

# NSW SEA KAYAKER

Newsletter of the NSW Sea Kayak Club Inc.

P.O. Box A1045 Sydney South, NSW 2000

Number 4

JULY, 1990

## PRESIDENTS REPORT

The NSW Sea Kayak Club Inc. has been in operation now for almost 12 months and as such, the Annual General Meeting will be held on Monday, September 10th, 1990. If you would like any issues raised at this meeting that you think should be discussed (for example, the Club's organisation, functions, and rules), please lodge your ideas with a member of the Committee so that an agenda for the meeting can be formulated.

All positions on the Committee will be declared vacant and elections held to fill the positions. Here is your opportunity to be elected to the club management and place your individual stamp on sea kayaking in New South Wales.

The Club has a firm stand on the wearing of P.F.D's and the fatal incident in the water at Captain Cook Bridge recently reinforces our position. Please think before you paddle without your P.F.D. We are researching our statutory obligations concerning the wearing of a P.F.D. in open water situations and the findings will be circulated.

Attendance at Club paddles continues to be encouraging and I am sure that the return of warm weather will further improve the situation. Please remember to let the trip leader know, before the trip commences, if you do not intend to remain with the group for the entire trip.

Our growing profile is reflected in the number of telephone calls from prospective members, many of whom do not own a sea kayak and are seeking advice and direction. We should give consideration to a means of introducing these prospects to the sport without our personal bias for a particular boat showing through. How will we do this? Please let the Committee have your ideas.

Perc Carter  
President

## ANNUAL GENERAL MEETING

The Annual General Meeting of the NSW Sea Kayak Club Inc. will be held at Macquarie University on 10/09/90. The details are:-

Time: 7:30PM

Date: 10th September, 1990

Venue: Gymnasium and Squash Court Centre: Meeting Room.

Entry from Cullodon Road, North Ryde. Parking is available adjacent to the building.

Eats: Supper will be provided.

A flyer with the meetings agenda will be circulated to all club members prior to the event.



CRONULLA - WATTAMOLLA April 29th, 1990

Ken McDonald played the role of trip leader for 10 paddlers who assembled at the boat ramp rendezvous. The party departed at 8:40 and comprised:-

Bob Meissner	- Cat Can single
Peter Meredith	- Estuary
Peter Ingleby	- Estuary
Ken McDonald	- Dolphin
Jeff Coldhill	- Greenlander
Gary Burnham	- Greenlander
Aussi McHugh	- Greenlander
Colin Campbell	- Greenlander
Paul Hewitson	- Greenlander
Phil Chidgey	- Greenlander

We paddled out of Port Hacking to find the forecasted swell of 2 metres was non-existent; the conditions were calm seas, slight westerly breeze and the most beautiful sunny day you could ask for after months of endless rain.

This part of the coast is very rocky with precipitous cliffs stretching all the way from Bundeena to Marley. Anyone paddling this trip should be prepared to paddle for at least 2 hours (or longer if it is rough) as no reliable landing spots are available between Port Hacking and Wattamolla.

As we approached Marley Head, the group developed a tail end due to two of us suffering hold ups. Firstly, Bob decided to sail on his new Cat Can and, as we have seen on a previous trip, the manouvre takes a while to master. The second delay was caused by a huge fish species, bonito. As I was trolling a line with a lure attached, Jeff and I paddled close to the cliff face because that's where Jeff reckoned the fish would be hiding. Sure enough, I was soon in reverse, yelling for Jeff to raft up beside me. We landed the fish and Jeff remarked that it was the biggest of the species that he had ever seen. The struggle had been such that Jeff was later heard muttering about, "doubling the flotation" in his kayak.

Consequently, Ken was covering huge distances checking on us all. I could not help but think that as we approached the inlet at Wattamolla, we must have looked like a flock of sheep being herded into a pen by a sheep dog (Ken) who came in last shutting the gate behind us.

After lunch and a mag, the group paddled a couple of kilometers southwards to Eagle Rock:- a rock outcrop that resembles an eagles head when viewed from the north. After enjoying the view,





we paddled northwards past Wattamolla to Marley Head, where the group split into two. One group headed for home while the rest of us headed for a work out in the surf at Marley Beach. Bob's Cat Can proved to be good for catching waves even though it was slow and heavy, the short blunt bow stopped the boat diving into the water in front of a wave, but as soon as it went sideways the keel made it tip over with no chance to brace and broach. As a result, Ken's spare pump was put to good use a couple of times.

