



KAYAK KAPERS

October 2011

The sun shines on the Lane Cove Marathon

The Lane Cove Marathon on Sept 11 was a beauty – a sunny day, a big turnout of paddlers, good racing and everything ran like clockwork.

LCRK members pitched in in droves to ensure the success of our annual turn at hosting one of the Paddle NSW Marathon 9 Series events.

Despite a number of our paddlers sacrificing their paddle to officiate as volunteers on the bank or in rescue craft, we still had 23 kayakers out on the water – nearly a quarter of the 100 boats which took part.

And President Matt Swann achieved his ambition of having LCRK members suitably dressed in club attire. Thanks to his persistence and the ability of Treasurer Nigel Colless to make things happen, a new blue club shirt embroidered with the club logo was available and widely worn.

The success of a marathon can often be measured by the number of people who stay on for the BBQ, and there were plenty of them.

There was a bit of humour when Jon Harris, in Jeremy

Spear's tinny, had to be towed in by Tim Dodd in another rescue boat due to a breakdown.

Earlier Tim had had to ask some anglers in a small boat if



Bob Turner samples a steak sandwich served up by Roger Deane, Steve Russell and John Thearle



they could find another spot to fish rather than directly in the race path. They were happy to do so, but not before they hooked one of the racers.

Thanks are due to Jezza, Tim and Richard Robinson for providing rescue boats for the event.

Tom Simmat and Tim Hookins set the course and reports said it was 20.05km. Not bad!

Matt Swann, who was the overall organiser, listed a lot of members to be thanked for their assistance, including Tom Simmat as race controller; Tim Hookins for printing the race





Jason Cooper always has time for a smile for the camera but Bob Turner concentrates on the job in hand



Steve Paget, Tim Hookins and Tom Simmat put the brakes on as they take one of the rescue boats down to the river



Joy Robinson leads around the turning buoy



Neville Bradshaw and Lisa Healey lead Phil Geddes and Paul van Koesveld (far left) at the turn

map; Jeremy Spear for the aquatic licence; "parking Nazis" John Greathead and Tony Walker; Nigel Colless, Derek Simmonds, Tim McNamara, Craig Ellis, Jason Cooper, Roger Deane and Duncan Johnstone for setting up; Friederike Welter and Janet Oldham for registration; Steve Russell, Steve Paget, Tom Holloway, Liz Winn, Roger Deane, John Thearle and partner, and Mark and Rhiannon Sier for catering; Craig Ellis for supplying steak, sausages and other goodies for the BBQ; Elke van Ewyk for the raffle; Matt Blundell and others for raffle prizes; and Paul van Koesveld, Wade Rowston and many others for cleanup.

As for the actual racing, Jason Cooper and Bob Turner once again led the way with a fast 1.38.01 to place 3rd in division 2. Wade Rowston returned to form after being demoted from division 5 and had a good 2nd in division 6, ahead of Derek Simmonds who recovered from a slow start to place 3rd and continue his steady form of top finishes.

After consecutive victories in division 5 and 4 in their first two outings, the double of Phil Geddes and Paul van Koesveld slipped back to 5th in div 4 but that was still a good result.



Nigel Colless in full LCRK regalia



Cleaning up and packing away



Derek Simmonds accelerates around the bottom marker

M9 Race 8 Lane Cove

Competitor	Div	Time	Plc
Jason Cooper/ Bob Turner	2	1.38.01	3
Paul van Koesveld/ Phil Geddes	4	1.50.04	5
Marg Cook/ Rob Cook	4	1.52.19	9
Nigel Colless	4	1.52.44	17
Jeremy Spear	5	1.56.07	7
Tim Hookins	5	1.56.27	8
Bert Lloyd/ Don Rowston	5	2.04.04	11
Wade Rowston	6	1.56.48	2
Derek Simmonds	6	1.59.50	3
Tim McNamara	6	1.59.53	4
Lisa Healey/ Neville Bradshaw	6	2.02.12	8
Richard Lindsay	6	2.05.31	10
Andrew Benoit	6	2.05.42	11
Rae Duffy	6	2.10.59	15
Meg Thornton	6	2.24.39	19
Andrew Kucyper	7	1.42.04	10
Tony Walker/ John Greathead	8	57.00	6
Joy Robinson	9	1.03.38	6
Ian Wilson/ Alec Wilson	9	1.06.10	8
Ann Lloyd-Green	9	1.07.38	9
Justin Paine	9	1.11.03	11
Justin Stanbridge	9	1.11.07	12
Tracey Hansford	9	1.23.45	15

M9 Race 8 Port Hacking

Competitor	Div	Time	Plc
Jason Cooper/ Bob Turner	2	1.42.13	3
Phil Geddes/ Paul van Koesveld	4	1.50.57	1
Craig Ellis/ Carmen Ellis	4	2.04.44	15
Wade Rowston	5	2.06.41	9
Derek Simmonds	6	2.01.52	3
Richard Lindsay	6	2.11.27	10
Liz Winn	6	2.13.42	11
John Greathead	8	1.06.07	8
Tony Walker	8	1.08.58	9

Tackling the mountains on a tandem

James Terpening and brother-in-law Jo Panto turned up trumps in the Gloucester Mountain Man by winning the tandem team category. This is a challenging cross-country race and why anyone would want to make it harder by doing it on a tandem is beyond most of us.

