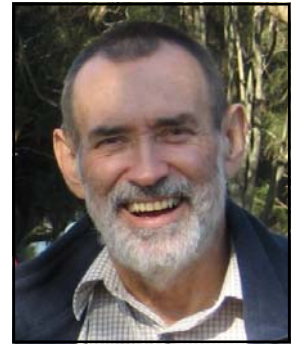




April 2015

Trevor John Williamson

1948–2015



Lane Cove River Kayakers lost one of its most celebrated former members when Trevor Williamson died on March 1 following a cycling accident near his home in Wyoming, Gosford. He never regained consciousness after the accident, which occurred on his 67th birthday, Feb 21.

Trevor had been returning to his home after a cycling outing with close friend Tony Langmead when he swerved to avoid a family on the path and fell badly. He was taken to hospital where he remained in intensive care until his family had to make the awful decision to turn off his life support.

His lifelong concern for the welfare of others continued after his death, with organ donations saving the lives of three other people.

An earlier cycling accident in Botany in December 2011 left him with serious multiple injuries. A hospital acquired lung infection kept him in hospital for months and it was well over a year before he regained anything like his normal health.

But his resilience shone through and eventually he was able to resume his cycling, paddling and bushwalking, and again embrace the outdoors.

His son Andrew, delivering the eulogy to a packed Magnolia Chapel at Macquarie Park Crematorium, noted that "he was a man who never gave up" and said he "loved nature and died doing what he loved".

In the early 2000s Trevor was President of NSW Canoeing, and his role as leader of the sport in this State brought him into contact with all sections of paddling.

Tim Hookins, Chair of Paddle NSW, said: "On behalf of the NSW paddling community, I would like to express my sorrow at his passing. He was President of NSW Canoeing for three years and it was just like him to give freely of his time for the benefit of others.

"Trevor was a credit to the paddling community and a good friend to us all. We could always expect a cheery greeting from him, even when things were not going his way.

"We send out condolences to his children Caroline, Jane, Andrew and Cameron, his grandchildren Hamish and Lachlan, and his wife Peta. They will be in our thoughts as we think of Trevor, whose life has been cut short when there were still so many experiences and challenges he would have been keen to face."

LCRK President Paul van Koesveld wanted to express the club's appreciation for Trevor's contribution to paddling in

general and the club in particular.

"He inspired people to do things and then administered to make sure they happened," he said.

Older members of LCRK remember Trevor for his ever-present grin and his cheerful nature. In their memories also is the sight of him racing in his trusty Mirage 730 with mates Bert Lloyd and later Gregg Appleyard.

Bert recalled: "Hundreds of marathon races, eight Hawkesburys, four Murrays, all in the double, and thousands of other kilometres in the sea and rivers, both flat and whitewater. A lot of memories. Thousands of arguments, but none that could be remembered the next day. Some success in races, but enduring memories of some of the less successful. Only twice did we fail to finish a major race, both times when Trevor tried to get back into the boat against medical advice while barely being able to stand. Let's not be sad that he is gone but glad that we knew him. Goodbye mate."

Some of the strongest memories for Gregg are the countless kilometres they covered while paddling in country areas.

"There weren't many places we haven't paddled together on camping trips," he said. "He was a bit of sergeant major. He and my brother John and I were planning to do the 150km, 4-day WomDomNom event on the Macquarie River later this year. Trevor was looking around for a lighter cruising boat and was going to sell his Mirage 580."

In his heyday as President of Wakehurst Touring Canoeists, Trevor was instrumental in running

six WTC teams in the Sydney canoe polo competition.

"Trevor was an enthusiastic player, regularly competing in the Sydney competition and also in the veterans category at State and National level," said fellow canoe polo player Richard Barnes.

"His greatest skill was as a goalkeeper, and likely there was no better vet goalie in NSW. Twenty-plus years ago he started his polo career with WTC. In 2015 he was a regular in Team Noddies, along with Tony Langmead. Tony and he would commute each Tuesday night from the Central Coast to Lidcombe for their games fix."



Paddlers formed a guard of honour at the funeral service

LCRK's premier time trial trophy, the Crudslime Cup, had its origins a quarter of a century ago. One of the originals, Peter Janecek, recalled those exhilarating early days in this account to a club BBQ celebrating the 25th anniversary on Feb 11.

Crudslime 25 years ago



1990, twenty five years ago, a long time if you're counting. Best don't. Humour me for a time as I slip on the rose-tinted specs and briefly peer back at paddling as it was in these parts all that time ago.

