kayak had sustained a large gash and other damage to the bow section.



On examination of the damage, Raia felt the kayak should be able to make it back to Ventnor Beach so we continued paddling to our lunch spot which was in the Cat Bay area, several of us tried our luck surfing the waves along the way.

After lunch the cloud cleared and we had a beautiful sunny afternoon to paddle the 6 km back to the cars, we then loaded up and drove to the bakery in San Remo.

All in all it was a very enjoyable paddle, approximately 24 km, the only downside was the damage to Greg's kayak.

Thanks Raia for a great trip.



Raia Wall: trip leader

HIGH TEA AND A DAY ON PORT PHILLIP BAY

by Scott Reid

Saturday dawn looked promising from my bedroom window as a light NE breeze was ruffling the waters of Port Phillip Bay, making the anticipated paddle organised by Grant Della a pleasant 30 km or so.



A quick phone call to Grant on the previous day alluded to a possible eight paddlers looking to enjoy the southern end of the Bay (my home waters)

Start time was a civilised 9.00 am meeting for a 9.30 launch very nice! Just prior to leaving, a quick visit to Williweather confirmed that light breezes would be the order of the day – just right for easing into 2012 !

After a mad dash to get to the meeting point in Blairgowrie I met my fellow paddlers for the day which included experienced stalwarts in El presidente : Terry Barry , Raia Wall, with Grant , his son Stephen and myself (the eight paddlers has morphed into five!)

At the briefing conducted by Grant the forecast was summarised as follows ; wind ; 10 -15 knots NNE in the morning rising to 20-25 knots and swinging round to a Nor Wester in the afternoon. Seas were forecast to rise from 1m to 1.5 m .

Beauty ! exclaims Terry...hmmmm is my silent response, this could be interesting! I prefer 'Williweather' forecaster!

Looking out at the increasing wind and waves the south channel marker began to appear to drift away into the distance ! The nice cruise in the offering now became a potential slog into messy seas and an increasing headwind....if only I had attended a few more rolling sessions over winter to build those essential skills!

“Too bad just get your backside out there and give it a go” is the silent message in my mind! We launch into a small chop which becomes a confused sea further out with several waves breaking over the deck of my Mirage 580 and giving me a dousing.

Quickly we set into a rhythm and strike a bearing for the South Channel marker punching through the chop and meeting two Hobie sit-on-top 's returning to shore.

Grant's estimation of a 40 min trip based on an earlier trip in calmer conditions proves correct and confirms a reasonable pace given the unsettled conditions.

Around 10.30 am we swung around the South Channel marker and altered course for the historic South Channel Fort (the second destination on our schedule.)



The South Channel markers soon appeared and the customary swell and cross chop built a little further keeping all paddlers alert.

We timed our sprint between shipping channel movements and made the crossing before for the run to the Fort. Upon arriving Terry nearly hit the briny with a wave that flicked his Maelstrom kayak unexpectedly.



All paddlers (except me) extracted themselves from their respective boats for a quick tour of the fort. Having experienced the stench of guano recently I elected to conduct a quick circumnavigation of the Fort.

Snacks were downed and the Fort tour completed before we headed off for our next stop at Mud Island about 11.30am. Mud Island was barely visible on the horizon as we started out. It was our lunch destination, and Yeah, I was feeling hungry by this time!

Contrary to the marine forecast, conditions are moderating not increasing. This was a relief for me given the messy seas encountered so far.

The chatter between boats continued as we made Mud Island around midday. On a high but ebbing tide we entered the lagoon that effectively splits the island in two. I have always been fascinated by Mud Island and relished any opportunity to visit it. Within the lagoon we selected a mini island and beached the boats for a well-earned lunch.

Sitting on Terry's trusty tarp, lunch and drinks were eagerly consumed and discussion on a variety of topics continued. After lunch we pack up and prepared to commence the final leg with a dash back across the South Channel to Sorrento and home to the Blairgowrie car park.

It was at this point that those with sails began to gloat about the ease of the return leg and those of us without (i.e. the purists .. or too lazy to install sails !) would lumber behind ! Stephen and I (the purists!) resolved not to be beaten by the pocket handkerchief brigade!

Very soon it became evident that youth (Stephen) and broad shoulders would clean up the sailor brigade !



Aided by a favourable breeze and good surfing swells we raced ahead. We then took great delight in having to wait for the 'sailors' to catch up.

Sorrento was made in good time as was the final leg to Blairgowrie, including a quick check out of my sailing boat moored off the Blairgowrie yacht club.

Before exiting the water, customary rolls were performed by all bar the author. Given the beach audience and my prowess in rolling I elected the 'spectator' soft option much to the chagrin of my fellow paddlers.

We then topped off a great days paddling with a very pleasant "high tea " at Grant's holiday villa in Blairgowrie. Paddlers demonstrated their cultured class by extending their pinkie finger with their tea cup in hand as they sipped away with poise and refinement !

Our paddle time for the day was approximately 4.5 hrs for a really enjoyable paddle in great company ..I guess that's what the clubs all about !

A vote of thanks to Grant Della for organising the day!



PADDLING WITH PICASSO by Richard Rawling

Where to go for a short break in the New Year? I wanted to go paddling, and wanted to step up a bit as part of gearing up for a crack at Cairns to Thursday Island by kayak later this year. My wife Helen was very keen on checking out the Picasso exhibition, but it was only on in Sydney and not coming to Melbourne. Helen is a reasonable paddler in a double and we have done much of that together, but she is not into edgier paddling exploits. So why not combine the two with some paddling and some Picasso?

As part of the Cairns build-up to our Thursday Island expedition, Peter Treby and I took off for an overnight circuit of Phillip Island from Point Leo just after Christmas, providing a somewhat edgier experience! Back from that, I tidied up the kayaking and camping gear, hooked up the camper trailer and we were off to see Picasso, and do some paddling. We rocked up the Hume Highway from Melbourne to Sydney to the dulcet tones of a CD titled "Buddhism for Busy People". Whilst interested in Buddhism, the irony of the CD title was not lost on me. It is though a pretty good set of touchstones to guide conduct in large VSKC pods! We got as far as Bowral and crashed at a pleasant country resort; gotta get the camping/luxury ratio right!

The next day we motored into our campsite in Sydney. That's right, camping in Sydney.



There is a lovely campground in a natural bush setting in the Lane Cove National Park, which is only 7 km from the Sydney GPO. There is a train station within 5 mins walk and apart from the occasional aircraft noise overhead, it really is a lovely area. You do have the option of kayaking on the Lane Cove River, but we had bigger paddling goals in mind. Besides which Picasso beckoned, so off we went to the Art Gallery of NSW to check out the great man's works.



Picasso is well known for cubism, but I was most impressed with his classical styled works. The collection was pretty

comprehensive and a nice foil to the outdoor exploits to follow over the next few days.

Sea kayaking in Sydney can be split into four broad zones: East and West of the Sydney Harbour bridge, Pittwater, and outside the Heads in the open sea. I took the latter off the agenda for Buddhist-inspired reasons! The other three options all beckoned so we planned three days around these zones. Sydney Harbour is a gorgeous, albeit busy place. There are big and fast boats everywhere, with big wakes and when large enough, the tonnage to warrant not stopping for a double sea kayak.



Unless you hug the shore and only go out in benign conditions, it is not ideal for beginner kayakers. Experience in handling strong wind and boat induced chop, as well as rebound off wharfs and walls is necessary. When we were there, constant ENE – NE winds ranging 15-20 kn funnelled through land forms (especially near the Harbour bridge). Good self-rescue skills are required because if you end up in the drink, you have to get out of the way quickly.

There are lots of areas that have restricted access, and you have to do your homework about where to launch the kayak, and park your car. The NSWKC had a useful map on their website with put-in points, and the book "Kayaking Around Australia" by Andrew Gregory (2011) also has useful tips. I scoured Google Earth as well, but you really cannot tell what a spot is like until you try to launch (at one spot it looked clear, only to be strewn with mangroves and big boulders). A fair chunk of the shore line is built out with houses and industry.

So, armed with marked up maps, charts and GPS (because the coastline can be confusing as to where river and cove entries are) we embarked on three lovely days of paddling.

Our first paddle involved a put in at St Ignatius College in Lane Cove. Parking was easy here, but locals told us that in the school year it is very crowded with rowers. They have fabulous facilities that greatly aid launching and retrieval. We paddled down the river and followed the northern shoreline around to the Harbour Bridge past Berry Island and Ball's Head

Reserves. Before we hit Blues Point we were shocked to see the tail end of a large bulk carrier we had watched the day before from Circular Quay (Celtic Sea) jutting out from the shoreline. It just goes to show how deep the harbour is.

Later we watched bemused as tugs manoeuvred this ship under the bridge, seemingly not going to fit.



Once we got to the bridge, the plan was to cut across quickly to the south shoreline at Dawes Point. This was very bouncy and required plenty of bracing, especially in the rebound off the wharfs.

From there we scooted around to Darling Harbour, to be reminded by an officious harbour port official that we could not take a 'canoe' into Cockle Bay past the old Pyrmont Bridge (I already knew this, but opted for a Buddhist repost rather than argue the point).

From there we headed to a lovely little park at Peacock Point, East Balmain for lunch.



We continued around to Iron Cove, checking out Cockatoo, Snapper and Spectacle Islands, then cut back over to Woolwich and back into the Lane Cove River. By now the wind was humming and we rigged the sail and powered up the river. One amusing sight was a guy steering a 40 ft. yacht into a dolly and then the whole thing being hauled out of the water up into his front yard – if you got it flaut it! All up this was 24 km, Helen's longest paddle, which we both enjoyed greatly.

The next day we headed up to Pittwater. My theory was to get a couple of 25 km days done, and then undertake a more convivial paddle on the third (a cunning ploy). Pittwater is a stunning recreational kayaking heaven. We launched from a

lovely beach at Clareville, and headed North along the eastern shore, past Avalon, Whale and Palm Beaches and then onto Barrenjoey Head.

At one point Helen remarked that the boats we had been admiring at anchor had thinned out. The sudden vroom as a seaplane landed explained that quick smart! We headed out past the massive club form of Barrenjoey Head, into Broken Bay and pointed up to Lion Island.

The ocean swell is quite noticeable here from the east, and it swept us towards the eastern shores of Ka-ring-gai Chase National Park.



Dodging yacht races and rebound, we headed south to Mackerel Beach for lunch.



