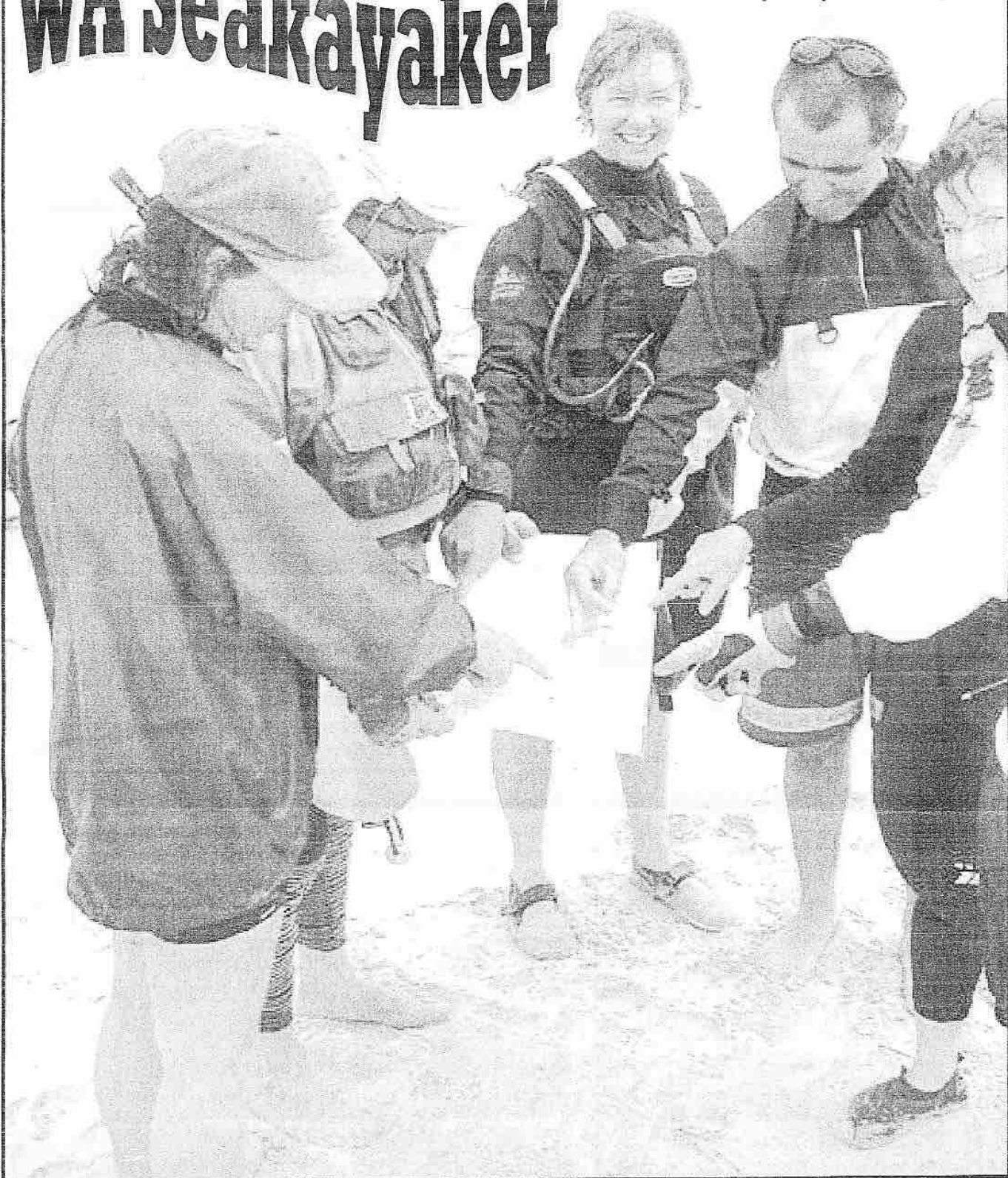


WA Seakayaker

Issue 40: January ~ February 2003



Newsletter of Sea Kayak Club WA Inc. PO Box 366 North Perth 6006
Phone: Pres. Eric Pyatt 9339 2952 Sec. Megan Halvey 9473 0552

PRESIDENT'S REPORT



The committee has met twice since the A.G.M. and are now to meet monthly i.e. the second Wednesday of every month. The General Meetings will be on the third Wednesday every second month. Other changes are fitting into place. Progressing satisfactorily.

The weather has been playing havoc with the Club Paddles, but generally making the grade. Notification of attendance or non attendance with these paddles, overnighers, long week ends, Xmas parties, etc, would be appreciated. A phone call to the leader or Programme Director, John would ease the uncertainty of attendance. They're great fun, these events. There is plenty of opportunity to join in on inspection of this current programme.

