



June 2013

Marathon racing is in full swing

After a slow start at Canberra and Wagga, the Marathon 10 series picked up with big fields for races 3 and 4. Lane Cove was strongly represented with 23 boats, including 8 doubles, at Wyong and 24 boats, including 6 doubles, at Narrabeen (a couple were dual members flying a foreign flag, but we still cheer them on).

Among the most notable achievements were a first place at Wyong in division 2 to ever-improving Tony Hystek which saw him elevated to the top tier, division 1, for the following race, and a first-up victory in division 5 at Wyong to the brand new pairing of Tim McNamara and Kenji Ogawa. Kenji was unavailable for Narrabeen but Tim showed he still has it with a rare solo appearance which saw him come second in division 5.

Other second places at Narrabeen went to Craig Ellis and Steve Newsome in division 2, Derek Simmonds in division 6 and Anjie Lees in division 7, while Tom Simmat was third in division 3.

Peter Edney and Jen Broadbent capitalised on the endurance they built up in the Murray Marathon to produce the second fastest time, 1.57.28, in division 6 at Wyong in what was for them a ranking race. Phil Geddes and Paul van Koesveld continued their good form with a second in division 3.

Toby Hogbin, paddling for Manly Warringah, showed outstanding speed to win division 1 in close finishes at both Wyong and Narrabeen.

Although conditions were close to perfect at Wyong, a nippy

south-westerly kicked up a tricky chop at Narrabeen which saw plenty of competitors going for a swim and the rescue boats in constant action. Among the victims was Matt Blundell, a rare happening which saw him playing catch-up to come third in the top division.

Jason Cooper and Carmen Ellis had their last outing as singles at Wyong, then it was Mr and Mrs Cooper racing at Narrabeen (see page 3).

Results of LCRK competitors are on page 2.



Wade Rowston, Paul van Koesveld, Tom Holloway, Jeremy Spear and Phil Geddes at Wyong



Kenji Ogawa and Tim McNamara in a first-up win at Wyong



Len Hedges



Jeremy Spear in action at Narrabeen



Peter Edney and Jen Broadbent recorded a fast time

Membership renewals are due at the end of June. The August issue of *Kayak Kapers* will be sent only to current members. If you haven't renewed your membership you won't receive it.



Richard Barnes and Tim Hookins at Wyong



Wade Rowston, Phil Geddes, Tony Walker, Paul van Koesveld, John Greathead, Don Rowston and Paul Gibson brave the early morning chill at Narrabeen



Derek Simmonds at full blast



Heavyweights Steve Newsome and Craig Ellis are combining again this year



Toby Hogbin edged out Brett Greenwood to win in a close finish at Wyong

M10 Race 2 Wagga April 13			
Competitor	Div	Time	Plc
Matt Blundell	1	1.33.41	1
Toby Hogbin	1	1.39.09	3
Bob Turner/ Kristy Benjamin	2	1.50.06	3
Tom Simmat	3	1.52.19	3
Wade Rowston	4	2.03.20	9
Richard Lindsay	6	2.13.40	6
Anjie Lees	7	2.36.54	1
Alanna Ewin/ Danielle Seisun	8	1.36.19	3
Ann Lloyd-Green	8	1.40.48	5
M10 Race 3 Wyong May 5			
Competitor	Div	Time	Plc
Toby Hogbin	1	1.32.30	1
Tony Hystek	2	1.38.15	1
Bob Turner/ Kristy Benjamin	2	1.41.60	4
Craig Ellis/ Steve Newsome	2	1.45.17	8
Dave Hammond/ Tony D'Andreti	3	1.48.54	4
Jason Cooper/ Carmen Ellis	3	1.49.39	8
Richard Barnes	3	1.56.33	14
Phil Geddes/ Paul van Koesveld	4	1.47.40	2
Tom Holloway	4	1.51.48	7
Tim McNamara/ Kenji Ogawa	5	1.51.11	1
Jeremy Spear	5	1.53.11	3
Len Hedges	5	1.53.19	4
Tim Hookins	5	2.00.33	9
Jack Kesby	5	2.17.21	Rnk
Bert Lloyd/ Don Rowston	6	2.02.24	5
Richard Lindsay	6	2.03.15	7
Derek Simmonds	6	2.03.20	8
Peter Edney/ Jen Broadbent	6	1.57.28	Rnk
Anjie Lees	7	2.14.44	2
Andrew Kucyper	7	2.33.33	3
Ann Lloyd-Green	8	1.40.53	9
Alanna Ewin/ Danielle Seisun	8	DNF	
Justin Paine	10	1.14.26	11