Competitor	category	bike	kayak	run	time	plc	cat	plc
Matt Blundell	Men 40+	1.05.52	46.55	49.46	2.42.33	7	4	
Wayne Wanders	Men 45+	1.35.50	1.10.34	1.08.06	3.54.30	141	7	
James Terpening/ Jo Panto	Tandem team	1.17.47	1.18.53	1.03.52	3.40.32	128	1	
Richard Barnes/ Linden Barnes	Tandem team	1.33.03	1.14.12	1.16.27	4.03.42	160	3	



Karen and Rob Grozier apply the pre-Classic water test to PFDs

'K4' Classic: It's Hawkesbury time again

by Paul van Koesveld



Lane Cove River Kayakers will again make their presence felt in the Hawkesbury Classic. A number of regulars are likely to take a rest year but there are two first time entries – Phil Geddes and the fast improving double of Lisa Healey and Neville Bradshaw – and others returning after a long break.

Eight of us will be in just two craft with the new Club K4 being joined by the “Barnes” K4 comprising Richard Barnes and his sister-in-law Mardi Barnes, Richard Andrews and James Terpening. There is high drama in the Club K4 camp with two forced withdrawals. New member Steve Newsome had severe seating problems in the beast and Craig Ellis strained a back muscle. These two heavyweights are now going to see if they can make the distance in a Supersonic. John Thearle and Andrew Mathers are likely to join surviving crewmembers Jeremy Spear and Gareth Baker in the K4. We nearly had a third K4 entry so watch out for a flotilla of flyers next year.

Meg Thornton had planned to take the other Club boat, the freshly painted Frank McDonald Flash, down the river but found she wasn't comfortable in it so is reverting to her Yacaaba.

Having seen his dream of racing the Classic in a K4 temporarily go down the gurgler due to a couple of problems with the Manly Warringah boys in another crew, Tony Hystek believes he has unfinished business in his single category. He will give the Rocket – he calls it the Roquet – a run at the 15-year-old UN1 50+ record of 8.57.42 and is brimming with confidence.

The James Mumme/Bruce Goodall combination in a new Vindicator really looked the goods, but James spoiled the party by having another bad stack on his bike hurtling down Galston Gorge on the holiday Monday, Oct 3. He ended up in Hornsby Hospital with a badly shattered right hip and broken rib. Amazingly, the nursing staff had him back on his feet and walking within two days. He's very upbeat about it all and determined to recover in time to do the New Zealand Ironman (triathlon) on March 3 with his son Chris. Bruce is now going to race the Classic solo in his Sonic.

LCRK members have entered a wide range of craft although no K1 or canoe polo craft have yet been nominated. Tom Simmat was slow in declaring his hand and joked about bringing along something to exercise the minds of the scrutineers. He's decided on an Infennity, a ski modified to fit long rec specs. Andrew Benoit is building another, lighter, version of his homemade special and hopes to have it ready in time for a pre-race trial workout. Liz Winn will be parading down the catwalk in a prototype Horizon Hy Flyer made specially for her, at her request, to fit med rec requirements. She gave the 12kg carbon lightweight a test run in the 27km event at the Myall Classic and was very happy with it. Watch out!

Kenji Ogawa, recovered from his throat cancer setback, makes a welcome return to paddle in a double with nephew Magnus Heywood, 17, “as my front engine”. Don Rowston was planning to race in a Vulcan with long-time partner Bert Lloyd but extreme discomfort with his hip, recently operated on, during the Myall Classic led to his withdrawal. Bert is now contemplating doing the Classic alone in a Marauder. John Duffy will do Brooklyn-or-Bust in a Mirage 530 loaned by Nigel Colless after his own 530 was stolen from outside his home. Insurance will cover him for a new replacement Mirage.

These paddlers will be joined by a number of proven performers and others with less lofty aims. Those in competition classes will be competing for a handsome new trophy, for the fastest LCRK paddler on handicap, as well as the trophy for the fastest LCRK outrigger. And of course we're out to retain the Commonwealth Bank Cup as the top club!

The river will be playing tricks this year with tides the reverse of the recent pattern. At first this seems to point to slower times but the experts say the opposite. They have calculated that the outward tide will be bigger than usual and the second inward tide weaker, especially if the current above-average releases from Warragamba dam continue. Landcrew will need to be on their toes if they are not to miss their paddlers, particularly at Wisemans.

Most paddlers will start off with three or four hours into the tide, but then have the benefit of an outgoing tide which will carry them past Wisemans. It's always tempting to have a good break at Wisemans, but every minute on the bank there is a lost minute of favorable tide.

