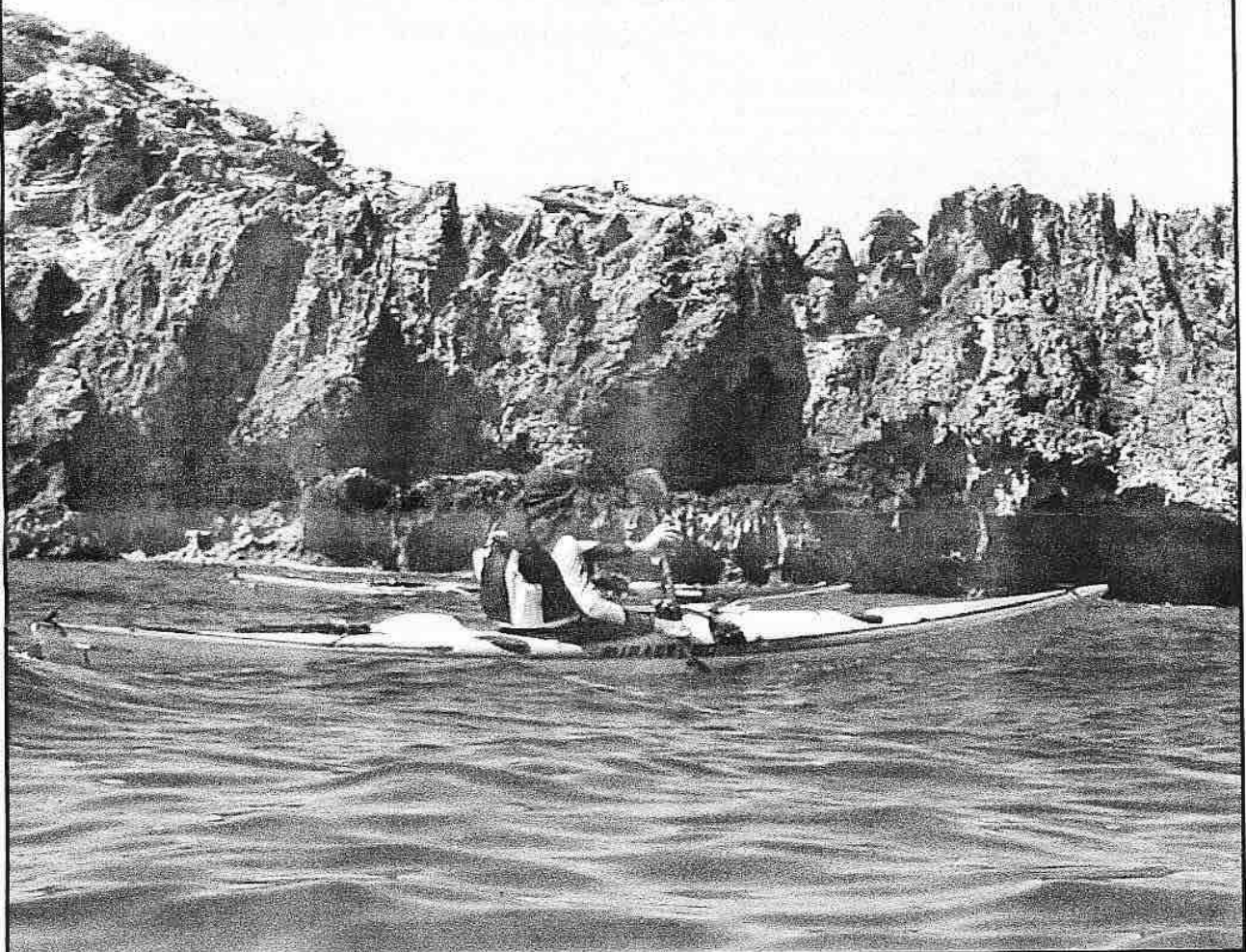


# WA Seakayaker

Issue 53: Mar ~ Apr 2005



Newsletter of the Sea Kayak Club WA Inc. 2a Braunton Street, Bicton, WA 6157.  
Phones: President Helier Beardsley 9299 6509. Secretary/Treasurer Roger Lloyd 9339 6860

## EDITORIAL

What with the President's Report and the Club Paddle Report of 30th January, there is not much left to be said. Emphasis can only be added; listen to your Trip Co-ordinator when he/she is giving you the *Brief* on the beach and those culprits who are so late paying, get your act together. On this latter subject I quote from the Admin' Desk:

"The flow of membership renewals has, as is to be expected four months into the new club year, finally slowed to a trickle. Despite all efforts to make it easy for members to renew - clear directions, simple forms, stamped / addressed return envelope etc twenty five percent of renewals were late, lost, filled in incorrectly, cash without forms, incorrect payment or otherwise stuffed up, involving your voluntary, unpaid administrator who has better things to do with his time in lots of extra work. But lets look on the bright side this was down from fifty percent last year".

Secretary / Treasurer.

