



33rd Hawkesbury Classic 24-25 October 2009

The Hawkesbury Classic is a fun paddle that occurs each year under the light of the moon.

Around 600 paddlers travel 111 km in the moonlight, down the Hawkesbury River from Windsor to Brooklyn, to raise money for charity.

Over the years the race has build into a great community event.

Paddlers, their landcrew and hundreds of volunteers converge on the banks of the Hawkesbury at Windsor on the day of the race to enjoy the camaraderie and spirit the race has built.

The first paddlers leave Windsor at 4:00pm on Saturday and pass 18 safety checkpoints during the night.

The fastest craft arrive at Brooklyn on Sunday morning in less than 10 hours, but the average time is closer to 15 hours.

The Classic has been run since 1977 and is made possible by volunteers who put in hundreds of hours of time throughout the year, the landowners who allow the use of their land for the weekend and the paddlers and their support crews.

The Classic has raised more than \$3 million for medical research, with the major charity being the Arrow Bone Marrow Transplant Foundation.

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Important Information

Race Details

2009 Hawkesbury Canoe Classic

Race Date	Saturday 24 and Sunday 25 October 2009
Start Location	Macquarie Park, Windsor NSW
Finish Location	Deerubbin Reserve, Mooney Mooney
Distance	111Km
Race Entry	All entries online at www.canoeclassic.asn.au
Entry Fee	\$80 per paddler \$44 junior or concession
Mandatory Minimum Donation	\$200 per paddler \$100 Junior/Student
Close of Entries	5:00pm Friday 9 October
Race Day	Registration Times: 9:30am – 2:00pm Scrutineering Times: 10:00am – 3:00pm Red Cross: Open at 1:00pm Sports Physios: Open at 1:00pm Paddler and Landcrew Briefing: 2:45pm Start Times: From 4:00pm – 6:00pm
Presentation Dinner	Saturday 21 November at 7:00pm North Ryde Art & Community Centre 201 Coxs Road, North Ryde

Familiarisation Training Paddles

Saturday 13 June, 9:30am	Brooklyn – Spencer – Brooklyn
Saturday 4 July, 9:30am	Wisemans – Spencer
Saturday 29 August, 9:15am	Sackville – Wisemans
Saturday 12 September, 8:30am	Windsor – Sackville
Saturday 17 October, 7:00pm	Windsor - Pitt Town – Windsor

Note: Care has been taken to ensure that the information in this handbook is correct at the time of printing.
For updated information please refer to the HCC website at www.canoeclassic.asn.au.

HCC Contacts

Race Director

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Annandale NSW 2038

Email: info@canoeclassic.asn.au

Secretary and Entries Coordinator

Wendy McLean

PO Box 6122

Lake Munmorah NSW 2259

Ph: Fax: 02 4358 3330

Email: entries@canoeclassic.asn.au

Familiarisation Training Paddles

Lyle Mead

Ph: 02 9626 3741 (home) or 0403 932348 (mobile)

Email: lyle@winningwayskayakcoaching.com.au

Website

<http://www.canoeclassic.asn.au>

HCC Association Committee

President: Kent Heazlett

Secretary: Wendy McLean

Treasurer: Jeff Brown

Committee Members: Brent Fisse, Andrew Ward,
Roger Deane, Caroline Kessler

Race Committee

Race Director: Caroline Kessler

Entries Coordinator: Wendy McLean

Race Controller: Roger Deane

Assistant Race Controller: Caleb Deane

Licence Holder: Andrew Ward

Communication & Marketing: Tim Dodd

Start Coordinators: Jeff Brown & Carol Baillie

Scrutineer: Robert Grozier

Presentation Dinner: Joy Carter

Red Cross Coordinator: Tom Borich

Sport Physios: Nick Stepkovitch

SES Representative: Allan Rollinson

WICEN Representative: Mark Cheeseman

RVCP Representative: Barry McGrath

Arrow Representative: Robyn Flood

Committee: Richard Barnes, Kent Heazlett, Heidi &
Brent Fisse

About the Race

Race History

In 1977, members of the NSW Outward Bound Ex-Students Association organised a canoe race along the river they had paddled during their course. Apart from the challenge, the 111km race was going to help the community by raising money for medical research.

That first race attracted 250 paddlers and raised \$8,500. Now the race attracts more than 600 paddlers and raises annually in excess of \$200,000.

Over the years records have been set and broken time and again. The fastest time outright stands at 7 hours, 11 minutes and 7 seconds, set in 1985 by Garry Byrne, Grant Hughes, Cameron Tunbridge and Brett Worth in a K4.

John Harmer and Wayde Hawkins are the only two paddlers from the original 250 starters in 1977 who have completed every race since then. These two paddlers are followed by Brian Lyon with 31 finishes.

The race was originally run overnight to take advantage of the calmer weather conditions and the lighter traffic on the river. It also allowed the slower paddlers to make those last painful strokes in daylight. What the organisers did not realise when they made this decision was that the beauty and magic of paddling in moonlight would far outweigh any of their practical reasons for running the event overnight.

The race is held annually in October or November on a Saturday night which offers the best moon, tide and river traffic conditions. The weather at this time of year is generally more stable, with reasonably long daylight hours. Hundreds of volunteers work hard throughout the night to help maintain the excellent safety record that has been achieved by the Hawkesbury Canoe Classic.

HCC Association

The Hawkesbury Canoe Classic Association Inc. is made up of past and present paddlers and officials. Their role is to ensure the Classic continues at its present high standard and that the ideals of the Association are perpetuated.

The Association's Constitution lists its aims and objectives and includes guidelines for the charities that we can support.

Each year a major charity is chosen as beneficiary of the funds raised by the Hawkesbury Canoe Classic. A policy was adopted by the Association of choosing one that fits the following criteria:

- It should support medical research.
- Its fundraising efforts should be mainly done by volunteers.

Minor sponsorships may go to other charities listed in the Constitution.

The cost of running the race is covered by the race entry fee. The separation of entry fees from donations ensures that the majority of funds raised goes directly to charity.

The organisation of the Classic is done by the Race Committee under the leadership of the Race Director. Input from paddlers' is considered and changes made where appropriate. Persons wishing to assist in any area are always welcome.

The Association oversees the general nature of the event and considers any changes that would alter the basic nature or structure of the event. The Association is responsible for deciding on major rule changes and sponsorship decisions.

Arrow Bone Marrow Transplant Foundation

The Arrow Bone Marrow Transplant Foundation is a small charitable foundation that raises money for leukaemia research and provides support to people undergoing leukaemia treatment.

For more than fifteen years the Arrow Bone Marrow Transplant Foundation has financed the Australian Bone Marrow Recipient Register, a unit employing three health professionals who collect, collate and distribute transplant patient data across 37 hospitals in Australia and New Zealand, consolidating this information into an annual report that is used for reference purposes by contributing hospitals, drug companies and other relevant persons in the field.

In past years the Arrow Bone Marrow Transplant Foundation, with funds donated from the Hawkesbury Canoe Classic, has provided financial support to PhD students in the St. Vincent's Institute researching Graft Versus Host Disease, the major cause of death in post transplant patients. Funding a Senior Research Scientist in the Haematology / Stem Cell Transplant Unit, St Vincent's Hospital is the Arrow's newest research initiative.

Leukaemia patients can also use the Foundation's internet facilities to undertake their own research, monitor trends and developments in research or speak to other patients through the Foundation's chat line facility.

The Arrow Bone Marrow Transplant Foundation is run by a volunteer board of directors who manage the Foundation, with day to day activities being undertaken by a part-time executive officer.

Representatives from Arrow Bone Marrow Transplant Foundation will be available at the sales tent on Race Day if you would like further information.

You can also obtain information on the Arrow Bone Marrow Transplant Foundation from their web site: **www.arrow.org.au**.

For Paddlers

The Hawkesbury Canoe Classic is a fun paddle that raises funds for The Arrow Bone Marrow Transplant Foundation.

About half of the 600 paddlers who will share this experience with you have paddled the Classic before. The other half of the field is new to the Classic and some are even completely new to paddling.

There are 18 checkpoints down the Hawkesbury River staffed by 400 volunteers whose main concern is to look after paddlers. You can stop and rest and perhaps get a much needed back rub given by volunteers from the Sports Physiotherapy Group. Hot or cold drinks, a warm fire, biscuits and soup could be just what is needed to help you finish.

Your land-crew looks after you at four locations and provides a fresh change of clothes and a hot meal. It doesn't matter if you don't make the full distance.

To enter the Hawkesbury Classic you need:

- The ability to swim.
- An unsinkable canoe, kayak or surf ski.
- A personal flotation device (PFD), often known as buoyancy vest or life-jacket.
- A landcrew (we advise a minimum of two people) with a vehicle and lots of enthusiasm.
- A lot of determination.

How to Enter

All paddlers are required to complete the online registration and race entry form at:

www.canoeclassic.asn.au

Payment can be made by credit card, cheque or money order.

In addition to the online registration and entry, all paddlers must fill in, sign and return the following forms which can be downloaded from the website:

- Paddler Indemnity Form
- Landcrew Declaration Form

Detailed instructions about completing your online race entry are on the website www.canoeclassic.asn.au

Entry Fee

- \$80 per paddler
- \$44 for paddler under 18, student/ pensioner concessions.

Minimum sponsorship requirements

- \$200 per paddler.
- \$100 for paddler under 18 and students

Closing date for entries

5pm on Friday 9 October 2009

(Late entries, if they are accepted, have a \$166 entry fee per paddler)

Online donations

Sponsor donations can be made online at **www.canoeclassic.asn.au**.



We help everyone be a winner...

blue earth
PADDLE SPORTS

Get all the gear, advice & training at Blue Earth.

Join us at the New Paddlers Seminar— 2pm 5th July 2009 at Blue Earth. A fun, informative afternoon for those new to the event. (RSVP Friday 3rd July—nibbles provided)

49a formosa st drummoyne ph: 9181 5200
www.blue-earth.biz email: info@blue-earth.biz

A Paddlers' Story

I competed in the 2008 Hawkesbury Canoe Classic 111km overnight race/paddle down the Hawkesbury River. This is an annual mecca for kayak and canoe enthusiasts plus anyone else looking to test their abilities on the water or who just has that needed dash of insanity. It is also a key fund raising event for the Arrow Bone Marrow Transplant Foundation that supports patients and families dealing with leukaemia, and other diseases treatable by bone marrow transplants, as well as funding medical research.

Using some of the 15 minutes of fame that Andy Warhol has promised us all, the organisers allowed my family and me to draw the raffle, one part of the event's fundraising. I was given this honour because six years ago I underwent a bone marrow transplant at St. Vincent's Public Hospital for leukaemia and now enjoy each day of good health given to me by the medical team and those who help fund them. What I wanted to tell each of the 500+ paddlers is that not only were they taking part in one of Australia's great endurance sporting events but they were also helping to give hope to the many in Australia that have to deal with this type of cancer.

Other than cancer I also suffer from embarrassment and didn't say a word hence this note.

Hope can be a powerful thing.

In 2001 I heard 3 words that should never be put together "you have cancer". I had finally settled down in Sydney after spending most of my twenties bouncing around Africa doing things that should have seen me dead many times over. Married the girl of my dreams and was enjoying raising my 10 month old daughter.

Not fair! This is the response of many who hear these three words including me. I consider myself a reasonable person and try to do right by others. But I began to wish someone else had this cancer, not me. Let someone else fight this – someone who didn't have a young family, who hadn't decided to live the safe life, who didn't care. Cancer is a dangerous thing on many levels and can defeat you mentally as well as physically.

Fortunately I have a very supportive and close family, a great medical team at St. Vincent's Public Hospital and the Arrow Bone Marrow Transplant Foundation backing me. Cancer has brought me to my physical and proverbial knees many times but I have been lucky, some say I have made it.

I have and will always fight to hold onto my health. I have realised what I have to lose, it isn't anything that can be brought or sold.

It is wanting to grow old with my wife, wanting to get angry with my daughter about her future boyfriends, wanting to walk her down the aisle when God finally produces the perfect man, having a beer or three with my son, the list goes on. Since my transplant I have trained for and competed in my first Ironman then three more after that, two with my wife. I had always wanted to compete in "The Classic" but the timing always clashed with my triathlon training. Post transplant I do fatigue easily. I struggle with people sneezing on the other side of the country causing me to come down with a cold. I have had numerous rounds with pneumonia, shingles, hernia and other weird bugs. I am also a coward and scared of missing out on anything, so I will do most things to stay around!

One thing cancer does give that I wouldn't change is raw emotion. Many people don't understand this and confuse it with the canned stuff delivered on TV. Strip everything away and you learn to truly feel. My family, friends, Ironman Triathlon and now The Classic has given me this, without the need for radiation and chemo! At 3:30am on Sunday I was roughly 85km into the race, it was dark, I was wet and cold and my body was screaming out to stop. I was experiencing dizzy spells and began to worry about tipping my kayak.

I then began to blubber like an idiot. I'm not a good enough writer to put my thoughts into words. I was thinking about everyone who had not won their battles with cancer and those that would one day have to face it. I was thinking of my wonderful wife, daughter and son.

I find testing myself physically and mentally gives me some sort of childish assurance that I am strong. I have experience looking down at my crying infant daughter and not having the strength to pick her up. Never again. Others find this strength from their own sources, it is important that we all find this to succeed. One common thing that I know in my heart is that it is a million times harder to do this without hope.

The organisers and participants in the Hawkesbury Canoe Classic help give this hope. The people at the Arrow Bone Marrow Transplant Foundation and the medical teams they help support give hope.

There will always be hope while people like this are there. That is our true wealth.

Thank you.

Darren Williams, paddler 2008

Fund Raising

Each paddler is required to contribute a donation of \$200 to participate in the Hawkesbury Canoe Classic. We encourage you to raise more, but you **must pay the minimum** amount of \$200 on or before Race Day. This can be pre-paid by 9th October 2009 via the website or handed-in on Race Day.

Why not go that extra step and seek sponsorship?

Below are listed a few ways to raise funds.

- Offer something to your potential sponsors they can't refuse! Maybe wear their merchandise, cover your boats in the company's colours etc.
- Mail or email your family, friends, relatives, workmates to sponsor you at an agreed rate per kilometre for the 111km duration. Ask them to donate online or send a stamped, self-addressed envelope for them to return mail their support.
- Ask if your employer will match the sponsorship you raise. They may also agree to allow you to utilise their facilities (copier, printing, etc) to promote your involvement in the event.
- Run a "guess my time" competition.
- Organise a Trivia Night or a Film Night.
- Organise social activities such as a golf day, talent show, pool party or murder/mystery party.
- Sell raffle tickets.
- Make sure you thank your sponsors after the race – it's the best way to get them for next year.

As an incentive for paddlers to raise money there are special prizes for the top fundraisers and a great prize to be raffled between those paddlers who raise \$1000 or more.

Sponsorship money must be received by the Hawkesbury Canoe Classic by 13 November in order to put you in the running for prizes.

Payment options

Online

Sponsorship payments for individual paddlers can be made on line by credit card.

HCC recommends you contact your sponsors inviting them to donate to you online. Tell them your paddler number so they donate to you.

Offline

Paddlers should collect all sponsorship payments and make cheques and money orders payable to:
The Hawkesbury Canoe Classic Association Appeal
and mail to:

PO Box 6122

Lake Munmorah NSW 2259

Amounts of \$2 and over are tax deductible. Receipt books can be requested when you complete your online entry form. All receipt books with outstanding monies must be returned by

Friday 13th November, 2009.

No receipt books will be issued on Race Day.

Lodgement of sponsorship

If you have not pre-paid your sponsorship fee online, you will need to bring to registration on Race Day:

- **Minimum sponsorship** of \$200 per paddler.
- All used receipt books.

Hawkesbury Classic raffle

A raffle will be held to help paddlers raise their minimum donation, and hopefully raise more.

Paddlers can request raffle books on the entry form.

Prizes include:

1st Prize: \$2,500 travel vouchers from Green Travel

2nd Prize: 4 day mid-week Houseboat cruise on the Hawkesbury from Luxury Afloat

3rd Prize: \$500 worth of Bunnings vouchers

You must return all **sold and unsold** raffle tickets, plus the appropriate amount of money at registration or prior to the event. The raffle will be drawn immediately after the race briefing.

Hawkesbury Canoe Classic Association Inc. ABN 73 350 155 706 Authority to Fundraise No: CFN 13028

Recognition of donations

Each paddler who raises more than \$1,000 receives a Certificate of Appreciation from the Arrow Bone Marrow Transplant Foundation. Incentive prizes are available for the top three adult fund raisers and the top junior fund raiser.

- Spencer Township Trophy for the paddler raising the most funds.
2008 winner: Peter Fitzgerald
- John Bourne Trophy for the junior paddler raising the most funds over \$300. John Bourne was a director of MS when the Hawkesbury Canoe Classic started, John also suffered from MS.
2008 winner: Jamie Greentree
- Arrow Cup Trophy for the corporate team raising the most funds.
2008 winner: NSW Teachers Federation

To recognise companies and individuals who support the Classic by sponsoring an individual paddler, donors will be recognised as Gold, Silver or Bronze depending on the size of their donation.

To have certificates issued your sponsorship monies you need to supply a list of sponsors and amounts.

Certificates will be available for collection at the presentation dinner.

If you are not able to collect your certificates, please contact the Entries Coordinator to arrange collection.

We are not able to send the silver and gold certificates as they are in glass frames.

- **Bronze** (\$300 and over): Laminated Certificate of Appreciation
- **Silver** (\$500 and over): Framed Silver Certificate of Appreciation
- **Gold** (\$1,000 and over): Framed Gold Certificate of Appreciation.

2008 Gold Donors

- FreightPlus Customs
- Wallace International
- Joblink Plus
- Cordera Holding Pty Ltd
- Count Charitable Foundation
- Fitzgerald Building
- Rupert Hodges
- Adrian Bell
- Ross Beaney
- David Lowy

Craft specifications

Racing Canoes and Kayaks

C1, C2, C4, K1, K2 & K4

The specifications for these canoes and kayaks are determined by the International Canoe Federation (ICF), and are uniform throughout the world.

Touring Canoes and Kayaks

TC1, TC2, TC4, TK1 & TK2

The specifications for these canoes and kayaks are approved by the Marathon Committee of Australian Canoeing (AC).

Surf Skis

SSK1 & SSK2

All surf skis are to carry appropriate manufacturer's compliance labels or they will be measured to ensure they comply with Surf Lifesaving Australia specifications. No temporary additions will be permitted.

Wildwater Kayak (Down River Racer DRR)

Specifications for these craft are determined by the ICF. These craft are generally paddled in wild water, down river racing conditions, and are designed for this special purpose. No steering device is permitted on wildwater boats.

Recreational Kayaks (Rec)

Kayaks that are not specifically designed to meet the ICF or AC specifications for the "racing" and "touring" classes or the Surf Ski classes, will be classified as Recreational or Unrestricted.

A list of many of the popular types of kayaks is provided on the web site.

Short Recreational (SRec)

Short Recreational craft are not more than 4.5m in length. Minimum widths apply (see appendix. No steerable rudders are permitted. Fixed skegs are allowed. Boats equipped with rudders will enter the medium recreational class.

A "measuring box" has been defined relating to a specific area of the kayak for assisting the scrutineers to ascertain the compliance or non-compliance of waterline width measurements. No concave surfaces are permitted within the box area.

The measuring box covers 600mm (300mm each side of the centre line) of hull and measurements are taken 102mm from keel line.