There is great camping at The Basin just south of here (water access only). We then motored with a following breeze down to Scotland Island and pulled in at Charles Point for coffee. By now the wind had shifted back NE again, and we had a tough little slog of 2 km back to the car. A great paddle of 23 km but you could easily spend a pleasant 2-3 days camping around here (taking in Patonga and the western reaches of the National Park).

The third paddle was a cracker in different ways. After a rest day, where our exercise took in a pleasant stroll from Manly to North Head, we put in east of the bridge at Rose Bay and headed further east via Shark Island to Watsons Bay.

There we landed the kayak at Doyle's Seafood Restaurant and did the 'James Bond' changeover into linen shirts and shorts and had a very pleasant seafood lunch.



We then headed around to South Head, past the nudist beach at Camp Cove where any thoughts of photography were resisted as we gazed upon naked Sydney-siders festooned over the cliff face (not Buddhist influenced that I could see). The sea was good enough for us to poke out around South Head, but enough was enough.



So with lunch taking the edge off my usual gung-hoism, we paddled back around to Point Piper admiring mansions and expensive cruisers.



The distance of 17 km was enough and we had effectively ended our short stay.

Despite spending a good deal of time in Sydney over the years for study and work, this experience gave me a whole new outlook on the place. Whilst we can all grow tired of familiar surrounds, if you feel like a very pleasant sea kayaking holiday with your partner I can highly recommend this trip. The paddling potential is enormous, and we did not even paddle over to Manly or Middle Harbour. To top off this very pleasant interlude, we headed south to Jervis Bay via the Illawarra. My thinking was to avoid the NE wind and paddle the south side of Beecroft Peninsula. Well the wind changed to the south big time, so I opted for paddling along the northern side of the peninsula, out from Currarong where we were camping.



There is some gorgeous bush camping at Honeymoon Bay on the northern shores of Jervis Bay, but that will have to wait for another trip. We finally headed back to Melbourne via Jindabyne and the Mt Kosciusko National Park, a fitting end to a great paddling trip. Oh, the artwork was pretty good as well!

PLB COMPLIANCY ALERT



All PLBs — if activated whilst in the water — must be affixed to the upper portion of your body e.g. lifejacket near your shoulder. You must ensure that the PLB's aerial is vertical at all times for effective operation.

All Australian-standard PLBs should float but the aerials are top-heavy and may float horizontally and not vertically so the transmission is likely not to be detected. All PLBs therefore require manual assistance (positioning) to ensure they remain vertical.

Australia is the only country that requires PLBs to float hence why some models have flotation pouches. These models are likely to sink if not attached to their accompanying pouch. PLBs only come with a lanyard, not a fixing attachment to a lifejacket. It is therefore recommended to purchase a jacket with a pouch at the top to put the PLB in.

Also, please ensure that PLB is actually attached with the lanyard through a button-hole to prevent the loss of the PLB once removed from the pouch.

VSKC disclaimer: Please read and follow all instructions by the manufacturer of your PLB device and contact Australian Marine Safety Authority (AMSA) directly for further clarification.

BARWON HEADS ROLLING WEEKEND, 2-4 December 2011



Hosted by: Tina Rowley, John Evertze and Tony Chick with Friday and Saturday Greenland rolling instruction from Bob Fergie, Grant and Brandon Stewart.



Bob, Brandon and Grant with their sticks

REPORT I by Allan Kennedy

Friday 2 December

The weekend began with a "Rolling" session Friday afternoon – I was unable to attend, however, all those who did commented positively on the experience when I caught up with the group Saturday morning.



Friday night BBQ

Saturday 3 December

9.30 am start at the car park opposite the Barwon Heads Pub – this is the river entrance to Bass Strait. For anyone who hasn't been to this area – put it on your 'places-to-go' list. A definite for keen paddlers with easy access to the river in the 'off season'. Access to the river may be limited in peak holiday periods. An alternate launching place can be found further down the river in the Sheepwash area. The river offers so much interest

and natural beauty. Tina and John have a great place to live and paddle.

A good turnout of 20 boats. Temperature was 19-20 degrees Celsius. Wind 15-20 knots – South Westerly. Swell about a metre.

After introductions were made we had a show of hands where people nominated whether they were keen to do some rolling practice or to go for a paddle. As most had done rolling practice Friday night I thought the paddle and explore option would have proved more popular, however there was only one 'taker' for the paddle and so it was onto the water for more rolling practice for the whole group.

The session started with a short paddle upstream to a spot on the east side of the Barwon River where the tide was running out of the estuary very quickly, making it a bit more challenging in regard to our rolling practice along the river's edge.



It was great to have so many experienced paddlers participating as this gave the opportunity for tuition of a 2-1 ratio.

Rolling instruction finished around mid-day and we then enjoyed a communal lunch. The locally 'home-made' pies proved popular. Cutlery was in short supply. Bob borrowed my knife as he forgot his cutlery in the pack-up and I didn't get it back. Realized when I got home! (point noted, Ed.) Lots of good humour and ribbing was enjoyed by some and suffered by others.

The afternoon consisted of a paddle from the Barwon River Mouth, south-west, to Black Rock. About 4 km each way.

Part of the way into the paddle a number of paddlers were feeling a little uneasy with the conditions as the wind had started to blow up. As such, a change of plan came into play with a paddle back to

Ocean Grove Main Beach and a play around in the on-shore shore breaks – a bit of fun that tested us all.

Not a bad effort – we still managed a 2.5 hour paddle in bumpy conditions.



We finished up with a chat in the sun along the bank of the River Mouth. At this point I had to leave the group. Thanks to all for a great day.



As I left, the topic of conversation centred around plans for the evening, accommodation arrangements and plans for the Sunday paddle to Queenscliff via the Port Phillip Heads. This would have been a very challenging paddle in terms of distance (around 20 km) in open ocean. As it turned out Sunday ended up 30-35 knots with strong SE winds.



It's always interesting to have the opportunity to share stories – check out various types of equipment – paddles – boats – and compare notes and knowledge. Well worth club participation.

A special thanks to all those who gave their time.

I am a VERY clumsy person. I don't mean that I'm mildly uncoordinated. I'm talking about severe, body battering, carpet ruining, letterbox demolishing (more than once, different letterboxes, using different cars as my inadvertent battering rams) motor impairment.

Thus afflicted, why would I wish to take up sea kayaking, a hobby that is inherent with potential risk. Same reasons as everyone else I suppose: freedom, peace, solitude, adventure, fun, friendship, excitement, health benefits, communing with nature, etc.

Also I happen to agree with Eleanor Roosevelt who said to "do something that scares you every day". By this I think she meant that you should gradually expand the boundaries of your comfort zone and by doing this you grow as a person (of course I could be wrong, she may have just been nuttier than a Snickers).

Assuming she is right, sea kayaking presents infinite challenges from the beginner level where you feel trepidation doing your first wet exit right up to advanced paddlers who traverse treacherous bodies of water (note that as you progress your definition of what constitutes a treacherous body of water also alters somewhat...).

Incidentally, when Eleanor Roosevelt was my age it was considered rather daring to dance the Waltz, show a bit of ankle and barrel up the road at the white knuckle pace of 60 mph in one of the new-fangled motor cars, so admittedly



the benchmark for danger has significantly decreased.

So, having made up my mind to take up sea kayaking whilst being aware that I am so clumsy that I am likely to capsize with gay abandon, I needed to formulate strategies to prevent undue injury, premature death and the likelihood of developing a carunculated walnut face due to exposure to the elements. This strategy involves a metaphoric toolbox (actually, this probably isn't the best analogy as I find most tools quite baffling). My toolbox is divided into two sections, the tangible which consists of all my safety gear, equipment, my seaworthy vessel, duct tape and sunscreen etc. to the intangible which consists of experience, awareness, judgment, technique and skills. Unfortunately these compartments are looking a little bare at the moment, particularly with regard to the most impressive skill (well, it certainly looks the coolest). The Roll.

In my naïveté I thought learning to roll would be quite straight forward as I thought a roll was a roll. Singular. Not the bewildering buffet of techniques ranging from your standard sweep and C-

to-C rolls (and their seemingly infinite variations), to the Inuit varieties with names that look reassuringly like "Imagun'nachokee". Nevertheless, I want to build up my tool box (apparently it separates me from apes) and I want to learn to roll reliably. If not for my own sake then as a courtesy to my fellow paddlers who at the very least would (hopefully) be waiting for me to clamber back on-board and at the most would need to give me an assisted rescue..again!

Another benefit to my fellow paddlers would be to preserve their eyesight. I don't know how many innocent retinas were burned as a result of a surf landing I executed with all the casual elegance of a bath fart. The resultant capsize in chilly conditions at the Prom saw me on a landscape denuded by bushfires vainly trying to hide a very white, plump body behind a very black, thin stick in an effort to change into a pair of borrowed, dry thermals but in the process vouchsafing all my secrets to my fellow paddlers. That reminds me, the sooner I can add bracing to my tool box the better...told you I was clumsy!



A NIGHT AT THE QUEENSLIFFE MARITIME MUSEUM by Steve Collins



Gathered in the early morning sun at Sorrento, Kayaks packed, bows pointing out to sea, were seventeen members set to paddle down to Point Nepean then across the Rip to spend the night at the Maritime Museum in Queenscliff.

The weather forecast for the day was perfect, 5 to 10 knot NE winds and temperatures in the low 30s. But there were concerns about the forecast for the following day and our return trip, 30 knot northerlies with an early change to the south west up to 40 knots. There was a distinct possibility that we would be catching the Queenscliff to Sorrento ferry back on Sunday. There was also a smaller group setting off from Mornington that morning, in training for a Bass Strait crossing at Easter, theirs was a much longer paddle, they would arrive later that day at Queenscliff.



Following a briefing from trip leader Terry Barry we set off towards Point Nepean. There were fifteen craft, Peter & Annie and David & Heather were paddling doubles. The water was crystal clear and delightfully cool. With the aid of wind and tide we made good progress, quickly gliding past the majestic mansions and holiday homes of the rich and powerful at Portsea. It is a beautiful piece of coastline, easy to see why it is so sought after.

With not a hint of envy we moved on, passing the old Quarantine Station and then the Military installations of yesteryear. Pausing at Corsair Rock at the tip of Point Nepean we contemplated the many ship wrecks and strandings that it was responsible for. With the out-going tide

in full swing we needed to paddle a kilometre or two back up the bay to allow for a ferry glide across the Rip and down to Point Lonsdale, our destination for lunch.