After about an hour of spills and thrills, we headed back for Port Hacking stopping on the way to chat to some divers on a boat who told us that they had just been observing a whale shark during their dive. We returned to the boat ramp at Gunnamatta Bay at about 4:30 PM, in time to wash our boats before dark.

Peter Ingleby

BALMORAL BEACH TO DAVIDSON - June 3rd



The venue was Balmoral Beach for a 20 km return trip to Roseville. The trip entailed a paddle upstream through Middle Harbour to the upper reaches of the estuary below the Roseville Bridge. Seven paddlers turned up for the trip and one John Dean who presented his personal apologies as he had domestic plus work duties to perform (obviously hasn't got his priorities right yet!).



The paddlers were -

John Bamberry - Estuary  
Peter Craig - Greenlander  
Mark Howard - Puffin  
Charlie Wilcox - Estuary

Frank Brandon - Estuary  
Patrick Dibben - Puffin  
Bruce Lee - ??##\$\*!!\*

We set off with a small group which expanded when Mark and Charlie met us near the start of our journey after putting in at Clontarf. Bruce was paddling what looked like the prototype of the B-52 bomber; a sea kayak lengthened, cut joined, taped, pasted and transformed into a k1. Anyway, it was deemed seaworthy (by the fact that he paddled it on the sea!).

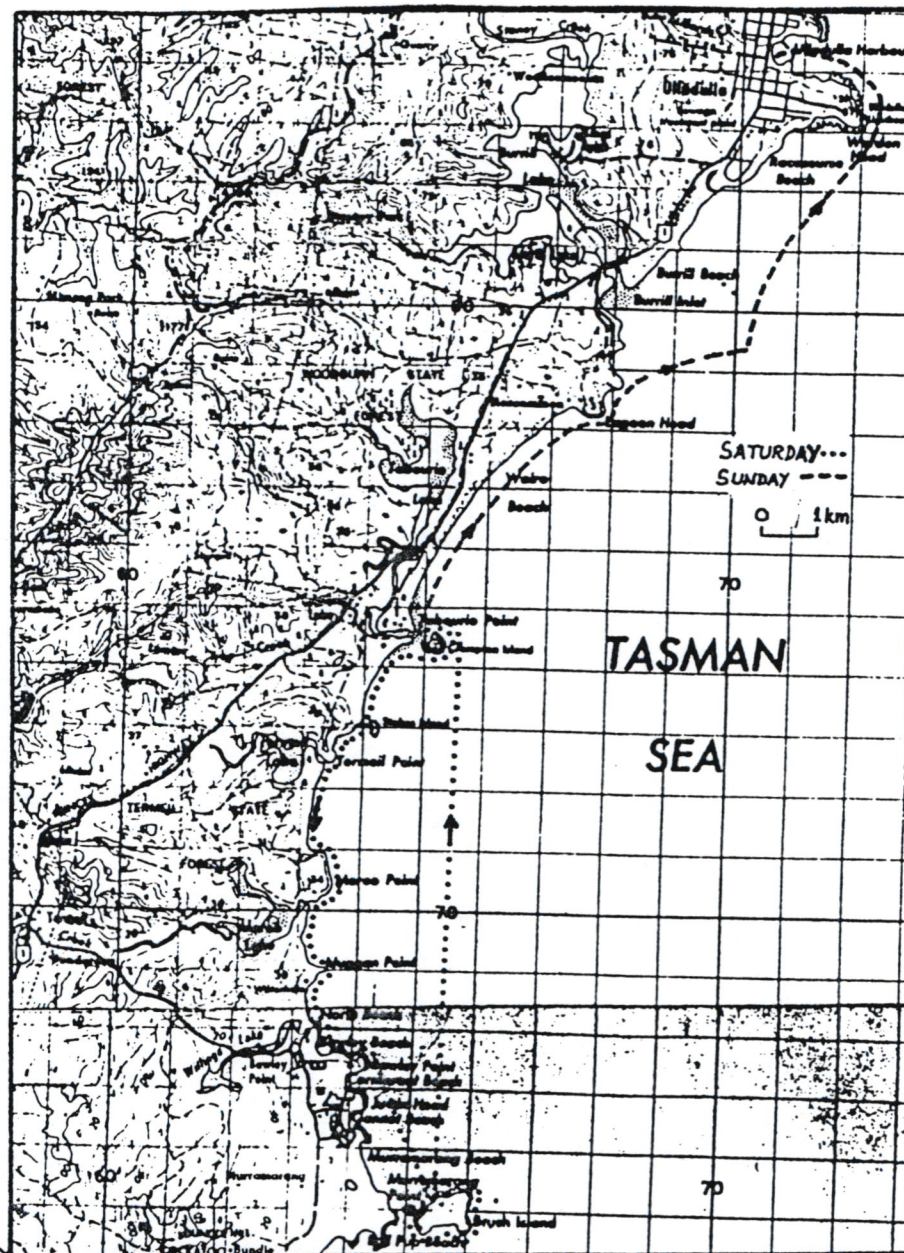
We rounded the northern end of Balmoral Beach and headed upstream into an out-going tide. Keeping an eye out for fishing lines, we passed in a tight group under the Spit Bridge. Admiring the houses that adorn the northern shoreline or just thinking what an absolute waste of money some things are (particularly the statue of a Greek goddess that watched over a fancy swimming pool), we took advantage of the eddies forming near the shoreline to get a bit of assistance upstream. As we paddled northwards up the next arm of the harbour, one could imagine that you were nowhere near Sydney. The shores are tree-lined almost all the way to Roseville Bridge and this contributed to a very relaxing paddle. Although you could do this trip in most sorts of boat, it provided a good opportunity to examine some characteristics of your boat, such as, how high your bow sits out of the water, where the turbulent water rises near the stern of your boat, what effect a rudder has on the effective waterline length of your boat.