Single Medium Recreational and Long Recreational (MRec1 or LRec1)

Most of the commercially available single sea kayaks and estuary boats on the market fall into these classes. A “measuring box” has been defined relating to a specific area of the kayak for assisting the scrutineers to ascertain the compliance or non-compliance of waterline width measurements. No concave surfaces are permitted within the box area.

The measuring box covers 600mm of hull and measurements are taken 150mm from keel line.

Double Recreational (Rec2 or LRec2)

Most of the commercially available double sea kayaks and estuary boats fall into these classes.

A double “measuring box” has been defined relating to a specific area of the kayak for assisting the scrutineers to ascertain the compliance or non-compliance of waterline width measurements. No concave surfaces are permitted within the box area.

The measuring box covers 600mm of hull and measurements are taken 170mm from keel.

A general purpose single or double kayak is likely to comply with the specification for both TK and Rec eligibility. If not a recognised competition TK design, paddlers should enter a Rec Class.

Unrestricted Class (UN1 and UN2)

This unrestricted class is for craft which do not fit the requirements of other classes. Any craft will be permitted, provided it meets safety requirements and:

- The paddlers are facing forward.
- The craft is powered by hand held paddles only.

There is no restriction on length, width, hull shape or construction. Single or double bladed paddles may be used.

Outriggers

Outriggers are permitted in the Classic. Trophies will be awarded if classes can be constituted.

Specifications are as per those laid down by Australian Outrigger Canoe Racing Association Incorporated (AOCRA).

All Outriggers must carry the appropriate manufacturer’s compliance label. No temporary additions will be permitted. (they must have the State and registration number displayed at the craft front).

Stand Up Paddle Boards

Stand up paddle boards are permitted in the classic. Following heroic finishes in the 2008 Classic by two stand up paddle boarders, Stuart Murray and Inoke Tuhukava, there will be a SUP class in 2009. It will not be divided into age and gender groups.

Committee’s discretion

Craft which do not fit in any of the above classes may be permitted to start at the discretion of the Race Committee provided they meet buoyancy and other safety conditions.

Regardless of any specifications outlined in the “Craft Specifications”, the Race Committee reserves the right for any reason whatsoever to:

- Not permit a craft to start.
- Withdraw a craft at any time during the Classic.

General rules for all craft

Kayaks are defined as all craft powered by double-bladed paddles, unless they comply with SLSA surf ski specifications.

Canoes are defined as sit in craft, propelled by single-bladed paddles, unless they comply to outrigger association specifications.

Paddles must not be supported on the boat.

Paddles must be hand held and have no mechanical devices.

All craft must carry sufficient buoyancy to remain floating level when full of water.

Craft selection

Never been in a craft smaller than the Manly Ferry and you want to enter the Hawkesbury Canoe Classic? GOOD ON YOU and WELCOME ...you are not alone!

The general rule of thumb is "the faster the craft, the harder it is to keep upright". Novices should consider craft from the following classes:-

Recreational Kayaks

All craft normally paddled with double bladed paddles belong to the kayak family. Short recreational kayaks (Srec1) are usually slower but more stable than other kayaks. Craft should be over 4.0 metres to have adequate speed. Popular models include Nymph and Explorer. White-water racing boats (DRR) are used but are not common. White-water tourers such as Dancers would be the tortoises of the fleet, a slow but stable option.

Many paddlers opt for the longer sea and estuary kayaks such as Estuary, Greenlander, Tasman, Osprey or Mirage to ensure more speed but with generally good stability. Depending on length and width these will be in recreational classes. Try before you buy! Canoe shops are most helpful and demonstration paddles can usually be arranged.

TC2

Two person Canadian touring canoes are propelled by single bladed paddles. Perfect for a beginner, it has lots of stability and there is plenty of storage room for food and gear. The canoe will not get you anywhere in a hurry (unless it has been especially designed for racing) but it will get you there! It's kind of like a Volkswagen, reliable and sturdy.

These are particularly popular with junior crews who gain companionship from a partner and security in a very stable craft.

TK1s or TK2s

The "transitional" kayak classes are recognised by Australian Canoeing as a class in competition. More unstable than traditional recreational craft, they may take several months practice to learn stability. With practice however, the TK craft are a good compromise between stability and speed. We recommend new paddlers receive advice from experienced paddlers or canoe clubs.

Surf Skis, K1s and C1s

New paddlers should avoid the racing or Olympic classes and Surf Skis because they lack stability. They're the Porsches of the kayak world! Unless you know what you're doing or you want to swim instead of paddle, give these a miss!

Brooklyn or Bust

This class is for those paddlers who do not want to be competitive. Any type of craft can enter in the Brooklyn or Bust class. Paddlers in the Brooklyn or Bust class start at 4:00pm, (for single paddlers) and 4:30pm (for double paddlers) getting a head-start on other faster craft. The Brooklyn or Bust class is aimed at those who are happy to just finish. Paddlers in the class are rewarded with a medallion and a certificate at the finish but this class is not eligible for any ribbons, trophies, records or team events. You are not permitted to change into this class on Race Day.

Ways to get a craft

Hire a craft

Most hire craft will be Recreational class singles or doubles or TC2's. Usually only a limited number are available so book early. Look under "C" in the Yellow Pages for Canoes &/or Kayaks.

Buy new or second hand

The canoe and kayak retailers in the Yellow Pages have a lot of experience in providing craft for this event. Also, try the newspapers, the "Trading Post" and canoe club newsletters (an up-to-date list of canoe/kayak clubs for all NSW can be obtained from Paddle NSW, www.paddlensw.org.au).

Borrow a craft

Dust the cobwebs off the boat under your or your neighbour's house. You'd be surprised how many there are around if you look and ask. Seriously though, make sure you check these for spiders. It's no fun being in the middle of the river and wondering if that is a trickle of sweat on your leg or a red back!

Using your craft

Paddles

You will also find a good paddle helpful. These come in various shapes, sizes and materials ranging from wood, aluminium, plastic, fibreglass to kevlar and carbon. Now if you really haven't been on anything smaller than the Manly Ferry, stick with a conventional paddle. The fancy ones are too expensive and are tricky to get used to, so until you really get the paddling bug, save your time and money.

Make sure your paddle is not too heavy. You could be putting it in and out of the water over 40,000 times to get yourself to the finish (plus training paddles). A heavy paddle makes the job that much harder.

To learn how to paddle a boat properly it is best to join a canoe or kayak club where the correct technique can be cultivated from the beginning. See the list of clubs in NSW at the Paddle NSW website www.paddlensw.org.au. If this is not practical for you, then this short guide may be of some help.

Where to go

When learning how to paddle a canoe or kayak, find a quiet beach with no waves and low water traffic. This will help you to develop a technique for entering your boat without falling out or damaging any of your equipment.

As a beginner, you'll find that until you reach your balance, the boat may tip easily even in still water. Remember what it was like the first time you tried riding a bike - you will learn to balance it as you gain confidence, it comes naturally. Ideal locations in Sydney are the Port Hacking River at Swallow Rock, Grays Point (shallow, clean water - sandy bottom), Narrabeen Lakes, Woronora River at Jannali Park, Grand Flaneur Beach, Chipping Norton Lakes, Lane Cove River, the beach near the Spit Bridge at Mosman, Manly Dam and Parramatta Park to name just a few.

Of course you should not forget the magnificent Hawkesbury River.

The stroke

Place one blade in the water well forward and near the front of the boat (bow) with that arm extended to be as straight as possible.

Pull the blade past the cockpit keeping it as close to the side as practicable with the full blade just below the water. At the same time, twist your body at the waist keeping the other arm firm with hand at eye level. This will bring your back muscles into play so that your whole upper body is doing the work, not just your arms.

Once your front hand has reached the extremity of its travel, relax its grip to allow the shaft to rotate freely within your hand so that the blade enters the water at the correct angle. The amount of rotation will depend on the degree of offset of the blades. That hand then grips the paddle firmly while making the pull stroke.

Direction and straight line paddling will come with practice or the use of a rudder.

Your feet and legs

If your kayak has a foot rest, push forward with your foot on the same side as the blade that is in the water. This sequence will (hopefully) result in a smooth effortless action in which most muscle groups of the body are brought into play.

Avoid bracing against the side of the boat with your legs. This limits the efficient rotation of your body and ultimately makes you, and more so your partner in a double craft, less stable.

Turning

If you do not have a rudder, paddle on the opposite side to the direction you wish to go and use a sweeping stroke that moves from bow to stern in a wide arc. If you wish to turn faster and slow down at the same time, paddle backwards on the same side as the direction in which you wish to travel.

There are several other strokes that can be learned, for example, the draw stroke to move sideways and the slap support stroke if you start to tip over. At this stage, don't even think about an eskimo roll, it is not a prerequisite for general canoeing and can be dangerous if not done correctly and learned under controlled conditions.

When you fall out – not if!

Practice falling out - so next time it won't be an unrehearsed drama.

Don't panic – your boat will float if you have the buoyancy installed as per the Hawkesbury Canoe Classic rules. It may be wise to check this first by filling your boat with water and check that it floats. If not, add some more buoyancy e.g. wedge in some polystyrene foam blocks.

Position yourself on the up-current side of the craft. This is the safest way as a boat full of water is very heavy and if it runs into you, you will come off second best. Swim and tow it to shore if end loops or bow and stern lines are attached, otherwise push it to shore.

With some craft you can slide over the back of your craft to re-enter in mid steam, there are several techniques and these are best learnt at a club in the company of experienced canoeists.

Turn the craft over and let the water run out before trying to lift it - the weight of the water can break a boat.

Get back in and try again (it's a bit like falling off a horse with less chance of bruising).

The canoe paddle

Recreational paddles are usually measured to the chin, however for long distance events, shorter paddles (chest high) are recommended.

Paddles that have their blade at a different angle to the shaft (bent) are preferred as the paddle will enter the water further forward, giving you a longer stroke.

The grip

Take the grip or handle in one hand and with the other hand grasp the shaft just above the blade.

Keep the wrist on the top (guiding) hand as straight as possible. Don't grip the shaft too tightly while the lower hand is in the pulling phase to avoid strain.

The stroke

Reach as far forward as possible by twisting the body at the waist. The stroke should be made close to and along side of the canoe.

The hand on the shaft pulls back through the water providing the power of the stroke, whilst the hand on the grip guides direction, occasionally pushing in the rhythm of the stroke.

Continue the stroke until the paddle reaches the hip and then withdraw the blade to either take another stroke or switch over the paddle on the other side.

Swapping Sides

In a canoe, the paddlers generally paddle on opposite sides to keep the boat running in a straight line. By changing sides at regular intervals, the paddlers will be able to spread the effort to muscle groups on both sides of their bodies thus not tiring as easily. There may be occasions when both paddlers need to paddle on the same side for several strokes, for example to combat the influence of wind or water on the canoe.

You can tell when a C2 is coming, by the call of "hutt" which is the signal to change sides.

Turning

As with kayaks, there are a variety of strokes to enable you to turn, move sideways, stabilize or reverse. These are called the draw, the sweep, stern rudder and the cross bow draw.

Think about attending a clinic to develop your skills in using these.

Training

“Why train? I only want to finish!”

This was an interesting but understandable comment from a first-time Hawkesbury Canoe Classic paddler. However, if mere mortals want to finish without too much stress, training is essential.

The Hawkesbury Canoe Classic’s lenient “cut-off” times mean you could take 20 hours to finish the event. Experience has shown that a little training goes a long way to reducing the time from 20 to 16 hours!

That could mean a whole 4 hours less paddling! Less possibility of blisters, less wear and tear on the posterior. That’s got to be worth some preparation!

Getting fit and staying fit ... how you do it is up to you, but the important thing is to enjoy it, otherwise a large part of the motivation for doing it is gone.

Training need not involve set distances or target times. A relaxing paddle on your favourite backwater will also help your fitness.

For the more serious

A training plan of at least three months is the way to go and it is important to stick to it.

First plot your program in black and white. Get that weekly schedule down on paper in advance. If you only do what turns you on at the moment, your program is doomed.

Find a friend to train with. The physical and emotional support will help when times get tough.

Make your program as convenient as possible. The fewer difficulties you encounter, the less likely you are to throw in the towel. If you have access to boat storage next to water, make the most of it.

Keep a record of your training (but don’t let it take over your life). It will help you work out what you are doing - both right and wrong.

Start slowly - give your body time to catch up with your ambitions.

Add some zest to your plan. When boredom gets to be a problem, (and it will), be creative. Give yourself a break or a reward.

Try canoe polo or white water touring to add diversity to your training. Canoe Polo is played throughout the year on Tuesday and Wednesday evenings in Sydney.

So how fit are you right now?

If you have any doubts about being fit enough, talk to your doctor about what you intend doing. Once the doctor gives you the OK and you really want to know how fit you are, go to your local gym.

They’ll put you through a fitness assessment and help you work out how to reach your goals.

Just a word of warning: Don’t make the mistake of thinking that you’re fit to paddle 111kms because you’re an avid gym junkie. The fact that you are fit is excellent and will certainly help towards completing the event, but you will still need to prepare yourself for the special demands of paddling. So, make sure that you add paddling to your training and get yourself “paddle fit” too.

Stretching

Stretch your arm and trunk muscles. All muscle groups used, not just the shoulders, should be stretched. Some of these can be done while paddling, for example, moving the neck side to side. If you bend forward when paddling, take time to rest the paddle and stretch up and back. Pull your shoulder blades together and down at the same time.

Posture

Correct paddling posture, maintaining the lower back curve (Lumbar Lordosis) is important to prevent serious lower back pain. Rectify immediately any problem encountered during training so potential injuries do not develop. Seek advice from a qualified canoeing/kayaking coach, trainer, GP or physiotherapist.

If you follow these simple instructions and plan your training properly, you will minimise your chances of requiring our first aid services. Our treatments have dropped from 85% of the field to 30% of the field. It’s up to you to help reduce this percentage further. Cold and inclement weather increase your risk of injury greatly. Make sure clothing is more than adequate, food intake is regular and fluid supplies are constantly maintained.

Warming up and cooling down

Not warming up and stretching before launching into hard exercise is like getting married after the first date - your odds of success are slim and your risks are great.

Once warm, your muscles will contract more forcefully and relax more quickly, enhancing your ability to produce speed and strength.

You'll lower the risk of muscle strain and tears.

Muscles will be better co-ordinated because nerve impulses travel faster when warm. The body's ability to transport oxygen is enhanced; your joints will have a wider range of movements so the transition into hard effort is easier with less risk of injury.

Like warming up, cooling down has an important function in the exercise equation and is probably even more neglected than warming up.

It helps your body to move smoothly and comfortably from hard effort to rest.

If you suddenly stop exercising, the blood will begin to pool in your now wide open blood vessels and just sit there. You can become dizzy and light headed.

Cooling down will help flush the lactic acid from the muscles and blood so the body can start to restore its muscles' oxygen store and ease back on hormones and temperature levels.

All this will eventually occur without cooling down but a proper cool down will make it happen quicker.

Heart rates

Maximum Heart Rate: To get the greatest benefit from exercising, you need to work at approximately 80% of your Maximum Heart Rate (MHR). To calculate this, subtract your age from 220. For example, if you are 35 years old, your MHR is 185 and 80% of that is approximately 150 beats per minute. If your pulse during exercise is around 150 bpm you're exercising to the greatest benefit.

Resting Heart Rate: To monitor how well your program is progressing and your aerobic fitness (for example, stamina, the condition of the heart and lungs, the ability to burn up energy and keep body weight down) you can measure your Resting Heart Rate (RHR). Just take your pulse upon waking first thing in the morning for one minute. As you become fitter, your RHR will drop as your cardiovascular system becomes more efficient. If it goes up by 5 to 10 beats it probably means you had a hard workout the day before and should go easy today.

Nick Stepkovitch

Sports Physiotherapist

NSW Sports Physiotherapy Group, Sydney Mobile Voluntary Aid Detachment and director of Sports, Spinal and Rehab Solutions at Hornsby

How to train

If you ask 100 people how to train you are likely to get as many different answers. However, there are some basic ground rules. Consider these as a foundation for your endurance program and once you incorporate them you can go off and tilt at your own windmills, ie your own personal theories on fitness. The American College of Sports Medicine suggests the following guidelines

Frequency of exercise: Three to five times a week.

Intensity of training: 60% to 90% of MHR.

Duration: 20 to 60 minutes of continuous aerobic activity (e.g. walking, jogging, cycling, swimming or paddling).

Type of training: Along with the regular program at least two strength training sessions of moderate intensity (e.g. 2 x 30 minutes of some light weights).

Look closely. You'll see this may only add up to three hours per week which is not too demanding.

Paddling is the best exercise for paddling and there is no real substitute for boat time, but let's get real.

If you are training for three months, there will be many calls on your time from family to work or study, so realistically, over a twelve week period, if you can only get in a boat on weekends you may only have twenty sessions from when you start to train until the Hawkesbury Canoe Classic.

So what do you do? You cross-train. You walk, run, do aerobics, ride a bike, do circuit training, swim, exercise the old fashioned way before it became high tech, do isometrics or do weights. But do something, as you will quickly lose tone if you don't. If you've got a winter cold, just take the dog for a walk. Be inventive, if you don't have any weights, make some by putting some cement in some ice cream containers with a piece of wood for the shaft, or use a bag of sand or rice.

When you start your paddling, start with long slow sessions and work on your style Get that right first and you will find it a lot easier later.

Aerobic sessions in your boat should last from 90 minutes to a couple of hours. Introduce average paddling times as minimum speed for these sessions, ie, calculate the average speed you will need to finish the Hawkesbury Canoe Classic in your goal time and this is your average paddling speed.

Slowly make these sessions faster by roughly 10%. These sessions should be long and constant. Two 3 hour sessions done properly is far better than one six hour session.

Training for results

If you really want to do well in your first Hawkesbury Canoe Classic, then you can do more.

Fartlek training

This involves working at your average paddling speed but every few minutes do a 30 stroke effort flat out then drop back to your average paddling speed.

Pyramid training

Warm up and move to Pyramid training.

- Start with 15 light strokes, then 15 double strokes hard.
- Then try 20 light and 20 hard.
- Raise this effort by 5 strokes a time up to 40.
- Decrease by 5 back to 15.
- Rest for 30 seconds, and then start again.

I could say “good luck” at this point but you really only need to do this intense type of training if you want to finish in the first few of your class.

Sit ups, chin ups (palms forward so no cheating), push ups, twisting sit ups, dips and leg step ups should be done as a minimum in your routine.

Weights

Weights are a necessity if you intend doing well. If you don't mind your family laughing at you the first few times, they can be done in front of the TV, lying on the floor. Use light weights (2 kg to 5 kg) and do lots of repetitions, this will be more beneficial than trying to bench press 100kgs and less likely to damage you.

While using weights try:

- Upward punching.
- Forward punching, keeping the arms horizontal to the ground.
- Side flexing, pull the weight up under your armpit.
- Bent over rowing with rotation. Bend over 90° and pull weights up to your chest on alternate sides (you can also do a similar motion by laying on your back on the floor and watching the TV... sort of a lazy person's bench press).
- Curls - lifting weights from by your side to your chest and down again on alternate sides.
- Wrist curls....lay your arms on the bench with your hands over the edge and just move your hands up and down through 90°, bending at the wrists.

Training – how much?

There is no doubt training will let you complete the Hawkesbury Canoe Classic with greater ease, and lead to faster recovery afterwards. However as past surveys have shown, a majority of paddlers have done relatively little paddling before the event :

For 10% of starters, training amounted to less than 5 hours paddling.

Over 50% estimate their total training in a canoe in the lead-up to the event amounted to less than 40 hours on the water or 200kms propelled by paddles.

Over 2/3 of paddlers have never travelled further than 40kms in any one outing.