An apology to Robyn Khorshid for not giving recognition for that excellent article/report on the Rottneest Weekend. Your Photo' was there Robyn so I hope the members put two and two together and recognized the relationship. They surely know now!

## PRESIDENT'S REPORT

Greetings. We're still in prime paddling weather and we have new club members trickling into the club and joining us on the water. Welcome to these new members.

The General Meeting was held at the Pelican Point Sea Scouts hall on Wednesday 17<sup>th</sup> of February. This gave us the opportunity to have a look at the facilities and add this information to our clubhouse search file. Our thanks to Don Kinzett for offering to show the video of his adventures through the Kimberley with Terry Bolland and others. The spectacular and remote scenery, combined with 10m tide variations certainly made for some excellent viewing.

At the moment, the club has a very limited number of members who have put their hand up to indicate that they are willing to act as Sunday paddle coordinators. As we have 2 scheduled paddles every Sunday (leisure and adventure groups), this puts the pressure on those who are willing to be paddle coordinators. So I'm putting out a call to all members to step up and help us out. This will benefit the club and the individual will learn new skills in regards to managing groups. Please help us out here. It's YOUR club and we need your assistance. If you have any queries, please feel free to contact me.

A few instance have come up this past month with ex-members (from last year) wanting to come on paddles and not forwarding their membership dues and paperwork until the very last minute. This causes

us headaches due to the insurance aspect. Please ensure that you are a valid financial member (including all relevant paperwork) before you arrive on the beach. We will no longer be accepting money/paperwork on the beach on the day of the paddle.

### No membership means no paddling

If you are interested in going on any of the "away trips" (eg Hamelin Bay) please get in touch with the coordinator as early as possible. They have to have some idea of numbers in order to arrange accommodation. As many of these trips occur over public holidays we have to get in early in order to get a sufficient number of tent sites.

Be aware that CALM have now gazetted Carnac Island as a "no landing" zone. This includes us. Kayaks must now be moored in the water.

As you will read in another article in this newsletter a recent well organised paddle turned into a very poor example of group dynamics, with paddlers **knowingly departing from the group-agreed paddle directives** and heading off on their own course. This action in turn put a new and inexperienced member of the group in a precarious and potentially dangerous situation and left the trip coordinator with a widely separated group. You all know who you are (and so do I !!!). If you disagree with the briefing, raise your point on the beach don't just make up a new trip ad hoc out on the water. I really believe that these kind of issues can be overcome, so help us make sure this is the last time this happens.

Our last club skills practise day was a great success with 11-12 paddlers turning up and everybody going home with at least one new skill. I encourage everybody to come down to these days and contribute their knowledge as well as learning from others. The next skills practise day is Sunday 20<sup>th</sup> of March at South Beach and they go for 2-3 hours. Remember also that Les Allen (Level 3 Sea Kayak Instructor) offers his training services to club members every Saturday at Woodman Point free of charge.



Happy paddling,

Helier

### COVER PICTURE

"New Kid on the Block" (Water)  
Ian Rawlinson ~ His First Paddle Off-shore  
Back of Carnac  
Photo' by courtesy of John Wass

## SHARK BAY EXCURSION

**Wednesday, 23rd March, to Wednesday, 30th March, 2005.**

**Applications closed: Monday, 21st February, 2005.**

Confirmed: Eric Pyatt, Roger Lloyd, Judy Blight, John Wass, Rod Coogan, Rod Collinson, Dave Oakley, Ian Rawlinson, Kelvin Lewis (Collie-New Member).

Possibles: Bill Reynolds, Mick McDermott.

A MEETING is programmed for **Thursday, 10th March, 2005 @ Eric's Home, 7.00 pm**  
28 Aurelian Street, Palmyra. Phone: 9339 2952.

**Agenda Items:** Choose a Trip Co-ordinator, Maps, Nav Data Sheets, Group Dynamics, etc.

**Attending this meeting is a must.**

## NINGALOO REEF EXCURSION

**Saturday, 1st July to Sunday, 17th July, 2005.**

Trip Co-ordinator: President Helier.

**Phone: 9229 6509**

There have been some takers at this early stage.

Seriously plan ahead. This is a great opportunity to experience a  
**WA ICON.**

## GENERAL MEETING

**Wednesday, 20th April, 2005 at 7.00pm**

**Guest Speaker: TERRY BOLLAND**

**"We Paddled the Yukon River"**

**Venue: "Eric's Shed".  
28 Aurelian Street, Palmyra.**

*Opinions expressed in articles in this  
Newsletter are not necessarily the view  
of the*

*Sea Kayak Club WA Inc.*

## SEA KAYAK SCHOOL

Has *free training* for Sea Kayak Club members on Saturday mornings 10 to 12 at Woodman Point (small beach on the land side of the boat ramp) \* til 1 April.

Level 1 and 2 skills, including rolling.

Phone Accredited Instructor Les Allen

and confirm your attendance:

0419 900 715.

Grasp this opportunity.

Here's to improving your skills.

