



KAYAK KAPERS

April 2010

At last – the new pontoon is in!

One of the most eagerly awaited events in Lane Cove River Kayakers' history has finally occurred – the new pontoon is in place and in operation. On Monday, April 19, the downstream section was towed up from Sydney Marina Contracting's yard at Glebe, near the Fish Markets, and attached to the existing pontoon. The upstream section was to be added the following day.

This will be of enormous benefit to the club and greatly increase our capacity for multiple kayak launching. Time spent waiting to get off the water after Wednesday night time trials will be considerably reduced – a big relief on cold nights.

The pontoon structure has been enlarged both upstream and downstream, with the original pontoon and bridge retained (see diagram).

Upstream is an additional pontoon 2.4m long (ie river frontage) and 3m wide. It has a 550mm freeboard (the same as the original pontoon) to accommodate larger vessels as required by NSW Maritime. On the shore side has been added a step with a 250mm freeboard (the same as the step on the original pontoon) which is suitable for launching kayaks.

On the downstream or Epping Road side are 2 additional pontoons joined together by an aluminium frame to form a single unit. They are 550mm freeboard and are surrounded on 3 sides by a 250mm freeboard step. Including the step they total 6.5m long and 4m wide.

There are no additional piles, which is very good news.

Jeremy Spear has organised the whole project virtually single handed, including not only construction and installation but

also the daunting tasks of getting approvals from various authorities. He had assistance from Graeme Jeffries with early development applications and in recent weeks Steve Paget has liaised with the builders while Jeremy has been overseas.

Jeremy said the project, with some finishing touches to be added, has been brought in well under the budget of \$34,000. The cost will be shared by the State Government 50% and Willoughby Council and LCRK each 25%.

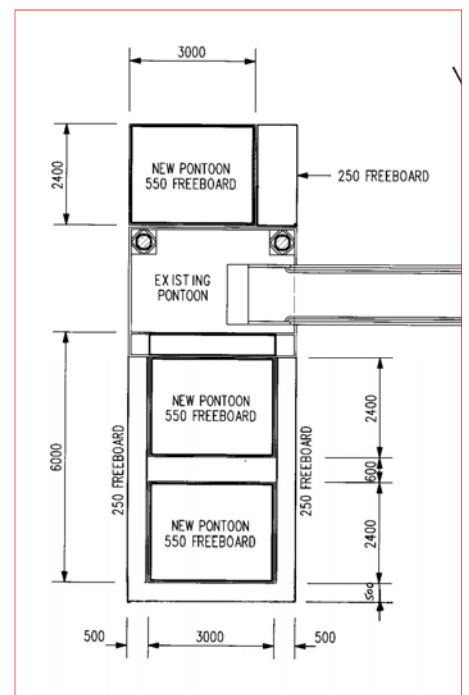
He said the use of second hand pontoons not only saved money but also "was eco friendly, reducing our carbon footprint". He praised the helpful attitudes of NSW Maritime and Willoughby Council.

Jeremy deserves and will get a huge vote of thanks from LCRK and all its members. A number of members have already called for the new pontoon to be named after him and *Kayak Kapers* will get the ball rolling by suggesting it be known as "Jezza's Jetty". Let's hear your nomination.

More pictures in the Photo Gallery at www.lcrk.org.au.



Jeremy Spear (rear) and Tom Sims from Sydney Marina Contracting check the aluminium frame which holds the two new downstream pontoons together.



Kayaking across Bass Strait – the hard way



Members of LCRK formed the nucleus of a band of kayakers who paddled across Bass Strait in mid February. Leading them was the master adventurer, Richard Barnes, who made the crossing for the second time. The others were Andrew Mathers, Steve Pizzey and Len Gervay.

Also in the group were Chris Turnbull, Jonathan Papalia and Gary Roberts, the latter two also having done the trip before.

The route taken was the western side via King Island, which is more formidable than the eastern side via Flinders Island which all three second-timers had done before. This is because of the 100km leg from the top of King Island to Cape Otway on the Victorian coast.

“In the east the longest leg is 65km which is do-able in one day,” Richard explained. “The 100km stretch isn’t, and the extra distance is the challenge. That’s why we chose to start at night for the final leg, so we would have a full day to complete it.”

Richard did the trip in the same Mirage 580 he used for his circumnavigation of Tasmania with Phil Newman in 2007. Steve also was in a 580, and Len and Chris were in a Mirage 730. Andrew paddled a Greenlander, Jonathan a Nage Solo and Gary a Horizon 510.

The venture was done in 8 stages, covering 400km and taking 80 paddling hours. The legs (see map) were:

- Stanley – Smithton 32km
- Smithton - Walker Island (aka Love Cove) 37km
- Walker Island - Albatross Island 42km
- Albatross Island – Grassy Harbour (King Island) 70km

- Grassy – Fitzmaurice Bay 39km
- Fitzmaurice Bay – Unlucky Bay (via Currie Harbour) 34km
- Unlucky Bay – Victoria Cove, Cape Wickham (via Christmas and New Years Islands) 40km
- Victoria Cove – Blanket Bay (via Cape Otway and Point Franklin) 105km
- (plus Blanket Bay – Anglesea 83km for Richard and Andrew)

The weather gods smiled on them and their constant weather updates by sat phone brought only good news. Len was an early casualty to seasickness but was fine for the rest of the journey thanks to some pills.

Their food list makes interesting reading: sardines, cheese cake, carbonara, noodles, lentils, bolognaise and cous cous.

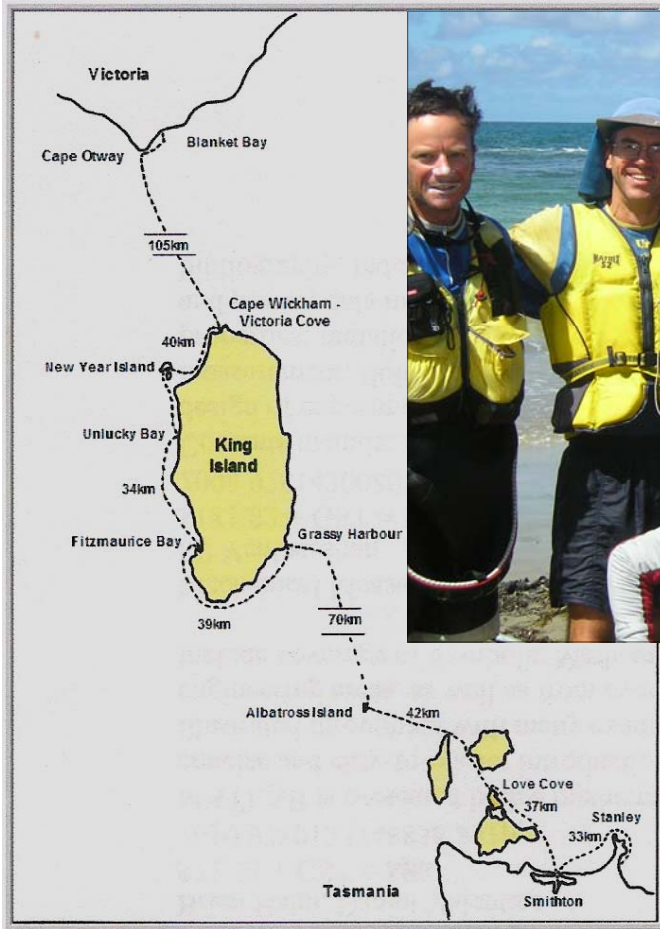
As expected, the laden boats carrying camping gear as well as provisions for longer than the expected duration were heavy: nothing under 50kg and most a lot more. This required at least 2 and often 4 people to carry them to and from the water.