Stopping training - “peaking”

When you formulate your plan, aim at peaking around the weekend before the event. Peaking is the art of arriving at the starting line in absolute top condition – trained, rested and eager to perform at your very best. Once you have peaked, taper off dramatically so that you are just coasting in training, then don't do anything for two or three days before the race, this will help your body to prepare and your mind to get mentally revved up.

When you can't paddle, do some cross-training, but most of all have some fun. Good luck!

Familiarisation Training Paddles

Five familiarisation paddles will be held on the Hawkesbury River before the 2009 Classic to help paddlers become familiar with the course. There are plenty of old hands at these events who can give information and advice to newcomers about the Classic which could make all the difference in getting to the finish. The familiarisation paddles are organised by the Windsor Canoe Club

- Saturday 13 June: Brooklyn - Spencer - Brooklyn
9:00am start
- Saturday 4 July 4: Wisemans – Spencer
9:30am start
- Saturday 29 August: Sackville – Wisemans
9:15am start
- Saturday 12 September: Windsor – Sackville
8:30am start
- Saturday 17 October: Windsor - Pitt Town – Windsor
7:00pm start

There is a nominal charge to participate and booking are essential. Contact Lyle Mead on 02 9626 3741 (hm) or 0403 932348 (mob) or emailing him at: lyle@winningwayskayakcoaching.com.au.

Details about the paddles can be found on the Classic website: www.canoeclassic.asn.au

Equipment

You've made the decision; got the craft and paddle, have a training plan and now you're ready. Not quite – you'll need a little more than that to do the Classic.

Compulsory Equipment

Personal Flotation Device (PFD)

All paddlers **MUST** wear Australian Standard PFD. “DON'T LEAVE HOME WITHOUT IT”.

The “type” indicates how well it will support you in the water, conscious or unconscious, and each PFD must have this on a label on the side. A large percentage of people don't like to wear PFDs because they are bulky and



sometimes interfere with your paddling style. They can also chafe. On the upside they will keep you warm and may save your life. NSW Maritime states they must be worn at night, but the Hawkesbury Canoe Classic goes further than that. No-one is allowed to start without wearing a PFD. If you are not wearing your PFD throughout the night while paddling you may be disqualified.

Even experienced paddlers admit to being reassured when they have one on and rough weather strikes in the very wide stretches of the river near the finish. A swim to shore at that stage of extreme tiredness might be impossible without the help of a PFD.

PFDs will be tested for flotation prior to the race.

Wear your PFD

Expect to capsize and swim occasionally when paddling a canoe, kayak or outrigger - its part of the fun! But when you hit the water unexpectedly, even strong swimmers need a personal flotation device (PFD), commonly called “life jacket”. It allows you to concentrate on doing what's needed to increase your safety and improve your chances of rescue. Over 50 % of all drownings involving canoes, kayaks or crafts would never have happened if the victim had been wearing a PFD!

Many people think that a life jacket has to be bulky and uncomfortable, but this isn't true anymore. The Australian Standard places PFDs into three categories.

Type 1 PFDs are safe and will turn an unconscious person face up, but they are generally too bulky for paddlers.

Type 2 PFDs are designed to be worn at all times in sheltered water and have high visibility fabrics. They come in a wide variety of designs, colours and prices and are rated for a range of body sizes from 10kg, up to 60kg and over.

Type 3 PFDs are designed for the same conditions as type 2, but they can use different colours and types of materials for construction and are not as visible. Water skier's vests fit into this category.

Because paddlers wear their life jackets all day, make sure yours has a secure yet comfortable fit. When wearing the right PFD you'll hardly know you have it on. Although all approved PFDs meet certain strength and buoyancy standards, they're not all the same. Spend some extra money for a higher quality model. It will have softer foam, a more comfortable cut, and improved adjustability. Make sure your jacket adjusts easily and fits snugly over clothing worn for different weather conditions. Few universal sized PFDs fit as well as models designed for a size (small, medium, large and extra large). Very extra large men will need to find an XXL version. Check the length to be sure that your PFD will not push on your kayak deck and push the PFD up around your ears. Sit on the floor of the shop when you are trying on the PFD and pretend you are paddling to ensure it fits snugly and allows movement.

Most importantly, although many PFDs are sold in sizes such as small, medium large etc. the correct size is always dependent on the wearer's weight. Chest size and fit is very important, but so is the correct size by weight. Always check the PFDs label for size / weight limits and specifications.

As PFDs get old, the buoyancy inside the jacket shrinks and loses its ability to keep you afloat. It is very difficult to tell if the buoyancy inside the PFD is OK. Ways that help you know the jacket is no longer fit for purpose is if when swimming with it on it won't support you and you can easily dive, the foam shrinks away from pockets in the PFD and the fabric starts to look thread bare. Your life is worth more than the cost of a new PFD, so get the right safety equipment.

Not wearing a PFD in a boat is like not wearing a seatbelt in a car; when you need it, it's too late!

You PFD will be given a buoyancy check before it is permitted to be used in the Hawkesbury Classic.

The Hawkesbury Canoe Classic will not accept inflatable PFD.

Emergency blanket

As hypothermia is a very real concern, an emergency blanket (space blanket) is a mandatory requirement. They are light, small and will keep the wind off a wet person so the chill factor is reduced. Store it in the boat and put it on if you need to stop for a long period.



Whistles

You must have a pea-less whistle. "What is that?" you may ask. It is a whistle without a pea (of course). It will work even when it is wet. Where can you get it? Try canoe/kayak shops, boat shops, bushwalking shops, Scout shops and maybe even disposal stores.



Torches

Each paddler must have attached to their life jacket a waterproof light. This light must be powered by at least one AA size battery, or LED globe with a reflector. Each craft must have a waterproof torch suitable for reading maps and illuminating the shoreline.



This torch must be attached to the craft so that it can be retrieved by the paddler whilst seated in his or her normal position. The torch must be long-life, either LED bulbs with reflector, or incandescent powered by at least two D-size batteries. Don't waste your money on a cheap torch. If it's not waterproof it won't last the night and the salt water will get in and cause corrosion. Both torches are invaluable in any kind of emergency for attracting attention if required. Dolphin torches and large "Maglites" are acceptable torches. Torches that are not powered by batteries will not be accepted.



Maps

Course maps can be downloaded from the website. There are four large-scale maps covering the legs between each major checkpoint. Add Estimated Times of Arrival (ETA's) for each checkpoint then cover the maps in plastic or get them laminated. Tape the maps to the deck of your craft just in front of the cockpit. It may be necessary to layer the maps. If so, arrange with your landcrew to remove the top map when that section of river is completed.

Do not throw your discarded maps into the river. Various methods are used to read maps at night. In perfect weather conditions, moonlight provides adequate lighting. If overcast it will be necessary to use torchlight. A simple, hands-free solution is a torch mounted on a headband as available from camping stores. The best solution is to make a map board which can be fitted over the front of the cockpit, a bit closer to the map reader. Onto it mount shielded lights operated by a large switch. Red LED's provide ample illumination with minimum disruption to night vision.

Compass

Compasses can be bought from car accessory shops, but these can be unreliable. If you have a bushwalking compass remember it will rock in a canoe or kayak and possibly stick, so check out the boating shops. It may be worth your while to pay that little extra to get a marine compass and not go around in circles if a fog rolls in. Maps are supplied which have compass bearings for each reach of the river. Practice using the compass during training.



Recommended Equipment and Clothing

If you use a spray deck to cover your cockpit you may only need a pair of cycling shorts or track suit pants once it gets cold.

Up top is different. Because of the exertion, you are going to sweat and because your bum is below the water-line you're going to get wet from spray, so a thermal that breathes is best. It will draw the water/sweat away from your skin thus keeping you warmer. Thermals are very popular with paddlers.

Wet wool provides more protection than wet cotton and you are going to get wet, wet, wet. A wet weather jacket that breathes the same as the thermals is also a good idea. It will keep you drier.

Weather conditions are unpredictable. It will probably be warm to hot at the beginning ranging to cold during the night. The best idea is "layering". Begin with a T-shirt (preferably thermal) and shorts at the start when it is warm/hot. After sunset the temperature will drop and you will be wet. You should have another shirt in your boat. So stop, put that extra layer over the top of your T-shirt and then continue until the next checkpoint. Change completely if you have the time, or just add an extra layer when you need to.

Use only clothing tried out in training, as a minor irritation at the start will be a major aggravation after a while.

Land organisation

Make several bundles of spare clothing, pack them in bags marked with the checkpoint letters you intend to stop at and give them to your landcrew. You will perk up considerably when you get some dry, warm clothing on. About 1/3 of paddlers stop more than once for a change of clothes, while 2/3 plan at least one change of clothes.

Footwear

The river has snags, bits of wire, sharp rocks and broken glass, all looking for unprotected feet, so wear something. Without protection, your feet may chafe on the inside of your boat or from the rudder after a few kilometres. Soft soled neoprene wet-boots are the best. Make sure if you wear an old pair of joggers that they're comfortable and can fit under the deck.

Hands

If you are worried about blisters on your hands you could try to pre-toughen during the weeks before the Classic with a mixture of metho with a dash of olive oil. It might be better to wear gloves. You can buy good fingerless gloves at canoe and marine shops. However, break them in well before the event. Training without gloves will toughen up your hands so you may not need anything.

Head Gear

You can lose an enormous amount of heat through your head. A hat for the day and a beanie for the night are a good start for staying warm.

Glasses

If you wear prescription glasses or have expensive sunglasses, secure them on your head with a strap.

Identification

Landcrews find it hard to identify boats in the dark, so try to put some distinctive marking on your canoe. But don't use lights that will annoy other paddlers or affect their or your night vision.

Paddler Health

Don't get cold. You will need all your energy to paddle 111kms so don't waste energy on keeping warm. Stop and add extra layers of clothes **as soon as you start to feel the cold** (it can be as low as 4 degrees on the river at night so be prepared).

Carry warm clothes in your boat where you can reach them. You will need to put your warm clothing on around check point B. Keep them in dry bags or double wrap in shopping bags to keep them dry.

Wear a cap or beanie. Remember you lose 30% of your heat through your head.

Wool is warmer than cotton. Woollen business type jumpers are great for paddling as they are tight fitting and warm when wet. It is also important to have a paddling CAG (or waterproof jacket) to help keep you dry and warm. This is extremely important if it is windy.

Paddle at an easy, sustainable pace. Don't go like crazy at the start. It is a 111km classic not a 10km sprint. Paddle at a nice easy pace.

Keep sipping water. Prevent dehydration by drinking about 2 litres every 35kms. Water is the best fluid to keep you hydrated. Many paddlers have had problems in the past with energy drinks.

Bring water from home. The water at Windsor has a high chlorine level and is shocking to drink.

Eat a nice light meal about 2 hours before the start. This will help keep your energy reserves up. Pasta and rice are good.

Talk to your landcrew about what you want and where. The landcrew will have to walk about 500m from the car to the checkpoints so they need a backpack to carry all your gear. It should include – 2 litre bottle of water per paddler to top up your drinking system, paddling snacks, a blanket (to put around you when you are at the checkpoint to keep you warm), seat, stove for hot drinks / food and your special paddling requirements.

Ensure there are snacks in your boat. Bananas and muesli bars are paddlers' favourites as they give you sustained energy. Chocolates and sugar foods are not as good as they give a high (good) and a low (bad).

Wear your PFD. Apart from being mandatory within the rules, your PFD will help you float if you go for a swim (normally because you are exhausted) and may even save your life.

Your PFD must be worn at all times.

Follow instructions on crossing the Ferry Cables.

Everyone involved in the Classic is a volunteer.

Unlike most charity events nowadays there are no paid employees involved. So say thanks by ensuring you raise as much sponsorship money as you can.

Carry any medication with you. Ventolin puffers and other medication should be carried in your boat (even if you haven't used it for a year)

What to eat

For a long distance event like the Hawkesbury Canoe Classic, diet is a vital consideration. The right foods and fluids are essential for optimal energy and preventing the unpleasant sensation of "hitting the wall".

What is the ideal diet for an event such as this? The answer will vary from individual to individual, however we do know that there are a number of dietary guidelines that apply to all paddlers. Keep in mind that, like your training regime, good eating must start a long time before the event to ensure that your body has the ability to maximize fuel stores and to facilitate gruelling training regimes leading up to the event.

The foods you eat before, during and after the event are also important, and should be experimented with well before the Classic begins. This is the time to sort out the myths and misconceptions surrounding sports nutrition. Beware of supplements and diets that promise incredible results without too much effort! There is no substitute for good eating and a healthy lifestyle.

The key dietary strategies for optimal paddling performance may be summarised as follows:

- Fill up on carbohydrates
- Forgo the fats
- Drink, drink, drink (not alcohol)
- Shape up
- Eat for action

Fill up on carbohydrates

Carbohydrate is the body's limiting fuel, and when stores are depleted, fatigue sets in.

It is well established that a high carbohydrate diet will allow rapid recovery of glycogen stores (the

muscle's main fuel) and prolong the time to exhaustion in endurance exercise.

When you are training, carbohydrate needs will be high, and it is important that you replace carbohydrate stores after each training session to optimize your fuel stores.

All paddlers should be aiming for a diet with at least 60% of energy from carbohydrate, however it is often easier to estimate individual needs based on body size.

During regular training, you will need around 7 grams of carbohydrate per kg of body weight each day, e.g., a typical 70kg person needs 490 grams.

In the 3-4 days prior to the Hawkesbury Canoe Classic, your intake may need to be closer to 8 – 10 grams of carbohydrate per kg of body weight per day.

For recovery after training sessions, aim for 1 gram of carbohydrate per kg of body weight, within 15-20 minutes of finishing and again 1 hour later.

Forgo the fats

We all know that a high fat diet is a problem for heart disease and certain cancers. These are important issues, but perhaps more importantly in the short term; a high fat diet usually means a diet that is too low in carbohydrates. For the paddler, this translates to low performance.

To meet your carbohydrate needs, you should be aiming for no more than 30% of total energy per day from fats. For most people this will mean no more than 60-80 grams of fat per day. If you are trying to keep body fat levels low, you may need to aim for less than 40 grams per day.

Purchase a fat counter from your local newsagent and check from where you are getting excess fat, and look for low fat alternatives.

Drink, drink, drink

Even a small degree of dehydration will result in poor performance, leading to early fatigue. Adequate fluid is essential not only in hot weather, but whenever you are exercising.

To get rid of heat produced by your muscles during exercise, you need enough fluid for evaporation from the body, as sweat.

How much fluid you lose and hence how much you need to replace depends on many factors.

Environment, your size, exercise type and intensity and caffeine intake are just some factors influencing your fluid needs.

To determine individual fluid requirements, weigh yourself before and after training sessions.

For every 0.5kg you lose, you need to replace 0.5 of a litre of fluid. Ideally, this should be replaced before, during and after exercise. Remember that thirst is no

real indication of being dehydrated. You need to develop habits early in your training schedule.

It is also important to practice drinking fluids during training to find those you feel comfortable with.

During the event itself, you may find that you need more variety with fluids, therefore, it is wise to trial different drinks during training, including a variety of sport drinks, cordials, flat soft drink and even low fat flavoured milks. This is also the time to set up a fluid delivery system and practice using it. Many paddlers rig up drink tubes so that the drinking doesn't interfere with paddling. Backpack-mounted drink systems are becoming quite popular and are commercially available.

A cheap alternative is to buy some clear plastic tube, feed it through a hole in the lid of an old soft drink bottle. Tape the feed end to the hook of a wire coat-hanger and bend the coat-hanger to sit comfortably round your neck

There are some fluids that just don't quite fit the category drink, drink, drink!

Caffeinated drinks and alcoholic drinks both cause the body to get rid of fluid. Alcoholic drinks also have a few other unpleasant short and long term side-effects that are not compatible with peak performance. Avoid alcohol before or after exercise and ensure that you recover properly after the event. Eat a high carbohydrate meal and rehydrate well before you open the champagne to celebrate.

Shape up

Carrying excess body fat can hamper your paddling performance, as well as putting unnecessary stress on your body. On the other hand, trying to lose weight rapidly can also impair your sporting performance and your health.

By combining a low fat, high carbohydrate diet with appropriate training, you will find getting in shape is an added bonus to your preparation.

Eat for action

Most paddlers benefit from carbohydrate loading prior to the Hawkesbury Canoe Classic. This dietary technique has the effect of super loading the muscles' glycogen (carbohydrate) stores to increase the time to fatigue. It involves 3-4 days of a very high carbohydrate intake (8-10 g/kg body weight) along with tapered exercise. On the last day fibre intake is often reduced to allow adequate carbohydrate without abdominal discomfort during the event. Contact a sports dietician for a regime to meet your needs.

On the day of the Hawkesbury Canoe Classic, make sure that you have a good breakfast based on cereal, toast, fruit and baked beans, spaghetti or pancakes for a hot choice. Aim for pasta or rice based dish with a very low fat sauce or sandwiches, toast, muffins, crumpets or pancakes for your pre-event meal around

3 hours before the event begins. Make sure you include lots of fluid with all these meals. Avoid excess fibre (i.e., choose white bread, pasta, rice, canned fruit and peeled vegetables and plain breakfast cereals) to prevent unnecessary pit stops during the race.

During the Classic

The food and fluid you consume during the event is critical to ensure problem-free paddling. You'll see competitors with all sorts of amazing things taped to the decks of their boats; what you use is a very individual choice, however, it's important to maintain a steady food and fluid intake throughout the event. You need to provide your exercising muscles with carbohydrate and fluid. This becomes particularly important as your glycogen stores become very depleted and your body relies on the carbohydrates from the foods you are eating. Make sure that you try different foods during training to see how you react to these during exercise. Some foods that go down well at the dinner table may leave you nauseous in the event.

You should be aiming to ingest around 50 grams of carbohydrate each hour you are paddling. Begin your fluid intake regime early in the Classic, and aim for around 150-250ml of fluid every 15-20 minutes.

Storage of food

A plastic box taped in a handy position for your food supply can be ideal but this will depend on your boat and your preferences. On a surf-ski for example, you have little choice, but boats styled more for touring usually have plenty of room under the deck to store your gear and food. The main priority is to have your food accessible and dry, since there is nothing worse than wasting time fishing for something, to find that it is saturated when you do get hold of it. Some paddlers have a number of small plastic containers and swap them over at the checkpoints, so they have a fresh supply of food.

Finally

If you are unsure of how to translate these guidelines into a personal eating plan, contact a sports dietician for individual advice.



For Landcrews

The main job of the landcrew is to support and look out for their paddler(s). This can vary from person to person. At the very least you should be at the major checkpoints - Sackville (D) and Wisemans Ferry (I) with food, water and dry clothes. Be prepared to collect your paddler from a minor check point if you are called by a race organiser.

The following are the basic things you should have covered as landcrew for the Hawkesbury Classic.

Before the Race

- Know what your paddler's race plan is.
- Check what food and clothing to have ready at which checkpoint.
- Look over your paddler's gear.
- Consider the correct fluids and supplements to keep them hydrated.
- Ensure the paddler is adequately rested before the start (some even provide a back massage!).

The Start

- Drive to the start to ensure the paddler is as rested as possible.
- Take the craft off the car and prepare it for scrutineering.
- Ensure the paddler has all the necessary paper work for registration and sponsorship.
- Help them get onto the water.

During the Race

- Check the number of likely rivals and keep tabs on their progress (if competitive) .
- Monitor the paddler's times and comparing them with their race plan so adjustments can be made if needed.
- Motivate the paddler if tired.
- When the paddler arrives at a checkpoint, assist them to get the boat out the water, top up food and drink supplies, mop out the craft and assist the paddler change clothes and eat if needed.
- Ensure your paddler is fit to continue and seek medical advice if in doubt.
- Console your paddler if they are unable to continue and ensure long term health comes before short-term goals.