## SKCWA INSURANCE

For the last twelve months we have understood that we had Professional Indemnity insurance cover for club officials and volunteers. Canoeing WA have now advised that this is in fact not so and have confirmed in writing that Professional Indemnity insurance, if we had it, would only cover committee members for their decisions and actions relating to club finances and that due to high premium costs and the low financial risks involved it cannot be justified for most canoe clubs. They also advise that club Trip Coordinators and instructors holding a level 2 or 3 qualification under the Australian Canoeing award scheme are covered for their decisions and actions under the A.C. General Policy. All Australian resident members are covered by both Personal Accident and Public Liability insurance.

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Also: Training, Promotions, Inductions, Programs.  
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## HIGH AND DRY ON THE ROAD TO SAMARKAND

*BILL REYNOLDS gave up paddling for pedalling and ended up high and dry on a 900km journey through the mountains and deserts of Central Asia*

We had been warned. This was going to be a holiday in the danger zone. Five of us had spent a year planning to live the dream of cycling through Central Asia to the glorious Silk Road cities of Samarkand and Bukhara.

Our 900km journey would take us over the picturesque but perilous mountains of Kyrgyzstan, testing our endurance on climbs of more than 11,000ft.

Then we faced an exhilarating swoop down an endlessly spiralling road into forested valleys and rushing rivers and on to the deserts and cotton fields of Uzbekistan.

But warnings about the dangers of travelling in the former Soviet republics didn't sound too good for our health. "There is a high threat from terrorism," said the Foreign Office sombrely. "You should be particularly vigilant in public places, including areas frequented by tourists."

It went on to detail a spate of bombings in the Uzbek capital of Tashkent and gun battles at police checkpoints. Borders between the two squabbling neighbours were mined. We had heard unpleasant stories about the human rights record in Uzbekistan; they boiled prisoners alive. No wonder we felt jumpy.

But I refused to be ruled by fear, and as a traveller to dodgy destinations I am ready to take my chances for a challenge. As it turned out our greatest threat came from wild dogs and dislocated roads that were pitted and potholed by the extremes of nature.

Our journey began in the Kyrgyz capital of Bishkek, where we stayed for two nights in a clean, fresh lodge tucked away in the grubby back streets. When we arrived other guests were preparing a barbecue to celebrate the courageous life and death of a Russian climbing friend. He had reached the summit of the mighty K2, only to lose his duel with the mountain on the way down.

We were delayed because Shemmy, our youngest rider who spoke the best Russian, had to sort out visa problems.

Then, tired of the constraints of the noisy, cosmopolitan city, Team Reynolds was on its way, feeling liberated and excited about the prospect of embracing the unknown. Clapped out Russian Zhiguli

cars zipped past us at speeds that put Formula One in the shade and trucks laboured on the hills, engulfing us in black clouds of diesel.

We headed west towards Kara-Balta, 70km away along an undulating road, building up speed as we past dusty, populated villages. On our left, still two days' ride, reared the jagged snow-topped peaks of the Tian Shan mountains.

Drivers sounded their horns in encouragement, shouting a constant refrain in Russian: "Atkudavy?" (Where are you from?) "Amerikens?" Everyone was overwhelmingly friendly. After a few hours we stopped for refreshment at a roadside cafe. Waiters brought us chay (tea), laghman (noodle soup) and circular loaves still warm from the oven. The owner, a matronly babushka, was enthusiastic about our journey and refused to let us pay. A truck driver slapped down 500som (\$2) on our table as a good-luck gesture. Their generosity was touching.

Food is scarce and bland in Kyrgyzstan, but we grew to like plov, a popular rice dish with meat and vegetables. There was no shortage of eggs and we'd often stop to buy refreshing melons from roadside stalls. The national drink is kymys, a revolting mixture made from fermented mare's milk that is supposed to settle the stomach when travel loosens the bowels.

Our first ferocious climb began on our second day and that night we found a rough patch of ground near a cave to pitch our tents. The wind was strong and the autumn evening chilly. During the night we woke with a start to the sound of gunshots. We counted five and then fidgeted uncomfortably in the silence wondering if we were the target, but we later put it down to goat-herders warning off marauding wolves.

The next morning we started climbing towards Sosnovka, the last village for 200km. We bought some bottled water, bread and tinned fish and continued our ascent to the Tuz-Ashy pass. More like a pass out for me. I soon began struggling in the thin air and, disappointingly, had to dismount and push my fully laden bike as the road rose like a wall. So much for my altitude training!

As I searched for adrenalin to help me conquer my own personal Everest, the sound of an explosion startled me. I saw a plume of thick smoke rise a few spirals above me. Two of the other riders were first on the spot, where a big truck had somersaulted over a concrete parapet.

The devastated driver indicated that two passengers were still in the cab, but there was little my companions could do as the men died trapped in the blazing wreckage. An ill-equipped ambulance stationed at

*Cont: Page 6.*

## BY COMPASS TO GARDEN ISLAND

By Judy Blight



The bushfires had created havoc and there was a real difference in the trip around Garden Island. As we set off from the Woodman Point shores we were unable to see anything further than 100 metres.

