

WA SEAKAYAKER

September 2015



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Photo Flinders Peninsula Albany - Sea Kayak Symposium 2014

Newsletter of the Sea Kayak Club WA

What The?

I was recently reading some of the past newsletters Russ Hobbs has put up on the club website at

(<http://www.seakayakwa.org.au/newsletters.html>). Originals go back to the last century when, the finalised copy of the newsletter was printed onto paper, put in things called envelopes and distributed via an old service, (some of the older club members may remember it) called the postman. You paid them about 50 cents per newsletter and a person would come to your house and put the newsletter in a box located out the front., Can you believe it !!.

I was reading the wonderful articles in these old newsletters and thought that it would be great to reinvigorate the idea, so I thought I would commit to doing it for a year to gauge the interest of members to this possibly archaic form of communication. With all the ways of communication in this modern era, it is possible that the newsletter will be consigned to history just like the postman.

The club has a Facebook page at

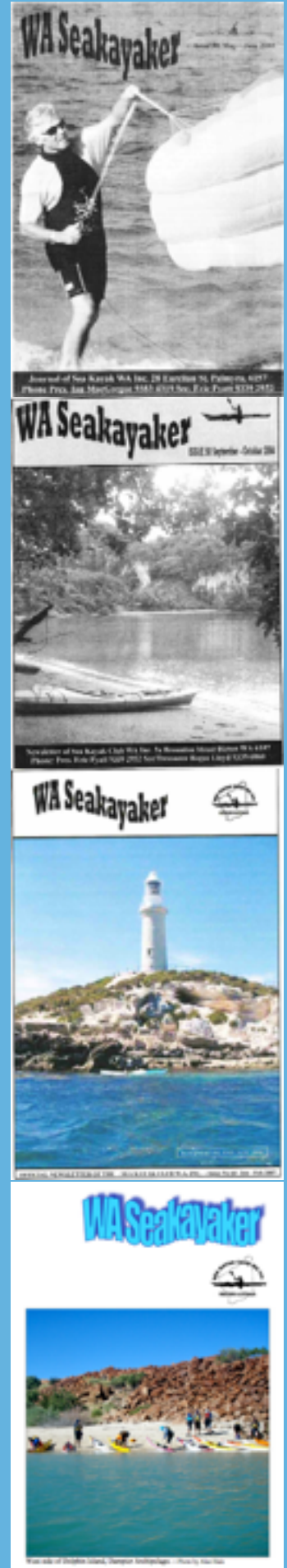
<https://www.facebook.com/groups/SKCWA/> as does the Albany group

<https://www.facebook.com/groups/Albanyseakayakingclubofwa/> and it may be that in these modern times this all members want.

As I read old articles from the newsletters, I realised there was a transfer of skills and knowledge through the articles being written. People would report on what they had done and I found that inspirational. Additionally there was good information to be gleaned on what to look out for on particular trips. I would like to facilitate and promote this skill transfer again and hence my commitment to the newsletter.

Now 15 years into the new century, the mailman's gone and newsletters are now all electronic, so I hope you like the revised newsletter. It desperately needs contributions from members, so if you like to scribe, I would love to have articles from you. Writing is a lot of fun, people want to hear and learn from your experiences, it inspires, it teaches and it makes the club stronger. I look forward to your contributions.

Andrew Munyard



Trip reports

Port Coogee Herring Bay return
Trip Leader Rob MacCracken
Sunday 26 July 2015

A light easterly made for a fun crossing from Port Coogee to the northern end of Garden Island. Rob MacCracken had chosen a great day for the crossing. Although the wind was light, there were some waves to be surfed in the following breeze making Les Allen , Glen Colledge and Andrew Munyards' paddle to the island an enjoyable one.