Hope you are having a happy Festive Season and look forward to a great 2003.
Eric Pyatt

OFFICE BEARERS

President: Eric Pyatt
Ph. 9339 2952 Fax: 9319 9987
Email: ericjopyatt@bigpond.com

Vice President: Ian MacGregor
Ph. 9383 4319

Secretary: Megan Halvey
PO Box 366 North Perth WA 6006
Ph/Fax (08) 9473 0552
Mob: 0411 885 604
Email: mhalvey@hwrmedia.com.au

Treasurer/Programme Director:
John Ross
Ph. 9592 2432
Email: john.k.ross@alcoa.com.au

Newsletter Editor: Marian Dixon
Ph: 9419 2205 Fax: 9419 1324
Mob: 0419 966 687
Email: mayesmar@highway1.com.au

Committee Members:
Mick McDermott Ph: 9245 2707
Les Allen Ph: 9456 2129
Email: lallen@touch88.com.au

Webmaster:
Helier Beardsley
Email: helier_beardsley@ccorp.com.au

This Month's Fiercely Contested **DUCK FOR COVER AWARD** *Goes to John Ross*

For his rude, crude and lascivious pornographic display on the Peel Estuary weekend. According to Megan "A bet was made as to where the entry to Cooper's Mill was with the loser having to kiss the other's arse. John won and boy he couldn't get his dacks down fast enough (in the shade.....) must have been worried about the sun shining on those lily white cheeks or perhaps thought the sun shone from the nether region anyway..... I had to tell him to stand in the sun so I could get a better photo." Unfortunately, the participants in this raunchy episode have no understanding of Western Standard Time, clocks, calendars or deadlines so the photograph was unavailable at the time of final typesetting of this page.

Deadline for next issue :
Midnight WST Friday 21st February 2003
Deadline not met, material not published

Definition of Deadline
...Line beyond which it is not permitted or possible to go: Time limit

Cover Picture:
Some of the members who took part in the inaugural kayak navigation course
Photograph by Les Allen

NOTICE BOARD



Welcome to the following new members

Barry Nowne
Robin Barbour

Frank Ingvarson
Rod Collinson



Next General Meeting 15th January 2003

Les will be talking on the Risk Management plan plus the Club Induction protocol. With more and more emphasis being placed on the responsibility of sporting bodies to make participants aware of the risks, a risk management plan has been drawn up, discussed by the committee and is now ready to be presented to the general meeting for comment.



Weekends away

25-27th January - Broke Inlet
Phone John on 9592 2432

7-9th February—Rottnest
Phone Megan 9473 0552

1-3rd March—Hamelin Bay
Phone Eric 9339 2952



FEES ARE NOW OVER- DUE!



If you are not financial at 31st December your name will be removed from the mailing list. To continue membership, please send your subscription of \$95 to:
Treasurer, John Ross
Sea Kayak Club WA Inc
8 Exhibition Way



Level Two Training

I am interested in getting a group together to do level two training. The idea is to meet every couple of weeks and work through the skills listed for level two till everybody is up to the standard required. This will mean looking at ways to train people and locations. I want to set up a slalom course at Woodman Point and another course with gates so we can practice turns at speed and precision paddling. This would benefit all paddlers and help teach leaned turns. Every one in the group can have input into how we do the training and how effective it was. If we can make up some exercises it will help future paddlers learn the skills. You don't have to be a good paddler to join the group as we need to be able to bring people through from a range of skill levels. I am hoping on about 5 to 6 people, as any more would make it too difficult to organize. Les Allen

CONTENTS

President's Address	Page 2
Duck for Cover	Page 2
Contacts	Page 2
Notice Board	Page 3
Boat Maintenance	Page 4
Web Page Report	Page 4
Sea Kayak for Sale	Page 3
Kayak Navigation Course	Page 5
Guilderton/Moore River	Page 6
Harvey Overnighter	Page 6, 7
Blow Job	Page 7
Canoeing Down Under (Adv.)	Page 8
Stop Press	Page 8
Woodman Point	Page 8 & 12
Wheels Ain't Wheels	Page 9
Les Allen (Adv)	Page 10
Rotto Paddle	Page 10
Mainpeak (Adv)	Page 11



SEA KAYAK FOR SALE

Pittarak Expedition Sea Kayak
A superb ocean going kayak in A1 condition **\$1400**

- good front and rear storage
- day compartment
- fitted with electric pump
- fitted with mast step and rigged for parafoil use
- spraydeck to fit
- good breakdown paddle

Contact Stumpy Payne
08 93818270 , 0413288736



BOAT MAINTENANCE

By Don Kinzeit

After spending close to \$3,000 for your fancy new boat, you really need to look after it. Most things are very basic and anyone can do most jobs on their boats.