At last I would be able to use the compass on my Raider—we were to keep the course at 250 degrees.

There were 10 of us and I knew why some of them had come. The forecast was for a strong easterly breeze and then a switch to a south westerly in the early afternoon so of course it was perfect for the Mirage sailing club members, namely Don, Jim and Heller's had great plans for joining this group but unfortunately my sail lost a few bolts early and so I actually had to paddle. The other paddlers included Les Allen, Tom Hitchcock, John Wass, Lee Openshore, Ian Pexton and Steve Allen.

Eric, Graeme and new paddler, Ian Rawlinson went on the shorter run but due to the strong wind and the fact they had an inexperienced paddler they did not go far. Great to see Graeme back in the boat after his bypass operation.

As we took off from the beach we couldn't see the three sailors but there they were waiting for us to get a good lead while they remained, like formula 1 drivers, ready to take off in the 15 knot breeze.

It was a great paddle and we were able to surf all the way across. Lee leant a little too far into the wave and over he went, John Wass who is always ready with a quick retort was very speedy on the whistle and everyone gathered and waited for the assisted rescue. It won't be long before Lee is doing the re-entry roll judging by his huge efforts at Les Allen's Saturday morning practice sessions.

We arrived at Garden Island between 10.30 and 11 and pulled in around the corner for a cuppa and a stretch before the long paddle along the west of the Island. There was a distinct lack of swell so it was great to wend our way through the reefs close to the edge. Last time we saw sea lions basking in the shallows but apart from various fish didn't see any large sea creatures. The only consistent feature was the number of jokes by Don Kinsett on a similar theme.

Reaching the end of the island we pulled into the cove and had our lunch and anticipated the wind moving around to the south but unfortunately it did not happen.

The journey back was a hard slog with no help from a breeze with visibility still not good. We arrived back, feeling rather spent, at about 3.30p.m.

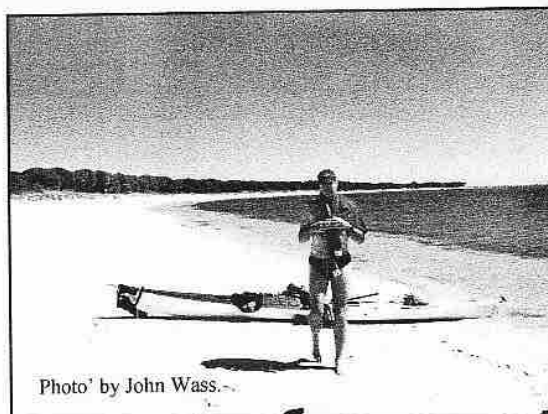
## HOW CAN THE BLADE LENGTH AND SHAPE EFFECT MY PADDLING TECHNIQUE?

Paddle Blades can be long, short, Narrow, wide, feathered, unfeathered, symmetrical, asymmetrical, spooned or dihedral. Each shape has its benefits. A greater acceleration, but will also.....Cont. P8



Finn Kayaks are pleased to offer an extensive range of Sea Kayaks, Racing Kayaks, Sit - Ons and Surf Skis. Included in this range are the Salamander Expedition Sea Kayak, Gecko Sea Kayak, Fantasea Double Fibreglass Sea Kayak and new for production in 2005, an exciting 5.2 metre multisport kayak (name TBA). We also offer a full range of paddling accessories and advice to ensure your enjoyment and safety on the water.

Call in and see us at 17 Sainsbury Road, O'Connor.  
Ph: (08) 9314 3109  
E: [info@finnkayaks.com](mailto:info@finnkayaks.com)



Photo' by John Wass.

**OUR ADVENTUROUS POM, BILL REYNOLDS, HAS A GREAT STORY TO TELL. PAGES 4 AND 6....A GOOD READ.....Ed.**

From Page 4.

the tunnel at the top of the pass arrived too late to help.

Shaken by the tragedy, we continued our climb, often pausing to look at the powerful mountain scenery. Some laughing children were playing by the side of the road and we stopped to give them some balloons we'd brought with us as gifts. It helped to relieve our gloom.

The tunnel was nearly four kilometres long, fume-filled and badly lit. We donned high-visibility clothing and switched on our lights. Then some policemen told us they would stop the traffic until we passed through. It was a relief and, presumably, gratitude for what little we had done at the crash scene.

I was glad to see the spectacular view of the Suusamyр valley as we emerged from the darkness. It was all down hill from here. Miles of it and just the tonic I needed. As we sped down, we passed several mushroom-shaped yurts, the traditional nomads' tents, where packs of dogs excited by rapidly spinning ankles took up the thrill of the chase. But a spray of water from our bottles and snarls as ferocious as our tormentors put them off.