For those interested in tide times, low tide at Wisemans is scheduled for

Expected LCRK competitors for the Classic

Paddler	Category	Craft
Richard Barnes/ Richard Andrews/ James Terpening/ Mardi Barnes	X K4	K4
Andrew Benoit		Benoit Special
Neville Bradshaw/ Lisa Healey	LongRec2	Tomaree
Rob Cook/ Marg Cook	LongRec2 50+	Vulcan
Jason Cooper/ Bob Turner	LongRec2 O	SLR2
John Duffy	BorB	Mirage 530
Rae Duffy/ Cathy Miller	LongRec2 50+	Mirage 730
Craig Ellis/ Steve Newsome	UN2 40+	Supersonic
Mike Finnegan/ John Davis	BorB2	Pratt surfski
Phil Geddes	LongRec 60+	Renegade
Bruce Goodall	UN1 40+	Sonic
Tony Hystek	UN1 50+	Rocket
Andrew Kucyper	BorB	Mirage 580
Richard Lindsay	LongRec	Challenger
Bert Lloyd	MedRec 60+	Marauder
Ann Lloyd-Green	TK1	Predator
Tony Mathers	MedRec	Epic18XS
Kenji Ogawa/ Magnus Heywood	BorB2	Pittarak Double
Richard Robinson	UN1 O	Sisson Evolution
Joy Robinson	UN1 40+	Arrow
Tom Simmat	LongRec 60+	Infennity
Derek Simmonds	MedRec 60+	Flash
Jeremy Spear/ Gareth Baker/ John Thearle/ Andrew Mathers	K4 40+	K4
Meg Thornton	MedRec 50+	Yacaaba
Paul van Koesveld	MedRec 60+	Matador
Liz Winn	MedRec 50+	Horizon Hy Flyer



The “Barnes K4”: Richard Barnes, Mardi Barnes, James Terpening, Richard Andrews.

1.22am and high tide at the finish at 5.48am.

With no moon it's going to be dark out on the river. Really dark. Particularly past Wisemans. To assist in navigation, remember that after you leave Wisemans checkpoint it's right turn, left turn, right turn, left turn all the way to Spencer. There are no consecutive rights turns or left turns. Once you have completed a turn, head across to the other side of

Continued on page 8

The club's new K4 has been named. It's *The Wirong*, after the spot half way between the pontoon and Fullers Bridge which was our launching ramp for nearly two decades. In this article JEREMY SPEAR recalls how we came to get our 11m-long speedster.

The K4 – An Odyssey

Myall Classic

The Myall Classic provided a tough against-the-tide test for competitors on Sept 17 and was a good workout for the Hawkesbury Classic. A full report will appear in the next issue of *Kayak Kapers*.

Competitor	Time	Plc
47km		
Jason Cooper/ Bob Turner	4.11.12	4
Tony Hystek	4.17.39	5
Bruce Goodall/ James Mumme		
	4.20.09	6
Jeremy Spear/ Nigel Colless/ Craig Ellis/ Steve Newsome		
	4.24.53	7
Tom Simmat	4.31.27	10
Marg Cook/ Rob Cook		
	4.38.51	12
Derek Simmonds	4.59.31	20
Lisa Healey/ Neville Bradshaw		
	5.01.45	23
Don Rowston/ Bert Lloyd		
	5.02.57	24
Phil Geddes	5.04.18	25
Paul van Koesveld	5.05.40	26
Wade Rowston	5.14.52	30
Richard Lindsay	5.28.59	39
Meg Thornton	6.16.55	59
Andrew Kucyper	DNF	
27km		
Liz Winn	3.01.39	10
Ann Lloyd-Green	3.10.08	18
12km		
Elke van Ewyk	1.53.18	6

Iceberg Series

Competitor	Categ	Time	PlcCat
Toronto Aug 14 Long course			
Matt Blundell	SSki40+	1.10.05	2 1
Toby Hogbin	SSki30+	1.14.10	6 3
Tony Hystek	SSki50+	1.17.31	10 1
Short course			
Tim Hookins	SSki60+	44.24	2 1
Jeff Tonazzi	SSki40+	47.39	3 1
Rose Bay Sept 4 Long course			
Tony Hystek	SSki50+	1.16.59	7 2
Tom Simmat	Skyk	1.26.20	30 1
Jeremy Spear	Skyk	1.33.12	32 2
Tim Hookins	SSki60+	1.36.36	37 1
Short course			
Jeff Tonazzi	SSki40+	50.06	7 3

The Original Idea The seed of wanting to be involved in team boats ie K4s was conceived a couple of years ago, when we washrode a K4 in the HCC for quite a while in the 2009 HCC – starting at 8 blades swinging along seemingly effortlessly.

There had been a few paddles in borrowed K4s kindly lent for certain events by MWKC, in order to give them someone to beat. We became aware over time of a few K4s which may be available.

