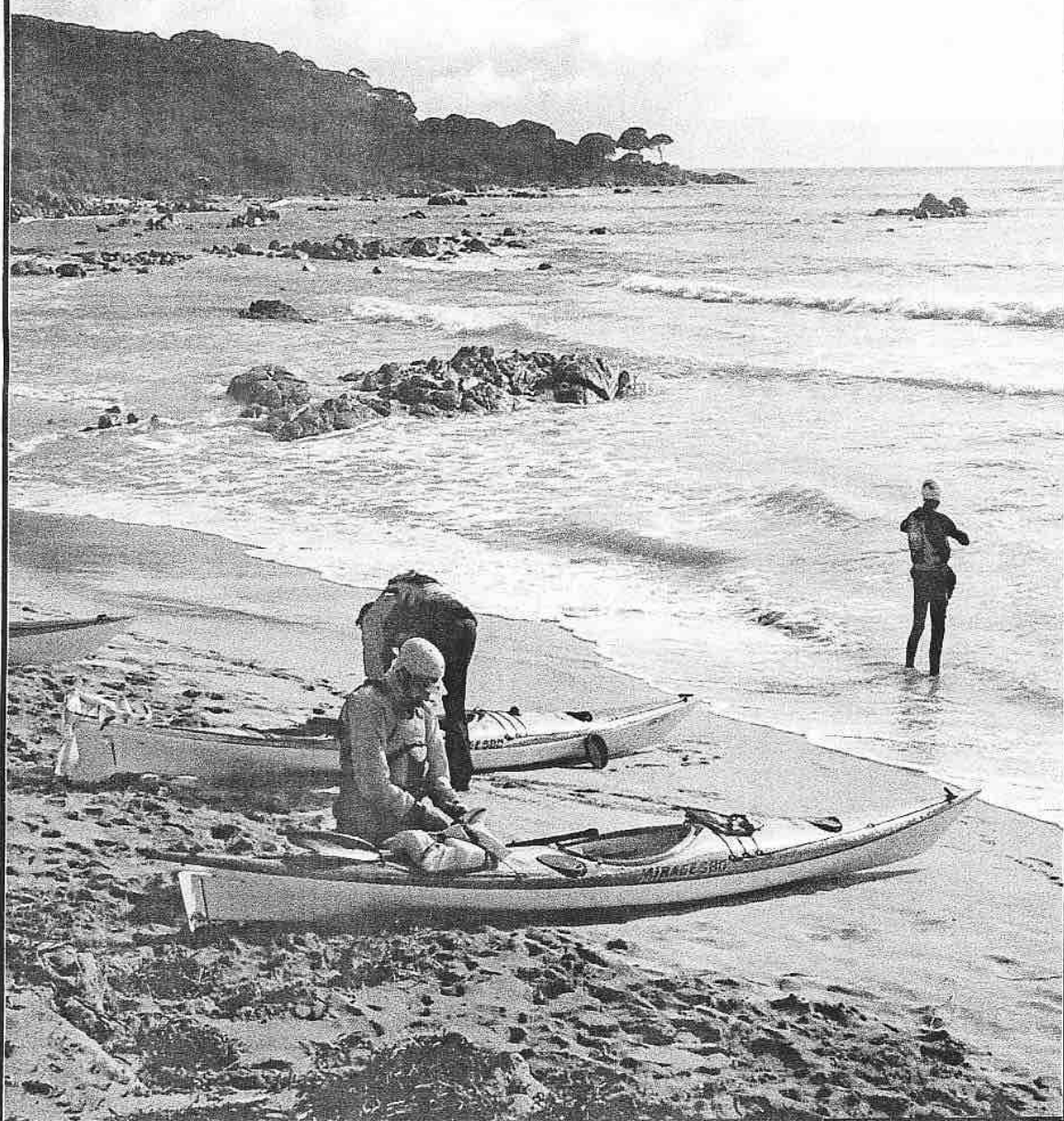


Issue 62: September ~ October 2006

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



Hello everyone.

I have had a wonderful, refreshing, overseas holiday in Canada for seven weeks and managed to fit in a great deal of kayaking in warm weather. (They called it a heat wave but I wouldn't go that far). Now its back to the grindstone of working and earning money to pay

for it all.