That evening we camped by a tumbling river in a lush, green valley. We washed our clothes and had our first refreshing bath in days and drank the clear water. As the sun died over the mountains, we watched an eagle in a last-minute search of prey and a lone horseman riding in the distance. It was the perfect spot but the night was very cold and we woke shivering in our sleeping bags. Outside the tents everything was frozen. The next day we saw shepherds, goat herders and horse riders, among them weatherbeaten children who looked as accomplished in the saddle as their elders.

The Kyrgs are proud of their horses whose supremacy as an indispensable means of transport is, sadly, being challenged by the car. Equestrian sports here are tough and unrelenting like buzkashi, which is similar to polo except that a goat carcass is used instead of a ball.

Our second climb took us across the Ala-bel Pass to Toktogul and then a demanding day's ride skirting a huge reservoir to Kara-Kol.

We'd heard about crooked policemen hassling tourists, but at checkpoints where cars are searched for drugs and terrorists we were greeted with smiles and big handshakes all round. We crossed the border at Kyrgyzstan's second biggest city of Osh after riding through its teeming bazaar, which sold anything from traditional hats and knives to pirated cassettes.

Time was running out so we piled our bikes into taxis that took us on a jolting, hair-raising ride to Samarkand, the architectural jewel of Central Asia. Dominating the city is the spectacularly beautiful Reg-

istan, an ensemble of tilting medressas that were heavily restored during the Soviet occupation. Today, many parts of the vast Islamic college have been taken over by traders flogging tourist tat. But we were mesmerised by its blue-domed beauty. James Elroy Flecker was so inspired by the mystery and romance of Samarkand he was moved to write in a 1913 poem:

*We travel not for trafficking alone,  
By hotter winds our fiery hearts are fanned,  
For lust of knowing what should not be known,  
We take the golden road to Samarkand*

The last leg of our journey took us 250km along a bumpy, ill-maintained road bordering cotton fields of toiling workers to Uzbekistan's holiest city of Bukhara.

The night before pedalling into the city we camped by the road and were surrounded by curious villagers. A peasant woman, bowed by years of labour, approached us with hand on her heart - a typical form of greeting - and invited us to her home for chay. Children fiddled with our sophisticated Western bikes and a handsome, plump woman asked us to take a picture of her daughter. She, like many other women, had joined her eyebrows with a pencil line. I thought it had some religious significance but it was purely a fashion statement.

Bukhara has had a rough ride through its thousand years of history thanks to bloody conflicts and despotic rulers. Our guide Sinnat proudly showed us her rich heritage of mosques and medressas and the imposing fort looming above the city where its conquerors lived in comparative comfort. She lamented the declining numbers of American tourists since the September 11 atrocity and insisted her country is safe.

On our three-week journey across the Muslim republics we never encountered any hostility except for when a drunk hurled a sickle at us. Luckily, his missile missed its target. On another occasion a thief tried to pick our pockets in one of the crowded bazaars but he was effectively dealt with.

Travelling rough in Central Asia is not easy and there are many shortcomings. Hygiene is not a high priority in some guesthouses and hotels. You will need a strong stomach to use toilets, which are often no more than a crude, rancid hole in the ground and be prepared for the hot tap to run cold in leaky bathrooms.

On the eve of our departure from Bukhara we retreated to the old town and toasted our trip over a bottle of the local red wine. For me the journey had been physically challenging, culturally stimulating and strikingly different. As we boarded our Uzbekistan Airways flight to Tashkent, I noticed a bald tyre on our twin-prop plane and I remembered reading about the airline's questionable maintenance programme and absence of safety briefings. We were going home as we came out. On a wing and a prayer.



# The all powerful mind

by Les Allen



I had to do some work on Rott-nest the other day so I thought I would paddle over as it would save the company the ferry fare. Well it sounded good to me. The weather forecast was for a south easterly in the morning with 20 to 30 knots of south south westerly by late morning. I figured the south south westerly would make it hard to get back to Cottesloe so asked if Don could pick me up from Hillarys.

On the morning trip there was no easterly just a light south south westerly. I had appointments on the Island so I have to really put in and by the time I got there was knackered. After I finished work I rang Don who was on a job and although he could pick me up it would mean a wait. I 'ummed and arred' and then decided I would go back to Cottesloe.

As I left the lee of the island I realized just how south the wind was. It was sitting between 15 and 20 knots with a 1.5 to 2 m wave. I figured if I paddle just into the wind for an hour I could get to swing just off the wind for the last hour. Only problem was my speed was down to 6 km per hour and I was feeling the effects of the hard paddle over. Maybe the sail would help? Helier reckons it does just up wind and I had my GPS on so this would be a test. Yes it did help, my speed was now 6.5 to 7.5 km per hour which bought the time of the paddle down to 3 hours.

All was well for a few kilometers except the wind was now gusting a lot stronger. Then, you guessed it, a strong wind gust knocked me down. I had a low brace in and was slowly burying my paddle. Just as I thought this is it I am going over the bungee cord stretched and the sail collapsed. Phew! I just managed to get the boat back upright pulling my paddle out of the water vertically. I was a bit shaky after that and looked down at my speed, 5 km per hour. I needed the sail.