M10 Race 4 Narrabeen May 26			
Competitor	Div	Time	Plc
TobyHogbin	1	1.38.21	1
Matt Blundell	1	1.38.38	3
Tony Hystek	1	1.47.43	7
Craig Ellis/ Steve Newsome	2	1.45.29	2
Chris Quirk	2	1.52.01	Rnk
Tom Simmat	3	1.51.40	3
Dave Hammond/ Tony D'Andreti	3	1.53.20	4
Phil Geddes/ Paul van Koesveld	3	1.53.27	7
Jason Cooper/ Carmen Cooper	3	1.53.51	8
Richard Barnes	3	1.56.04	15
Tom Holloway	4	1.55.41	4
Jeremy Spear	4	1.57.04	6
Paul Seaberg	4	2.11.43	Rnk
Tim McNamara	5	1.58.34	2
Tim Hookins	5	2.01.28	4
Wade Rowston	5	DNF	
Derek Simmonds	6	2.07.14	2
Richard Lindsay	6	2.07.44	4
Bert Lloyd/ Don Rowston	6	DNF	
Anjie Lees	7	2.18.19	2
Ann Lloyd-Green	7	2.28.51	4
Andrew Kucyper	7	2.32.58	5
Tony Carr	8	1.38.12	7
Tony Walker/ Justin Paine	9	1.06.22	14
Divs 1-7=20k, div 8=15k, divs 9-10=10k			



Mr and Mrs Cooper were in perfect harmony in their first race as newlyweds at Narrabeen

Pictures by Nigel Colless and Justin Paine

Tom joins Urs for the Yukon

Urs Mader's plans to compete in the 715km Yukon River Quest in north-western Canada plunged into disarray when his paddling partner, American adventurer Bruce Dailey, broke several ribs in a fall during a mountain run. Urs had organised the entry, arranged for a boat, and all was suddenly in doubt.

Up rode a White Knight. Yukon veteran Tom Simmat is going to join him in a double. Imagine these two tough, non-stop hard-paddling veterans together. What a team!

The race starts on June 26. Look for a race report in the next *Kayak Kapers*.

WEDDING BELLS FOR CARMEN AND JASON



Report from Craig Ellis: Congratulations to Carmen Ellis and Jason Cooper who got married on May 11. Their wedding was a beautiful evening event held at The Grounds in Alexandria. The evening was spectacular and Carmen was stunning. When I first met Jason he would train four times a week, in a single he'd regularly complete the 12km in 57/58 mins, set double records with Bob Turner in the 400km Murray and 100km overnight Hawkesbury race. Then he and Carmen started smashing records in the double. They had a best Wednesday night time of 56:30! Since the engagement, Jason's instant family, new house and change of job they are now slower than an unfit me! How things can change in the paddling world in a few short months. Jason – welcome to Team Carmen and Team Ellis! Maybe the next months will bring a change and Team Ellis and Team Carmen will become Team Cooper! Bring on the record smashing again!
Wedding presents included a ski and a K1.

Enthusiastic response to Harbour Series

John Duffy and Paul van Koesveld have joined the band of Lane Covers testing bumpier waters in the Harbour Series and have been enthusiastic in their reactions.

“The 16k’s was disproportionately longer than our 12k time trial course but they were not testing conditions,” John said after competing in the Middle Harbour Challenge (from the Spit to Manly and Bradleys Head) in his Mirage 580 on April 27. “Anyone with a sea kayak should be considering going in it – I’ll be back.”

Tim Hookins and Jeremy Spear have played major organisational roles in the series, Tim as race organiser and Jezza often as race director, and both also compete when their management roles permit.

Phil Geddes came in with a tale of woe in the final race of the series on Pittwater on May 11. A rudder cable broke when he was leading the sea kayak class comfortably with the finish line in sight, and the time lost in pulling up his drop-rudder and sloshing through cross-waves without its assistance shunted him back into second place. He finished the series in a creditable second place.

Series results for Harbour racing: **Long course:** Andrew Benoit 40-49 25 pts 44th, Len Hedges 50-59 117 6, Jeremy Spear 50-59 74 13, Tony Hystek 50-59 50 15, Chris Quirk 50-59 44 18, Tim Simmat 60+ 92 4, Tim Hookins 60+ 90 5, Paul van Koesveld 60+ 41 =10, Anjie

Lees W40+ 10 5, Richard Robinson/Tony Hystek dbl ski 48 =4, Chris Quirk/Stuart Myers dbl ski 43 =7, Tony Hystek/Todd Philpott dbl ski 10 12, Tim Hookins/Tony Hystek OC1 50 3 (wrongly recorded, should be =3 in double ski),



John Duffy and Phil Geddes at the Middle Harbour race

Phil Geddes seakyk 194 2, John Duffy seakyk 46 =4. **Short course:** Len Hedges 50-59 46 =9, Tracey Hansford Wseakyk 10 1.