We dodged more fishing lines and passed under Roseville Bridge keeping an eye out for flying semi-trailers. A small beach up past the mangroves provided a good spot for lunch. Peter had a few adjustments to do on his footrests and was assisted by Mark who climbed head-first, belly-up into Peter's boat. This must of looked quite amusing to the couples across the other shore to see to legs sticking out of the kayak's cockpit. I'd brought my kite along hoping to sail to our lunch locality but could only provide a land-bound demo. Frank, not content with the length of the paddle, obtained his pilot's licence from Bruce to do laps of the river in the B-52. After a lengthy lunch, we set off and commenced the first Australian sea kayak frisbee competition with Patrick's frisbee. By this stage, the water traffic had increased and got more intense towards the Spit. Frank provided a demonstration on wake-riding and set a constant pace for us to follow. A slight breeze, combined with a small chop, created a wet challenge for Bruce. Every time he passed through a chop, it rolled over his bow eventually crashing into his spraydeck. Now we were thinking that his boat acted more like an Orion class submarine. Additional assistance to the paddlers was provided by the numerous wakes created by the traffic.

We separated near the Spit Bridge as Mark, Patrick and Charlie headed east towards the Heads. Bruce and Frank sped off on a sprint-home and Peter and I toddled back after an interesting paddle.

John Bamberry





"What's THAT?"; My three year old daughter asked me as we sped south towards Ulladulla.

"That" looked for all the world like a large white banana resting on the roof-racks of a car. We pulled over to find John and Ronnie Slattery re-tying the hold down ropes on a brand-new Pittarak kayak, as the "V" hull had slipped off the foam pads and was in danger of falling off. With the boat secured, our newly formed convoy continued on to Lake Tabourie where we expected to find Frank Backer from Canberra: however, there was no sign of him at the park.

Lake Tabourie is situated 13 km south of Ulladulla on the mid-South Coast of NSW. John had chosen the location because our families could stay in the on-site caravans and the lake would provide easy access to the ocean through a small surf protected from the southerly swell by Crampton Island.



We unloaded the cars and moved into our rented caravans and with a last look around for Frank, we carried our kayaks over the lawn to the lake. Braving the threat of a face full of water, we cruised out through the surf at the entrance to Lake Tabourie and headed southwards to Bawley Point. A slight offshore breeze was not strong enough to ripple the smooth 0.5 metre swells which were forming up along the beach for the local surfers and we paddled along just outside the break and sneaked inside Stokes Island dodging the rocks exposed by the passing waves.

From Bawley Point we crossed the channel to Brush Island and followed the shoreline out around the seaward side where some large pieces of scrap metal led to speculation of shipwreck or island industry. Rounding the outermost headland on the island we continued our circumnavigation and landed for lunch on the only sandy spot directly opposite Cat & Kitten Beach and just next to the nature reserve warning sign. Any thoughts of a bushwalk on the island were quickly forgotten as the thick, tangled undergrowth and spikey bushes would make progress slow and painful.