As this is a major shipping lane it was time to form a tight group and move across at a good clip, this was no place to dilly dally. Two thirds of the way across we were treated to an incredible fog horn blast from an approaching container ship. Although in no imminent danger there was a perceptible increase in stroke cadence at this point.



As we approached Point Lonsdale beach we became aware of two kayakers steaming out towards us. It was the official welcoming party of Gerard and Jac, two local members who gave us a warm welcome to their part of the coast.

Lunch consumed, we made our way against wind and tide back up the bay towards Queenscliff. Here we landed at Caffyn Cove where a short climb brought us to a small wooded park over-looking the beach. Prominent in the park is a rock cairn with a bronze plaque honouring Paul Caffyn for his 1982 "Dreamtime Voyage" around Australia, a trip that began and ended at Queenscliff. Duly,

we paid silent homage to this remarkable sea kayaker.



Again we took to the water for a short paddle to the Queenscliff Pier. Landing beside the pier we prepared our kayaks for a three hundred metre portage to the Maritime Museum.



Queenscliff was abuzz, with a huge hot rod and vintage car rally being held over the weekend, the town was full of high octane energy and colour. We joined in with our own colourful parade, sea kayaks being wheeled in single file off towards our destination.



Arriving at the Museum we were greeted by Meryl, one of the volunteers, we immediately felt that they were as happy to have us stay with them as we were to be there.



With tents erected and members showered and cleaned up it was time for a guided tour of the museum. This was conducted by their president Les Irving-

Dusting, a crusty, no nonsense guy, whose knowledge and enthusiasm for matters nautical meant that he soon had our undivided attention. Les regaled us with facts and stories about Victoria's early maritime history, its shipwrecks, and the operation of its light houses.



He was just as enthusiastic when we arrived at their kayak display. He proudly claimed that they housed the pre-eminent kayak display in the country. With Paul Caffyn's famous Nordkapp, Lalaguli, Freya Hoffmeister's Epic 18 and Earl de Blonville's early Nordkapp on display it would be difficult to argue otherwise.



We appreciated that Les and Meryl had given up part of their afternoon for us and had made us most welcome and comfortable.

Together, with the weary looking group that had covered around forty five kilometres from Mornington, we dined at the Victoria Hotel. Queenscliff was now in full carnival mode, an endless procession of beautifully presented vehicles, hundreds of on lookers and a live band playing fifties and sixties rock and roll con-

tributed to a great atmosphere. David Golightly was observed breaking into dance in front of the band. Go David.



Worn out from all of the day's activity we were soon climbing into our warm, cosy beds. But sleep did not come easily. The deep throated rumble of a multitude of super tuned v8's shattered the night, vroom VROOM, ah yes, slip that clutch, pump that gas pedal. VROOM, yes, that's got to be a 1935 T-model Buick with gold-plated, twin cammed overhead rabbit ears, vroom VROOM.



Fortunately, around midnight all quietened down so that the good folk of Queenscliff could get some rest. In our camp the silence was celebrated by the snorers, combining to create their own

sweet sound. Eventually we all drifted off to join them.

Morning, and the weather forecast looked slightly more promising. However, by the time we were packed and assembled on the beach at our launching place it became obvious that conditions were deteriorating fast (especially when a certain ST Editor got lost for 45 minutes, Ed.).

Though not a concern for a small pod of experienced kayakers such as the group led down from Mornington by Robin Boudry (on a Bass Strait crossing training exercise). For a large group with mixed levels of ability the conditions posed a serious element of risk.

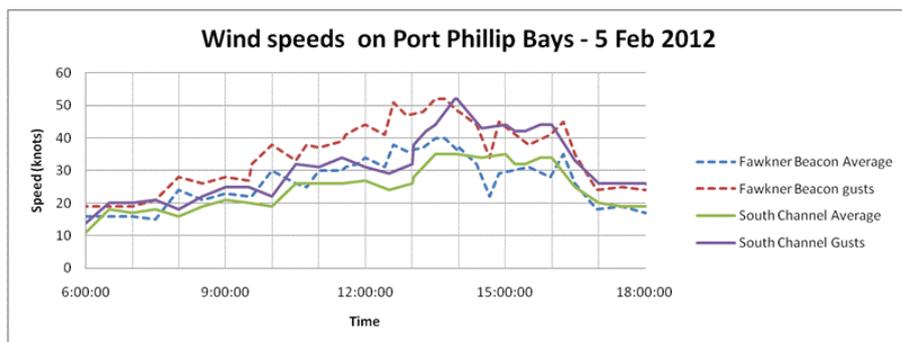


Wisely, with everybody's safety in mind, trip leader Terry Barry advised that he would be returning to Sorrento on the ferry. With no dissent, and a great deal of respect everybody fell in beside Terry.

We farewelled Robin and his small group, and as they disappeared off into the distance, made our way to the ferry terminal.



A short comfortable trip back across the Bay concluded what was indeed a good 'Night at the Museum'.





It all began with the plan to kayak up the east coast of Australia along the southern NSW the Nadgee coastline. Due to the cyclone warnings in Darwin and off the coast of North Queensland it was decided to take an alternative route. So we decided to go to South Australia! The York Peninsula and the Islands that encompass it was the chosen path!

Our crew: Tina, John, David Lee, Greg Murray and myself.



With an epic two day road trip to the destination. Leaving Friday afternoon straight after work (for some) we hit the road, finishing up the first night next to a lake in a layby with a toilet! (Not bad really) Then on we went to Marion Bay Caravan Park in South Australia.

On the way the South Australian road traffic education signs entertained us. In Victoria we tend to use the shock treatment tactics of road trauma to highlight the importance of responsible driving, but in South Oz it is humour, with signs such as:



These kept me pretty entertained!

On arriving at Marion Bay (Christmas Eve) we were greeted by a not so happy host who could have had a bit more Christmas joy to spread, but none the less he rented us a slab of dirt for the night. We had dinner at the pub and rested up for the plan to paddle 30 Km to Wedge island the following day (Christmas day)



We were on the water at 9 am to head off to Wedge Island (30 km, North west from Pandalowie Bay), with a small

swell and light 5- 10 knots of north easterly winds.

We had to load up on water, each had about 28 – 30+ litres on board and food for 10 days as, we were unsure if there would be water on the islands. My boat was pretty heavy, in fact the heaviest I have ever a paddled.

On the water Tina and I had our sails and took full advantage of the conditions and allowed Mother Nature to give us a boost. About 5 km into the journey David accidentally hit my rudder and I felt it not working too effectively, he had a look and woops, the screw had come undone! Dave pulled it all out and I continued for the remainder of the day under sail with no rudder. It was a good opportunity for me to see how I would go without a rudder and under sail, surprisingly I was ok!

As most of you know the south oz coastline is famously called the great Australian Bight, why I asked???? Umm that great Australian icon, the great white shark. South Australian waters are its breeding ground and December – January is the pup season! Great, hmmm I just keep telling myself that I am more likely to die in a plane crash than be eaten by a great white Saying that Rowles (Tina) who was paddling about 4 m from me yelled, "Something hit me, nudged me!" A few seconds later she said it again. we looked around and nothing could be seen, someone said, it's probably the wave hitting the back of your boat. . . . HMMM we will never know.

About 6 hours later we arrived at Wedge Island, welcomed by huge cliff faces that to me resembled mozzarella cheese just a few shades darker and beautiful clear waters. We landed.

It was Christmas day after all and we needed to join the rest of the nation in gluttony and presents. After being entertained by Greg who attempted to climb the sandy cliff face after a very agile Dave only ended up with a face and body full of sand.

We dined on cheese, olives, biscuits, ham, wine, turkey, chicken, peas, potato and homemade Christmas cake (thanks Tina, will have to get the recipe!) custard and more wine, we had fulfilled gluttony!

We each had a Kris Kringle, Greg received a tin of marbles, I received a toy wombat which I named Wedgie the wombat (after all we were on Wedge island!) and all was content. . . . a filled tummy, some exercise, beautiful weather and a game of Uno followed. What more could you want on Christmas day!



The next day (Boxing Day) was a lay day to explore the island or do as you please. Greg and Dave took off and ran around the island. I chilled, swam, read a book and in the afternoon we all headed for a walk as there were houses to investigate. In the end we met a couple that were from South Frankston that were attempting to move onto the island, what a small world!!!

The remainder of the day was used up doing as you pleased. That night a few of us tried the back country meals, Greg was pretty impressed with his Moroccan dinner and ditto to that my spag bolognaise, I recommend them! We stayed up listening to the weather on the radio and the winds were south easterly with a rising swell over the next 3-4 days and it was decided that we would return to Pondalowie Bay instead of heading North West to Thistle Island.

The following day we made our way back to Pondalowie Bay (30 km) where it had filled up with many holidaymakers. Once we arrived we explored our sleeping options....sleep in the sand dunes? This was not received well, a few locals mentioned that the rangers are out and we would possibly get fined..... not keen on that one! So we ended up finding a campsite in the National Park. The plan was to base our cars and self at the campsite and venture out to the islands, possibly staying on the islands.



John got information from some locals that Althorpe Island had a nice sandy beach and also a jetty, but they were unsure of the drinking water situation..... the next day we were bound for Althorpe Island. The following day we headed 10 km hugging the coast passing West Cape and Cape Spencer where all the blokes did their roll sorry Robin I didn't do one.....

From Cape Spencer we headed about another 10 km south to Althorpe Island.



We were greeted but some seals, pretty big ones! Nice, but I was thinking "that's a donut for a great white.... go away!"



The beach we landed on was tiny but luckily it was low tide and we landed safely. Apart from a few gravestones, a path that lead up to the lighthouse and a closed jetty that was it. The water was the opposite beautiful, clear and clean and we had this place to ourselves! It was decided that we would pretend to be refugees and sleep on the jetty, Greg made a quick shelter as the sun was hot. We all

unpacked and made our home on the jetty!

A few headed up the hill to explore, Dave went snorkelling and was surprised to end up frolicking in the water with a very curious baby seal. Greg and I wandered around the island and found a decent clan of seals, which we woke up. Later, we had an entertaining night with a few reds and games of Gin Rummy with Greg claiming the title of Jetty champion!

The next day we circumnavigated the island, which was a trip of about 5 km..... were there was plenty of rebound! I was almost in the drink! Then headed back to Pondalowie Bay. The winds were up and again the ladies donned the sails and Mother Nature provided the wind! It was awesome, so much fun the waves were pushing and the wind was blowing, I was having a ball!!!!