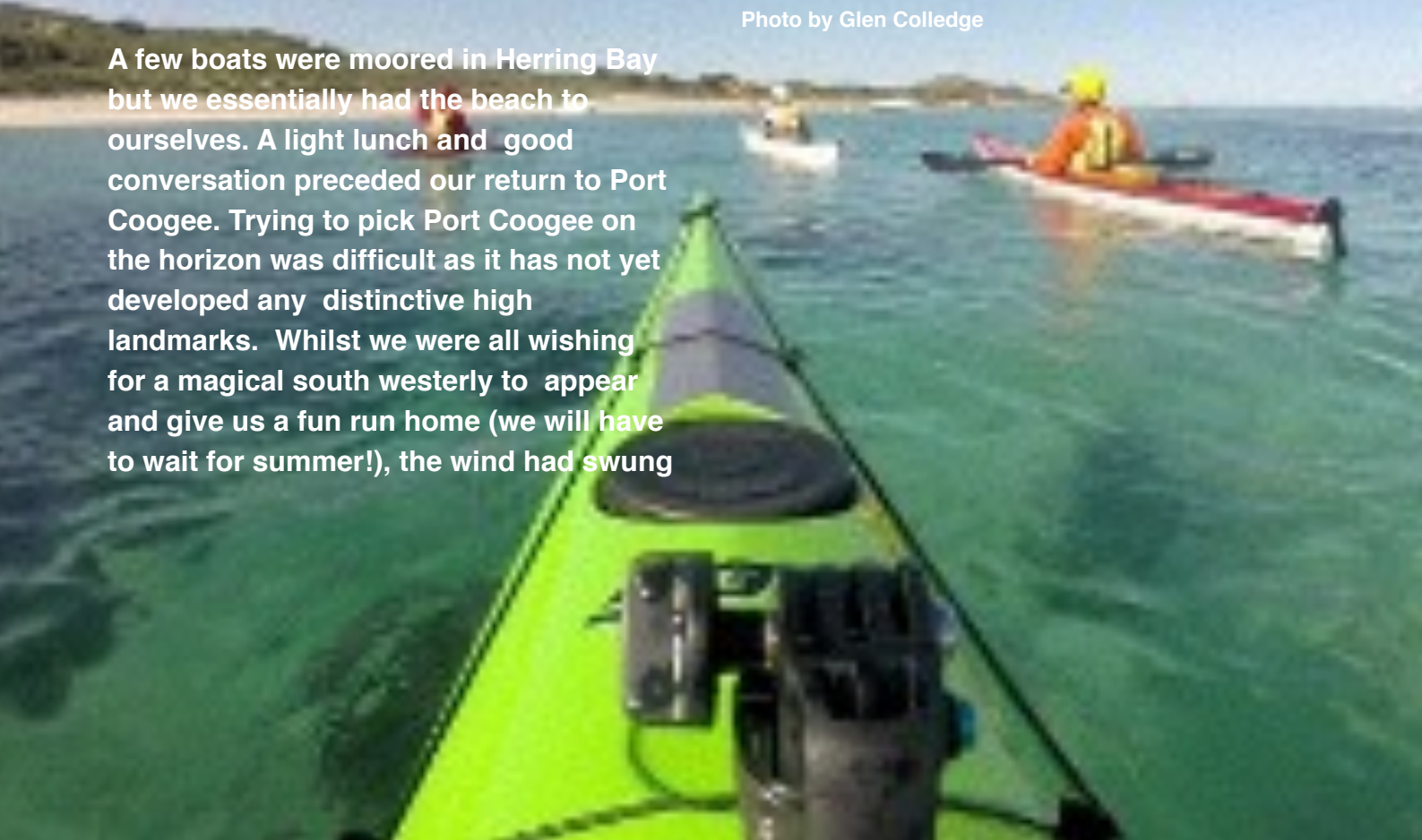
A few boats were moored in Herring Bay but we essentially had the beach to ourselves. A light lunch and good conversation preceded our return to Port Coogee. Trying to pick Port Coogee on the horizon was difficult as it has not yet developed any distinctive high landmarks. Whilst we were all wishing for a magical south westerly to appear and give us a fun run home (we will have to wait for summer!), the wind had swung

a little more to the north, ;making us put in a bit more effort than getting there.

