



# KAYAK KAPERS

August 2009

## Mark Sier, Roger Deane made Life Members

Steve Russell is the new President of Lane Cove River Kayakers, taking over from Rob Vallis at the AGM on July 31. During the last year he and partner Steve Paget have made a huge success of organising the Wednesday night time trials, the club's core activity, and LCRK's recent advances are set to continue under his leadership.

The new Committee is Russell, Secretary Ian Wilson, Treasurer Roger Aspinall and Committee members Matt Swann, Liz Winn, Justin Paine and Tim Dodd. They will be reinforced by the assistance of Paget, pontoon extension leader Jeremy Spear and BBQ organiser Ian Hofstetter who, although not seeking reelection, will continue in their roles.

In summing up the achievements of the last 12 months, retiring President Rob Vallis said: "The defining characteristics of LCRK are its friendliness and club spirit. The future

certainly appears bright. (Willoughby) Council has indicated that if and when the proposed redevelopment of the buildings at the athletics track happens they intend incorporating a dedicated kayak storage space as well as meeting rooms for the club. We now have a home and are working towards building that home into a true clubhouse."

A major event at the AGM was the election of Mark Sier and Roger Deane as Life Members. They represent the true embodiment and spirit of the club and have given selflessly to promote LCRK and kayaking.

The financial report from retiring Treasurer Simon Mann showed net income up from \$644 the previous year to \$7509, and net assets up from \$14,733 to \$22,281.

The AGM was followed by the Annual Dinner, a very cheerful occasion which lasted well into the night.



**New Club Committee: Justin Paine, Tim Dodd, Liz Winn, President Steve Russell, Secretary Ian Wilson, Treasurer Roger Aspinall, Matt Swann.**



**Retiring President Rob Vallis presented certificates of Life Membership to Mark Sier (above) and Roger Deane (below) at the LCRK AGM.**



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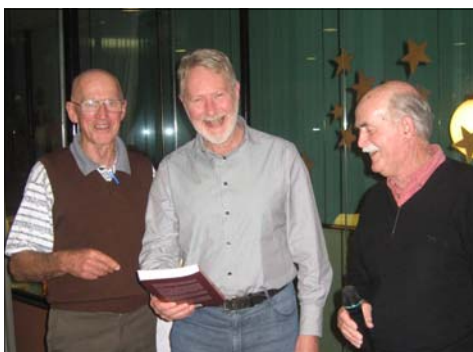
These Paddlers with Special Needs received awards at the Annual Dinner. They are: Best Dressed Paddler at the Christmas BBQ — His Holiness Pope Tony Carr the First (prize: a mirror set to check his hair when he blesses his flock); Paddler Most in Need of a Washride — John Thearle (ocky strap with a hook to catch passing boats); Best Bean Counter — Simon Mann (2 tins of baked beans); Most Bruised Bum in Murray Marathon — Liz Winn (inflatable air cushion); Most Ridiculous Choice of Racing Craft — Richard Barnes (set of small plastic boats to play with in the bath); Paddler Most Determined to Overpopulate Australia — Rob Vallis (pack of baby wipes); Paddler Most Likely to Go Swimming — Steve Paget (inflatable arm bands).



Ready to party: Kate Nicholls, Rae Duffy, Marg McDonald, Alanna Ewin, Phil Newman, Matt Swann and Frank McDonald.



Steve Russell asks Julie Stanton to pick a raffle ticket. Roger Aspinall's mind is elsewhere.



Derek Simmonds (centre) receives his prize from Frank McDonald, on behalf of the judges, for winning the competition for Best Article in *Kayak Kapers* in 2008-09. His article described last year's Myall Classic. At left is *KK* Editor Justin Paine. Other finalists in the competition were Rob Grozier, Marg Cook, Tom Simmat, and Tim Hookins. The other judges were John Greathead, Ian Hofstetter, James Mumme, Alan Whiteman and Liz Winn.

More AGM and Annual Dinner pictures are at [www.lcrk.org.au](http://www.lcrk.org.au)



Ian Hofstetter, Rob Vallis, Julie Stanton and Simon Mann get started on pre-dinner drinks

## Matt wins at Avon

Matt Blundell and partner Tim Jacobs blitzed the field to win the Avon Descent in WA on Aug 1-2. They were first home by 7 minutes in the renowned 2-day classic in 9 hours and 45 seconds. They took 3h 38m on the first day and 5h 22m on the second day.