Approaching Pondalowie Bay the weather forecast of rising swell was proved correct..... There were plenty of bommiesand big ones! John carefully navigated an entry point that was sheltered from the swell, approximately 5 km down the coast, a well thought out decision which made for a lot safer landing. We all safely entered Pondalowie or Marion Bay for another night at the National Park campsite.

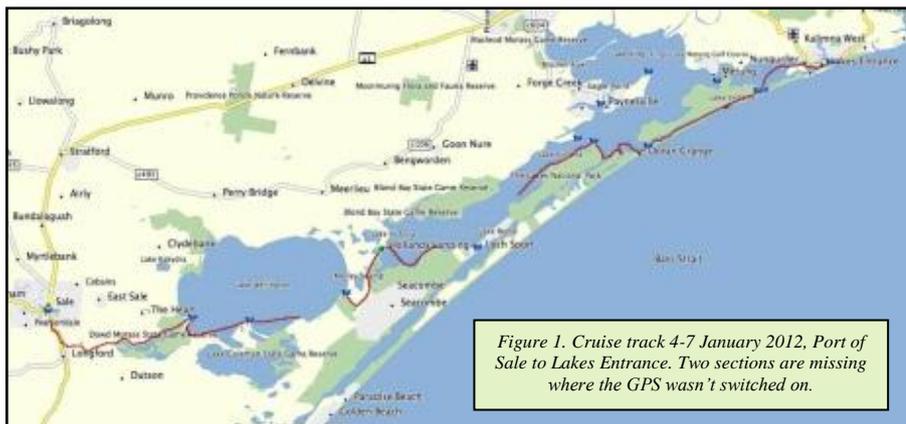
The next day was a lay day, exploring the NP and going on walks followed by a dinner at the pub at Marion Bay.

The final paddling day, was spent hugging the north of the coast, exploring the beaches and bays, to come back to Pondalowie Bay.

Alas, the journey back to Victoria had finally dawned.

Overall we'd enjoyed a great trip that I recommend to anyone Wonderful coastline and Islands to explore!

We were now 'Bound for Victoria', but it doesn't have quite the same ring!



The VSKC is an excellent people environment in which to develop skills in a supportive group setting and to broaden the horizons of the solo paddler. My four day solo adventure in the Gippsland Lakes “raised the bar” in terms of possible solo paddles for a relative novice.

| Day | Depart | Arrive | km |
|-----|-------------------------|-------------------------|----|
| 1 | 3pm, Port of Sale | 7pm, SW Lake Wellington | 22 |
| 2 | 9am, SW Lake Wellington | 7pm, Loch Sport | 43 |
| 3 | 9am, Loch Sport | 8pm, Bunga Arm | 33 |
| 4 | 7am, Bunga Arm | 3pm Lakes Entrance | 10 |

DAY ONE

I left my kayak and equipment/food (minus the paddle which I kept with me) at the Port of Sale then parked my car in Lakes Entrance (my planned finish point). A one-way bus ticket back to Sale cost \$13.90 and two and a half hours later me and my paddle were back in Sale where I had a 20 minute walk to be reunited with my kayak to begin my four day adventure.

The paddle down the Latrobe River is an excellent experience with expansive views across to the mountains. The prevailing winds were from the south to south-west which assisted my progress, however, quite often I lowered my sail when the wind was light and/or blocking my views.



Figure 2. The underside of the restored Longford Swing Bridge.

A highlight of the river leg is Longford Swing Bridge that was in service from 1893 to 1972 (Fig. 2), located a couple of kilometres downstream from the new concrete monstrosity that replaced it. It is surely a marvel of the Victorian era, in its heyday it must have been quite an effort for the person responsible for swinging it up to 20 times per day. A couple of hours prior to sunset I exited the river mouth, and I planned to stay close to the windward shoreline.

My southerly sprint across the lake was met with headwinds gusting up to 25 kn, however, the waves were mostly under 0.5 metre. I had to grind away for another 45 minutes before I found relief in the lee of the shore and its vegetation. These types of headwind paddles are a good challenge as concentration and continuous paddling is required.



Figure 3. A hunter's shelter in the Dowd Marass Game Reserve.

My campsite for the night was in a Game Reserve (Fig. 3) where I came across a hunter's substantial structure with its own jetty. I tied up and had a good look around, numerous walkways converged on a central area that had an open area for cooking and a covered area adjoining a number of locked rooms. There was tank water from the roof, which I still boiled, and even an outdoor toilet flushed with water bucketed from the lake. I set up my tent in the undercover area and made good use of the open kitchen area to make dinner and breakfast the following morning-- perfectly peaceful with only the constant chatter of birdlife.

DAY TWO

The first day of a kayak trip is often the toughest as the paddler gets used to the need for near constant effort and adjusting to the new surrounds. On the second day my muscles complained at being worked again. My ambition today was to get through Lake Wellington and hopefully paddle McLennan's Channel situated at the Lake's eastern end. The winds were mostly light and therefore the crossing made mostly under paddle power. I did have some difficulty with my compass pointer on my GPS as well as the preloaded key waypoints. I therefore gave my deck compass more attention than usual.

Although there are channel markers identifying the entrance to McLennan's Channel, these are often found in deep water and unnecessary to follow in a shallow draft kayak. The entrance to the channel is surprisingly difficult to find by eye, even from a relatively short distance away. After just a couple of short shore stops in Lake Wellington I found the channel, where I had a rest and an invigorating swim. Fortunately my dead reckoning proved accurate and soon after midday I began my journey through the channel. Like the river it was picturesque, however, with much more boat traffic between the lake systems due to the nearby popular camping grounds. There was mostly an opposing wind (even though the synoptic chart indicated south-westerlies) but once or twice I was able to do useful sailing.

About two hours after entering the channel I made it to Hollands Landing which boasted a new toilet block and a boat ramp with floating concrete jetties. After some refuelling for myself and my mobile phone (the park owner allowed me to plug in my phone charger) I pushed off for the paddle through Lake Victoria.



Figure 4. Sunset near Loch Sport.

Paddling at a slight angle to the headwinds allowed me to move in the safe direction of the southern shore yet drift somewhat in the general easterly direction required. In my opinion the views

along the southern coastline in Lake Victoria are probably the best in the whole Lakes system, with its natural coastline devoid of human interference.

Cruising through Lake Victoria I had several opportunities to raise my sail, unknown to me at the time it would be the last significant opportunity to do so. Originally I had planned to stay in the camping park at Loch Sport but as I could not see it adjoining the shore-line I paddled on until I reached the edge of the National Park where I knew I could camp without being disturbed (Fig. 4).

DAY THREE.

As my fresh water supply was insufficient for the remainder of the trip I walked into Loch Sport to replenish my supply. The town was quiet so early in the morning. Eventually I came across a man who gave me all the drinking water I needed and then walked back along the shoreline that was more pleasant than the undulating back streets.

A good nights rest and a large breakfast gave me confidence that I could achieve quite a lot on the water today. I sent a SMS message to my parents stating that I could probably make it to Lakes Entrance by tonight based on my current progress, something that I was later to regret.

The views of the Lakes National Park is quite special with its red sandstone cliffs, densely vegetated natural forest and abundant wildlife, especially birds. Numerous idyllic rest areas, complete with picnic tables, are regularly located along this shoreline, with sandy white beaches making landings easy.

Immediately there was a large unnamed bay to cross and at times this located me a kilometre or so off-shore, however, the winds from time to time allowed for a kind of beam reach, with minimal drift. As I approached the eastern extremity of the Park the amount of nearby boating traffic increased and as I cleared the point, the Sperm Whale Head Jetty came into view with numerous folk fishing from it or with their boats tied up enjoying a picnic (presumably out from Paynesville for the day).

Again, the wind was strong and head-on and I kept a few metres distance from the shore as I ground my way in the required SSE direction.

Once at Trapper Point with views across to Rotomah Island, I decided not to circumnavigate it as originally intended (due to the time it would have taken) but to cross over and go in an eastward direction, as the winds were fresh and from the south.



Figure 5. Ocean Grange.

An hour or so later the tower of the Ocean Grange (Fig. 5) mansion came into view. Feeling paddle sore I towed my kayak along the shallow shores from Dog Point Island, about 1 km from the jetty not yet in view. Much to my surprise I was able to eventually walk to within a few metres of the public jetty where the water suddenly deepened requiring a brief paddle.

The ancient tea tree forest walks leading to the 90 mile ocean beach were stunning, and I took some more time to explore the numerous other homes nestled in the main sand dunes. By mid-afternoon I had departed having decided to paddle up into Bunga Arm. In my thoughts I began to contemplate a portage of my kayak and equipment over the sand dune promontory separating the Arm and the Lakes proper. This would leave me with a short paddle to Lake's Entrance. This is really the eastern tip of a long peninsula, artificially formed when the entrance was cut. The alternative paddle back out the Arm and via Shaving Point would be a full day's paddle.

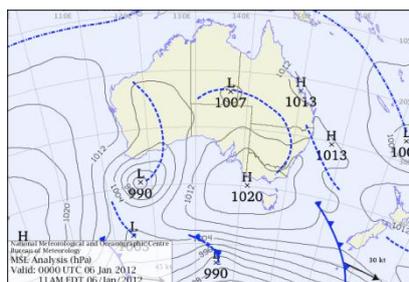


Figure 6. Mean sea-level pressure analysis for 6 January 2012.

The synoptic weather chart (Fig. 6) indicates that I was in pretty typical summertime conditions, the south-eastern portion of Australia was centred on the subtropical ridge, with typical numerous cold fronts to the south. The weather map also explains why I struggled with headwinds during the whole 16 km length of Bunga Arm. The location of the high in relation to my own proximity would suggest east and north-easterly winds. Undertaking a dinghy cruise during the previous visit some years earlier, a south-westerly blow lasted for three days, extending the Arm's length by several hundred metres and marooning us for a full 24 hour peri-

od (we still had to tack out of it over several hours). January in the Gippsland Lakes area often throws winds with some easterly component making any type of boating a real challenge.

Unusually for this time of the year, Bunga Arm had very few boats in it due to the high levels of blue-green algae. It was late in the evening and I could see one sailing sloop anchored at one of the natural blow-holes and another fiberglass hulk at the end of the Arm, it was time to make camp.