Glen was concentrating on his forward stroke and made good distance out in front. Finding the entrance to Port Coogee was a bit hard as it blends into the sea wall from a distance. Having found our way back to our cars we capped the day off with a coffee and cake at the Dome cafe. Thanks Rob for a great day.

Andrew

Photo by Glen Colledge



Hillarys to Mindarie return trip.

Leader. - Paul Cooper

Saturday 1 August 2015

I would like to thank Wolfgang Wetzig, Kim Palmer, Glen Colledge, Pel Turner Cal Gault for joining me on the days Paddle.

We had a discussion on the beach prior to setting off as to whether we would do the round trip or just go to Mindarie. Wolfgang and Pel were happy just go the one way, and the rest of us decided we would do the round trip.

We left at 9.30 and the wind was on our tail at 15 to 20 knots so it was an easy paddle and the day was looking good. We called at Ocean Reef for morning tea and also stretch our legs.

As we were leaving the harbour the guys on the Whitfords Sea Rescue vessel advised us that a White Pointer was hanging around Mullaloo beach, nice one, we had just come from there.

We arrived at Mindarie at midday had our lunch and talked about returning. The wind was still strong, meaning we would not return until around 5 pm. In the end, Pel ran us back to Hillarys to our cars whilst Wolfgang stayed at Mindarie to watch our gear.

All in all a great day and a good day on the water.

Cheers,
Paul.

SOUTH BEACH - STRAGGLERS ROCKS RETURN

LEADER ANNE SMITHSON

SUNDAY 9 AUGUST 2015

The week's club paddle started for me on Saturday afternoon, when me and my partner had a go at repairing the rudder-pedal connections on the Wind 585. My partner got totally wedged inside the cockpit trying to reach the front part of the pedal assembly while the kayak was sitting in the front garden, eventually necessitating me pulling him out by the feet. Much to the amusement of passing traffic.

Next morning, my old Cortez (retrieved from back of garage) was sitting on top of my car, all waiting to go, red-backs hopefully all

gone. In I got into the car, turned the key, nothing. Flat battery. My wonderful partner got out of bed, and retrieved some jumper cables, hitched them to his car, I turned my key and



Luckily Anne put the fire out!

started my car. Yay! Then the jumper leads then blew sparks and caught fire

rather dramatically ...

That's the first time my sea kayak club paddle preparations needed a fire extinguisher!

I arrived finally at South Freo beach. It was a beautiful sunny day, calm but with lovely rolling swell.

Fantastic play to be had on the swell in the old kayak heading down to Woodman Point. The paddle was far more relaxing than getting there! Where were you on such a fantastic day?????
Anne



West Side Garden Island Leader Les Allen

Sunday 16 August 2015

West side of Garden Island is always a lot of fun to paddle. The many reefs along this stretch of coastline allow the opportunity to practice your ability to read waves. That is, don't cross the reef when the big sets are rolling in. Its fun to ride a little whitewater and practice bracing and turbulent water skills on this trip. Alternatively, if the reefs are too wild, you can go around in the deeper water. Paul Cooper, Kim Palmer, Pel Turner, Anne smithson, Tony hubbard and Andrew Munyard joined Les on a glorious Sunday morning to

enjoy these west side delights. The reef we surf on at the southern end of the island was providing a few



interesting rides with most enjoying a few waves. Tony Hubbard had the ride of the day, if the smile on his face was any indication after riding the white water of a breaking wave.

We ambled up the coast managing to cross all the reefs inshore, the water so

clear that there is no need for snorkel and goggles to see the wonders of the reef. Morning tea/lunch was had under the watchful gaze of the old WW2 lookout. We returned hoping the wind would come as per the predictions from the north keeping close to the northern end of the high bridge to ride wind waves home. Unfortunately we were not rewarded for our northerly set and few wind waves assisted our paddle back to Bell street.

