



Cape Arid to Esperance Trip 2013

Photo Ian Watkins

WA SEAKAYAKER

March 2017

Welcome to the March 2017 newsletter of the Sea Kayak Club WA

Thanks to the contributors of this magazine which make this edition a fantastic read. I encourage all members to explore their story telling side, put pen to paper and write an article for this magazine. I look forward to hearing from you. Stories can be sent to info@seakayakwa.org.au.

Have you ever thought of chucking in your job and pursuing your kayaking dreams. Matt Jordan did. In this get to know, we catch up with Matt and live a little of the excitement of the unknown.

Training days are an important way for members to reinforce skills not often used on weekend paddles. Paul Cooper is including one training day per club calendar which is a great effort by Paul. Have a read of what happens and the benefits it will add to your paddling experience.

Winters coming! That means waves and swell!. Great to get out there and have some fun. Richard Lailey gives us the inside story on what swell is and its amazing properties. Have a close read of this article, it will enhance your understanding of what is going on and if you should be unfortunate enough to be creamed by a breaking wave, whilst upside down, you will have time to reflect on the science of waves and what caused your predicament!

On a more serious note, Judy Blight recounts her story of a capsize and immersion whilst sailing. It is a timely reminder of the elevated risks sailing adds by supercharging your kayaking experience.

This year the club has scheduled a couple of downwinders. Paul Browne guides us through the finer points of getting more speed from our boats and to get longer rides. He points us to some fantastic videos which will have you grinning ear to ear and impatient for next summer's sea breezes.

Trip reports are a great way for us to hear what fun members are having on weekends. Glen Colledge writes a great report on the Hillarys to Ocean Reef paddle. Linda Glover enlightens us to the fun everyone had on the annual Rottneest weekend trip with a bonus report on a smoke obscured Garden Island paddle.



The club now has a social media presence with a Viber chat group for Perth paddlers. It will allow sea leaders to communicate changes in the paddling plan and for individuals to organise peer paddles at short notice. If you want to join, get the Viber app on your phone and let Callan know you want in.



Our other social media presence is face book at <https://www.facebook.com/groups/SKCWA/>

Don't forget to visit the web page <http://www.seakayakwa.org.au> which is regularly updated with photos and details of club events.

I hope you enjoy the magazine
Andrew

I got into kayaking by pure chance. In 2013 I was completely fed up with my 8-5 office job as a civil / structural engineer and after months of contemplation, resigned to travel the world. I booked a one way ticket to Ecuador, with the plan of visiting all of the countries in South America. I got to the Galápagos Islands after 6 weeks in Ecuador and did a few short guided trips around some of the islands, but my passion for kayaking wasn't ignited just yet. It wasn't until March 2014, when I found myself in Antarctica after spontaneously booking a cruise, that the kayaking seed was planted. I spent 7 days kayaking through sea ice, around massive icebergs, near huge ice caves and gigantic glaciers, the size of which, I still struggle to comprehend. All the while, I was sharing this freezing water with thousands of penguins, seals, dolphins, seabirds and whales; and getting far closer to the wildlife than any of the zodiacs were. I couldn't believe that our kayaking guide (although seasonally) did this for a living! "This beats wasting my life away in an office" I thought to myself, "but how do I get to the point where I can actually do this?" The dream remained dormant until I returned to Perth in February of 2015.

After having spent nearly 2 years taking each day as it came, and living without a single worry beyond "where should I go next?" Or "where am I sleeping tonight?" I knew I wasn't going back to that corporate life that made me so unhappy (spoiler alert, I'm back now). I did, however, need a job or some sort.

I spent about 2 months endlessly searching the Internet for something that I would enjoy in Perth, but all of the fun jobs were overseas. I'd just been away, what was stopping me from going back? The kayaking dream was still alive, so why not find something that could give me some experience doing that. It was a toss up between waiting 10 or so months to join a team in New Zealand for the summer or packing my things and organising myself to head to Norway the following month to do an internship as a kayak guide. I'd previously spent all of 2012 living and working in NZ, so Norway was the obvious decision.



It took 3 Skype interviews, and a lot of scepticism about joining a company, that for all I knew, was a scam but my mind was made up. I eventually decided to bite the bullet and booked a one way flight to Ålesund on the west coast of Norway. Worst case scenario, I could just spend some time there taking in the sights And then come home.

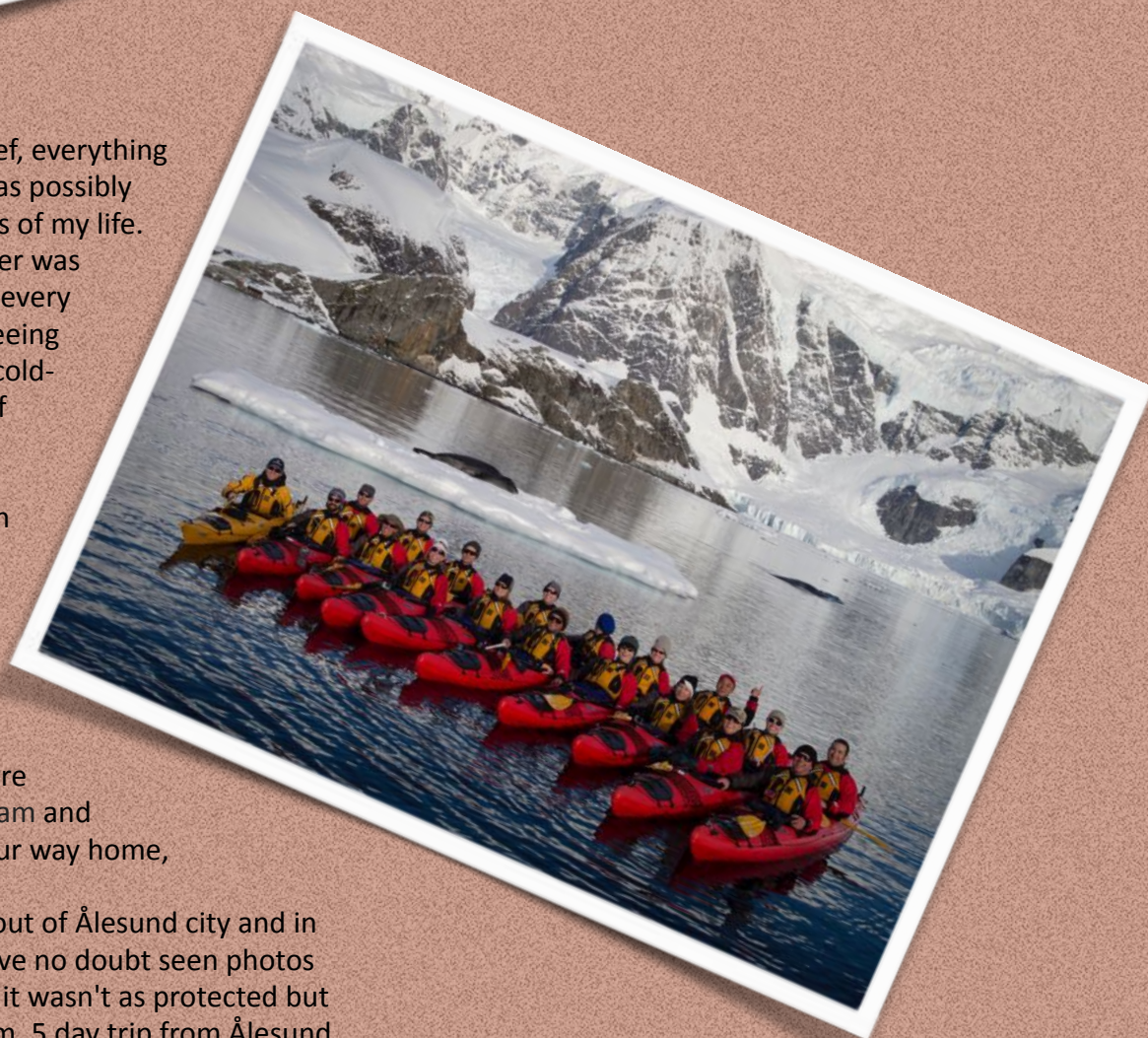
to Geiranger, carrying with us all our food, water and camping/ survival equipment. What an experience! If you haven't been to Norway, this is my official recommendation (in addition to Antarctica, of course!). The end of summer signalled a return home (and an inevitable, unfortunate return to the 8-5 job I ran away from) but the desire to continue kayaking remained, and was the reason I joined SKCWA. I