Any kayak crossing of Bass Strait is noteworthy, but what makes this one quite exceptional is that 5 of the 7 – Richard, Andrew, Steve, Len and Chris – had all just competed in one of Australia’s toughest mountain foot races.

The 80km Overland Track from Cradle Mountain to Lake St Clair is a hard all-day test for the most seasoned runners, yet after only one day’s respite our paddlers had to be in their boats and on their way. They battled leg soreness for a couple of days before their muscles seemed to settle down.

One of the highlights came on the first day. Large numbers of seals splashed down from rocky outcrops they were passing





The West Coast Bass Straiters at the finish. Back row: Gary Roberts, Richard Barnes, Andrew Mathers, Chris Turnbull, Steve Pizzezy. Front row: Jonathan Papalia, Len Gervay.

Then on to King Island, where an easterly wind meant a comfortable paddle up the more interesting western side. Richard's father, Eric, flew to King Island and hired a car so he could meet the group at each landing point. He managed to drive 850km on an island 70km x 20km.

Jonathan made a study of the tides and used them to advantage in crossing several difficult parts of the coastline. Navigation was mainly by sight – there were cries of “They’ve moved the island!” on one occasion when they couldn’t see the coast through the haze – and a series of lighthouses made useful landmarks. A system of stops every half-hour enabled them to keep a constant check on everyone’s welfare, navigation and keep rested. Spare paddles were taken but not needed.

Pump and rudder cable problems with Len and Chris’ yellow 730 led to its nickname being changed from “banana” to “lemon”.

Gary had a 1.5m x 1.5m parafoil, a bit like a kite, and found it hauled his loaded kayak along at up to 16km/h at times.

To make sure they would land in the daylight, the group started the final long leg by paddling through the night. At 3am

and played around them – pirouetting, diving under their boats, surfacing next to them and generally having an inquisitive time.

Frank and Marg McDonald, on a motor holiday in Tassie, were at Smithton to welcome them in, and see them off next morning.

A stop at Albatross Island also made a huge impression on all the group. First there was the task of landing on a rugged pile of rocks rising from the sea. No beaches meant getting out of the boats in deep water and handing/dragging them up over the rocks.

But then came the reward – walking among hundreds of albatross nests with their adult birds and their chicks. Albatrosses, as Richard explained, are graceful in the air but clumsy, lumbering creatures on the ground.



Len Gervay helps Steve Pizzezy in a deep water landing on Albatross Island



PFDs smooth the way for Andrew Mather’s boat to be hauled up over the rocks on Albatross Island

BASS STRAIT AND THE OVERLAND TRACK



they stopped and hauled out some thermos flasks for “high tea on the high sea by kayak under the stars”.

For about 10km they could see the overlapping lights of Cape Wickham behind them and Cape Otway ahead.

The planned landing point at Franklin Cove proved to be inaccessible for the support team, but a sat phone call to James Terpening established that they were waiting with hamburgers just a couple of kilometres away at Blanket Bay

Here are some comments by the LCRK paddlers:

Andrew Mathers: “The paddling itself was nothing special, there was nothing to see out in the middle, we were just staring at water. Along the rocky coastline of King Island it was interesting, we were catching waves in between the rocks. Beach landings were not a problem, mostly they were in sheltered coves. The wind was coming from the east and we were on the western side. There were rock gardens and seals playing with us, they were diving under our boats and were not afraid. We camped among penguins and walked among the nests of hundreds of albatrosses. We stopped at Albatross Island, about 60km from King Island, it looked like a pile of rocks with a couple of caves. We had to get out of the boats in deep water and use PFDs to drag them up the rocks. For the long paddle at the end we had assistance from wind and tide. At least four of us took No Doze during the night. We all had compasses and GPSs, but Richard would nominate a star and we would aim for that for the next hour or so. The trip was well worth it, now I have to think what I can do to top it.”

Len Gervay: “It was long and hard. We saw dolphins, jellyfish, penguins, seals, albatross – and one headless seal. Chris and I had trained hard to get our Eskimo rolls right in our Mirage 730 and got them to 80%. But on the trip we had capsizes three, Eskimo rolls zero. The first capsize was out in deep water in the dark. When we couldn’t roll back up Chris, who was in the back, jumped out and I stayed in the boat. With him turning it we were able to right the boat. We had practised this. How long was I upside down under the water? About an hour! In reality, probably 30 seconds. Fortunately the others were near and we

rafted up while we pumped the boat dry and got back in. The second capsize was in a rockery, I lost my hat and overbalanced trying to get it – not very professional. The third one was in small waves near the beach. The hardest leg was the last, 21 hours in the boat. I jumped out once to relieve myself, so did Johnno. The worst was the last hour, I was frustrated because we had been up all night and we were so close, I wanted to jump out and stretch my legs. We were so lucky with the weather, we had all sorts of contingencies planned and didn’t need them. What’s next? Mt Cook in New Zealand, and then the Ironman in Busselton, WA, with Chris.”

Richard Barnes: “The big hops across open water were part of the epic but it was more interesting seeing the seals and albatrosses and going around the coast of King Island. We had one day off on King Island because strong winds were forecast and took the opportunity to sample the products of King Island Dairy – beautiful cheese – and also cakes from the Currie bakery. We camped each night on the edge of the sea except for Smithton, where we stayed in the scout hall, and at Grassy where we were able to use a boatshed which had showers. We met lots of locals and the King Island people were very friendly. At Grassy the pub had virtually shut when we arrived but they reopened the dining room for us. In the final 100km leg from King Island to Cape Otway, during the night we travelled with the stars as our guide. At one point we could see the lighthouse from Cape Wickham behind us overlapping with the lighthouse from Cape Otway ahead. At about 3am we stopped for tea on the high sea. We had two thermos flasks and Sonia Rousseau had made some dates with marzipan filling – high-energy food. It was brilliant under the stars. After Cape Otway, Andrew and I paddled on beside the Great Ocean Road for another two days to Anglesea.”