The west side of GI is always interesting and on this day it lived up to all expectations

Photos by Andrew Munyard



Port Coogee - Mewstone Rock

Leader Andrew Munyard

Sunday 30 August 2015



I had read of this paddle in an old SKCWA newsletter but had never seen it on the club program since I had been a member. If the turnout to this paddle is any indication, then I can see why it is not paddled. Tony Hubbard, Pel Turner and myself were the only starters on the Sunday morning. It was blowing 15knts WSW so the paddle out to Mewstone Rock would have been pretty tiresome. With Carnac Island now closed to landings (except in emergencies) paddling Mewstone Rk to Carnac looked like a long time in the boats. With the 15knt winds I decided to change the paddle to Carnac Is. Rather than fight the wind which would have produced weather cocking, we decided to head into the wind and then to make a turn for Carnac where we could use the downwind component of the prevailing breeze to easily make the island.

Our course was for the north eastern tip of Garden Island and on making the shipping channel where we could run away to Carnac's, a consensus decision to make landfall on Garden Island meant we had more paddling into the wind but the return journey would be easier and more fun.. Eventually we made Beacon Head in 2 1/4 hrs making a respectable 5km/hr into the wind. Funnily, we all had dead leg and as each of us got out of our boats we staggered about like a one legged pirate!

A pleasant lunch in great sunshine and in the lee of the sand dunes saw us regain strength for the return paddle. I had my sail and was hoping for a fast windward return but as is the way, the wind died, leaving only a confused sea and no real waves to surf home on. A ground swell driving SE and the remnants of the wind swell made it difficult to get onto a wave. In the end it was easier to paddle without the sail than to struggle with it up. I should not complain as the wind was on our tail and we made the journey home in 1/2 hr less that getting out there.

Great company, a testing paddle and coffee at Dome to end it, a good day by my books.

Photos by Pel turner & Andrew Munyard

Tech Talk

Rudders Vs Skegs

Introduction

Teck Talk is being introduce by Andrew and I believe its a good opportunity for people to exchange ideas and build knowledge. To get the section going I will try to give you my opinion on the old chestnut of rudder v skeg. I will be paddling rudder and skeg boats in the future and over the years have paddled extensively with both. My new rudder boat will have a small rudder and the cables will be crossed so I can use the rudder to compliment my paddling skills. If you don't know why I am doing that discuss it next time I'm on a paddle with you. Following is my rational on rudder v skeg

Is it easier to paddle a rudder or skeg boat?

Rudder boats need less skills to get them from A to B so it is reasonable to say rudder boats are easier to paddle than a skeg boat.

Which is faster down wind?

In most circumstances the same paddler will be able to paddle faster with a rudder down wind. This also uses a lot of energy and is not the most energy efficient way of paddling but you do go fast. In most circumstances the same paddler with good skills in a skeg boat can use less energy to cover the distance. Now I

know most people will say that's not been my experience. It all depends on your skill level. You need to have a good understanding of how your hull works and really understand waves, wave patterns and be able to paddle at the right speed for the conditions. Now you can also do that in a rudder boat the same as in a skeg boat. The problem is most people who have rudders will deploy them the moment the going gets hard. Often it's



because the hull on the rudder boat is not easy to control in a following sea. So most rudder paddlers don't get the same skill level as the skeg paddler who has no choice and must preserver and learn the skills necessary. The skill level required to use minimum effort in a following sea takes a long time to acquire and you have to have a hull that is easy to control in all conditions without a rudder.

If a Rudder boat is easier and faster why paddle a skeg boat?

This is the million dollar question. It has a long winded answer so please bear with me.

There are 3 types of boat.

1. The rudder dependant boat. A good paddler will find it hard to paddle this boat without a rudder in anything other than flat water.