Race director Jeremy Spear with Olympic champ Clint Robinson

Harbour Series				
Competitor	Categ	Time	Plc	Cat/plc
Middle Harbour Apr 27				
Long course				
Tom Simmat	60+	1.35.22	36	3
Phil Geddes	Seakyk	1.46.06	56	2
John Duffy	Seakyk	1.53.43	61	3
Tony Hystek/ Todd Philpott	Dbl ski	DNF		
Pittwater Challenge May 11				
Long course				
Chris Quirk/ Stuart Myers	Dbl ski	1.05.29	11	5
Tom Simmat	60+	1.12.35	39	3
Len Hedges	50-59	1.16.45	54	11
Jeremy Spear	50-59	1.19.19	62	12
Phil Geddes	Seakyk	1.22.30	67	2
Paul van Koesveld	60+	1.27.25	75	7



David Bloomfield finds a friend

Matt Blundell and former LCRK member Mike Snell won the inaugural 4-day 260km Wild Descent kayak race in New Zealand's South Island on April 25-28 Race time 16.35.06. Following the Clutha River from the Southern Alps down to the Pacific Ocean, through gorges and narrow lakes, the race had been postponed from January after flood conditions raised safety concerns. In a heavy round of travelling and racing, Matt followed the Wild Descent with wins, in a double with Stuart Innes, in the Gregory River Canoe Race 350km north of Mt Isa on May 5 and the Barron River Challenge outside Cairns on May 12.

Rapids keep minds alert in Wild Descent

by Matt Blundell

Race overview: 4 days of paddling and camping on New Zealand's fastest flowing river from source to sea: the Mighty Clutha River.



Day 1 89km Wanaka to Clyde 5hr 48min 46sec

The day started with the issuing of our Barracuda AR Duo kayaks which we filled with our compulsory gear. A quick briefing, then it's a 5min walk down to the start of the Clutha River. The first day can be broken into two stages: 50km of moving water and 40km of flat water on Lake Dunstail.

I was paddling with good friend and powerhouse Mike Snell. We get off to a flyer and take the lead from the gun. Making sure not to overdo it, but find we are easily pulling away from the field and average 17.5km per hour for the first hour and then repeat it for the second.

This section of river is made up of many small rapids that keep things interesting and the mind alert. As we near the lake the river wildness and the pace slows to 16km/hr for the 3rd hour. We have built up an 8min lead by this stage and still feel good. When we enter the lake there are a multitude of options on which channel/chute to take on to the lake. We take the middle route and find out later that this has given us an extra 2min lead, good luck rather than good judgment, as the others all went right early.

On the lake we are blessed with a slight tailwind which keeps our speed at just over 10km/hr, we keeping ticking along for the next 30 odd kilometres and finally see the dam, a welcome sight in the distance. We arrive first with a 10min lead after 5hrs 48min, a solid day in the kayak.

We pitch our tents for the night, a BBQ is put on by the organisers which is great. Then it's off to bed in the cold shadow of the hills.

Day 2 50km Clyde to Roxburgh 3hr 39min03sec

The day is made up of 20km moving river (17km/hr pace), 20km dam paddling with strong tailwind, a portage 400m and 10km of river 15+km/hr.

A mass start at 9am at the base of the dam is the order of the day. The flag drops and we're off. The bad news for us is



that everyone has worked out that if you get on to a wash on one of these Barracuda AR Duos it is very hard to shake anyone. So a group of 10 quickly forms, with us and the two other top teams doing all the leads. "Not good", so it time to shake things up.

After 1hr of paddling Mike and I put in a sustained burst, followed by Ian and Wendy, Bob and Keith doing strong leads which drops all but one crew. We continue to do 1km leads, each keeping the pace high and the k's soon fly by. We reach the lake proper and sight of the dam along with a massive tailwind and we are soon flying. The four of us split up with us taking a small lead as we approach the dam and portage. We



Mike and Matt in their Barracuda AR Duo

surf into the portage on a 1 metre wave and jump out, then lug 30kg on to our shoulders.

The good news is the portage is all down hill, with a tricky entry on some slippery rocks. We get away first, with Bob and Keith close behind, after a slick portage. We hold them off for 1km then decide to work together till the finish. 1500m out the pace quickens as the finish comes into sight and before we know it it's an all-out sprint for the day's honours. Mike and I dig deep and hold them off to win by 1 second.

Another great day of paddling with some magic scenery. Now it's off for hot showers in the Roxburgh rugby club's rooms and tonight's BBQ.

Day 3 77km Roxburgh to Clydevale 4hr 25min 23sec

Today is a great day, no lakes so moving water all the way with lots of rapids. We decide to have an easy day as Mike's wrists are little bit sore and we have had the race physio tape them (she also does a great massage).

A mass start and the jockeying for position gets under way almost immediately. Six teams get away today with Mike and I slotting in at the back, looking for a free ride. Soon we make our way to the front to do a lead as I tend to get nervous at the back. A few surges and we are down to five teams.

This section of the river has some amazing scenery, which makes it hard to stay focused on the paddling. Lots of rapids

make for some exciting paddling with teams often wanting the same line down the rapids, so lots of bumping. Everyone takes it in their stride.

After about 65km we find ourselves facing the wrong way up the river in one of these bumping incidents. By the time we turn we are over 200m behind, "a bit of work to do", with some strong paddling we close the gap in about 20 minutes – an indication of the speed of the river.