After the Race

- Congratulate your paddler and get them warm and dry.
- Ensure their time has been logged.
- Take charge of the boat.
- Clean all the gear and pack it away
- Drive them home safely.

Equipment

In thinking of what the paddler may require landcrew may overlook their personal preparation for a long and tiring night. An exhausted, cold, hungry and ill-prepared landcrew can risk not only their paddler's safety, but also their own.

For the paddler

Transport: Reliable, sufficient space for craft, all equipment and passengers.

Refreshments: Hot and cold drinks and food. A thermos is helpful to keep drinks or soup hot.

Spare clothing: At least two or three complete sets suitable for paddling in, with additional socks, shoes and sleeping bag. Warm, dry clothes for the finish.

Spare: Paddle, torch/batteries, compass, sponge, bailer.

Repair kit: Wide electrical/cloth-backed waterproof tape etc.

Personal First Aid kit: Baby powder, light bandage, tape, sunscreen, methylated spirits etc.

For the landcrew

The following checklist is a result of several years experience with the Hawkesbury Canoe Classic, both landcrewing and paddling ... in dry years and wet. In past surveys, 75% of landcrew admitted they were caught short with too little warm clothing.

Light: Bright torch (spare batteries), gas lamp etc. but don't shine it at the paddlers!!

Stove: For convenience and in case of wet weather, a small stove can be handy (when fire bans permit).

Seating: Folding stools and chairs.

Shelter: Beach umbrella or small lightweight tarp or tent

Warm clothing: This includes your beanie, gloves, warm jacket, and rain gear.

Spare footwear: Your feet will get wet pushing and pulling craft in and out of water.

Backpack: Big bucket or equivalent; some checkpoint sites are a 10 minute walk from the car.

Stationery: Clipboard/folder, pen and paper.

Other: Esky/hamper, blankets, groundsheet, spare garbage bags, watch, insect repellent, drinking water in bottles, waterproof jacket, alarm clock.

The most important thing that you can offer your paddlers is lots and lots of encouragement!!

Directions and driving

The distance by car from Start to Finish is 153.5 kilometres. We suggest that you drive over the route in daylight before the night of the Classic.

Race Officials have put signs up where possible to indicate the route landcrews should take. Maps are provided with detailed instructions. However, we also recommend that drivers have a local map in case signs have been removed.

Because of the time frame involved and the difficulty in getting sleep at checkpoints, it is a good idea to ensure there is more than one driver in the landcrew. Try to ensure the driver gets some sleep while parked at the major checkpoints.

If not driving your own vehicle, become familiar with it prior to its owner starting the race and don't forget the keys! A spare set may come in handy.

As fuel is difficult to obtain during the night, ensure that your vehicle's tank is full before leaving Windsor. Filling before arriving at the start is advisable.

Driving at a steady pace will enable landcrew to reach the major checkpoints and prepare for their paddler in plenty of time.

Care is required on roads which are often narrow with sharp curves as they wind from the ridges to the river and vice versa.

When driving from Checkpoint Sackville (**D**) to Wisemans Ferry (**I**) it is suggested landcrews return to the main road (old Northern Road) via Maroota. This avoids the narrow, winding, gravel sections of the road as it follows the river.

When driving from Spencer to the finish, use the Freeway. Take the Mooney Mooney exit and follow the signs to the finish. Time taken to drive from Spencer to the finish will be about 60 minutes.

Please **DO NOT SPEED**. Many landcrew are driving unfamiliar cars on unfamiliar roads and great care is required. Please **TAKE CARE** and help make the Hawkesbury Canoe Classic safe and enjoyable.

Don't drive home straight away. Have a rest or watch other competitors finish. Don't ruin the weekend by having an accident on the way home.

Sufficient parking is available. However, there may be a long walk to the actual checkpoint. Landcrew are advised to have carry bags or backpack for carrying equipment to paddlers, especially if visiting Checkpoint Sackville (**D**) where the beach can be up to 3 km from the nearest parking.

Your race plan

A race plan is a summary of what the paddler is hoping to achieve, where they plan to stop and what they need at that stop.

There are checkpoints all along the river starting at **A** through to **T**. Most of these are not visible or accessible to landcrew. Landcrew checkpoints are called major checkpoints. They are Cattai (**A**), Sackville (**D**), Wisemans Ferry (**I**), Spencer (**O**) and Finish.



Goals

Each paddler has some idea of what they hope to achieve from the event. Are they desperate to finish or happy to get as far as they can? Are they trying to win their class or break a record?

It is important that you are told what these goals are, so you can help your paddler achieve them.

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The start

- Ensure your paddler arrives with plenty of time to spare. If you are helping with your paddler's registration and scrutineering, allow 2-3 hours.
- After the paddlers have registered and paid their sponsorship, help them take their craft and compulsory equipment to scrutineering.
- At registration they will receive three stickers with their canoe number printed on them.
- Put one on the craft where the paddler can read it easily as a memory jogger at checkpoints.
- Put one sticker on the left side of the front windscreen of your car and one on the back windscreen.
- Attend the briefing with the paddler at 2:45pm and listen for last minute instructions or changes.
- Help paddler on the water when their start is called.
- Once they have left you can leave for your first planned checkpoint.

Major checkpoints

Major checkpoints – A(Cattai), D (Sackville), I (Wisemans), and O (Spencer) – are located along the river where landcrew can meet their paddler and tend to their needs.

Race officials will indicate where to park. If numbers are high, parking may be at a premium. Please follow race officials' instructions and don't argue!

As soon as possible, go to the control area and check the progress board and message boards. Check your paddler hasn't withdrawn since you last saw them.

Find your paddler's canoe number on the **Progress Board** located near the official tent. These are big (2mx1.5m) notice boards listing every boat number and information about its progress.

If there is nothing beside it, your paddler has either:

- a) Not left the upstream checkpoint, or
- b) The message that they have left has not been received by the checkpoint officials.

Monitor the progress board to see if they have left the previous checkpoint.

As soon as they are marked as a "Due Soon", proceed to the river bank and prepare to help them.

After your paddler has left a major checkpoint, you should proceed directly to the next major checkpoint where you expect to meet your paddler. This helps us locate you if necessary.

Remember that some of the major checkpoints are on private property which is used by the Hawkesbury Canoe Classic thanks to the generosity of the owners. At all times landcrew are requested to be as quiet as possible and to respect the fact that other people are trying to sleep.

NOTE: The difference between driving time and paddling time means that you may reach the major checkpoint hours before your paddler. It is important that you get rest and sustenance also. Anticipate when your paddler will arrive and make the most of the intervening time. Set the alarm if necessary and time it to wake you up at least half an hour before your paddler is due.

Mandatory major checkpoints

Regardless of where your paddler is planning to stop, **all landcrew must visit these major checkpoints** and **stay there** until their paddler has passed through:

- **Sackville (D):** If your paddler just needs minimal assistance (e.g. change of drink bottle) they would be better to stop here as the beach access is better for the paddler. Parking will be provided in a local park and buses will be used to transport landcrew to the checkpoint.
- Wisemans Ferry (**I**)

Optional major checkpoints

Landcrew may also visit the optional major checkpoints. At these checkpoints it is possible to meet your paddler.

Cattai (A): This checkpoint is 12.4km from the Start and a number of paddlers like to stop at this checkpoint and adjust their craft. The checkpoint is in Cattai National Park.

Spencer (O): First you will need to check the progress board or message board to see if your paddler has withdrawn since you last saw them at Wisemans Ferry. If this has occurred, follow procedures for withdrawing.

As Spencer is not on the direct paddling line between Checkpoint **N** and Checkpoint **O**, most paddlers will not come anywhere near the shore. To allow for this fact, and the fact that the drive from Spencer to the finish takes as long as paddling it, landcrews may leave for the finish when they have been notified that their paddler has passed Checkpoint **N**.

However landcrew should wait at Spencer if:

- In the race plan, the paddler has indicated that they will be stopping at Checkpoint Spencer (O).
- Or a message arrives from Checkpoint N advising landcrew to wait as the paddler has indicated that they now need to stop (due to unforeseen circumstances) even though they may have indicated in the race plan that they would not.

When should I expect my paddler?

Hopefully your paddler will have some idea of how fast they paddle from their training program. If they have no idea, the time they take to get to the first checkpoint can be a useful guide to their E.T.A. downstream. The current tide graph in the race book can be used to help predict and adjust for the effect of the tide. Remember that paddler's times can slow by as much as 4km/hour if paddling against the tide compared to their speed with the tide.

How do I know where my paddler is?

While Race Officials have a running check of a craft's progress at each checkpoint, you will only know where your paddler is when the number appears on the "Progress Board".

This will indicate the time a message was sent that the craft had passed the checkpoint upstream. This is usually the prior checkpoint.

The times that the paddler arrives at and leaves the major checkpoint are also noted on this board.

If there is no information against the paddler's number, it means that the checkpoint officials have not had word that the paddler has left the upstream checkpoint.

Checks could be made to see which was the last checkpoint they had passed, however because of the volume of messages, these checks are not done except in an emergency.

What to do if I think my paddler is overdue?

Keep a track of what other craft are paddling before and after your craft. This gives an indication whether paddling conditions (which would affect all craft alike) are to blame. Although our system detects overdue paddlers, as a safety backup we recommend every landcrew should also notify checkpoint officials if they feel their paddler is overdue.

These checks will take time, please remember that one reason for the delay could be that the paddler is perfectly safe, but resting at a minor checkpoint upstream.

How will we find each other?

The checkpoints are **NOT** floodlit. The paddler's night sight is important; hence shining torches or lights at the paddlers is likely to receive adverse remarks!

Paddlers and landcrew devise different methods to stand out in a crowd. Whatever you choose, don't make it too noisy or too bright. Remember that locals and other landcrew are trying to sleep and don't blind the paddlers.

There may be occasions when officials need to find you. Ensure that you display the sticker with your paddler's canoe number on the left side of your front windscreen and on the rear windscreen, so they can find you. The make and registration number noted on the entry form can also be used if we need to find you for any reason.

It may be useful to arrange to meet your paddler at a specific part of a checkpoint to reduce the possibilities of not finding each other.

What do I do when my paddler arrives?

- Help paddler out of the craft. This may require standing in the water.
- Lift the craft to a safe place on the land, or stand by the craft if on the water for a quick departure.
- Dry paddler's hands.
- Monitor your paddler for excessive tiredness, irritability, stubbornness and hypothermia.
- Sponge out any water from the craft.
- Check drink and snack supplies in the craft.
- Ensure they are adequately clothed.
- Prepare maps for the next section of the river.
- Massage back and shoulders lightly if needed.
- Encourage them. If they are doing better than expected, let them know. If not, they may have had unreal expectations, check to see how they are doing compared to others in their class. The Race Day booklet lists all paddlers in class order as at the close of entries.

Can I meet my paddler at places other than major checkpoints?

- Absolutely Not!
- We appreciate the fact that the beach areas at Major Checkpoints can get crowded, however, this is a safety issue.
- If your paddler stops somewhere else for longer than 10 minutes they will probably be considered overdue at the next checkpoint and searches could be instigated which could create difficulties for other paddlers.
- Sticking to the official checkpoints means you can enjoy camaraderie with other landcrews.
- Paddlers must ensure their craft number is checked IN at checkpoints before stopping. Again, time has been wasted in the past as officials search for "lost" craft that are drawn up to the beach just before the checkpoint "IN" station.

What do I do while I'm waiting?

- While the landcrew is motivating the paddler, who motivates the landcrew?
- Don't landcrew alone!!
- Entertainment – take cards, music, games, people, food and “light refreshments”. Don't drink and drive!
- Keep track of your paddler's progress and be ready.
- Circulate, talk to other landcrews and officials.
- Have a change of clothes for yourself. Be comfortable, keep warm.
- Some checkpoints may be glad of some help. Don't be backward in offering to help, particularly if they seem busy.
- Try having the driver sleeping while the second landcrew waits on the beach, then switch so the beach landcrew can sleep in the car between checkpoints.

The Finish

- Follow parking directions from the volunteers.
- Cheer in other finishers as you wait for your paddler.
- Remove craft from the landing area as soon as possible, it can get very crowded if you delay.
- Return canoe number and cyalume holders.
- Pick up certificate showing elapsed finishing time.
- Although they are tired, paddlers may show enthusiasm. Ensure they rest and get warm while you put away equipment.
- Encourage paddlers to change clothing, even if not wet, and see the Red Cross for aid if needed. Race Souvenirs may be on display, check to see.
- Hot sausage sandwiches and a cup of coffee are a big hit at the RVCP Hawkesbury River BBQ!

What do I do if my paddler wants to withdraw?

- All paddlers get tired and dispirited at some time during the event, particularly if they have been battling an incoming tide.
- They may just need a rest and some sustenance.
- Sports Physiotherapists and volunteers from the Sydney Red Cross Mobile Aid Detachment unit are on hand to give massages and help with blisters. This treatment, a warm drink and a short rest may rekindle their determination.
- Assess their situation and suggest they just take it checkpoint by checkpoint.
- If the paddler feels they cannot finish the event, remove the canoe number from their craft and take it to the **checkpoint official** to give official notification.
- If this is not done an unnecessary search and rescue will be started which may endanger the lives of others who are in real difficulty.
- **On no account should paddlers leave without going through this process.**
- Once a paddler withdraws they may not re-enter the event.
- Whilst we make every effort to encourage and enable every entrant to finish, we do ask that paddlers not make an overnight camping trip of the event. It is an all night event. Don't expect to get 8 hours sleep!
- Cut off times for leaving checkpoints apply at Wisemans Ferry (**I**) and Spencer (**O**).
- No paddler will be permitted to leave those checkpoints (or an upstream checkpoint) after those times.

Health and safety

The Hawkesbury Canoe Classic uses more than 400 volunteers to look after the safety and well-being of the 600 or so paddlers in the event.

Each craft is assigned a canoe number on Race Day. Officials note the progress of this number as the craft proceeds past each checkpoint and relays the number by radio to the next checkpoint.

The downstream checkpoint lists this number in order with its other "Due Soons". As each paddler arrives, their number is crossed off the "Due Soon" list.

If a number is not marked off but other Due Soons have, this sends an immediate alert that your paddler may be overdue.

Checks are made and searches instigated if necessary. Each checkpoint has access to search and rescue craft available to travel back to the last checkpoint looking for an overdue canoe.

Some craft do not give their number as they pass each checkpoint and these are marked as overdue until it is confirmed that they passed the next checkpoint downstream. To avoid the motorised rescue vessels needlessly disrupting other canoes, searches are only made when it is certain that the canoe is overdue.

Hypothermia – Severe

Signs & Symptoms

- Shivering stops
- Incoherent
- Irrational behaviour
- Inability to walk
- Unconsciousness, with a death-like appearance
- Slow or irregular pulse and slow shallow breathing

Management

- Reduce heat loss
- Protect from wind and other conditions before removing wet clothing, eg. in a tent or shack.
- Remove excess wet clothing being careful not to expose the casualty to the elements which could lower body temperature even further.
- Put on more dry clothing, covering exposed areas,
- Increase heat production (re-warm gently)
- Increase muscular activity.
- Gently rub them.
- Wrap in blanket.
- Share body heat.
- If conscious, give warm food and drinks.
- Do not give the paddler alcohol.
- Do not apply external heat as it will cause cardiac arrest.

- Contact checkpoint co-ordinator or Red Cross.
- Protect from wind and other environmental conditions before attempting to remove wet clothing e.g. in a tent or shack.
- Remove excess wet clothing – be careful not to expose the casualty to the elements which could lower body temperature even further.
- Gently rub them.
- Increase heat of the environment.
- Wrap in blanket.
- Share body heat.
- If conscious give warm food and drinks.
- Do not give alcohol.
- Contact checkpoint co-ordinator or Red Cross.
- Put on more dry clothing, covering exposed areas.
- Increase heat production (rewarm gently).
- Increase muscular activity.

Hypothermia – Mild

Signs & Symptoms

- Skin numbness.
- Shivering.
- Muscular unco-ordination.
- Mental sluggishness.
- Loss of memory.

Management

- Reduce heat loss.

What happens if my paddler needs assistance?

If the paddler is between checkpoints on the water, they should attract the attention of other paddlers and explain their problem.

Under the "race rules", other paddlers are obliged to assist if they can or otherwise notify the nearest checkpoint of the problem. Any time taken to do this is claimable under the Redress rule.

Checkpoint volunteers are available to help paddlers at "minor" checkpoints and volunteers from the Sydney Red Cross Mobile Aid Detachment and the Sports Physiotherapy Group are on hand to help at "major" checkpoints.

If for some reason you are delayed and cannot meet your paddler at a major checkpoint, try to notify another landcrew, so they can inform the checkpoint officials of your delay. If your paddler can't find you, they should check in with Red Cross or Race Officials who will have blankets to keep them warm and can supply basic food and drink until you arrive.

For Volunteers

We need volunteers!

The organisation of the Hawkesbury Canoe Classic is run totally by volunteers who give up hundreds of hours of their time to ensure the classic is successful.

If you want to be involved in the race and support the Arrow Bone Marrow Transplant Foundation we need people to assist with registration, sponsorship, scrutineering and to help on checkpoints down the river throughout the night.

No special skills, experience or training is required – just your presence and your enthusiasm. We will provide briefing notes and/or the opportunity to attend a pre-event briefing so you can learn all about the task assigned to you.

How will you know what you have to do?

Once you have registered online we will contact you to let you know what task has been allocated to you and other information you need. We usually finalise this information in the two weeks leading up to the event, so it might be a little while before you hear from us ... but we haven't forgotten you!

Some tasks include one or more of the following:

- Information desk
- Registration
- Merchandise sales
- Sponsorship
- Scrutineering
- Checking canoes in and out of checkpoints

What do I need to bring?

Enthusiasm! And please remember to dress according to the weather (warm clothing, rain jacket, hat, sun cream) and wear comfortable shoes.

At volunteer registration, you will receive a t-shirt to be worn on the day, so that you can be easily recognised.

Note: there are no secure facilities to leave personal belongings in the car or at home.

What time do I need to be there?

The times volunteers are required to attend vary from checkpoint to checkpoint. At the start you will be needed from 9am until around 3pm. At a checkpoint you will be needed from around 2pm onwards.

Support organisations

The continued success of the Classic is reliant upon the dedicated support of a number of volunteer organisations who give up their time to ensure the safety of paddlers, volunteers and landcrew alike.

The Hawkesbury Canoe Classic Association is grateful for the support of following organisations:

Royal Volunteer Coastal Patrol (RVCP)

Provides over 50 vessels and support personnel. Many of the vessels are used as checkpoints and also provide a radio network to allow for search and rescue if required.



Sydney Voluntary Aid Detachment of Australian Red Cross.

Provides frontline first-aid, looking after paddler's welfare before, during and after the event. The team also provides an invaluable pre-race preventative bandaging service at the start.



Australian Red Cross

WICEN

Volunteers from WICEN run a secondary more extensive radio link. In many sections of the race, WICEN's radio network links computers that process much of the data concerning the whereabouts of paddlers.



NSW Maritime Authority

Authorises river closure from the start



to the Sackville Ferry. This is invaluable to the safety of paddlers and we are indebted to NSW Maritime for their continued support.

State Emergency Service

Provide assistance with rescue vessels, staff checkpoints and parking control at major checkpoints. They also provide safety vessels to control the car-ferry cable crossings.