Steve Pizzev: “I had a mixture of nerves and excited anticipation. The 33km paddle to Smithton was hard work after the Cradle Mountain race – my hamstrings were tight, my backside was sore, it was pretty painful. By the time we left Love Cove for Albatross Island this had settled down and I didn’t start



cramping up in the boat. The seals and fairy penguins and landing on Albatross Island were definite highlights. The seals were between Stanley and Smithton. We saw big bulls fighting. Other seals came into the water, spiralling at us, luckily no-one got hit. We saw a huge nesting albatross area with chicks probably three-quarters grown and still on the nest. Not many people get to see this. Landing on Albatross Island was a problem and we took 2 hours to get the boats up. The last leg was tough, one of the mentally toughest things I have done. We could see the Cape Otway lighthouse for a long way and we kept paddling but it didn't seem to be getting any closer. There was never any tension but definitely an 'I've had enough!' feeling. When we got to Franklin Cove it was like Christmas to know our support crew was just a couple of kilometres away waiting with hamburgers. What's next? The Yukon 1000 in July and the Busselton Ironman in WA."

A detailed description of the trip by Jonathan and lots more pictures can be found on the group's web page which can be accessed through our own web site at www.lcrk.org.au.



High tea on the high seas under the stars

An 'excellent way' to see Tassie's Overland Track

Lane Cove paddlers and fellow travellers were among the brave who fronted up for the annual Overland Track foot race from Cradle Mountain to Lake St Clair in Tasmania on Feb 5. It's an 80km mountain run along a mountain track – roughly two marathons in one as far as distance goes, but actually a lot worse because the rough running surface prevents runners settling down into a smooth, sustainable rhythm.

All the runners were united in their opinion of the track: it was hard to run on.

Of course, you can always make things more difficult if you want to, as James Terpening did by riding his bike from Sydney to Cradle Mountain for the event. And running in the same shoes he used on the bike (apparently no-one has told him about clipless bike pedals).

For most of the group it was the preliminary before the main bout – a kayak trip across Bass Strait – in which they were either paddlers or members of the support team.

Here is what some of the LCRK runners had to say about the race:

Andrew Mathers: "It was a terrible track and the terrain slowed the pace down. As an overland track there were high alpine sections, muddy sections, mossy parts with low growth, rain forest parts where you were running on roots, open plain and dry watercourses. It was up and down, with lots of steep sections. Richard, Steve and I started among the tailenders, then they took off and I was on my own. I stuck to my race plan to get to Narcissus, the last cutoff, by 5pm, which meant 11 hours to do 60km. I was the last to finish, in 14.45."

Richard Barnes: "There were complaints about the track and you had to concentrate on every foot placement because it was uneven. This meant you missed all the beautiful scenery because you were looking down all the time. I had stumbles here and there but no falls. There was lots of duckboard, probably one-third. We started on a big uphill at sunrise, then it flattened out to undulations. You don't have to carry water, there are lots of creeks crossings and you just carry a cup and fill it up. Phil Newman met us about 1km from the finish and cheered us in, that was great."

James Terpening: "Everyone warned me about the rocks and roots. The track was particularly rough and it was hard to get into a rhythm. I was all the time stubbing



James Terpening ... ran in cycle shoes

my toes and I fell 2 or 3 times on rocks and roots. When you fall your backpack comes over your head. We had to carry backpacks with emergency gear and my arms were sore after the finish from the weight on my shoulders. I looked forward to the duckboards because they were easy to run on. I was fairly comfortable for the first 40-50km, then after that people started coming past me. Chris (Turnbull) passed me on the last bit near the lake and finished about 15 minutes ahead. My calves were sore for a week, I was just waddling along."

Steve Pizzey: "This was an excellent way to see the Overland Track. I stopped often to talk to others. The tree roots were a pain in the arse, there were tree roots everywhere. I walked and ran for 14½ hours and didn't push, I was quite generous with the time – I wasn't going to shoot the lights out. It was a fantastic day."



The Overland Track		
Runner	Time	Plc
Chris Turnbull	11.26.22	16
James Terpening	11.40.05	21
Justin Jones	12.38.20	30
Richard Barnes	12.54.00	34
Pip Jamieson	14.05.52	49
Peter Duncan	14.05.56	50
Jonathan Papalia	14.06.17	51
Steve Pizzey	14.29.21	54
Andrew Mathers	14.44.32	56

Big program at the sprints

Five of Lane Cove's finest fronted up at the NSW Sprint Championships at Penrith Regatta Centre on January 30 to compete in a day-long packed program.

The K4 crew of Tom Simmat, Tim Hookins, Derek Simmonds and Manly Warringah's Geoff Horsnell which captured gold after gold after gold at the World Masters teamed up again, but there wasn't much opposition around in their elderly age group.

They and Steve Paget and Jason Cooper also competed in the singles and doubles, and there was much dashing about to get from one boat to another as the distances decreased from 1000m to 500m to 200m.

In some events, small competitor numbers led to age groups being lumped together, but generally the turnout was a big improvement on what we have seen at some recent State championships. Times were not recorded in a few events.

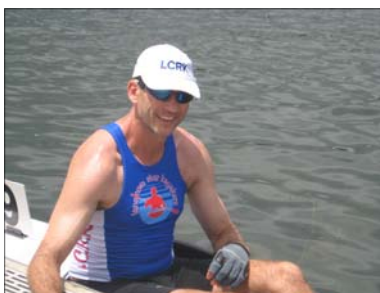
Tony Hystek was here, there and everywhere organising and commentating, and with a small band of helpers

overcame some early hiccups with the starts to run a successful event.

State sprint results		
Competitor	Time	Plc
K1 1000m Vet 35 Final		
Steve Paget	4.41	5
Jason Cooper	4.49	6
K1 1000m Vet 55 Final		
Tim Hookins	5.04	2
Tom Simmat	5.05	3
Derek Simmonds	5.07	4
K2 1000m Vet 35 Final		
Cooper/Paget	-	3
K2 1000m Vet 45/55 Final		
Simmat/Hookins	-	2
Simmonds/Horsnell	-	3
K4 1000m Vet 35 Final		
Simmat/Hookins/Simmonds/Horsnell	4.10	1
K1 500m Vet 35 Heat		
Steve Paget	2.14	9
K1 500m Vet 55 Heat 1		
Derek Simmonds	2.33	9
K1 500m Vet 55 Heat 2		
Tim Hookins	2.36	6
K1 200m Vet 35 Final		
Steve Paget	52.21	4
Jason Cooper	55.85	5
K1 200m Vet 55 Final		
Tom Simmat	-	3
Tim Hookins	-	4
Derek Simmonds	-	5
K2 200m Vet 35 Final		
Cooper/Paget	59.42	3
K2 200m Vet 45 Final		
Simmonds/Horsnell	59.43	3
Simmat/Hookins	59.45	4
K4 200m Open		
Simmat/Hookins/Simmonds/Horsnell	49.09	4



Tim Hookins and Tom Simmat (top) edge out the better synchronised Derek Simmonds and Geoff Horsnell for 2nd in the 1000m. The result was reversed — by two 100^{ths} of a second — in the 200m sprint.