1. **Wash** out your boat after each trip. It's amazing the number of people who don't.
2. Give it a coat of **car polish** every few months and keep the boat out of the sun.
3. **Hatch covers:** Smear a very small amount of silicone grease or Vaseline on the rubber. Wipe off excess. Makes hatches easy to get on and off.
4. **Rudders:** Mirage type rudders are basically maintenance free; especially the small type which most people are using. The Raiders and Horizon boats have one major weakness in their rudder systems. They are only attached to the stern by one small stainless screw. I've seen a few break off or pull out. Also this screw goes into a wooden block under the fibreglass and water will get in and rot the timber or expand the timber. There is a way to fix this. (Call Don). Also lift-up rudders do tend to get damaged in surf, so always lift them up before landing.
5. **Rudder cables:** I've had stainless rudder cables break in under two years. I've just replaced all mine. The weak spot is where the thimble is clamped with the copper sleeves. I always carry spectra to replace cables on trips. It's possibly stronger than wire.
6. **Leaking hatches:** On the bolt down types it's best to undo the bolts, clean off all the old sealant and sandpaper the plastic ring. The sealant does not stick to well too the shiny plastic. Also don't tighten down too much as all the sealant gets squeezed out. If water gets into your rear hatch, try putting on the neoprene upside down and spray with Scotchguard. It works for me.
7. **Replace** the bungy cord on your rudder peddles every 18 months.
8. **Electric pumps:** The only trouble I've ever had is with switches. Silicone inside the switch is OK for the short term. I've found a small rubber gasket made of bike tube rubber stops water getting into the switch.
9. **Deck lines** don't usually cause much trouble but your bungy cords need replacing on a regular basis.
10. **For major fibreglass repairs** best thing is to sweet talk John Di Nucci and he *may* do it.

Web Page Report

The web page is now officially up & running. It took a little while for me to design and implement it, and then Canoe WA had some problems and our page disappeared into limbo. We've overcome those challenges and we are now at www.canoewa.asn.au/club/skcwa

We can be found directly at that address or via www.canoewa.asn.au ----> club ----> WA Sea Kayak Club

I'm working on getting us to be easily found on the web. If you type "wa sea kayak club" into google or yahoo we come up easily. The next thing is to get found under all of the variations possible.

I'm keen to hear ideas & opinions from people on the design and content.

Email me stories, pictures whatever and I'll see what we can do with it. If you're scanning a picture in, it only needs to be 75 dpi (or the lowest value that your scanner will accept)

Our club email address is waseakayakclub@hotmail.com

Please send all web related comments/articles/pics etc to this address.

Regards

Helier Beardsley

Navigation Course



The inaugural guinea pigs from left to right: Marian Dixon, Eric Pyatt, Sandy Robson, David Cockburn, Megan Halvey, John Ross.
Photograph © Les Allen

The inaugural navigation course was presented by Les Allen and John Ross. A lot of the preparation was done by Stumpy, who has special expertise in this area but was unfortunately unable to be with us at the time.

The two theory sessions consisted of a PowerPoint presentation, backed up by written material. Each participant was guided through the basics of reading and understanding a chart, plotting a simple course, calculating the distance and ETA using their known speed. This was translated on to our navigation data sheet and put in to practice at the first on-the-water session.

The second practical session involved dead reckoning, where we were required to plot a course using previously given co-ordinates, allow for wind and tide on that day and find three way points in open ocean. We confirmed our decision by taking bearings from previously chosen visual landmarks. Les and John logged our choice by using a GPS.

We performed the task with varying degrees of accuracy. The weather on that day was particularly good for that type of exercise. It alternated between bright

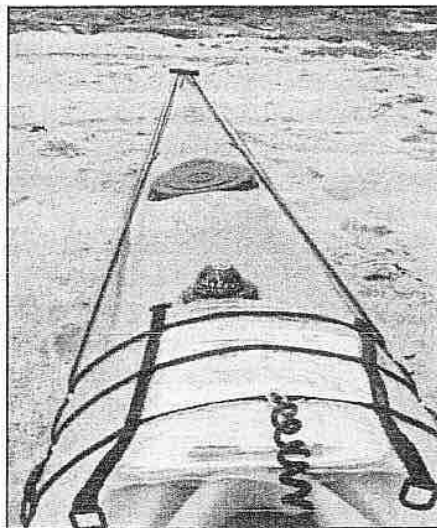
sunlight and overcast conditions with rainy squalls preventing us from seeing some of the visual markers at a distance.

The exercise taught us to take a fresh look at an area that is very familiar to us all, and to take into account the visibility on the day, as well as make allowances for our own particular visual problems if any. Some found we had difficulty reading a laminated chart on our deck and this reinforced the need to plan the trip and write the nav. data sheet in printing large enough for our own needs.

