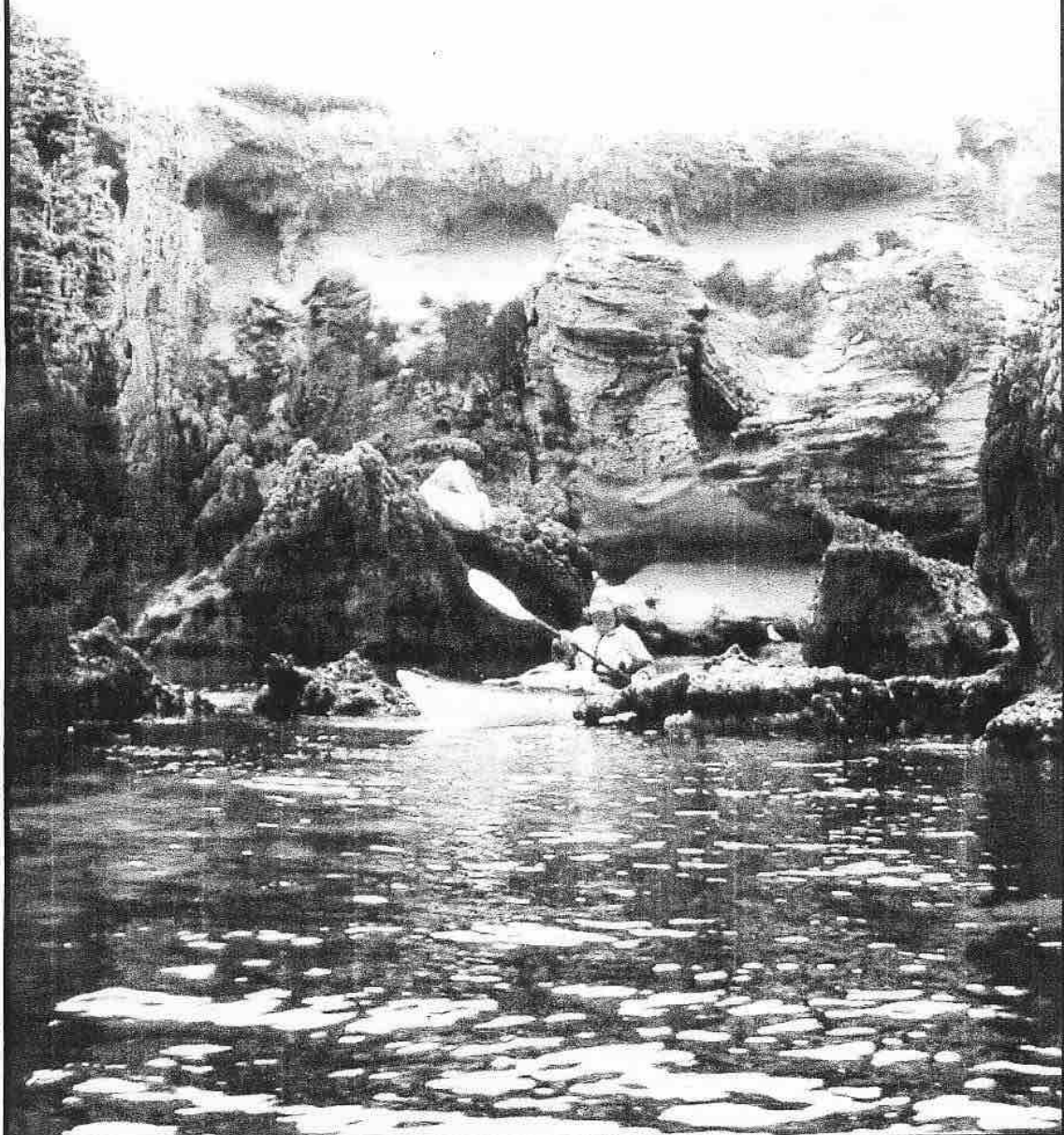


Issue 60: May ~ June 2006

WA Seakayaker



Newsletter of the Sea Kayak Club WA Inc. 28 Aurelian Street, Palmyra, WA. 6157.
Phones: President Judy Blight 9433 3719. Secretary/ Treasurer Eric Pyatt 9339 2952.

PRESIDENT'S REPORT



The last couple of months have been very busy with the usual Committee Meetings, the extra Sea Leaders Meeting, the training sessions with WCK's on Saturday mornings, the practicing of the new skills learnt and the reading of all the Occupational, Health and Safety Guidelines so we can incorporate these into our own Safety Guidelines.

Our main priority has been to have our own instructors from within the club and three members have been targeted: Rod Coogan, Roger Lloyd and Phil Evans. Another group of members have been working toward their Sea Leader classification. One of the reasons it has been so urgent is that if an instructor is present on a club paddle then we can take members out on a paddle who are not qualified for a particular award.