We located a suitable boat trailer chassis and over several weekends had it registered and able to carry two K4s (two is so much more fun than one!). Such a trailer had to carry at least 2 K4s and around 9 singles or doubles. A coat of paint and a few more rails and it's ready to take LCRK paddlers on river trips eg Murrumbidgee down from Childowlah and others (sans K4s!!) or to assist with a mass club Murray Marathon one year.

Sourcing boats CCCC had at least two identical

Competition Kayaks K4s. MWKC have about 6. Penrith has some too. One of the CCCC boats wasn't getting used. It made sense for them to offload it in the hope that they may gain someone to race against every now and then. LCRK organised, inspected, tested, trialled and raced the K4 at Tacoma during the marathon series this year.

During the testing and trialling at Tacoma the first problem was getting in. The "wharf" we were to use was a metre underwater from recent rains so we had to do a deepwater entry x 4. This was proof the boat is stable and would be ideal for LCRK use.

We are very grateful to MWKC for transporting the boat to their club for us and storing it for a few weeks, conditional on it being used there. So the boat was used for a few runs around Narrabeen for most weekends over the next month or two.

We then started formulating further plans. All club members were invited to have a

LEFT, RIGHT, LEFT, RIGHT, LEFT, RIGHT ...

by Janet Oldham

"Whatever happens, don't stop paddling!" Right. Got it. How hard can it be? Just keep paddling, paddling, paddling ...

Tony H's instructions were firmly planted in our minds as we answered the call to test the K4. He is a brave man to take back seat in a boat with 3 ladies; or was it preservation of the new toy first and foremost with the threat of a women's team looming?

After a "dress rehearsal" on dry land on how to get in and out of a K4 (we didn't realise there was etiquette involved) we launched. There seemed to be a precarious lean to the left which alarmed those of us in seats 1 & 2 but Tony's firm instruction to "keep paddling" scared us into action.

So "keep paddling" we did! We three girls were quite excited to actually pass other boats on our journey between the pontoon and Fig Tree Bridge – rather an unfamiliar scenario. Seat No. 1 is supposed to set the pace and not get distracted; no social chitchat for that lady!

The demand was pretending to be a metronome while avoiding all obstacles that popped out of the dark. Seats No. 2 & 3 are supposed to keep pace with Seat No. 1, whether they want to or not. The challenge was to keep this up, amidst mixed messages from Seat No. 4. (We later discovered that Seats 1 & 2 had opposing interpretations of the instructions called by the sweep which makes for an interesting predicament when trying to set and keep pace!)

Whatever the hell Seat No. 4 does is anyone's guess, except that when he stopped paddling our forward momentum seemed to rapidly decline.

And so we completed the course from pontoon to bridge (yes – the second one) and return without testing the capsizing technique. We had a ball and introduced Tony to the concept of "coffee paddling". Indeed, one paddler at a time could actually have a coffee while the rest "keep paddling", a theory Seat No. 3 simulated (minus the coffee, sadly) once or twice just to make sure the rest of us were concentrating.

We are certain Tony has never had time to take in the scenery along that course and we are even more certain he was holding his breath for the duration in readiness for a swim! (Truth be known, maybe the rest of us were too!)

Seat No. 1 – Janet Oldham, Seat No. 2 – Friederike Welter, Seat No. 3 – Marie Carr, Seat No. 4 – Tony Hystek.



Janet



Friederike



Marie

Tragic death of Barbara Barnes
Lane Cove River Kayakers extends its deepest sympathy and condolences to Richard Barnes and his family in the loss of Richard's mother, Barbara, who died on September 18 following a road accident. Barbara was a great supporter of kayaking and associated adventure sports and was a popular figure at races, particularly the Hawkesbury Classic where she landcrewed for Richard in all his 30 Classics. She and husband Eric were strong friends of LCRK and for many years ran the barbecue at the annual Lane Cove Marathon. She will be remembered with affection by all at Lane Cove and by the entire kayaking and adventure racing community.

paddle in the K4 and consider being part of potentially several K4 teams – a few responses came in. There were however a few jobs to be completed. A few working bees later, a beautiful buff and polish and a bit of attention paid to seats, rudder, flotation, lights and a general cleanup and we had a boat we could be proud of.

We made a definite plan to entertain long-term goals, but treated every event one at a time. We would paddle an LCRK time trial with a plan and get the results we wanted. The next logical step seemed to be the Myall. The aim was to see how we would each go sitting in a K boat racing seat pan, which is designed for a 1km sprint, for 3-4 hours. The crew for that event were selected on their availability, fitness, desire and ability to fit in and complete the event. Rule 1 – it must be fun. Rule 2 – it is a team boat, there are (at least) 4 opinions to consider. Rule 3 – it must be safe (enough). Then comes Rule 4 – it should be fast or at least last a long time.

