



From The Editor

Our journal format has changed and will eventually stabilise on what works best. Future editions will be 2 monthly, with extra pages, more in-depth articles, editorial comment, other sections on general items, gear, trips, club calendar, members classified, questions and answers, helpful tips, advertisements, etc.

What we would like from you is feedback and interaction, letters to the editor, ideas, praise, scorn, whatever. Remember its your journal, get involved and remember no one will be putting themselves up as experts in the journal, so have your say and we will learn from each other. Good paddling. N. Holden

Membership Fees

SKWA membership fees are due now 30/6/08 to 1/7/99. The fees are Senior \$30.00, Junior \$22.00, Family \$50.00 plus ACAWA and insurance of \$45.00. **Please pay now.** N Holden

Sports club development scheme.

Thanks to Min of Sports and Recreation we have received a \$600 grant to upgrade our office equipment. We will buy a Colour Printer and scanner as per our request. (Here's hoping for \$ for a good computer next) N Holden

Sponsorship

A special thanks to Fran Satherley who obtained \$500.00 sponsorship from Five Star Meats Supply for club safety gear. We will make up a boat safety kit of flairs, PFD 1, sponge and sponsons. Also first aid kit, radio, EPIRB etc for loan to members or guests. If you have the opportunity please support Five Star Meats. N Holden

SKWA Inc insurance.

After many requests to ACAWA, our current Accident Support Program of Aust Canoeing Inc was published with the latest Canoe WA magazine.

Club trip to Rottnest Is Sat 6th to Mon 15 Feb 99.

Thanks for your deposits SKWA has put in the extra needed so the trip is on. We need more deposits to be self financing. But we're ready to plan activities. So think about what days you'll be coming for, and what activities you want to do Fill in the attached sheet and we will organise a calendar. If you want to do something definite on a certain day, let us know, or organise it yourself and plan that trip/activity. It's still 8 months away, so some things will change but we need to get the ball rolling.

Location - Kingston Barracks Thompson Bay Rottnest 1.2 km from ferry .

Paddle, bicycle or catch the courtesy bus to our beach house, which is the 2nd last cottage on the beach of the Kingston Barracks It has great views of Thompson Bay and Perth and is securely fenced for boat security. Paddle over and back with the club, or bring your kayak over on the ferry. Come for all or only some of the 9 days. Book and pay a deposit **ASAP** to get a bed or be happy on the floor.

Costs Bed weekend \$30.00pp Week days \$20.00pp Floor \$15.00pp Outside negotiable **Deposit \$50.00** N Holden

ROTTNEST ISLAND CLUB TRIP

Name

Address

.....

Phone Wk..... Ah.....

Arriving am / pm /02/99

Departing am / pm /02/99

Bed Floor Outside

Deposit \$50.00



The International Magazine for Sea Kayaking.

Ocean Paddler Spring 98 Vol 1 (published quarterly) is a new UK glossy magazine edited by John Ramwell. John has managed the International Sea Kayakers Association for 30 years, founded the British canoe union sea touring committee, and was first to organise a SK Symposium in the 70's, and publishes the informative ISKA news letter. Ocean Paddler was launched to appeal to paddlers everywhere and should prove a strong vehicle for the sea kayaker internationally. As John says the magazines long term success will depend on if it becomes our (all sea kayakers worldwide) magazine, so subscribe, send in letters, news, views and opinions. Hopefully it will be a good forum for all of us. Cost is Aust \$6.75. Form is enclosed. N Holden



The international magazine for the sea kayaker

Subscription Form

Ocean Paddler is a quarterly magazine of approximately 52 pages devoted to all that should be of interest to those who paddle their kayaks on the sea.

The price of each issue is \$A6.75, and the initial annual subscription is \$A27 (including post and packaging).