We have the AGM approaching fast on the 18th of October so it is a time to think about nominations for various offices. It has been great to have increased numbers on the committee as the more the load is spread the greater the feeling of ownership and satisfaction among members. The AGM will involve a meeting first and then a social get together so please make the effort to come and share a drink with friends.

I would like to remind everyone to pay their fees before September 30th as the club financial year begins on October 1st.

See you at the AGM everyone.

Judy Blight

EDITORIAL

As pointed out by President Judy, the AGM is in our sights. It is rewarding to see members putting up their hands to spread the load. This shows that the club is progressing with a solid core of members. Nevertheless, we're still looking for members to volunteer for committee and take on a responsibility. As a matter of interest the following is a breakdown of directorships and responsibilities of those on committee:

President
Vice President
Secretary
Treasurer
Newsletter Editor
Programme Director
Training Director
Recorder
Membership
Promotions
Library
Maintenance
Headquarters Search
Website

The procedure is as follows:

The President, Vice President, Secretary and Treasurer are individually nominated and voted for at the AGM and so are the individual committee members not necessarily nominated to particular portfolios. These individual responsibilities listed above are decided at a special committee meeting convened the week following the AGM.

We now have two subsidized instructors and one trainee instructor willing to give their time to club practice and training; also nine sea leaders making it very flexible for the programme director to allocate responsibilities on club paddles and excursions.

Club paddles and excursions are still well supported. There are ten enrolled for the Shark Bay/ Cape Peron Peninsular trip. Four have put their hands up for the Donnelly River/Broke Inlet LWE. Please let Eric (9339 2952) know if you want to be in on this one.

I'm sure we are all looking forward to a very full programme for the next two months and beyond.

Ode to a Jetski Person

Jetski person, selfish fink
May your silly jetski sink.
May you hit a pile of rocks,
Oh hoonish, summer coastal pox.

Noisy smoking dickhead fool,
On your loathsome leisure tool.
Give us a jolly lark,
And sink by a hungry shark.

Scream as in its fangs you go;
Your last attention seeking show,
While on the beach we all join in,
With 'three cheers for the dorsal fin'.

Leunig,
The Age 6 January, 2000.

COVER PICTURE

Bunker Bay Weekend.

Prepare to Launch

Refer report on Page 6

Photo courtesy of Eric Pyatt

NOTICE

BOARD

MAINPEAK CLUB

All members of the Sea Kayak Club WA Inc are eligible for membership of the Mainpeak Club, *FREE OF CHARGE*. There is usually a charge of \$23.00.

To sign up all you need, preferably, is proof of your SKC WA Inc membership, or, if you don't have that readily available your personal ID will do to match against the membership list.

2006

LONG WEEKEND

Sep 30/Oct2 Donnelly River/Broke Inlet-beautiful.
Phone Eric: 9339 2952.

WEEKENDER

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

DONNELLY RIVER / BROKE INLET

The Queen's Birthday Long Weekend, 30th September to 2nd October, 2006.
So far five have put their hand up. *Deadline: Friday, 22nd September.*
Friday and Saturday nights at Cleave Camp in the Carey Brook Camping Area,
off Boat Landing Road which is off Vasse Highway
Sunday, exploring Broke Inlet, and camping out of the kayak on the neck of the
Inlet around Coal Point; back to the vehicles by midday Monday.

AGM

Annual General Meeting

to be held at "Eric's Shed, 7.30pm on Wednesday, 18th October, 2006.

You need to be financial to stand for committee and/or have a vote.

Invoices will be mailed in due course. The club financial year begins on 1st October.

Please get your fees in on time. There is a late fee of \$10.00.

There is no guest speaker. Traditionally, after the official meeting, it is a social occasion; all "goodies" supplied by the club.

*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, 20th October, 2006.

OVERNIGHTER

PEEL INLET

12-13th August, 2006

by

Eric Pyatt



The original intention of this weekend was to have a practice run in preparation for the Peron Peninsular / Shark Bay excursion, especially for the less experienced. As it clashed with the Avon Descent and no one available to lead the Sunday Club Paddle it

was decided to make it an official club paddle and was so advertised.