Matt, who had the front seat, said their K2 with a lift-up rudder hit plenty of rocks and T-trees but none too hard. The secret was keeping their concentration and getting the lines through the narrow channels right.

With water levels dropping 20cm overnight, they got stuck on one weir they had cleared easily in practice the previous day and had to shove their way off.

They picked up \$2000 prize money, which paid for the trip.

Tom Simmat had a good first day but had to pull out half way through day 2 after he lost his paddle.

His long rec, shortened to 5.2m, was caught in a traffic pile-up when another paddler was lodged across a narrow channel through the T-trees. The boat had been holed on the first day and patched with gaffer tape.

## Rowing boatshed

Sydney University Rowing Club is proposing to build a \$3.3 million Lane Cove River boatshed at Cunningshams Reach, near Figtree Bridge.

It would be at the northern end of the rockwall, at the point where the river is at its narrowest. The boatshed would be a large 2-level building not encroaching on the water and would replace the boatshed in Burns Bay destroyed by fire a few years ago. A restaurant or cafe are specifically excluded from the proposal.

The plan has the support of Lane Cove Council but is being strenuously opposed by local residents. It is not clear yet what impact it could have on LCRK activities.

# Greetings from Queensland

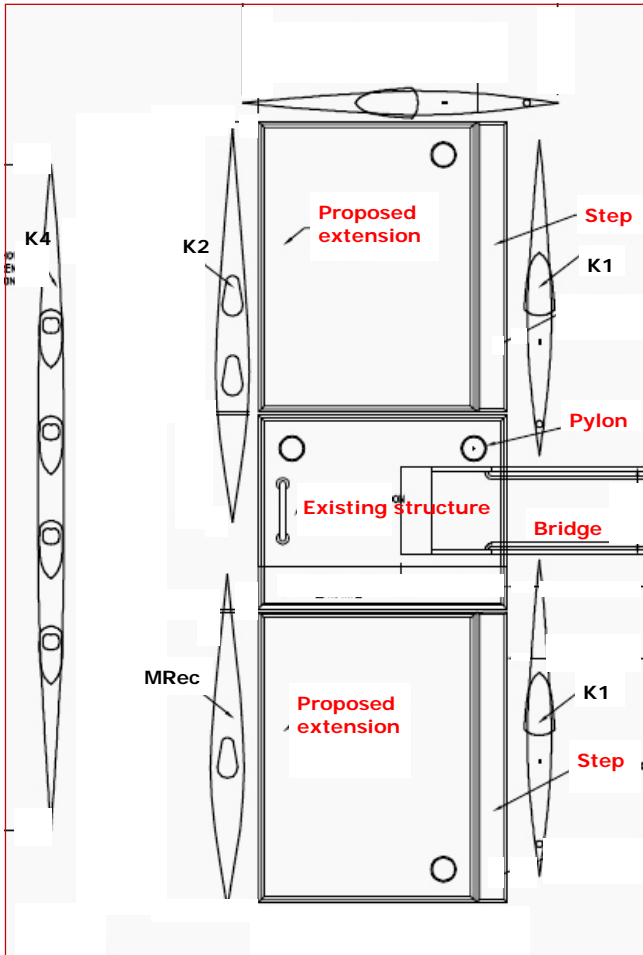
by Paul van Koesveld



Queensland Chapter of LCRK enjoyed a fourth social paddle at Hinze Dam on July 11. Outings since our last report were on Brisbane River's city reach and Hope Island's Saltwater Creek.

The Maders have been working hard on their house, Nick is beavering away supporting his firm in difficult business times, and Paul and Angela enjoy their inner-city Brisbane life. As far as fitness on the water, it seems to the oldies that Nick remains unfairly fit, given his claim of minimal training and long work days, but he still demonstrates a sprinter mindset, rather than a stayer.

Arni Mader had researched the paddle on Hinze Dam, also known as Advancetown Lake. Arni and Urs, Nick Chai and Paul and Angela van Koesveld met at motorway exit 79



This is a plan view of the proposed pontoon extensions, provided by Jeremy Spear who is heading up the project for LCRK. It shows the existing pontoon and bridge in the centre, with the proposed additional pontoons above and below it. Kayaks of different sizes are shown around it to indicate how we will be able to benefit from it. The proposal is that the main deck of the extensions should be as low as possible, with a step on the shore side of each. The drawing includes two additional pylons, at the top and bottom shore-side corners, but it seems likely that these may not be necessary (which will be a great relief to everyone who has banged their kayaks into the existing pylons). At this stage the proposal has not been approved by anyone and should be considered as a concept only. It is currently being quoted and calculated by engineers. The plans have been discussed with Willoughby Council which has been very supportive. The approval process is lengthy and involves a number of authorities, and no date can be given for final approval and construction.