The (Hawkesbury) Classic was dominated by canoes and TK2s. The fastest sea kayak was a Greenlander, the K1 was still vaguely approachable by most who dared to try and the ocean racing ski hadn't been invented yet. Most of those boats were built locally too ... no Shanghai flyers back then. The Lane Cove River carried a World Health Organisation level 2 pollution warning, was chock-a-block with water skiers all summer long and the gunge factory was at peak production, with large brown slicks the order of the day just past the Epping Highway bridge.

It was these slicks that gave the Crudslime Cup its name as no Lane Cove boat ever stayed white for long, nor did we wash them down like you guys do. Indeed, one original, Mr (Derek) Simmonds, simply bowed to the inevitable and had his new boat finished in a tasteful shade of beige (if there is such a thing). It was in the spirit of youthful irreverence that the Cup was so named. I'd phone through the results to the ladies at the *Herald* on Wednesday night and on Thursday morning, in

dodo. Wade Rowston still owns the boat that took out the first series, a venerable X Lancer.

The course remains much the same as the one paddled these days except that we started and finished at Wirong Flat and turned at the green pole rather than the red one at Fig Tree. Any thought of setting turns around any of the other poles was scotched as there was no point having rules you couldn't enforce. The river dictates the course and it's never the same two weeks running.

Speaking of running, on one very low tide night Peter Hillig hit the long sand bar running and was able to portage most of the way to the top turn. Repeating the ruse on the return rather than paddling the long way round saw him win big points that night. Nothing in the rules against it. Does anyone portage these days?

Anyway, back to boats. What sort of boats? Well, there were no multisport boats or ocean racing skis, no stand-up paddle boards, no boats built in China, no preposterously narrow boats, no outriggers, no dragon boats, no carbon fibre ones (yet).

The art of canoeing was still alive with a pair of high



Celebrating the 25th anniversary were some of the original and near-original Crudslimers: Don Rowston, Tim McNamara, Roger Deane, Wade Rowston, Ian Westlake (who did 3 Hawkesbury Classic with Wade, the fastest in 9h 37m), Peter Janecek, Mark Sier, Richard Barnes, Lawrie Kenyon, Tim Rowston (who did 10 Classics), Dave Salter (now paddling with Manly Warringah).

the sporting results section, the words 'Crudslime Cup' were followed by the finishing order the previous night.

I was delighted to hear that the same irreverence has survived well into middle age with the recent naming of the Bogle Chandler doubles cup. Good on you guys ... irreverence is clearly in the club DNA.

Anyway, despite all the hazards, a fair few guys would launch from Wirong Flat but then, as now, any paddle with a mate always turns out a thinly disguised race and, even paddling by yourself, the watch is a harsh taskmaster.

It didn't take much convincing to have an actual race with printed results, so on a warm January evening in 1990 the first race for the Crudslime Cup was held. Perhaps the only boat that competed in that first series you'd recognise today would be the spec ski, the rest have pretty much gone the way of the

kneelers regularly competing, there were touring canoes, both the racy kind and real moose carriers, French tourers built by schoolkids, TK1s and 2s, even wooden boats. Did we cry the night Moose and Mal Edwards took 2 feet out of the side of their superb Struer mahogany Regina K2 on a snag rounding Fullers? Luckily they were able to pour the vast resources of A W Edwards constructions into fixing it and she was good as new and racing again in a few weeks.

That's the beauty of the Crudslime Cup concept. All these boats could race together. At that time class racing was the way it was done. Add up the permutations of class, age and gender and you had more classes than paddlers. We never had the numbers to do divisional racing either, so the simple handicap start system based on your last time worked a treat. Of course, as the handicapper, I had the final say and any bloke I spotted

doing secret training from my well positioned balcony at #56 River Ave had his handicap adjusted accordingly.

Twenty five contested that first series and enough came back for the next few series to make it an established if unofficial event. Guys like Wade Rowston and Peter Armstrong kept score if I was away with work and word got around that if you wanted to prepare for the Classic and have a bit of fun into the bargain for free, head down to Wirong Flat on Wednesday night. In those days there were a lot less of us. A summer fleet of 20 was as big as it got and rarely a lady in that lot, unlike today's club. In the dead of winter it was down to single figures more than once but we were persistent.

So, what about those early persistent Crudslimers? A colourful lot with nicknames like 'Meathead', 'Moose', 'The Stoker', 'Snakey Don', still with us today, 'Doc', who knew all the theory but chose to washride anyway, 'Bullett', 'Mr Smooooth', 'The Tipper' and who could forget 'The Quarter Tonners', a TK2 pairing weighing in at, you guessed it, over 250kg, always a popular wash of a Wednesday night.

Were we a slow bunch? Not really, the first series saw 4 singles under the hour with a few more in the low 60s, but nothing like these days with K1 times regularly in the low 50s night or day. The first year saw a K1 time of 54 mins and a K2 time of 52, not bad for a bunch of *croakin' amachers* just out for a bit of practice before proper racing somewhere else.