It has been really pleasing to see the numbers of people attending the training sessions on Saturday mornings and practicing their skills in their free time.

We still need to remember that there are club members who only want to paddle and are not really interested in practicing skills, so it's up to us as a committee to keep that in mind and cater for them as well when planning the programme.

Judy.

EDITORIAL

"Group Dynamics"! To have complete harmony where ever we may be; in all walks of life, especially on our club paddles and excursions is the ideal. Isn't this what we all want? Sure, but not easy to achieve. Sea kayaking seems to attract very individualistic types but that does not mean that compromise cannot be reached.

There is one particular subject around which there have been various opinions and energetic discussion among participating members. Frustration sometimes rearing its head. The centre of it all hinges around the oft quoted remark, "We train to paddle, not necessarily, paddle to train!" Admitted, to keep up your skills you need to be at it all the time, so a balance needs to be found. The sea leader has the responsibility, as directed by the committee, to spell out at the pre-launch brief if the format for the day includes training/practice; if so and when. A lot hinges on the length of the trip and the timing. It's a matter of not holding people up, making them impatient. It should be made clear at the beginning that if training is on the agenda, all in the party

should participate.

Again, looking for the ideal, we would need five basic categories of paddlers:

1. New members going through basics, preparing them for their ISKSA. They need all the training they can get, so they would be on specialty training days.
2. ISKSA holders who are keen to progress, so want to get in all the training they can, even on club paddles.
3. ISKSA holders who are just content to paddle serenely around the coast; exploring, sight seeing and all those bits that go with that leisurely approach.
4. SKSA holders who want to do the programmed club paddle but mix in a lot of practice because this is what they enjoy and never mind the hold ups.
5. SKSA holders who like the rhythm of the paddle, explore, sightsee and all those leisurely things.

At this point in time of our development the problem with this ideal is that we do not have the numbers to fill each category; one day in the distant future, maybe. The operative word is "compromise". A lot of responsibility is in the hands of the sea leaders and their management skills. It is early stages, just now, so as time passes by I'm sure their skills will come to the fore. The major responsibility is in the hands of the participants under their guidance.

When we all first looked at taking up sea kayaking our first thought was to paddle, the pinnacle being the excursions up north. In the early days I shudder at the risks we took; now we find it is necessary to go through a training programme to acquire the skills to participate. You would have thought it would be a bit of a drag, but no; we're all getting such a kick out of it.

Through the general meeting the members have directed your editor to pass on a vote of thanks to Roger Lloyd for initially setting up the website. Well done Roger! Russell Hobbs is now carrying on the good work.

Through the same avenue the meeting wishes to remind members of their environmental responsibilities, in particular, avoid parking their vehicles on dune vegetation. <<

COVER PICTURE

Weaving among the limestone rock formations north side of Carnac Island

Photo' curtesy of Judy Blight

NOTICE

BOARD

PERON PENINSULAR SHARK BAY

30th August to 5th September, 2006

Five days on the water, two days travel

Introduction to Sea Kayak Skills Awardees are eligible. The shoreline is followed all the way.

Anyone wishing to volunteer to lead this excursion:

Phone Eric, 9339 2952

2006

LONG WEEKENDS

NOTE CHANGES!

Jun 3-5: Turner Caravan Park, Augusta. Assessment weekend.
Time for enjoyable paddling, exploring and having a good time.

Sep 30/Oct2 Donnelly River/Broke Inlet-beautiful.

Phone Eric: 9339 2952.

Weekenders

Jul 29-30: Bunker Bay- lots of options.
Phone Roger: 9339 6860.

Dec 1& 2: Rottnest Island-speaks for itself.
Phone Judy: 9433 3719.

THE FOLLOWING IS THE ARRANGEMENT WITH WCK's FOR ASSESSING MEMBERS:

1. On the 13th May, 2006, 8.00 for 8.30am, launching location will be from Bridport Point, Port Kennedy progressing to Long Point for the exercise of assessing prospective Sea Kayak Skills Awardees, Sea Leaders and Instructors.
2. On the long weekend of the 3rd to 5th June, 2006 the club has booked into Turner Caravan Park, Augusta. The intention is to assess club members on the levels as stated above with particular emphasis on instructors, prospects being Roger Lloyd, Rod Coogan, and Phil Evans and any others who would be interested.
3. At 7.30pm, Wednesday, 24th May, 2006 the club has arranged a Sea Leader's and prospects meeting at "Eric's Shed" when there will be a theory lesson and assessments carried out.

Sea Leaders and Instructors are subsidised by the club (refer previous Newsletter).

*Opinions expressed in articles in this
Newsletter are not necessarily the view of the
Sea Kayak Club WA Inc.*

DEADLINE FOR NEXT ISSUE
Midnight WST, Friday, 23rd June, 2006.

PORT WELSHPOOL TO HOBART

VIA

BASS STRAIT

BY

LES ALLEN

Continued from previous issue.....