haven't paddled as much as I would have liked with the club, but after finishing my sea skills with Les Allen earlier in 2016, I've decided to make 2017 the year where I dedicate myself to gaining my sea instructor certificate. Although I'm part of the younger generation of paddlers in the club, I still feel like I have a lot to offer the club and some of the newer members!

Hope to see you all on some of the club paddles in the coming months!

Well, I arrived, and to my relief, everything was in order. What ensued was possibly the most interesting 3 months of my life. First thing to note, the weather was hectic- the wind blew almost every day and I hardly remember seeing the fjord flat. The water was cold- some of you had the luxury of learning to roll at Hillarys; I learned in 6 degree water!! Trust me when I say, you learn how to roll extremely quickly when the water is that cold- the least amount of time you spend underwater the better! The third thing to note- the sun seemingly never set. It's bizarre coming home from a bar at 3am and still being able to navigate your way home, without street lights!

I was working in two places- out of Ålesund city and in Geirangerfjorden (which you've no doubt seen photos of). Ålesund was more fun as it wasn't as protected but we occasionally did the 100km, 5 day trip from Ålesund



Hillarys Training

Paul Cooper

October 2016.

Photos Pel Turner

This year it has been quite amazing, every eight weeks when we plan to do a training day it is blowing 15 to 20 knots. As annoying as it is, it also a great way to improve your skills. Kayak skills are needed when



conditions become demanding.

The day was planned around doing a partner rescue, in a situation where you are paddling with a buddy and they require a quick tow to get out of immediate danger, and at the time you have no tow rope. The idea was to use the bow or stern of your kayak as the life line to safety. The other exercises for the day included Bow Draw, Bow Sweep and Reverse Sweep plus paddling backwards. All the exercises for the day were aimed at doing a buddy rescue.

We are very lucky with the training venue at Hillarys because when it is very windy we have the protection of the harbour. No matter what condition we are experiencing the training goes on.

Fourteen of us participated in the mornings training, and they were Kim Palmer, Deb Eresmus, Margaret Banks, Jacki Hollick, Barry Roberts, Andrew Lowden, Pel Turner, Jo Foley, Andrew Munyard, Wolfgang Wetzig, Alessandra Traverso a visitor, Matt Jordan, Rob MacCracken and myself.

At the start of the training session I ran through what was planned for the days training and asked everyone to pick a partner. So they could do the rescue, and take turns in the exercise. But before we were to proceed with the training we all paddled backwards towards Aqua and nice little spot that is protected from the wind and it is quite private.

I was quite amazed on the difficulty a number of paddlers had doing this exercise with the wind blowing on their beam, although as we did this manoeuvre a few times all the paddlers improved. The old saying practice makes perfect.

We then moved on to our private little training spot and commenced our other training including the rescue. I was pleased to see that after Pel and I demonstrated the Rescue all the paddlers did the exercise very well. Plus all agreed that it was a handy rescue to be to perform in an emergency.

After two hours of solid training it was time to have some fun so we all ventured out of the harbour to the Cow Rocks marker in 20 knot winds and a large swell. As I watch the group paddle around the marker in those conditions I was impressed on how they have all improved so



much in the past twelve months. Well done to all and thanks for attending the training. Look forward to catching up with you all at the next session. Paul.

LET'S TALK ABOUT SWELL WAVES!