When exploring the bank I was surprised by how high and sheer the cliff face of the sand dune was on the non-ocean side of the Arm. I found a fire trail along the top of the cliff, however, the tea tree forest to the north of it was so densely packed it made it unlikely that my craft could be passed through making any progress towards Lakes Entrance unlikely today.

An hour or so before sunset I began to worry about the message that I left with my family waiting at Lakes Entrance as they might have been expecting my return tonight. My phone battery had gone flat as I kept it on standby rather than turning it off. I soon realised that I needed to try and make contact and so paddled back to the sailing sloop to ask the occupants for help. It was a relief to let my family know not to expect my return for up to 24 hours and that I had everything I needed to survive for several days. This would give me the necessary time to contemplate my planned overland portage through the woods to my desired destination.

DAY FOUR.



Figure 7. The eastern extent of Bunga Arm.

I awoke shortly after sunrise, refuelled, packed and made ready to paddle the remainder of Bunga Arm (Fig. 7). For the next hour and a half I explored the area looking for a suitable path to get up and over the heavily wooded peninsula. Some distance beyond the end of the Arm a wall of tee tree blocked any way through. However, a track was discovered heading in the direction of the ocean, across the large sand-dune sepa-

rating the Arm from the ocean. I walked along it for half an hour including a further 10 minutes along the ocean beach but did not find any hint of a trail pointed out on a map laid out in the cabin of my sailor friends. It would have been extremely difficult carrying my kayak and contents on that ocean beach route in any case.



Figure 8. A fire trail on the cliff above Bunga Arm.

On returning, I then discovered a narrow trail heading up and over the sand dune cliff in the general direction required. Before I could consider the portage (Fig. 8) I had to ensure that the path eventually would provide access to the Lakes. I discovered the path had many junctions and so left markers to ensure I didn't get lost finding the way back. I kept my GPS and EPIRB with me, good insurance in case of a broken bone or snakebite. Eventually the path connected to another recently bulldozed one which after a 20-minute walk provided access to my watery escape!

It took 5 hours to drag my kayak, probably no more than 1.5 km, including two

trips for my food and equipment. The trail was free of stones and composed of either sand or a soft peat material. To protect the kayak's hull I tied a ground sheet underneath – a wise choice as it was ultimately torn to shreds.

It was now early afternoon with less than 10 km to paddle to Lakes Entrance and I felt much relief. The winds were still opposing my progress but I was assisted with an outgoing stream from about Rigby Island onwards. Without any paddling it propelled me along at 8 km/hour! And that was with an opposing wind. The mixture of current and winds created some awkward standing waves to negotiate. I discovered that it is important to maintain a speed when drifting in a current as when you need to manoeuvre the kayak needs to have a significant relative speed. When entering the channel leading to North Arm, my kayak was spun around and narrowly missed some rocks. Whilst there were some other strange currents in and around Bullock Island, it was a pleasant 2 km paddle to the eastern end of Cunningham Arm where my trip came to its end (Fig. 9).

REFLECTIONS

Paddling solo means individual decision making and individual challenges. Paddling solo is an option to consider after having improved skills learnt in a VSKC shared group environment.

Lessons learnt

1. Ensure that progress messages that your relay to your home base are accurate and conservative. If using a mobile, sending an SMS message, followed by a direct call can be effective, keep the phone switched off most other times unless expecting a trip relevant call. When portage of a kayak and its contents are required, always keep emergency food, water and electronic devices on hand.
2. Stowing a set of potentially useful materials in your kayak can offer unknown and potentially life-saving future applications. This could include rope, plastic bags and sheets, screws, nuts and washers, ties – and not necessarily add much weight, volume or bulk.
3. Paddling Bunga Arm was highly satisfying, however, given my tight schedule and the potential for adverse winds in the Gippsland Lakes, hindsight suggests that I should not have attempted the portage at the eastern end of the lake system.
4. Paddling solo means that you need to understand the potential for things to go wrong and the need to be able to solve them without outside assistance. In a solo paddle your joy and nightmares are most often your own.

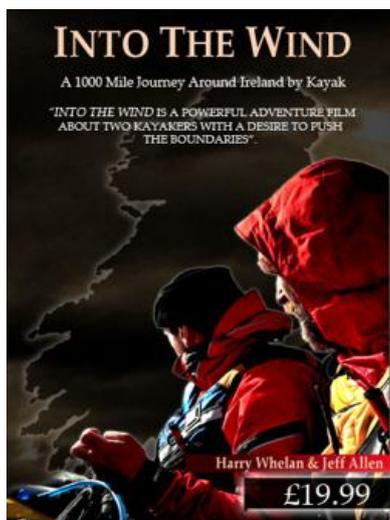
Figure 9.
Mark @Cunningham Arm, trip's end.



SEA KAYAKING DVD RESOURCE REVIEWS

EXPEDITION DVDs

Reviewed by Tony Chick



This is a DVD account of Harry Whelan & Jeff Allen breaking the record for a sea kayak circumnavigation of Ireland in a 25 day push, previous record 33 days held by Blaunt, Fanning, Heery & O'Meara in 1990.

It's an ambitious task to hammer out such a record breaking paddle & participate in a DVD at the same time.

The relentless & impressive push required to keep an expedition belting out large distances does not in itself always make for entertaining viewing, but we can't expect a paddle of this type to be a casual Irish travel-log.

As a record of a hard core long-distance race against the clock along a committing coast, I think it works & is well worth a watch.

An interesting & unusual combination of juggling expedition stresses with a serious record attempt thrown into the mix.

The DVD does give good insight into the mindset & risk taking required to push limits & beat records. Not to mention using cheese as a navigation aid!

There's a bit too much wobbly, noisy footage in local pubs for my liking and the map detail is inadequate for those unfamiliar with Irish geography.

There are sequences where Jeff Allen in particular has found time to slow down & compose his thoughts; he presents these varied insights very well, a highlight of this DVD.

These guys are tough & talented paddlers with serious expedition history. I hope they put something out in print. (DVD Available locally).

ROLLING INSTRUCTIONAL DVDs

Reviewed by Bob Fergie

Four issues ago I reviewed what I consider to be the best instructional rolling DVD called 'Simplifying the Roll' by Helen Wilson. While I haven't changed my mind about this, there is no doubt that the competition is closing fast with the recent release of two DVDs featuring two of the best Greenland rollers in the world.

GREENLAND ROLLING Part 1 & 2 with Maligiaq and Dubsida.



Maligiaq Padilla is the eight time winner of the Greenland National Championships, and Dubsida, from America has also been a top competitor in Greenland rolling and Greenland ropes gymnastics.

These two very professionally produced DVDs combine the considerable talents of both men.

In Part 1 they demonstrate the following 14 of the 35 rolls included in the Greenland National Championships.

Side Scull, Balance Brace, Butterfly Roll, Standard Roll, Shotgun Roll, Norsaq Layback Roll, Storm Roll, Chest Scull, Reverse Sweep Roll, Elbow Crook Roll, Neck Roll, Reverse Neck Roll, Cross Arm Roll, Hand Layback Roll, Fist Layback Roll and the Brick Layback Roll

In addition to the main section (87 minutes worth) there is an additional 37 minute bonus segment on learning to roll (demonstrating a very helpful learning progression for those just starting to learn to roll using Greenland technique)

Part 2 of the series covers the other 21 rolls of the Greenland national Championships. They are:

Layback sculling roll, front deck sculling roll, back deck sculling roll, vertical sculling roll, hull sculling roll, spine roll, behind the back roll, hunting float roll, speed storm roll, speed standard roll, norsaq roll front to front, norsaq roll back to front, hand roll front to front, hand roll back to front, fist roll front to front, fist roll back to front, Brick roll

front tot front, brick roll back to front, elbow roll, straight jacket roll, up-side down paddling, and the walrus pull.

This not a series that one would sit down and watch all at once. Rather it for those proficient rollers wanting to improve their skill and develop a range of different types of rolls.

I think the best thing about this series is the multi-camera-angle footage of all the rolls, particularly the under-water detail related to set up and body positioning. I suspect that most of us would benefit from seeing more clearly where the body needs to be immediately prior to coming up.



The only annoying thing about both DVDs is the long-winded introduction by the USK producer of the series. However, a bit of 'fast-forwarding' on your remote will get around that. My other disappointment is that all of the narration is done by Dubsida. While the content is fine (he wrote it in fact), I would have hoped to have heard a lot more from Maligiaq. Mind you, he does perform most of the demonstrations!

I rate this series very highly and well worth the \$30 purchase price.

Now, if all that has started you salivating, Justine Curgenvin is just about to release another of her exceptional sea kayaking DVDs, although unlike her 'This is the Sea' series, this new one is specifically on rolling and features our soon-to-arrive rolling experts, **Cheri Perry and Turner Wilson**. The DVD is called, '**This is the Roll**'. While demonstrating Greenland rolls with 'sticks', Cheri and Turner **also show how they can be performed with Euro paddles**. Stay tuned for this one. I think it's going to be a 'beauty'!

ALEUTIAN BAIDARKA SKIN-ON-FRAME PROJECT (Part 1) by Grant Stewart



An initial comment of “That’s a funny lookin’ bow, mate?” is usually closely followed by “That’d be tricky to build, wouldn’t it?”



Over the past few months as I struggled to figure out how to build my skin-on-frame Baidarka replica, there were many times when I wondered at the wisdom and benefit of building such a craft. Bob Fergie and I had spent the previous few months building another skin-on-frame kayak –one closely based on Chris Cunningham’s book “Building the Greenland Kayak.”



The Baidarka would be a different kind of a challenge as I wanted to build a replica of an Aleutian Baidarka which was housed in the Hearst Museum in America. The boat is roughly 5.1m (16 foot 9 inches) long and about 52 cm (20.5 inches wide). This kayak frame had been surveyed by David and John Heath and sketches made with dimensions etc.

Why a Baidarka?

Aleutian Baidarka kayakers are among some of the fastest kayakers ever built. George Dyson has promoted the idea that the Aleuts were capable of paddling their kayakers at 9-10 kn (16 km/hr.). There are historical accounts that lend this some

credibility, but as most of us know speed in a kayak is a lot like seaworthiness or ‘tippiness’ – it depends as much on the paddler as on the boat.

Studies of Aleut skeletal remains with proportionally larger forearms give credence to the theory that the norm in terms of strength and stamina for Aleutian paddlers may well have been closer to our contemporary Olympic-class paddlers than to members of the VSKC (no disrespect intended!).