Steve Paget



Jason Cooper

Adventure paddle on the Woronora River

by Wayne Wanders



Lane Cove paddlers took out 4 of the top 8 finishes in the 5th Max Adventure Paddle on the Woronora River at Sutherland on Saturday, Feb 27.

Matt Acheson was first outright. Cookmix (Marg and Rob Cook) were the first mixed double and third outright. I was third solo male and sixth outright and the Mad Dregs (Len Hedges and his son, Sam) were second male double and eighth outright.

For those who do not know what the Max Adventure Paddle is, it is like a rogaine on water. There are usually 20 checkpoints in each event, with each checkpoint worth between 10 and 70 points. Checkpoints can be on the water (eg attached to a buoy), under the water, near the edge of the river, or on land requiring you to run/walk a distance of maybe 2+ kms (usually up a hill). Some checkpoints can be reached only at high tide (unless you like mud!).

The aim is to visit as many checkpoints in 3 hours as you can. The winner is the person with the highest points after penalties are applied (penalties apply if you are late to the finish).

Now on to the race day – off early to the start/finish location. Register and collect the map and the checkpoint descriptions. Note that the handout point to collect the points value for each checkpoint is 1km upstream.

The event is all about strategy, so need to make a decision – do I go upstream and collect the points and do the upstream leg (which includes the run leg) first, or do I gamble and go downstream without knowing the value of each checkpoint.

Take the gamble and decide to go downstream first. Plan the course, marking up the map and then putting it in a waterproof mapcase (next time you see Tony Hystek, ask him about doing one of these with a wet map).

Off to the start. The bulk of the competitors go upstream but Cookmix, Mad Dregs, myself and four or five others go downstream. We all crisscross each other as we make our way down and back up the river collecting all the points available on the way to the points handout spot (and the run start),

I look at the points on offer for the run and decide it's too time-consuming for the points and push on up the river. Cookmix are already there and started on the run (they collected only one of the checkpoints). Mad Dregs also do the run (but collect both checkpoints).

Everyone back on the water at different times, collect as many checkpoints with whatever time is left and then the mad dash back down the river to the finish.

Have a sausage sandwich prepared by Sutherland Shire Canoe Club and clean the gear while waiting for the presentation. Only two teams paddle the entire course (Matt Acheson is one) but neither make it back in time and suffer penalties and both fail to mark one checkpoint.

Timekeepers

Apr 21	Martin Dearnley, Matt Swann	Jun 9	Tim McNamara, Andrew Kucyper (BBQ)
Apr 28	Richard Lindsay, Matt Swann	Jun 16	Tony Carr, Len Gervay
May 5	Michael Venter, Matt Swann	Jun 23	Alan Whiteman, Craig Ellis
May 12	Roderick Stuble, Matt Swann (BBQ)	Jun 30	Michael O'Keefe, Michael Mueller
May 19	John Greathead, Tony Walker	Please confirm your attendance a week in advance with Matt Swann matswann@bigpond.net.au 0408-177-215	
May 26	Jason Cooper, Matt Swann		
Jun 2	Toby Hogbin, Matt Swann		

Marathon season opens

Only a small band of LCRK paddlers travelled down to Canberra for the Marathon 10 Series opener but most of them finished near the front end of the pack.

Matt Blundell kicked off the season with a win in division 1 and Toby Hogbin, who has been recording some impressive times in Wednesday night outings, had a 2nd in division 2.

In division 6 Don Rowston, with strongman Bert Lloyd in the rear seat, had a good 3rd, a minute clear of John Greathead and Tony Walker in 4th.



Tony Walker meets the cycling pirate (aka Trevor Williamson)



Bert Lloyd and Don Rowston have an audience as they prepare for the Canberra race

No Berry M10 race

Berry has been dropped from the Marathon 10 Series because of safety reasons. This relates mostly to parking on a narrow, busy road but also to on-course safety.

This will be a disappointment to LCRK members, and paddlers generally, as Berry is always popular.

The Illawarra Canoe Club has decided to hold a Berry Marathon over 24km on Sept 11, with options of 10km, 15km and 20km.

The M10 calendar for the remainder of 2010 is:

April 24 Sat	Cooks River
May 23 Sun	Narrabeen
June 12 Sat	Windsor
July 11 Sun	Port Hacking
Aug 1 Sun	Wyong
Aug 21 Sat	Woronora
Sept 19 Sun	Lane Cove
Oct 16 Sat	Wagga
Nov 13 Sat	Penrith.

Tour de Hills

The March 7 road cycle event through the Dural district, splendidly known as the Tour de Hills, encouraged three Lane Cove members to put their backsides on cycle seats instead of kayak seats.

Derek Simmonds, Rob Vallis and Wade Rowston rode together for the first 50km lap.

At this point Derek and Rob decided to push on for another full lap while Wade, after a brief rest, decided to do only another 20km. However enthusiasm got the better of Wade and he eventually toiled on for the full second 50km.

He said he took about 4½ hours for the 100km, while Derek and Rob did about 4¼ hours.

M10 Race 1 Canberra

Competitor	Div	Time	Plc
Matt Blundell	1	1.31.48	1
Tony Hystek	2	1.44.50	6
Toby Hogbin	3	1.42.43	2
Richard Barnes	3	1.50.36	5
Tom Simmat	4	1.47.58	6
Tim Hookins	4	1.48.05	8
Andrew Mathers	5	1.58.02	11
Don Rowston/ Bert Lloyd	6	1.56.56	3
John Greathead/ Tony Walker	6	1.57.56	4
Tony Carr	6	2.13.49	16
James Terpening	6	2.28.02	20

Wild and windy

Those who braved the conditions had a wild and woolly time in the Bridge to Beach harbour race this year.

It's considered a must-do fun event by many of our longtime members, but quite a few regular faces went AWL this year. Maybe they heard the weather forecast.

A nor'easter was belting across the harbour by the time the race got under way at 9.30am (we won't say started, because no-one seems to know when the start actually was signalled).

"As we came around the corner at Bradleys Head it was like being hit by a truck," said Jason Cooper.

There were plenty of swimmers - and not only those doing the parallel swimming event. "They were still plucking people out of the water at midday," noted Tony Carr.