The Sports Physiotherapy Group

Provide massages and stretching exercises to assist paddlers and help prevent muscle problems. A massage at Wiseman's



Ferry has enabled many a paddler to make it to the finish.

Other Groups involved at checkpoints include:-

Lane Cove River Kayakers, River Canoe Club, Alan Jones Hawkesbury Canoe Club, Windsor Canoe Club, Arrow Bone Marrow Transplant Foundation, Prostate Foundation, 2nd Gordon Scout Group and Boys' Brigade Australia – 146th NSW Company Blacktown. Some checkpoints are still run by ex-students of Outward Bound .

The Classic is very grateful for the support of all the volunteers. It is only through their assistance that the event continues to go from strength to strength.

Thank you to the following landowners who have donated the use of their land as checkpoints –

- Hawkesbury City Council - Start
- National Parks – Checkpoint A
- Pacific Park Waterski Gardens & Motor Cycle Park - Checkpoint C
- Ken & Mandy Anderson for Checkpoint D
- David Hooker for Checkpoint F
- NSW Waterski Association for Checkpoint I
- Roy Fox for Checkpoint K
- Greg Rowell for Checkpoint O
- Gosford City Council – Finish



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Race Day

Paddlers must register between 9:30am and 2:30pm on Race Day. Please see recommended scrutineering times allocated according to your start time. You are welcome to complete scrutineering ahead of your allocated timeslot. Registration before midday will avoid long queues and enable you to relax, prepare your craft and enjoy watching the day's activities.

Before you leave home on race day, check that you have all your compulsory equipment (listed under Race Rules), fundraising forms and money and raffle ticket butts.

Check that your landcrew has all appropriate equipment as suggested in the landcrew section.

Plan to arrive at the start from 9:30am onward. Park your car as directed. There is plenty of parking in the paddock at the end of the roadway through the park.

Start: Macquarie Park, Windsor NSW

Finish: Deerubun Reserve, Mooney Mooney

Distance: 111km

Registration: 9:30am – 2:30pm

Scrutineering: 10:00am – 2:30pm

Red Cross: Open at 1:00pm

Sports Physios: Open at 1:00pm

Briefing: 2:45pm this is mandatory for both paddlers and landcrews

Start Times: From 4:00pm till 6:00pm

Registration

Registration opens from 9:30am. You are not required to bring your craft to registration – leave it with your landcrew near or on your vehicle.

Your registration card must be stamped as meeting both registration and sponsorship requirements before you receive your Canoe Number. This is put on at scrutineering.

Paddlers registering after 2:30pm will do so at the discretion of the Race Director and will be subject to an automatic fifteen minute time penalty.

Sponsorship Requirements

A \$200 minimum (\$100 for junior paddlers) donation must be paid by each paddler before starting. This can be sent to the Entries Co-ordinator with your entry fee prior to close of entries, or paid on Race Day after registering.

If you are being sponsored and have not received this money yet, then you will need to pay from your own pocket. After the race, funds should be collected from donors and your prepayment reimbursed. The balance should then be sent to the Race Director.

All raffle tickets issued to all paddlers in your craft must be returned, along with the appropriate money.

Any raffle books not returned must be paid for.

These requirements must be met by all paddlers in the craft before the Canoe Registration Card can be stamped.

Scrutineering

Take your craft and all crew members' compulsory equipment (you don't need your paddle at this stage). Your craft will be checked for compliance with the Craft Specifications. Your Canoe Registration Card is again stamped.

To carry out registration and scrutineering without your paddling partner(s) you must have all fundraising forms, monies and raffle ticket books issued for **EACH** paddler in your craft and their compulsory equipment. Your craft will not be accepted for scrutineering until these requirements for all paddlers in your craft are met.

Scrutineering Times

Start Time	Scrutineering
4:00 – 4:45pm	10:00am – 12:00noon
5:00 – 5:15pm	12:00pm – 1:00pm
5:30 – 5:45pm	1:00pm – 2:00pm
6:00pm	2:00pm – 2:30pm



Don't be sent to the end of the scrutineering queue!

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Canoe number

Upon presenting your completed Canoe Registration Card at scrutineering, you will be issued with front and rear cyalumes and your canoe number.

Briefing

The race briefing will occur at 2:45pm. It is compulsory for all paddlers and landcrew to attend. The briefing will contain 'up to the minute' essential race information.

Paddlers in the first Brooklyn or Bust singles start at 4:00pm are advised to attend the briefing dressed ready for the event. Marshalling for their start will occur soon afterwards.

Warm up

Volunteers from the Sports Physiotherapy Group will lead a stretch and warm up session at 3:15pm. This will be held immediately after the Raffle Draw.

Marshalling gates

Craft will be marshalled approximately 20 minutes before designated start times. Equipment will be rechecked by officials and cyalumes "ignited".

Paddlers and craft will then pass through a marshalling gate. Here they hand in their Canoe Registration Card and their essential equipment is rechecked. You must not enter the water at any point other than through these "gates". Numbers are checked off. You will otherwise not be recorded as an official starter.

Start procedures

The first start will be at 4:00pm.

No craft will be permitted to start the event at any time before the allocated starting time for its class. Paddlers who wish to start early may do so by ticking the Brooklyn or Bust class on their entry form. They become non-competitive, however times are still recorded and medals awarded for finishing.

Craft missing their start will be started at the discretion of the marshal with the paddling time to commence from the time their particular class started.

The starting line is marked by flags. The starting commands will be 'Ready' followed by a shot or other starting signal. Any paddler detected making a false start by Race Organisers will incur a **fifteen minute time penalty**.

Tide Charts

The tide chart is provided to let paddlers know when they will be travelling with and against the tide. It also lets you estimate your times of arrival at the checkpoints.

Here is an example of how to plot a course on the tide chart, using a Brooklyn or Bust double (BorB2) starting at 4.30pm and finishing 13 hours later as a typical case. You can apply a similar method for whatever craft you may be paddling.

Tide flow on the Hawkesbury varies, but can add or subtract up to 2 kilometres per hour (kph) to your normal paddling speed. So for a Brooklyn or Bust double kayak with an average speed of 11km/13hrs = 8.5km/h, they can hope to travel at 10.5km/h at peak outflow, while they will struggle along at 6.5km/h when the tide flow is most adverse. Such a large variation in speed clearly affects your ease of passage down the river and when your landcrew might expect you to arrive at the major checkpoints.

Plotting your course

Plotting your course on the tide graph will let you estimate your arrival time at the major checkpoints.

You need to know:

Start time: See the Start Time chart in this booklet. For BorB2, its 4.30pm.

Course time: Estimate of the number of hours to complete the course. Allow for whether you feel you will be faster or slower than paddler norm. For our BorB2 example, its 13 hours.

Estimated finish time: This is the start time plus course time. For the BorB2 crew, its 4.30pm + 13hours = 5.30am.

Plot your base course: You can now plot your base course on the tide graph. Follow these steps:

- Plot start time on left vertical axis, point A.
- Plot finish time on right vertical axis, point B
- Join A to B with a straight line (no-tide course). This would be your time down the river assuming no tidal flow and no stops at checkpoints.

Tidal effect

The average tidal effect on the fleet between a high and low is approximately 0.5kph. For one 6-hour tide flow, you will gain or lose about 3km, equivalent to saving or losing about 20 minutes paddling time.

See page Xx for information about tides.

Checkpoints

Orange lights - flashing

Paddlers are required to call out their craft number to race officials whose position is marked by an orange flashing light. The checkpoint officials may be on a boat or on the shore. The orange lights may be a short distance from the checkpoint identification sign. Remember not to call out at the same time as another paddler – leave a gap if possible.

Boat checkpoints: The light will show which side of the boat to pass on.

Land-based checkpoints: These are sited to give spotters the best vantage point, so they may not be right at the checkpoint site.

Spectators on the river bank have been known to request craft numbers. Just think of it as practice for the next real checkpoint and report the incident there.

Major checkpoints: These have an IN and an OUT station requiring paddlers to give their number twice. Please call out your number clearly and loudly to ensure it is recorded at both control points.

Checkpoints are identified by a large letter, illuminated by a flashing light.

Paddlers can obtain assistance at the checkpoints. They are the only places that paddlers are permitted to withdraw from the event.

Safety network

As you pass through each checkpoint your number is relayed by radio to the next checkpoint which then marks you off when you arrive.

If you stop between checkpoints for any length of time or do not call out your number you will be considered as overdue. This will result in radio messages trying to confirm your whereabouts and a possible search. Please keep the race safe by making this only necessary in a real emergency.

Low tide pit stop

At the tip of the 180° bend half way between checkpoints **L** and **M**, a pit stop with soup, tea and coffee and a warm fire will be operating when the tide permits. You do not need to call out your number if you are not stopping. Only the numbers of craft that stop will be recorded.

Toilets

Toilets are available at all land checkpoints and the **L - M** pit stop. A map at the start will indicate land access points for emergency stops. The “pit stop” is the last convenient landing place before the finish if you do not wish to detour via Spencer.

First aid

Volunteers from the Red Cross Sydney Mobile Voluntary Aid Detachment and NSW Sports Physiotherapy Group are available at **D**, **I**, **O** and **Finish** for any paddler problems.

Major checkpoints

Major checkpoints at **A**, **D**, **I** and **O** provide access for landcrew to their paddlers. Landcrew must visit **D** and **I**. Checkpoints **A** and **O** are optional.

Should circumstances affect the running of the race, organisers rely on the fact that the paddlers’ landcrew can be contacted at the next major checkpoint.

Major checkpoint locations

- **Start:** Macquarie Park, Windsor
- **A:** Cattai National Park
- **D:** Sackville Ferry
- **I:** NSW Water-ski Grounds, Wisemans Ferry
- **O:** Spencer Boat Ramp
- **Finish:** Deerubun Reserve. North West side of Expressway Bridge, Mooney Mooney

Spencer checkpoint “O”

Spencer is the last major checkpoint before Finish. Paddlers face an extra kilometre detour up a side creek to reach the land checkpoint. Experienced paddlers usually choose to use the RVCP boat checkpoint set up on the main paddling line.

Minor checkpoints

Minor checkpoints are set up primarily as safety control points, while providing minor support to paddlers.

Landcrew access to minor checkpoints is prohibited except at the special request of the Race Officials.

The Hawkesbury Canoe Classic relies on the goodwill of landowners for the checkpoints, so landcrew must respect this no-access rule. A landcrew’s failure to do so will result in immediate disqualification of their paddler/s.

Vessel checkpoints

Where land access is not possible, minor checkpoints are on board vessels owned by members of the Royal Volunteer Coastal Patrol and staffed by them and Volunteer Race Officials

A limited supply of refreshments is available for paddlers. Withdrawal at vessel checkpoints should only occur in an emergency as landcrew access is not possible and transfers are difficult.

The vessel's position is largely determined by radio reception and anchorage places and may not be on the best paddling line. All paddlers are affected in the same way, so please detour if need be.

Where to eat?

Food is available at:

- **Start** – Francescos Seafood Restaurant / Kiosk
- **Checkpoint D** – Rural Fire Service
- **Checkpoint I** – Wisemans Ferry Ski Gardens
- **Finish** – Hawkesbury RVCP BBQ

Noise

Permanent campers reside at Sackville (**D**), Wisemans Ferry (**I**) and Spencer (**O**). Please respect their rights. We visit these checkpoints at "unearthly hours" and we do not want to wear out our welcome.

Handicap Factor

A corrected time will be calculated for all craft except those entered in Brooklyn or Bust by multiplying their time by the handicap factor for their class as calculated from the table.

Factors for OPEN classes were calculated in such a way that a paddler finishing in the time indicated would receive a corrected time equal to 10 hours.

Sex/age factors have been determined to adjust the open factor for the ladies, veterans, junior and mixed classes. Thus, the open factor multiplied by the relevant sex/age factor can give a handicap factor for any combination of sex/age and craft.

The handicap winner will be the paddler with the fastest corrected time.

Those choosing to enter the open class will be assigned the open handicap factor.

Race Results

You receive your race time as you cross the finish line and can also pick up your race certificate.

A number of perpetual trophies are awarded at the Presentation Dinner:

Overall – The Whiddon Trophy

Mixed – Jenny Barnes Memorial Trophy

Junior – John Hextall Memorial Trophy

Ladies – Water Ski Gardens Prop Assoc.

Veteran 40+ – Canoe Specialists Trophy

Veteran 50+ – Len & Dawn Farnham Memorial

Veteran 60+ – Blue Earth Trophy

Handicap – Handicap Cup

Presentation Dinner

North Ryde Art & Community Centre

201 Coxs Road

North Ryde

Saturday 21 November, 2009 at 7:00pm.

This is a great opportunity to get together with some of your fellow paddlers and rehash 'The Great Race'. It will also give some of you the chance see your comrades from a completely different angle, ie the front instead of the back.

We will be presenting:

- Perpetual trophies to our major achievers
- Race trophies to all class winners
- Special awards to our silver, gold and "beyond" paddlers
- Team Trophies
- Landcrew awards
- Fundraising cheques to our supporter organisations
- Prizes to top fund raisers
- Certificates to paddlers who raise over \$500
- Raffle prizes will be sold and drawn on the night

Tickets for the dinner are \$44 per person inclusive of GST and are available from Joy Carter on (02) 9979 6969 or by writing to 57 Waterview Street, Mona Vale. Note that the dinner is BYO drinks.

Payment can be made by Credit Card (MasterCard or Visa Card), by mail or phone, cash or cheque.

We encourage all prize winners to attend the presentation dinner to enjoy your moment of glory. If distance or something else prevents your attendance please contact Wendy McLean on (02) 4358 1133 to arrange an alternative means of collecting your trophy.

Trophies

Class Trophies

Trophies will be awarded at the Presentation Dinner to all winners of constituted classes who complete the full race distance. It is the responsibility of those not attending the dinner to make arrangements to pick up their trophies from the organisers. Persistence awards will be presented at the Dinner to paddlers who complete multiple classics.

All paddlers are presented with a medallion as they step from their craft at the finish. If it is their 5th or 10th finish, these will be special silver or gold medallions awarded at the Presentation Dinner.

Ribbons will be posted with results and are awarded for all class winners where:

- Two or more craft started and
- The winners complete the full race distance.

For all class second places where:

- Three or more craft started and
- The second place getters complete the full race distance.

For all class third places where:

- Three or more craft started and
- The third place getters complete the full race distance.

Defence Force Cup

Rules

Each team will consist of three boats of any class in any combination. For example, a team could consist of a K1, two TK2s, a canoe and a surf ski.

The results are based on the handicap time for each boat. A handicap time is calculated for each boat that finishes. Each type of boat is assigned a handicap factor to even out the inherent differences in speed between different types of boats and to take account of the age and sex of the paddler in that boat.

It is the responsibility of a service co-ordinator to advise the organisers of boats entered on behalf of that service before the start. If the race organisers are not advised of your being a member of a Defence Force prior to the start, you are not eligible to be included in a Defence Force team.

66% of the team must be current members; the remainder must be ex-members or the family/spouses of current members. The winning team must make available, on request to the race committee, records and documentation providing proof of eligibility.

The actual composition of the team need not be entered prior to the start (unless you wish to enter more than one team). For example: if your service has only 7 boats participating in the Classic, you can

wait and see how each of these goes, then pick your three best performers.

If only four boats finish, the slowest finishing boat's handicap time +20% is used in lieu of the fifth handicap time in calculating the total team time.

Services may enter more than one team. If the Service has a number of boats competing, they can compete as separate teams e.g. Holsworthy 1, 2 and 3 etc. However, if this happens these teams must be nominated before the start. Theoretically, it is possible to have three teams entered (15 boats) and win first, second and third places.

Boats can be a part of only one team.

Your team co-ordinator must calculate the team times and submit them for the competition. This must be done after the race by listing the names, canoe numbers, individual handicap times and total handicap time of their 5 fastest boats.

The winning team will be the Defence Force team with the lowest total elapsed time on handicap.

Commonwealth Bank Cup

Rules

All constituted clubs, canoeing or otherwise and any recognised bodies are permitted to enter. It is the committee's intention not to limit any bona fide club or organisation from entering this competition.

Paddlers must specify their club on the entry form.

Each club should have a co-ordinator who is notified of their paddler's entry into the Hawkesbury Canoe Classic.

A craft cannot compete for more than one club.

A multi-person craft is eligible only if all crew are members of the club they are competing for.

All persons competing for a club must be current members of that club. This is to prevent clubs from "stacking" their entry by including non-members.

Less than 10 craft can compete, but points will be awarded to the 10 best performing craft from each club on the following basis:

- 1 point per kilometre paddled per craft
- 50 points for finishing per craft
- 25 or 50 points per craft for coming within 1 hour of the current Class Record. If no record exists, then within 1 hour of the open record. If no open record exists, then within 1 hour of the overall fastest time
- 50 points for breaking a class record

In addition to the 10 best craft, any further eligible craft will be awarded points at 10% of the rate applying to the best 10 craft.

The club co-ordinator should forward the details of their 10 fastest craft and the names of any other club

members, with a calculation by the club of the number of points earned to the Race Controller.

The winning club will be the club with the highest number of points. The winning club must make available, on request to the Race Committee, records and documentation providing evidence that all competitors are current members of that club.

Macquarie Bank Cup

Rules

Corporations may enter as many craft as they wish.

The results of the best 3 craft from a corporation shall determine a corporate team time. Should there be sufficient craft from one corporation, further groups of 3 craft shall determine additional corporate team times. Craft can only be a member of one team.

A corporate team shall consist of three craft of any class in any combination. For example a team could consist of a TK1, a TC2 and a Long Recreational boat.

The winning team will be that team with the lowest total handicap time over the greatest distance travelled (maximum of 333km).

The results are based on the total handicap time for the three craft. A handicap time is calculated for each craft that finishes. Brooklyn or Bust paddlers are not eligible. This will even out the differences in speed between different types of craft and also take into account the age and sex of the paddler in that craft.

To be eligible, at least 66% of the paddlers must be employees/members of the entered corporation. The remainder must be ex-employees, family or spouses of current employees. If requested, you must provide appropriate supporting documentation.

It is the responsibility of the team co-ordinator to advise the organisers of the craft entered on behalf of the corporation before the start. If organisers are not advised, you are not eligible to be included in the Macquarie Bank Corporate Team Award. Team composition cannot be altered after the start.

Volunteer Award

Bruce McLean Memorial Trophy

Rules

There is no restriction on the number of entries, however each entry must meet all of the selection criteria.

All nominations must be in writing (500 words or less) detailing the volunteer's outstanding efforts and include his / her / the group's name.

Only paddlers and landcrews can nominate a volunteer for this award.

Scouts Award

Frank Marsh Memorial Trophy

Frank Marsh paddled in his first Classic at the age of 55 and continued competing until he was 60.

His main goal was to finish and he battled on valiantly year after year, but only managed to complete the 111km once. He was a source of encouragement to many paddlers, particularly the Eastwood Rover Group who commemorated him with a trophy encouraging members of the Scout and Guiding movements to compete in the Classic.

Rules

This competition is open to all uniformed members of the Scouting and Guiding movement (over 13 years of age). Teams are based on the district boundaries recognised by the NSW Scouting Association.

All participating paddlers must specify their district or group on their entry form.

A craft cannot compete for more than one district, i.e. all crew members must be from the same district.

At least 66% of the team must be current members, either of a group in that district or rangers residing in that district. The remainder must be ex-members or immediate family/spouses of current members.

Less than 5 craft can compete, but points will be awarded to the 5 top scoring craft from each district with 1 point being awarded per craft for each kilometre paddled. A further 50 points will be awarded for finishing. The co-ordinator of the District must provide details of the craft numbers of the top 5 scoring craft in their district, with the number of points earned.