I had the sail back up and was doing OK but had no confidence. About another kilometer in and another very strong gust hit. This time the sail went down quicker and although I had to brace hard I was not in danger of going over. The problem was my confidence. It was shot and I was paddling along focused on my bow with a poor paddle rhythm. My heart rate was to high and I was consumed by the wave to my right wondering if it would white cap or not. My speed was back down to 5 km per hour and I needed to do something as I was still 15 km of the coast and was getting myself into a serious situation.

I forced my mind to come off the bow. "Look around! Get the big picture! You have paddled much worse conditions than this. What is the problem?"

The problem was I was tired and letting my mind take control. I forced myself to do a risk assessment. "VHF radio and EPIRB on my PFD. Mobile phone in water-proof bag in the day hatch. OK! I have no problem with communication. Capsize, I can now roll 6 different ways and I can get back into my boat 6 different ways. Where is the issue there? What if the wind picks up? Turn down wind and sail to the coast and sort out a pick from there".

Then I focused on how I was handling the situation. "I had to brace twice very hard but did it.. Last week at training Stevo tried to tip me out of the boat but couldn't as my bracing was rock solid. With the sail up I was doing a respectable speed and it would pick up when I turned. **What is the problem?**"

I forced myself to laugh and started singing a stupid song. My confidence started to come back and I looked around more. I started noticing the strong gusts before they hit and turned a few degrease into them so they had less impact on the sail. I forgot the time and started to power through the white caps and not brace. **I started to enjoy the conditions.** This time I laughed at myself. How could I be so stupid as to let myself get into that situation. **The mind can be a powerful thing** and training yourself to control your mind is as important as training to control the boat.

Once I turned my speed rocketed. I was now doing between 10 and 13 km per hour. It was amazing that I could get these speeds so close to the wind. Admittedly the wind was howling by this stage but I was still impressed with the sail.

Now it must be pointed out that solo paddling is not recommended by Australian Canoeing and should not be taken lightly as the impact on the mind is quite powerful. On the up side though you get a huge amount of self confidence and learn a lot about yourself solo paddling. Before you attempt solo paddling you must have good self rescue and paddling skills. Go out in rough conditions with competent mates and practice all the different scenarios you can, as if you were solo. Build you confidence slowly because one day it will be shaken and you have to have the depth to mentally recover. Training on Saturday is a good place to start and you can try anything and get help to solve problems.

## Comment from Ian Dewey – Manager Canoe Education:

When paddling our mind can be our greatest asset or our greatest enemy. The ability to keep our mind out of "self" (as Les refers to above) is absolutely critical. When something happens, such as an unexpected broach, our response can be two fold; firstly fear / lack of confidence where we feel a need to go back to consciously making sure we do the right thing and secondly rigidity of body (we loose the ability to relax and just let the boat move of its own accord underneath us).

Conscious paddling is poor paddling, it is reactive and slow in being reactive. Unconscious or sub-

conscious paddling is far more proactive and results in much faster responses by the body.

Being rigid of body is a great way to ensure capsizes. Watch the top freestyle paddlers – they do not brace and yet they are in the most “braceful” environment possible. Their bodies are loose and their torso stays above the boat, regardless of what is happening below.

Les has hit the nail on the head in how to train yourself. Firstly get the conscious skills (bracing and rolling) down to a subconscious act; make time to play. After each days play, reinforce mentally what you have achieved; “I am a gun paddler, I nailed 8 rolls in a row” or whatever. Then take it to a real situation and train for BOTH results; firstly in a place where you will wash into a safe area go and hit your big wind, waves or rebound and take an attitude of playing. Secondly, play for the bad results; get used to wet exiting, re-entry and rolling, other rolls and re-entry techniques, swimming with your boat, etc. There will always be doubts in your mind until you are comfortable with being in deep rough water next to an upside down boat. Make yourself the rescue bunny at club programs, as weird as it seems, it will make you a better bracer and roller because it will take away the immediacy of response that often saps away technique, resulting in failure.

A final note on rolling and bracing – always train so that you don’t need to come up. What? You cry – if you need to come up, every slightly bad roll will reinforce muscle over technique and muscle will fail you in difficult situations where technique will not.

## WEST COAST KAYAKS

**Proprietor: Les Allen**

***“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.***

**PHONE: 0417 445 149**

## CLUB PADDLE ATTENDANCES

	NAME	ATTEND
1.	Allen Les	2
2.	Beardsley Helier	11
3.	Blight Judy	9
4.	Bramley Jim	4
5.	Camm Lionel	2
6.	Collinson Rod	1
7.	Coogan Rod	2
8.	Cooksey Helen	1
9.	Cuthbertson John	1
10.	Dixon Marian	5
11.	Evans Phil	5
12.	Evans Roz	5
13.	Harrington Susan	3
14.	Hitchcock Tom	2
15.	Hobbs Brad	3
16.	Hobbs Russel	3
17.	Khorshid Robyn	1
18.	Kinzett Don	6
19.	Lee Graeme	2
20.	Lloyd Roger	6
21.	McDermott Mick	1
22.	Mee Antony	4
23.	Oakley David	5
24.	Openshore Lee	1
25.	Piper Kevin	4
26.	Pyatt Eric	18
27.	Rawlings Ian	5
28.	Reynolds Bill	2
29.	Ross John	1
30.	Stender Kerstin	1
31.	Thomas Megan	1
32.	Wass John	10

This is being recorded, the Club year 1st October. 2004 to 30th September, 2005.