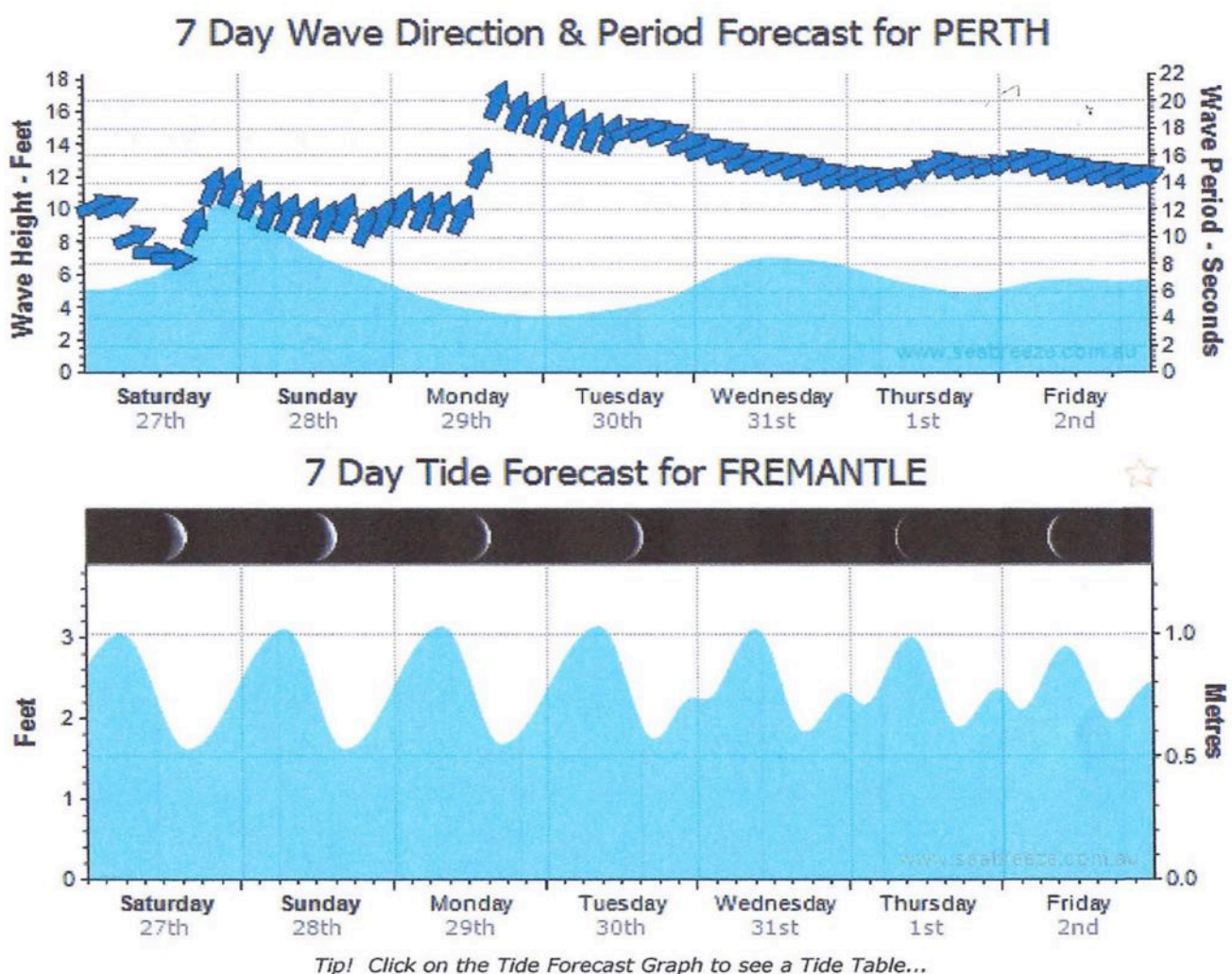
Written by Richard Lailey

One wet and windy Saturday afternoon in August 2016, I was checking out the upcoming weather on Seabreeze, looking for some sun. A closer look at the weekly wave forecast for Perth showed some 20 second swell waves arriving from the SSW on the Monday evening (see Figure 1). Swell waves of more than 20 seconds are unusual in Perth, and begged the question - where on earth (literally) had they come from?

As it turns out, there is a formula you can use to estimate the distance to a swell generation region based on a wave's change of period at a single arrival site over a nominal period of time - say 24 hours. For the science nerds amongst you (we know you're out there), this formula (in metric units) is:

$$\text{Distance} = g \cdot dT / 4\pi \left(\frac{1}{P_2} - \frac{1}{P_1} \right)$$

where $g = 9.81 \text{ m s}^{-2}$, P = wave period in seconds and dT = time period in seconds.



Live Weather

Graphs last updated at 10:58 am, (8 minutes ago)

Figure1

From the Seabreeze graph, Figure 1 the swell period changes from 20.1 seconds to 17.9 seconds between 5pm on Monday and 5pm on Tuesday. From the above formula, using $P_1 = 20.1$, $P_2 = 17.9$ and $dT = 24$ hours, the distance works out to be 11,029 km. That's one helluva journey!

On Monday evening I checked the real time data from the WA wave buoys to verify the accuracy of the forecast. As Murphy's Law of the Sea would have it, both the Rottnest and Cottesloe wave buoys were out of action (as were the Albany, Bunbury and Mandurah buoys for that matter!). This was because some of the buoys had been switched off for maintenance, while others had intermittent data transmission problems. To add to the Department of Transport's woes, the Jurien wave buoy had gone adrift!

On Tuesday morning, I went down to Sorrento beach to visually "time" the arriving waves. This is not an easy task at the best of times (there are often waves of different periods mixed together), and that day was no exception. Twenty minutes of observations suggested wave periods in excess of 16 seconds, possibly more, so a forecast period of 17.9 to 20.1 seconds sounded plausible.

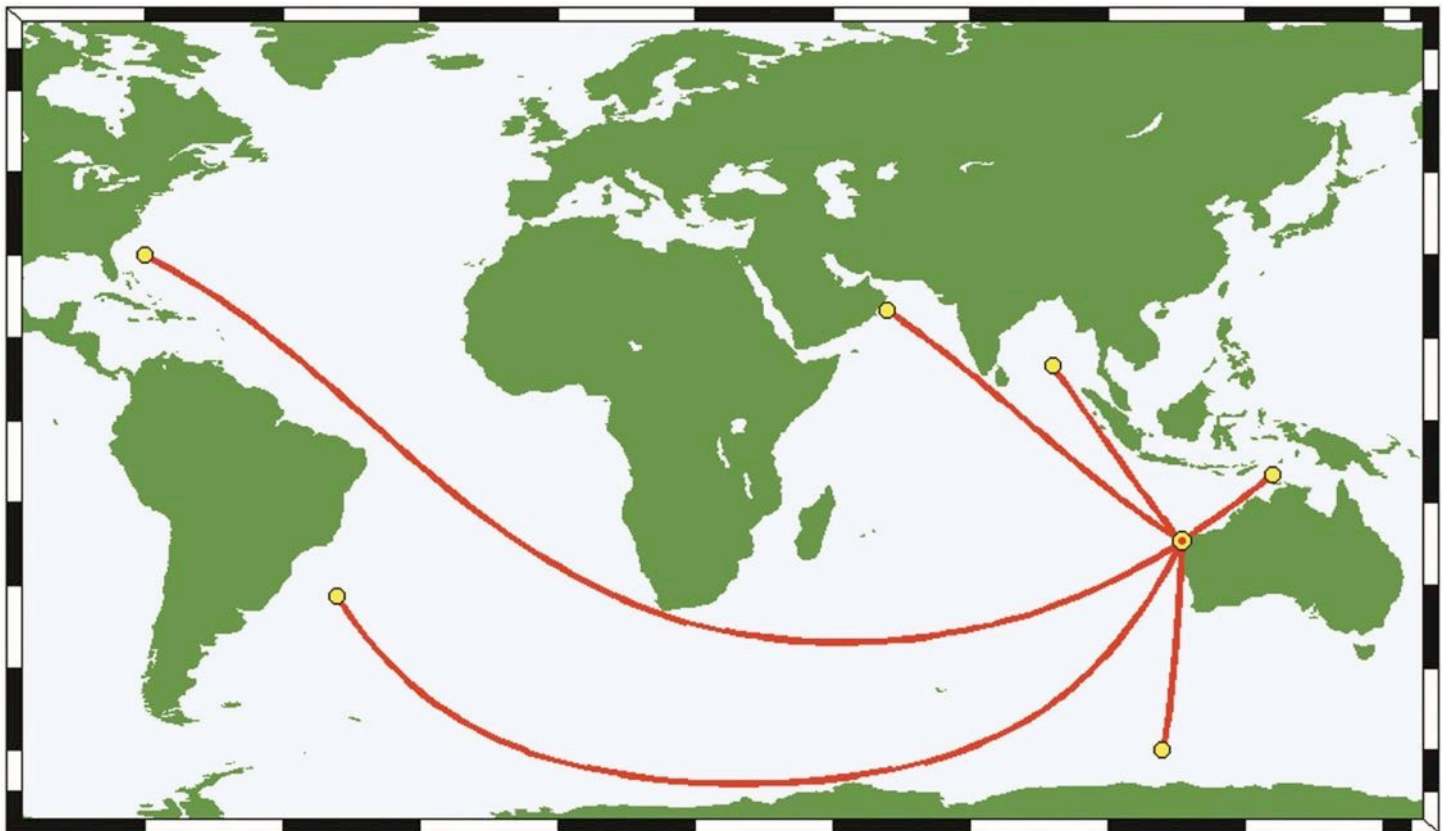


Figure 2

Figure 2 shows potential pathways for swell waves arriving in Perth from storms in the Indian, Atlantic and Southern Oceans. Two interesting websites which show the locations of current storms at any time around our planet can be found at:

<https://earth.nullschool.net/#current/wind/surface/level/orthographic=81.51,-28.24,254/loc=58.382,-26.483>

[Mean sea level pressure, wind speed at 850 hPa and geopotential 500 hPa, temperature at 850 hPa | ECMWF](#)

Projecting the calculated distance outwards from Perth suggests the late August swell waves most probably originated from a large storm somewhere not too far to the west of the Cape of Good Hope, either in the southern South Atlantic or Southern Ocean. But how can waves travel such vast distances?