Send your cheque and this form to

Ocean Paddler
c/- Pelagos Productions
PO Box 133
Brooklyn Park SA 5032

Name:

Address:

Postcode:

Date:

Ocean Paddler's Web site is at
<http://www.worldcanoe.org/olympic/olympic.htm>
Enquiries: (08) 8443 4298

Classifieds

Our first classified ! WANTED second hand sea kayak Steve Digwood 94504541

Gear Talk

I will be approaching all the kayak shops and asking them if there is anything they would like us to talk about or look at in the way of gear, information or techniques that are associated with sea kayaking. This will include any information from the members on things they have done or ideas they would like to put forward. If you want information on any area associated with paddling we will endeavour to find information for you. This is one area where discussion, objection or conflict can occur. All

information given in this area is personal opinion, but we will try to look at aspects from different perspectives, and obviously individuals may find things different for them. If so let us know, as none of us are "experts", and this area of the journal is going to have a learning curve. L Allen

Navigation, the gentle art of knowing where the hell you are... As we improve our paddling skills there are other aspects of paddling that need to be looked at as well. Navigation is a skill that needs practising if you want be proficient at it. Ok, around Perth it's difficult as you can see every where you want to go, we don't have heavy fog, heavy tidal rips or long crossings, but what if you paddle some where else and you do come across these problems or get caught out at night. Its too late to start learning about navigating from a kayak then. The starting point of navigating is a good compass and I found it difficult to find a compass that works well on a kayak so I



handed the problem to Kevin at Davenwood who found the Silva 70 compass for me. It's ideal because it can be used to sight features on the coast by hand or as a boat compass to steer by.

The compass comes with a mount that is mounted on the centre line of the boat so when the compass is clipped into the mount it can be used as a boat compass. The card in this position is very easy to see and nice and clear. The two pointers enable the compass to be read accurately from all positions and you can also read a back bearing as well. When you have to land through surf or are transporting your kayak the compass can be unclipped and stored safely out of harms way. The clip is very secure and the compass won't come out when heavy seas wash over your deck.



As a sighting compass the Silva 70 works well with the two sighters very easy to line up on distant features and the card very easy to read. Another good feature is the compass floats. There is a model that has a light inside but on a kayak I don't think it would be too reliable. Instead a small glow stick used by fisherman taped on with duct tape illuminates the compass well, does not reduce your night vision and is reliable.

We can compromise with an orienteering compass for chart reading but you can't steer a course for a long time, especially in rough seas or at night. A GPS is excellent for navigating and better than a compass, till you drop it or the batteries run out. Which ever way you look at it a good compass is essential for good reliable navigation in a variety of

conditions. L. Allen

Radio techniques

Thanks to Keith Harding for organising the evening on radio techniques by Whitfords Sea Rescue on Wed 22/4. Unfortunately attendance was not good to this informative evening. The main points were..

1. 27meg radios must be licenced (\$47.00) through your local sea rescue group.
2. If using VHF a radio operator's licence is required. (Licencing fees paid to sea rescue groups are tax deductible)
3. Sea rescue groups prefer you to log on with them and report any changes to plans and log of when finished for the day. (If they know where you are it helps quick effective rescue)
4. Sea rescue groups are aware we are out there and of special problems (like radio stored and not on in the water) and want us to make use of their services.

Personally I feel we should inform them of our intentions. At least by doing this our first radio contact won't be when we're in dire straits. J Satherley

EPIRB Alert

My pocket EPIRB aerial corroded and would not pull up. GME replaced the EPIRB free of charge and would recommend anybody immersing their EPIRB regularly in sea water lubricate the aerial with Vaseline to prevent salt build up and corrosion. L.Allen

To pod or group

A few of us were discussing the problems of organising and keeping together large groups of paddlers on the ocean. One suggestion is to form small pods of 3 or 4 boats who are responsible for each other and have a rendezvous time and place. This leaves paddlers to go at their own pace and providing we don't have a pod of novices should work better than one person trying to keep a group together. Of course if one pod does not make the rendezvous a search will take place before we move on. We need input on how you want to solve the problem of large groups bearing in mind safety must take precedent. L. Allen



Letters to the Editor

Congratulations on the newsletter. Its going from strength to strength.

I thought I would add some comments to the discussion on capsized/rescue techniques. I agree with the previous writer on the dangers of the "H" rescue. (Rescued paddler placing himself between his boat and the helpers boat). I would go one step further and dispense with "T" rescue as well. (Emptying rescued paddlers boat across another boat)

This technique may have been useful in the dark ages when many early sea kayaks were minus bulkheads, Anus Acutas, Nordkapps etc but adds to the capsized paddlers discomfort and fatigue. He is kept in the water longer and has to assist in hauling his boat across another.