To the 20th February, 2005 there have been 23 programmed paddles, three of which have been cancelled, leaving 20 possible attendances.

From P5:.....create more resistance in the water. It takes more effort to use a large-bladed paddle, as touring is more about endurance than it is about speed. A long, narrow blade will take more strokes to move through the same amount of water, but the paddler will less tired while doing it.

A spooned paddle has a curled or cupped face that increases the power of a stroke, while dihedral paddle has a type of tapered nose in the middle face that helps direct water around the paddle.

*E-News 26/02/2005*

*A well balanced AUSSIE is one with a chip on both shoulders.*



## CLUB PADDLE REPORTS

### CLUB PADDLE REPORT

SUNDAY, 30<sup>TH</sup> JANUARY, 2005

KWINANA WRECK TO SWAN RIVER COLONY'S FIRST SETTLEMENT, CLIFF HEAD, GARDEN ISLAND.

#### PAY ATTENTION TO THE "BRIEF"

Roger is a very precise and meticulous Trip Co-ordinator (Leader), therefore the best. To not give him, or any respective Trip Co-ordinator, your full attention throughout the "Brief" shows a downright lack of respect and curtesy. If you did hear it in its entirety and did not follow the instruction, that is downright insulting.

Seven members gathered on the beach where at the conclusion of the "Brief" set out on a beautiful dead calm sea. The air was so clear we could see our destination the cliff face quite clearly so navigation was no problem. The sea breeze gradually picked up as we progressed; a pleasant uneventful crossing.

After a leisurely break inspecting the historic site, having a swim and savouring snacks the wind had picked up somewhat so another "Brief" was called. It was decided, being well sheltered, it would be more pleasant if we followed the shoreline as far as the point, that being the breakwater south end of Careening Bay and from there a chance of a following sea. It's been done this way before. Roger led the way with Eric following. The other five including our fledgling paddler kept a little offshore for a start but then it became a little puzzling that they were travelling further and further away from the shore *and the Trip Co-ordinator*. What was also concerning was that the more experienced were leaving our fledgling on his own.

On reaching the point they were out of sight. The tangent they were taking meant they would miss the point by a mile. It would have to be assumed they would be heading for home. This assumption was reinforced by the logic that if they were aiming for the direct route to the point they should have got there first or at least been in sight. Only one thing left to do; head for home.

The expectation was that they would make it first. On approaching within sight of the mainland there was no sign of them on the beach or their vehicles on the boat ramp. The thought was that they had packed up and gone home but no; the vehicles were still in the car park. Quite concerned Eric grabbed his binoculars and sure enough there they were a kilometre or two off shore. The angle on which they were approaching was nowhere near in line with "the point". They landed on the long beach north of the boat ramp.

This was no time for tact or diplomacy! The message had to be forcefully put across that a wrong had been done. Unfortunately because of skills practising by some they could not be brought together for a debriefing. The question to each individual was "Did you hear the 'brief' Roger gave on the historic monument?" knowing all were present in a group around him.

One argued "Yes! But had done no wrong; it's what we've done before like when we went to Rottneest". How's that for incriminating yourself? Yes! This is exactly what the Club has been fighting for years to overcome. This one on this day is one of the worst case scenarios.

Another newer member didn't think there was any wrong done admitting he heard a few mumbles and didn't absorb the meaning of the instruction.

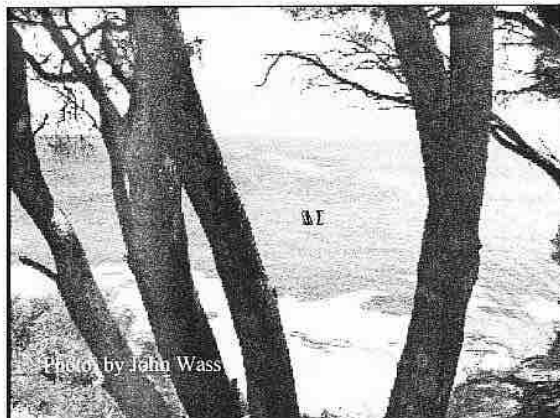
Two others, realising the wrong done when it was pointed out to them, apologised. One of these two on that evening phoned Roger and apologised on behalf of the group.