Arni and Urs Mader. Insets: LCRK pie, Nick Chai

(ie 79km from Brisbane) to travel in convoy to the dam's temporary access and the water's edge. Having checked the notice about blasting (week days only, fortunately) and noting the exclusion zone, we headed out.

It was cool but sunny weather on a picture-perfect lake, not a trace of dam wall extension work, nor any sign of human habitation or boat traffic. Steep-sided hills covered in eucalypts plunged into the fresh-water lake, glass-smooth; bird call and group chatter were the only sounds.

The dam wall and its adjacent raw hillside eventually came into view, all interesting, and a stiff breeze ruffled the water on the return trip to the boat ramp. Nothing inhibited the on-water conversation, with secret strategies being planned for theoretical future races that would unfortunately require a lot more training than has been achieved to date.

After, we sat in the sun - Urs producing chairs and a table from the 4WD - and ate LCRK egg and bacon pie cooked by Angela. Later we visited a local teahouse and gallery.

The Queensland Chapter welcomes Sydney Chapter visitors to join these social paddles.

**From Arni Mader:** It's great having some of the LCRKers here to go paddling with once a month, as we haven't been able to get into a paddling routine, which is a real pity. Everything here is new and exciting - it's like a smorgasbord. The waterways as well as the hinterland are just fantastic. I hope the time of "Oh, not another waterfall" is far in the future.

We moved to 8½ acres and are doing a total refurb on the house as well as major landscaping, which we are both working on fulltime. Urs is working very hard physically - a big change from his desk job in Sydney. He is really fit but training all the wrong muscles for paddling. I am feeling really good too, getting up at 6 every morning to go for a 1½-hour walk including some steep hills. By the way, we love our new double (Elliott Vortex).

## Wednesday night timekeepers

Aug 19	Don Rowston, Jon Harris	Oct 7	Alan Whiteman, Wade Rowston
Aug 26	Steve Padget, Craig Ellis	Oct 14	David Hammond, Wayne Mulder
Sep 2	Jason Cooper, Jeremy Spear	Oct 21	Matt Acheson, Michael Mueller
Sep 9	Julie Stanton, Alanna Ellis BBQ	Oct 28	Simon Mann, Matt Swann BBQ
Sep 16	Craig Elliott, Stefan Mayer	Nov 4	Jay Wilson, Robert Grozier
Sep 23	Tony Carr, Tony Hystek	Nov 11	Tim Dodd, Ian Wilson BBQ
Sep 30	Cathy Miller, Billy O'Brien	Nov 18	Tim Hookins, Rae Duffy

## LCRK highs and lows at the marathons

The **Windsor** marathon on June 20, from a Lane Cove perspective, was a sorry

M10 Race 5 Windsor			
Competitor	Div	Time	Plc
Matt Blundell	1	1.36.39	2
Jay Wilson	1	1.39.08	5
Craig Elliott/ James Mumme	2	1.40.38	4
Tony Hystek	2	1.40.45	5
Richard Barnes	3	1.46.12	9
Steve Paget	3	1.51.51	10
Tom Simmat	3	DNF	
Jeremy Spear/ Matt Swann	4	1.51.30	8
Jason Cooper	4	DNF	
Evan Oppen	5	1.54.05	7
Simon Mann	5	DNF	
Don Rowston/ Bert Lloyd	6	1.54.12	1
John Greathead/ Tony Walker	6	1.54.41	3
Wade Rowston	6	1.59.46	10
Rae Duffy/ Katrina Nicholls	6	2.00.24	11
Derek Simmonds	6	2.01.27	13
Liz Winn	6	2.01.35	14
Wayne Wanders	6	2.02.15	15
Trevor Williamson/ Greg Appleyard	6	2.02.46	17
David Hammond/ Tony D'andretti	6	2.06.34	22
Justin Paine	6	2.26.48	29
Tony Carr	8	1.35.21	16