There is no way I am hauling anybody's fully loaded boat across my deck. Get them back in their kayak as quickly as possible by the technique advocated by your previous writer. (Two boats side by side, paddler climbs onto boat from the outside facing backwards and drops feet into cockpit) My experience has been that most boats are paddlerable with a cockpit half full of water.

They can then be towed or paddle out of danger, emptying the cockpit by bailer or pump, with out assistance. I can only assume that advocates of the "T" rescue (boat across boat) are slavishly following the teachings of the early British writers (Hutchings, etc) without any real experience of contemporary expedition Sea Kayaking.

Is the "T" rescue being taught by the B.C.E. ?

Andrew Linton

Thank you for your letter as this type of discussion is what we need to improve our journal. There may be some misunderstanding on the "T" rescue method. All the rescues I have seen done in the club

paddles have not been proper "T" rescues but rather grabbing the front of the boat and lifting so it turns over empty of water. This of course works well with modern kayaks and empty boats in mild conditions but would not work with loaded boats and rough conditions and I don't think anybody would try this with a loaded boat. I should of discussed this better in my article, but was more concerned with the paddler being between the boats, and assumed all readers knew how rescues have been done in the club. Andrew is quite right about not hauling boat on boat as the priority must be getting the paddler back in their boat and I dont think anybody would want a loaded kayak across their deck. It would probably be a good idea to ask the B.C.E. what they recommend for sea kayaks as I am not sure what they teach and would be interested in their comments. Maybe we should have asked them first!. Keep the letters coming. L Allen

Trip Reports

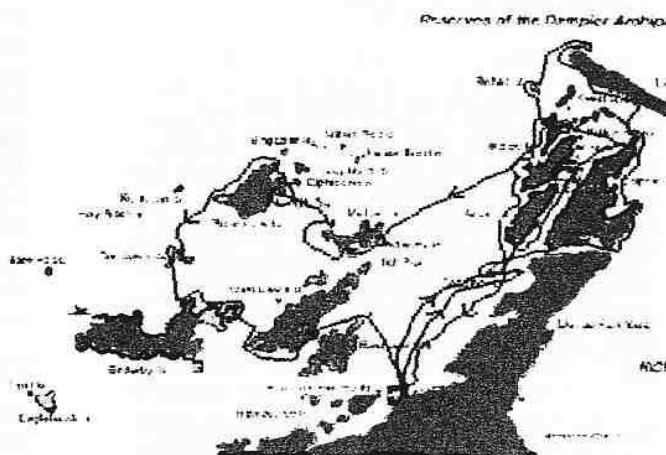
We headed out at 10.30 with the high tide into a smooth sea, very high humidity, 38 degrees heat and a very light breeze behind us. We were heading for the start of Flying Foam Pass 15 km away with the aim of having a holiday trip with no route or destination confirmed. The humidity made paddling very hot and uncomfortable. The heat in fact was almost unbearable and after one and a half hours Nigel was showing signs of heat stress. We were about level with the gas terminal and decided to tow Nigel to a beach about 3 km from our position. I was beginning to wonder if it was going to be a night mare trip and was not feeling happy. John and I towed Nigel to the beach where we stopped for lunch.

The culmination of 12 months planing and anticipation had arrived. We left Perth Thursday 9th April after work and drove to 11pm. After camping on the road side we arrived at Dampier caravan park at about 3.30pm on Good Friday. The caravan park



caretaker was very hospitable and allowed us to leave our car at the park. That evening was spent sorting gear and packing for a high tide start.

The Dampier Archipelago comprises 42 islands and rocks lying within a 45km radius from the town of Dampier. Twenty five of these islands are incorporated into reserves for conservation. The islands were formed 6000-8000 years ago when rising sea levels flooded coastal valleys, leaving hills and ridges exposed as islands. They range in size from Enderby, covering an area of 3290ha, to unnamed rocky islets of less than 1 ha. Many of the islands resemble the rugged Burrup Peninsular, with coastal cliffs and steep sided rock piles separated by valleys, sand plains and pristine beaches.



The participants are quite different people from different backgrounds and ages. Tell is a 38 year old sports teacher with a lot of experience in adventure trips and a good kayaker. John is a 47 year old kayaking instructor with a lot of experience as well. Nigel is a 47 year old cardiovascular surgeon with experience in adventure trips but a novice kayaker. Steve is a 20 year old mechanic with limited trip experience but reasonable kayaking skills. I am a 42 year old sales manager with a lot of experience with trips and a good kayaker. The boats we used were 4 Cappellas and one vintage Nordcap. I found the plastic Cappellas with the large hatches ideal for the trip.