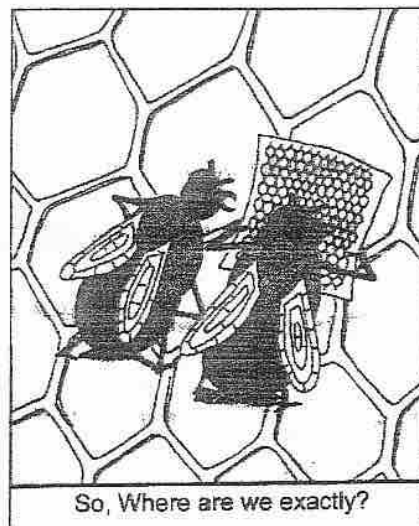
We were the guinea pigs for this course, but some minor problems have been identified and it will be modified slightly at the next presentation. I think all participants agreed it was a worthwhile project and we learned a lot. We all need to practice these skills on every club trip and become adept at judging our speed under certain conditions.

Many thanks to Les, John and Stumpy who each put so many hours of their time into co-ordinating and presenting this information. With the pressure being applied for all sporting bodies to get their act together over risk

management and safety issues, the committee has been working on getting our protocol in place for induction, grading and training of members, both new and not so new. It has been proposed that this course should form part of the Grade 2 sea skills requirements.
Marian Dixon



The laminated chart or map case fits under the decklines in front of the compass.



So, Where are we exactly?

GUILDERTON / MOORE RIVER OVERNIGHTER

By Eric Pyatt

Surely a lesson should be learnt from this exercise. Usually people just roll up with no trouble making up the numbers, but this site apparently didn't have the appeal. How do you pick it? The caravan park demanded a deposit of sixty dollars to hold two sites. This is where it is necessary to know beforehand the support from members. At \$8.50 per head, at least eight were required. Three turned up! Two for one night and one for two nights, collecting thirty four dollars against the sixty dollars. Caravan parks don't give refunds.

On the flip side, it only takes two or three to have a good time. Eric arrived mid-afternoon with the "Osprey" as he was renovating the "Southern Aurora" ready for sale. Set up camp, relaxed with a couple of liquid ambers while preparing the evening meal supplemented by an enjoyable red wine. What more could you ask for? What it's all about.

Not expecting Mick until mid-morning a walk, with a bit of bird watching was on the offing. Passing between the river and ocean on the way out it was noted that there was a slight trickle of water from the river lapping over the sand bar. The river being somewhat higher than the level of the ocean. On returning after an uneventful but enjoyable walk through the sand dunes and scrub, crossing the sand-bar the trickle after about two hours had grown into a neat little channel. It would take some effort to stop it.

Back at the camp Mick rolled up. It was decided to do the river today and paddle the ocean, north to Seabird tomorrow. It was a three hour return trip going as far as possible and finally blocked off by fallen tree trunks and bush. It was a pleasant scenic trip, supplemented by some birdlife, not overcrowded and fun sliding down the sand dunes.

On reaching the mouth of the river there was a surprise in store. The water had dropped considerably exposing about three times the amount of beach where we launched. Where there was a trickle there was now a wide expanse of water at the sand bar

with walls on each side a metre or more high. Quite an experience!

Anna arrived near evening. The usual enjoyable fellowship around the preparation and consumption of the evening meal.

Next morning the big decision was where do we launch? It was too far to carry the boats to the beach at the mouth of the river, so on seeing Anna off, it was agreed to try the groyne north of the town. Pretty rugged, rocks everywhere, but the locals were convincing explaining that they launch their dinghies through a passage which was barely discernable. After serious consultation, why not give it a go? The wind was pretty strong and waves breaking over the tip of a pretty rough groyne.

Mick went first. A piece of cake. Eric to his surprise had no worries. The worry was the following sea in the tippy "Osprey". Perservering over a few hundred metres it was decided this was not enjoyable bracing on every stroke so it was decided to give it a miss.

The next challenge was landing. Mick went first. It looked like he picked the wrong moment. He disappeared from Eric's view in front of a big breaking swell, with the risk of being swept over the rocks. It was surprising to see him on the beach in one piece. As Mick explained, it turned him sideways, forcing him to brace into the white water which carried him sideways over the rock to the shore.

Eric's turn! There was contemplation of heading for the sandy beach south of the groyne. But no! Give it a go! Judging the sets, away we go! Sure enough the Osprey as was its bad habit, took a dive, nose under water but fortunately the tail was whipped around pulling the boat sideways, necessitating bracing into the wave. The bad news was it was pointing at the groyne. Good news! Pulled up a foot from the rocks. Mick frantically waded out and grabbed the nose and pushed to shore, safe and sound.