The persistence paid off. Perhaps the most telling fact is that a club actually grew out of the Crudslime Cup, not the other way round. I can't quite recall how many, but the Cup was awarded several times before the notion of forming a club was even mooted.

It was racers who decided to form a club. A club didn't decide to go racing. This fundamental difference would lead to internal ructions for years to come between those who would rather race the Crudslime Cup and a driven minority who wanted a club catering for all facets of canoeing.

You know how that turned out, your club was formed, one that was true to its roots but that story is best left to guys like Roger Deane and Wade Rowston who did those hard and unpleasant yards.

That club thrived and survived perhaps the greatest threat ever levelled at organised fun, the great public liability insurance catastrophe that blighted the 90s. Huge payouts were the order of the day and lawyers came straight after anyone with assets, generally club organisers and officials. It still amazes me that a nocturnal kayak racing club kept right on going, the only minor concession being to rename the race a Time Trial. The Cup went underground for a time. The remaining threat is state of origin but you seem to be managing that one just fine.

You guys went on to post an enviable list of achievements all over the world, The Classic, the Yukon, Bass Strait, 24hr records, the series races, quite a haul but what about the originals? Anything to report there? Well, way back in series 3, Ross Chaffer came along and posted a 64. Next series Paul Lynch arrived with a 58. Both Ross and Paul got down to 57s



A photo from the first Crudslime year: Don Rowston, Wade Rowston, Nick Stevens, "Moose" Edwards, Richard Barnes, Lawrie Kenyon, Tim Rowston; Peter Janecek in front.

and, on the strength of that, went on to represent Australia in K4s at the Olympics, Ross in Sydney making the semis, Paul in Atlanta. From memory Paul's boat made the final after winning the semi. Atlanta is quite a long way from the Lane Cove River but you have to start somewhere.

On the topic of originals, a few still post a time these days. What do the years show? In 1990 Lawrie Kenyon opened with a 65, The Rowstons, Don and Wade, posted a 70 and a 76 respectively (yep, dad was 6 mins faster), Doc Dearnley was good for a 74, Mr Simmonds a 77 while the evergreen Mr Barnes bolted in with a 63 at his first outing. It looks like most of that lot are actually faster 25 years on.

Before retiring, Lawrie was posting middle 50s every night, Wade, Doc Dearnley and Derek are over 5 mins faster these days with Don pretty much holding his own against the clock. As ever, Mr Barnes remains entirely unpredictable, defying all attempts to pin him down to a class or time.

One original who did not last too long was Alec Man, a pretty fast guy. Sprinting for home, he hit a basking fat old grandfather eel just before the ramp. It arched up, his K1 slid under the arch, kept going and the eel landed right in his lap. Last time we ever saw him.

The more things change the more they stay the same, except for the eels, thank heaven. The river remains a wretchedly cold place to paddle in winter and the stopwatch still seems to speed up every Wednesday night. Paddlers haven't changed too much either by the look of you, still scruffy, you wouldn't feed half of them. There's no shiny lycra or golfing polo shirts, something to remain perversely proud of. Kayak fashion seems a market niche best left alone. Anyway, I've said quite enough about the early years. Best handover to Wade who, along with many others, took up the cudgels for the next 20 years.

Before I disappear again, can I leave you with a single thought? The other day I heard a bloke say "Heritage is history with a future". Going on your heritage, the club must have quite a future ahead of it.



Coastal walk to aid the blind

by Alanna Ewin

The universe served up a fabulous day for the 55km Coastrek walk by Anjie Lees, Joy Robinson, Dani Seisun and me to raise money for the Fred Hollows Foundation. Full moon, big tides, sunshine and sea breezes made for spectacularly favourable conditions as we walked and chatted all day from Palm Beach to Balmoral along Sydney's magnificent coastline. It was a long day and by 38km we decided to pop some ibuprofen and call in our first aid. Our chit chat was waning, and our feet and legs were aching. Our support crew Richard and Tony bought buckets of icy water and massaging hands to the rescue! After the pampering we felt renewed and soldiered on, as the moon rose billowing and golden over the harbour, and darkness descended. Head torches on, we tackled the last of the bush tracks and pulled in at Balmoral after 10 hrs 22 mins! A great achievement for the LCRK Fair Weather Paddlers – and we are all still friends!! Thanks for all the encouragement and sponsorship. We raised a whopping \$3671 which will restore sight to 146 people who are needlessly blind. Woohoo!



Ella wins the Junior 200m at the Australian Nationals

ELLA BEERE – AUSTRALIAN JUNIOR SPRINT CHAMPION!

Ella Beere topped her magnificent January win in the NSW Junior K1 200m championships with a stunning and decisive 200m victory in the National Junior sprint titles last month.