First, waves are only patterns of movement - the actual water particles themselves do not travel with the waves! In fact they move in circular orbits in deep water and elliptical orbits in shallow water - forwards under a crest and backwards under a trough. These orbits decrease in size downwards towards the seabed.

Second, swell waves are less confused than wind waves and are more regular, symmetrical and sinusoidal in shape (and therefore less prone to dissipation).

Third, as waves move out of a generation area (or storm region), they tend to form into groups as a result of “interference” between waves of slightly differing lengths and periods.

What is really amazing is that if you were able to observe a group of individual waves travelling across the ocean (in deep water) you would see a wave grow at the rear of the group, and at the same time, the leading wave die out. Then another begins again behind the last, which has grown to full size, while again the leading wave grows less and fades away to nothing. These individual waves, in effect, pass through the wave group and out the front. (Individual wave forms travel twice as fast as the ‘wave group’ in deep water). Therefore individual waves don’t actually travel very far! When waves reach shallow water the individual wave speeds and group speeds become equal!

Swell waves become more visible as they enter shallow water, align themselves with the coast and increase in height until they eventually break as surf. Figure 3 shows swell waves arriving at Pitas Point in Ventura, California – and shows you how lucky some surfers can get! Other amazing photos of swell waves can be found at www.surfer.com/above-it-all/.



Figure 3

Moving back to our situation, using wave speed (in deep water) = $1.56P$ and wave length = $1.56P^2$ where $P = 20.1$ seconds, means that the first swell waves to arrive were travelling at about 31 m s^{-1} , and their wavelength was about 630 m. **Note:** wavelength is the perpendicular distance between successive waves - not the distance along a wave crest (that’s the crest length!).

Since the group speed is half the speed of individual waves, these swell wave groups were travelling across the ocean at 15.5 m s^{-1} , so they took 8.2 days to get here!

Figure 1 indicates the arriving 20.1 second waves were about a metre in height. So how large were they when they left the original storm? Using wave decay tables such as those found at:

http://www.stormsurf.com/page2/papers/swell_decay.html

shows that for a distance of 11,029 km (or about 6,000 nautical miles) the swell decay factor is 0.11, giving an original wave height on leaving the storm area of about 9 metres (or 30 feet). According to these tables, nearly 50% of the original swell height is lost within the first 400 to 600 km of leaving the storm's fetch area, and a further 50% is lost over the next 2,000 to 3,000 km.

Perth's Swell Wave Climate

So what is Perth's swell wave climate? The following is a brief summary taken from the South Metropolitan Coastal Waters Study: 1991-1994 by the EPA:

1. Perth's swell waves have significant wave heights of between 0.5 m and 5 m, with an annual mean of 1.8 m and a mean period of 12 seconds. **Note:** significant wave height represents the mean of the highest one third of waves (over, say, a half to three hour period) and is the most widely-used method of representing wave height.
2. Swell generally develops in the Southern and South Indian Oceans, is highest in winter and spring, lowest in summer and early autumn, approaches from the SW and strikes our coast predominantly from the WSW.

The above statistics were derived from a year's measurements taken from the Rottnest Waverider buoy (which is moored approximately 7 km SSW of Cape Vlamingh, West End, in a water depth of 48 m).

When swell or locally generated wind waves move into shallower water, coastal processes can take effect such as refraction, diffraction, reflection, shoaling, breaking and reforming, before the waves finally dissipate on our reefs and beaches as surf.

In Perth, swell waves are not that good for surfing as there are reef lines, offshore islands, sand banks and depressions which dissipate them, break them up and generally get in the way. There is a gap in the reef line between Trigg and Fremantle which lets surfable swell through when conditions are right (see Figure 4 from the Southern Metropolitan Coastal Waters Study).

Ocean waves are a fascinating phenomenon, which is why we as sea kayakers never tire of being out there among them. Every day is different and every day the sea is different, always changing and never the same, and mostly because of the waves!

Judy's Day Out

Judy Blight

Background photo Cockburn Volunteer Sea Rescue

On the club facebook page there was something about someone being rescued in Cockburn Sound. Just letting you know the story...

On Saturday Jill and I decided to do a down-wind paddle with sails from Rockingham to woodman Point and it looked good for it... 15 to 20 knots. I had done it a couple of times before and know it can get a bit hairy in the last stages as there is no Garden Island blocking the swell.

I knew it would always be a struggle and that if you came out the other person couldn't help, as Helen and I had done it in risky conditions last time.

Unfortunately I wasn't able to find my radio (later found under my paddling box in my car)

We had a super run skimming down waves and after an hour we were nearly there. Then the water became rougher and the troughs much deeper.

I thought to head out deeper so turned side on and to my horror was the biggest wave we had seen---- I tried to lean into it but it woofed me over quickly. Jill was in front of me by about 20 metres. My sail became a nuisance and rolling was not possible. I then tried a re-entry but as soon as I was nearly up I got knocked over. I tried again but the rubber on my front hatch was perishing

and was letting water in. I decided that, as Jill was available for rescue, I would just hold my boat behind the stern and let the waves push it toward land. It's almost impossible to swim while holding boat and paddle! I did have my PLB but I didn't want to use it, and my silly radio had been left behind.

The shore didn't look far away but it's funny in rough sea and waves, as they take you forward and then pull you back. After about an hour I figured that they may not be coming as Jill may have got knocked over as well. I wasn't worried as I knew that I can stay in the water for a long time without getting cold----puppy fat keeping me warm. I saw a boat nearby and hoisted my yellow hat on my Greenland paddle and held it as high as I could, but they didn't see it in those conditions. I saw a helicopter go over and prayed it wasn't for me, as all I could see was "sea kayaker who should know better was rescued by helicopter". Anyway it wasn't for me. I thought what a silly way to finish my life with people all around and no one to help me. I did think about an occasional shark so kept my legs moving the whole time so I could kick it in the face. After the hour was up I decided I would let go of my boat as it was getting washed to shore slowly and I used my greenland stick to paddle through the water behind the kayak. I was making ground and knew I would get there eventually. Anyway after an hour and 20 minutes the angels of mercy arrived in the form of the

Cockburn Sea Rescue.

Conditions were rough getting aboard but with a strong arm each side they hoisted me up and also took on my kayak.

I felt silly, but as they were sitting around at Dome having coffee I didn't feel so bad. They were wonderful and surprised I was still fine and not suffering any hypothermia.

Jill had taken another half hour or so to get to land after I went missing and was very upset and I felt awful for putting her under that stress. She did the right thing in getting to shore and getting relevant authorities notified.

Sorry Jill but it was a learning experience.

Having a radio is the most important thing, and I should have waited until I found it.

I learnt that when people say just swim to shore it's not that easy in big rough sea.

Also have every part of your kayak ship shape as I should have bought a new front rubber hatch which wouldn't have let in water. I did drive home and was very grateful to all involved. Thank you.

Ps ---the sea rescue said I should have used my PLB but I felt that it wasn't necessary..... not a good decision by me.

Eds noteSee

<http://www.expeditionkayaks.com/mercero-sailing-safety-12.pdf> for a discussion by Rob Mercer on safety considerations whilst sailing.

Down Winder Techniques

How to go faster and faster and faster and ...

Paul Browne

Photos Andrew Munyard

It is said there are only 2 certainties in life, death and taxes, well I think there could be a third - the sea breeze over summer along the Perth coastline. I have for many years had avoided the beach in the afternoons over summer, packing up and heading home as soon as the first ruffles spread across the bay signalling the impending cooling sea breeze - the Docker or Doctor as we like to call it. That was until I discovered downwind paddling....