M10 Race 6 Woronora			
Competitor	Div	Time	Plc
Matt Blundell	1	1.35.44	3
Jay Wilson	1	1.36.15	5
Tony Hystek	2	1.42.53	4
Richard Barnes	3	1.47.36	5
Julie Stanton	3	DNF	
Jason Cooper/ Len Hedges	4	1.48.45	2
Jeremy Spear/ Matt Swann	4	1.51.02	5
Tom Simmat	4	1.54.01	10
Craig Ellis/ Greg Gering	4	2.04.56	12
Simon Mann	5	1.50.58	3
Evan Oppen	5	1.51.43	5
Marg Cook/ Rob Cook	5	1.51.45	6
Steve Russell	6	1.54.38	2
John Greathead/ Tony Walker	6	1.54.58	4
Jon Harris/ Don Rowston	6	1.58.34	10
David Hammond/ Tony D'andretti	6	2.00.10	12
Wade Rowston	6	2.00.46	13
Wayne Wanders	6	2.02.31	15
Liz Winn	6	2.03.00	16
Katrina Nicholls	6	2.07.08	19
Bert Lloyd	6	2.09.46	21
Justin Paine	6	2.25.51	23
John Thearle	6	2.26.11	24

tale of the DNFs. Three of our stronger paddlers failed to make it to the finishing line.

Jason Cooper didn't even make it to the bridge, a distance of a few hundred metres. There was the usual melee at the start, and Jason suddenly found an outrigger – one of a large contingent of dragon-boaters who turned out on the day – veering across in front of him. His K1 got caught in a swirl of water as he tried to avoid contact and ... bye bye! By the time he had emptied out, he reckoned it was a lost cause.

Simon Mann fared a little better, lasting a full lap of the 4-lap course before calling it quits. He had had a run of ill health and was below par. This didn't stop Michael Mueller labelling him "a 5k specialist". (Stay alert Michael, there's bound to be retaliatory fire.)

Tom Simmat said he became disoriented after three laps and pulled the plug.

But there were others who had a better day. In division 1, Matt Blundell

M10 Race 7 Wyong			
Competitor	Div	Time	Plc
Tony Hystek	2	1.41.28	4
Jason Cooper/ Len Hedges	4	1.48.01	3
Craig Ellis/ Greg Gering	4	1.48.39	5
Jeremy Spear/ Matt Swann	4	1.49.38	6
John Greathead/ Tony Walker	6	1.54.02	2
John Thearle	6	1.54.57	3
Don Rowston/ Bert Lloyd	6	1.55.58	5
Wayne Wanders	6	1.57.25	8
Wade Rowston	6	1.59.51	10
Derek Simmonds	6	2.01.28	12
David Hammond	6	2.01.41	13
Liz Winn	6	2.03.34	16
Katrina Nicholls	6	2.05.25	17
Tony Carr	6	2.06.18	20
Trevor Williamson/ Greg Appleyard	6	2.09.25	21
Rae Duffy	6	2.09.47	22
Justin Paine	6	2.24.49	25
Brendan Murnane/ Kiernan Murnane	8	1.38.03	8

*Divs 1-6 = 20km, div 8 = 15km*

traded blow for blow with Darren Lee for an hour and a half before Darren edged away to win.

In division 6, Jon Harris was AWL so Bert Lloyd filled the rear seat in Don Rowston's Vulcan. With the aid of a washride from a division 8 K2, they made up early lost ground on the leaders and got away from John Greathead and Tony Walker, also in a Vulcan. John and Tony whittled away at the margin but had to stop to shake weed off their rudder and had to be satisfied with 3<sup>rd</sup> behind Don and Bert's winning finish.

The event attracted an excellent field of 142 boats, with 85 (60%) being in the overcrowded divisions 6 (20k), 8 (15k) and 9 (10k).

The **Woronora** marathon on July 12, as seems to have become the habit this year, started off with a bit of dampness in the air but cleared up. A high tide and the 4-lap format took the nasty shoals out of play.

Lane Cove paddlers were up at the front of the pack in several divisions in what was overall a good day

for the club.

In division 4, Len Hedges and Jason Cooper's ski featured in a ding dong drag race over the final 1½ laps but was edged out by one second on the line.

Simon Mann, impressive in a return from illness, suffered a similar fate when just pushed down to 3<sup>rd</sup> in division 5.

Steve Russell was a long way behind the winning mixed double in division 6 but was clear in a very creditable 2<sup>nd</sup>. In that division John Thearle was a multiple visitor to the water – 3 times – but battled on with a borrowed flat paddle to finish.

Once again the lower divisions dominated the field, with 54% of the 109 boats coming from divisions 6, 8 and 9.