As they stayed back I headed in. From outside the break it is very hard to see what surf is like. As a wave passes under you, you try to see what the waves are like in the break zone. The 2 seconds on top of the wave is not enough to give you much of a view and as you come down the back of the wave you just see a green wall obliterating all view of the beach. It seemed OK! As the next wave started to build I leaned forward and paddled hard. The back of my boat started to rise and I strained to get the heavy boat moving. As the back lifted the boat accelerated down the front of the wave. The bow dug in sending a sheet of spray in the air. As the bow came up I was really flying with the boat bouncing down the front of the wave. The wave slowed to break and I stopped paddling so I would not get too far in front. As it crashed behind me I paddled really hard to pick up as much speed as possible before the wall of white water hit me. I heard the white water roaring and hissing as it took the back of the boat. Fortunately I had enough speed and the boat once again accelerated forward allowing me to ride the white water right into the sand. The bow slid up the sand as I threw my paddle with one hand and ripped off the spray deck with my other. Both legs out, I stood up and quickly grabbed the front of my boat as the next wave rushed in swinging the back around. Pulling 100kg of boat up the sand is no easy task. Digging my feet into the sand I strained with both hands on the toggle to move the boat up out of reach of the waves.

We camped under some native pine trees in a well used camp site complete with bush seats and benches made from drift wood. We had just made camp when one of the NSW paddlers arrived to spend some time having a chat. He also brought us

more food.

The next day we had light head winds but as we had to do 65 km we decided to have a rest day. That afternoon we decided to walk over the island to have a chat with the NSW paddlers. Once again they were very hospitable and gave us more food. You would never starve with these people.

This was the big one, the longest crossing of the strait. The forecast was not the best with a side or quartering head wind. The next few days was forecast to be worse so we decided to head out for a few kilometers and make our decision from there. I was wondering how Ian was feeling. Having had trouble on his first ever big crossing and now facing a bigger crossing must have been playing on his mind. Outwardly he was a picture of confidence and I know he has a very strong mind. The island was covered in mist and there was a sea fog on the water. As I headed out from the cove the tide was making bouncy conditions and the wind did not look good. To my right the cliff line shone in the early morning light highlighting the magnificent colour in the wet rocks as mist flowed over the top. The whole top of the island was a mass of dirty grey mist swirling and moving like it was alive. At sea level the sea fog was causing the grey water to meld with the sky so there was no horizon giving a feeling of moving into an endless grey void. A few kilometers out we stopped to chat. Everyone was 'toing and froing.' Daren wanted to go on, Ian was erring on the side of caution and Tel was 'umming and aahing'. I was for going back but we decided to go on a little further. At that stage we were heading for Wright Rock but as we were going to go around Cape Franklin to Rogan Island we could head a little more off the wind. I re-set the GPS to Rogan Island and the new heading was a better angle to the wind. With our sails up we could just get a little bit of help from the wind but more importantly it was not a head wind any more.

We decided to go for it and as we headed off I was hoping the wind would not turn. The sea fog and a few spits of rain made for an eerie setting. I felt snug and comfortable in my boat. It is a funny feeling I get in these condition and I relate it to sitting in my cubby house as a kid watching the rain and feeling snug... so... normal people don't kayak across Bass Strait either.

As the day wore on the weather picked up and the wind dropped off. Everyone seemed in good spirits and was going easy. I could see Craggy Island in the distance and was wondering if you could land on it. I had been told by a reliable paddler that you could do a seal landing on rock shelves on the north west corner. But other articles by paddlers said it was un-landable. In our risk assessment we had the island as an emergency pull out point on Julian's advice so I was interested to see what it was like.

cont. P5

As we approached the N/W corner we could see a big rock and around it some rock shelves covered in bull kelp that indeed would be landable. I suspect it would be swell dependent but on this day we could have landed. We stopped for a break in the lee of the island where two fishing boats had also stopped. As we headed off we passed one of the boats. The skipper advised us that we had better get moving as they were expecting a strong southerly change. I swore to myself. Just our luck we still had 27 kilometers to Rogan Island and the wind was swinging and building to a head wind. We now had some added urgency. Everyone was paddling strong and we could see Flinders Island on the horizon. The wind was a slight head wind but at this stage very light. If the southerly did spring up, and we had seen just how quickly the wind can change at Pt Weshpool, we would have no choice but to head back to Craggy and try the seal landing.

As we got closer to Flinders the wind was picking up. As we were turning to head for the Cape the wind was on our stern quarter and the sails and tide were giving us some assistance. 12 hours after starting I rounded the end of Hogan island feeling pretty elated. I think the others were feeling the same. As I sat on the beach and looked around I was pretty chuffed. We only had one more obstacle between us and Tasmania. The infamous Banks Strait.