Our journey thus far had been a pleasant 14 km of cruising in the late autumn sunshine and had taken just 2.5 hours so we decided to return to our campsite at Tabourie in a direct line staying about 2 km offshore.

As we settled into a steady rhythm a slight nor' easter began to pick up blowing from the starboard bow. John had been pleased with the performance of his Pittarak up till then, noting its good turn of speed and the easy lean-to-turn characteristics of the "V" hull, but as the wind increased and a short chop began to form, he had some choice words to say regarding the boat and renamed it on the spot to "Round Up" because even with the hull leaning over, it still insisted on pointing into the wind and waves. We battled on with John swearing that the first thing he was going to do when he got home was to fit a rudder to his boat. After a about 1.5 hours, we arrived off the mouth of Tabourie Lake and surfed over the bar to ground on the sand where we dragged our kayaks up the channel (against the flow) with thoughts of hot showers and a cold beer on our minds.

The evening was spent having a BBQ and finished off at 8:30 with a few social drinks in our caravan with a cold south-westerly wind bending the trees outside.

Sunday morning saw the early arrival of Peter Ingleby ready for a trip of 12 km north to Ulladulla. Peter had to work on Saturday so had driven down early in the morning, there was still no sign of Frank and we wondered if he had decided not to come down for the weekend after all.

After a leisurely breakfast, we launched into the lake and out through a lull in the surf to run before a 10 - 15 knot south westerly up the coast. Off Burrill Lake, Peter spotted a large flock of gulls wheeling above the water out to sea and so turned to intercept what he thought was a school of fish, it is probably the first time I have seen him sprint - must be something to do with his hunting instincts, but this time there were no fish and the gulls seemed to be grinning to themselves when we paddled past. Probably sharing the joke that they had played on poor old Pete. By this time we were about 3 km offshore and could see the



tops of the Jervis Bay headlands appearing as islands on the far horizon. During both Saturday's and Sunday's paddles; the most prominent feature was Pigeon House Mountain, set inland on the skyline of the Budawang Ranges, it provides an excellent navigation beacon for anyone travelling this coast.

Our trip finished at Ulladulla harbour where Peter and I both tried out John's new boat, confirming his impressions of the hull characteristics. During lunch, a yellow and white Greenlander arrived through the harbour entrance and Bruce (from Canberra) introduced himself. He had been paddling all weekend with our elusive mate Frank and explained the mix up, with them looking for us as far south as Burrill Lake on Saturday and then going for a paddle north from Ulladulla. That morning, they had been paddling behind us as we came up the coast but were much closer to shore so had not seen us at all. We never did get to meet Frank as he had continued on to meet some friends at Mollymook, but we did pass his car with a red and white Pittarak on the roof as we left to drive home. I wonder if his boat is called 'Round Up' as well?