So, it was an early day and we headed for home.

HARVEY OVERNIGHTER

By Eric Pyatt

Three members of Swan Canoe Club joined Mick, Megan, John and Eric on our recent camping trip. President, Brad Reed, Jim Branley and Lynette Tapper were very welcome. Barry Small accompanied us for the day only, as he had a Mandurah Over 55's Canoe Club Xmas party to attend. We heard he trips the light fantastic very well. "Twinkletoes" they call him. He jives too.

While waiting for Megan it was decided to do the

car shuttle to Ross Pekin's home. It's a bit of a risk leaving the vehicles unattended in the car park. The club appreciates Ross's generosity in looking after at least half a dozen vehicles on his property. While Megan was packing, her car was shuttled and Ross kindly drove the boys back.

Away at last at 9.15 am. A bit later than expected, but what the heck! A leisurely Sheltered paddle with

(Continued Page 7)

(From Page 6)

following wind to the mouth of the estuary. Part the way down, Jim decided to accompany Lynette on the estuary side and meet us at "the cut". John took us into the marina to look for his yachtie mates. The yacht was there but no mates.

So through the heads into the ocean with a stiff sou-wester in our face. It meant we had to work, but no drama. No big swell and the wind waves were manageable. We called into Falcon Bay for a snack, then round the corner. When in sight of the cut we met up with Jim, who had left Lynette in safety at the estuary end, where she was picked up on our way through.

John and Megan had arranged to meet up with friends, Kylie and Ollie at the East End Marina. They were to join us with their "on tops" and paddle with us across the Harvey Estuary. Mick and Eric went ahead to find a camping spot. With no trouble at all a likely spot was found. Shortly after, all were landed and proceeded casually to settle in, it being about 4.00 pm.

Brad and Eric found they had a lot in common and chatted on, while Megan and John went for a walk. A bit early to bring out the "drinkies" but Brad couldn't wait to enjoy a red wine. It was then decided to "cook up" before dark. Meantime Ollie and Kylie decided to depart, with the latter threatening to return with another bottle of red. This was taken lightly.

After his usual, Eric was off to bed early. Out like a light, when suddenly awoken by voices, "Possum is getting into Eric's tucker." The thought that there was a bit of wildlife around was comforting but was then contrasted with the yapping of a dog. Bugger it! Sleep is more important.

Up at day break, Eric went for a lengthy walk bird watching. On returning to camp out of one of the tents sure enough a dog was yapping. There was Kylie's "on top" on the beach. She did return with the bottle of red and a dog! Guess what? Its name is "Possum".

Apparently Kylie returned about 9.15 pm paddling in the dark. She had the devil's own problem finding the camp as there were no lights to be seen.

Everyone was quite leisurely around breakfast. The programme for the day was decided and we were on the water about 9 am with Lynette way out in front. After rounding Pt. Grey, Brad decided he would head for home, straight across Peel Inlet.

The rest of the party went looking for

Boodalan Island with great difficulty, being mislead by sandbanks loaded with wildlife, well south. Jim and Lynette decided they had had enough so departed. On locating the island, the next step was Cooper's Mill for lunch. John and Kylie disagreed on its location, but John proved correct, leading to the infamous butt kissing episode. Gruesome!

With all this going on, Eric quietly taking it all in, suddenly became aware of a kangaroo tick on the top of his knee, head buried in, feasting away. Surprisingly, most hadn't seen them before so quite an education in the process. Eric shot down to his kayak for the first aid kit. Out comes the Vaseline to smother it. Left it for ten minutes or so and brought out the scalpel and successfully flicked it out clean. No head left behind! Covered it with elastoplast dressing and back to normal, maybe. They're toxic too, so probably will be infected, but we'll live.

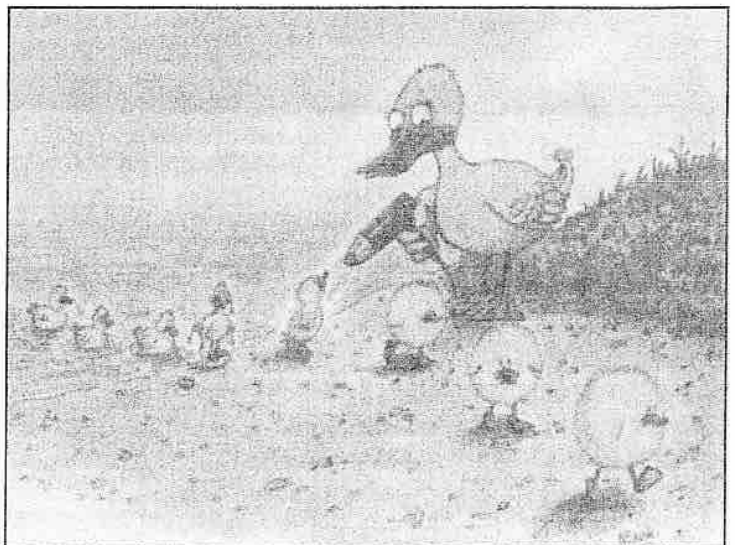
Kylie carries Possum on her "on-top". It stands on non-slip pads. When the wind waves came up the poor little thing fell in the water. John to the rescue! He carried it in his cockpit.