I woke feeling a little tired and could hear the pitter patter of rain on the tent. My watch had ceased to work so I had no idea of the time but suspected it was near morning because I was busting for a pee. Reluctantly I opened the tent and ventured outside. A cold chill went down my back and I started to shiver. I looked up to see if I could get some idea of the time but it was inky black so I knew we had a lot of cloud cover. A job done I quickly snuggled into my sleeping bag and lay there listening to the rain and waiting till morning.

I heard Tel outside and realized I must have dozed off again. At least I didn't feel that tired anymore. We were at Trouser Point and as I got out of the tent the Strzelecki Peaks were shrouded in mist and the morning was dominated with heavy black clouds. Trouser Point is a beautiful place on the southern end of Flinders Island. It was an ideal staging point for our short crossing to Cape Barron Island. The paddle down Flinders yesterday was easy and uneventful. We even stopped at Whitemark and had a magnificent counter lunch at the pub. Today didn't look as though it would be that easy as Cape Barron was obscured by dark foreboding clouds. There was a storm brewing and it was right where we wanted to be.

It rained while we were packing, just to make sure that sand stuck to everything as we packed our boats. We decided to follow the coast around to the east so we would have a better angle on the wind as we crossed Franklin Sound. The going was hard as

the wind was up around 15 to 20 knots. I stuck to the coast line and had to lean into the wind as it gusted strongly in gaps or as we ducked around mini headlands. We arrived in a little bay and I was going to head off into the sound when Ian called out he wanted to follow the coast some more. The wind was really starting to pick up and I didn't like paddling into it. I just wanted to get across the sound. I looked at the map and he was right we really weren't far enough around. Muttering to myself I leaned forward and planted the paddle straining to beat the wind some more.

The next headland gave us a better view of the small islands in the sound. The shore on the other side of the sound was now visible and the water was littered in white caps. It was going to be a bumpy ride and the wind was side on. I looked around and everybody had a look of conviction on their face. I pulled the line on my sail and flipped it up. The sail immediately cracked and started flapping wildly before I could rein it in with the other sail line. As I pulled it in the boat leaned and started moving. Grabbing my paddle and counter leaning I had a quick look around then planted my blade in the grey lumpy water. The boat surged forward and then plunged through a small wind wave soaking me with cold water. It was an exiting ride. The waves were side on but with a little maneuvering I could still get a ride.

Looking left as the wave built I waited to just the right time. Hard right rudder and lean left as the boat rode up the wave and the sail took the full force of the wind. The boat veered right and accelerated down the face of the wave. Now it was hard left rudder and lean into the face. Every time my elbow touched the face of the wave a shot of cold water hit my arm pit sending a shiver down my back. As the boat reached the valley of the wave the trick was to hold speed and line till the wave dissipated and then veer left looking for the next ride. This way we ferry glided against the wind and waves to head down the sound to Cape St John.

We hit the shore of Cape Barren just before the settlement. The conditions were getting worse. It was raining heavy and the wind was swinging more to the south than south east. It was a mutual spontaneous decision. There was a small white beach and shelter from the wind. We landed and pulled the boats up. I was freezing. The wind and constant drenching in cold water had sapped all of my heat. Tel was even quicker! He had warm dry clothes out of his hatch and was stripping off as fast as possible. I was not far behind him and to rug up with all my warm clothes was a nice feeling as slowly my temperature began to rise. I love polartec beanies.

Ever had a scallop pie. I hadn't, in fact I didn't know you could get scallop pies until we went to the shop on Cape Barren. Here Daren introduced us to

cont P6

NOT ONLY TRAINING COMMONSENSE HELPS

Here is an article sent to "Interested Persons" by Alistair Mc Arthur, a former Executive Director of the Canadian Outward Bound Wilderness School. He currently acts as an advisor to outdoor programmes throughout Australia and has a particular interest in risk management issues. He has managed the aftermath of three separate fatalities on outdoor programmes and attended two inquests

A chill went down my spine when I learned that sixteen secondary school students from Lara Secondary College (near Melbourne) were rescued during a sea kayaking incident on Wednesday, 5th April, 2006 at Torquay (100k/m's SW of Melbourne). Westcoast Surf School advise that all eleven ocean kayaks and sixteen paddlers were blown out to sea and have been lost. Two instructors and two teachers were also rescued.

I would call this incident a "significant near miss" and suggest that questions be asked of those that conceived, condoned, organized and executed the "surf skills lesson". The community needs to learn from an incident of this significance.

Who has the authority to ask the questions? Who has the ability to ask the right questions? Who would compile an independent report? Will the outcomes from such an inquiry make a difference?

I trust and hope that key stakeholders in the community will pursue this matter with diligence and vigour.