Her brilliant performance won her selection in the Australian Junior Team and she will be competing in the ICF Junior World championships in Montemor, Portugal on July 23-26.

It marked her down as a star of the future, and she has the 2020 Olympics in her sights.

What makes her achievements all the more remarkable is that she was competing in the under 18 class – and she is still only 16! She doesn't turn 17 until April 15 (don't forget to wish her a happy birthday).

Ella won the final by 0.99s, a big margin for such a short race, with 3.3s covering the whole field. Her time was 44.45s.

In her heat of the Junior K1 500m she came first in 1.59.20.

Sprint guru Nigel Colless enthused: "No under 18 Australian female has ever broken 2 minutes before for the 500m. Ella did 1.59.20 and she's still not 17. Incredible!"

In the 500m final times were slower and she had to settle for 2nd in 2.02.88 behind South Australia's Francesca Kidd in 2.01.48.

The K2 500m saw her in a scratch pairing with Queenslander Chloe Travers and after a 3rd in the heat in 2.00.69 they finished 8th in the final in 2.02.28.

The K4 500m saw her in another scratch combination with Siarn O'Neill of Queensland, Yale Steinepreis of WA and Alex Aves of NSW. She were 4th in 1.58.18.

Ella has only recently started racing K1s. There is absolutely no doubt that with more experience and with physical development as she grows older her times will plummet. In the March 25 LCRK Wednesday time trial she became the first female to break 60m minutes for the 12km course. Her 59.58 was a PB by a massive 3.12. This is really "WOW!!" territory.

Stay tuned. The best is yet to come.



Ella holds the gold medal from her National 200m triumph

Marathon Series

Race 1 Canberra Feb 21

Competitor	Div	Time	Plc
Kieran Babich	0	2.00.13	3
Matt Blundell	0	2.00.41	4
Tony Hystek	2	1.45.28	11
Robert Manning	4	1.49.35	3
Duncan Johnstone	4	2.05.58	14
Jeremy Spear	5	1.54.02	2
Lee Wright	5	1.56.09	7
John Duffy	5	1.57.08	10
Tony D'Andreti	5	1.58.34	11
Phil Geddes	5	1.58.58	12
Wade Rowston	5	1.59.05	13
David Hammond/ Jason Han	5	1.54.06	Rnk
Don Andrews	6	2.02.35	10
Paul van Koesveld	6	2.03.40	12
Dru Spork	6	2.05.25	13
Don Rowston/ Bert Lloyd	6	2.06.24	14
Peter Millard	6	2.05.17	Rnk
Anjie Lees	6	DNF	
Alanna Ewin	7	2.11.58	4
Meg Thornton	7	2.30.17	7
Warwick Sherwood	7	1.58.32	Rnk
Jonathan Peters	7	2.06.28	Rnk
Tim Hookins	8	1.44.46	8
Claudio Battistel	8	1.30.39	Rnk
Jeff Tonazzi	8	1.32.33	Rnk
Ann Lloyd-Green/ Dianne Chellew	9	1.05.27	2
Tony Walker/ John Greathead	10	1.01.58	10
Tracey Hansford	11	1.06.01	11
Paul Gibson	11	1.09.54	16

Div 0=25k, 1-7=20k, 8=15k, 9-11=10k

NSW Marathon Championships

March 14

Competitor	Category	Time	Plc	Dist	No. (km) comps
Matt Blundell	K1 Open	1.57.39	1	25	3
Kieran Babich	K1 Open	1.57.42	2	25	3
Jeff Tonazzi	MR 50+	2.12.01	2	20	2
Tony Hystek	K1 55+	1.16.48	1	15	5
Phil Geddes	Ski 65+	1.37.03	5	15	6
Tom Simmat	K1 65+	DNF			6
Tim Hookins	UN1 65+	1.31.59	1	15	1
Paul van Koesveld	Ski 65+	1.32.57	3	15	3
Anjie Lees	WK1 40+	1.36.45	1	15	1
Alanna Ewin	WSki 45+	1.36.24	15	1	1
Tony Walker	MR 70+	1.11.46	1	10	1
John Greathead	LR 75+	1.15.45	1	10	1
Andrew Kucyper	UN1 70+	1.06.10	1	10	1
Ann Lloyd-Green	WK1 65+	1.05.07	1	10	1
Tracey Hansford	WSki 55+	1.05.16	1	10	1
Rozanne Green	WSki 55+	1.00.03	1	10	2
Meg Thornton	WSki 55+	1.05.40	2	10	2
Kieran Babich/ Brett Greenwood	K2 70+	1.10.53	2	15	2
Ruby Gamble/ Anjie Lees	WK2 70+	1.26.28	2	15	3
Meg Thornton/ Marni Smart	WK2 701+	1.33.59	3	15	3
Tony Walker/ John Greathead	LR2 130+	34.47	2	5	2
Paul van Koesveld/ Phil Geddes	Ski2 130+	27.23	1	5	1
Tim Hookins/ Tom Simmat	UN2 130+	26.19	1	5	1
Ann Lloyd-Green/ Dianne Chellew	WK2 130+	32.36	1	5	1



At the Canberra marathon: Above – Paul van Koesveld, Duncan Johnstone, Anjie Lees, Phil Geddes and Tim Hookins. Below – Jonathan Peters, Warwick Sherwood, John Duffy.