One notable result was Diane Cooper's win in the female sea kayak category in 1.40.04. Diane regularly contributes high-quality pictures to *Kayak Kapers* and helps at many LCRK events.

Bridge to Beach

Competitor	Time	Plc	Cat	Cat/plc
Matt Blundell	54.08	12	Open	9
Kobi Simmat/ Fiona Simmat	1.05.42	70	XD	5
Matt Acheson	1.05.58	74	O40	23
Evan Oppen	1.07.41	86	Open	32
Ian Wilson/ Nigel Colless	1.10.09	102	MD	15
Jason Cooper	1.10.33	109	Open	38
Tom Simmat	1.11.01	112	SeaKyk	2
Steve Paget	1.11.05	113	O40	37
Matt Shields	1.11.12	114	Open	39
Simon Mann	1.16.36	135	Open	42
Don Rowston/ Bert Lloyd	1.23.14	177	MD	19
Wayne Wanders	1.23.35	181	PB	4
Tony Carr	1.25.58	190	SeaKyk	10
David Hammond	1.30.11	210	OC1	2
Bill Donohue	1.37.52	231	SeaKyk	14
Liz Winn	1.41.19	241	O50	3

Marathon titles

The State marathon championships on Narrabeen Lake on Feb 27-28 yet again attracted only a handful of competitors.

Lane Cove personnel were among the medal winners, but the wins seem a bit hollow when there are only one or two competitors in the class.

Distances varied for the different age groups and classes, which explains variations in times in the results table.

State marathon results

Competitor	Event	Time	Plc
Matt Blundell	M O K1	2.24.12	1
Tom Simmat	M 55 K1	2.18.47	2
Toby Hogbin	M O Un	2.32.15	1
Matt Blundell/ Toby Hogbin	M O K2	2.19.17	1
Tony Hystek/ Liz Wilson	M 35	2.02.16	2
Derek Simmonds/ Geoff Horsnell	M 55 K2	2.13.44	1
Jon Harris/ Don Rowston	M 55 Un	2.26.55	1
John Greathead/ Tony Walker	M 65 Un	1.43.48	1

Harbour Racing Series

The new Harbour Racing Series is up and running, or paddling, and several LCRK members are performing very creditably.

Tony Hystek picked up a couple of category firsts and was well up at the front end of the field with the youngsters in the Cronulla and Northbridge races.

Tom Simmat also came away with category wins in both these races.

Cronulla Bay Challenge

Competitor	Time	Plc	Cat	Cat/plc
Matt Blundell	1.11.00	2	M 30+ ski	2
Tony Hystek	1.15.20	11	M 50+ ski	1
Steve Paget	1.20.38	28	M 40+ ski	10
J-P McLoone	1.23.26	46	M 30+ ski	8
Tom Simmat	1.23.55	49	M seayk	1
Len Hedges	1.26.28	53	M 50+ ski	10

Northbridge Challenge

Competitor	Time	Plc	Cat	Cat/plc
Matt Blundell	55.07	2	M 30+ ski	2
Tony Hystek	57.04	8	M 50+ ski	1
Len Hedges/ Steve Paget	1.00.27	24	D ski	4
Matt Acheson	1.01.48	33	M 40+ ski	16
J-P McLoone	1.01.57	35	M 30+ ski	6
Evan Oppen	1.05.09	54	M O ski	3
Tom Simmat	1.06.02	60	M seayk	1
John Boakes/ Zena Boakes	1.11.36	79	D seayk	1
Ian Wilson	1.13.46	87	M seayk	2

The Doctor turned me into a nurse

by Tom Simmat

The Doctor is a surf ski race in Perth, WA, from Rottnest Island back to the coast somewhere north of Fremantle.



It is called the Doctor after the prevailing afternoon summer south-west wind that blows up to 50 knots, building up a steep sea, idea for surf ski downhill racing.

Because of heavy shipping movements on the Saturday afternoon and an unusual predicted strong offshore easterly wind, the course direction was reversed to a race from Fremantle out to Rottnest Island early on Saturday morning.

The interesting thing about this direction is that if you miss Rottnest, the next stop is Cape Town, South Africa. The change turned the doctor into a nurse as far as I was concerned.

Over 200 skis were lined up on Port Beach at 8am, looking at the lighthouse 22km away on Rottnest Island. This is a World Cup event and the best paddlers from around the world were there, not only from Australia but also South Africa, New Zealand and Tahiti.

The stand-up paddle boards, plastic sit-on-tops, juniors and women had gone 20 minutes earlier and were now over the horizon.

It was blowing perhaps 20 knots off the beach, blasting sand into our backs, but the sea appeared flat. I was on an old, heavy but stable Fenn XT, Tim Hookins on a new light Mako Elite.

It was a "stand next to your ski, surf life saving type" start. Tim and I started at opposite end of the line and I never saw him.

Surprisingly, not long into the race I was catching short runs on this stable ski and was able to build and combine sets and was flying past the anchored tankers, putting in lots of power and holding my own with this classy fleet.

Occasionally there was a big set from the south and by working this and the building easterly sea I could find a trough

for the nose and stay in it, now passing a few paddlers who were tiring. Holding a couple of guys, sometimes ahead, sometimes they surfed past.

An hour into the race and the water was very shallow, with the bottom visible. The sea was becoming more and more confused. Ahead a paddler had fallen off his ski, perhaps a junior from the first start. He was having trouble getting back on. There were supposed to be 12 rescue boats on the course but none of them was anywhere to be seen.

Getting back on to your ski can be very exhausting. I have suffered the indignity of being left behind in a training squad, totally exhausted and eventually swimming ashore. Not possible here, this distance off the island and what was lurking just below in these shallow waters.

I stopped and turned around to see if he could get back on. After his fourth attempt he got his bum deep enough in the seat well and said he was now OK.

Off I took to try and catch up. Again ahead there was a paddler in the water. This time it was a girl. The sea was much more lumpy and confused now.

Again I stopped and turned around next to her. Another paddler joined us and together we held her ski to help her on.

OK, she said, and I took off again, hoping she could stay upright for the remaining few kilometres.

Just when I thought my nursing time was over, about 2km off the island another guy was off his ski. He had an Epic 12, a very unstable boat.

Again I turned around and waited. After perhaps six goes and some instructions to sidesaddle into the seat, not straddle it, he too managed to get his bum deep enough into the seat well to stay upright.

I nursed him along for a while until he said he was confident to continue, and again put the power back on and set myself a challenge to pass at least 10 boats before the finish.

So for me the Doctor turned into a Nurse.

(Finishing times included Kobi Simmat 1.27.18, Glen Orchard 1.29.24, Tim Hookins 1.45.49, Tom Simmat 1.54.20.)