After navigating the shallows on the last stretch, who's waiting on the beach but Jim and Lynette. They couldn't find Ross's home, therefore couldn't find their vehicle.

The car shuttle was the next operation. All packed up and ready to go! Festive season greetings all round marked the end to a fantastic weekend.

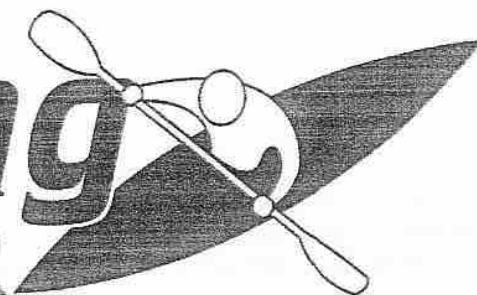


Possum
Photo by Megan Halvey



Blow Job

Canoeing DOWN UNDER



Paddling Store
144 Railway Parade, Bassendean
93781333
www.canoeingdownunder.com.au

If you want the best advice on
Sea Kayaks & Equipment

Just talk to Terry Bolland who has over 25 years of sea kayaking experience in all different conditions and environments.

Sea Kayaks, Paddles, PFDs, Cags, Spraycovers, Booties, Paddle Floats, Paddle Leashes, Pumps, GPSs, Radios, Dry Sacks, Water Carriers, Lights, Flares and much more.

STOP PRESS!



John is the butt of the joke so to speak. It's hard to tell who was the winner as they both seem to be having so much fun.

Photograph by Megan Halvey

WOODMAN POINT Christmas Paddle and Barbecue By Marian Dixon

The annual Christmas paddle was held at Woodman Point this year. Eric has been a strong force behind the push to establish a club room at the old Quarantine Hospital and this was the first opportunity for the majority of members to familiarise themselves with the potential of the venue.

The day was hot, humid and overcast, with thunder and lightning all around. The strong easterly wind caused most of us to opt for the coastal paddle rather than the planned trip to Carnac Island. John and Stumpy were the only two who set off for the island. John had already circumnavigated Garden Island earlier in the day but felt he needed a little more exercise.

The rest of us followed the coast to the south. Dark clouds, fork lightning and thunder formed an ominous backdrop to the American warships heading through the channel towards Garden Island.

I think it would be fair to say there was more enthusiasm for the barbecue to follow than for the paddle under such windy conditions. Les joined us briefly, then he, Frank and Ann headed back while Ian, Robin, Byron and I ambled

(Continued Page 12)

Wheels ain't wheels you know.

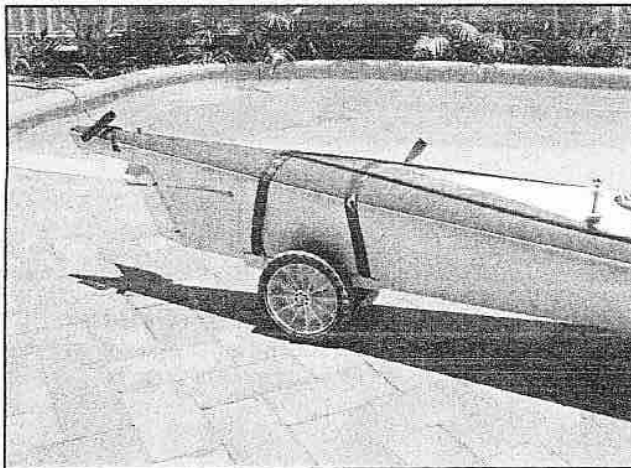
Text and photographs by Les Allen

I don't know about you, but I hate carrying my kayak. I will paddle it all day quite happily, but balk at the prospect of humping the damn thing 30 meters to the car. So with that dilemma in mind, I went in search of a set of wheels that would cover a range of scenarios. One of the problems I will face on the next trip I am doing is 8.5 mt tides that can leave up to 3 kilometers of beach and mud exposed. With 40 lt of water and all my camping gear this was going to be a major problem. I am running out of room on my deck by the time I put split paddles and PFD1 on. I also do not like bulky or heavy gear on the deck as in surf it can be a big problem, so the wheels needed to go inside.

After looking at what is on the market I came to the conclusion I had to make them myself. All the ones on the market are excellent for transporting the boat and have big fat wheels to get over soft sand but are so big they could not be taken on a trip.