The winner will be the district with the highest number of points. In the event of two districts having equal points, the winner will be determined by the lowest total handicap time of the eligible craft.

The winning district must make available on request to the Race Committee, records and documentation providing evidence the team meets eligibility criteria.

Corporate Cup – Arrow Cup

This trophy will be awarded to the company whose paddlers collectively raise the highest sum.

To be eligible, a paddler must be either:

- An employee / member of the corporation;
- An ex-employee of the corporation; or directly related family of a current employee.

On request, the corporation will provide evidence of eligibility of paddlers. Paddlers in multi-crew craft from different corporations are still eligible to contribute to their company's sponsorship totals.

It is the responsibility of the co-ordinator to advise of the paddlers entered on behalf of that corporation and the total sponsorship sum raised.

Landcrew Award – The Teabag

Certificates of appreciation are awarded to landcrew nominated by their paddlers for meritorious service and attention to the desires of their paddlers. From all nominations, a selection panel will award the Teabag Trophy to the landcrew they consider to be the most outstanding.

Rules

- The effort is to be of significant benefit to the paddlers.
- The effort should personally involve each member of the landcrew, otherwise individual nominations are required.
- The landcrew must be acting entirely voluntarily.
- There will be no restrictions on the number of certificates presented, however each certificate must meet all of the selection criteria.
- The entire landcrew, several members or an individual may be nominated.
- All nominations must be in writing (500 words or less) detailing the landcrew's outstanding efforts.
- Only paddlers and Classic officials can nominate.

2008 Winning Landcrew Nomination

We'd like to nominate our landcrew, Rob Grozier, Michael Robinson and John Hatton for doing what landcrew do best – being there for us when we need them.

As Ian and I notch up our 5 years this year, we know we couldn't have done this without Michael's 5 years of consecutive land-crewing. On top of that both Rob and Michael are volunteer scrutineers during the day on Saturday. They were both up at the crack of dawn on Saturday bringing the tarpaulins and setting up for the Race. Then without a break, they turned around and land-crewed for us. At Wisemans Rob was waiting for us on the river bank, and they warmed us up with hot chocolates, hot food, bad jokes and dry clothes before sending us back down the river with full tummies and full water bladders.

We are also indebted to John Hatton who drove us there on Saturday and helped us get ready for the race. After spending Saturday night with a group of rugby-tragics, he didn't get the pleasure of a sleep-in, but woke up in the middle of the night and drove to Brooklyn so he could drive us all home safely. We are extremely grateful to them all for dedication above the call of duty, and impressed at their great teamwork which kept everyone safe.

What's in it for them? Hopefully the fun of being part of this great event, and the camaraderie the paddlers and land-crew share. We can't thank them enough, because without landcrew it's quite simple, we can't race.

Cheers - Cathy Miller and Ian Vaile

Race Rules

It is your responsibility to read the race rules carefully and observe them at all times when participating in any Hawkesbury Canoe Classic event.

The Race Committee reserves the right for whatever reasons to shorten or abandon the Classic (for example on direction of a government department or for safety reasons) and to make subsequent decisions regarding results, handicap times, reconstituting classes and the awarding of medallions and ribbons.

All paddlers must obey all directions by Hawkesbury Canoe Classic Officials (including RVCP and NSW Maritime Authority personnel). **Penalty - disqualification.**

In the event of a cancellation prior to the start, a proportion of race entry fees may be refunded. In that event there will be a recorded message on the Race Information Number 1300 853 541.

The Race Committee reserves the right to disqualify, refuse entry or impose time penalties for any breach of the Race Rules.

Entering the race

Lodgment of entry form: Complete the entry form and send together with your entry fee of \$80 (\$44 if under 18, a full-time student or pensioner concession holder) to the entries coordinators. Entries must be received on or before 5pm on **Friday 9 October 2009**. Entries may close earlier if maximum number of craft (450) is reached.

Online: www.canoeclassic.asn.au

ENTER EARLY TO AVOID DISAPPOINTMENT!

Entry fee: No entry will be accepted without payment of the entry fee. Please make entry fee cheques payable to: The Hawkesbury Canoe Classic.

Concessions: If you are claiming the concession rate please ensure you enclose a copy of your Pension Card or Student Concession Card.

Late entries: If at the close of entries there are less than 450 craft entered, late entries will be accepted at the **Race Director's** discretion provided they are accompanied by an entry fee of \$160.00 per paddler.

Cut-off: Under no circumstances will any entries be accepted after midnight on **Wednesday 21 October 2009**.

Change of class: Any requested changes to classes after **Wednesday 21 October 2009** will require a \$20 donation.

Cancellations: Entry may be cancelled up to close of entries 5pm on **Friday 9 October 2009** and a refund will be issued (less administration fee). Any cancellation after 5pm on **Friday 9 October 2009** will not receive a refund. Should the event have to be cancelled for any reason, the organisers will endeavour to reschedule the event.

Outstanding debts: Entry will not be accepted if the previous year's sponsorship is outstanding or you have outstanding receipt books or raffle books from previous years.

Fundraising

Minimum sponsorship: No paddler is permitted to start unless they have paid a minimum sponsorship of \$200 per paddler or \$100 per student paddler.

Race Day: All raffle tickets and butts must be handed in on Race Day (unless sent to Entry Co-ordinator prior to Race Day). We encourage paddlers to actively seek donations.

After the event: Any money over and above the minimum required that is not collected until after the event should be sent to the race coordinator.

Race Classes

Juniors

To enter a junior class, the paddler must be at least 15 on the day of the event and under 18 years of age on 1 January 2009.

However a paddler between 13 years and 15 years on the day of the event may enter the Hawkesbury Canoe Classic provided they fulfill all the following:

- Are paddling in a craft with a partner who is either:
 - aged 18-25 and has paddled the Hawkesbury Canoe Classic before
 - or
 - is over 25 years of age on the day of the event.
- Have a parent or guardian as part of the landcrew.
- Have written permission from the parent or guardian to enter.
- Have a sports doctor's medical certificate stating the paddler is physically fit to paddle 111km, overnight.
- Complete two "familiarisation paddles".
- Enter in the Brooklyn or Bust (non-competitive) class.

Veterans

To enter the **40+ veteran class** the paddler must be over the age of 40 years before 1 January 2009.

To enter the **50+ veteran class** the paddler must be over the age of 50 years before 1 January 2009.

To enter the **60+ veteran class** the paddler must be over the age of 60 years before 1 January 2009.

You must enter your date of birth with your entry.

Open

To enter an open class, a paddler must be over the age of 18 on 1/1/09. If different age groups paddle in the one craft, the craft must enter in the lowest age group class or the open class (eg. Vet+50 & Vet+40 paddlers in the one craft can enter the Vet+40 or Open Class.)

Mixed

A mixed class must comprise of at least one paddler of each gender in the craft.

Constituted classes

A constituted class shall consist of a minimum of three craft that start. Only constituted classes are eligible for trophies.

Brooklyn or Bust

This is a non-competitive class. Handicap results are not calculated and paddlers in this class are not eligible for any time-based trophies or records.

Records

All paddlers in racing classes will be eligible to obtain a class record in the class nominated on their entry form. Fastest times will be recognised for all divisions of classes regardless of the number of starters. The full 111 km distance must be completed to be eligible for class records.

Equipment

Craft Buoyancy

All craft must have sufficient fixed buoyancy to remain floating level when full of water. Buoyancy will be assessed during scrutineering and if found to be inadequate, the craft must be rectified or automatically be disqualified from the event.

Some manufactured craft do **NOT** have enough buoyancy to meet this rule. It is the paddler's responsibility to be prepared for our higher-than-normal standards.

The following are acceptable forms of buoyancy:-

- Airbags which cannot be dislodged.
- Foam fixed in position.
- Core mat.
- Air-tight compartments with secure hatches.

Advertising on Craft

Promotion for sponsors, supporters, paddlers, Arrow Bone Marrow Transplant Foundation and other worthwhile causes is permitted (and encouraged) on craft entered in the Hawkesbury Canoe Classic. All money raised from advertising or sponsorship must be donated to the Hawkesbury Canoe Classic. No Paddler or Landcrew are permitted to raise funds for any other charity due to participation in the Hawkesbury Canoe Classic.

Buoyancy vests (PFD)

Requirement

For both legal and safety reasons all paddlers **must wear** a fastened Personal Flotation Device (PFD) that complies with the Australian Standards during the Hawkesbury Canoe Classic. PFD vests which conform are Type 2 or Type 3. Remember to re-fasten your PFD before leaving checkpoints, especially if you remove it to change clothes.

Paddlers detected not obeying this rule will be disqualified and directed to leave the course.

Testing

All Personal Flotation Devices will be tested as part of scrutineering because the buoyancy of jackets can deteriorate with age and therefore not support your weight in the water.

Testing consists of strapping a 5kg lead weight onto your PFD and then putting the jacket into a drum full of water. If the jacket floats it passes, if it sinks then the PFD has failed.

It is the paddler's responsibility to ensure all compulsory safety equipment is fit for the purpose it is designed for.

To overcome the hassle of starting the race with a wet jacket, pre-race testing will be available at all HCC lead up events. Check the website for details www.canoeclassic.asn.au.

Scrutineering

Each craft must be inspected at Windsor and checked for seaworthiness, buoyancy, compulsory equipment and compliance with Craft Specifications. Entry will be refused by the Chief Scrutineer if all requirements are not met.

All craft will be checked again by the marshalls as they go through the Start "gates" and may be rechecked during the event and at Finish.

Compulsory Equipment

Each paddler must have the following equipment. You must present it all for checking at scrutineering and when you go through marshalling. The Hawkesbury Canoe Classic is a demanding event that is run mainly at night so your safety equipment must be in good working order. Compulsory equipment can be checked and anytime throughout the event by race officials. If you are missing this equipment you may be disqualified.

Each paddler must have:

A tested buoyancy vest:

“Pea-less” whistle: This must be attached to the paddler’s PFD via a short string. Toy whistles are not suitable.

Waterproof light: Must be powered by at least one AA size battery or have an LED globe with a reflector. This light must be attached to the paddler’s PFD by a string.

Emergency blanket: This must be in easy reach of the paddler at all times while in the craft.

Sufficient solid food and drink:

Headgear: For protection against prevailing conditions.

Each craft must have:

Waterproof torch: (additional to the PFD light) with either LED bulbs and reflector, or incandescent globes powered by at least 2 x D size batteries. Dolphin torches, 2-D maglites and most new LED lamps are acceptable. The torch must be attached to the craft so that the paddler can retrieve it while seated in his or her normal position.

Maps: These are available from the web site www.canoeclassic.asn.au. You will need them to be waterproofed. If you require maps to be sent to you please contact the entries co-ordinator.

Canoe number (supplied at start).

Cyalume lights: Two are supplied and placed as directed. These must remain visible for the duration of the event.

Compass: Should be water proof.

Canoe number holder: All craft must have a canoe number holder fixed to the craft.

There may be random checks of compulsory equipment throughout the night by race officials. If you do not have your compulsory equipment, you may be disqualified.

Rules of the river

The Hawkesbury River is tidal from Windsor down with varying degrees of flow - depending on recent rains. Combinations of wind and tide can cause waves in all parts of the river. Hence spray skirts are recommended.

River width is variable, but noticeably widens after Checkpoint “H”. Large open expanses of water occur near Checkpoint “O” and at several locations downstream with the widest occurring on the last leg to the finish.

We strongly recommend that you drive and paddle the course in daylight hours as part of your race preparation. The most common points of confusion are the MacDonald River and Berowra Waters junctions. Remember, turn hard right at Wisemans Ferry and hard left at Bar Point (Checkpoint “Q”).

Windsor Canoe Club conducts familiarisation paddles over a number of weekends covering the full course. These are an excellent way to get to know the river and to talk to other paddlers.

Navigational lights

CAUTION: As paddlers approach both Spencer and Bar Point, a white flashing navigation light (cardinal marker) may be confused with checkpoint lights. These are indicated on paddler’s maps.

From Checkpoint **H** downstream, red and green navigation lights can be very helpful in choosing the correct paddling course. Remember, as you paddle downstream, the channel is on the left of the red channel markers and the right of the green markers.

Ferry cables

BEWARE: There are four car ferry cables to be crossed by competitors in the Hawkesbury Canoe Classic - Sackville, Lower Portland, Webbs Creek and Wisemans Ferry. NSW Maritime has placed the following restrictions on craft crossing ferry cables as part of the event's Aquatic Licence:

- No craft will cross ferry cables while the ferry is underway.
- Ferry cables will only be crossed midstream, in the marked channel and **ONLY** when the orange flashing light on the ferry is extinguished..

To help paddlers comply with these instructions there will be small floats with a blue strobe flashing light placed so that they form a gate about 50 metres upstream of each car ferry.

Competitors **must** pass through these gates and remain midstream until the ferry cables are passed. Each car ferry will have an amber flashing light mounted on it. This light will be turned on whenever the vessel is moving. No competitor may pass through the channel or cross ferry cables while the ferry's light is flashing. RVCP vessels will be stationed at each ferry to guide paddlers through the gates. Failure to comply with these instructions will result in disqualification from the event and may jeopardise the entire event for coming years.



Ferries: Red light either end with a green light over the red indicating direction of travel. Please note that the green light shows the direction of movement NOT whether or not it is safe to cross. All ferries will be displaying an orange flashing light when the ferry is moving.



Narrow channels

Paddlers must obey the NSW Maritime Authorities ruling regarding narrow channels. Always keep to the right hand or starboard side of a channel when proceeding through and do not impede the passage of other vessels using the channel.

Checking in/out

It is the responsibility of all competitors to ensure that their craft number is recorded at every checkpoint station indicated by a special orange flashing light. If the station is on board a vessel, it may also be marked by a string of cyalumes.

Stations will be positioned in the best spot for the safety network. Note that there may be two stations at major checkpoints (IN and OUT) or they may be away from the beach access point.

Look for the light and give your number. It is in your best interests, so we know where you are.

Paddlers failing to check **IN** or **OUT** at Checkpoint **I** will have a **fifteen minute time penalty** added to their overall time.

Land checkpoints: All craft must pass between the floating buoys and the river bank.

Boat checkpoints: All craft must pass within 10 metres of the checkpoint vessel.

Checkpoint O: Paddlers who are calling in to shore at Spencer do NOT need to go to the checkpoint vessel first.

Finish: All craft must pass the end of the pontoon.

Overtaking

The leading craft has the right of way at all times. The onus is on any overtaking craft to do so with safety.

As the river is generally very wide, do not cut in close to the slower craft. Give them plenty of room. Remember, a slower craft is generally more difficult to steer and control and is likely to be crewed by a relatively inexperienced paddler.

Equal times

If the group you are paddling with wishes to record the same time, indicate this at the Finish.

Paddler safety and progress

Emergency situation

Paddlers **MUST** assist any paddler in difficulty. If you fail to do so or to observe any safety regulation you will be disqualified.

Redress

The Race Committee will consider requests for redress from paddlers rendering assistance in an emergency.

Such requests must be made in writing to the Race Director within three hours of the paddler involved completing the Classic. This should state **WHERE** and **WHEN** the incident took place and details on any supporting witnesses. Adjustment of your time will then be considered.

Assistance

A competitor may not be accompanied along the course or assisted in any way by other craft not entered in the Classic or by any other vessel.

A competitor may receive assistance from landcrews. This is limited to first aid services, provision of food, drink and clothes, replacement of faulty equipment including paddles and help with repairs.

No exchange or substitution of craft or personnel is permitted in the Classic. In the event of a capsize, a competitor may receive assistance emptying their boat and regaining their paddling position, but may not be progressed in any way.

Protests

Protests must be addressed in writing to the Race Director within three hours after the paddler completes or withdraws from the Classic.

It should state clearly which Race Rule has been infringed and give details supporting this accusation.

This must be lodged with the Checkpoint Official, accompanied by a \$50 fee which will be refunded should the protest be upheld.

Withdrawals

Paddlers withdrawing **must hand in their canoe number** at the checkpoint of withdrawal. This avoids unnecessary searching when paddlers withdrew without notifying the checkpoint official. All craft must be accounted for before checkpoints can close down. If paddlers withdraw between checkpoints, the distance and time taken for results will be the time through the previous checkpoint.

If a craft is withdrawn, it may not re-enter the race.

Swapping paddlers or craft

The Classic is not a relay race and swapping of paddlers, craft or altering craft throughout the night is not permitted. If paddlers or craft are swapped or if the craft is altered without the Race Directors permission the craft will be disqualified.

Landcrew

No entry will be accepted without a landcrew. Landcrew must agree to be available at the **Start**, Checkpoint **D**, Checkpoint **I** and the **Finish** to tend to their paddlers.

Landcrew may also meet their paddlers at optional major checkpoints **A** and **O**. Landcrew must be prepared to return from Finish to **O** should the race be shortened to this point.

Landcrew are not permitted access to minor checkpoints unless requested to do so by Race Officials. Breaching this rule will result in the disqualification of the landcrew's paddlers.

Landcrew must pick up their paddler as soon as possible after notification of withdrawal at an upstream minor checkpoint. Directions will be provided by checkpoint officials on request.

Landcrew are not permitted to meet paddlers outside official checkpoints. If this is reported by a race official the paddler will be disqualified.

Large groups are not exempt from these rules. With the agreement of the Race Director, a group can have different landcrew at major checkpoints, provided the landcrew co-ordinator at each major checkpoint:

- Reports to the checkpoint marshalls.
- Arrives with their support team well before the leading craft in the Classic
- Remains with their support team until all their paddlers are accounted for at the following downstream checkpoint
- Has access to sufficient vehicles to promptly collect and carry any paddler plus craft who has withdrawn at that checkpoint or the preceding upstream minor checkpoints
- Carries enough spare clothes, food and blankets for all of their paddlers
- Continually monitors the progress board for any message concerning their paddlers.

Minimum progress - Cut off times

No craft will be permitted to leave a checkpoint upstream from and including:

- Checkpoint **D** (Sackville) after 11pm.
- Checkpoint **I** (Wisemans) after 5:00am Sunday.
- Checkpoint **O** (Spencer) after 9:30am Sunday.

Insurance

Hawkesbury Canoe Classic Association Inc. holds a Public Liability policy to cover itself as organiser, volunteers and public bodies. It does not cover competitors or landcrew for accidents whilst taking part in the event. We recommend that you take out your own personal accident insurance if you desire such cover for both the paddlers and landcrews. The Hawkesbury Canoe Classic Association requires all participants and landcrew leaders to read and sign the event disclaimer / indemnity.

Disqualification

Paddlers who are disqualified are not considered to be part of the Hawkesbury Canoe Classic from the time of the disqualification. Disqualified paddlers will not have their time recorded or receive a finishing medal and are not eligible for recognition in class placing or fastest recorded time. There will be no refund of race fee or donation.