Skis are loaded high for the return trip from Rottnest Island to Fremantle

Strong Lane Cove support boosts PNSW rec paddles



This spectacular waterfall was a highlight of the recent PNSW Refuge Bay paddle. At far right are LCRK members Justin Paine and Marg and Rob Cook.

Lane Cove accounts for about a third of participants in Paddle NSW's Recreational program, according to organiser Tony Carr.

"The series started life as a Lane Cove activity and members have continued to be strong supporters," said Tony. "Most paddles go out full and because of this strong demand we have again decided to continue the series through winter."

Next event is the Lismore-to-Ballina 3-day Charity Paddle from April 17-19, staged by the Far North Coast Canoe Club. Full details at www.paddleforlife.com. On Saturday May 15, Ted Carpenter and the Central Coast Canoe Club will put on another paddle up their way, with a barbecue at Ted's home on St Hubert's Island the highlight. Saturday July 17 will see a Middle Harbour venture. Other paddles to follow will include weekends away on the South Coast and, following the very successful Myall Lakes trip last November, a visit to nearby Tea Gardens. The next kayak technique workshop will be on June 6.

Fellow Lane Cove members Derek Simmonds and Trish Hamilton have joined Tony on the PNSW Recreational Paddle committee. If you have a favourite area you'd like to take members to, have a word with one of them.

Tony Hystek's victory in the 2009 Murray Marathon was not just the result of skill and endurance. He spent a lot of time ensuring his preparation was right and everything he needed for this 5-day test of fortitude was in place. He also anticipated problems and was ready to deal with them when they occurred. In this article he outlines what he calls the "technical details" which needed to be addressed.



Preparing for the Murray Marathon

by Tony Hystek

The **heart-rate monitor** governed every aspect of my training and the race. My maximum heart rate in competition is around 165, and I set my likely Murray maximum at 115, with something like 105-110 my anticipated goal. This was a substantial underestimation. I maintained 115 for the first day, but gradually increased to a constant 125-130 on the last day as I became fitter. John Thearle had difficulty dropping his H/R below 140 on the first day. If you know anything about H/R zones, any time spent above zone 3 is dangerous and you are unlikely to recover sufficiently by the next day. This happened to the outrigger paddler who was an early leader but blew up late on the first day. It is important to be able to maintain a constant heart-rate in zone 3 for a successful long-distance performance.

Distance training: I cannot stress enough to anyone, that a 50km non-stop paddle is essential for anyone contemplating this event. Only this distance will highlight whether your seat is acceptable, whether your drink systems and clothing are up to the task, and where you are likely to get chafing and sores or blisters. The Hawkesbury Classic can count as this paddle.

Nutrition: Carbo loading is essential from the moment you finish one Murray day to the start of the next. Even though you use up your muscle reserves of carbs in the first 2 hours, you need this replacement energy for successful muscle replenishment overnight. I started eating the moment I stepped out of the boat, anything I could lay my hands on, from Christmas cake to muesli bars to chocolate and Murray carp etc, and continued till I went to bed. Avoid carbo content with too much sugar, and go for the slower burning type that easily becomes stored energy. At the same time, don't forget a good percentage of protein, as your muscles will increase their strength over the 5 days and you need some muscle building content in your diet.

On the water, I first tried Endura but eventually settled on diluted Sustagen sport. It tasted great mixed with water and encouraged me to drink. I'd go through 2 litres of the stuff before mid-race, and change to Endura for the last half to aid electrolyte replenishment. However, my main drink was plain ole water. Heaps of it!

GU and the occasional banana were eaten on the river, starting after 2 hours when stored energy was depleted. Avoid GU with too much caffeine, as it can accumulate over several days and make recovery and rest difficult. Lunch was a cup of

rice cream thinned out a little. It filled the stomach, was quick to ingest, and helped when I needed painkillers (for the seat!).

Physical prep: A thorough examination of any new or potential areas of trouble is essential each day. A minor scratch can become a festering sore after 5 days, and blisters need to be released as soon as possible. There are many specialised bandage systems available and a good first aid kit is essential. I, like most others, wore gloves but also rubbed Vaseline well into the hands first thing each morning, then an hour before the start. My hands survived remarkably well considering the punishment. Equally important was the sun-block, which went on at the same time as the Vaseline. I drank quantities of water from the moment I woke each day.

Clothing: Cool or loose fitting clothing is essential. Some chose to wear short, tight garments such as skins, and lots of sun-block. I chose to cover up as much as possible. Legs were taken care of by a wonderful cockpit cover constructed by Liz

Winn. A loose long-sleeve top, desert cap, gloves (inside out) and sunnies took care of the upper half. The glasses were especially beneficial when paddling through the occasional swarms of tiny insects on the river. I wore no booties, and had no problems at all with my feet, which were able to remain cool. Sun-block on face, neck and the gap between sleeves and gloves finished off the treatment.

The head: My biggest fear prior to the event was insufficient psychological fortitude. Rob Vallis gave me some great advice, about focussing on anything but paddling during the latter stages each day. This would be most necessary for anyone paddling by themselves, however the constant company of a 'shadow' like James Pretto did much to keep me attentive. Having someone of similar performance to paddle with led to constant reference to GPS data, heart-rate and analysis of personal energy levels. The distance just disappeared as targets were created and achieved. First, the green solo outrigger up ahead, then the OC6, then the Canadian relay team. All gave us a target to aim for, and we'd estimate the time taken to reach them, or the distance we'd put on them by the finish.

The club: Without the sense of 'ownership' of ultramarathon events which LCRK engenders, it may have been more difficult to come to terms with success. The club attitude and collective wealth of knowledge from James Mumme to Tom Simmat, Richard Barnes and Rob Vallis among others all contribute to a belief that we as a club can achieve results. We are proud of our achievements. It's what we do best.



Who cares for our river?

by Tony Carr

When you're powering down the river next Wednesday, spare a thought for the small army of volunteers who keep our beloved Lane Cove River and the surrounding National Park in pristine condition. You'll be hard pressed to find a floating bottle or wayward plastic bag as you cover the 12km from Fullers Bridge to the harbour and back. If you've walked the tracks through the Park you'll know the surrounds are in excellent shape too.

Friends of Lane Cove National Park is the organisation that is the public face of the bushcare program set up after the disastrous 1994 fires to care for its 600ha. Those fires destroyed 80% of the Park.

Headed by Margaret Reidy, the team works in conjunction with National Parks management at 30 different sites, from the escarpment down to the river and along the creeks.

Volunteers are recruited from the general public and help in many different ways. Bush regeneration groups work on a regular schedule each week or month to replace weeds with native plants. Training and tools are provided together with technical assistance with planning of projects, site assessment and management.