I am mindful of significant and notable Kayak/canoe multiple fatalities in the Adventure Based Experiential Learning (ABEL) sector (Total: 28 deaths) which have caused an enormous amount of grief and public outrage:

- Lake Hume, Victoria, Australia—7 deaths (16th August, 1963)
- Lake Temiscamingue, Quebec, Canada—13 deaths (11th June, 1978)
- Lake Alexandrina, South Australia—4 deaths (22nd August, 1987)
- Lyme Bay, Dorset, England—4 deaths (22nd March, 1993)

Off course, there have been other significant and notable canoe/kayak fatalities which have caused an enormous amount of grief and public outrage.

The Australian and International ABEL/ Outdoor Education sector and the community will be keen to learn more regarding this "significant near miss".

Alistair quotes three newspaper articles which we haven't had room for here but we can

quote to you what is on the Victorian Outdoor Education Association (VOEA) website:

Lost Ocean Kayaks: You may have heard about an incident ocean kayaks at Torquay front beach this week. A group of 16 secondary school students, 2 teachers and 2 instructors were caught by a sudden and strong NW squall and were unable to paddle back to shore, in spite of being less than 60 m from shore when the squall hit. The students were brought in by surf lifesavers in IRB's unharmed but unfortunately all eleven ocean kayaks and 16 paddles were blown out to sea. The kayaks are 2 person Malibu '2' Ocean kayaks. The loss of this amount of equipment has virtually wiped out our surf kayaking operations. They could be somewhere between Torquay and Wilson's Prom. Phillip island is a probable destination. Reward offered.

Had to edit it a bit.....Ed.



West Coast Kayaks

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15 lt	\$20.00
40 lt with carry strap	\$40.00
45lt	\$25.00

Full range of Mirage and Dagger sea kayaks

041 9900 715

All Hrs

continued from P5.....

a Tasmanian delicacy. I had two pies Darren had 4. Yes that's right 4 pies and some other food as well. Oh to be young and able to eat like that and not put on weight. Normally I could stand besides a scallop pie and put on weight just thinking about it. But hey! We were working hard so the pies were a well earned treat. Sitting outside the shop it poured down with rain and the trees strained from strong gusty winds. With my pies warming my belly I felt on top of the world.

JURIEN BAY LONG WEEKEND 4-6 March, 2006

by
Judy Blight



Having never been to this part of the world I was looking forward to the adventure, if only for a few days. Part of the fun of trips away is checking all the gear and then finding you have to race down to Ranger Camping and buy a new part for the trangia or batteries for the head torch. At this stage most of the participants have their special armless chairs and home made tables and know exactly where each piece belongs on their craft

Bill and I traveled up together as we had worked out a way to carry both kayaks on my car; besides that we enjoyed talking about all manner of things, from cycling adventures in Kazakhstan to love of the bush and our favourite bush ballads. We met up with the others on Friday evening

The adventurous and hardy Helen Cooksey, experienced Eric, daredevil Dave, try anything John W., expert on the skills John R, Bill the Pom, Geraldton Jim and Roger (the only man I know who still looks neat and clean after 5 days on the water

On the Saturday we headed off to Hill River via Boullanger Island. The weather was really nice with only a slight breeze. We paddled out to the islands but didn't know what route we would take to get around them. Sometimes the seas can be challenging out there. We were able to just get through the gap between the north of Boullanger and a small island, with some of us being forced through backwards by the tidal force. We had a closer look at Osprey and Tern Islands but realized it would be suicide to attempt to go through the gap in that area. We settled for a lunch break on the eastern side of Whitlock Island. While there we saw the nest of a magnificent sea eagle.

After lunch some of us decided we would like to attempt the more challenging route via Escape Island while the others would head straight for Hill River. At certain stages over the next hour I was wishing I had gone with the others. Dave is an experienced leader in difficult conditions and kept John W, Wayne and I on a tight leash as we attempted to weave through reef and avoid the crashing breakers. It was not easy getting out as we no

sooner got over a wave when another was upon us. It was paddle like hell to the next with your heart in your mouth. Eventually we rounded the island and headed toward the coast.. Dave's brace worked wonders on a breaking wave while Wayne and I back paddled like crazy to avoid it taking us out. John W paddled on oblivious to the action behind

Eventually, we reached our Hill River destination (16kms) and proceeded to come to shore one at a time, as you do, but of course I messed it up; came in at the same time as another and ended up getting a bollocking from Eric. I did realize my mistake.

The campsite was great but some of us made the mistake of camping too close to some holiday makers who were there for the long session. We paddled up river, saw many varieties of bird life—herons, terns, oystercatchers, egrets and many of the small grey varieties

The next morning we were off to Favourite Island (14kms) from Hill River where we had a lunch break and then proceeded to Sandland Island. After much discussion we finally settled on a campsite around the point. The nicest part is, after the unloading and the setting up of the tent, when you can sit around with a glass of wine, enjoy the company of like minded people, find out a few home truths, appreciate the star filled sky and finally collapse into a deep sleep. "Thank you Jim for the cappuccino."