Tables, Charts and Maps

Craft Specifications

	Craft Max.	Length *Min	Length Min	Beam Min.	Waterline Beam	Rudder
Racing	K1	520cm	457.2cm	-	-	OK
	K2	650cm	457.2cm	-	-	OK
	K4	1100cm	-	-	-	OK
	C1	520cm	426.7cm	-	-	No
	C2	650cm	426.7cm	-	-	No
	C4	900cm	503cm	-	-	No
	C7	1100cm	800cm	-	-	No
Touring	TK1	457.2cm	381cm	58.5cm	50.8cm	Trailing
	TK2	548.7cm	404cm	61cm	53.3cm	Trailing
	TC1	503cm	396cm	-	71.2cm	No
	TC2	503cm	396cm	-	71.2cm	No
	DRR	450cm	-	60cm	-	No
Recreational	SRec - Measuring Box 600mm long, 102mm from Keel					
	SRec1	450cm	-	58.5cm	53.5cm	No
	MRec1 & LRec1 - Measuring Box 600mm long, 150mm from Keel					
	MRec1	550cm	451.0cm	51.5cm at least, 53cm at widest point in box		OK
	LRec1	600cm	551.0cm			OK
	Rec2 & LRec2 - Measuring Box 600mm long, 170mm from Keel					
	Rec2	600cm	-	58.5cm in box		OK
LRec2	750cm	601.0cm	OK			
Skis	SSK1	579cm	-	48cm	-	OK
	SSK2	732cm	-	58cm	-	OK
Unrestricted	Un1 / Un2	No specific dimensions – refer explanatory notes in class descriptions				OK
Outriggers	OC1	Must carry appropriate manufacturer's compliance label and state registration number must be displayed on the front.				OK
	OC2					Yes
	OC6					No

Stand up Boards are included as a category. No specifications for these craft.

Start Times

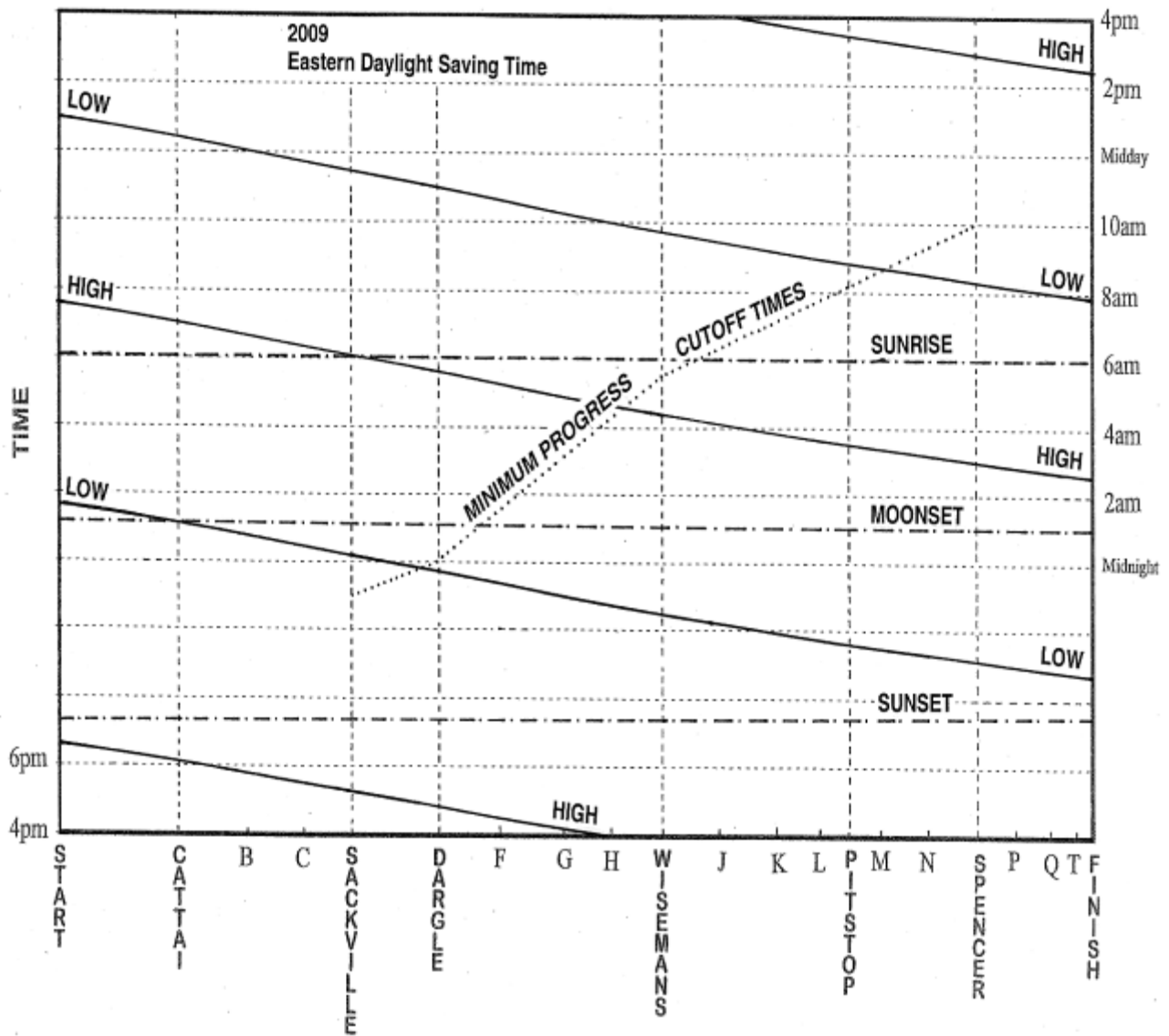
	MEN					LADIES					MIXED				
	<18	Open	V40	V50	V60	<18	Open	V40	V50	V60	<18	Open	V40	V50	V60
BorB1	4.00														
BorB2+	4.30														
K1	6.00					6.00					6.00				
K2															
K4															
TK1	5.30					5.45					5.45				
TK2	5.45														
C1	4.15														
C2															
C4															
TC1															
TC2	4.15														
TC4															
SRec															
MRec	5.00														
LRec	5.15														
Rec2	5.30														
SSki1	5.45					5.45					5.45				
SSki2	6.00					6.00									
Un1	6.00					6.00					6.00				
Un2	6.00														
OC1															
OC2	6.00														
OC6															
SUP	4.15														

Handicaps

Class	Mens					Ladies					Mixed				
	Open	40+	50+	60+	<18	Open	40+	50+	60+	<18	Open	40+	50+	60+	<18
	1.00	0.97	0.94	0.92	0.92	0.86	0.83	0.80	0.78	0.77	0.93	0.89	0.86	0.84	0.85
K1	1.121	1.088	1.054	1.032	1.032	0.964	0.931	0.897	0.875	0.864	-	-	-	-	-
K2	1.130	1.096	1.062	1.040	1.040	0.972	0.938	0.904	0.881	0.870	1.051	1.006	0.972	0.949	0.960
K4	1.290	1.252	1.213	1.187	1.187	1.110	1.071	1.032	1.006	0.994	1.200	1.148	1.110	1.084	1.097
TK1	1.003	0.973	0.943	0.923	0.923	0.863	0.833	0.803	0.783	0.772	-	-	-	-	-
TK2	1.091	1.058	1.025	1.004	1.004	0.938	0.905	0.873	0.851	0.840	1.015	0.971	0.938	0.916	0.927
C1	0.955	0.927	0.898	0.879	0.880	0.822	0.793	0.764	0.745	0.736	-	-	-	-	-
C2	1.012	0.981	0.951	0.931	0.931	0.870	0.840	0.809	0.789	0.779	0.941	0.901	0.870	0.850	0.860
C4	1.045	1.014	0.983	0.962	0.961	0.899	0.868	0.836	0.815	0.805	0.972	0.930	0.899	0.878	0.888
TC1	0.960	0.931	0.902	0.883	0.883	0.826	0.797	0.768	0.749	0.739	-	-	-	-	-
TC2	0.948	0.919	0.891	0.873	0.872	0.815	0.787	0.758	0.739	0.730	0.882	0.844	0.815	0.796	0.806
TC4	0.813	0.789	0.764	0.748	0.748	0.699	0.675	0.650	0.634	0.626	0.756	0.724	0.699	0.683	0.691
SRec1	0.923	0.895	0.868	0.849	0.849	0.794	0.766	0.738	0.720	0.711	-	-	-	-	-
MRec1	1.008	0.978	0.948	0.928	0.928	0.867	0.837	0.807	0.787	0.776	-	-	-	-	-
LRec1	1.026	0.995	0.964	0.944	0.944	0.882	0.851	0.821	0.800	0.790	-	-	-	-	-
Rec2	0.976	0.946	0.917	0.898	0.898	0.839	0.810	0.780	0.761	0.751	0.907	0.868	0.839	0.820	0.829
LRec2	1.070	1.037	1.005	0.984	0.984	0.920	0.888	0.856	0.834	0.824	0.995	0.952	0.920	0.898	0.909
SSki1	1.015	0.985	0.954	0.934	0.934	0.873	0.843	0.812	0.792	0.782	-	-	-	-	-
SSki2	1.109	1.076	1.043	1.020	1.020	0.954	0.921	0.887	0.865	0.854	1.031	0.987	0.954	0.932	0.943
DRR	0.951	0.922	0.894	0.875	0.875	0.818	0.789	0.761	0.742	0.732	-	-	-	-	-
UN1	1.101	1.068	1.035	1.013	1.013	0.947	0.914	0.881	0.859	0.848	-	-	-	-	-
UN2	1.154	1.119	1.085	1.062	1.062	0.992	0.958	0.923	0.900	0.888	1.073	1.027	0.992	0.969	0.981
OC1	1.000	0.970	0.940	0.920	0.920	0.860	0.830	0.800	0.780	0.770	-	-	-	-	-
OC2	1.034	1.003	0.972	0.952	0.952	0.890	0.859	0.828	0.807	0.797	0.962	0.921	0.890	0.869	0.879
OC6	1.132	1.098	1.064	1.042	1.042	0.974	0.940	0.906	0.883	0.872	1.053	1.008	0.974	0.951	0.962
SUP	0.769	0.746	0.723	0.708	0.708	0.662	0.638	0.615	0.600	0.592	0.715	0.685	0.662	0.646	0.654

To determine what handicap you will have, find the row which matches your type of boat, e.g. if you are entered in Junior Ladies Touring Canadian Double (JLTC2), find the row for TC2 and then find the column which matches your category e.g. LADIES<18. Hence your handicap time will be your finish time multiplied by 0.730. Handicap times for all finishers in competitive classes will be included in the race results booklet and the handicap winners will be recognised in a Top Ten listing similar to the outright Top Ten.

Tide Information



Tide Information	High	Low	High	Low	High
	1.50m	.53m	1.09m	.70m	1.42m
Windsor	18.40	01.40 Sunday	07.35	12.55	10.30
Wisemans Ferry	15.25	22.25 Saturday	04.20	09.40	16.15
Brooklyn	13.35	20.35 Saturday	02.30	07.50	14.25

Sun Information			
Sunset Saturday	19.16	Sunrise Sunday	05.03

Moon Information	
Moonrise Saturday	10.10
Moonset Sunday	0048

The above times are Eastern Daylight Saving times.

The Hawkesbury Canoe Classic will run to Eastern Daylight Saving Time.

To determine expected time of arrivals (ETA): Mark the time the paddler actually left the start on the left hand side. Mark the time the craft arrived at Checkpoint Cattai (A). Above the A point join the two points.

Continue this line further in a straight line until it meets a tide change. Adjust to a shallower line if the tide changes to an outgoing tide and to a steeper line if the tide is now against the paddler.

Estimate the time of arrival at the next major checkpoint based on that speed. In this way speed can be revised during the race.

After attending to the paddler's needs, compare the actual time of arrival with the expected time of arrival on the graph. Adjust the graph to suit and continue the process.

This adjustment can be made to the no-tide course to give your tide-flow course:

1. Where your no-tide course crosses a low tide line, plot a point 20 minutes lower on the graph (C).
2. Where your no-tide course crosses a high tide line, plot a point 20 minutes higher on the graph (D).
3. Join points A to C to D to B with straight lines (tide-flow course)

The tide-flow course is then BorB2's best guess at their progress down the river on Hawkesbury night. Dropping verticals from the tide line intersection points (C and D) tells BorB2 they will be paddling with the tide from the start to almost checkpoint F. BorB2 will then struggle against the tide for the mid section of the river until they reach approximately checkpoint K. They will then run with the tide to the finish, just beating the next adverse tide change.

To estimate ETAs at checkpoints, read off the time corresponding to a checkpoint on the tide-flow curve. For example, BorB2 will be at Dargle (point X) around 9pm and at Wisemans (point Y) at midnight.

Checkpoint Arrival Times

Class	Overall Time (Average hours)	Start Time (PM)	Checkpoint Arrival time			
			A—Cattai	D—Sackville	I—Wisemans	Finish
BorB1 First timer	16 hours	4:00pm	5:40pm	8:05pm	1:20am	8:00am
Ladies TK1 and LRec1	13 hours	4:15pm	5:35pm	7:30pm	11:50pm	5:15am
BorB2 First timer	14 hours	4:30pm	5:55pm	8:05pm	12:40am	6:30am
TC2 Mens and Mixed	12 hours	4:15pm	5:30pm	7:15pm	11:15pm	4:15am
MRec	12 1/2 hours	4:45pm	6:05pm	7:55pm	12:05am	5:15am
LRec	12 hours	5:00pm	6:15pm	8:00pm	12:00am	5:00am
LRec2 Mens & Mixed	11 1/2 hours	5:15pm	6:25pm	8:05pm	12:00am	4:45am
TK2 Mens & Mixed	11 hours	5:45pm	6:50pm	8:30pm	12:10am	4:45am
K1, Un1	10 hour	6:00pm	7:00pm	8:25pm	11:50pm	4:00am

Class Records

TK1	Open	Angus Campbell	9.27:57	1996	
	Ladies	Margaret Cook	10.44:49	1985	
	Vet40+	Graham Batchelor	9.27:45	1996	
	L Vet40+	Elizabeth Van Reece	11:25:34	2005	
	Vet50+	Paul Carter	9:58:33	2007	
	L Vet50+	Sari Lewis	13:27:08	2001	
	Vet60+	Bill Aitken	10:47:17	2004	
	Junior	Matthew Logan, Terry Daly (tied)	10.33:46	1986	
	L Junior	Michelle Danswan	11.47:38	1984	
TK2	Open	Greg Slade, Jason Slade	8.37:56	1996	
	Ladies	Amanda Sherriff, Sally Godtschalk	10.48:45	1996	
	L Vet40+	Margaret Cook, Merridy Huxley	10:46:04	2003	
	LVet50+	Jil Sowerby, Judy Greenidge	10:36:57	2006	
	Vet40+	Trevor Cliff, Graeme Beale	9:11:29	2001	
	Vet50+	Stephen Brett, Paul Caster	9:40:45	2008	
	Mixed	Danielle Bond, Col Peters	9.25:38	1985	
	XVet40+ & 50+	Arch Salaris, Elaine Salaris	10.18:24	1994	
	L Junior	Sarah Zeller, Sian Mahony	10:38:27	2008	
	Junior	Peter Dorsman, Brendan O'Sullivan	9:52:16	1989	
	XJunior	Lachlan Pini, Samantha McDonald & Sabina Prusa, Scott McDermid	10:38:27	2008	
	TC1	Open	Neville Carr	10.10:12	1989
		Vet 40+	Neville Carr	10.25:31	1991
		Vet50+	Frank Kingma	11:55:45	2008
Open		Frank Kingma, Ross Williams	10.13:36	1998	
TC2	Ladies	Linda Chudyk, Sharon Johnson	12.57:36	1989	
	L Vet40+	Judy Greenidge, Jil Sowerby	12:20:07	2002	
	Vet40+	Peter French, Terry Prosser	10.16:08	1986	
	Vet50+	Tony Bond, Darryl Symons	11:18:22	2008	
	Mixed Open, XV40+	Darryl Symons, Virginia Head	10.36:06	1996	
	XVet50+	Virginia Head, Darryl Symons	11:38:25	2006	
	Junior	Bryan Coulthart, Gary Coulthart	10.26:19	1984	
	L Junior	Anna Coventry, Nelli Jackson	20:04.27	1998	

TC4	Open	Bim Morton, Stephen Routley, Geoff Donovan, Glenn Gaynor	10:41.48	1982
	Mixed	Jeremy Bissett, Barbi Locklee, Dougal Patey, Jane Ambrose	17:38.39	1983
K1	Open	Paul Lancaster	8:29:28	1996
	Ladies	Erin O'Keeffe	9:56:08	2005
	Vet40+	Matt Diegutis	8:30:09	2007
	LVet40+	Buzz Powell	11:19:34	2004
	Vet50+	Lawrence Kenyon	9:13:40	2001
	Junior	Charles Power	9:17:19	1985
C7	L Junior	Nina Leuning	13:32:52	1998
	Open	Noel Armstrong, Bill Hyde, Tom Marks, John Pauling, Belinda Pearse, Ray Smith, Jack Williams	9.22:47	1983
K2	Ladies	Kate Heeley & Kristen Kosmala	9:47:50	2008
	Open	Brett Worth, Mark Byrne	7.55:20	1987
	Mixed	Karen Zerbst, Tony Zerbst	8.17:59	1985
	LVet+40	Dallas Newman, Lorraine Harper-Horak	10:43:51	2006
	Vet+40	Robert Chant, Lawrence Kenyon	8:22:43	2003
	Vet+50	Greg Thompson, David Lunn	13:09:04	2007
	XVet+40	Greg Smith, Elizabeth Van Reece	9:29:45	2007
	Junior	Simon & Michael Fergusson, Jeremy Challender & Trevor Arnold	9.29:29	1995
	LJunior	Louise Dearnley, Georgia Peacock	13:48:05	2006
	XJunior	Phillipa Cave & Ben Vining	11:27:51	2000
K4	Open	Garry Byrne, Grant Hughes, Cameron Tunbridge, Brett Worth	7.11:07	1985
	Ladies	Marg Cook, Merridy Huxley, Buzz Powell, Sandra Burwood	9:29:40	2006
	Vet+40	Henry Dickmann, Brian Dorsman, Brian O'Sullivan, John Pawlow	7.52:05	1988
	Vet+50	Bob Wallis, Norm Jeff, Brian Leiper, Mike Mackney	9:25:20	2001
	Mixed	Jane Lutrell, Janet Brennan, David Hiatt, Rick Pacey	8.18:05	1990

	Mixed Vet+40	Margaret Cook, Merridy Huxley, Warren Huxley, Bernard Craggs	10:07:36	2008	
	Mens Junior	Jonathon Peatfield, Lachlan Abbott, Bradley Granfield, Josh Steele	14:44:25	2000	
	Open, V4 0+	Gary Burnham	10.07:17	1986	
C1	Junior	Gary Coulthart	11.01:43	1986	
	V50+	Darryl Symons	11:24:15	2007	
	Open	Ian Docking, Kevin Phillips	9.18:15	1984	
C2	Ladies	Jane Hall, Edwina Carroll	10.33:39	1996	
	LVet40+	Jill Sowerby, Judy Greenidge	12:12:10	2003	
	Vet40+	Ross Williams & Frank Kingma	10:02:00	2003	
	Vet50+	Chris Cunliffe-Jones & Rob Cook	14:32:29	2008	
	Mixed	Donna Auld, Brendan Faulkner	10.12:22	1986	
	XVet40+	Darryl Symons, Virginia Head	10.24:31	1997	
	Junior	Bryan Coulthart, Gary Coulthart	9.06:41	1985	
	Ladies	Julie Park, Sally Macready, Hilary Stiel, Libby Phelps	19:03:29	2003	
C4	Open	Bruce Keirs, Alan Pierson, Tony Bond, Michael Cordwell	9:26:54	2000	
	Vet40+	Wayde Hawkins, John Lock Brian McElhinney, Michael Hawkins	12:08:43	2002	
	Mixed	Darryl Symons, Frank Kingma, Anne-Marie Tong, Louise Stewart	10:13:26	2005	
	XVet40+	Jill Roberts, Helen Tongway, Frank Kingma, Ross Williams	10:00:47	2000	
	Ladies	Keiran Shield	12:29:38	2006	
	Outrigger 1	Open	Scott Thomas	9:30:14	2006
		Vet40+	Alan Bradley	11:01:55	2006
Vet50+		Trevor Farrell	13:13:23	2005	
Vet60+		Richard Thomson	13:51:24	2008	
Ladies		Keiran Shield, Raelene Galas	11:11:35	2005	
Outrigger 2	Open	Mark Vucas, Trent Knappick	10:55:42	2005	
	Vet40+	Rod Clark, Tony Bond	9:57:59	2006	
	Vet50+	Tony Bond, Stewart Nicol	10:25:38	2007	