I had the idea of making a small set of wheels that strap to the back end of the kayak. After playing with a prototype and working out the problems I then launched into making the truly packable kayak wheels. The design I have fits in the boat fully assembled for day paddles and pulls apart by pulling out one pin.

If you are interested in these, they are easy to make.

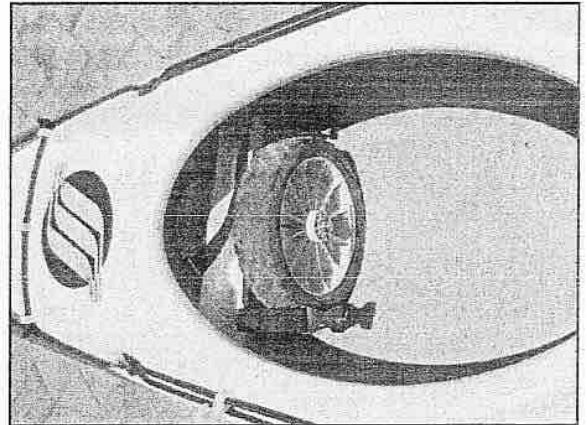


Please note when the wheels are fitted the back strap must go under the rear deck lines so they can't slip back.

Step 1

Place two layers of glad wrap over the stern of the hull with the boat upside down. Then cut enough chop strand fibreglass to make a mould

of the hull about 30 cm long and 6 cm down each side and 2 to 3mm thick. The position should be about 10 cm to 30 cm forward of the back end of the boat. If you make it too far forward as you lift the front of the boat the back will hit the ground. Look at where the deck lines finish as the straps will have to go under the deck lines so when you pull the boat through sand the wheels don't slip off. Fibreglass the hull mould.



The wheels fit into my hatch fully assembled

Step 2

Once the hull mould is dry, using a hack saw, cut the ends and edges so they are neat clean edges. You need to fibreglass a piece of 12 mm plastic conduit in the middle of the hull mould. I built up a ridge so the axle sleeve is strong and rigid. To further enhance the strength put in some struts both vertical and horizontal from the axle sleeve.

Step 3

Fibreglass onto the hull mould, two straps with plastic clips.

Step 4

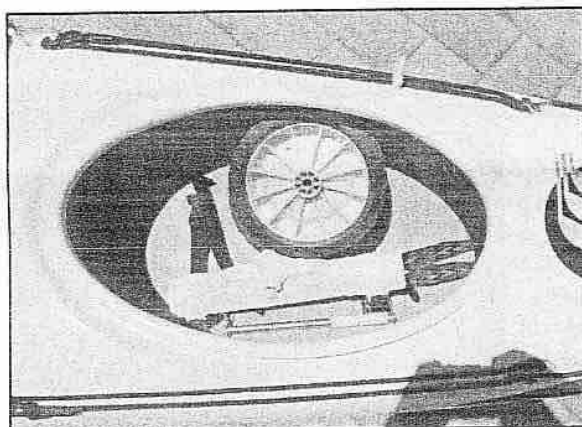
Cut your 12mm stainless steel rod just long enough so the wheels don't contact the hull. The wider the wheels the more stable the boat will be, but it will also put more force on the axle sleeve. I found the wheels just missing the hull (the axle length of 22 cm) is just right for my boat. You will have to look at your boat for the best length. Drill two holes near the end for the "R" pins.

Step 5

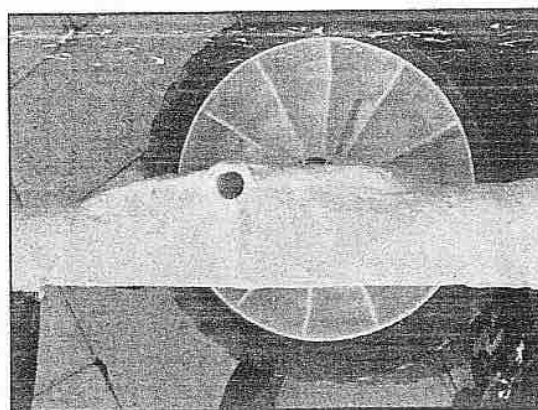
Cut 2 12 mm pieces of conduit to act as spacers for the wheels and assemble. If it works well

and does not need modification put a coat of flow coat on the fiberglass to finish it off.