Once again nearing the finish we are still a group of five and four of us end up side by side with the hammer down, which creates a wave behind that the team of Tim and Sia are able to surf without paddling for periods of 30 seconds at a time with the biggest grins on their faces.

We sight the finish line again in the distance and bang, the sprint is on 3km out. A rock in the middle of the river splits the field and we get a small break along with Bob and Keith. A repeat of yesterday's finish ensues and we battle it out down to the wire to win by 1 second again. Another great day's paddling had by all and it's off to the local pub for a cold L & P.

Day 4 44km Clydevale to Kaka Point 2hr 41min 54sec

An early start today at 7.30am, we are away first with the 2nd & 3rd teams off about 10min later. This means that the first team to the finish line is the winner. The key here is don't be caught,



but with a 10-minute buffer we are feeling pretty safe. The river speed has slowed as we near the ocean and it's a hard paddle with some shallow bits of water. We end up 3rd timewise on the day but take line honours for the event by 8 minutes.

Overall a fantastic event run by the Godzone guys. And I would strongly recommend it for anyone keen on some great paddling, great scenery and a great adventure. Anyone keen on having a crack at the event next year let me know if you need any advice on any aspect of the race.

Prepare for the Hawkesbury

LCRK is offering members three "famils" on the Hawkesbury, plus an extended night paddle on Lane Cove River, to prepare for the Hawkesbury Classic. They will be out-and-back paddles, so you don't need to car-shuffle and you get to paddle both with and against the tide (yes, a fair bit of the Classic will be against the tide).

These famils are for members only and there will be no charge. The first will be around 25km, the others will be for around 3 hours, so distance will vary with your speed. Just paddle for 1 hour 30 minutes (a bit more if against the tide) at no more than the pace you would hope to achieve in the Classic, then turn around.

Sun July 27: Mooney Mooney to Spencer

Sun Aug 18: Wisemans upstream

Wed Sep 25: 2 x 12 night paddle

Sat Oct 12: Pit Stop ramp to Spencer "and a bit"

It is also recommended that you paddle the Myall Classic (47km, 23km or 12km) on Sat Sept 14. Many members leave their HCC decision until they have completed the Myall.



Early on April 1 Tony Carr emailed LCRK members with plans for his latest recreational paddle and said: "It's an all-nude paddle. Might sound unusual, but think about it. We'll be out in the wilds, enjoying nature at its best. What could be more natural?" In this article he describes the responses he received.

Bring your mother along on a nude paddle

by Tony Carr

The club has a proud tradition of April Fools Day jokes. Who will ever forget Justin Paine's Monorail Cafe last year or my personal favourite, Jeremy Spear's 2011 warning that NSW Maritime Officers were issuing speeding tickets to kayakers exceeding the 4 knot speed limit on the river when training for Wednesday nights.

Both were convincingly written by comedians who knew what they were about. Only very vague clues to indicate the messages were phoney, although I did think Jeremy went a bit overboard suggesting that the name of the Maritime Officer issuing the tickets was *Ava Largh!* Never-the-less his piece attracted some very hot-under-the-collar comments from members who I imagine would now offer me a lot of money not to name them here.

I wrote the nude paddling invitation after reading Jeremy's joke, sat on it for a year and sent it to everyone at midnight March 31 last year. The joke ended up being on me. The message failed to get through! Lost in the ether. I suspect it was deleted by the LCRK committee.

So I had another go this year. Clearly we have a more



liberally minded committee in 2013.

I was encouraged by the mental image of some of you plodding away starkers in a remote spot with technique adapted so that your blade hid the naughty bits.

There was a noon deadline to book on the paddle – or you had to pay \$55 to participate. I received 15 responses by the noon deadline, many asking fascinating questions: "Will there be any prickly things at the lunch site", "Is it OK if I bring my mother" and, interestingly I thought, "Can I wear a mask?" My answer to that question was yes, but only on your face.

By far the best reaction came from those I verbalised near the bridge awaiting the start of the following Wednesday's time trial. None was among the 15 who responded and they were very anxious to make sure everyone knew they weren't.

"Hi Alanna – great to see you're coming on the nude paddle!" I yelled across the river in front of about 20 other paddlers. I doubt the lovely Alanna will ever speak to me again.

So, we have 15 starters for a nudie – anyone else want to sign up?

Editor's Note: Kayak Kapers immediately envisaged a once-in-a-lifetime centrefold chance and laments the lost opportunity.

Washriding can help you in the Classic

by Tom Simmat

Washriding is getting a bit of assistance by using the waves created by another boat.



A kayak has two wave forms, one, a series of "bow" waves that are a little off parallel to the direction of travel. These are those annoying waves that make you feel tippy when you cross them, particularly when a really fast, heavy kayak quickly passes you.

The second is a series of "stern" waves that are at right angles to the direction of travel and follow after the boat.

The boat creating the wave is the host boat, the one getting the ride is the visitor.

There is a "sweet spot" on the second series of waves when the centre of mass of the visiting kayak sits at the steepest part of host boat's wave. The performance of boats washriding varies from boat to boat, but it can save as much as 50% of the energy required to push your boat at the same speed.