Cleanup Oz mystery

Last October Paul van Koesveld found a full motocross helmet partially submerged in the river around at Lovers Lane (see map, p8). A motorbike wheel jammed under the pontoon was extracted by Wade Rowston a few days later.

The mystery of the motorbike continued on March 1 during the Cleanup Australia Day operation with the discovery of the second wheel on the riverbank near Wirong Rocks by Oscar Cahill and daughters Gara and Emer.

You have to wonder if the rest of the bike is on the river bed somewhere.

Thanks to the following LCRK participants for their Cleanup contribution (in order of sign on): Peter Harris, George von Martini, Karen Darby, Paul van Koesveld, Phil Geddes, John Duffy, Duncan Johnstone, Jon Harris, Kenji Ogawa, David Hammond (with son Thomas and daughter Areti), Tom Holloway (with son Max), Oscar Cahill with daughters Gara and Emer, Ian Wrenford, Matt Swan and Wade Rowston.



At the NSW Marathon championships: Alanna Ewin (above) and Ruby Gamble and Anjie Lees (below)



Bridge to Beach March 22

Competitor	Cat	Time	Plc	Cat	Plc
Matt Blundell/					
Stu Innes	Dbf	51.42	7	2	
Andrew Love	40+	55.37	17	3	
Kieran Babich	Open	1.00.51	40	2	
Chris Quirk	50+	1.03.19	55	8	
Jeremy Spear	50+	1.16.12	116	20	
Justin Ryan	40+	1.16.20	117	29	
Isobell Estorff	W Open	1.19.01	127	3	
Tim Hookins	60+	1.23.32	144	7	
Duncan Johnstone	Skyk	1.27.22	160	5	
Rozanne Green	W 40+	1.30.40	170	2	
Tom Simmat	60+	1.31.48	174	10	
Claudio Baltistel	Open	1.33.26	181	30	
Anjie Lees	W 40+	2.03.45	231	7	
Meg Thornton	W 50+	DNF			

Harbour Series

Pittwater Challenge March 7

Competitor	Categ	Time	Plc	Cat	Plc
Long course					
Matt Blundell/					
Stu Innes	dbl ski	1.04.03	1	1	
Kieran Babich	20+	1.12.46	18	2	
David Young	50+	1.16.10	26	6	
Jeff Collins	50+	1.21.31	40	9	
Rozanne Green	W40+	1.26.42	53	3	
Tim Hookins	60+	1.30.10	61	6	
Craig Ellis	40+	1.31.57	66	21	
Steve Newsome	OC1	1.32.00	67	1	
Short course					
Phil Geddes	60+	1.01.44	14	1	
Paul van Koesveld	60+	1.03.07	18	4	
Tracey Hansford Wseakyk		1.07.08	23	1	
Grahame Young	50+	1.32.22	44	6	

Famil dates

Tony Carr's Freedom Outdoors company is holding familiarisation paddles for the 2015 Hawkesbury Classic on the following dates:
Sun Jun 28 Windsor-Sackville

Sat Jul 18 Wisemans-Spencer
Sat Aug 29 Sackville-Wisemans
Sat Sep 19 Brooklyn-Spencer-Brooklyn.
Cost \$58. Details from Tony 0417-502-056,tonycarr@ozemail.com.au.

Nature Notes by Jon Harris

Nankeen Night Heron - *Ncticorax Caledonicus*

Also known as the rufous night heron. I have not seen one on Lane Cove River but they are a reasonably common bird in the area. Wade Rowston and I saw one a month or two ago when paddling at Crosslands.

Although a nocturnal feeder, it is sometimes active in daylight as well. It is a medium size heron species, and the immature bird has completely different colouring, which it keeps into early adulthood.

The immature bird has reddish-brown and white mottled and striated plumage, whereas the adult has a black crown, pale reddish-brown neck with cream underbelly, darker wings and back, and yellow eye and legs.

It has the typical heron shape and stooped posture and feeding habits, relying on stealth to catch small fish, reptiles, insects and so on.



Nankeen night heron



It inhabits freshwater lakes and estuaries, mangroves and harbours, and like other herons is known to take goldfish from domestic garden ponds.