The Park, which stretches all the way up to Pennant Hills and Thornleigh, is bound by over 2000 neighbours, both homes and businesses, and this creates a number of issues in itself. Urban stormwater runoff pollutes soils and waterways and carries weed seed into the river. Over-use of garden fertiliser, discarded grass clippings, calling cards left by pets along with plastic bags and wrappers left by walkers add to the challenge.

"The efforts and dedication of our volunteers ensure that significant areas of natural bushland provide habitat for native flora and fauna to flourish," Mar-

garet explained. Government agencies monitor the water quality and these days it's pretty good. The scum you sometimes see on the surface is oil from the gums and is quite natural.

It hasn't always been that way. The Guringai people occupied the Lane Cove River Valley prior to European settlement. For them it was a rich source of food. Lane Cove was named one week after the arrival of the First Fleet in 1788 and became an important source of timber for the new colony.

Farms and orchards were also set up and small-scale manufacturing took place with the river forming an ideal dumping place. On the opposite side of the river, upstream from the pontoon, Fairyland Pleasure Gardens was established in the early 1900s with boats bringing hordes of picnickers up to an artificial beach.

Over the years the watercourse deteriorated and public pressure grew for remediation and the establishment of a national park. The weir was constructed to "beautify" the area and Lane Cove National Park opened for business on October 29, 1938, but it wasn't until many years later, in the 1970s, that pollution levels were brought under control.

Friends committee member Tony Butteriss explained how corporates get involved in the current bushcare program.

"Nowadays many companies have corporate volunteer days in the park, which meet their corporate aims and provide much needed help for the environment. There is a site working virtually every day," he said. These days are not without their humorous moments. At a recent clean-up event, a young lady discovered a life-sized male sex doll, still partially inflated!

How can you help?

LCRK has in the past organised some water clean-ups. Next time the call goes out, join in and help keep our river in immaculate condition. If you'd like to be part of an onground bushcare team, email Volunteer Coordinator Matt Springall at mattthew.springall@environment.nsw.gov.au.

Friends of Lane Cove National Park President Margaret Reidy addresses a group of kayakers before they set off down the river.



Matt always on time

Matt Swann is recovering well from major bowel surgery, necessitated by diverticulitis.

He has been ordered to stay out of the boat for 12 weeks, which means back on the water about mid May. Until then he is doing plenty of walking and enjoying it.

We are seeing a lot of him in the meantime - he's made himself the regular Wednesday timekeeper. That's the sort of dedication we expect from Matt.

Kenji reaches Brooklyn

Kenji Ogawa has ended 9 weeks of chemo and radiotherapy treatment for cancer found at the back of his tongue. He will have a reassessment and hopes Royal North Shore hospital will "give me a pink slip to show I have passed all the tests for rego renewal".

He temporarily lost his sense of taste but not his sense of humour. When he reached the half-way stage of the treatment he declared "I have passed Wisemans, now I'm off for Spencer."

At the end of chemo, with only some radiotherapy to go he was "at Bar Point".

He is confident of a full recovery and making plans for this year's Hawkesbury Classic.

NEXT ISSUE: Is it a bird? Is it a fish? Is it a UFO? Tom Simmat's amazing subrofoil undergoes sea trials. Great pictures.

Classic famil dates

If you're planning to do the Hawkesbury Classic this year, then the familiarisation paddles are a must.

These paddles are designed to acquaint you with the 111km of the river that you will traverse during the race on Oct 23/24.

The route is divided into four sections of up to 30-odd k's so that you are not overstretched but can check that you can handle the distances between the major checkpoints during the race.

The outings are also good training sessions in good company where you will encounter both the fastest and the slowest paddlers.

The dates, all Saturdays, are:
June 26: Brooklyn-Spencer-Brooklyn
July 24: Windsor-Sackville
Aug 21: Wisemans-Spencer
Sept 4: Sackville-Wisemans
Oct 9: Windsor-Pitt Town-Windsor (night paddle)

Prior registration is required with Lyle Mead on 0403-932-348 or at lyle@winningwayskayacoaching.com.au Except for the first and last paddles, which are out-and-back, they are A-to-B. Transport is available so that you can leave your car at the finish and get a ride back to the start.



Do you *really* want to do this race?

Remember the old saying: "You don't have to be crazy, but it helps"? Keep that in mind as you read on.

For some time now Tom Simmat has been talking about doing the Yukon 1000 race in northern Canada and Alaska. That's 1000 miles, not kilometres. It's about the same distance as Brisbane to Hobart in a straight line. Or Perth to Broome. London to Gibraltar. Etc.

If you want to talk metric, about 1600km. It's the world's longest kayak/canoe race.

Trouble is, you must have someone to paddle with you. The Yukon River runs through a vast wilderness area where you're far more likely to encounter a bear than a person. "The river is too big and the race too lonely to allow solo competitors," say the organisers.

Tom has done the shorter Yukon River Quest, a mere 740km, 3 times and is looking for a new challenge.

And it seems he caught Steve Pizzey in a weak moment because Steve has agreed to go with him. Steve, a noted endurance racer, has also done the Quest and recently paddled across Bass Strait. Two paddlers from Melbourne have also entered as a team.

The 1000 starts in Whitehorse, Canada on July 19 and finishes at the Alaska Pipeline Bridge on the Dalton Highway, near Fairbanks, in Alaska. Dawson, where the Quest finishes, is not even half way. The river is fast flowing, and Tom has averaged 15.5km/h in Quest races.

The race record is 6 days 2 hours 11 minutes 7 seconds. The organisers are expecting paddlers to take "7 to 12 days of 18 hours solid paddling".

It's the equivalent of two Hawkesbury Classics a day. Every day.

The good news is that our duo already have kayaks there – Tom's Horizon Tourer and Urs Mader's Reflection, left behind from previous races because it was too costly to bring them back.

The entry fee is \$Can250 per person, cheaper than many kayaking and other sporting events in Australia. Plus a few thousand to get there and back.

Paddlers will have a "Spot" device, seemingly like an Epirb, which sends a message giving their exact location. These will be used to enforce a compulsory camping stop of at least 6 hours

every night. Don't forget your passports, boys, you'll need them for Immigration at the Canada/US border.

"Bear and moose encounters are possible, necessary precautions should be taken," warn the organisers. Mandatory equipment includes bear spray and bear-proof food containers and, of course, a credit card!

24-hour relay is a good endurance test

by Tom Simmat

As preparation for the Yukon 1000, I joined Burley Griffin Canoe Club for their 24-hour relay.

In the Yukon 1000 I need to be able to paddle for 18 hours straight. I wanted to try out different fuel food and clothing, so a 24-hour paddle was a good trial.

Originally I intended to paddle a Horizon Tourer, but took down my Mako 6 racing ski.