The first goal The Myall Classic has several classes, one of which is called K4 Challenge. We got a good start and found ourselves very quickly running third. We locked in right behind the other CCCC K4 – a sister boat except they have a trailing/flip-up rudder and we have an underslung foil. They had a long slow rating loping stroke. We had a slightly faster rate but all were the same speed. Their experience together as a team was evident and we learned a lot

by sitting behind them and watching for a while. We had a plan that if we were vaguely close we wanted to be in front for the top mark as the river is narrow there and we weren't looking forward to waiting for another boat to do a 7-point turn. So we pulled up alongside. Eagles soaring above us, really quiet, hardly any words spoken – just the tide pushing us along side by side, 3m apart at 16kmh and the sounds of banjos emanating from some of the waterfront shacks.

Well, everyone knows that two boats can't just cruise side by side for long. We'd try them out. They'd respond and try us out a bit. We'd answer – and after a while we were in front. They seemed to accept that and dropped back but stayed close. We stayed that way for a while but we'd perhaps gone out a bit hard too early in the name of club honour. The prime reason we were there on that day was to test seats and systems as well as do a bit of work. As it turned out 25% of our paddlers succumbed to a case of "pinched nerve in hip and therefore unable to use legs" syndrome, so we pulled over to stretch and adjust. We were on a long-term plan, and short-term glory for the day wasn't ever intended to be part of that.



The original crew for the Hawkesbury Classic: Jeremy Spear, Gareth Baker, Craig Ellis, Steve Newsome

At that time we were on target for 3hrs 15 mins. We stopped a few more times on the way back down to stretch and try seat adjustments. The other K4 beat us by 24 mins in the end but we learned so much from the day.

Since then we've pretty much confirmed the team for the K4 for HCC. We are paddling together when we can and separately when we can't. Forgive us if we don't stop and chat in the Classic. We'll try and stay out of your way but it does have a 30-second or so delay in answering the helm, so please be prepared to move a little if needed.

This article has been shortened. Read the full article plus lots of pictures at www.lcrk.org.au.

New series must promote Australian design

by Tom Simmat

In order to give another level of racing to the big ultra marathon events, such as the Hawkesbury Classic and the Murray Marathon in particular, there have been discussions sponsored primarily by Paddle NSW to create a national series.

Other races that may be included in the series are the Myall Classic, South Australian Murray 200 and Western Australian Avon Descent. While the Avon is primarily a white water event, it is over 200 kilometres in two days and attracts about a thousand paddlers.

Having raced in all these events, it is clear to me that only a handful of paddlers will race both the Hawkesbury Classic and the Murray Marathon in any one year. I am fairly convinced no-one has done both the Murrays, the Hawkesbury and the Avon in one year.

A few summers back, however, the Men's Health Ocean Racing Series did attract a core of about 15 paddlers who raced in Sydney, Hobart, Melbourne, Perth and Hamilton Island. Cash prizes and sponsorship encouraged the top paddlers to attend, but there was still a small core tailenders who raced.

Would big cash prizes attract a field of paddlers in an ultra marathon series?

For the first time this year in the Hawkesbury Classic, cash prizes are offered in the ocean ski class. How cash prizes will fit with what is primarily a fund raising event is yet to be seen.

The next consideration is what class, or classes, should the series be contested in, and are there age categories and a

handicap factor?

While the biggest numbers in both the Hawkesbury and Murray paddle medium and long rec classes, initially the athletes the series is aimed at are more likely to paddle an ocean ski or K1. There are no rec classes in the Avon but certainly there are K1s and ocean skis.

Perhaps the most disappointing aspect of Paddle NSW dropping the classes in its Marathon Series is that there is no longer any encouragement in that series for kayak design development. In the past we have seen the Mirage kayaks speed to the front, followed by the Don Andrews designs, concluding with the Flash and the Supersonic derivatives, and of course Ron Elliott's as well. Note the marathon races are, now sponsored by a European design and manufacturer.

My observation from the Yukon is that Australian recreational kayak design is way ahead of the rest of the world. Let's keep it that way.

The thrust of my argument, then, is that any national marathon series must have a very important primary goal – that is to encourage Australian kayak design innovation.

The spinoff in Australian design innovation from Australian Involvement in the Americas Cup is a good example.

My approach as to what kayaks will be encouraged in any national marathon series will be a formula that will strongly encourage kayak design development.



"The Cow" – my design attempt at short rec

Shareholders not members – is this the future?

by Tony Carr

We love the Canadians for many things – the Yukon 1000, the fact that they still paddle canoes, and in their chilly winter, when they can't paddle, they go ice fishing!

A couple of months ago I spent a day with James Kowalewski, the GM of Toronto-based Harbourfront Canoe & Kayak Centre. I'd heard that this commercial operation behaved like a club and I wanted to find out what that meant and compare the model to Lane Cove.

Could this work in Australia and replace or operate alongside the strictly volunteer-based clubs we have here?

Clubs like LCRK are thriving but some other smaller clubs are struggling. Could commercially based clubs with shareholders rather than members provide more and better services and grow the sport at a faster rate? Is this a model PaddleNSW should consider?

The Harbourfront Canoe & Kayak Centre is based downtown at the foot of Yonge Street on the Lake Ontario waterfront. The spectacular city skyline is behind it, the 13 Toronto islands a short 10-minute paddle in front of it.