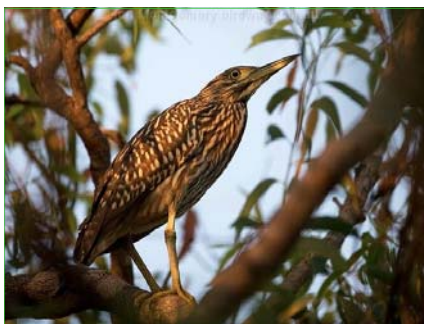
It stands up to 60cm tall and is found all around our coastline and far inland, except for the desert areas, and is also found in Indonesia and PNG.

Males and females have the same appearance and during breeding season develop 3 long plumed feathers from the back of the neck. They are nomadic, following the availability of food and water.

They build a stick platform, often over water, in which they lay 3 to 5 eggs. And both parents tend the young for about 45 days.

They mostly nest in colonies, often in company with other species such as egrets and cormorants.

They have a loud croaking call, often heard at night. Their conservation status is currently secure.



Immature night heron

Saving Lane Cove River

by Tom Holloway

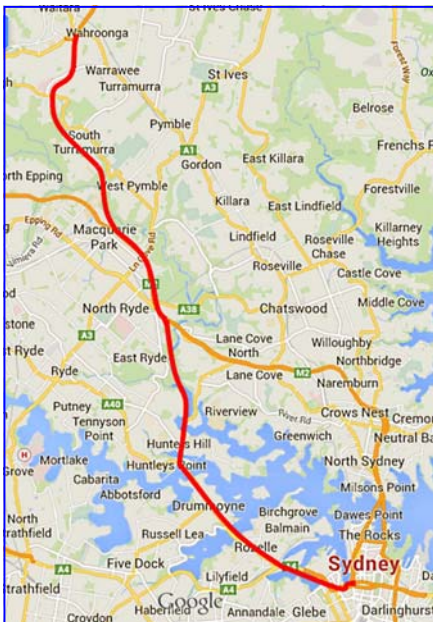
Our river is a natural treasure right in the heart of suburban Sydney. The banks are lined with bushland, wildlife, mangrove habitats and sandstone cliffs. The water quality is improving, and there are relatively few signs of civilisation for much of the course. Compared to the rest of Parramatta River it's a virtual wilderness!



Yet it almost wasn't the case. For much of the 20th century there were plans under way to construct a major freeway through the valley – and they even started building it!

Freeway planning begins Back in the 1950s the then mighty Department of Main Roads (DMR, now RTA/RMS) was planning to link Sydney's CBD and Newcastle with a continuous freeway. This grand vision was known as the *North Western Expressway*, also known as the *F3 Freeway*.

Most of us are familiar with the *F3* route north of Wahroonga. However the original *F3* plan ran all the way between Sydney CBD and Newcastle. The proposed route



started in the city, continued over Glebe Island, then across Rozelle and Drummoyne via new elevated roadways, up through Hunters Hill and the Lane Cove River, along the M2 route through Turramurra and Wahroonga, and finally on to Newcastle.

The graphic at left shows the route. Note the portion running straight through our time trial course.

You might think this was a bold and unrealistic plan;

however it wasn't out of reach in the 1950s and 1960s. Back then the DMR had clout, and governments were willing to invest in infrastructure. They didn't build wimpy commercial motorways like the M2 and M5 which needed widening after a few years; they built 6 and 8 lane expressways with 100-year visions in mind. Community and environmental concerns took a back seat and road builders got on with business.

Work begins The first stage of the Sydney-Newcastle *North Western Expressway* began construction in the 1950s and was fully opened to traffic in 1965. You'll all have driven across it countless times, perhaps not knowing its true purpose. It is of course the Gladsville Bridge, the Tarban Creek Bridge, the Hunters Hill Overpass and Figtree Bridge. This block of roads, bridges and overpasses was actually the first stage of the *F3* Sydney-Newcastle link, which explains why it's so massive compared to the surrounding roads.

This early stage was not without controversy, as the Hunters Hill Overpass cut a large chunk out of old Hunters Hill, including several famous heritage landmarks. That battle is a story in itself and helped pave the way for heritage preservation across Sydney.

Lane Cove Valley Expressway The next leg of the *North Western Expressway* project was to extend from Figtree Bridge up through our time trial course to Epping Road. This was to be the mighty *Lane Cove Valley Expressway* – an elevated concrete roadway cutting through the river, the mangroves and the escarpments. The extract from the DMR journal at the foot of this page shows an artist's impression.