In Race 7 at **Wyong** on Aug 2, the Lane Cove hero of the day was John Thearle, who took a whopping 8 minutes (rounded out to the nearest whole figure) off his personal best for the marathon series. This earned him 3<sup>rd</sup> place overall and first single home in division 6. He really smoked



**Top: Jeremy Spear and Matt Swann ready to go. Below: Len Hedges does a feet-up balancing act while boarding the ski with Jason Cooper.**

around the course (we don't know where he got his wacky baccy from, but we'd like some). It was a far cry from his disappointing outing at Woronora where, after 3 swims, he took half an hour longer. He credits the improvement to coaching by Tony Hystek and hard training.

John Greathead and Tony Walker held him off for 2<sup>nd</sup> spot in a division where 13 of the 27 craft were LCRK.

Jason Cooper and Len Hedges had a podium finish with a 3<sup>rd</sup> in division 4, but Lane Cove representatives were few and far between in the higher divisions.

It was a perfect sunny day on a great course, and a shame that only 101 boats turned up.

In what appeared to be a successful experiment, division 6 was started first in an attempt to have the whole fleet finished earlier.



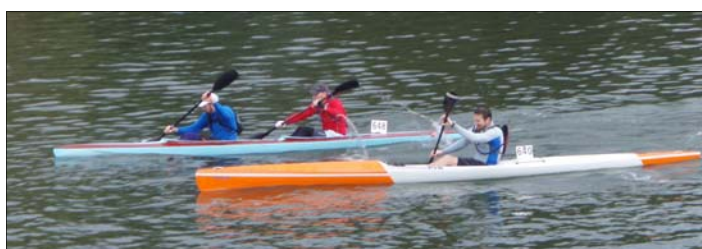
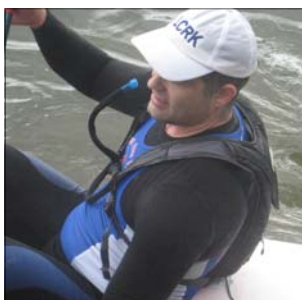
Tony Walker, Rob Cook, Richard Barnes, Marg Cook, John Greathead and James Terpening seem to have plenty to laugh about at Woronora



Left: John Thearle. Above: Rae Duffy and Kate Nicholls



Clockwise from above: Launching at Woronora. Steve Russell hits the afterburners. Simon Mann relaxes. Tom Simmat fiddles. Roger Aspinall makes everything run smoothly. Wade Rowston prepares for battle.



For full race results go to [www.paddlensw.org.au](http://www.paddlensw.org.au). For more pictures, go to [www.lcrk.org.au](http://www.lcrk.org.au).

## Sprint Series

Paddle NSW has introduced a Sprint Series at the Penrith Regatta Centre and a number of Lane Cove paddlers are trying it out. They say despite the short distance it's exhausting, tiring and exhilarating

### Sprint Series Race 1

Competitor	Time	Plc
<b>K1 500m 2m 30-45s</b>		
Roger Aspinall	2.16	2
James Mumme	2.29	6
Tom Simmat	2.33	7
Derek Simmonds	2.43	8
<b>K1 500m 2m 45s-3m</b>		
Steve Russell	-	3
<b>K1 500m Final 2</b>		
Roger Aspinall	2.15	6
<b>K1 500m Final 3</b>		
James Mumme	2.27	6
Tom Simmat	2.29	7
Derek Simmonds	2.45	9
<b>K1 1000m Race 3</b>		
Tom Simmat	5.06	2
<b>K1 1000m Race 4</b>		
Steve Russell	5.09	2
Derek Simmonds	5.39	4

### Sprint Series Race 2

Competitor	Time	Plc
<b>Race 2 1000m classic'tn</b>		
Steve Paget	4.53	5
Tom Simmat	5.13	8
<b>Race 3 1000m classic'tn</b>		
Roger Aspinall	4.48	1
James Mumme	5.07	3
John Thearle	5.33	8
<b>Race 4 1000m classic'tn</b>		
Derek Simmonds	5.08	7
<b>Race 6 1000m dble final</b>		
Steve Page!		
James Mumme	4.30	2
<b>Race 9 1000m C final</b>		
Roger Aspinall	4.43	1
James Mumme	4.59	6
<b>Race 10 1000m D final</b>		
Tom Simmat	5.02	2
John Thearle	5.14	7
Derek Simmonds	5.20	8
<b>Race 14 500m classic'tn</b>		
Roger Aspinall	2.19	1
<b>Race 15 500m classic'tn</b>		
Tom Simmat	2.34	5
John Thearle	2.35	6
Derek Simmonds	2.39	7
<b>Race 19 500m B final</b>		
Roger Aspinall	2.19	4
<b>Race 21 500m D final</b>		
John Thearle	2.28	2
Tom Simmat	2.33	6
Derek Simmonds	2.42	8

## Should you cut the corners in the Classic?

Every paddler who competes in the Hawkesbury Classic is going to be faced with a recurring dilemma throughout the race – is it better to cut the corner or stay out wide from the riverbank?