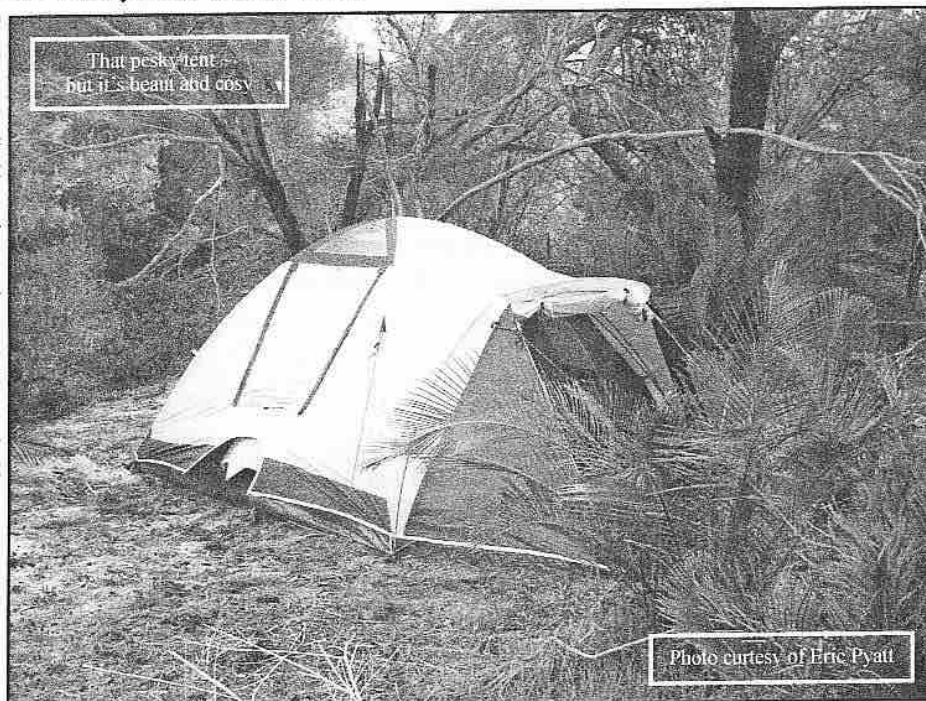
Including the leader, seven put their hand up and met at the SW corner car park at the old Mandurah Bridge around mid-day. The forecast was a shocker; over 20 knot NW winds and 4 metre swell so an early decision was made that we wouldn't be going outside. One of our newer but never the less adventurous members was disappointed as he was going to join the mob on Sunday and do the outside. What a let down! He decided to have a day off.

It was overcast and light showers threatening with a manageable SW breeze as the launching got under way, heading for the sheltered northern side of Gray Point. The tide was up so the shallows weren't too bad, meaning that the shelter of the shoreline was followed initially, then a leg stretching break before making the crossing.

On arrival, a near perfect site was found im-

mediately, well sheltered, flat and plenty of room. The rain was holding off while all were busy pitching tents and, most importantly, preparing the social area with poles, ropes and tarp's which made things pretty snug, keeping out the elements.

One of our elder and experienced members was proudly and meticulously assembling his new tent when he struck trouble. Mucking around with it at home he snapped the shock cord in one of the tent poles. No problem; fixed it on the spot without replacing the shock cord because he didn't have any spare did he? (On the way down the next day, remedied that by calling into the camper shop). What he didn't know was that, on reassembling, one of the sections was left out. Our leader and partner to the rescue! Fortunately, the missing section was in the tent rod bag, so with three pairs of hands, stretching cord, holding tight and tying knots the problem was overcome with typical Sea Kayak Club teamwork. Despite assembling and disassembling the tent twice on the front lawn at home, there is nothing like testing new equipment in the field; testing your adaptability and ingenuity. Of course, next morning, being new and unfamiliar, forgot to take out the air vent rods and wondered why it wouldn't rollup and fit back in the bag. That lesson will stick. Always beware new equipment!



It rained quite a bit during the night. Everyone seemed to handle it OK, keeping snug and dry until our leader tipped a tarp full of water over his head. It was a bit arduous handling the wet gear but all was ready for a leisurely launching about 9.00am, except for elder and experienced member with the constant fight with his new tent, expressing his ap-



preciation of his fellow paddler's patience.