2. Rudder boat. The rudder boat is still paddlerable in most conditions without the rudder by a skilled paddler.

3.The skeg boat with hard chines and good rocker. These boats turn so well you would never put a rudder on them

Now the answer to the question is return for effort. This is the fun factor for the work you do and to understand that we need to look at the outcomes a paddler wants.

1. The rudder paddler. These paddlers may be new paddlers or paddlers who get all the reward they want from just paddling from A to B and being on the water. You don't need a high skill level to achieve that outcome and it suites these people. They may also be paddlers who want to race or do big distance and these

paddlers usually choose boats over 5.5 mt long. For both these people the rudder boat is the best choice as it gives the return for effort these people want. Most boats will control well with a rudder so this can be seen as another advantage. The down side is the fact that all moving mechanical objects will in time break down. If that happens and you cant paddle your boat back to safety without the rudder then you have introduced a layer of risk that is not necessary. This is why I will never recommend a rudder dependant boat as you can't mitigate that risk by getting good paddling skills.

2. The skeg paddler. These paddlers want good paddling skills and are happy to work harder to get those skills and the reward is being able to play with the ocean. I am typical of this type of paddler. After 20 years paddling the Perth coast line I am bored

with the location. I get a lot of fun from capturing the energy from the ocean and using it to assist my boat. I call it "dancing" with your kayak as you are in time with ocean and at one with your boat. You will need to look



closely at the boat you choose to ensure you get a boat that will give you the handling you want. If you get it right then you can continually increase you skills (and enjoyment)and the boat won't hold you back.

So it's all about the outcomes you want. Throughout my paddling journey, the outcomes I want have changed considerably, which is why my boats have changed considerably. It is not about which is better

because it is like comparing an orange and an apple. Rudder boats have their advantages and skeg boats have theirs. Its about what is right for you at the moment.

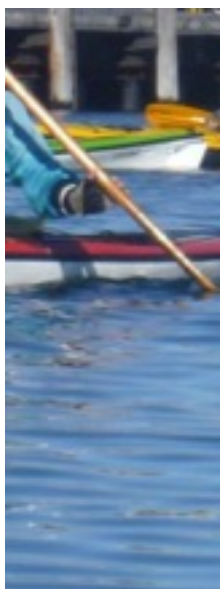
Hope this helps a little.

Les Allen



Training News
Paul Cooper

Saturday the 15th I started a new Intro to sea skills course at Hillarys that will run each Saturday for four weeks. Five paddlers are attending, they are Jacki Hollick, Richard Lailey, Margaret Banks, and Glen and Yvonne Colledge. Some of these people have been



paddling for a number of years and I know that they are very good at paddling, but they are doing the course as each person would like to acquire the IntroTo Sea Skills certificate and also learn and improve their kayaking skills. After the training another paddler said to me, that he felt it was unnecessary to learn all the items that I was teaching, I was a bit surprised to hear that comment and said that all the listed skills were all required if

you wanted to be a qualified Sea Kayaker, and have the knowledge to handle sea rescues safely and quickly.

What we need to remember is that sea kayaking can be a dangerous sport and things change very quickly when you are out paddling, what may start out as safe and pleasant day may change very quickly.

What we need to ask ourselves is if somebody gets into trouble can I assist them QUICKLY and have skills to get them out of trouble. In a group paddlers we can have two completely different skilled paddlers, one person can be an asset in a rescue, and others that has little or no training are of little help in an emergency. So it pays to know who you are paddling with and make sure the balance of skilled paddlers is right for the days paddle.

One of the requirements for improving your paddling skills is to constantly practice, it is very easy to just go paddling and not worry about all the other stuff. But you will never become skilled at what you do, and remember if someone got into trouble and you were unable to assist, you may have to live with the thought "I wish I could have done more", for the rest of your life.

Over the past few years I have seen many new paddlers learn to roll. Most have now got to the stage where they can roll up if they happen to capsize. This is a good example of what practice will bring.