This wasn't a pre-election pipe-dream like we see these days; it was going to happen, as demonstrated by the route finding its way into street directories of the time. See the UBD from the 1970s on the next page with the ominous freeway, overpasses and bridges dotted along the river. Note all the elevated roadways crisscrossing near Blackman Park, plus another large overpass near the pontoon.

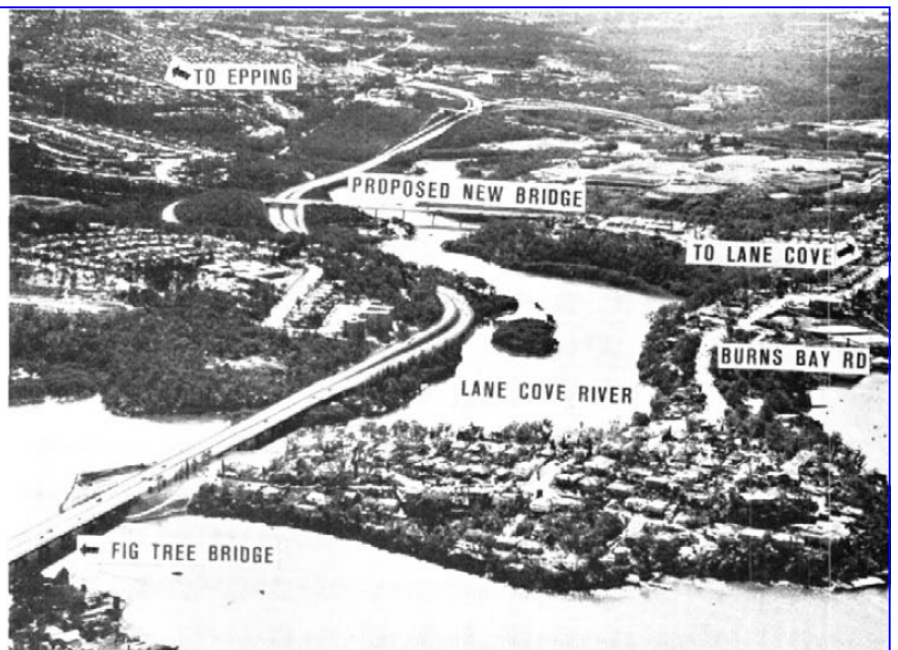
Protests Shortly before the *Lane Cove Valley Expressway* entered major construction, various community and environmental protests began to emerge. This opposition culminated in 1972 when an armada of boats, rowers, paddlers and sailors headed up the river with politicians in tow. Sympathetic State Ministers were there, and also the up and coming Gough Whitlam, who was still federal Opposition leader. The *Sydney Morning Herald* headlines of the time tell the story

LANE COVE VALLEY EXPRESSWAY

The proposed route of this Expressway extends north from Fig Tree Bridge along the west side of the Lane Cove River to North Ryde, then to West Pymble and from there to Wahroonga where it will link with the Sydney-Newcastle Expressway near Pearce's Corner.

At its southern end this Expressway will join the North Western Expressway at Fig Tree Bridge to provide fast and convenient access from the city to the north western and northernmost suburbs of Sydney.

The artist's impression (at right) is looking north from Fig Tree Bridge, along the Lane Cove River, towards North Ryde.





Stage 1 of the Sydney-Newcastle F3 North Western Expressway: Gladesville Bridge, Tarban Creek Bridge, Hunters Hill Overpass and Figtree Bridge (not shown)

of these protests.

Similar protests were held in the inner city around Ultimo, where the city sections of the *North Western Expressway* project threatened local residents. Thus the first major cracks started to appear in this mega project.

The project struggles After Gough Whitlam came to power in 1972 he halted the *North Western Expressway* project, and in 1977 the NSW Wran government poured cold water on it at a state level. However by this stage another large section of the Sydney-Newcastle project was almost completed – the Western Distributor – the huge overpasses that wrap around Darling Harbour and Pyrmont. The Western Distributor was completed in 1980, but by that stage the overall *North Western Expressway* project had lost further political momentum and the remaining sections remained on the backburner.

In 1988 the state government officially abandoned the *Lane Cove Valley Expressway* segment, at which point the dotted lines vanished from street directories.

The Greiner government then sold much of the remaining *North Western Freeway* route to the M2 developers in the early 1990s. This transaction was one of the first examples of public-private partnerships that are now commonplace in road and tunnel development. In 1996 – less than 20 years ago - the state government officially degazetted all remaining sections of the *North Western Expressway* route, which proved the final nail in the coffin for the *North Western* and *Lane Cove Valley Expressways*.

What if? The *Lane Cove Valley Expressway* may not have eventuated, but it came very close, as evidenced by some interesting remnants of the plan. Take a look at the Figtree Bridge – notice how the concrete supports extend out much wider than the road deck. The bridge was built this way to support enough lanes to feed the *Lane Cove Valley Expressway*.