The decision for the day was to cross over to the cut and have a look at the mighty ocean with its four metre swell and squally NW winds, then to explore the canals. It was a little awesome out there, at the mouth of the cut, but experienced paddlers would be able to handle it, except for the unpredictability as promoted by the forecasters.

You don't have to be out on that unpredictable to run into trouble. Canals can be unpredictable also! Down the first leg of the canals two of the group suggested that, "Once you have seen a canal you've seen them all", so, hung back from their paddling associates. Canals, generally, being a dead end, "We'll wait until they return", but of course the unpredictable took over; canals can be islands, particularly when there is a necessary bridge in full view, to make connection with the mainland. Of course, prior knowledge is handy. This is where the adventurous explores win out.

This, despite our training, is where things went astray. The intrepid five had circled the island and came out in the main canal. Where are the other two? Oh! They must have gone ahead! We'd better take off and catch them!

Wow! Wait a minute! Let' reflect on this moment in time, a little later.

The intrepid five pushed on to reach the cut. Still no sign of that mysteriously missing two. Down the cut to the estuary. Around the breakwater; still no sign. Oh! "We'd better go back a bit and see if they are behind." Sure enough, surprise, there they

were, following, in the distance.

This little exercise, in totally safe conditions, would be wasted if a lesson was not learnt from it. The moment the two were missing, after circumnavigation of the island, the club training should have been applied. Retrace your steps! Leave a couple at the junction, by all means, because the two would have to pass this point to exit the canals; this to be the meeting point for those retracing their way around the waterway of the island.

As was expressed by a very capable leader, at the debriefing, "Do you think I would have abandoned you?" Even an elder, experienced paddler, amongst that five, needs a refresher or a kick in the backside.

FROM THE SG & OP

A Sea Leader or peer group of paddlers may cancel or modify a club activity at their discretion where not to do so could reasonably be expected to raise, to an unacceptable level, the risks involved in proceeding to the original plan.



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.

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BUNKER BAY

29/ 30th July, 2006.

by

Wayne Stocker



Bunker-Bay: Domain of the rich and famous? Exclusive? May be so but every now and then a group of sea kayakers descend on the area and raise the tone considerably.

Your correspondent has not been with the

SKCWA very long and as a result has only been on four trips. However each trip has been great fun, with good company, new and exciting places to visit and there is always some surprising information about your fellow travellers (deep sea diving for scallops from snow covered boats in Scotland, burr). So I am a bit puzzled as to why more trips are not fully booked out. Since when has work been a reason not to go away on trip? (note: WDS is a self confessed hedonist from the "me" generation of the 60's).

The idlers amongst us arrived at our accommodation at various times on Friday afternoon. The one working member of our party showed up after dark, thank goodness someone is paying tax. The evening was spent settling in, exploring and sitting around yakking. With a brief interlude to evacuate the room due to smoke build up from the doorless stove.

With everyone up on deck at the crack of nine o'clock on Saturday morning, a spot of breakfast and a bit more yakking we were in fine form to get an early start sometime after morning tea and before lunch. The trick at the Bunkers Bay accommodation is that it is absolutely mesmerizing just sitting and gazing out over Geographe Bay and given the panoramic view it is also a bit tricky to judge conditions out on the water. We had a north west

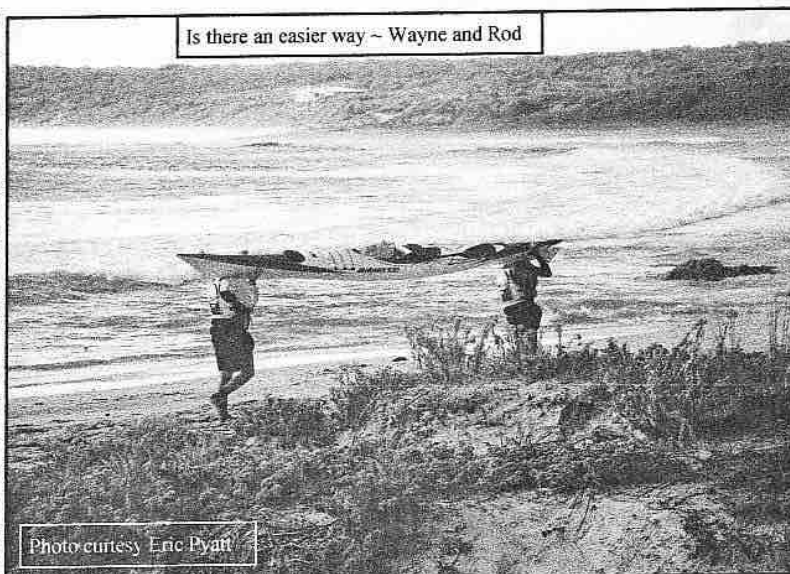
wind which leaves Bunkers Bay protected but Cape Naturaliste very exposed so we decided a jaunt in the direction of Dunsborough town was in order. Eventually we were all on the beach and ready to hit the water.