With the recent club downwind trips, I thought it might be an idea to give some insights into what I have learnt about downwind paddling. The first thing I learnt is that it looks easier than it is and that you never stop learning how to do it better. I still consider myself very much a beginner or aspiring down wind paddler, but here is some of what I have learnt over the years.

Don't try to catch every wave. Most beginners will try and catch every bump and tend to paddle hard for each bump out there. The problem is that you won't catch every run, so you end up just tiring quicker and then missing more and more runs. The thing to remember is there is always another run coming, so just relax, if you miss one - just keep a steady rhythm and another will be under you very soon. Relax and enjoy being in the beautiful ocean.

Don't look behind. Downwind paddling is all about whats in front of you, not whats behind. In downwind paddlers talk its about "putting the nose in the hole". The basic idea is to imagine a triangle in front of your boat and steer your boat into the troughs in that triangle. Head for the hole behind the wave in front of you, almost drafting the wave in front and let it pull you along.

Don't paddle on the wave. One of the biggest mistakes is not taking advantage of the energy in the wave by paddling down the wave. This causes a few problems, first you miss the opportunity to rest (and enjoy the surf), also by paddling you stop looking into that forward cone for the next run and lastly you tend to overrun the wave and end up paddling up the back of the wave in front.

Don't surf straight. This is one of the harder aspects of downwind paddling but its whats separates the pros from the likes of me. The good downwind paddlers always surf the swells left or right. This uses the power or sweet spot on the wave for longer and allows the paddler to link runs together.





Don't stay in too close. This one is probably more location specific for the most common downwind run which typically runs between Port Beach, North Fremantle and Sorrento/Hillarys. Most new comers to downwinding tend to paddle too close to the shore line. The reason for this is generally they feel safer close to the shore but also the SW wind and swell tends to push you towards the beach with each run. The problem with this is that the waves tend to be steeper and shorter closer to the beach (its shallower) meaning the runs are shorter, steeper and generally its much messier close to the shore. The best downwinders track a line about 300 to 500m offshore - in line with those yellow (shark transponder) buoys. They tend to catch runs and veer left after each wave, essentially zig-zaging down the line.

Start Small. One of the best ways to practice downwind paddling is by doing what I call triangles in which you start at one point on the beach, paddle down the coast (into the wind) about 500m and then paddle directly out to sea (another 500m) and then turn and head back to the start point catching runs the whole way back. Good locations for this are Port Beach and Hillarys where you can use the sea walls as protection for the upwind sections. Shorter downwinds are better to start with, its tiring exercise, especially when learning, so do shorter runs to allow you to give it a good crack. Downwind paddling gets harder and harder the more fatigued you get, so start smaller and work on skills and have fun....you'll get better quicker this way rather than trying to hammer out 25km downwinders.

As a tip, if you leave from Port Beach on a downwind to Sorrento the heading is essentially to just keep your bow pointed above Observation City building on the skyline for a perfect line across what is really a big bay.

Downwind paddling takes many years of practice to get even half decent, but its a whole lot of fun learning. We have one of the worlds best downwind runs on our doorstep with consistent winds all summer....we are indeed very lucky paddlers.

Below are some links to some surfski sites and videos which give some expert advice on downwind paddling. The skills are absolutely transferable to sea kayaking.

Looking forward to seeing you all on the next downwinder.

<http://tcsurfski.com/2013/08/27/downwind-paddling-tips-and-tricks/>

<http://tcsurfski.com/2014/07/11/downwind-surfski-paddling-elation/>

<https://vimeo.com/84523848>

<https://www.youtube.com/watch?v=rZVyl06BPxQ>

Then some WOW !!

<https://www.youtube.com/watch?v=oeeeWu-W5zM&t=189s>



Trip Report

Hillarys to Ocean Reef

Trip Leader Jo Foley

14 January 2017

Photos Glen Colledge

Fifteen members embarked on a leisurely 8 kilometre paddle

from Hillarys Boat Harbour to Ocean Reef Marina.

The group headed off at 8.50 am into sunny, cloudless morning at 23 degrees. A very gentle nine knot NE breeze caused the babble of beach bound dogs,

horses and excited kids to waft far out to sea. Most paddlers quietly appreciating the inherent separation, gliding with undue effort towards our northerly destination.

At 10.15am, without incident, the group rounded the granite boulders of Ocean Reef Marina.

All safely beached for a snack, yak and back crack.

10.45am our group commenced the return journey south.

On exiting the Marina the Whitfords Volunteer Sea Rescue launch was seen towing a power boat into the safe embrace of the Marina. That quiet unassuming association have prevented many a miserable disaster on our stretch of ocean.

The return journey was also without major incident.

However, Paul Cooper found a stretch of beach which was vacant, not crowded with swimmers.

Taking the opportunity of a clear space and a small shore break he launched off towards the beach, caught a wave and happened to breach in about 1.5 m of water.

Not a problem. Ordinarily Paul would expertly roll upright in a jiffy.

BUT

The reason the beach was clear of pesky swimmers was due to the fact that that section was inhabited by a very dense brown soup of seagrass, kelp and other flotsam. Paul's body inadvertently disappeared into that heaving mass.

A couple of seconds elapsed, there was some muffled movement below, a paddle attempting to break through to the surface. As Paul's blade poked towards clear air it was engulfed in clingy seaweed. His paddle looking like molasses on a stick. A few more attempts at paddle control proved fruitless. Eventually Paul exited his shell and muscled

through the weed, emerging like the monster from the black lagoon. There he stood, festooned from head to waist with weed.

He was not amused. With amazing grace and the agility of a frisky young sea lion, Paul literally leaped into his cockpit, finally escaping the soup, skirted up and proceeded on his way, with each paddle stroke, kelp, sea grass and tiny

marine organisms falling away from the humorous ensemble.

Halfway back the breeze swung SW, quickly increasing to 12kts. This made the return journey more of an exercise. Entry to the Hillarys Harbour at around 12.30 pm saw the launch ramp and approaches packed with fair weather sailors escaping the Doctor. Finally, the most demanding part of the day was negotiating that power boat melee and avoiding oblivious shiny pink toddlers floating about the landing beach.

Around 1.15pm the final SKCWA stragglers arrived at our reserved table at Spinnakers for yakkity yak, coffee, cake and that bubbly spiked orange juice.

Thanks again to our wonderful hostess Megan.

Written at Jo's request

Pax

Glen Colledge



Rottnest Island Trip 4-6 Nov 2016

by Linda Glover

Paddlers: Paul Cooper (Sea Leader), Richard Lailey, Jo Foley, Andrew Munyard, Jill Sievenpiper, Judy Blight, Les Allen, Nerissa Worwood, Rob McCracken, Royd Bussell & Linda Glover

Friday 4th - The Journey Over

Wind: S-SE, <10kn Swell: 1.5m (Perth)

All of the paddlers, apart from Andrew and Les, met at Port Beach for an early departure at 7.30am. We were blessed with a warm, calm morning after a week of mild, blustery conditions. This was Andrew, Richard and Nerissa's first trip to the island.

It was a very pleasant, relaxed trip over aided by a gentle wind. The clan rebounded after the winter spell and shared stories of their upcoming ventures. En route we saw two pods of dolphins.



Jo en route to Rottnest

Photo: Jill Sievenpiper

We arrived at Rottnest three hours later and headed straight for the Dome Café to refuel. After gathering food and drink provisions from the General Store we paddled over to the accommodation.