Sometimes the sweetest spot is next the host boat, sometimes behind. Sometimes when the visitor is a very long boat like a surf ski and the host is a short double, like a TK2, the visitor may in fact have their bow in front.

Two or more kayaks working together taking it in turns to washride are significantly faster than a lone kayaker.

When paddling in a group of boats of the same speed, a "V" pattern is best. Just like migrating ducks. This pattern is better because it is easier for the leader to change, simply by the person whose turn it is just putting in an extra effort to be in the front and the rest forming a "V" beside, albeit often an offset V.

The diamond format has a kayak sitting behind a host and between two visitors. I call this boat a "parasite" because from this position it is very difficult to share the lead.

However, if you are in a group sharing the lead and want to

drop the parasite the two side visitors go forward and give assistance to the host and gun it for a few strokes. The parasite has only the assistance of one wash, the host has the acceleration from two washes and the parasite drops off.

The fundamental rule for the visitor is that you do not interfere with the host boat, they are giving you the ride, so let them paddle at their best. And if paddling in a group, be fair and share the lead.

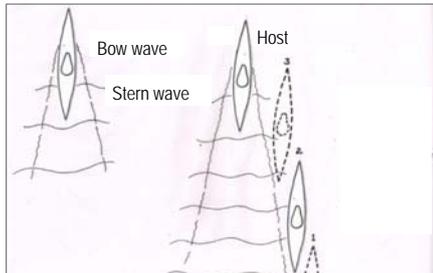
In a race like the Hawkesbury Classic, when the tide is with you and the river wide there are a few extra washriding tricks that can give you a breather and pick you up a few extra minutes.

Generally we washride boats of similar speed or perhaps a little faster. But you can get some assistance using the wash of a much slower boat and a much faster boat.

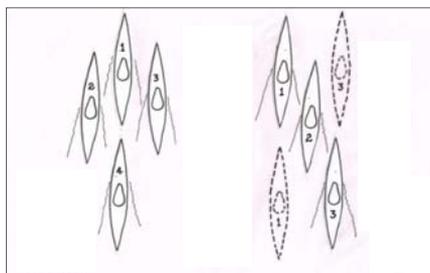
In the HCC we all pass and work our way through the Brooklyn or Bust kayakers. Often they are travelling in groups, setting up large stern waves that are an effort to climb over. If you can position yourself on the edge of the bow wave and sitting just on the stern wave, you can get quite a bit of assistance as you work down them to the slower boat, breaking off just before you reach them.

The same is true of a passing faster boat or group, particularly a double. The temptation is to try and slip in behind, but again if you set yourself just outside the bow wave, sitting on the stern wave and work in that position, you will drift slowly away, but still get quite a shove. If luck is with you rounding a tight bend, cut inside and pick up a sling shot.

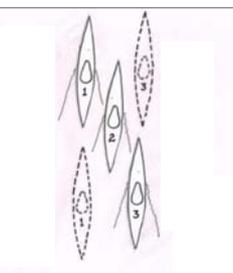
In a race like the HCC where there are lots of boats around you, I find I can hop from one ride to the next maintaining a significantly faster pace. You need to really focus and think a little ahead.



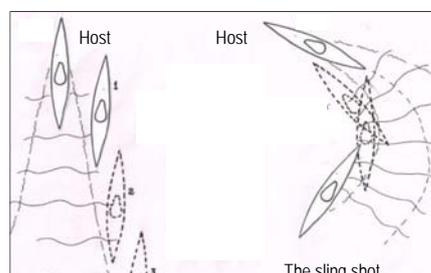
Washriding a slower boat. 1. Position yourself just outside the bow wave. 2. Ride the stern wave forward. Break off before you interfere with the host paddler.



1 is the host, 2 and 3 are visitors. 4 is a parasite.



Best group washriding. 1 starts as host, then drops back to form a V and 2 becomes host.



As the fast host boat goes past, get just outside the bow wave and ride the stern wave, moving away from the line.

Remember when we built tin canoes?

by Justin Paine

On May 15 I emailed to LCRK members a copy of an article which appeared in that day's *Daily Telegraph* about a surf ski paddler in his 70s who recalled building a tin canoe as a 12-year-old in Newcastle and surfing waves in it at Bar Beach.

It reminded me of the time as a boy when I and a mate built a canoe out a piece of old roofing iron. We had nothing to seal the nail holes and anyhow they seemed rather small. Bad error of judgment. My friend had first go in it and it quickly filled with water and sank in a deep part of the river. I didn't even get to try it out.

My email drew these responses:

John Duffy: My Dad made us a tin canoe when I was about 8 or 9. Although he christened it "The Ugly Duckling", and painted the name on the bow, it was a real beauty and I would like to think that's where my interest in kayaking started. I would often spend a long time in it down the creek behind our house after school. Paddles were my hands and there was no supervision. I often think about that canoe so it is remarkable that you sent through the article. Being on the farm in NQ, I had no idea at the time this would ultimately lead to paddling in Sydney Harbour or even Bass Strait, but I have been very fortunate.