About 10 teams turned up, 4 of which were singles seeing how far they could paddle in 24 hours. The other teams were made up of 4 or more paddlers. One team was paddling racing skis and expecting a good distance.

An exact 5 kilometre race course was set up, and the rule was to do as many complete laps in the 24 hours as possible.

The course was in the shelter of a creek immediately outside the club area.

I set up my rest tent on the shore of the creek ready for an exact 10am start. Perhaps this was a mistake, as the tent looked over-cosy inside.

Lake Burley Griffin put on the same windy conditions as in previous years. We started at 10 in about a 15 knot southwesterly. By 8 laps the wind was gusting to well over 40 knots. On a couple of bends I came out from behind a willow and got hit bang in the face, stopping me dead.

I was able to hang on to the racing ski team for most of those laps, then they began changing paddlers each lap. A fresh fast paddler each lap was just too quick for me and they gained over half a lap.

I have been having a problem with my right wrist on longer paddles and after 13 straight laps – 65 kilometres and 380 minutes – the trouble started. I took a short break and changed into dry gear as it was getting cold, and started again.

The wind had increased even more and on the second lap I got a hard gust in the face on the left side. A hard right correction stroke and I pulled out my shoulder.

The combination of wrist and shoulder pain was too much. I am not one for taking painkillers and I settled into my comfy tent for a rest to see if the pain would go.

I tried a couple more laps but was scared of doing some permanent damage and gave it away.

Hopefully this won't happen in the Yukon.

The 24-hour relay is a great event. I think Lane Cove should send down say 4 crack paddlers to the next one. You have 1 hour paddling and 3 off. Should be able to maintain well over 11km/h and see if we can beat 270km in 24 hours.



Another win for Tony Carr

Tony Carr has won *Fitness First* magazine's Seniors category Achievement Award for 2009. He is one of six category winners.

The award was announced in the magazine's Jan/Feb 2010 issue. It said: "With a motto of 'No concession for Age', Tony is on a mission to encourage people of his age (67) to exercise regularly and develop healthy eating habits, making him a true ambassador for good health in later life!"

Onya, Tony.

Cyclists climb a total of 3886 metres

The 230km 3 Peaks cycle race on March 7, climbing through and circumnavigating Victoria's Alpine region, was expected to be tough. It turned out that was an optimistic assessment.

The route traversed Tawonga Gap and Mt Hotham and had riders climbing a total of 3886 metres. 1250 started, 718 finished.

It was wet and cold (3°C), so much so that the group containing Graeme Jeffries and Dave Kavanagh had to stop at half way and warm up.

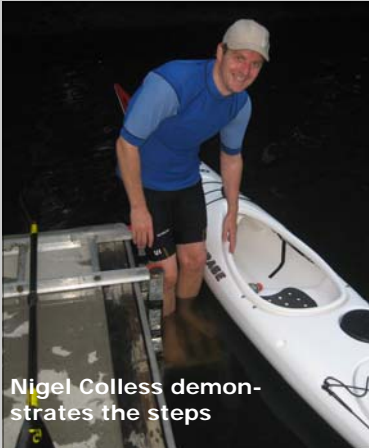
Dave eventually had to withdraw some 40km from the finish after 5 punctures and blown tyre on a terrible road surface. Graeme had a puncture several hundred metres from the finish but rode across the line on the rim.

James Mumme and Craig Elliott did the 115km half-course and found that difficult enough.

James then took his car out on the course to act as an unofficial extra "sag" wagon and picked up some riders who desperately needed rescuing.

Pontoon steps

If you've been using the steps which recently appeared at the pontoon, thank John Greathead. He has applied for a worldwide patent for his invention, which is easily installed, folds away and can be carried on a car top. He's currently working out how to use it on the new extended pontoon.



Nigel Colless demonstrates the steps



John Greathead shows his invention ...



... and loads it

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They breed 'em big across the Tasman

by Tony Carr

I got more than I bargained for when I went to Dunedin for the NZ Masters Games last month. My sister, who lives over there, reckoned I needed a good feed before the kayaking and indoor rowing events. Three hefty servings of Chinese food later and my plan to compete in the lightweight division of the indoor rowing (under 75kg) went out the window. At 76kg I was bumped up to the heavyweight division. As I discovered, it's a big sport over there, attracting some big blokes.

I pitched in against the 7-foot-something John Hunter, who went on to win the four events and create a New Zealand record in the process. Sitting on the Concept 2000 machine next to him was like cuddling up to an engine on a 747.

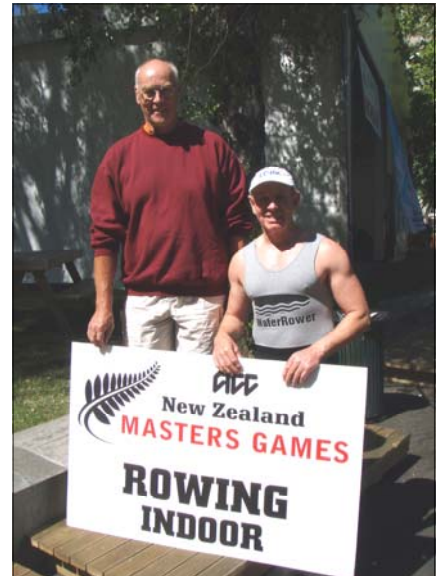
Language was the issue at the kayaking events. A 1000m sprint and 10km marathon were held on spectacular Port Chalmers, with the Dunedin city skyline in the background.

They say "draft", we say "wash ride". The word "wee" is nauseatingly over-used, as in "have a wee drink" or "have a wee look" or "have a wee wee". Australian paddlers know it's the stuff in the bottom of the boat at the end of a long race. No John Hunter around, so I scored gold in each of the kayaking events.

The Games attracted 7000 competitors from 16 countries, with a number of

East European and Australian paddlers at the kayaking events.

At the opening party the local mayor sang his speech of welcome. He's an



The Mighty and the Midget – Gold for John Hunter and Bronze for Tony Carr in the Indoor Rowing

opera singer. Eat your heart out Clover Moore.

The 2011 Games will be held in the North Island city of Wanganui in February.



The 20th anniversary of the first timed Wednesday night kayak paddles, now the backbone of Lane Cove River Kayakers, was celebrated at the monthly BBQ on March 10. A handful of the pioneers from those early days who have survived and are still paddling regaled those who have taken up the sport in more recent years with tales of how it used to be. And all spoke of the pleasure it gives them to see that Wednesday nights are bigger and better than ever. Among them was Peter Janecek who organised the very first time trials and who recently donated to LCRK the replica of the original Crudslime Cup which is now a part of our regular club competition. Living relics shown here are Rob and Marg Cook, Wade Rowston, Tim McNamara, Peter Janecek, Rob Grozier, Don Rowston and Derek Simmonds.