Ken McDonald

HARBOUR PADDLES

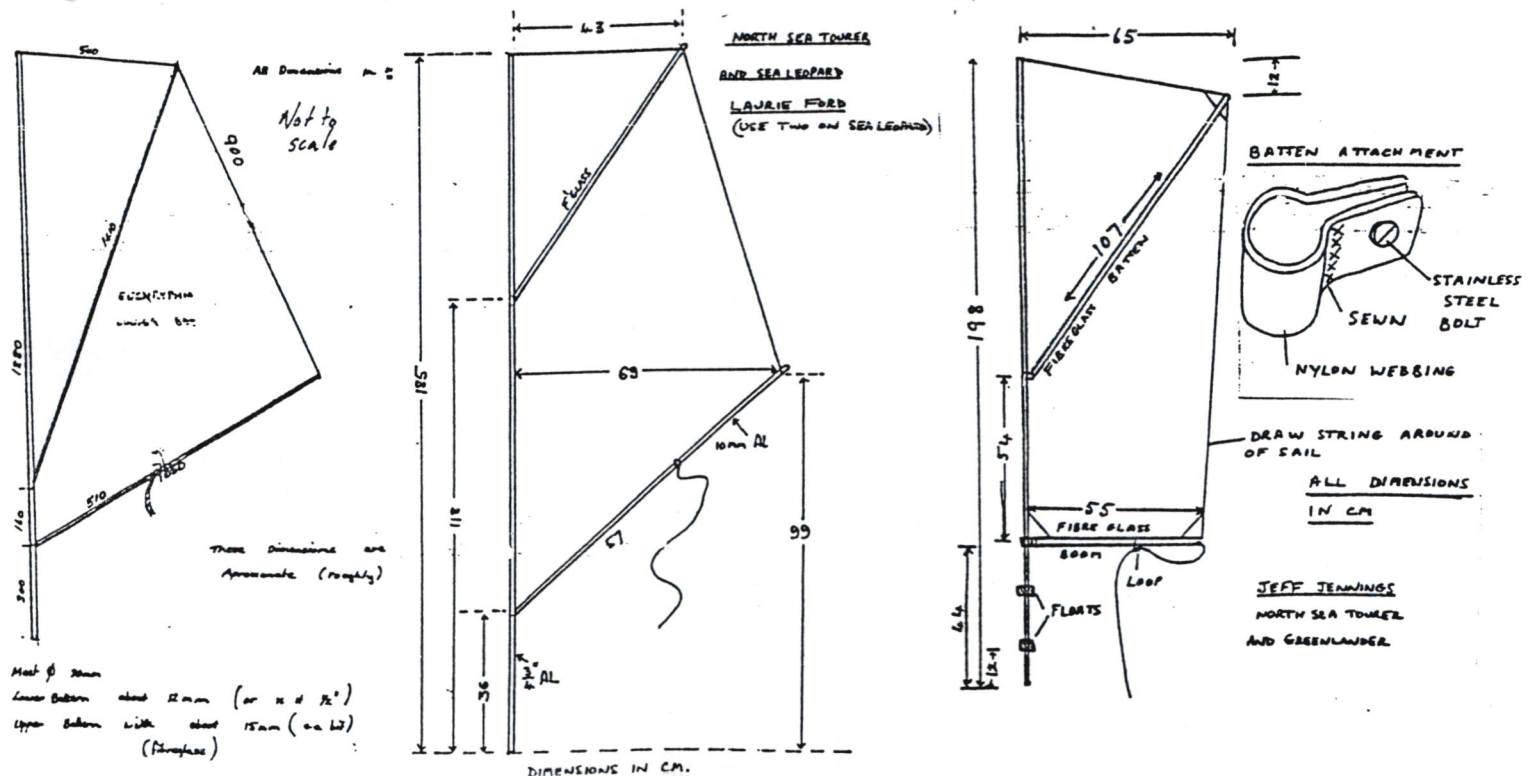
To go paddling on harbour (on weekends) from Balmain, contact:-  
Patrick Dibben (phone: home: 810 7242; work: 287 4902)

FOR SALE

Tasman Twin with sails and spray decks. Interested?? Then contact Perc Carter (ph: 523 6157). Price on application.

SAIL DESIGNS FOR SEA KAYAKS

from: The Sea Canoeist  
Maatsuyker Canoe Club.





## PADDLING AT NIGHT - Are you afraid of the Dark?

For some of us it is convenient to go paddling at night and occasionally a long day on the water may involve finishing in the dark. One of the greatest hazards for the sea kayaker is the risk of being run over by a large craft (even a collision with a runabout could cause serious injury!). This danger is greatly increased when visibility is reduced by poor light or fog etc. conditions can conspire to make your little boat virtually invisible (a fact which has led to some amazing military voyages - but that's another story).

In order to stay visible and alive, you should make your boat as easy to see as possible: that is, lots of bright colours, a torch to signal with, and for regular nocturnal manoeuvres, you might like to fit navigation lights.

The MSB Safe Boating handbook sets out the regulations for correct lighting for all vessels and categorises them into various types, while kayaks are not specifically mentioned you should consider the problem from the view point of the skipper on the craft we are trying to avoid. He or she will be (hopefully) on the lookout for other vessels and will recognise them from the pattern of lights shown, in other words if you want to be seen for what you are, then the category for kayaks would be the same as for a boat under oars (see below for a copy of the relevant section of the MSB handbook).

Some people carry strobe lights for night use and they could prove useful in an emergency situation, but as they are not an internationally recognised distress signal you should not rely on one to summon help. At best a strobe may help pinpoint your location after the alarm has been raised by a standard signal.

I would recommend that all paddlers get a copy of the Safe Boating Handbook available free of cost from any Maritime Services Board office as reading it will make you more aware of the boating rules and may even save your life one day, (the section on PFD's makes interesting reading and would seem to indicate that you must WEAR your PFD when paddling at night or on open water).