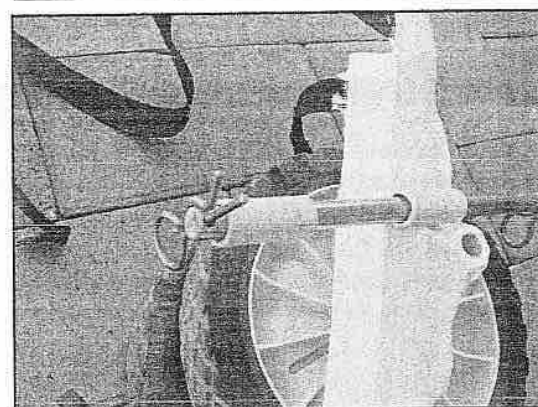
It is a simple but fiddly job that anyone could do. In fact it is an ideal job to learn about fibre-glassing. It's also cheap. If you have a fibre-glass boat you will have glass and resin, so the only cost is the axle and wheels, about \$30 to \$40 should do it. No I will not make you one but if you want to do it yourself and need a hand I would be happy to help.



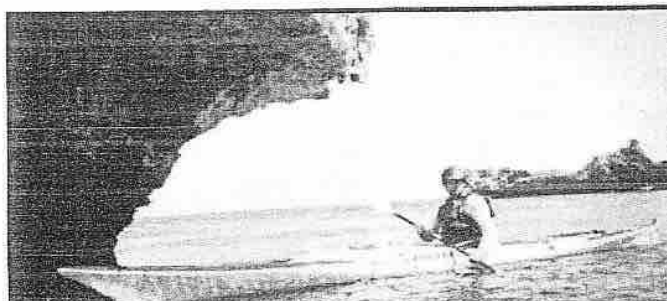
Broken down the wheels don't take up much room



As you can see the axle needs bracing



The spacer and "R" pin are shown here



"Mirage Sea Kayaks are the best sea kayaks on the market" Ask me to explain why on a test paddle. If you are looking for equipment, try mine, because the gear I sell is the gear I use.
Les Allen



Les Allen Adventure
Films Gear

Ph 94562129 lallen@touch88.com.au

Rotto Paddles

This summer I will be doing some Rotto paddles if anyone is interested. Instead of heading off from Cottesloe and returning to Cottesloe I want to do some different trips. On Friday Feb 7th I will be going to the Rotto weekend via Carnac. I will be setting off from Woodman Point in the morning and having morning tea on Carnac then heading over to Rotto arriving before the sea breeze. After the weekend I will be heading back to Hillary's with the sea breeze. On other days I want to do Rockingham, Garden Island and then Rotto as well as Hillary's to Rotto and return. Obviously you need to be fit and have all the safety gear. If you are interested then let me know and we will set some dates. Please note that the down wind legs from Rotto to Hillary's I will be using a Foil to take full advantage of the following sea.

Les Allen

Mainpeak

PADDLESports

Everything

you need...



35 JARRAD ST, COTTESLOE

Phone (08) 9284 3759 Fax (08) 9384 0224

email ken@mainpeak.com.au

(Continued from Page 8)

down to check out some of the ships under construction in the shipyards. Greg Norman's yacht *Aussie Rules* provided an interesting diversion.

The wind picked up and remained an easterly instead of swinging to the south east as forecast. We were concerned about how John and Stumpy would be able to paddle back from Carnac.

We headed back towards Woodman Point but Robin and Ian decided to land and walk across the point instead of paddling round it into the headwind. I believe this was Robin's first paddle with the club but I'm sure he wasn't too daunted by it. We promised him a better paddle next time. (But sometimes we lie.)

Our concern for John and Stumpy increased, but by the time we had loaded our gear, changed and relaxed a little, Eric spotted them through his binoculars and to every one's relief, they landed tired but undaunted by their paddle. It had taken them fifty minutes to reach the island with Stumpy using a sail and John using a foil, but nearly three hours to paddle back against the wind.

Others turned up for the barbecue and social gathering. I believe over all, Woodman Point has a lot to offer as our "Club house". The buildings are old and run down but the lawns are nice and it's not too far to get our boats to the water. It also has a relatively safe area to leave our vehicles.

The beach itself is interesting. It's just isolated enough to get away from the crowds but within reach of many of our favourite spots such as Carnac Island, Mewstone and Garden Island with attractive coastline to the south and north.

There's also a lot of interesting bird life, including Black-winged Stilts, Pied Oystercatchers, silver gulls and cormorants. Splendid wrens and various other small passerines inhabit the undergrowth near the beach.

The surroundings provided a relaxing atmosphere to enjoy good company and catch up with old friends.



Deadline for receipt of all material for next issue :

Midnight WST Friday 21st February 2003

Definition of Deadline

...Line beyond which it is not permitted or possible to go: Time limit

It would sure help this magazine to get out on time if you sent me the material long before the deadline



Sea Kayak Club WA Inc
PO Box 366
North Perth
WA 6006

SURFACE MAIL

Secretary
Sea Kayak Club WA Inc
PO Box 366
North Perth
WA
6006