After our standard pre-launch brief we were all ready to go. At this time a mixed group of about 15 ski paddlers appeared and started hitting the surf with varying degrees of success. Ranging from obviously highly skilled surf paddlers to complete novices. In line with our policy of "one person in the surf zone at a time" we waited until they were clear of the surf and eventually got started ourselves.

Once outside the impact zone we grouped up and headed off for the next headland to our east. It wasn't very long until it became obvious that conditions would be testing indeed. The norwester was creating seas, the large rocky coast was creating a serious re-bounding sea and when you combine the two what do you get? That's right "clapotis". The decision was made to assess the situation at the headland. On arrival at the headland Eric P indicated he would be heading back to our starting point and John Rad. offered to buddy up and return with him. But before John could do that he had to assist rescue a ski paddler from the group mentioned earlier. That ski paddler would later capsize again and have to be 're-rescued'.

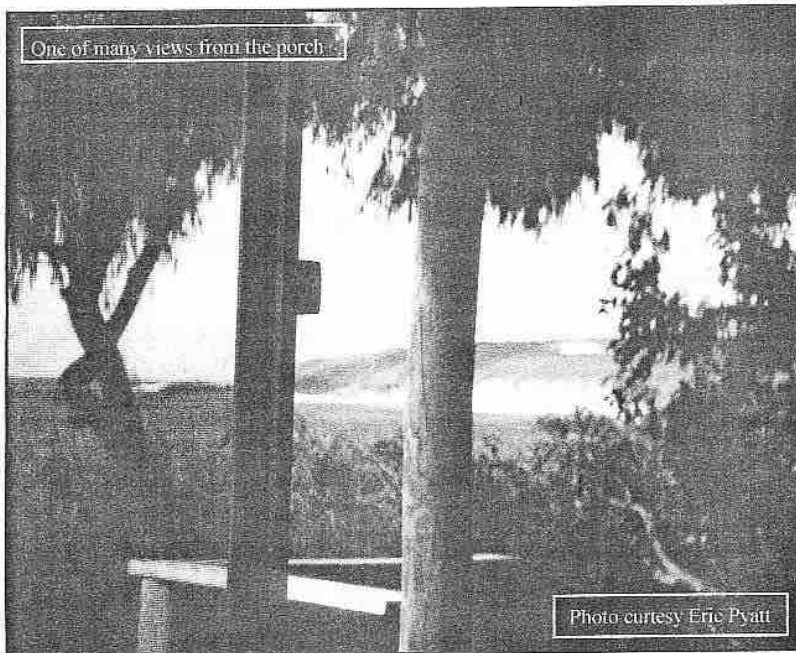
At this time Rod Co. and Wayne noticed other tail-enders from that group making heavy weather of it. With Eric and John now on their way back Rod and I went to check on the ski paddlers.

Rod headed for the ski paddler further out to sea and I paddled up to the one closer to shore who was previously rescued by John Rad. Yes we were paddling on our own at this time but still had a visual on each other and both of us were confident in each of us being able to handle the conditions and to visually signal each other if needed. I found the guy



paddling close to shore in the water and got him back onto his ski using an assisted rescue. Once he was paddling confidently and staying on-board he headed off for Eagle Bay. We were around Rocky Point by now with the norwester blowing us toward Eagle Bay.

found her with only shorts and tee shirt on, standing in the wind and in the shade. She said her hips weren't working properly because she was so cold. Their pick-up arrived shortly after we found her. After loading their boats and them into the pick-up car we hit the water for our return to Bunkers Bay.