	Mixed	James Whisker, Karen Taylor	13:29:39	2007
Outrigger 6	Ladies	Rebecca McKelvie, Bernadette Barrett, Kim Shaw, Claire Hosegood, Melissa Vereker Lucie Roberts	12:53:29	2003
	Open	Stuart Barton, Martin Doherty, Stephen McCormack, Gavin Godfrey, Edmond Tan, Nicholas Valentine	9:16:54	2002
	Vet40+	John Carter, Milton Stoyles, Manii Verzosa, David Hall, Lindsay Freeman, Steven Latham	11:00:15	2007
	Mixed	Claire Tingey, Geoffrey Eldridge, Sharon Lockett, James Fuda, Mark Hall, Sandra Simm	10:42:05	2007
	Open	Michael Roth, Grant Billen, Stephanie Jaques, Paul Webster, Christopher McGowan, Andrew Purchase, Annette Happice, Edmund Tan, Melodie Probert, Rebecca Lau, Maureen Bolawaqatabu, Kathryn Gotham	10:52:59	2005
Outrigger 12	Open	Ian Royds + others	9.51:30	1990
DRR	Ladies	Sue Donoghoe	13:59:34	2006
	Vet40+	John Forsythe	9:41:16	2007
	Vet50+	Brian Lyon	12.05:39	1994
	Vet60+	Brian Lyon	13:06:45	2006
	Junior	David Macready	12:37:20	1990
	Open	Greg Slade	9:57:11	2006
Short Rec	Ladies	Stella Hawkins	13:21:17	2003
	Vet40+	Tom Simmat	10:54:43	2005
	LVet40+	Wendy McLean	15:51.30	1991
	Vet50+	Tom Simmat	9:58:35	2007
	LVet50+	Joy Carter	17:42.41	1995
	Junior	Ian Teather	13:02.46	1990
Med Rec	Open	Jason Slade	9:45:59	2006
	Ladies	Renaë Watkins	10:21:49	2008
	Vet40+	Roger Aspinall	9:44:02	2007
	LVet40+	Elizabeth Van-Reece	11:20:00	2004
	LVet50+	Liz Winn	12:32:43	2006
	LVet60+	Virginia Elliott	19:31:40	2004
	Vet50+	Paul Bourne	9:53:45	2002
	Vet60+	Alan Voges	11:38:33	2007
	Junior	Paul Kerr	13:29:26	2000
	Open	Bruce Goodall	9:37:50	2000

Long Rec	Ladies	Renae Watkins	10:03:45	2007
	LVet40+	Buzz Powell	10:48:06	2007
	LVet50+	Liz Winn	10:59:33	2008
	Vet40+	Bruce Goodall	9:49:35	2005
	Vet50+	James Mumme	10:05:10	2008
	Vet60+	Paul Bourne	10:11:40	2008
	Ladies	Monique Kassi, Yvonne Walters	11:38:37	2004
Rec 2	LVet50+	Judy Greenidge, Jil Sowerby	11:20::47	2008
	Open	Greg Slade, Jason Slade	8:57:19	2003
	Mixed Open	John & Pat Colquhoun	12:34.49	1998
	Vet40+	Genkai So, Kenji Ogawa	10:36:34	2000
	Vet50+	Daniel Galbrath, John Jackson	11:16:56	2008
	XVet40+	John & Pat Colquhoun	12:26.28	1997
	XVet50+	Urs Mader, Arni Mader	10:40:59	2006
	XVet60+	Arthur Salaris, Elaine Salaris	13:20:36	2007
	LJunior	Courtney Waugh, Kate Miles & Polly Witts, Aysha McCoy (tied)	14:42:44	2008
	Junior	Richard Nixon, Richard MacCormic	12:58:12	2008
	Open	Greg & Jason Slade	8:45:12	2005
	Vet40+	Peter McGee, David Crossingham	9:18:27	2000
	Long Rec 2	Vet50+	Peter McGee, Bob Dally	9:38:10
Vet60+		John Greathead, Tony Walker	12:58:54	2008
Ladies		Pam Gilbert, Alina McMaster	11:24:09	2005
LVet40+		Raewyn Duffy, Katrina Nicholls	11:50:26	2008
XOpen		Nick & Val Titov	10:01:25	2006
XVet40+		Christine Lalor, Bruce Goodall	9:26:26	2006
XVet50+		Urs & Arni Mader	10:06:20	2007
XVet60+		Arthur & Elaine Salaris	11:33:00	2005

UN 1	Junior	Simon Pain, Lachlan Shaw	13:53:24	2005
	Open	Lance O'Connor	8:51:57	1998
	Ladies	Julie Stanton	10:13:30	2006
	LVet40+	Sue Donoghue	13:12:14	2005
	Vet40+, 50+	Barry Lumsden	8:57.42	1996
UN 2	Junior	Anthony Martin	12:44.47	1985
	Ladies	Val Titov, Jo Dounias	10:23:40	2008
	Open	Greg & Jason Slade	8:29:43	2004
	XOpen	Simone Reynolds, Adam Scott	9:38:02	2007
	XVet40+	Christine Lalor, Bruce Goodall	8:57:57	2007
	XVet50+	Arthur & Elaine Salaris	10:08:05	1996
	Vet40+	Graeme Jeffries, Ian Hofstetter	8:52:23	2005
	Vet50+	Tony Hystek, Timothy Hookins	8:57:00	2007
	Open	Matthew Diegutis	8.57:10	1996
	Surf Ski 1	Ladies	Fiona Sutton	10.44:48
LVet40+		Debra Hamann	11:46:38	2002
Vet40+		Michael O'Connor	9.18:50	1988
Vet50+		Brian O'Sullivan	9.47:18	1995
Junior		Chris Lynch	10.06:28	1984
Surf Ski 2	Open	Steven Rigby, Brett Worth	8:18:49	1990
	Ladies	Amanda Hoy, Carol Cooper	11:11:20	1989
	Vet40+	Phillip Gee, Gary Hughes	8:56:06	1991
	Mixed	Fiona Sutton, Gary Calnan	10:28:42	1996
	Junior	Christopher Gunn, Craig Andrews	10:37:31	1982

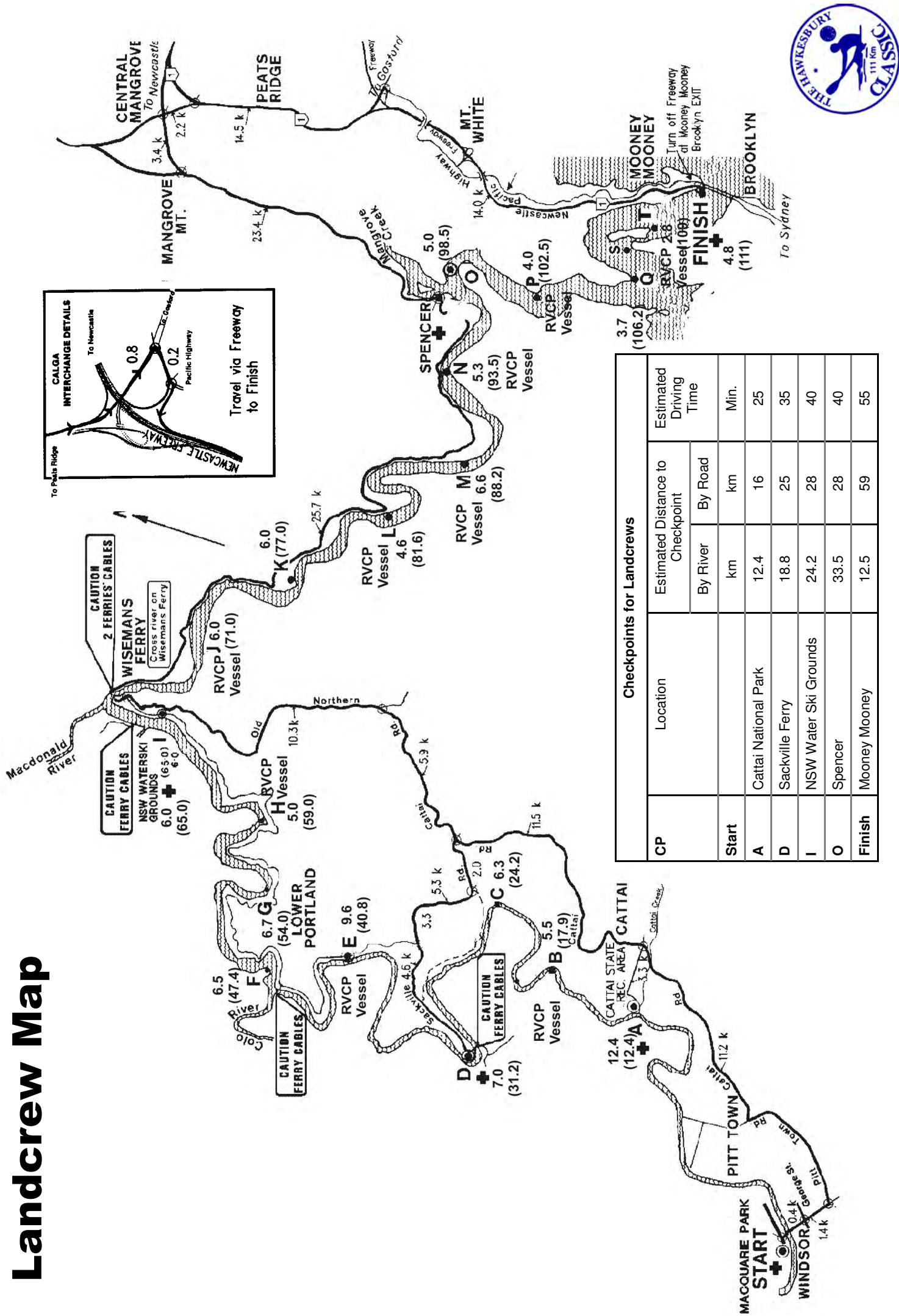
Trophies

Fastest	Trophy	2008 Crew	Craft	Time
Overall	The Whiddon Trophy	Matt Blundell & Paul Lancaster	OK2	8:20:07
Mixed	Jenny Barnes Memorial Trophy	Bernie Craggs, Warren Huxley, Merridy Huxley, Marg Cook	XV40+K4	10:07:36
Junior	John Hextall Memorial Trophy	Chris Elliott	JK1	10:21:05
Ladies	Water Ski Gardens Prop Assoc.	Kate Heeley & Kristen Kosmala	LK2	9:47:50
Veteran+40	Canoe Specialists Trophy	Steve Steward & Bruce Goodall	V40UN2	9:00:12
Veteran+50	Len & Dawn Farnham Memorial	Stephen Brett & Paul Carter	V50TK2	9:40:45
Veteran+60	Blue Earth Trophy	Paul Bourne	V60+LREC1	10:11:40
Handicap	Handicap Cup	Liz Winn		8:34:27 (Handicap Time)

Honour Roll

Year	30 Year	25 Year	20 Year	15 Year	10 Year
2008			Frank Kingma	Kent Heazlett, Margaret Cook, Kenji Ogawa	Stephen Monger, Bernard Craggs, Geoff Turnbull, Judy Greenidge, Jil Sowerby, Elizabeth Van Reece, Tom Simmat, Robert Tobias
2007	Brian Lyon		Stephen Harmer, Norm Jeff	Don Rowston, Jason Slade, Bill Forrester, Rod Totten, Simon Blumenthal	Merridy Huxley, Lawry Brayne, Darryl Symons, Lance Brooks, Stuart Myers, Peter Fitzgerald, Buzz Powell
2006	Wayde Hawkins John Harmer	Stephen McCann	Greg Slade	Brian Leiper, Jeff Brown, Les Irvine, Sharon Lock	Peter White, Mark Goddard, Jonathan Papalia
2005		Richard Barnes, Greg Thompson, John Lock		Tony Bond, Peter Tedesco, Glen Davey, Greg Smith	Peter Prendergast, Gary Dunsmore, Murry Town, Craig Dodd, Robert Vallis, Michael Weaver, David McPherson, David Southwill, Elaine Salaris, Geoffrey Dawes, Robert Chant, Lawrence Kenyon, Ben Vinning, Paul Carter, Glen Iseppi, Graeme Brown
2004		Joan Morison		Bob Wallis, Paul Lancaster	Paul Bourne, Wade Burnham
2003			Neil Harris	Frank Kingma, Roelof Vogel	Kent Heazlett, Tim Rowston, Richard Cheetham
2002		Brian Lyon	Bruce Morison, Michael Hawkins	Alan Pierson, Mike Mackney, Norm Jeff, Stephen Harmer	Charles Geanellos, Jason Slade, Dave Spink, Kenji Ogawa, Joy Carter, Rod Totten, Bill Forrester
2001		John Harmer, Wayde Hawkins		Greg Slade, Brian O'Sullivan, Brendan O'Sullivan, Neil Thomas	Michael Cordwell, Bob Dally, Jim Dickson, Ross Vining, Jeff Brown, David Lucas, Margaret Cook, William O'Brien, Sharon Lock, Ian Tringham, John Morgan, Martin Dearnley, Brian Leiper, Jamie Craig, Les Irvine, Jim Dickson.
2000			Richard Barnes, John Lock, Stephen McCann	Brian McElhinney	Howard Meyer, Greg Smith, Steven Slee, Dennis Thompson, Don Rowston, Glenn Davey, Nevill Lazarus.
1999			Greg Thompson		Robby Loader, Phil Pinch, Bob Wallis, Simon Mark Sier Blumenthal, Bert Romijin, Arthur Salaris,
1998			John Cossey	Phillip Gee, Neil Harris	Stephen Gough, Rick Eardley, Tony Barthelson, Roelof Vogel, Don Tomlinson, Brett Worth
1997			Brian Lyon	Ross Williams	Stephen Harmer, Frank Kingma, Anthony Palmer, Alan Pierson, Peter Tedesco, Norm Jeff.
1996			John Harmer, Wayde Hawkins, Joan Morison, Kevin Orchard	John Corfield, Michael Hawkins, Albert Laurendet	Paul Lancaster, Mike Mackney, Brian O'Sullivan, Greg Slade, Brendan O'Sullivan.
1995				Richard Barnes, John Lock, Stephen McCann, Bruce Morison	Ken Craig, Richard Gilbert, Paul Goessling, Brian McElhinney, Keith McGrath, Neil Thomas
1994				Greg Thompson	Gary Higgins, Rita Lloyd, Wendy McLean
1993					Ben Bacon, Terry Daly, Neil Harris, Phillip Gee
1992				Brian Lyon, John Cossey	Richard Crossfield, Forster Rayward, Colin Wastell, Ross Williams
1991				John Harmer, Wayde Hawkins, Joan Morison, Kevin Orchard	Brian Dorsman, Graham Harrison, Michael Hawkins
1990					Richard Barnes, John Corfield, John Lock, Paul Murphy, Bruce Morison, William Wooldridge, Richard Pacey
1989					Albert Laurendet, Stephen McCann, Rowan Purcell, Greg Thompson, Jack Williams, Glen Rose
1988					Stephen Saunders
1987					John Cossey, Brian Lyon
1986					Noel Armstrong, John Harmer, Wayde Hawkins, Joan Morison, Kevin Orchard, Stuart Ferguson.

Landcrew Map



Landcrew Directions

Distance (km)			Instructions
From Windsor Start	From previous checkpoint	From previous intersection	
			Note: From the start zero your odometer and follow the distance in the first column. The other two columns can be used if major variations occur (no allowance has been made for driving extra distance for fuel, supplies etc)
0.0	0.0	0.0	Turn Right out of the carpark entrance and cross the bridge
0.4	0.4	0.4	Straight on at the roundabout
1.8	1.8	1.4	Turn Left at the lights, signposted Wiseman's Ferry
6.5	6.5	4.7	Turn Right follow signs Wisemans Ferry thru Pitt town
13.0	13.0	6.5	Turn Left Cattai National Park entrance (near crest of the hill just over Cattai Creek) NB National Parks may charge an entry fee. CAUTION: Gravel road, private property, 30km/per speed limit. Follow main road into the park, beware of oncoming traffic.
16.3	16.3	3.3	Carpark entry, follow One Way road system out on leaving
Checkpoint A			Note: River bank generally steep down to some sandy beaches, many fallen trees and snags.
17.3			Straight on out of the car park returning to the main road. CAUTION: Beware oncoming traffic, 30km/hr speed limit.
20.6	3.3	3.3	Turn Left with caution onto main road (Cattai Road) on crest of the hill.
32.1	14.8	11.5	Turn Left
34.1	16.8	2.0	Keep right, signposted Sackville
37.4	20.1	3.3	Straight on the Checkpoint Sackville (D). There will be parking on the right hand side and buses transport you to the checkpoint.
For Checkpoint D			
42.0	24.7	4.6	Checkpoint Sackville (D) is on the right just before the ferry, parking is on verges of the main road, which is very, narrow (park efficiently to maximise room for traffic), do not block access, CAUTION: watch for pedestrians. Proceed (walking) thru the gate, "Private Property Ski Club Members Only" to Checkpoint Sackville (D). On leaving this Checkpoint return to the main road, Instruction 49.3 Turn Left. CAUTION: Oncoming traffic to Checkpoint Wiseman's (I)
49.3	8.4	5.3	Turn Left at the "T"
55.2	14.3	5.9	Turn Left at the "T"
65.5	24.6	10.3	Wiseman's Ferry, Turn Left into River Road past the Police Station
66.6	25.7	1.1	Turn Right into the NSW Waterski Grounds
Checkpoint I			Proceed to carpark, follow the signs
67.8		1.1	Turn Left out the NSW Waterski Grounds
68.7	1.1	0.9	Turn Left at school, through township towards the ferry
69.0	0.3	0.3	Ferry – Turn Right off the ferry, signposted Gosford CAUTION: road is narrow winding bitumen with large potholes.
94.7	26.0	25.7	Turn Right into Spencer Checkpoint (O), parking is limited
Checkpoint O			You may have to park on the verge of the main road (take care). Quiet please residential area.
94.8		0.1	Turn Right onto the main road
118.2	23.4	23.4	Keep right , signposted Sydney (Mangrove Mt)
121.6	26.6	3.4	Turn Right at the Stop sign (Central Mangrove) into George Downes Drive, towards Sydney
123.8	28.8	2.2	Turn Right at the Give Way sign, signposted Sydney
137.5	42.5	13.7	Straight on , signposted Sydney
138.3	43.3	0.8	Turn Right, signposted Sydney
138.5	43.5	0.2	Straight on, signposted Sydney/Freeway – follow the Freeway to Mooney Mooney/Brooklyn Exit
143.5	48.5	5.0	Straight on, do not take the Mt White Exit
151.9	56.9	8.4	Keep Left
152.4	57.4	0.5	Keep left, signposted Mooney Mooney
152.8	57.8	0.3	Turn Left signposted, Gosford/Newcastle, pass under freeway
153.1	58.1	0.3	Turn Right at roundabout, narrow road to carpark, watch for earlier finishers leaving.
153.5	58.5	0.4	Finish, carpark to left of boat ramp and control tents.
FINISH			Thanks to paddler Brian McElhinney for the instructions

Landcrew Map

Notes