Baidarkas certainly have a grace and beauty much different than most commercially produced kayakers. Aleutian kayakers were designed to be paddled on the ocean around the Aleutian islands that spread from Alaska almost to Russia and separate the North Pacific from the Bering Sea.

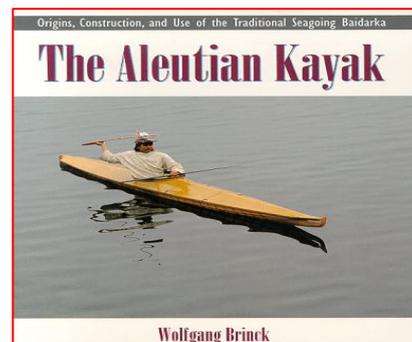
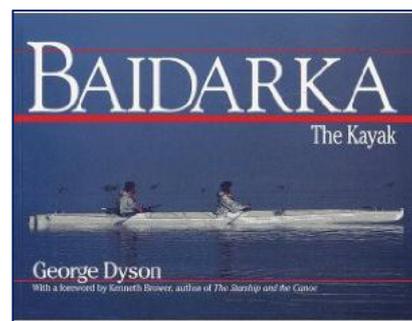
The winds and the currents there are some of the most severe in the world and it has been rightly said that not only did the Aleutians have to be very good paddlers to survive these rough conditions, they also had to have a boat design that was tuned to these conditions. So the design evolved over many centuries to what we know in more recent times.

The Baidarkas were certainly long and narrow, but as Frank Goodman (the designer of the renowned Nordkapp kayak) points out, a narrow v-bottom kayak is more seaworthy in rough water than a wider flat-bottomed kayak – being less susceptible to slipping sideways, especially in breaking waves.

There are stories told of some very fast Aleutian kayakers which were so ‘unstable’ that they would tip on their side unladen and needed rocks placed in the hull for ballast! Multi-chined with moderate v-bottoms and raised, wave-shedding decks, these sleek and fast Aleut kayakers were said to be a match for all others in the Arctic!

David Zimmerly maintains that the one-hole version of the Baidarka represents up to 5,000 years of development and evolution and is the ultimate in sea kayak design.

Initial research discoveries



Other sources of building information were found in Wolfgang Brinck’s excellent book “*The Aleutian Kayak*”, David Zimmerly’s 1983 journal article “*Building the One-hole Baidarka*”, and some long ‘Skype’ conversations with Cory of <http://www.skinboats.org> in Washington State who has been teaching people how to build skin-on-frame boats for more than 20 years!

It was in one of those conversations that we debated on what dimensions I should use for my Baidarka Qajak. Cory was keen on a shorter boat (more stable and manoeuvrable) and I was keen to still have a boat capable of higher speeds over a longer distance.



As we debated the length/width/size of paddler issue, it became clear that the Hearst Museum boat would suit me pretty well, perhaps by stretching the width out to 21 inches to allow for my larger

frame! Other changes included using a keyhole rather than circular cockpit for ease of entry, and lowering the back deck to allow for a layback roll.

Having a set of A4 size drawings and some printed pictures, along with Brinck's book would have to do!

Building techniques & materials

The most important first step was selecting two lengths of WRC (Western Red cedar) about 45 mm x 25 mm and 4.6 m long to form the gunwales. It was critical to get these with very similar flex in order to get a symmetrical shape to the hull. Once we had these cut to length, it was a matter of forming the shape by spreading the gunwales with spacers and tacking these in place. On Cory's advice we varied from Brinck's book and made these vertical in order to improve secondary stability. We marked the gunwales to locate the deck beams and the position of the cockpit. This meant making some anthropomorphic decisions based on my own leg length etc. Aleutians typically built their boats around themselves in order to make them a good 'fit.' I decided to make provision to install commercial foot-braces rather than a simple beam so that others might also be able to use the boat.

Construction techniques are quite different in traditional Skin on Frame (SoF) boats, with no glue or nails/screws but using lashings and pegs to form a very strong and reliable means of fastening. We were fortunate to be able to use a synthetic sinew (waxed nylon/polyester thread) which proved a good substitute for seal gut! Many historians believe that the Aleutian craftsman were among the most skilled artisans of their time and the complexity and skill evident in the few remaining frames we have left give credence to this belief. Mortises and tenon joints were used to locate deck beams and keelsons were scarfed carefully together in three parts so that the boats would flex, allowing the boat to 'bend' over the waves and ride easily through the roughest seas. Some of the builders even used bone inserts and channels with carved ivory roller balls to allow joints to move smoothly – we decided not to try and emulate such a high degree of expertise!

We did use dowels to peg most joints, including the deck beams, along with lashing and discovered how incredibly effective this was in creating tight, secure connections. The deck beams were cut to the traditional wave shedding V-shape in the front, but flattened in the stern with just a deck stringer giving a lower profile (see ease of access and layback rolls!). Mortises for the ribs were cut using a laminate trimmer and spaced so as to be

closer together (around 100 mm) in the cockpit area, to around 160 mm at the ends.

Traditional builders would gather willow shoots or similar for ribs of around 10mm diameter and would bend these with their teeth to form the shape required. A lack of spring willow branches and sufficiently strong teeth required another solution for rib material. Some suggested White Oak or similar, but we also discovered several builders had used a 5mm thick laminated bamboo flooring cut into 20mm wide strips – so, after sourcing some Lamelle bamboo flooring in Sydney and persuading the company to cut the sheets into 1.2 m lengths so that they could be posted, we had enough rib material for both my Baidarka and Bob's West Greenland kayak.



In the meantime, the tricky stage of creating the bow and stern pieces began. I decided to follow the skin-boat models rather than the Brinck or Hearst construction and closely pored over the photos to see how it was done. Both the bow and the stern of a Baidarka are quite unique and much debate has ensued as to their purpose.



The bifurcated bow is common on many of the Aleutian designs as it allowed a concave shape in cross section otherwise impossible to achieve with skin and wood. It allowed the bottom portion to be sharp and angular like a 'cutwater', while the upper part was large and triangular to give more buoyancy. The unusual stern is thought to allow a smoother exit for the bow-wave and Baidarkas do appear to produce noticeably less wake compared to Greenland kayaks of similar length.

A 2 m length of rain water guttering filled with water and heated with a camp stove to 80 deg C for three hours proved an effective trough for soaking the ribs. The bamboo was then soft enough to be bent over a form into the tight radius needed for the ribs. A heat gun then persuaded some recalcitrant lengths to

line up with their neighbours. Not having any chart or table meant that each rib had to be fitted by "eye" to match the shape we wanted to form for the hull... there was a fair amount of readjusting as we went along! I reckon next time I'd put the keelson and stringers in place first to make it easier, but in the end we were pleased with how even it turned out. Cory assured us that it was important to retain what seemed to be initially a very rounded shape to the hull as the ribs will tend to flatten with time.



It was time consuming, but very satisfying to lash all the ribs to stringers and keelson and see how the whole boat formed into a very strong and aesthetically pleasing shape. It was tempting to just stop right there and hang the thing on the wall as a kind of modern sculpture and it seemed a pity that the next step would be to cover up all that hard work with a skin!



Next issue:

In Sea Trek 73 Grant will discuss skinning, 'gooping', sea trials, fine tuning and performance assessment of his Baidarka SoF

SKILL SETS FOR SAFE PADDLING by Terry Barry

Safe sea kayaking depends on a number of factors. In this article I outline some basic principles for safe paddling and the reduction of risk.

To help evaluate your own skill level and decide what training to undertake, you will need an understanding of these principles. You require more than sheer luck to paddle safely. If you want to stack all the odds in your favour, you should master all the following principles and skills in order to manage adverse conditions safely.

Get Into Shape

Kayaks are human powered, for many this is a great attraction as it is a great way to get into and stay in shape. The best way to get into shape for kayaking is kayaking! Although some cross training such as cycling, skiing and bushwalking are good forms of exercise as they provide aerobic conditioning which you need for kayaking.

Endurance and the ability to paddle with power are important safety factors. You need to learn to paddle efficiently as well as being able to paddle powerfully for sustained periods- such as when you have to paddle through heavy weather such as a head wind. You may even need to tow someone in such conditions. You may have to call upon all your reserves to punch out through a surf break and you certainly need to be in shape if you end up swimming! If you are new to kayaking take it easy at first.

Paddling 5 or 6 km on a calm day will be enough for the first few times. Over time build up to paddling greater distances and in rougher weather. Once in shape maintain your fitness by paddling regularly. The requirement for a Grade 3 VSKC paddler is to be able to paddle 25 km per day at sustained speeds 4-6 km per hr., and to manage winds of up to 20 kn and seas of up to 2 m. Most can do more! It is not a case of being built like superman, good technique and fitness is the key.

Develop Skills

The more skilled you are at handling your kayak the more equipped you will be to deal with rough water, winds, currents, surf and unexpected situations. Good skills can sometimes compensate for poor decisions and judgement. One thing is certain if you paddle beyond your skill level you are taking an unacceptable risk and will very likely get into trouble.

Basic paddle skills can be grouped into 3 main categories-

- Boat control (good balance, stroke technique, and edge control)
- Recovery Skills (braces & rolling)
- Rescue Skills (self-rescue and assisted rescues)

These are the foundation for more advanced skills-

- Handling current and tides
- Wind and rough water
- Surf Zones
- Navigation

These skills are very important because they allow you to paddle safely beyond calm water and you will be an asset rather than a liability to a group.

If you put the time and effort in, most kayaking skills are easy to learn and master. You will need competent instruction to get you started. Importantly, you will also need to spend time on the water to practise and master these skills. Learning to kayak is largely kinaesthetic. You need to train your muscles to feel the right movements. Allow yourself time to learn.

I recently heard the term “CCR” which I think sums up the best way to learn kayaking. CCR stands for ‘Commitment, Concentration and Relaxation.

Commitment- You need to start with commitment to learning. Do what is necessary to master these skills, stay with it and don't give up. Don't stop and start, from my experience the people who develop from beginner to experienced competent kayakers are the ones who are committed and paddle very regularly. I've seen many others who get instruction on skills and the next time they practice is weeks or months after their last instruction session. If you tried to learn how to drive a car this way you would be grandparents before getting your licence!

Concentration- you need to concentrate to improve, focus on each task. This part is easy as you are certainly focused when upside down underwater trying to figure out how to roll. Maintain focus on training and learning throughout your paddling career. Take every opportunity to practice skills, especially rolling. Attempt three rolls before getting off the water for example after every paddle. Paddle as often as you can without using your rudder or skeg. This simple technique cannot be underestimated in helping to improve your kayak skills.