Tony Hystek: I remember making similar canoes out of a sheet of

corrugated iron with two bits of timber across the gun'les for strength. Used to paddle across the Georges River (at Georges Hall) with rowing boat oars. Certainly didn't progress from there as these chaps did. Very brave. I was petrified of the sharks in the river, as the stories were told, though I never saw one. Probably just a rumour. I think we used them twice before something else captured our imagination. You can't build a tin canoe on Nintendo these days, unfortunately. Sometimes you have to pity what young kids are missing out on.

Tom Simmat: Back in the days before even cardboard boxes, the green grocers supplied our mothers with fruit crates (boxes) made out of sawn hardwood. The boxes were about a foot wide and a foot deep and about 3 feet long. The sides were 3 by half inch. Open slats. I would have been only five or six when a mate and I hammered together a boat/canoe made out of a couple of these crates. It was sort of clinker and nailed together with straightened steel nails recovered from the crates. We had no mastic or tar to fill the holes, except a pot of linseed window putty we pinched from my mate's father's shed. We made a paddle out of a broom handle and a crate slat. We launched it at the southern end of Balmoral Beach. It sank almost immediately. We took it in turns to see who could paddle it the furthest without sinking. As the day wore on it floated a bit longer, but we got cold and tired of getting splinters and nails scratching us. It warmed us at dusk when it joined other driftwood burning in a fire on the beach. We recovered the nails for another project.

The effect of extra weight on your kayak speed

In the February issue of *Kayak Kapers* we invited you to comment on Tom Holloway's article about the effect of extra weight on kayak speed, and to pass on your own experiences. We received these comments.

Jeremy Spear: As a peer review for Tom's article, I would have to agree that he is correct and put it very well. Further, that any reduction in combined mass of boat and paddler can only reduce draft, thereby reducing wetted surface area, thereby reducing resistance through form drag and therefore reducing elapsed time by increasing speed or using less energy to achieve the same result. In our case it seems we all want to go faster, so the reduction in friction/drag would certainly have to reduce time over a given distance, under similar conditions, with all else being equal. What I want to know, however, is why on totally different conditions on successive weeks (ie very low tide followed by very high tide) can I end up with identical times? As we have all noticed by now, the tides are generally opposite each week. Nice that we have so many variables to work with – but Tom has highlighted the one which perhaps you can influence the most and explained it very well.

Martin Dearnley: In the early 90s I increased the weight of my TK1 from 11kg up to 18kg to see what would happen on a Wednesday night. I recall the paddling time over the 12km was increased significantly by 1-2 minutes. At 4.5m long, the TK1 is a relatively short (and wide) kayak that tries to climb over its bow wave when it reaches its hull speed so it was far more sensitive to increases in weight than the modern longer kayaks. With this in mind, Tom's estimate of 7 seconds per kilogram around the LCRK course feels about right for a modern 6m kayak and means, for example, a 16kg ocean ski would be about 30 seconds slower than a 12 kg ocean ski. For me, I quite enjoy paddling a lightweight 9kg kayak simply because it is easy to lift on and off the car. And of course there are "psychological" benefits to paddling a light boat because it feels fast ... doesn't it?

Tom Simmat: There is no doubt that adding weight to your kayak will make you slower. Simply between your paddle strokes your kayak is slowed down by skin and wave-making resistance. As you go through your paddle stroke you have to overcome that resistance to accelerate the boat back to the speed of the previous stroke. The force required equals the **mass** of you and your kayak by the acceleration required to get back to that speed plus the force required to overcome that resistance. The heavier your kayak the more it sinks in the water and therefore the larger skin area and skin resistance, plus every extra gram you add to your kayak is another gram of water you have to push out of the way; ie increase wave-making resistance. Some add weight in the bow to make the boat trim, optimising the fine entry and waterline length. Better if you can trim your seat forward and put your water bladders as far forward as possible. Some add weight under the seat for stability. Better to lower your seat as far as possible. In a tippy

boat this may mean sitting on a foam pad on the floor, rather than on a seat. If you are say 80 kilos, your centre of gravity in a kayak is about at your navel. You have to add a lot of weight before that centre of gravity is effectively lowered.

Tony Hystek: I have found that by reducing the weight in a boat, for example replacing myself with Matty Blundell, the boat invariably goes faster. Hence there must be some truth to the theory. However, in seriousness, the effect of weight in a boat will have only one half the effect for me as it will have for a 50kg person. I have not noticed that a difference in weight makes much difference in speed ... in fact, scientific trials have determined that even the best paddlers cannot tell, by feel, of a difference in speed of less than 3%. So it is



very unlikely that any paddlers will tell the difference that a couple of kilos will make except when referring to their GPS data, and even then the variable conditions of the river must be taken into account. I have noticed that when doing an ultramarathon, where 6 litres of water is consumed throughout the day without stopping, the boat seems just as heavy to push through the water at the finish as it did at the start. I will do a Wednesday night with 10kg of weight and see if there is any appreciable difference. Obviously not on a Crudslime Cup night, of course!