See you on the water,
Paul.

Photos Pel Turner



Tech Talk Techniques

Using a skeg to remove weathercocking

or

Using a skeg to stop your bow rounding up into the wind.

Andrew Munyard

There is a debate that rages on the internet about the value of skegs versus rudders. I would like to share with you my learning and experience of using a skeg and to put forward a mental model (not physically correct) that some paddlers may find helpful in determining the amount of skeg to be used when paddling.

In this discussion, I am taking the paddlers perspective, so that the kayak appears to be turning around you.

Lets imagine the *underwater* profile of your kayak is different in shape at the bow than at the stern. Lets also imagine there is less kayak in the water at the stern, and when the wind blows from the side, the stern is easily pushed downwind and the bow rounds up into the wind. This is weather cocking. Think of the stern as having less resistance in the water than the bow and is more easily pushed downwind by the wind and hence the kayak appears to turn into the wind

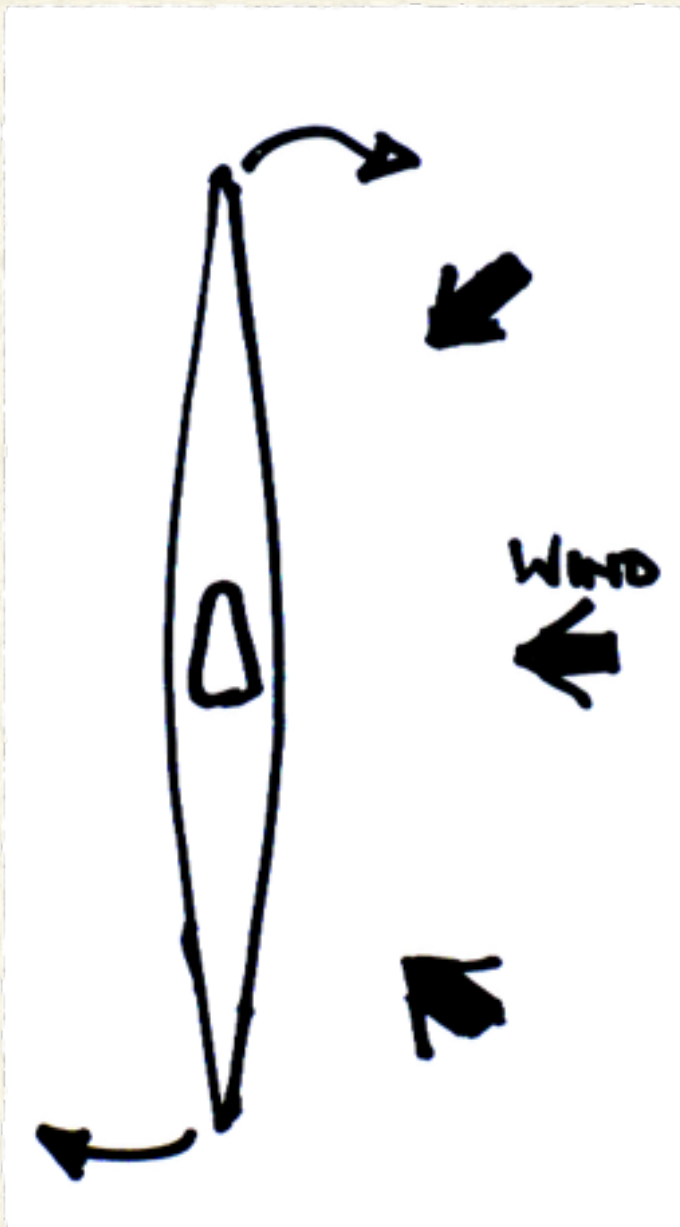


Imagine the underwater area of the stern is much less than the bow. Therefore the stern has less resistance to the wind and is more easily pushed downwind. The skeg can be used to 'balance' the bow and stern sections to allow easy paddling with few corrective strokes.