The river writhes like a restless serpent for the whole of the 111km course, with dozens of bends. Some of the corners are relatively sharp, others linger on for a kilometre. The basic rule is that the outside of the curve will be deeper and feel the effects of the tide more, and the inside will be shallower (very likely with a sand or mud bank) and feel the effects of the tide less.

To illustrate the impact of the tide: Tom Simmat says the tide averages 1.4km/h, going in or out (at times it will be faster).

Let's assume you will paddle at an average of 10km/h in still water. With the tide you go at 11.4km/h, against the tide at 8.6km/h. Over a tidal period of 6 hours, you can expect to go 68.4km with the tide, 51.6km against it – a difference of 16.8km, or over 1½ hour's paddling.

So cutting corners, which takes you away from the full effect of the tide as well as shortening the distance, is important.

And each corner is going to require a judgment call on the part of the paddler. Is it better to take a short cut, with its inherent risks, or is it preferable to play safe and stay out nearer the middle of the river?

To make it more complicated, a range of factors such as tide, water depth, weed, darkness, eddies and the individual

characteristics of the corner make each decision an individual one.

You only have to look at an athletics field to realise that going wide on the bend means travelling further. On a 400m track, runners start about 7m ahead of the competitor on the track inside them to make up for the extra distance of an outside track. That's for a lane width of slightly more than one metre, and for a distance of 400m.

If you're going to stay, say, 20m out from the bank on a long corner, then you're going to cover a lot of extra distance. But if you're going with the tide, the extra speed may more than compensate for the additional distance, because cutting the corner can expose you to shallow, slower water.

If you're going against the tide, it's generally recognised that it's better to stay close to the bank and out of the tide – but get into shallow water and you'll feel like you're dragging a sea anchor along behind you.

If it's dark, and this year it's going to be as dark as the original sin from at least midnight on, getting close to the bank makes you vulnerable to all sorts of risk, not the least being an up-close-and-personal encounter with an overhanging mangrove tree.

Having a GPS can be a major advantage in that you know your speed on different parts of the river and can move about to gain the best advantage of the tidal conditions.

There's no hard and fast rule about when you should cut a corner, and even the experts disagree, as the following comments from some of our Classic veterans reveal.



**Richard Barnes**

I always cut corners, a shorter course is always quicker. Shallow water is not too much slower but it may be marginal around mud flats. But stay outside any eddies. The shortest course is best, there's no other option. I have a GPS but I don't use it much for speed, I use it for distance. I use the feel of the boat to guide me.



**Tim Hookins**

I always cut corners. I take a very tight line and I'm sure for old blokes like me it pays off – except for one major left-hand corner just past checkpoint B where there is always weed. If there is bottom drag then I don't go that tight, but definitely not in the middle of the river. Even with the tide I still don't go in the middle of the river.



**Tom Simmat**

If you're going against the tide, you can get behind the corner and pick up a back eddy as you cut it, and make up 100m easily. But as soon as you get around the corner, with the tide against you, you've got to get across quickly to the other bank. If the tide is with you on a long gradual bend it's often better to stay out wide, you can lose the benefit of the tide by cutting the corner and getting into shallow water. However, if it's a short corner, cutting it is no worry. The tide in the



**Liz Winn**

Hawkesbury averages 1.4km/h, in and out. If you've got a GPS and know what speed you should be paddling at, you can see which part of the river is best.

If it's pitch black, don't cut corners. If you can't see the shoreline, don't do it. This year the challenge will be finding our way in the dark. Against the tide I cut corners. If you feel bottom drag move out, otherwise stay close to the edge. With the tide stay out in the middle. With a GPS you are able to find the fastest track. Cut corners if you can but maintain speed. Cut long corners if you can maintain a reasonable speed.