Richard Barnes: As the leadup to Bass Strait, team Andrew-John-Pete-Richard used water ballast to simulate the weight of gear for a lap around Lane Cove. The extra load was not scientifically measured, but think Mirage front and rear compartments filled to half full of water. Most noticeable was the loss of stability, and the nasty surging effect to accelerate and then glide that unrestrained mass of water. With regard to speed, our time around the 12km was, again unscientifically, at least 10mins slower.

Don Andrews: The weight of a K1 is a set weight. For sprint it is 12kg and for marathon it is 8kg so a kayak should only be a couple grams over that weight. A sprint kayak at that weight should be stiff enough without having to use carbon. In marathon racing a light stiff kayak is necessary as kayaks are carried in the portage. And in marathon, the race is a number

of sprints or surges, and weight affects acceleration. Recreation racing kayaks need to be stiff as speed or power is lost if a kayak is flexing. Light weight is also nice when carrying the kayak back to the car. For sea kayaks, strength is more important than stiffness or weight for impact resistance. So lay-ups in kevlar rather than carbon are desirable. The weight is not as important as handling, wave running, etc. But you still have to carry the kayak and lift it up on top of the car. There are three different size kayaks in K1s to suit your weight – small, medium or large. In recreation kayaks, unless the paddler is overweight (fat), a heavier paddler will sink the kayak lower in the water but will have more power to overcome the water friction. Kayak design helps, the right kayak for the weight. (A Flash can be paddled by a light paddler at the same speed as a heavy paddler as they do not sink it as low in the water so there is less friction. A heavy paddler sinks it lower in the water creating a longer waterline but he has more power. It is all to do with the rocker.) Sea kayaks are designed to carry weight as in camping gear, food and water. An overloaded kayak will be slow and not perform, and it would be nice if two paddlers can lift the loaded kayak in and out of the water. A light stiff kayak designed to carry the weight, with a fit strong paddler, will be FAST.

Richard Robinson: The effect on trim needs to be considered, extra weight towards the nose vs towards the stern. You obviously can't sit on the weight so putting extra in will have the effect of trimming the nose down or up slightly, I'm sure it will have an effect on boat speed.

Peter Edney: After weighing personal items including clothing, shoes, sunglasses and hats I can confirm that Jen Broadbent and I carried at least 4kg of "deadweight" down the length of the Murray. It would appear that weight is an especially large handicap in a double kayak. Thankfully, the Tony Carr approach to kayaking should save us in excess of 15 minutes in any future attempt on the mighty Murray.

Meg Thornton: Haha, I put extra weight in my kayak every single time I get in! Seriously, I laugh at paying several thousands extra for skis that are 2 & 4 kg lighter when I put in them a) 2 litres of water, + b) extras + c) all my body weight :). Don't laugh if you have that athletic metabolism that keeps you svelte, but in my world ... If only I could drop 10kg then wouldn't that ski fly. I'm sure I will be at perfect performance weight 2 weeks after I'm dead (black humour).

Kobi Simmat: I suggest to stop putting weight in your boat you must first: 1 Stop eating all the meat pies. 2. Remove the spare tyre from your waist. 3 Realise that a lighter engine = a faster boat. Cheers and see you on the water.

Wednesday nights at the pontoon with Wade Rowston



Seems that Lane Cove River Kayakers are in no way deterred by the darkness that we now paddle in on Wednesdays, nor the encroaching cold. In fact most Wednesdays so far have been fairly mild and the biggest hazard has been overdressing and getting too hot during the time trial. The number of paddlers has remained in the mid to high 30s, which is up on last year's numbers considerably.

In May we had our first doubles Cup night. It is like the Crudslime Cup but points can be earned only when paddling in a double kayak. From now on it is always the second Wednesday of the month. Thanks to everyone for your suggestions for a name of the new Cup. The committee has decided on the **Bogle Chandler Cup** in remembrance of a famous duo who tragically died riverside, not far from the Fullers Rd Bridge on the golf course side. It is an acknowledgement of one of the most recognised historical

has taken a slender lead over **Tracey Hansford** and **Ruby Gamble**. Just keep in mind that there is a long way to go and the Cups are usually decided in the last month of the year.

Some housekeeping items ... please ensure your lights attached to your boat are not too bright, ie "be seen" static white light. You only need to be seen, not illuminate the course. Also please make sure you have a number holder. It is an important safety issue as all boats have to be accounted for. Taping the number to your deck cannot be seen by the timekeepers. We have suction-style number holders available at the shed for \$15.

Finally, a very warm welcome to new members **Rob Dunston, Christian Cox, Dru Spork** and **Stuart Myers**.

Happy Paddling!

The AGM and Annual Dinner will be held on Friday July 26 at The Lane Cove Club. Arrive 6pm for drinks, AGM starts at 6:30 sharp and is planned for 1hr duration. Partners and family welcome and can enjoy drinks while the meeting takes place. Dinner price to be advised. Nominations for Committee positions will be called for in July.

events of the Lane Cove River.