Our "fledgling" was taken to task for not following the Trip Co-ordinator and his mentor. *New paddlers should beware "The power and the pull of the peers"*. Follow your Trip Co-ordinator or your mentor or in this case, both. He confided, with a look of disbelief on his face, "They left me on my own". Later with a further chat with him in the car park he innocently mentioned that out in the ocean they were practicing their rolling and skills and he said, "I was frightened". He didn't turn up at the next paddle so a phone call was necessary when he stated he had good reason to miss this one but was keen to do the over nighter next weekend.

#### SHOW RESPECT

#### LISTEN TO THE "BRIEF"

#### ACT RESPONSIBLY



VIEW SOUTH FROM THE MONUMENT AT CLIFF HEAD WHERE WAS LOCATED THE FIRST SETTLEMENT OF THE SWAN RIVER COLONY

## THE "R" WORD!

By Roger Lloyd

Yes! We are talking about **RULES**; those things that few people seem to want and many seem content to break or ignore as the mood, or self interest, takes them. Try one of the club Sunday paddles if you need an example of this philosophy in action with club safety rules!

OK! The question may be asked, "Why is the Club Committee intent on forcing a set of rules onto the club membership?" The following may provide a few clues:

- The Sea Kayak Club WA Inc. is a legal entity bound by a legal Constitution registered under the Associations Corporation Act 1978.
- Under the terms of the Constitution, the club's affairs are managed by the Club Committee within the constraints of the Constitution.
- One of the clauses of the Objects of Association within the Constitution is: "To promote safe boating practices and endeavour to make sure that the rules and regulations concerning Sea Kayaking are complied with".
- The rules pertaining to canoeing/kayaking in Australia determined by Australian Canoeing Inc. (AC), the sport's peak body, and laid out in the AC Safety Guidelines.
- For the reasons discussed below, The Club Committee decided, during 2004, to adopt the AC Safety Guidelines as the club safety standard. The section of the guidelines applicable to sea kayaking were reproduced in a club document called **SKCWA Safety Guidelines and Operating Procedures**. Following discussions at several General Meetings, this document was approved for distribution to members by the committee on the 13th October, 2004.
- All 2004/5 members have been issued with a copy of this document, and asked to familiarise themselves with its contents.
- The club safety rules are proof that the club is attempting to comply with the safety requirements of the Constitution. Without them the Club Committee, possibly past and present, could presumably be held legally negligent.
- The safety rules set out the minimum safety standards applicable to club safety paddling activities for the information and education of members and prospective members.
- The club safety rules set a uniform standard for the conduct of on water activities for club volunteers such as the Trip Coordinators and Instructors.
- Familiarisation and compliance with the club

safety rules will result in a more secure group environment for newer or less skilled paddlers during club activities and minimise the potential for accidents, injuries and incidents for all participants.

- Without a set of safety rules based on the AC recommendations, any claim made against the club insurer by club members, volunteers or third parties would, almost certainly, be unsuccessful.
- The club's officials, volunteers and members, have a moral obligation and duty of care to ensure that the risk of serious incident, injury or perhaps death are minimised wherever and however possible.
- The clubs reputation would be seriously damaged if it was publicly seen to have been acting negligently or carelessly in the event of a serious incident or accident.
- People volunteering their time and effort have every right to expect to be able to do so in a minimal risk environment (getting people to volunteer for club duties is already a problem for many reasons one of which is concerns about legal liability—the club cannot run without volunteers).

The club rules are not onerous; basically they require participants to have adequate equipment, fitness, skills, and ability to participate in their chosen activities and behave in a way that is supportive of their own and group safety during the activity. The rules will only be effective if they are accepted, supported and reinforced by all members.

If this is too onerous or restrictive for minority of members they should probably not be paddling in a club environment. If a majority feel that way then, as a group, they need to get the rules thrown out at a General Meeting of members, keeping in mind that they are also throwing out their insurance cover and the benefit of incorporation leaving every member individually and collectively at risk of being sued in the event of an accident.

The foregoing represents the opinion of the writer and is not to be taken or used as a legal opinion.



Photo by John Wass.

Roger Briefing participants on the beach.





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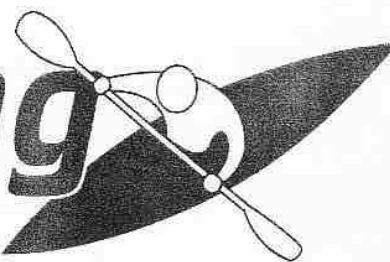
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## OBJECTIVES OF THE SEA KAYAK CLUB WA INC.

The objectives of the Club are to act:

- Through the Club's Newsletter as a contact point for members' sea kayak activities.
- To promote and encourage sea kayaking to the general community as an enjoyable, social and environmentally responsible pursuit.
- To unite and co-ordinate the activities of members in their sea kayaking activities.
- To promote safe boating practices and endeavour to make sure that the Rules and Regulations concerning Sea Kayaking (if any) are complied with.
- To encourage respect for our environment and to foster a positive attitude towards the conservation of flora and fauna and the practice of minimum impact camping.
- To act on behalf of members in their relationship with Canoeing WA Inc. and other organisations.
- To represent sea kayakers in consultation with government departments

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