Think of deploying the skeg as a way you can increase the size of the underwater shape at the stern to stop it from being pushed downwind.

You may begin to feel weather cocking on your kayak when the wind blows from the side as shown below.

As the bow of the kayak begins to turn up wind and you feel the need for correction stokes to keep the kayak on course, start to deploy a *little* skeg. Start with small adjustments. Now ask the question, has the bow stopped turning into the wind? If it is still rounding up add a little more skeg. Continue the adjustment until you have returned to even sided, forward paddling and have no need for continual correction strokes



Wind blowing onto the side of the kayak will produce weathercocking

*Don't set and forget the skeg,
the environment is always
changing when you paddle*



The kayak is now 'balanced'. If however the *bow* turns away from the wind and heads downwind, you have over deployed the skeg and you need to raise it until you find the 'balance'.

To quote the words of the Pointer Sisters', you need a "slow hand and a gentle touch" when deploying your skeg, it is not all up or all down, it is deployed to 'balance' the kayak for the condition of wind and waves.

Don't set and forget the skeg, the environment is always changing when you paddle, wind strength is always variable. If the breeze lightens off, and the bow starts to move downwind, you need to raise the skeg a little. If the wind strengthens and the bow starts to round up, lower the skeg a *little* to 'balance' the kayak.

Remember, the correct position for the skeg is that point which keeps your kayak on the course you want, without the need for excessive corrective strokes.

Using your skeg as a rudder.

As we have discussed, the kayak can be made to turn into the wind by raising the skeg. Or away from the wind by over deploying the skeg. We can use this 'imbalance' of the skeg to turn the kayak. You can turn the kayak as if it had a rudder and not use turning strokes to change direction. If you raise the skeg (this might be quite a large movement to really 'unbalance' your kayak and get the turning to occur) the kayak will turn upwind whilst you simply use forward paddling strokes. Once the kayak is on its new¹ course adjust the skeg to a

position which 'balances' the kayak for this new course. There is no need for turning strokes. Let the unbalanced underwater profiles do the turning and just keep merrily paddling.

Drifting downwind ,its time to 'unbalance' your kayak

When you successfully 'balance' the kayak, no turning occurs when the wind blows from the side, but you will find in stronger winds ,that the kayak drifts