The Crudslime and Coffee Cups are ticking along nicely. In the Crudslime Cup, **Phil Geddes** still has a slender lead over **Paul van Koesveld**, who is just in front of **Tony Hystek**. Phil and Paul mostly paddle a double together so if it is still close between them later in the year, will Paul paddle a single to try and pick up points? In the Coffee Cup we have a new leader. **George von Martini**,

Best article finalists

Finalists for the Frank McDonald Memorial Prize for the best contributed article in *Kayak Kapers* in 2012/13 are **Jason Cooper** ("If the paddle fits", *KK* Oct 2012), **John Duffy** ("Bass Strait: This is what living is all about", *KK* Feb 2013), **Tom Simmat** ("My problem with the bottle", *KK* April 2013), **Tom Holloway** ("The effect of weight on kayak speed", *KK* April 2013) and **Matt Blundell** ("Rapids keep minds alert in Wild Descent", *KK* June 2013). The winner will be chosen by an independent panel of judges and announced at the Annual Dinner on July 26.

Nature Notes by Jon Harris

MANGROVES (Phisophoraceae)

Mangroves are what we mostly see in our paddles on Lane Cove River. It is the name given to a variety of saline-resistant trees and shrubs that grow in profusion in coastal quiet-water shallows between about 25° N and 25° S, but there are isolated growths as far south as Wilson's Prom and Adelaide.

The value of mangroves is increasingly being recognised by ecologists the world over – in some countries there are even planting projects under way to counter the 20% loss of mangroves in the world since 1980. Mangroves play an important part in many spheres – climate-change mitigation, stabilisation of river banks and tidal flats, wildlife habitat above and breeding grounds and habitat for fauna and crustations below the waterline.

They also protect low-lying coastal settlements from storms, tsunamis and tidal surges due to their extensive and tangled root system. Each species has a different way of filtering out the salt to provide itself with fresh water. Some have a fine filter membrane at the root surface, others absorb the salt water then excrete the salt from the leaves.

The fine oxygen-depleted sediment which collects around the root system creates an effective catchment for heavy metals from industrial pollution, but when these areas are disturbed by development projects, the metals are again released into the human domain with unpleasant health effects. A case of our past sins

Salt crystals coming back to haunt us. Homebush Bay is a good example.



Timekeepers	
Jun 12	John Greathead, James Mumme
Jun 19	Duncan Johnstone, Andrew Kucyper
Jun 26	Bill McIntosh, Elke van Ewyk
Jul 3	Richard Andrews, Cathy Miller
Jul 10	Carmen Ellis, Jason Cooper
Jul 17	Chris Quirk, Stuart Myers
Jul 24	David Hammond, Tony D'Andreti
Jul 31	Craig Ellis, Kenji Ogawa
Aug 7	Bob Turner, Jack Kesby
Aug 14	Angela Welsh, Chris Thompson
Aug 21	Danielle Seisun, Glen Orchard
Aug 28	Chris Cox, Friederike Welter
Sep 4	John Duffy, Angie Lees
Sep 11	Dru Spork, Len Hedges
Sep 18	Marie Carr, Matt Acheson
Aug 25	Ruby Gamble, Matt Shields
Oct 2	Nick Chai, Michael Day
Oct 9	Neil Raffan, Richard Barnes
Oct 16	Michael Quinn, Richard Robinson
Oct 23	Tim Dodd, Phil Newman
Oct 30	Post-HCC BBO
Nov 6	Paul Seaberg, Tim Binns
Nov 13	Richard Diaz, Joy Robinson
Nov 20	Jeff Tonazzi, Tony Walker
Nov 27	Martin Dearnley, Oscar Cahill
Dec 4	Andrew Benoit, Derek Simmonds

Who is most popular?

What is the most popular first name among LCRK club members? Is it Tony? Richard? Tim? Matthew? Andrew? Michael?

If you picked one of the first three options you're equal right. There are five of each. To test how well you know your fellow members, see if you can name the five members named Tony, the five named Richard and the five named Tim. The answers are at the foot of the page. No cheating, try and name them before you look at the answer.

There are four each for Matthew (Acheson, Blundell, Shields, Swann), Michael (Mueller, Quinn, Day, O'Keeffe) and Andrew (Benoit, Kucyper, Mathers, Pratley).

Then come John 3 (excluding Jonathon Harris), Paul 3, Robert 3 and eight with 2.

That's a total of 52, which means that 64 members are the only ones in the club with their name. That, of course, includes all the ladies.



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Secretary: Paul van Koesveld
Treasurer: Nigel Colless
Committee members: Jon Harris, Derek Simmonds, Liz Winn, Phil Geddes, Matt Swann

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First names answer: Tony, Carr, D'Andreti, Hystek, Mathers, Walker, Richard, Andrews, Barnes, Diaz, Lindsay, Robinson, Tim: Binns, Dodd, Hookins, Knox, McNamara.