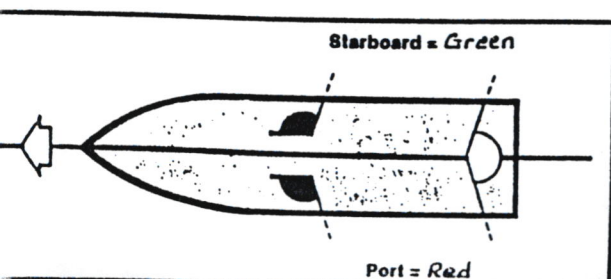
Ken McDonald

### **LIGHTS** from the *Safe Boating Handbook*

Navigating at night requires special care and considerable experience. Vessels must exhibit the proper lights and boaters must be able to interpret the lights displayed by other vessels to judge their occupation and direction of travel. When fitting navigation lights to any vessel, be sure to use approved lights - contact any Boating Service Officer for advice. Lights must be displayed from sunset to sunrise, and as necessary during daylight hours in periods of restricted visibility.

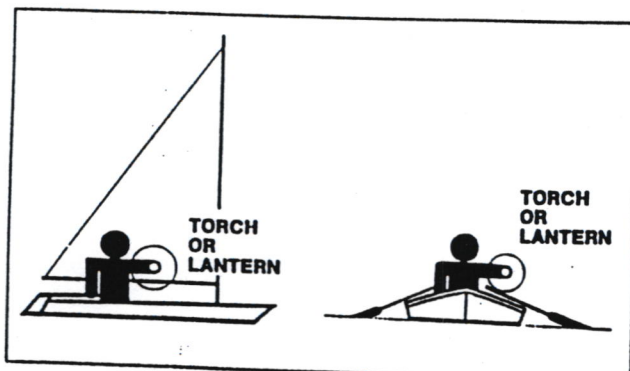
A vessel is under way when not at anchor, or made fast to shore, or aground.

Sidelights RED/GREEN — 112.5°  
Sternlight WHITE — 135°



Sailing vessels of less than 7 metres in length, or vessels under oars, shall if practicable exhibit the lights prescribed for sailing vessels under 20 metres in length but, if not, shall have ready at hand...

... an electric torch or lighted lantern showing a white light which shall be exhibited in sufficient time to prevent collision.



Sailing vessels show side lights and a stern light but, if less than 20 metres in length, may combine the side lights and stern light into one lantern carried at or near the top of the mast.



## MAP READING AT SEA

An obvious and essential element of sea kayaking is to know where you are, particularly if you're paddling on your lonesome. In the extreme case of an emergency, being able to pinpoint your position with a fair degree of accuracy is quintessential provided you have means of translating your position to a rescuer (e.g., by radio). Therefore, the ability to read maps and a compass are very important attributes that a sea kayaker must possess.

This article is a brief guide to the use of different maps for navigation purposes on sea. One should note that a map is of little value if you paddle out of sight of landmarks. The distance you can see in the horizon is a function of your height above water and you all know that you paddle one of the lowest height craft around. Your compass becomes your best friend if you happen to lose sight of land but I doubt that this would concern many people unless you're on your way to NZ.

When using a map on the water, you require:-

- \* a way to keep the map dry,
- \* a place of easy access to a map,
- \* a map that is easy to read, and
- \* a map that is easy to handle.

With most maps, you will find that it is difficult to fulfil all these requirements. Keeping a map dry can be done by sealing the map in plastic, keeping it in a plastic sleeve or your hatch, or by having a waterproof map. A map will be easily accessible if you stick it down your buoyancy vest or if you have successfully waterproofed it, you can tape it to your deck or hold it down under shock cord decklines.

The standard 1:25000 scale topographic maps produced by the Central Mapping Authority have plenty of detail on land topography from which you should be able to recognise landmarks by their shape and size. Such maps are, however, large and originals are not small enough to have in front of you while you're paddling. They do show a lot of useful features including some information on waters such as mangroves, mud, sand and oyster leases, to name a few. If you photocopy relevant sections, you will overcome the size problem but find the map harder to read because of the loss of colour.

Naval charts are extremely useful for showing features of waters and include such information as shipwrecks, bathymetric depths, speed of currents, channel markers and hazards, amongst other things. These maps are available in laminated form but are, once again, large and only suited for stowing away in your hatch till given the opportunity to take it out to read. One might find that they are also rather expensive although a lot of the information may not be shown on any other map.