**Martin Dearnley**

Go along the bank when the tide is coming in, get out in the middle when the tide is running out. Deciding when to cut a corner is always a big question, you need to have at least 2m of water beneath you. If your paddle hits the bottom it's a warning that your boat is going to hit the mud so get out of there quickly. In the last 10 or so Classics I have done, tidal conditions have been such that it's shallow around Spencer, and that's when you're tired and when you make mistakes. Stay away from shoals when you're tired.

**PFD TESTING.** Wendy McLean will test PFDs for the Hawkesbury Classic at the weekly LCRK time trial on Oct 14, from 6-8pm. Testing will also be available at the end of the familiarisation paddles Windsor-Sackville on Sept 12 and Windsor-Pitt Town-Windsor on Oct 17, and at the Central Coast's 30km paddle at Wyong on Sept 13. Testing is also carried out on race day – if you want to start the race with a wet PFD! Testing is compulsory.

## Grey power fights back in the famils

The familiarisation paddles have been down a bit on numbers this year and the weather has been a major factor in that.

For the opener, from Brooklyn to Spencer and back, the weather forecasters said it would be cold and there would be a light nor'wester. It was cold all right, but a few of us would have liked to have had the forecasters out with us to see how strong a light nor'wester can be.

Craig Elliott and James Mumme made light of the conditions in their Vindicator and won, literally, by a country mile. John Greathead and Tony Walker struck a blow for grey power in their Vulcan, handling the rough finishing slop better than the K1s of Steve Paget and Michael Mueller, who finished together.

For the Wisemans-Spencer run, filthy weather the previous day frightened off a lot of people. That was unfortunate, because it turned out to be a fine day with a strong assisting tide which enabled some quite respectable times to be recorded.



### Brooklyn-Spencer-Brooklyn

Paddler	Time	Plc
Craig Elliott/ James Mumme	1.52.34	1
John Greathead/ Tony Walker	2.06.20	3
Steve Paget	2.06.50	4
Michael Mueller	2.06.50	5
Steve Russell	2.16.10	8
Jeremy Spear	2.17.50	11
Tony Carr	2.20.24	13
David Hammond	2.23.56	15
Brendan Murnane	2.28.48	19
Rob Grozier/ Ben Grozier	2.30.46	20
Kenji Ogawa	2.23.31	23
Trevor Williamson/ Judith Evans	2.41.02	33
Mike Finnegan	2.45.16	37
Justin Paine	2.54.06	39
Paul Myers	2.56.52	41

### Wisemans-Spencer

Paddler	Time	Plc
Tom Simmat	2.12.20	3
David Hammond/ Tony D'Andretti	2.19.00	5
Derek Simmonds	2.23.09	9
Tony Carr	2.25.37	11
Brendan Murnane	2.25.48	12
Justin Paine	2.39.52	21
Paul Myers	2.51.20	27
Duncan Johnstone	2.53.59	29

## Prepare for the Classic

...with Tom Simmat



### Picking my boat:

The Subfoiler, which was one of my options, you need to start in shoulder-deep water, not a good beginning for a night's paddling.

I am going to pursue the K1 Viper, although it's very tippy. 5 kilos of lead in the bottom makes for much more stability, so if I am going to take 5 to 6 litres of liquids in a bladder on the bottom of the boat that is about the same.

The roughest part of the race is the first half, when I will be passing wave-making doubles and there are still some powerboats about.

I should still have 4 litres at Wisemans, when there are fewer boats around me.

The tides this year for a 6pm start are such that I expect about one and a half hours against, in the daylight so I can hug the bank, then a big long tide pushing down the river and it will not turn for me till just below Low Tide Pit Stop, if all

goes to plan.

I am not stopping at Wisemans if the tide is with me.

This all works with taking 5 or 6 litres of paddling liquids. So now I need to think about what I will wear.

Last year I did not change. I had skins on top and legs, booties, good quality wool thermal on top and light spray jacket over that.

The skins stop cramps and muscle tiredness and a good wool thermal is all I need. Don't wear anything other than pure wool thermals unless you want a bad case of hypothermia.

I can adjust my temperature a bit with vents in the spray jacket under the armpits, open at the start and closed as it gets colder.

My landcrew will have another complete set of clothing at Wisemans if I have taken a swim.

Now to test out my long-term stability in a few familiarisation "races" and the Myall.

Next issue: What is in the 6-litre bladder, and how I will work the eddies, against the tide and between Low Tide Pit Stop and the finish.