Relaxation- Probably the most difficult part in the beginning. Stay loose and allow your muscles to feel what's going

on. A relaxed style is common to all good experienced kayakers. If you tense up you will have a difficult time learning to kayak.



With practice, time on the water and good instruction you will find your skill level improve dramatically. The result will be more fun and you can start to 'push the envelope' by paddling in more challenging conditions with a reasonable degree of safety, although always have an easy bail out option just in case.

Develop Good Judgement

Without doubt the most important, yet hardest skill to acquire for safe sea kayaking is the wisdom of good judgement.

But how do you acquire good judgement? You gain it from experience. Usually you gain experience from poor judgement! Until you have experience with different conditions, it is hard to gain good judgement and make good decisions about where and when to paddle. The key is to gain experience without getting into serious trouble! You can help resolve problems that might arise to some extent by developing basic kayak skills, for example a roll might prevent a nasty swim in cold rough water after you have misjudged your ability to handle a surf entry.

Once you have some basic skills, find ways to push your limits and gain experience without taking major risk. Rough water with an onshore wind and a sand beach is one such place. The forces of nature are much more powerful than any of us. You must recognise what conditions you can handle and what conditions you can't. This is where being in the VSKC is a real bonus. Often you can tag along on paddles that will give you experience in places and conditions you would otherwise be unsafe in with the benefit of paddling with more experienced paddlers under a mentor type of learning environment.

Ultimately your ability to make sound and safe decisions on the water (or even before launching) will depend on how much you have learned from all your paddling experiences. You cannot learn good judgement overnight, it takes time. Take an incremental approach by gradually working up to more challenging conditions.

Master Seamanship

Seamanship extends beyond the basic ability to paddle and control your kayak. It includes an intimate knowledge of the sea, and the ability to operate safely in this environment. Good seamanship amounts to a complete integration of your kayaking skills, experience and judgement with your knowledge of the marine environment.

You learn seamanship from the sea itself. All that is required is that you pay attention when on the water to what is happening around you. You can enhance this by learning navigation and how to read a marine chart, studying weather forecast and charts and tide tables. Look at the sky and try and predict changes and effects see what happens as the sky changes, take note of wind effects. In time you

will improve your safety as you learn the lessons of the sea.

Manage Risk

Risk management requires matching your skill and experience to the sea conditions. While some risk-taking may add spice to sea kayaking, too much risk is dangerous to you and others paddling with you. Safe sea kayaking largely depends on the ability to assess the potential risk associated with various situations and keep them to a minimum. Risk management will improve as you develop your judgement, paddle skills and seamanship. Remember to always do this in a controlled environment as described in 'Acquiring good judgement'.

Facing and managing fear

Fear can have a positive or negative impact on your safety. A little fear can be a positive thing; it makes you take note of your surrounding environment thus avoiding mistakes. It can give you that surge of power to quickly paddle yourself from harm's way. Too much fear is negative. It can cause panic leading to poor decisions, and may even end your paddling career.

There are three general levels of fear-

1. *Lack of fear.*
Fearlessness can be dangerous. Usually caused by being unaware of potential hazards. For example a novice who takes off for a distant island in calm conditions not realising an afternoon sea breeze will develop the seas quite considerably offshore.
2. *Minor Fear or Excitement*
Usually accompanied by an adrenalin rush derived from a sense of danger and the knowledge that there is some risk. It provides a warning, which if heeded can result in making safe decisions. This state of mind can improve performance and safety as long as the risk hasn't been underestimated.
3. *Intense Fear*
A high level of fear leads to debilitating panic, poor decision making and/or inaction. If you find yourself in this situation you have used poor judgement. Acknowledge the fear and act. Try to relax and assess the situation and then plan your way out. This will hopefully reduce the fear and you can add this experience to your acquisition of good judgement and so not repeat the mistake.

Adapting to changing conditions

The sea is constantly changing and is subject to numerous variables including weather, currents, waves and tides. Major changes can occur in a matter of minutes, just observe Port Phillip over a day and see how much change occurs. The dynamic behaviour of the sea adds charm and challenge for sea kayakers, but to be safe you need to be able to handle the full spectrum of its moods. Make sure you have a bail out option in case the conditions are too much to handle, always check the weather forecast before launching and expect the unexpected. As your understanding and experience of the sea grows you will be able to range further afield on your sea kayaking adventures.

Gaining self-reliance

Sea Kayaking requires self-reliance, even when paddling as part of a group. You are the master and captain of your own craft. No one can paddle your kayak for you. This does not mean you are as safe paddling solo as in the company of a group of competent kayakers. With a group you have a few more options if something goes wrong. Assisted rescues are a possibility and in worst case there are others who can summon outside assistance.

However you should not rely on the group for your own safety. In rough and difficult conditions others may be stretched to their limits and unable to offer you much assistance. When this happens you are effectively paddling solo and must be able to look after yourself. When paddling with a group you should ask yourself 'Could you do this paddle solo?' If the answer is NO then you need to re-examine the risks. Notice the question is *Could you* not *Would you*. Choosing to paddle solo is different to being capable of it. If you feel incapable of doing a paddle without group support, you may be putting too much of a burden on the group and this increases the risk for everyone.

To become self-reliant the first step is to develop the kayaking skills previously mentioned, including self-rescue- rolling being the best form of self-rescue is definitely high on the agenda! Becoming self-reliant is achieved by mastering your kayaking skills as a whole and incorporating all the other basic safety principals into your repertoire. With these tools in place you will have opened up the possibilities of paddling in a wide range of areas and conditions.

WILDERNESS FIRST AID COURSE, 11-12th February 2012 by Terry Barry

There was a large turn-out for the first-Wilderness First Aid Course run by Equip First Aid for the VSKC.



When out in your sea kayak whether for a day or an extended trip it's common to find yourself in an area where help is more than an hour away. If an injury occurs you could find yourself having to deal with the care and treatment of the patient for some time before help arrives. This is the situation where having training in wilderness first aid can make a real difference to both the patient and your wellbeing.

This twenty hour course was held over two days and saw participants put through their paces by instructor Fiona McColley. Fiona kept the group's interest with many scenarios' and activities covering a wide range of topics including:



- Wilderness vs. Urban
- Accident Management Plan
- Primary Survey ABCDE
- Secondary Survey:
- Patient Exam
- Vital Signs
- SAMPLE History
- Shock
- Head Injury
- Wound Management
- Spinal Injuries
- CPR
- Cold Injury
- Heat Illness
- Spinal evaluation test
- Anaphylaxis
- Respiratory Emergencies
- Dislocations
- Athletic Injuries
- Fractures..
- Snake Bite

One of the big learning benefits of the course was the provision of 'tools' to make educated decisions on patient prognosis and care for injuries/illnesses experienced in a remote area. Clearly, having VSKC members with this depth of training on club trips represents a huge safety benefit for all concerned.



Here is what some of the participants thought about the course-

- ★ *"The Wilderness First Aid Course was great.... even if it's only purpose was to slap you about the face to show you how much you don't know. The instructor, Fiona, certainly knew her stuff and we were privileged to have her share her knowledge. I'd certainly recommend anyone to do the course, for there is a lot thrown at you. For those who have not done a first aid course before, doing this one first would be a bit over whelming."*
- ★ *"The course was fantastic, I got what I wanted from the course. Whilst in a very remote location, I wanted the ability to make a qualified decision on whether an injured paddler requires urgent medical attention or whether with rest and some first aid, the paddler could continue on the trip. I am now better equipped to make that decision."*



★ *"A great course, lots to remember but the foundation for making sound assessment and action. It's given me confidence to deal with a first aid situation knowing I can make decisions that will not only help the patient but also keep the group safe and give me piece of mind."*

★ *"I knew a bit about first aid, but the course pushed that several notches. It gave me renewed confidence that I can properly look after someone in need, especially in remote situations and as an occasional leader of VSKC trips. The emphasis on a structured approach and improvisation when needed was great. Fiona was clearly on top of her game as an instructor"*

★ *"As a recent Level 2 First Aid and annual CPR renewer, I was pleased to find that the course content covered the same basic areas, but in a way that offered me real insight into "second aid" - in the "bush", help is not just a quick phone call away. The material was great and the presenter was outstanding."*

★ *"The Wilderness First Aid weekend a very worthwhile exercise. Spending two days in the company of someone who is really on top of their game is always inspirational. I don't think I would be alone in coming away from the weekend with much to think about & left in no doubt of areas I need to lift my game."*

★ *"The course opened my eyes to what is possible & realistic in a remote (kayaking) situation & what fully utilising all resources available really means. Next step, I've a bit of homework to do!"*



★ *"It was certainly a reminder that even in the most unlikely situations things can go wrong. As keen adventurers it is important to be equipped with the basic first aid skills to*

tackle whatever situation we are confronted with. We need to be well planned team players, have initiative and show creative ingenuity.”

- “The Wilderness First Aid course was a great addition to the Red Cross First Aid course I had done in the last 6 months. Doing a more advanced course opened my eyes up to what can and can't be done in the bush. The course provided a better understanding how a simple cut or infection could stop a trip, if not treated right. The knowledge gained will lead to better planning and preparation for future trip safety.”



- “I found the Remote Area First Aid course to be well & truly worth the two day investment of time. Key learnings were: Prevention is way better than cure/treatment, so look after yourself & your buddies out there.
- A calm structured approach is very important in assessing & treating an injured person.
- It's not easy to stay calm with all that screaming & moaning and vomiting going on, not to mention the snakes & the blood.



- It's fantastic to see that there are so many club members who care enough about the safety & wellbeing of their fellow paddlers to go to the trouble of attending this course.

- Yes, I would highly recommend the course to anyone who may be interested in attending, should it be run again.”
- “Well delivered course with a great source of information by a well-informed trainer who had hands on experience.”
- “Provided relevant information on first aid training in the wilderness which now makes me feel more confident to be able to treat injured paddlers in remote areas having knowledge in a structured response that is adaptable. This course also made me rethink about what I need to put into my first aid kit.”

Of course the weekend had its lighter moments, many members focusing of a somewhat extreme treatment for dehydration which led Dave Winkworth to wax-poetic:



Ode to Camelbak

A Camelbak for the nether end
Now there's a novel thought!
Could be the scene at paddling weekends
‘Sure to amuse the court

It really works, they say
When the patient is nil-by-mouth
Just lie the victim down
And point the Camelbak south

We discussed this application
At a recent first aid course
And adventurer Bear Grylls
Is one who does endorse!