James told me the business had been around for 30 years and had started out as a kayak hire outfit and a kid's holiday camp. Now it's much, much more than that.

There are social paddles every Wednesday, Thursday and Friday nights starting at 6pm, with a barbecue to follow, and morning paddles between 6.30 and 8am twice a month. Night rec paddles are held twice a month between 8 and 10.30pm. Money raised at the barbecues goes to environmental charities.

Weekly races are held over 10 and 15km courses and points accumulate (think Crudslime) and prizes awarded.

I visited the Centre with two Toronto-based paddling mates. James provided us with boats and off we went. The islands are beautiful if a tad over-manicured, with some good pull-in points and the city skyline is quite stunning (the Kayak Centre is very close to the CN Tower). Every so often the lovely old harbour ferry the *Oriole* chugs by.

"The key to growing a kayaking organisation is to offer as many entry points for paddlers as possible," James told me.



James Kowalewski – boats at the ready for those new to the sport

"Hence our rec program, the racing, our exercise classes and a comprehensive range of training courses – everything from Map & Compass/Navigation Level 1 to Dynamic Paddling Skills and Self & Assisted Rescue. Whether you want to just rent a boat and go for a bit of a plonk, train for a major competitive event, or learn to be an instructor, we can cater for you.

"Most weekends we run two-day kayak courses and our hiking/paddling excursions either in Canada, the US or abroad are very popular. We do corporate events and the kids camps continue.

"And did I mention our extensive list of activities for those who prefer canoeing? Just get them out there – that's the trick. We all know how addictive this sport is."

James employs 46 people during summer – the season is short and runs only from mid-May to the end of September. Then he retains a skeleton staff and runs training sessions for paddlers in heated swimming pools. Prices are pretty much as they are in Sydney: hire boats \$70 a day for a single, race fee \$10, tours from \$125 and boat storage about a dollar a day. His customers pay no membership fees. There's a loyalty scheme that rewards frequent paddlers.

So would it work here? The club would run as a company, with directors and shareholders. The club president would be MD, the committee directors and members shareholders. Those at the top would be paid and shareholders receive dividends, if there were any.

The purists among us will argue that this sort of thing should be left to commercial operators and the clubs stay clubs. Hmm, well, we're not very big on commercial operators in this town, are we! And the clubs aren't really catering well for beginners who want to get into the sport.

James believes this change would result in a dramatic expansion of our services, leading to a much bigger member/shareholder base and importantly, growth of the sport. Introduce a commercial imperative and everything changes!

There could still be a role for volunteers, but at least we wouldn't be totally dependent on volunteers to make things happen as we are now.

I suspect the big question for many of us is likely to be ... would the famous LCRK spirit survive?

What do you think?



Kenji Ogawa, an internationally renowned ice sculptor as well as a popular LCRK paddler, chips away at a 10-tonne block of ice to sculpt a life-size polar bear in Sydney in June. He was assisting another ice sculptor, Mark Coreth, who has been travelling the world sculpting the Ice Bear to raise awareness of climate change.

Braced for City2Surf

You can't keep a good man down. Tom Holloway, still recovering from *that* cycle smash which damaged two vertebrae in his spine and broke his arm, ran the City to Surf ... still in a neck brace. He walked much of the way but managed to trot a bit and finished the 14km in 2.01.12. (He's also now back paddling.)

Richard Barnes, still trashing the hour mark, ran a 59.01 and James Mumme, starting from the back of the pack and having to thread his way past more fancy costumes than you see in the Mardi Gras, produced an amazing 73.49.

Elke van Ewyk, who enters every event she can find on the race calendar, did a more leisurely 2.27.19.

Timekeepers

Oct 19	Phil Geddes, Martin Dearnley
Oct 26	Post Classic BBO
Nov 2	John Thearle, Richard Lindsay
Nov 9	Jeremy Spear, Paul van Koesveld
Nov 16	Ian and Alec Wilson

Kayak quiz

In 2007 LCRK began a program of recreational paddles. Where did the first paddle start from?

Answer: Etahlong

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VICTORY IN THE GOLD COAST YACHT RACE

by Craig Ellis



The 384 nautical mile 2011 Audi Sydney to Gold Coast yacht race started out of the Sydney Heads and culminated off Southport. This year's fleet consisted of over 65 yachts, including the well known maxi yacht Wild Oats XI.

My boat, *Future Shock*, an Elliott 56, was originally designed and built in New Zealand in 1988. The yacht is 56ft or 18m long. Under my ownership it has had some recent modifications, including extending the stern, as well as the 2011 addition of a brand new keel.

This lime green downwind flyer has previously not been known to do well in light winds. This year's Audi Sydney to Gold Coast was set to be a difficult challenge for *Future Shock* with the winds predicted to be very light, favoring the new lightweight boats.

However, the new keel as well as new sails, excellent crew and good tactical sailing allowed *Future Shock* to come 11th over the line, and 1st on corrected time. A fantastic result!