The precautionary tow paid off because Nigel was ok after lunch and we set off for Conzink Island about 3 km away and close to our original course.

The humidity had lifted considerably and with the breeze at our side the paddling was a lot more comfortable. Conzink is a beautiful little island and we enjoyed paddling around it. On the northern end we picked our way through a little rock garden (John in a fibreglass boat was not overly happy with this) and stopped at a sand bar. I went for a little snorkel and was amazed at the number of fish I saw. Out on the sand spit were 5 or 6 Stingrays and a little 1 to 1.5m Shovel nosed shark in very shallow water.

After a rest we headed for a beach at the start of Flying Foam Pass. This turned out to be an excellent camping spot with level sand and rock shelves for gear and cooking. The weather was warm and the ocean like bath water. We only had a short carry as we arrived mid tide. I was feeling very happy and starting to relax into the trip. Tell and Steven went fishing off the point and were treated to an amazing display when a large shark (probably a Tiger shark)





came from the deep water to the surface on its back taking a fish. The power and ferocity in the attack was awe inspiring and very sobering as we earlier had been snorkelling near by.

The next morning we had a leisurely pack and headed up the pass. Once again the humidity and temperature were high and the wind at our back. The pass was flat and oppressive and the paddling unpleasant. The country side was typically Pilbara with red square blocks of rock of all sizes tumbling down the hills intertwined with green and yellow spinifex. The millions of square and rectangular rocks would make any Egyptian Pharaoh green with envy.

The pass goes between Angel and Dolphin Island and opens up at the northern end to a large bay with Legendre Island forming the triangle. In the middle of the triangle are pearl farms. As we neared the end of the pass there is a house boat anchored there. A young couple were in residence and we were offered cold beers by a lovely bikini clad young woman. At the time it was the best beer I have ever had. We moved to a beach near the boat to save our booty and have morning tea. There was a mangrove next to the beach and we snorkelled with the large variety of fish and baby sharks that were resident. Tel caught a little Trevally and we headed off to the northern end



of Dolphin Island.

We landed on a beach near the point for lunch with lovely hot weather and no humidity. During lunch we saw two White Bellied Sea Eagles on the hills overlooking the beach. They preceded to give us an amazing aerial display when they were attacked by what appeared to be Sooty Terns. As the Terns attacked the eagles would stall and flip upside down with their talons bared then swoop out of the stall. After the Terns moved on the Eagles showed interest in the remains of our fish. Then with a perfectly timed dive he took the remains that were only 5 metres away. The eagle came in at amazing speed and took fish of rock so cleanly I don't think his talons touched the rock.

After our air show we headed off 5km across the bay to the end of Collier Rocks. The compass and map said there was a passage through the Islands but we could not see it till we were 100m away which was quite amazing. Instead of going through we found an excellent camp site at the western most island of Collier Rocks.

Tel wanted fish for tea and decided to trawl through the shoals of fish jumping in the passage. It didn't take long to get a big hit and he had to fight it for 15 minutes because he was using light gear. Eventually he got it about 10m off the beach and the fish went to ground in the rocks. Tel couldn't pull the fish up without breaking the line so he started shouting for us to spear the fish before the sharks arrive. Of course this comment had the spear passed from person to person before Nigel went out and speared the large Giant Trevally. Later Tell decided to fish off the beach and was standing in about 30cm of water when a shark surfaced and headed straight for him. To use one of Tells phrases he hit the beach looking like a swastika.

It was incredible when you look around because every thing in sight, from lizards to birds to fish to insects were either eating something else or being eaten. Even us humans who are at the top of the predatory tree were being eaten by sand flies as we munched on Trevally. This country is not kind to the weak, stupid or unfortunate. Nature is not the warm and fuzzy experience some people would have us believe but a vicious fight for survival with no mercy



given. Day 2 ended for me with a hot and balmy evening contemplating life, as here it is very easy to put things into the correct perspective.

Day 3 we headed down the aptly named Shark Passage. Nigel had his rudder hit twice as we entered the passage and we saw at least 6 sharks in the shallow water of the pass. This was the first of many shallow water areas where we saw large numbers of sharks, turtles and a myriad of other fish. We were paddling against the tide as it rushed through the passage but as we turned out of the passage the tide was with us.