The next morning we set off but had to wait a while for John W to practice his rolling. Having messed it up and finishing in the drink causing unforgivable delay we all refused to help him get back on his kayak. On the other hand, one can only admire his absolute dedication!. He has no fear of the unknown and has certainly improved his skill level as a result. On the way home some of the blokes wanted to surf and test their skills so Dave, John W, John R and Wayne left us while Helen and I and the more sensible boys eased along the coast in the shelter of the breeze, spotted the odd dolphin, and enjoyed the paddle home

It was a great trip in many aspects, socially as well as from a sea kayaking point of view. We experienced a variety of sea conditions and practiced our launching and landing skills with everyone involved in helping others. It sure prevents the ache in the back after dragging a loaded kayak onto shore.

Thanks to Eric for being the overall organizer and to Dave and Roger for being sub-leaders. <<

FOR SALE

Sea Kayak.

Dagger 'Apostle', 5.2m, Yellow Plastic, 3 Storage Hatches, Complete with Touring Paddle, Life Vest and Spray Deck....\$1750.00 ONO.

Phone Deb: (H) 9417 9593 (M) 0407 422 487.

BASIC STROKE: FEATHERED

To the basic arm pull used on a nonfeathered paddle, you will now add the wrist motion needed for feathered paddling.

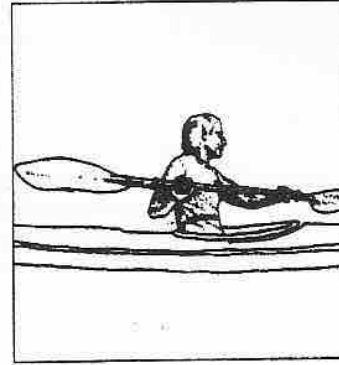
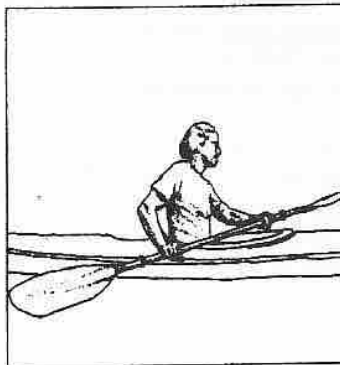
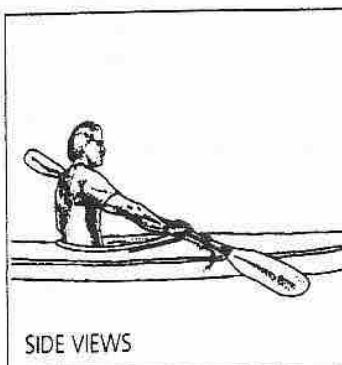
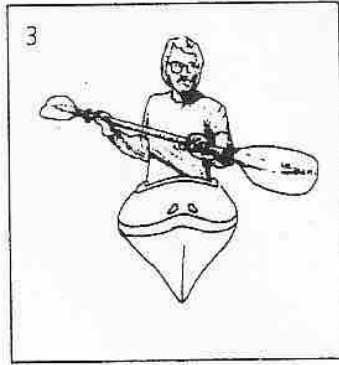
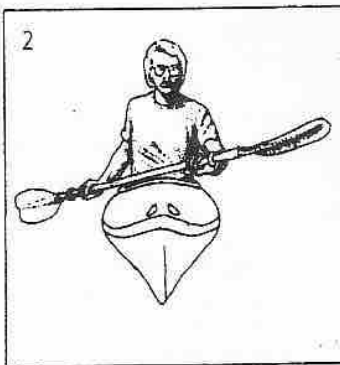
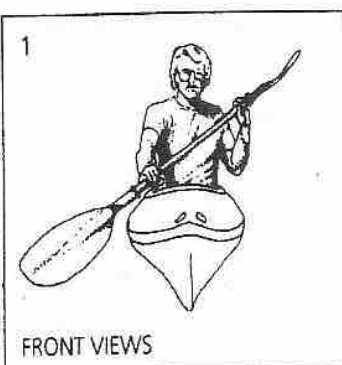
At this point many novices inwardly say, "Why bother with feathering now? I'll just use a nonfeathered paddle to learn the basics and make a decision between the two later." You could, but you wouldn't be giving yourself a fair chance. Because you are eventually going to have to choose, don't be tempted to stay with nonfeathering because of a preconceived notion that feathered paddling is more complex or difficult. It's not, but you'll have to prove that to yourself. Give it time, and it will soon become obvious which feels more natural. When this happens, make your decision and stick with it. From there on don't vacillate from one to the other. This will only confuse you and delay the ultimate refining of your stroke. When ambivalent, go with feathering first. If you find it's not for you, it will be easier to switch over to nonfeathering than the other way around.