## Nepean Gorge is a great place to paddle

Paddle NSW's recreation paddle through the striking landscape of the Nepean Gorge on June 21 attracted the usual strong LCRK support. Shown in the picture at right are Paul Myers (seated on log) and James Mumme, John Thearle and Jason Cooper (on the right). Also there but not quick enough to get into the picture were Michael Mueller, Tony Carr and Justin Paine. Not surprisingly, there was plenty of weed about and some of the party saw flashes of orange and yellow from carp swimming in it. Just above the M4 bridge it was so bad it felt like paddling through mud, and everyone arrived back at the Tench Reserve launch site dragging enough weed to keep an Asian restaurant in business for a month. Let's hope the World Masters Games course steers clear of it. **Future rec paddles:** Burley Griffin Canoe Club, Canberra, Sept 26; Port Macquarie/Hastings Canoe Club, Myall Lakes weekend, Nov 14-15; Richard Barnes, Pittwater, Dec 6.



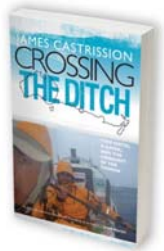


One of the main factors to be considered when buying a new boat is weight – and not just because it's easier to paddle a lightweight craft. You have to remember that the boat has to be lifted down from the top of your vehicle before an outing and, worse still, lifted back up when you return. The older you get, the harder this becomes. And if you're female, weight can become a major obstacle. If you're one of these people who must have a 4WD, the situation just deteriorated. Well, learn a lesson from Paul Myers, who decided that using brute strength to hoist his Mirage 580 high in the sky was for the birds. These pictures show how easy it can be to load a kayak on to a 4WD, or any other automobile. First he unlocks the cradle on his car and swings it down to the side of the vehicle. Loading the kayak, on its side, on to the cradle requires it to be lifted only to chest height. Once it's tied down, a gentle push sends it to the top of the vehicle, to be locked in place ready for the trip home. QED, as those who learned Latin would say.

## Crossing the Ditch

You followed their amazing trip daily for two months last year, if you were fortunate you heard their exciting first-hand account to an LCRK gathering at Blue Earth just before Christmas, now you can read the book.

James Castrission has published the aptly titled *Crossing the Ditch*, which records every moment of the history-making adventure when he and Justin Jones battled sharks, 8m-high waves and exhaustion to become the first people to kayak from Australia to New Zealand.



It costs \$32.95 and is available from [www.crossingtheditch.com.au](http://www.crossingtheditch.com.au) or from bookstores. Copies ordered from their website will be personally signed by the author.

It's a book for kayakers, about a great kayaking expedition, written by a kayaker. What more could you ask for.

## Who is it?

The 2009/10 Paddle NSW membership cards have a photo on the back, as part of the Blue Earth sponsorship advertisement, of a well known Lane Cove paddler. He's rather chuffed that all the lady members will be carrying his photo around for the next year, but not too sure about the blokes carrying it as well. Do you recognise who it is?

## Kenji boosts spirits at Kids Hospital

Kenji Ogawa, Lane Cove River Kayakers' "ice man", turned to another of his skills to lift the spirits of sick kids during a 4-hour visit to Westmead Children's Hospital recently.

He made hundreds of tiny colored paper figures for all the children in the 275-bed hospital.

"I was asked through a friend to entertain the children with ice carving," he said, "but ice carving is too messy so I ended up doing origami. Each of the kids got a kangaroo and I also made 100 paper hats for them to wear and 150 penguins."

Some of the children were able to come into the hospital's Starlight Express Room where he taught them how to make origami kangaroos and hats.

Others were unable to leave their beds, so Kenji visited 10 of the wards to make kangaroos, penguins and hats for each patient. He also made for each one a lucky charm which they had to blow into and inflate after making two wishes.

Moved by his contact with the ill children, Kenji later followed an old Japanese tradition to make as a gift for the hospital an array of 1000 origami cranes

which represent hope. The extremely colourful cranes will hang together in strings of about 50 in the Starlight Express Room.

In about November Kenji hopes to visit Antarctica with documentary film maker Larry Gray as part of a campaign to boost awareness of global warming.

He plans to abseil down the face of an iceberg and carve in it, in letters 2.5m high, the word HELP. The plan is to choose a location where there is a colony of penguins, so that pictures can be taken showing the penguins parading in front of the word HELP.

**Kenji with his 1000 origami cranes and at the Childrens Hospital. Below: A lucky charm.**