Les and Andrew were at the house when we arrived having paddled for four and a half hours from Palm Beach, Rockingham with less wind assistance for sailing than they would have liked. Once everyone had settled into their allotted rooms and spaces in the

lounge room it was time to break open some snacks - a constant theme throughout the trip.

A King Skink shimmied onto the verandah and proceeded to give Andrew a nip on the toes with its razor-like teeth. From then on, everyone was on guard as the skink slithered around under the chairs and table.

Dinner was BYO meat/fish cooked on the BBQ and a selection of gourmet salads prepared by the girls. Nerissa's potato salad was a real hit, although the recipe passed down over generations remained a closely guarded secret.

We discussed trip plans for the following day and everyone opted for a relaxed trip involving surfing and snorkelling rather than an epic paddle around the island. It also meant we could sleep in the following morning.

Saturday 5th - On the Island

Wind: SSE tending SSW in the afternoon, 15-17kn Swell: 1.5-2m (Rotto)

Most of us woke at 7am to 'another day in paradise' (to quote Les) and enjoyed a leisurely breakfast on the verandah. Just as we were about to leave, Andrew thought he saw the skink slithering around inside the house so everyone was madly checking under their beds for it. Jo decided to go one step further and prevent the skink from entering her room by placing a towel in the gap under the closed bedroom door.



'Another day in paradise' - Nerissa & Les at Thompson Bay

Photo: Jill Sievenpiper

We departed at 9.30 am and headed straight for Transit Reef for some surfing. There was a group of stand-up paddle boarders skilfully weaving through the waves and a large sea lion which decided to join in on the action.

Paul was the star surfer manoeuvring elegantly in the waves without incident. Some of us skirted on the fringes of the wipe out zone to avoid a major incident, whilst Andrew paddled in the wipe out zone, demonstrating his rolling skills using Richard's ten point technique after being trashed by a wave.



Royd & Nerissa heading for Transit Reef

Photo: Jill Sievenpiper



Judy eyeing up the surf at Transit Reef

Photo: Jill Sievenpiper

After half an hour or so most of us paddled on, threading through the reef towards Parakeet Bay. Richard and Paul decided to stay on in the building surf which resulted in Richard practicing his own ten point rolling technique as he was wiped out in a massive set.

En route to Parakeet Bay, Jill bravely followed Les and Andrew paddling close to shore, dodging breaking waves, while the rest of us paddled outside the reef dodging boats.

We landed at the beach in Parakeet Bay which was strewn with families. Some of us had a quick snorkel in the cold, murky water before we all headed off to a secluded bay around the corner for lunch. Shortly after we arrived, we were joined by Paul and Richard. Paul decided to demonstrate his kayak dismount 'water submersion technique'. After lunch, Les gave us a talk on paddling techniques in following seas (thanks Les).

On the way back to Thompson Bay, some of us chose to paddle outside the reef again while Les, Nerissa, Richard, Andrew and Paul paddled close to shore, dodging the waves. The waves were still pumping when we reached Transit Reef and Paul couldn't resist another surf. Judy, Jill, Royd and I decided to head into Thompson Bay for a coffee while the others paddled back to the house. The Rottnest Triathlon was in its finishing stages so the town centre was overrun with buff-looking triathletes (not that sea kayakers don't look buff!).

Back at the house, a Quokka made its way onto the verandah, so we took the opportunity to get 'Quokka Selfies'. Jo noticed a flare go off in the distance so Andrew contacted the Marine Authority to report it. Apparently it was part of a Sea Rescue course being run at Rottnest that weekend.



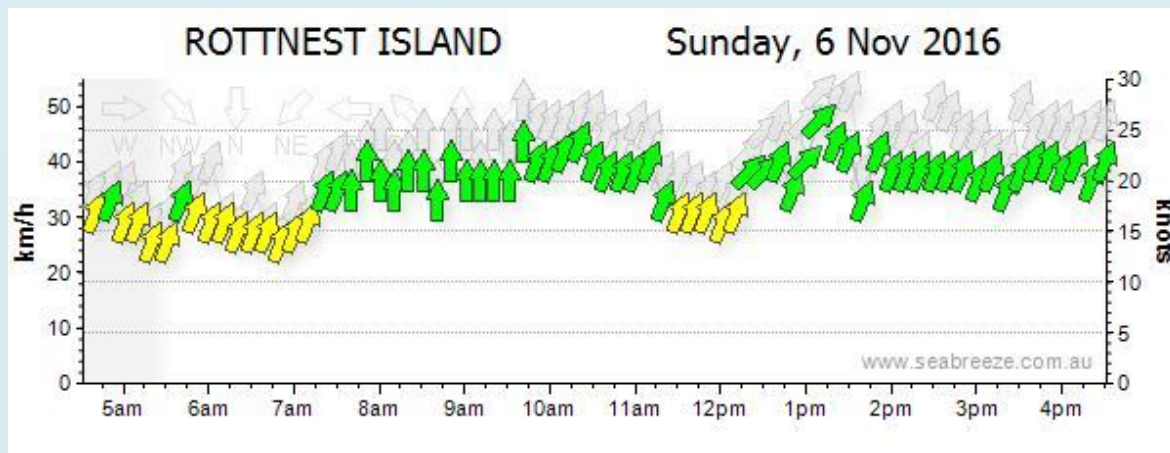
Quokka reading weather map with Judy & Royd's drink buddy Photos: Royd & Judy

Dinner was another BBQ with leftover/reinvigorated salad and a meat pack supplied by the boys. We had wanted to get BBQ chicken but there is no longer a Red Rooster on the island and the bakery, which also sells cooked chooks, was closed for the day.

We discussed the paddle home which was forecast to be 17-18k SSW, gusting to 25k, tending SW mid-morning. Les suggested departing around 9 am to maximise on the SW wind. Judy, Jill, Nerissa and Jo had decided to catch the 11.40 am ferry home which they had to lock in due to the large number of people returning the next day.

Sunday 6th - The Journey Back

Wind: S 20-24kn, gusting to 28kn, tending SW later in the morning Swell: 2.5m (Rotto)



Seabreeze wind reading for Rottnest on Sunday

We woke at 6am to a chorus of peacock calls and checked the forecast which now indicated it was going to be 18kn SSW building throughout the morning. I was feeling a bit anxious about the conditions but knew I would be disappointed if I didn't take the opportunity to paddle back with such experienced paddlers.

We opted to depart at the earlier time of 8am. Les gave us a pre-departure brief on what we should do in a rescue scenario, which only served to increase my anxiety. The girls waved us off and it was time to focus on the task at hand.

Paul did a great job leading the way. We pointed our kayaks 45° to the wind and swell to avoid being blown too far north in the southerly wind. Some of the swells were breaking at the crest but it wasn't as bad as I had anticipated so I started to relax. Andrew and Les kept checking on me which was also reassuring (thanks guys).

About one third into the paddle, we had a short stop so that Rob could empty the water out of his cockpit that had seeped in through his spray deck.

At the channel markers, it was a relief to sight land which had been obscured by a combination of swell and smoke haze up till now. Shortly after the channel, the wind picked up a notch and we really had to dig in to stay on course.

Once we were parallel to the Beach St Groyne, Cottlesloe, Les suggested we head straight into shore with the following sea rather than slogging on to Port Beach. So we made a beeline for the Groyne, relieved to receive some assistance from the following

sea which had turned SW at this stage. Paul and Richard decided to make landing at Port Beach as originally planned.