We headed down the west coast of Gidley Island then turned straight west for a 12.5 km crossing to the Malus Islands. The crossing was easy, but hot, and halfway across Steve showed signs of heat stress. We immediately stopped to hydrate and rest Steve. This necessitated me getting out of my boat on a raft up to get more water out. All these manoeuvres we practice regularly so in these situations we can take on almost any problem with confidence. Steve recovered quite well and preceded under his own steam. At the end of the crossing I was feeling quite strong when some of the guys were taking strain. This was evident throughout the trip with different people having strong days at different times. Every long trip I have done this has been the same, meaning any person in the group on a bad day can be affected by things like heat stress, and it's up to all members of the group to keep a close eye on each other so action can be taken quickly before a serious situation can occur. It's in situations like this that the experience of the group shows.

After the crossing we headed for a shack on the Malus Islands where we had a water drop. We had adequate water with us for the whole trip but decided to take the drop as a precautionary measure. That night we camped under the awning of the shack. Unfortunately the noise from a generator at a near by shack interrupted our wilderness experience. Once again Tell trawled in the shoals of jumping fish at the point and landed a large Tailor. The amazing thing that night was at 4am suddenly a strong easterly wind came from know where, without any warning. One minute it was dead calm, then a 15 to 20kn easterly.

Dawn showed storms west of us and the wind consistently gusting 15 to 20 kn from the east. We headed out to North Malus Island in a choppy sea with the wind at our back. Surfing the waves was the order of the day. The storms were building and we stopped on North Malus for a while just to see what was going to happen with the weather. It appeared we missed the main storm so we headed out for a 5 km crossing to Rosemary Island. A storm appeared behind us and there was a strong cross current dragging us out to sea. Nigel was a little slow as this was the roughest water he had paddled in. Tell stayed with him and they drifted about 500m west of us. I was a tad worried if Nigel went in, as the current was quite strong and we would have been sucked out past Rosemary Island. My fears weren't founded and we all met in a sheltered bay on Rosemary and had morning tea in the wind and rain. This was the coldest weather on the trip as cags were the order of the day. After our blustery morning tea we went around to the lee of the island for lunch and to explore.

We walked inland to the old well and what appeared to be a grave (there are 6 graves on the islands thought to be pearlers or walers). This is probably the remains of early pastoral settlements thought to be abandoned prior to 1900. Although, it could also have been made by whalers who operated on the Malus Island from 1870-1872 taking and processing Humpback Whales in long boats. After lunch we dawdled along the western side of Rosemary where there were lots of turtle slides on the sandy beaches. We didn't land in the turtle rookeries incase we disturbed there nesting sites. We stopped at the western end of the island before crossing to the Goodwyn Islands.

The weather had fined up as we headed out on a 5km crossing. We were averaging 7km an hour paddling but because of the strong current taking us out to sea it took over an hour of hard paddling to reach the Goodwyn Islands. We made camp on the sandy spit between the islands just as the tide was rapidly receding so we didn't have too long a carry to the high water mark.

That evening we went looking for crays in the rock



pools. One pool about 60m by 40m stunned us with the amount and diversity of marine life out at night. We saw Moray Eels, Sea Snakes, Sharks, Sea Slugs, a myriad of fish and crabs everywhere. We wandered back to the beach still amazed at the variety of sea life in one pool. Another seafood dinner !.

The next morning we went to look at the caves on the western end of the island and did some caving in our kayaks. One cave opened up onto a little beach which was quite intriguing and we spent about an hour playing in the caves and taking pictures. As we rounded the island to cross to Enderby we had some interesting rough water with the wind and the tide opposing each other. This gave us steep slow moving waves and is the first time I have paddled easily into the wind. Living with the tides left me fascinated with this phenomenon and the incredible amount of land that is exposed and covered twice daily. Considerable local knowledge is needed to understand the intricate tidal currents that twist and wind in and around the islands.