One of many views from the porch

Photo courtesy Eric Pyatt

By this time the wind and seas had come up which gave us a tough but enjoyable paddle back to base, where a detailed de-brief of events ensued. The consensus of which was: thank goodness for our policies and procedures, our skills training and practice sessions plus our collective experiences in frequently paddling together. All of which contribute to us keeping ourselves out of trouble and then being able to assist those who were in need.

Sunday, John, Rod and myself paddled around Cape Naturalist dodging bombies and Humpback whales, then the drive back home to normal life!

"such is life" - Ned Kelly.

I found out things weren't so good with Rod's ski paddler. Rod reported he had to retrieve her ski for her after she had fallen in and she had not been able to grab her boat before the wind whisked it away. We assisted rescued her back on her boat and set her to paddling. With which she fell in the water again almost immediately, she said this was the tenth time in the water and "please don't let me fall in again". This woman was scared, exhausted and showing serious signs of hypothermia. We decided a tow was in order with one paddler towing and the other keeping her on her boat, upright and comforted we headed for Eagle Bay.

Along the way "Tom", their group leader, paddled up and thanked us. A short while later he returned escorting another damsel in distress, indicating he was going to drop her at Eagle Bay and continue to Meelup and/ or Dunsborough to organize the pick-up of the rescuees.

While heading in to shore we saw a group of about a dozen baby seals frolicking however with more pressing matters at hand we couldn't stop and enjoy their antics. Once on the beach with the boats dragged up high and dry we got out of the wind, wrapped our rescuee in a space blanket and wind proof gear then poured warm tea, biscuits and muesli bars into her. Slowly she came back to normal.

With our charge back on deck we headed off to find the one "Tom" had dropped off. We

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VHF Radio Communications.

The following radio procedures are those likely to concern sea kayakers. No one will ever criticize you for using incorrect radio procedures, however it is import when in a 'situation' that you are able to communicate in a way that a Sea Rescue Radio Operator can clearly understand your message.

The scenario: you're sitting in your boat, 7 klm offshore, paddle in one hand, radio in the other.

'MAYDAY'

Mayday is the international distress call. It says that you or someone in your group **is threatened by grave and imminent danger and requests immediate assistance**. The distress call can only be authorised by the skipper, master or person in charge of the safety of the vessel- *that's you*. There are no 'ifs and buts', it is a **life threatening situation**.

All stations hearing the distress signal must immediately cease all transmissions capable of interfering and listen. The obligation to accept distress calls is absolute.

The Distress Call is transmitted on VHF **Channel 16**, which is monitored by every volunteer marine rescue organization/ limited coast station in Australia. However, be aware that some coast stations can and do operate at differing times during the year. Before launching, always contact the nearest coast station to confirm their times of operation and channels monitored.

THE DISTRESS CALL

The 3 P's

Position →

Problem →

Particulars →

- "MAYDAY" spoken 3 times.
- "This is: name and call sign of distress vessel" spoken 3 times.
- "MAYDAY"
- "Name and call sign of vessel in distress"
- "7 klm WSW of Mersey Point" (can include Lat & Long from GPS or map)
- "Sinking after striking submerged reef"
- "Paddler with broken leg, possible internal injuries, unable to proceed"
- "Group of 5 sea kayaks, weather rapidly deteriorating, maintaining position"
- If EPIRB activated- Say "EPIRB Activated".

The distress call may be repeated as often as necessary, especially during silence periods, until an acknowledgement is received. Radio silence periods are observed for three minutes past every hour and half hour.

NO ACKNOWLEDGEMENT RECEIVED

1. No acknowledgement on Emergency Channel 16
2. Try VHF Channel 67. This is the supplementary emergency channel to 16
3. Try local VHF Working Channel. Usually 72 or 73.
4. Still no acknowledgement- Activate your EPIRB

IF YOU HEAR A DISTRESS CALL

1. If the distress is, beyond any doubt in your vicinity, you should immediately acknowledge.
2. However, if in the area of a Coast Station, you should defer your acknowledgement for a short interval to allow that Coast Station to acknowledge.
3. If the distress is not in your area, listen for an acknowledgement from a ship/ station closer to the distress scene.

No acknowledgement heard. You must now acknowledge receiving the distress call.

From this point all subsequent distress traffic must be prefixed with the word "MAYDAY"

You must decide what action you will take.