Now for another choice. Which hand will be your controlling hand? The control hand uses wrist and forearm motion to rotate the shaft so that each blade meets the water at the desired angle. Its grip

on the shaft remains constant so that the top edge of the nearest blade lines up with the top row of your knuckles. The other hand keeps a loose hold, acting only as a guide.

Curiously, most people, whether left- or right-handed, seem to prefer right-hand control. You'll probably know which is best for you after a few trial strokes. You've got a take-apart paddle, so experiment. But once again, you'll eventually have to pick a control hand and stick with it.

To start, it will be instructive to see what the control hand really does. Hold the paddle in front of you with your control hand properly positioned and your arms almost straight. When the control-side blade is vertical, the opposite blade should be almost horizontal. Now twist your control wrist back to bring your knuckles toward you as if giving the gas to a motorcycle. Bring your wrist far enough back so that the blades switch positions, with the control blade now being almost horizontal and the noncontrol blade vertical. Try it again, but this time bend your elbow to raise your forearm as you twist your wrist. Don't juggle the shaft around in your hands to change the blade angle. Hold the shaft



securely with your control hand. Let your wrist and forearm change the angle. Practice until you are confident about being able to present a vertical blade to the water on either side. See if you can do it with your eyes closed, using only the feel of your control hand.

For some reason it often seems easier to make your first stroke on the control side. So put the control-side blade into the water first and go through the same hand and arm motions as you did with the nonfeathered paddle (illustrations 1 and 2). On the control side the stroke is exactly the same until you lift the blade from the water. It is here that you begin to raise your forearm and twist the wrist back. This will bring the noncontrol blade vertical, down, forward, and ready for the stroke on the other side (3).

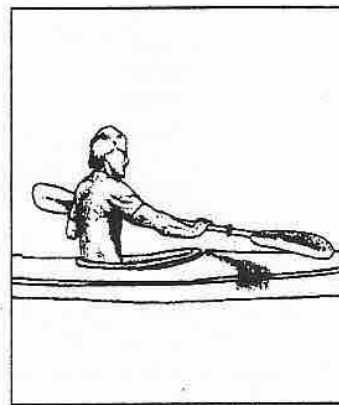
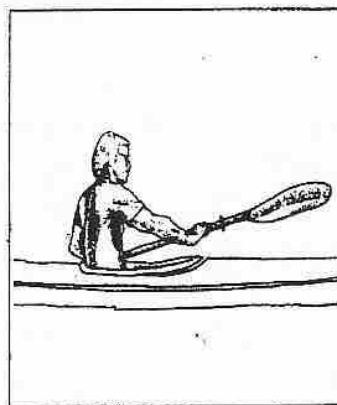
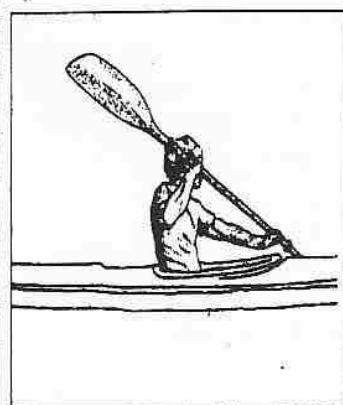
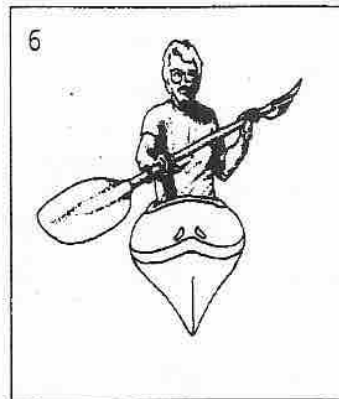
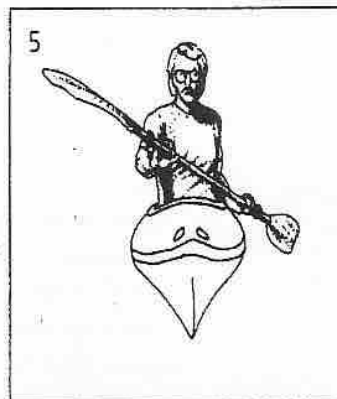
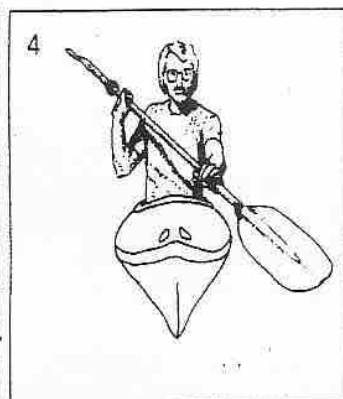
Put the noncontrol blade in the water and begin pulling yourself toward it while straightening the opposite arm (4 and 5). Now you can ease (but not reposition) your control-hand grip, palm facing down and forward, with fingers relaxed and wrist fairly straight.

Lift the blade out when it is opposite your hips. As you continue lifting, begin to twist the control wrist forward, while lowering and extending the forearm.