Just out from the Groyne, I could see Tony Hubbard on the beach waiting to guide us in. The wind surfers were also out in force. The excitement of being so tantalisingly close to land almost got the better of me, however, as I lost my focus and didn't notice a small wave approaching from my right. Luckily I braced at the last minute. Once ashore, Tony kindly helped us carry our kayaks up the hill and shuttle Royd to Rous Head to pick up our car (thanks Tony).

Amazingly, the paddle back had only taken us 3 hrs and we had arrived back shortly before the girls' ferry arrived. It was time for a well-earned coffee.

Club Training Day at Hillarys Marina

Paul Cooper:

Saturday 17 December 2016

Written by Richard Lailey and Paul Cooper

Photos Glen Colledge

The turnout for the morning was excellent, with a total of 18 paddlers including Paul. The Seabreeze forecast was E'ly 12-15 knots, gusting 20 knots dropping off to nothing towards midday, swells 1 to 1.3 m from the SW. The water temperature was a steamy 23°C, ideal for getting wet!

Training commenced just before 9am with a briefing by Paul in which he outlined the plans for the morning. Training would be divided as follows:

- i) How to maintain a straight course when surfing, skurfing or beach landing (this would comprise a land and sea component).
- ii) Paddling backwards.
- iii) Capsize, wet exit and self-rescue (of your choice) at Little Island.

First up, Paul told us some useful facts and hints:

- a) Surfing etiquette. The surfer furthest out (nearest the wave peak) has priority. Take off one at a time and, after your surf, paddle back out in a loop, not straight into oncoming surfers.
- b) To take off, paddle hard (really “dig in”) until you feel your stern start to lift as the wave catches you. The idea is to try and match the speed of the wave.
- c) Surfing or Beach landing. Don't attempt this with your rudder or skeg down as they could be damaged if you capsize in shallow water or when you hit the beach. They can also “dig in”

if you broach, causing you to capsize.

- d) If you do start to broach, go to a low or high brace, “lean” and/or “edge” your kayak into the wave and “dig in”. This will allow you to “bongo” in sideways. And remember, keep your elbows in and your shoulders safe – you don't want to injure or dislocate that shoulder!
- e) Skurfing. If you don't have a rudder, put your skeg down, but not too much.

Land Drill.

Paul kicked off the land drill by sitting in his kayak and demonstrating how to keep a straight line when surfing or skurfing. This is done using a stern rudder, with the paddle angled down towards the stern (this gives the back of your boat some “bite”). The idea of the stern rudder is to help you steer with minimal loss of speed while you're on the wave. Keeping a straight line is achieved by quickly alternating side to side. You can significantly enhance your stern rudder by “edging” your kayak. You do this by lifting your knee, depending on which side your kayak is trying to turn.



For an interesting discussion on the difference between “edging” and “leaning”, Jeff Allen’s article entitled “Back to Basics – Edging” in Ocean Paddler Magazine No. 55 is well worth a read. In the article, Jeff likens edging to “passing wind while sitting on a bar stool: you have to raise one butt cheek, bend the



spine and, to make sure you don’t fall off the bar stool, remain upright at the same time, keeping your body over the stool”. This is of course greatly facilitated in a kayak by lifting your knee.

So, let’s take an example. Imagine you’ve caught a wave and you’re skurfing down the face. If your bow starts to turn to the right and you don’t want it to, lift your left knee and place your paddle on your left (high) side for a stern rudder to shove the back of your kayak around to the right to straighten your course.

Steering can be further enhanced by “prying” your paddle (pushing the back half of your paddle outwards a bit – away from your gunwhale); however, prying should be minimal as it slows you down. If you didn’t start your stern rudder soon enough, and your bow continues round to the right and a broach is imminent, you’ll need to whip your paddle round to the other side to prepare to brace.

So remember:

- To turn your bow to the left, hold your paddle on your left side (with your left knee up).
- To turn your bow to the right, hold your paddle on your right side (with your right knee up).

Quickly alternating side to side (knee and paddle together) prevents over-steering and really does help you keep a straight course. Paul likened this to riding a bike with no hands, where you “edge” side to side and use alternate knees to steer and keep your balance as you pedal.

Note: The stern rudder can only be used affectively when you’re kayak is moving forward, and is typically used for minor course corrections only. As soon as you start to broach, the stern rudder becomes ineffective.

We then practised sitting on the grass using our paddles and knees, with Paul calling out for us to turn left or right. This got us into the groove for engaging muscle memory. After about 10 minutes of practice, it was time to get wet!

Sea Drills and Paddling Backwards. Training then continued with everyone heading over towards AQWA practising our edging and stern rudders. For the last 400m we paddled backwards building on our skills from previous training sessions, remembering to:

- Put your rudders and skegs up!
- Torso rotate to provide power to your stroke, to see where you’re going and to protect your neck and shoulder muscles.
- Edge (or rock) your kayak side to side by alternately lifting your knees to help you steer (riding that bike again)!



To help deal with cross-winds you can paddle harder on one side than the other, increase your stroke rate on one side, or offset your paddle slightly.

We then continued practising our stern rudders in the marina before paddling out to Little Island with a 15-18 knot easterly behind us, giving us plenty of opportunity to practise our new found steering skills along the way.

Capsize, Wet Exit and Self-Rescue. When we arrived at Little Island, Paul demonstrated how to capsize and empty your kayak of water before performing a perfect “cowboy” re-entry (making it look a helluva lot easier than it really is)!

Emptying your kayak first makes it much more stable before attempting re-entry! With your kayak upside down, this is done by grabbing the bow and using a strong well-timed kick of the legs and upward thrust of the arms to empty the cockpit. If your kick isn’t strong enough, you can go to the stern and lean heavily on the back to sink the stern and gradually drain the cockpit.

Because we found ourselves drifting towards the nearby reefs (the wind was showing no signs of abating), Paul suggested we paddle back to the Hillarys Marina North Wall. Once there, we practised our wet exits and tried out our self-rescue techniques; these ranged from cowboys through to paddle float rescues and re-entry and rolls. Highlights were:

- Discovering that cowboy entries require good upper body strength, agility, balance, and plenty of practice (especially in rough water); it also works better with a wider boat.
- Realising that unless you have a “good roll”, a re-entry and roll can be quite a lot more difficult when your kayak is full of water.
- Practising our assisted rescues on those having trouble with their self-rescues.

- Glen Colledge and Lindsay Joll achieving their very first successful re-entry and roll – congratulations guys!!

We then returned to the marina for some rolling practice followed by coffee at Spinnakers and reflection on the morning’s training. Some excellent Christmas fare was laid on for us by the owner, the lovely Megan, and a hat was passed around to show our appreciation.

Our thanks once again to Paul for organising a very useful and enjoyable training session, and to everyone who participated - we all took away something valuable from the day!

Our thanks also to Glenn Colledge for providing the photos from the day.

Attendees. In addition to Paul, these were: Margaret Banks, Judy Blight, Martin Brennan, Ness Clarke, Glen Colledge, Yvonne Colledge, Jo Foley, Lindsay Joll, Richard Lailey, Antony Mee, Kim Palmer, Glen Partridge, Bruce Pilgrim, Elliott Shaw, Jill Sievenpiper, Ian Viapree and Wolfgang Wetzig.