- How can this (SKC) group assist?
- Should we paddle to the distress scene?
- How long will it take to arrive at the scene?
- Upon arrival, what can we actually do?
- Further questions you may ask yourself and your group will depend on other factors.

As soon as possible after acknowledging receiving the distress, you must tell the distress caller what it is your going to do.

ACKNOWLEDGE RECEIVING DISTRESS CALL

- Say- "MAYDAY" spoken once
- Say- "The name & call sign of the distress vessel" spoken 3 times.
- Say- "This is" your call sign. eg "MH290, Sth Beach" spoken 3 times.
- Say- "Received Mayday". In position 2 klm from you. At your position in 20 minutes. Have alerted Rockingham Sea Rescue.

OR say-

- "Received Mayday. Have alerted Rockingham Sea Rescue".

To alert Rockingham Sea Rescue you must now 'relay the distress call'.

- Say- "MAYDAY RELAY" spoken 3 times.
- Say- "This is" your call sign spoken 3 times.
- Say- "Mayday & name and call sign of vessel in distress"
- Say- "Position 7 klm WSW Mersey Point, On Fire and abandoning to life raft, 3 Persons on board."

When a distress message is transmitted by a station (sea kayak) not in distress, it is essential that this fact be made clear. Failure to follow this procedure could cause confusion and delays. Never acknowledge receipt of a Mayday Relay message transmitted by a Coast Station unless you are definitely in a position to provide assistance.

THE URGENCY SIGNAL

The urgency signal is spoken as "PAN PAN".

It has priority over all other communications except those concerned with distress. A "Pan Pan" signal indicates a very urgent message concerning the safety of a vessel or person that is urgent but not life threatening.

The urgency Signal is usually sent on Distress Channel 16 and can be addressed to a 'particular station' or to 'all stations'. If addressed to 'all stations', the message must be cancelled once the situation has ended.

- Say- "PAN PAN" spoken 3 times.
- Say- "Hello all Stations" OR "Rockingham Sea Rescue" spoken 3 times.
- Say- "This is" your call sign spoken 3 times.
- Say- "7 klm WSW Mersey Point, Sea Kayak lost paddle, require tow urgently, Drifting ENE @ 3.7 Nautical Miles per hour."

**** Note**:**

If the 'urgency message' is likely to be lengthy or it concerns an urgent medical case, the station receiving the call may request you switch to a working channel eg: Channel 73.

THE SAFETY SIGNAL

The safety Signal is SECURITE and spoken as **"SAY-CURE-E-TAY"**.

It indicates a station is about to transmit a message concerning an important navigational or weather warning.

1. This signal is not used to precede routine weather forecasts.
2. You should continue to listen until you are satisfied that it does not concern you.
3. The initial Safety Signal will be transmitted on Emergency Channel 16 and the actual message content on a working channel.

You will hear:

- "SAY-CURE-E-TAY" spoken 3 times.
- "Hello all Stations" spoken 3 times.
- "This is" call sign of station making the call spoken 3 times.
- "Navigational Warning, Listen on 73 (Pronounced "seven- three").

You now switch to channel 73 and listen.

You will hear:

- "SAY-CURE-E-TAY" spoken 3 times.
- "Hello all Stations" spoken once.
- "This is" call sign station making call spoken once.
- "Position 7 klm WSW Mersey Point, Shipping container floating just below surface. Danger to navigation.

RANDOM POINTS:

- There is no such thing as "Over and Out". You can only be one or the other.
- VHF Radio range is the combined line of sight of both stations.
- Did you know that limestone absorbs radio waves. Watch for limestone cliffs.
- Every paddler should consider carrying 4 AA batteries in their day hatch. Those batteries may be needed to power a dying radio or GPS in a distress situation.
- In a distress situation with low battery power. Don't worry about procedure, just say "MAYDAY" and get your position out.
- Always listen before transmitting.
- Unless in a distress or urgency situation never transmit during the mandatory periods of silence.
- If your vessel (sea kayak) is not registered, use your car registration number and name of boat ramp where your car is parked as your call sign. This will help identify you in an emergency. Eg; launched from South Beach, then my call sign will be: "MH290, South Beach".

If any members would like further information or clarification of any points in this article, I will be very pleased to hear from you.