Another option are the maps produced by the MSB on different waters around NSW. These maps are small (pocket-size), plastic coated and waterproof, and provide information on speed limits, channel markers, cardinal marks, wharves, launching ramps, lights etc. but they lack the necessary topographic information by which one can locate themselves. They also contain brief notes on boating regulations and are very cheap.



Obviously, if you're on a group trip, you won't need a map but may wish to follow your route just the same. Any major trips should be well-studied on a map before any such trip is undertaken and particular note taken of landmarks on which you could take sightings. My suggestion is that on the water you use a map showing channel markers and lights (if paddling in harbours etc) in combination with a standard topographic map.

John Bamberry

DID YOU KNOW?

Occupants of canoes and kayaks must wear a lifejacket or buoyancy vest, except where the vessel

- (a) is propelled by paddle or oars in enclosed waters\* [between sunrise and sunset]
- (b) is not a tender
- (c) is so constructed as to stay afloat if capsized, and
- (d) is not more than 400 metres from the nearest shore

- from the MSW NSW Safe boating handbook

\*Note: The term "enclosed waters" does not apply to all waters partially or wholly surrounded by land. You may be interested to know that most of Botany Bay is classified as open water.

DECK LINES & TOW ROPES

Following enquiries for details of Deck & Tow lines from club members the following information was taken from the "Tasmanian Sea Canoeing Club" magazine. It is a system devised after much thought & trial & having found it a good system for my own use, would recommend it to you.

Ray Abrahall

DECK LINES & TOW ROPES

Most of us agree that an efficient, easy, cheap way of fitting your sea kayak is as follows:- Fit bow and stern loops in the conventional way but only make a loop of 5 to 8 cm diameter. Around your deck at convenient intervals (Depending on sheerline etc) mark out where you wish to fasten the deckline, eg probably about every 60cm, and about 2 to 4 cm in from the side. (Fig 1.) Drill holes as indicated to take a good quality plaited nylon cord with high breaking strain. Cut off enough short lengths (10 to 12cm) for the number of points and insert into holes as shown (Fig 2.).

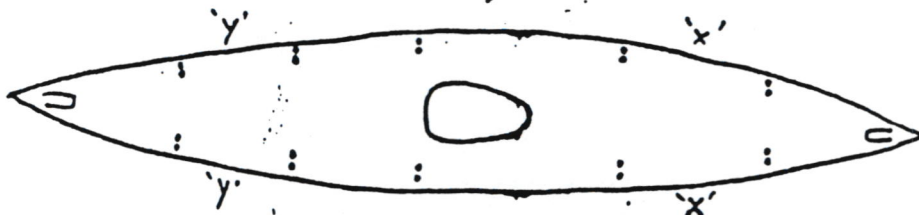
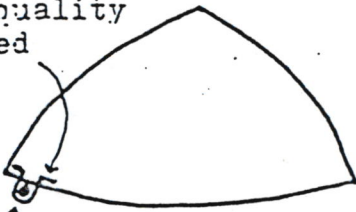


FIG 1.



Good quality  
plaited  
cord



Short dowel, pencil etc of  
diam to allow deckline easy  
access..

FIG 2.

Hang the kayak upside down and use 5 min araldite (or similar) and bricks or bits of wood etc to hold ends of cord flat till glue sets. Then use resin and CS<sub>2</sub> to glass over cord ends completely to make water tight. When all is completed tie the deckline in a bowline through the BOW loop. Run the deckline through all the loops down one side, through the stern loop and back up the other side to the bow loop again. Tie with a round turn & two half hitches, leaving a tail of about 60cm,

and tie this tail back along the deckline with a clove hitch. The reason for this is explained under towing.

Make sure there is a deck loop each side just to the rear of the cockpit. Use a good quality soft, plaited, synthetic rope for the deckline (6mm is adequate) and pull it pretty tight when tying on. It has negligible stretch or shrink properties. If you will regularly have heavy gear on board and require help to carry it, it may be worthwhile feeding the deckline through good quality high-pressure hose about X and Y (Fig 1.) to give better carrying points.

You now have a deckline that is extremely handy when seal-landing into a difficult rocky area to give others already ashore something to grab and hold on to. Long heavy slippery sea-kayaks are not the easiest thing to deal with in big swells, and these lines make a world of difference. Two other uses are to give a towing point, and for use in rescues.