These concrete supports were the only part of the *Lane Cove Expressway* that was ever built. Never fulfilling their original purpose, they now serve as mere historical artifacts marking an unfulfilled vision.

Next time you're



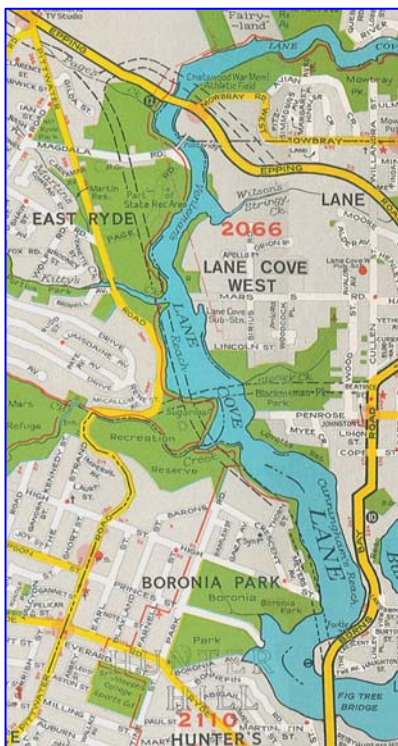
Figtree Bridge: Redundant concrete supports for the *Lane Cove Valley Expressway*

paddling take a look at Figtree Bridge and imagine it the full width and continuing straight down the river. That's what almost came to be.

What would have happened if the *Lane Cove Valley Expressway* came to fruition? Would a canoe club have formed? Would there have been Lane Cove River Kayakers? Maybe we'd all be racing every Wednesday night alongside a noisy concrete expressway! Or maybe the impact of it would have spoiled the paddling experience too much for our vibrant club to form. One can only wonder.

Transport in Sydney is a real a basket case, and in many ways a proper Sydney-Newcastle link would have been a great thing for our city. Battling your way north to Newcastle certainly takes longer than it should, and the resultant congestion isn't good for the city, the environment and our blood pressure! For these reasons many people regret that the *North Western* and *Lane Cove Valley Expressway* never came to be.

The flipside of course is that is that we have a lovely undeveloped river to paddle week-in week-out!



Note the dotted lines showing the proposed freeway, overpasses and bridges

Hullo everybody!

Among those at the Trevor Williamson funeral were popular former Lane Covers Roger Aspinall, who succeeded Trevor as President of the now defunct NSW Canoeing, and Julie Stanton.

They flew down from Queensland to say goodbye to their old mate.

Roger said: "Don't forget to say hullo to all our friends at Lane Cove."

So, Hullo Everybody!

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Time trial course gets its own identity

At LCRK's 2014 Annual Dinner, retiring President Wade Rowston came up with the idea that we should bestow our own names on various points of paddling significance along our Lane Cove River time trial course.

Tim McNamara produced a large-scale map of the course and all members were invited to suggest names. There were loads of nominations and this map shows the final result.

Starting from Steakhouse Turn at the Fuller's Bridge or northern end of the course, we begin with Lovers Lane, near where the mysterious deaths of lovers Dr Gilbert Bogle and Margaret Chandler occurred in 1963.

No prizes for recognising that Par Five runs alongside the golf course. Limbo is for those poles hanging from mangrove branches which were early markers for our whitewater cousins to practise their slalom skills.

The Wirong names come from the club's original launching site, and Collision Corner is pretty obvious. Fairyland Rocks conjures up memories of the old popular Fairyland picnic spot.

Below Epping Road bridge are Duck Corner - who hasn't paddled through armadas of ducks at this spot - and the Pumphouse Corner near the old pumphouse on the eastern bank.

Ventemans Reach is an established name for that stretch of the river and apparently is in honour of Alderman George Venteman, who was a leading figure in Lane Cove Council in the late 1950s.

Sugarloaf Point is the big park on the right side of the river as you paddle south through The Narrows and this is where the Sugarloaf name comes from.

Then follow Oyster Corner and Oyster Straight, where the oysters are thick on the rocks lining the western bank.

Mudrunners Flat is one of the best names on the course. This is where the depth of water across the mudflat at mid-tide offers a challenge for the time-trialler. Do you cut the corner into Mudflats Channel and put up with bottom drag - and possibly water so shallow you can hardly paddle - or do you take the safe option and go the long way around?

Enough paddlers have come to grief on that nasty rock lurking just below the surface on the following right bend for it to deserve its own name, Rudder Rock.

And the rockwall to be known as Fishermens is a reminder to stay well out from the bank on the return leg or risk being fouled by a fishing line.

A large-scale map will go on permanent display in the boatshed and it is hoped the names will provide easy future reference to various parts of the time trial course.