"This is"

Rod Coogan

MH 290, Mandurah Marina

"Out"

WESTERN AUSTRALIAN SEABIRD RESCUE

Pelicans

How widespread is the problem of injured pelicans?

In every human populated estuary, there are almost always injured pelicans. In Western Australia, more than 80 pelicans have been rescued since 2004. Twelve pelicans were rescued in the field at a recent training workshop alone. (Note: If hundreds of pelicans were injured by an oil slick, the rush of volunteers would be overwhelming!)

Contrary to popular belief, the problem for pelicans is not discarded line.

Discarded line is a problem for land-based birds that use it for nesting material, but pelicans and other shorebirds are either accidentally hooked by fish folk while they are fishing, or by unattended set lines from waterfront homes.

No one sets out to deliberately hook a pelican. Accidents are inevitable, and we simply aim to raise awareness and relieve the suffering of these beautiful big birds.

Why are hooked or entangled pelicans and other shorebirds generally ignored?

Generally they are viewed as just part of the coastal scenery; people do not look closely at pelicans. And if they see a hook or entanglement, it's generally assumed that either the hook will rust away or fall out by itself, or there is nothing that you can do if a bird can still fly okay.

Injuries to pelicans from hooks and fishing line can cause varying degrees of infection. If an injured pelican is ignored, the result can be gangrene and loss of limbs or system infection causing a slow, painful death.

It's easy to help pelicans if you know how, and with regular monitoring, there is no need for pelicans to go into care, providing the injury is attended to promptly.

How can people help if they don't want to be involved in actually rescuing a pelican?

Just keeping an eye on the birds and promptly reporting the injuries can be life-saving for these birds. At the very least, they are not left to just suffer.

Waterfront and beach walkers are in a particularly good position to notice injured birds because they are often out early. If they carry a mobile phone, they could programme a rescue number in so that they can call promptly.

Recreational fisher folk can learn what to do if they accidentally hook a pelican or other shore-

bird. These are the people that pelicans are most familiar with and most likely to approach within capturing distance.

Waterside residents should stop the practice of leaving set lines on their jetties. We've seen cormorants and pelicans hooked and caught in unattended set lines, and with so much line attached to them, the consequences can be disastrous.

If you see an injured seabird, please contact WA Seabird Rescue on 0417 952 683.

TIME FOR A SMILE

A *bloke* is marooned on a desert island. But he survives as there are plenty of coconuts and fresh water. Months pass and he sees a ripple about a hundred yards off shore. It keeps getting closer and closer until, at last, a tall blonde in full diving gear appears.

'You poor man,' she says, 'How long have you been here?'

He replies that he's lost all track of time and doesn't know. What he does know is that he's dying for fag.

'No trubs,' she says, unzipping a pocket on the arm of her wetsuit and pulling out a packet of Winnies and a lighter.

Puffing happily, the *bloke* says he is in seventh heaven and she asks him if he would like a beer.

'Would I!' So she unzips the other pocket and pulls out a can of Tooheys.

With a fag in one hand and a beer in the other, the *bloke* reckons he's got it made. Then the blonde starts to unzip the front of her wetsuit.

'Having been here all this time' she says, 'I guess would like to play a round'.

And the *bloke* says, 'How on earth did you fit a set of golf clubs down there?'

AUSTRALIAN GRAFFITI

Marriage is a fine institution. But who wants to live in an institution?

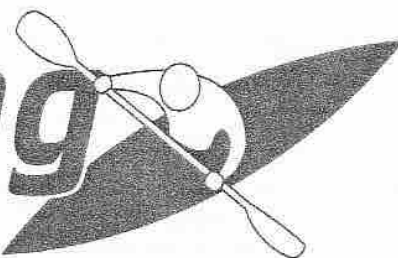
If you notice this notice you will notice that this notice is not worth noticing.

A PERSONAL NOTE

Look whose **BIRTHDAY** it is:

Helier Beardsley	04/09/2006
John Borushek	02/09/2006
Russell Hobbs	07/10/2006
Ralph Hudson	17/09/2006
Geoff Mullins	29/10/2006
Lee Openshaw	08/10/2006
Jim Roberts	17/10/2006
Wayne Stocker	08/09/2006

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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 at all levels.

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