TOW ROPES: need to be the same length when two or more are towing and we have adopted the following standard. Buy 7 metres of 4mm 'float rope', splice a loop in each end. Buy about 1.5m of 6mm shock cord and tie the ends together as shown.



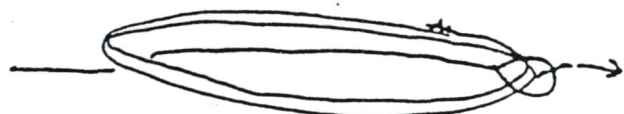
Finish off with a few turns at right angles to this.



Make a double loop of this endless shockcord and pass one of the eye splices in the floatrope through the centre and over the end.



Pass under, up and through.

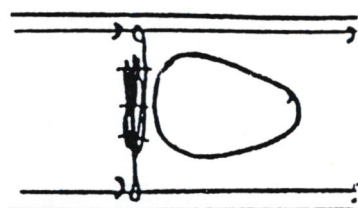


Pass loop over end of shock cord & pull shockcord through. The two are now firmly attached to each other.



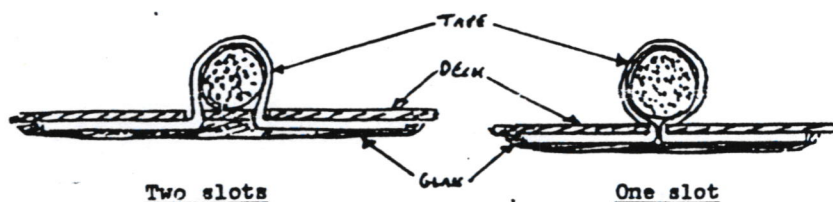
Buy two brass spring-clips (NO.2, Made in Italy) and pass other eye splice through the eye in the clip and back over itself (similar to attaching the shockcord to the rope). Do the same with the shockcord. Allowing for splices etc you now have a tow rope approx 7 metres long (also useful for a clothesline when camping).

The best way of stowing this is to bundle it up (carefully) as shown and put three thick rubber bands round it (double). Then hook it on to the deckline each side of the rear of the cockpit. Then when you wish to tow another kayak which is on your left just unclip the right hand side, clip it onto the other kayak and start paddling. The rope will pull out of the rubber bends and leave them on the rope



An alternative deckline attachment method - Oliver Vaughan Deck Lines

I copied Mike Emery's idea of using 12mm climbing tape for the tie-down loops with the slight modification of only using one slot in the deck instead of two.



I drilled and filed the slots, carefully rounding the edges to prevent chafing of the tape. The obvious advantage is one slot instead of two, and the finished job looks and feels strong and attractive.

---

WELCOME TO OUR NEW MEMBERS!!

New members during the last quarter are:-

Rik Deaton	ph: (H) (063) 513267	(B) 529874
Patrick Dibben	ph: (H) 8107242	(B) 2874902
Mark Howard		
Alexander Preema	ph: 919 44482	

---

NSW SEA KAYAK CLUB CALENDER

AUGUST 18-19 BATEMANS BAY

- contact: Frank Bakker ph: (063) 523826

AUGUST 26 THRILLS, SPILLS AND SEA KAYAK SKILLS -STANWELL PARK  
(dependent on conditions)

- contact John Slattery ph: (042) 261833 (B) (042) 841616 (H)

SEPTEMBER 9 PALM BEACH - BRISBANE WATER

- contact John Bamberry ph: (02) 9558212

SEPTEMBER 10 ANNUAL GENERAL MEETING - ALL WELCOME

VENUE: Gym & Squash Centre Meeting room, Macquarie Uni.

TIME: 7:30 pm.

SEPTEMBER 22-23 BROUGHTON ISLAND (off Port Stephens)

Stay on island overnight, lots of sea caves etc....

- contact: Michael Richardson ph: (02) 9079766 (B) (02) 9531248 (H)

OCTOBER 6-7 SOCIAL NIGHT (Saturday) and HARBOUR PADDLE & PICNIC  
(Sunday). - contact Michael Richardson ph: (02) 9079766 (B) (02) 9531248 (H)

OCTOBER 21 MINNAMURRA TO WOLLONGONG VIA FIVE ISLANDS

-contact: John Bamberry ph: (02) 9558212 (H)