Cruising down Enderby we saw more Sea Eagles, Osprey, Waders and Turns. Some of the waders migrate from Australia to Northern Russia. The Sooty Oystercatcher fascinated me the most with the intricate relationship they have with their mate. Snorkelling at morning tea and lunch we saw giant Sting Rays large Cod and hundreds of other fish. We were heading east to the end of the island for a short crossing to West Lewis Island. The crossing was easy and we were looking for a camp site between West and East Lewis Islands. In the shallows Steve saw a 1.5 to 2m shark and promptly pulled out his spear and started to stalk the shark. Just as he got near the shark panicked and took off heading straight for John's boat. As he got near John's boat he suddenly saw the boat and turned in total panic and charged straight into the side of Tells boat. He is probably telling all his mates how he took on 3 five metre monster sharks and beat them all.

Our camp was on a sand spit and as the tide went out a land bridge 1km wide formed between the islands. That evening Tell and Steve went shark fishing and had a lot of sport landing large sharks for the gear

that they were using. I did notice that they didn't kiss the sharks before letting them go. I wonder if Rex Hunt does !

Next morning we had a long carry to the water and there was some mud just before the water line. Tell didn't have his booties on this morning and of course luck would have it this is the morning he stands on a small Sting Ray. Having a doctor helped because he was able to find Sting Ray in the wilderness first aid book very quickly (Wilderness Medicine 4th edition "Beyond First Aid" by Wm. Forgey, M.D. is an excellent book to carry). Quiet John of course knew exactly what to do of the top of his head and within minutes of the sting we had the foot in almost boiling water. Tell thought the water was more painful than the sting, but we all knew that would change. The very hot water sets the protein in the venom neutralising it.

We had to head back to Dampier that day any way and as we didn't know if Tell had any reactions to Sting Ray venom so we thought it better to play safe and head in straight away. We had just started when Tell was hit by waves of nausea and rapid heart rate. On the beach we administered orally 5mg of Maxolon to stop the nausea. Between Nigel, John and myself we had enough equipment and drugs to do minor surgery or treat most ailments. On these type of trip a comprehensive first aid kit including a variety of drugs and the knowledge to use them is most important as without it what should be a small non life threatening problem can become very serious very quickly. Having a doctor along who can bring anaesthesia, morphine and intravenous drugs is a bonus (on ya Nigel). John and I towed with Nigel and Steve either side of Tell so he couldn't fall in. We were about an hour into the tow when Tell came good and never looked back. We arrived back in Dampier on the high tide and enjoyed a beautiful steak that night in the pub.

Nigel and Steve had to fly back to Perth, so then there were three. We paddled with the tide for Sea Ripple Pass, the wind was at our back and we were flying along at about 9-10km per hour water speed but barely making 7 km per hour ground speed. The tide was against us. We stop at the ever popular



Conzink and then over to the mouth of Sea Ripple Pass to a nice little beach for the night. I was amazed when I looked around at the number of lizards and other reptiles on the islands. In fact there are 37 species of terrestrial reptiles on the islands which is quite amazing considering the barren country.

The next morning we had to drift down Sea Ripple Passage with the incoming tide. This turned out to be a great experience as we were drifting over some of the most beautiful coral I have ever seen. Combine that with the sharks, fish and turtles and it was one amazing 2 hrs of drifting. After Sea Ripple we headed west along the Dolphin Island cliffs which were fun to paddle close to and look up at the towering rocks which gave us a feeling of being very small in a big world. Deep water and the knowledge some very big sharks have been caught in these water only added to the feeling.

We stopped for lunch at the most beautiful bay I have ever seen. There were high cliffs of tumbling rock either side with a 100m of beautiful beach at the base. A creek and gorge followed back from the beach with different coloured rocks intermingled with spinifex with a few small mangrove and native figs trying to grow in among the rocks at the base of the cliffs. All this combined to make an interesting and beautiful feature of Dolphin Island.

We then paddled to the western end of Dolphin and across to the eastern end of Collier Rocks. A short stop and then for something different John and I sailed our kayaks on the crossing to Legendre Island. I had a quite manageable sail that propelled me at around 4km per hour, John on the other hand had a massive sail meant for at least two kayaks rafted together, and so was flying all over the place at 10 to 12km per hour almost out of control and coming very close going over on several occasions.