Woodman Pont to Cliff Head, Garden Island Trip 27 Nov 2016

by Linda Glover

Paddlers: Callan Gault (Sea Leader), Andrew Munyard, Ian Vesprie, Glen Colledge and Linda Glover

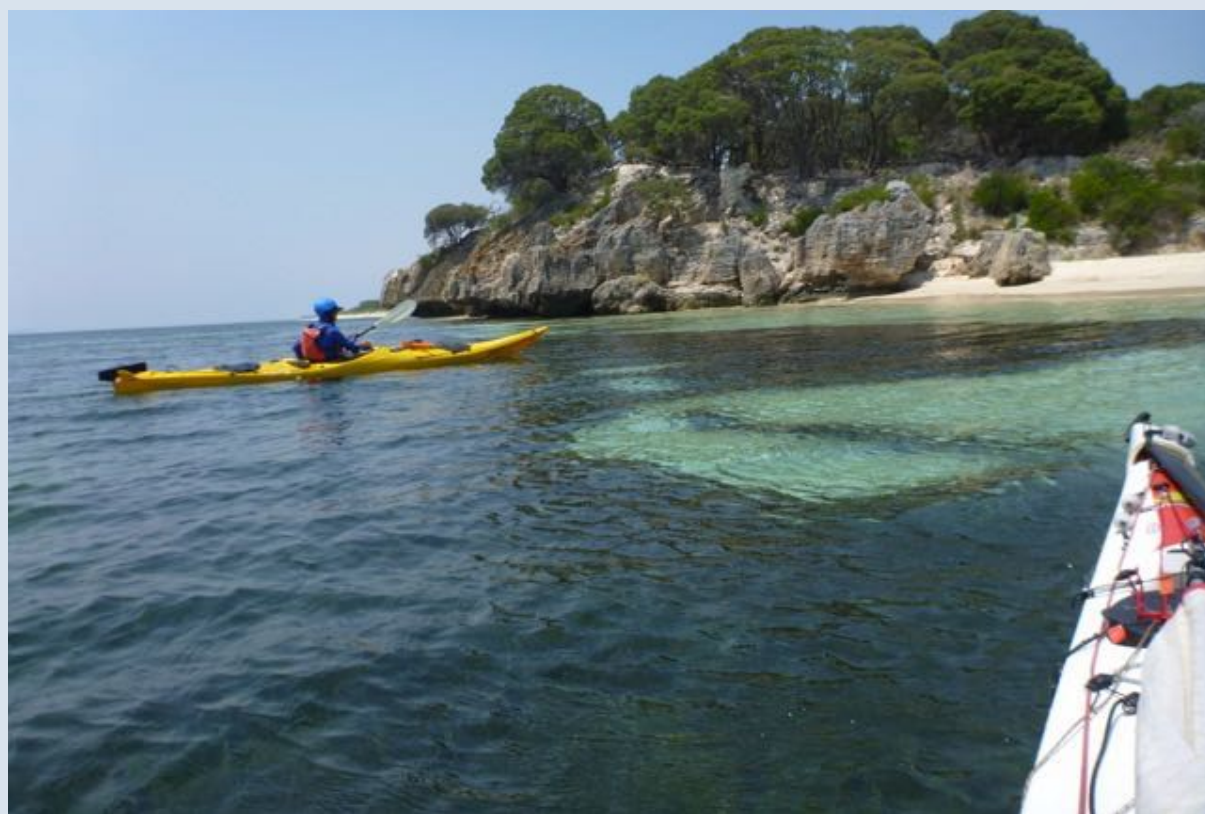
This was originally scheduled as a 25km paddle from Woodman Point via Carnac Island, Garden Island and return.

The Seabreeze forecast for Perth waters that morning was for a 17kn southerly trending SW around 1.30pm. Given this forecast, Callan suggested paddling straight to Cliff Head, Garden Island instead so we could take advantage of the sea breeze on the way back.

It was 8.25am and I was getting concerned as Andrew, normally a punctual person, still hadn't arrived. Thankfully, he appeared a few minutes

later, extremely apologetic as he was still on winter time and hadn't noticed that the paddle was an 8am for 8.30am start (I had nearly done the same thing). With a bit of help from the group, it didn't take him long to get sorted, however, and we were off by 8.45am.

We departed Woodman Point boat harbour into a stiff breeze, dodging incoming/outgoing power boats. It was quite eerie as there was a thick smoke haze blanketing our view. Garden Island was completely obscured so we had to resort to navigation by compass (ironically, I had left my compass at home as I have done this trip many times before and assumed it would be clear - lesson learned!).



Ian arriving at Cliff Head

Photo: Andrew Munyard

It was few kilometres before we could see the vague outline of two ships moored off Garden Island giving us a target to aim for, aided by a compass bearing from Andrew and Callan. Finally, around two thirds of the way across, the haze lifted and we sighted Garden Island.

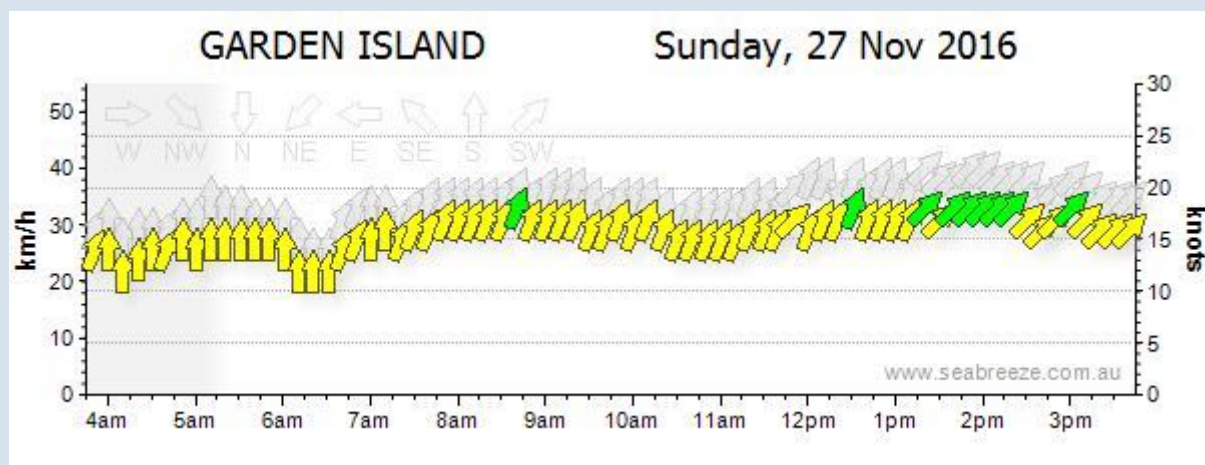
The trip over wasn't as much of a slog as I had anticipated, with the wind abating half way across before picking up again a few kilometres out from the island. We arrived around 11.05 am after 2hrs 20 min paddling.

We enjoyed a leisurely lunch at the lookout atop the hill taking in the vista. Glen had recently returned from several

months travelling up north, including a month camping in the Cape Range National Park, so was keen to share stories of life on the road.

The return trip was a lot of fun, aided by a moderate following sea. Andrew appeared to have the most fun, however, as we could hear him squealing with delight whenever he caught a run, aided by his sail (I might even be persuaded to get a sail now). We arrived back after 1hr 30 min and were rewarded with a coffee and snacks at the café.

Many thanks to Callan for leading the trip and well done to Ian for completing his first trip over to Garden Island.



Seabreeze wind reading for Garden Island on Sunday