Now I've penned a guide for future use
I've given it a test
So trust me gentle reader
I now know what works best!

So do use clean water
And always use some lube
And dear Lord please remember
To cut the bite valve from the tube

PAUL CAFFYN ONZ



Legendary sea kayak explorer, author & friend to the VSKC, Paul Caffyn, has been honoured with the award of an Order of New Zealand (ONZ) in the recent 2012 Honours List.

The Order of New Zealand is the country's highest honour. It was instituted by Royal Warrant, 'to recognise outstanding service to the crown & the people of New Zealand in a civil or military capacity'.

In 2007, twenty-five years after Paul completed the first circumnavigation of mainland Australia by sea kayak, the VSKC in partnership with Queenscliffe Council & Queenscliffe Maritime Museum commissioned a bronze plaque to commemorate this extraordinary feat. The plaque, set in a large rock of local basalt, was placed on Shortland Bluff above the beach now locally known as "Caffyn Cove" the site of Paul's departure & arrival point in 1982.

Shortly after the plaque was unveiled by Paul in the presence of his two on-shore support team members Andy Woods & Lesley Hadley all of whom flew from New Zealand especially for the unveiling, Paul generously handed over his much loved sea kayak 'Lalaguli' to the Queenscliffe Maritime Museum for permanent display. Paul also handed over many other items of memorabilia from his journey around the Australian coastline, of special interest to the museum archivists was a copy of his diary notes which formed the basis for the creation of Paul's book 'The Dreamtime Voyage'. To ensure preservation for all time, these diary notes are now kept in a special dehumidified room in the museum at Queenscliff.

Speaking on behalf of the VSKC and Paul's many friends within it's membership, President Terry Barry expressed his delight and voiced his congratulations on hearing the news of the New Zealand Government's recognition of Paul's contribution to sea kayaking and water safety in particular - an award well deserved and no doubt much celebrated by paddlers on both sides of the Tasman.

Editors note:- anyone interested in reading more about Paul Caffyn will enjoy visiting - http://www.maritimequeenscliffe.org.au/Exhibits.htm#SEA_KAYAK_DISPLAY

2012 VSKC SPECIAL EVENTS

Stuart Trueman - live



As recently reported in the club website, a large number of club paddlers turned out to hear Australia's latest 'continental circumnavigator' - Stuart Trueman, give a fascinating illustrated presentation of his recently successful sea kayak voyage around our coastline.

Stuart joins the ranks of the great paddlers of the modern era Paul Caffyn & Freya Hoffmeister, in being the only people to complete this 'Everest' of sea kayaking challenges. In fact Stuart added a degree of difficulty by becoming the first paddler to transit the entire mainland coastline unsupported.

The audience of nearly one hundred were treated to Stuart's matter-of-fact understated style of delivery which belied the myriad of risks involved in undertaking the trip.



No sooner had Stuart set off from Broome, his chosen start/finish location in North-West WA, than he started to experience severe dehydration & heat exhaustion. Battling on he only just made the first day's target consisting of a forty kilometre crossing.

Many other significant challenges lay ahead including the several long cliff sections and lonely zones where Stuart never saw another human being for days on end. Equally as Stuart outlined, he met many wonderful characters from all walks of life and received many offers of *ad hoc* assistance for which he was grateful.

In expressing a vote of thanks on behalf of the club, President Terry Barry congratulated Stuart and thanked those who had helped make the evening a success, allowing the club to again provide tangible support to aid Stuart's self-funded trip.



Cheri Perry & Turner Wilson Visit

Easter, April 6-15th 2012

Internationally acclaimed Greenland rolling experts from the USA will be in Melbourne over the Easter school holidays. Hosted by the VSKC, they will provide a range of coaching clinics and demonstrations.



Program details

| Date | Time | For VSKC Instructors | For VSKC Members | General Public | Venue & coordinator |
|--------|------------------------------|--------------------------------------------------------------------------------------------------|--------------------------------------------------|----------------|-----------------------------------------------------------|
| Fri 6 | 24/7 | 3 night expedition and training for VSKC Instructors | | | Wilson's PROM (John Evertze) |
| Sat 7 | 24/7 | | | | |
| Sun 8 | 24/7 | | | | |
| Mon 9 | 24/7 | | | | |
| Tue 10 | R&R day for Cheri and Turner | | | | |
| Wed 11 | 9am – 12 1-4pm | Private individual tuition @ \$85 / hr | | | Long Island Beach Frankston: Mel 100A B5 (Turner & Cheri) |
| Thu 12 | 9am – 12 1-4pm | | | | |
| Fri 13 | 7.30- 9.30pm | Greenland rolling technique demonstration and VSKC Rolling Competition (\$5 entrance fee-adults) | | | Mentone Grammar Pool Mel 87 B8, (Bob Fergie) |
| Sat 14 | 8.30am – 4.30pm | | VSKC small group instruction (\$150 for the day) | | Long Is Beach Frankston Mel 100A B5 (Bob Fergie) |
| Sun 15 | 8.30am – 4.30pm | | | | Long Is Beach Frankston (Vojin Miladinov) |

Registration procedures:

- For **PRIVATE TUITION** with Cheri & Turner @ \$85/hr, (Wednesday and Thursday) register on-line through the club website
- For **ROLLING COMPETITION PARTICIPANT REGISTRATION** for Friday night, 13th, ring Bob Fergie on 0419 735 267 (no additional fee to the \$5 entrance fee required)
- For **SMALL GROUP TRAINING** (either all day Saturday 14th or Sunday 15th) register on-line through the club website

BOOKINGS CLOSE AT COB ON 4TH APRIL

Fee payments to Adam Fritsch (Club Treasurer)

For all other enquiries about Cheri and Turner's program, contact Scott Reid (VSKC Major Events Coordinator)

vskc rolling

EXTRAVAGANZA

ROLLING DEMONSTRATION AND TALK BY CHERI PERRY AND TURNER WILSON

featuring internationally renowned Greenland rolling experts



Cheri Perry & Turner Wilson

7.30 to 9.30 pm **FRIDAY 13TH APRIL**

Bayside Aquatic Centre

Mentone Grammar School (Mel 87 B8)

Cheri and Turner's topic:

Greenland rolling technique benefits for rolling with all paddle types

\$5 entrance fee for adults (kids free)

Join in the fun and SIGN UP for the ROLLING COMPETITION

The competition is open to all VSKC members (levels 0 -3+) and there will be prizes for novices and experts alike. So sign up and give it a go (let Bob Fergie know if you are interested as spaces are already filling up, 0419735267). **Competition rules are listed below:**

1. Roller's may **NOMINATE ONE ROLL TYPE PER CATEGORY.**
2. Each roll type may be performed on **ONE or BOTH SIDES** (rolls performed on both sides score double points)
3. **Only ONE ATTEMPT** per category-choice will be allowed (on each side)
4. Competitors may **use paddle(s) of their choice** (Euro, wing or Greenland stick)
5. **Four minutes** per competitor for their full routine

| Layback finishing rolls (high brace) | | DEGREE OF DIFFICULTY | left side | right side | CATEGORY SCORE |
|--------------------------------------|-------------------------------------------|----------------------|-----------|------------|----------------|
| 1 | Standard roll (2 hands) | 2 | | | |
| 2 | Side sculling and recovery for 10 seconds | 3 | | | |
| 3 | Crook of arm roll (1 hand) | 4 | | | |
| 4 | Shotgun roll (1 hand) | 4 | | | |
| 5 | Butterfly roll (1 hand) | 5 | | | |
| 6 | Balanced brace (1 hand) | 6 | | | |
| 7 | Norsaq or chopping board roll (1 hand) | 7 | | | |
| 8 | Hand roll (no paddle) | 8 | | | |

| Speed rolls 10 seconds from hitting water | | | | | |
|-------------------------------------------|---------------------------------------|--------|--|--|--|
| 1 | Standard roll (layback/high brace) | 1/roll | | | |
| 2 | Storm roll (forward ending/low brace) | 2/roll | | | |
| 3 | Hand roll (layback or forward ending) | 3/roll | | | |

| Forward finishing rolls (low brace) | | | | | |
|-------------------------------------|--------------------------------------------|---|--|--|--|
| 1 | Storm roll (2 hands) | 4 | | | |
| 2 | Chest sculling and recovery for 10 seconds | 5 | | | |
| 3 | Backward sweep roll (2 hands) | 6 | | | |
| 4 | Hand roll (no paddle) | 7 | | | |

| Novelty self-rescue rolls | | | | | |
|---------------------------|-----------------------------------------------|---|--|--|--|
| 1 | Re-entry and roll (2 hands) within 15 seconds | 3 | | | |
| 2 | Tandem kayak roll (with a mate) | 3 | | | |
| 3 | Roll with sail up | 4 | | | |
| 4 | Broken paddle roll (i.e. half blade) | 5 | | | |

CUMULATIVE TOTAL

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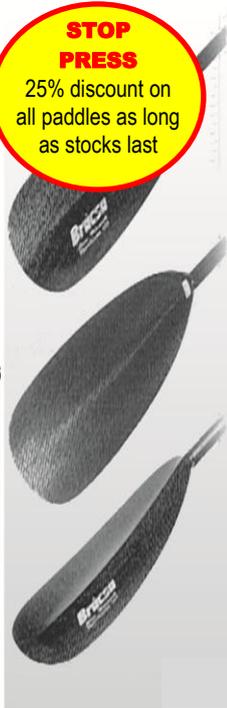
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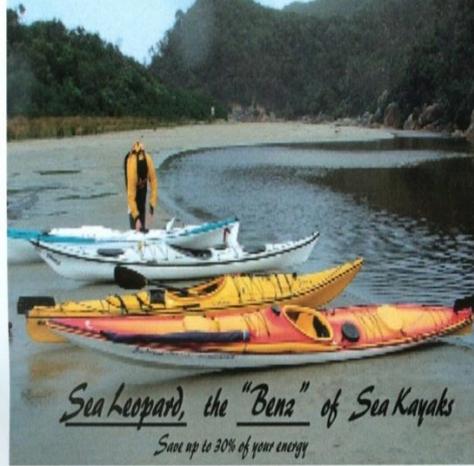
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'Want more info? Then get in touch...phone (02) 64941366 for a chat or email kayak21@aapt.net.au for my FAQ file. David Winkworth.

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