When we reached Legendre Island there were mangroves all along the coast, it was getting late and we had to find a place to camp. We decided to paddle to the western end of the island as the map showed beaches there. We were tired as we paddled of with me about 75m in front of Tel, an overcast sky,

mangroves to my right and murky deep water below us. All of a sudden my left knee hit the top of the kayak, there was a splash and tug at the back and my rudder made a grinding noise. It happened so fast that it took a second or two to realise my rudder had been hit by a very large fish or shark. After seeing the teeth marks on the rudder and as they were a centimetre between each tooth I am quite sure it was a shark. My heart rate immediately jumped from around 62 to 162 and as I paddled on I tried to convince my subconscious that there was no danger, but it was not taking any notice, as all the time we were near the mangroves I felt uneasy. At the end of the Island we found a lovely beach with a large turtle on the sand. She lifted her head to look at us but made no effort to move. We assumed she was going up the beach to lay eggs but when we came back that night to see, she was in the same spot dead. There was a cut in her shell, probably from a propeller, and it had become infected so we assumed it was that that killed her.

The next morning we went to the western side of Legendre Island which was about 30 km from Dampier and the furthest out to sea we were going. In the deep water crossing from Legendre to Cohen Island a shark that was larger than Tel's boat made two passes under his boat. Strangely his heart rate went up a little.

After Cohen we headed down the eastern side of Gidley Island where for about 1 hr during the incoming tide are the best surfing waves you could imagine coming through in sets of about 5 waves. Tel and John were in their element. Both are excellent kayak surfers and were getting incredibly





fast 100m rides. At one stage John, who is normally quite serious, passed me on the top of a wave with a stern rudder planted and travelling at about 20km per hour with a grin from ear to ear. I have never seen such an excited expression on his face.

That night we camped back at our original camp site at the mouth of Flying Foam Pass. We were a bit flat that night as the trip so far was one of the best I had been on and nobody wanted it to end. The next morning we paddled back to Dampier with John playing with large Manta Rays the only real high light of the trip back.

During the 10 days on the water we visited 20 different Islands, saw incredible diversity and numbers of marine life, had shoals of fish in their thousands leaping in arks at the bow of our kayaks, saw sharks create killing fields by herding shoals of fish into shallow water, had hot and humid days, 3 days with rain, thunder storms around us most days, and every day some high light that made it memorable. It all wasn't perfect though as we had 3 minor health problems, some incredibly hot and uncomfortable weather and the normal problems with sand flies and bush flies, but this is part of a wilderness experience. I think one of the things that made the trip for me was not having a schedule to keep or to have to worry about time. We got up when we felt like it and went wherever we felt like at the time, which is a total contrast to my highly organised and committed life style at the moment. I would like to thank Tel, John, Steve and Nigel as it was their company, humour, enthusiasm and easy going nature that also made it such a memorable trip.

WA Sea Kayaker

Calender - June to July

Date	Description	km	Safety Gear	Time	Contact
Sun 7/6	Bathers beach (South mole) to Shoalwater beach via Carnac, west of Garden Island. BBQ at John's 46 Second St Shoalwater. Car ferry to be organised	30	PFD 1 Inshore flairs Bailer EPIRB	8.00	Neville H
Sun 14/6	Novice landing take off, and self rescue practise. All skills practice. Meet north wall Hillarys	1km	Wetsuite ,dry clothes, goggles	8.00	Neville H
Thurs 18/6	Club meeting and slides at Nevilles house		Drinks and slides you want to show	7.00pm	Neville H
Sun 21/6	Surfing at the break just south of Penguin Island at sand bar. Safe place to practice surf skills	10km	PFD 1 Inshore flairs Bailer EPIRB helmet	8.00	John S
Sun 28/6	North wall Hillarys, Little Island, Pinaroo Pt	12km	PFD 1 Inshore flairs Bailer EPIRB	8.00	John S
Sun 5/7	Woodman Pt to Carnac return	20km	PFD 1 Inshore flairs Bailer EPIRB	8.00	John S
Sun 12/7	Mindarie (start little beach inside harbour on Clare castle Rd) to Alkimos and back	20km	PFD 1 Inshore flairs Bailer EPIRB	8.00	John S
Sun 19/7	Causeway to west of Garden Island and return	20km	PFD 1 Inshore flairs Bailer EPIRB	8.00	John S
Sat 25 Sun 26/7	Rottneest Island return Sun. Beach just south of Indiana Tee Rooms Cottlesloe	20km each way	PFD 1 off shore flairs Bailer EPIRB radio	8.00	John S

Journal of Sea Kayak WA Inc PO Box 230 North Beach 6902 Phone Pres John Southerly 95287225 Sec Neville Holden