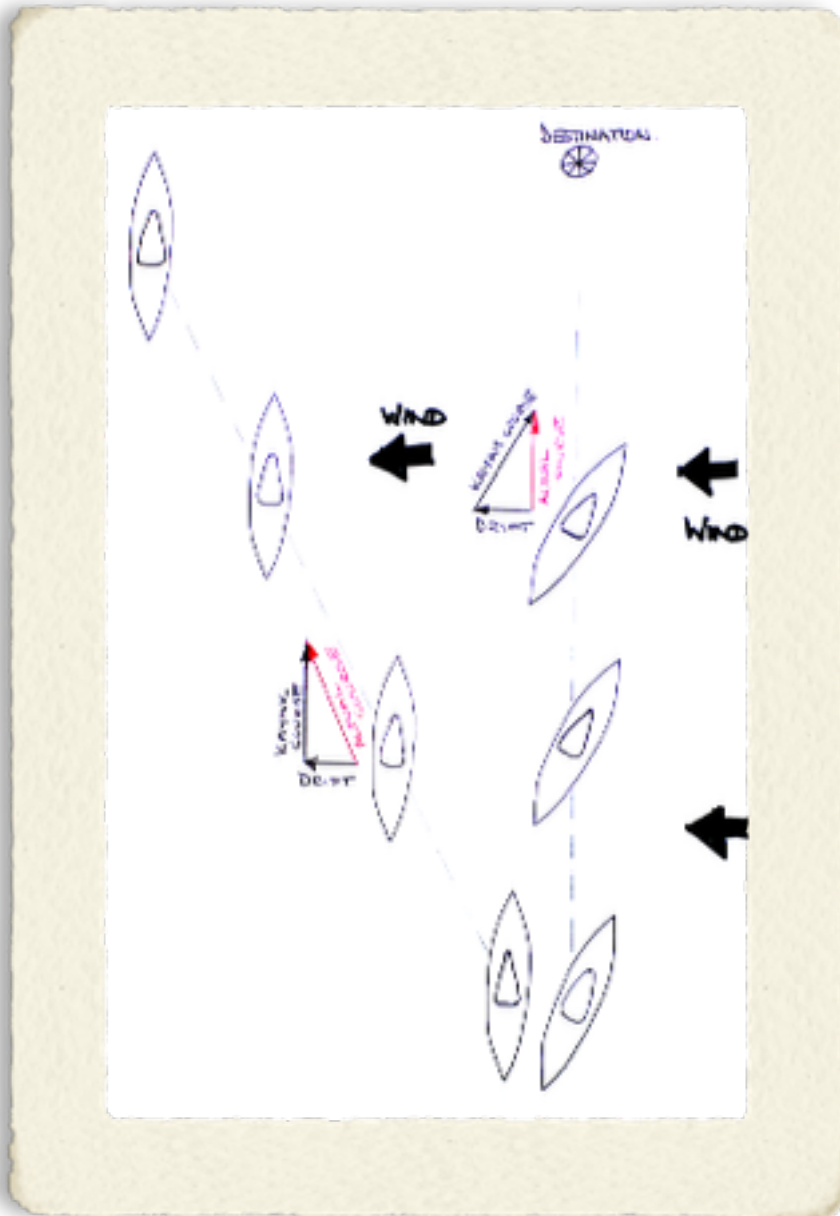
downwind. You may find that you drift away from the other paddlers in the group or that your destination appears to be moving upwind! You will find that you are putting in a lot of downwind sweep strokes to try and rejoin the group or to make the bow point to your destination. Now is the time to 'unbalance' your kayak and allow the bow to round up a little into the wind. Remember *small adjustments!* . You are effectively ferry gliding across the wind but your net direction is to your destination. To get some understanding why we should do this we need to do some simple physics.

Remember those vector diagrams you did in high school science? We need to revisit them to understand whats going on.

By allowing your bow to point a little high, you will find that your kayak is no longer pointing in the same direction as those kayaks with rudders. You will need to accept this, realise that you cannot point to your destination in the way ruddered kayaks can.

By pointing the kayak high, you can

use even sided forward strokes and your use of correction strokes will be minimal. This makes your life so much easier and is far less tiring on you. You have readjusted the 'balance' of the kayak (for getting to your destination) to make paddling easier.



A 'balanced' kayak will drift downwind in stronger breezes as can be seen from the vector diagrams. Raise the skeg to allow the bow to round up into the wind. Adjust your course so that your *actual course* is directly to your destination. By giving the kayak some 'set' you will use far less corrective strokes

. Avoid the temptation to align your kayak to the other paddlers with rudders, you need to set a course that is good for *your* kayak, it will only be a few degrees different but will make your paddling much less tiresome.

Remember

- use small adjustments to the skeg, simply repeat until the kayak is 'balanced'
- Constant adjustment is required to suit all the variability of wind and waves
- 'Steer the kayak' by moving the skeg from the balance position. Reducing the amount of skeg rounds the kayak up, increasing the skeg area pushes the bow downwind.
- Use the ferry glide technique when the wind is strong and turn your bow into the wind so that drift and forward direction combine to give you the direction to your destination.

Happy paddling

Tie a knot in you hankie, tie a knot around your finger (or create a reminder in your phone)

SKCWA ANNUAL GENERAL MEETING 2015

Time – 7:00pm,

Wednesday 23rd September 2015

Mount Pleasant Bowling Club,

40 Bedford Rd, Ardross WA 6153.