The race started well, with the fleet being led out of the Heads by the super maxi yachts, closely followed by the TP50s.

Conditions were perfect with a maximum sea of one metre on the first night and then less than half a metre for the remainder of the race.

The first night we were beating to windward with about 10 boats, sitting in about 9th over the line. We spent the second day dodging lots of whales and being escorted up the coast by dolphins.

The second day we found a hole with not an ounce of wind where we sat parked off the far north

coast for almost four hours watching our place of 5th over the line drop to about 12th. The other yachts saw us and sailed around the outside, avoiding the hole!

Once we got sailing again we managed to pull back a couple of positions. Off Byron Bay we set the spinnaker and sailed to the finish line in a light 10 knot breeze to finish just outside the top 10.

Watches were 3 hours on and 3 hours off, with the navigator floating.

The food was fantastic and consisted of sandwiches, pies, sausage rolls, curry and spaghetti bolognaise.

All up a great race and a great result.



Akuna Bay race survives the weather

The Akuna Bay Multisport race is a tough event in any circumstances – maybe that's why it is so popular with LCRK competitors. This year the weather the day before the event was like a tempest, with driving rain and winds gusting at dangerously high speeds.

The forecast for race day was winds averaging up to 55km/h and gusting much higher. But, as often happens, we got lucky and the day dawned calm and peaceful.

It's a three-part race, starting with a hilly and very demanding 32km road bike from Akuna Bay out to West Head and back, followed by a 12km paddle from Akuna Bay past Cottage Point to Appletree Bay, and topping off with a steep 12km trail run around the back of Appletree Bay and Bobbin Head.

Competitors can do it solo, as a pair or in a team relay.

The bike was uneventful and although the winds did get up a bit

Akuna Bay trivia

Here is advance warning of a question which will be in the Great Kayak Trivia Quiz at next year's Annual Dinner: Name the LCRK relay competitor in the 2011 Akuna Bay Multisport race who left his helmet at home and, after going back to get it, started the 32km bike leg a quarter of an hour after the lead competitors had finished the bike leg and started the paddle.

during the latter stages of the paddle, it was not enough to worry anyone.

The previous day's heavy rain left the run track sloshy, with the water actually running down it like a gutter in parts, and there was even a small waterfall to be negotiated.

Seasoned adventure racers Matt Shields and Richard Barnes handled the conditions with ease in the solo category. Wayne Wanders had a disappointing bike leg and struggled in the latter stages of the run with a strained ankle.

Matt Blundell, in a late team relay switch, had the fastest paddle leg time with 53.06 which surprised nobody. Michael Mueller used his marathon running endurance to good effect in the run with a fast 1.13.04, and one of the outstanding results of the day was Janet Oldham's 1.31.57 for the run.

The relay team of husband-and-wife Richard and Joy Robinson and antique runner Justin Paine (too old to be a veteran or a master) started three-quarters of an hour late due to forgetting to bring vital equipment but were pleased to pick up quite a few stragglers and finish far from last.

LCRK competitors in Akuna Bay Multisport

Competitor	Category	Bike	Paddle	Run	Time	Plc	Cat	plc
Matt Shields	Solo	51.45	1.09.11	1.17.07	3.18.04	12	12	
Richard Barnes	Solo	1.05.44	1.13.57	1.24.39	3.44.21	37	3	
Wayne Wanders	Solo	1.29.40	1.24.38	2.03.34	4.57.52	112	41	
Neville Bradshaw/ Rod Weson	Pairs	1.03.37	1.18.39	1.32.55	3.55.12	7	6	
Geoff Hillbourne/ Matt Blundell/ Vanessa Green	Relay	53.37	53.06	1.22.04	3.08.38	3	1	
Graeme Jeffries/ Tony Hystek/ Michael Mueller	Relay	58.10	1.00.12	1.13.04	3.11.27	4	3	
Bo Handley/ Tim Hookins/ Billy Handley	Relay	58.32	1.13.02	1.30.31	3.42.06	23	14	
James Terpening/ Elke van Ewyk/ Janet Oldham	Relay	59.57	1.50.01	1.31.57	4.21.58	48	18	
Richard Robinson/ Joy Robinson Justin Paine	Relay	1.56.25	1.22.47	1.59.32	5.18.45	39	6	

Exploring a new rec paddle playground

by Marg Cook

Since moving up to Caves Beach a year ago, Lake Macquarie has been our paddling playground. Tony Carr had suggested prior to our move that we might arrange a paddle there. So we looked forward to hosting the inaugural paddlensw explore Lake Mac.



We did "a bit of research" on the history of the area. For the record, Lake Macquarie is 24km by 3.2km and 11m deep, covering 109 sq km of water. It is the largest coastal lake in the southern hemisphere, officially discovered in 1800 by Captain Reid, when he mistook the entrance of Lake Mac for the Hunter River. It was discovered that the coal he brought to Sydney was from a different place than the Hunter River coal.