This will bring the control blade vertical, down, and forward (6). The cycle is complete and you are ready to start the stroke again on the control side.

Don't get discouraged if your beginning strokes end in disaster. Paddling takes a tremendous amount of practice before you can attain a good fluid stroke. Common problems at this stage are not using the full blade, leaning forward to extend your reach, gripping the shaft too tightly, bringing the upper hand across the centerline, and continuing the stroke beyond the hip. With all the wrist twisting and relaxing of fingers there is the possibility of losing orientation between the control hand and the blade. Check your grip occasionally to be sure.

Don't think you are a weakling because you feel beat after paddling short distances. It's not you. It's because you've only been using the relatively small muscles in your arms. No paddler is strong enough to go any distance on his or her arms alone. In the next phases of learning, you'll be adding the pushing of the opposing arm, and then the more powerful muscles of your abdomen, back, shoulder, and legs. But for now, just work on the arms and the pattern of the blade in the water.



CLUB PADDLE ATTENDANCES

	NAME		ATTEND
1.	Allen	Les	15
2.	Beardsley	Helier	1
3.	Blight	Judy	20
4.	Borushek	John	3
5.	Bramley	Jim	5
6.	Collinson	Rod	1
7.	Coogan	Rod	15
8.	Cooksey	Helen	14
9.	Cramb	Mike	0
10.	Di Nucci	John	0
11.	Dixon	Marian	0
12.	Erkens	Matt	6
13.	Evans	Phil	26
14.	Evans	Roz	22
15.	Fuller	Laurie	10
16.	Foot	Sheryl	2
17.	Gove	Aaron	2
18.	Grose	Adrian	1
19.	Harrington	Suzan	5
20.	Hitchcock	Tom	0
21.	Hobbs	Brad	7
22.	Hobbs	Russell	8
23.	Hudson	Ralph	3
24.	Holden	Neville	0
25.	Lee	Graeme	16
26.	Lewis	Kelvin	3
27.	Lloyd	Roger	26
28.	Mahony	Graham	0
29.	Mahony	Daniel	0
30.	Mullins	Geoff	0
31.	Nixon	Gary	0
32.	Oakley	David	22
33.	Openshaw	Lee	6
34.	Orum	Maggie	4
35.	Pexton	Ian	6
36.	Piper	Kevin	13
37.	Pyatt	Eric	21
38.	Radovich	John	27
39.	Reynolds	Bill	5
40.	Rawlings	Ian	6
41.	Roberts	James	9
42.	Robson	Sandy	17
43.	Stender	Kerstin	3
44.	Stocker	Wayne	17
45.	Thomas	Charlie	13
46.	Wass	John	27
47.	Watson	Kate	0

This is being recorded, the Club year, 1st October, 2005 to 30th September, 2006.

To the 30th April, 2006 there have been 43 Club Paddles, Training etc, 1 of which have been cancelled, leaving 42 possible attendances.

A PERSONAL NOTE

Look whose **BIRTHDAY** it is:

Jim Bramley	03/05/2006
Rod Coogan	14/05/2006
Helen Cooksey	19/06/2006
Matt Erkins	04/05/2006
Sheryl Foot	09/06/2006
Tom Hitchcock	04/06/2006
Brad Hobbs	08/06/2006
Kelvin Lewis	17/05/2006
Graham Mahony	28/05/2006
Gary Nixon	22/06/2006
Bill Reynolds	08/05/2006

WELCOME TO NEW MEMBERS

John Borushek

WEBSITE

Sea Kayak Club WA Inc
www.seakayakwa.canoe.org.au



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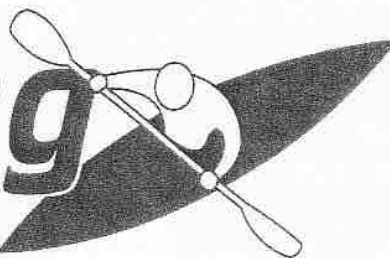


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OBJECTIVES OF THE SEA KAYAK CLUB WA INC.

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.
- On behalf of members in their relationship with Canoeing WA Inc. and other organisations.
- To represent sea kayakers in consultation with government departments at all levels.

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OFFICE

PRESIDENT:

Judy Blight.

Phone: 9433 3719

Email: carita@iinet.net.au

VICE PRESIDENT:

David Oakley.

Phone: 9331 8446

SECRETARY/TREASURER:

Eric Pyatt.

28 Aurelian Street, Palmyra. 6157.

Phone: 9339 2952

Email: ericjopyatt@bigpond.com

BEARERS

COMMITTEE:

Susan Harrington.

Phone: 9335 5182.

Email: susandruss@bigpond.com

John Radovich.

Phone: 9242 3529.

Email: jrado_7@hotmail.com

Rod Coogan.

Phone: 9535 4515.

Email: rodneycogan@optusnet.com.au