On review of local history records, the lake was probably first discovered by William Bryant when he was escaping from starving Sydney in 1792. His journal records a stopping place where coal lay on the beaches and was surrounded by cabbage trees, which he used to repair his boat. The entrance to Lake Mac is the only area that fulfils this description.

We warned of the usual windy conditions on Lake Mac for the rec paddle and hoped we'd manage the planned course. We set a course on the southern part of the lake including Pulbah Island, the only significant island in the lake.

August 27 dawned still and overcast. The lake was glassy, not a whisper of wind – conditions we had never seen.

The paddlers arrived 7am in sea kayaks and one in a TK1!!

We set off across the lake via Point Wolstoncroft, the site of the Sport and Rec camp. Then across more open water to Shingle Splitters, named after the men who cut roofing materials from the nearby casuarinas. Across Bonnells Bay to Dora Creek and the entrance to the Eraring power station lake. We enjoyed morning tea and a paddle up the peaceful Dora

Creek.

Then we headed north to the Wangi Wangi peninsula and made a beeline for Pulbah Island for lunch.

Pulbah Island has been used by aboriginals for 8000+ years. It is covered by old shells and was apparently used for ceremonial meetings, corroborees etc. White men changed the landscape somewhat. They introduced all sorts of animals, domestic and native. Most were shot by local settlers for food. The island would be restocked and again locals would help themselves. They also burnt thousands of shells to make lime for cement manufacture. The Australian Society of Patriots took it upon themselves to "care" for the island and did enlist some government help from 1917 to 1940, with a caretaker living there. However by the 1970s the island was uninhabited and weeds took over. Today it is run by the National Parks. People are allowed to land, but may not camp there.

By chance Rob and I attended a Landcare day to help clear weeds – the day after the paddle. There is still a lot of weeding to be done, with walls of lantana and bitou bush throughout the island.

We enjoyed a leisurely lunch on the island and explored some of the weeded interior. The lake remained glassy and wind free – a record for Lake Mac – so we finished the trip with a 3.5km open water crossing back to Cams Wharf. We all remarked at the beauty and peace of the area, and our visitors vowed to return. An amazingly calm open lake trip!!

Thank you to Tony Carr for his excellent organisation, support and enthusiasm for the recreational paddles. Thanks also to the adventurous souls who travelled (only a little bit further than usual) to join us on the paddle.

Rob and I are planning our next paddle for paddlensw as I write and hope to make it a regular calendar event – see you next time.

Preparing for the Classic

Lane Cove's preparations for the Hawkesbury Classic finished with two top club events – the final training paddle from the race's start line followed by dinner, and a panel discussion to answer competitors' questions.

On Saturday Sept 24 the last of a series of club training paddles on the Hawkesbury was held and attracted 21 paddlers. It was an afternoon 24km outing from Windsor,



Tim Dodd, Tony Hystek, Liz Winn and Tom Simmat

leaving at 3pm for Cattai (checkpoint A in the Classic) and back. Some of the speedier ones went a bit further, some of the slower boats turned back a bit early to ensure they were not late for dinner.

The club K4 was there for a shakedown run, crewed by Jeremy Spear, Gareth Baker, Craig Ellis and Steve Newsome.

Then it was off to Francesco's restaurant at Macquarie Park, overlooking the river, for a fine dinner. Paddlers who stayed on were Joy and Richard Robinson, Paul van Koesveld, Justin Paine, Kenji Ogawa, Magnus Heywood, Phil Geddes, Soon Loo, Tom and Christine Simmat and Tony Hystek. They

were joined by Liz Winn and Elke van Ewyk who turned up to help demolish a fine seafood platter.

At the monthly BBQ on Sept 14 MC Tim Dodd directed wide-ranging questions from an interested audience to a panel of Classic veterans comprising Tony Hystek, Tom Simmat and Liz Winn. The session went on for so long, with sage advice on aspects varying from training and equipment to navigation in the dark and landcrew duties, that Tim had to call a halt so people could go home.

It's Classic time again *Continued from page 3*

the river ready for the next turn (which may be several kilometres ahead).

If you are thinking about entering, it is not too late. However, the Classic is not only for paddlers. Members, family and friends are forming into landcrew, club site volunteers at Windsor and/or Wiseman's and, of course, we are again strongly represented among the event organisers. More assistance is always welcome so join the fun and take the opportunity for a nocturnal snack at "Magoo's" BBQ. A couple of offers to act as landcrew have not yet been taken up so please contact me (paulvankoesveld@optusnet.com.au) or another committee member if you would like to be in a landcrew, to assist in another way or if you need a landcrew.

The traditional post-Classic BBQ will be on the Wednesday after the race, when all competitors get a chance to talk about their experiences.

Matt smashes through 50 minutes

Matt Blundell broke through the 50-minute barrier in the Wednesday time trial on Sept 7 with a time of 49.58. Is this the first time a single has beaten 50 minutes? Unless someone can tell us otherwise, it looks as if we should credit Matt with setting yet another record.