



Newsletter of the

BURLEY GRIFFIN CANOE CLUB

Volume 29 Issue 6, April 2019

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- Bass Strait adventure
- Final results of the Summer Time Trial series
- SUP and South Coast Paddlers' reports



*The ACT Government assists this organisation
through Active Canberra, ACT*



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Coming Events:

Dates	Event	Location
Sun, 14 April	PNSW Marathon series Round 4	Lane Cove, including Doubles State Marathon Championships
Sun, 27 April	PNSW Marathon series bonus round	Batemans Bay Paddle Challenge
Sat, 1 June	PNSW Marathon series Round 6	Burrill Lake
Sat, Sun & Mon 8–10 June	Riverland Paddling Marathon	Berri to Morgan, South Australia
Sat, 23 June	PNSW Marathon series Round 7	Penrith
Sat, 14 July	PNSW Marathon series Round 8	Davistown
Sat, 3 August	PNSW Marathon series Round 9	Windsor (portage round)
Sat, 24 August	PNSW Marathon series Round 10	Teralba (plus presentation dinner)

President's Report: Russell Murphy

Three big pieces of news this week.

First off is that it was our last Wetspot Summer time trial for the 18/19 season on the 3rd April. It will also be the last series sponsored by Wetspot, so we made sure to give Scotty and his crew a fitting send-off. You will find more detail later in Blazing Paddles.



Scottie Hunter about to "compete" at the last ever Wetspot-sponsored Summer Time Trial. Thanks to Scott, Patricia and the Wetspot crew for all years of support for BGCC

The end of daylight savings marks a few things:

- Winter time trials will start
- Canoe Polo migrates to the warmth of a pool
- Most importantly, it's compulsory PFD time.

Every year we talk about this. despite global warming, hypothermia is one of the biggest risks for our sport. No one plans to go for a swim in winter, but it can happen to all of us. Everyone knows that in the depths of winter you've got less than 15 minutes to live unless you get help. Some people will no doubt think that is plenty of time to get out, dry and warm. An even scarier number is the amount of time you have before you start to lose function in your limbs because your body is busy heating your core. That number is less than two minutes, and sometimes

zero minutes if your body is sufficiently shocked. Can you do all the things you need to do to save yourself in less than two minutes?

Having said all that, winter is a wonderful time to paddle, both in Canberra and surrounds. If you are wearing the right gear you can manage your risk of hypothermia. A lifejacket is one piece of that puzzle.

Last piece of news, is that BGCC are leading the point score after two rounds of the marathon series. Much of this comes down to the number of paddlers who participated in the club's opening round. Maintaining and extending this lead will be about participating in the other rounds. Because the racing is speed based, rather than class based, whatever your level of talent there is a need for you to participate.

See you on the water,

Russell

SUP Convenor's Report: Joanna Nelson

I would like to thank Scott Hunter and the team at Wetspot Watersports for their support to the SUP community over the many years. We look forward to catching some waves over the coming months and sharing a beer or two. Thanks for the memories.



Cheers,

Joanna

Marathon convenor's report: Russell Lutton

March was a busy racing month, with two rounds of the 2019 PaddleNSW marathon series taking place—one at Woronora on Saturday, 23 March, another at Tacoma the following weekend on Sunday, 31 March.

March also saw the last full month of our club's twilight races in the 2018–19 Wetspot Summer Time Trial Series, with the series ending on 3 April.

PaddleNSW Marathon Series, Round 2, Woronora

Sutherland Shire Canoe Club hosted the second race of the 2019 marathon series on the Woronora River in southern

Sydney, with BGCC fielding no fewer than 23 paddlers in the event. It was a great day for racing, albeit on a very busy and at times narrow waterway.

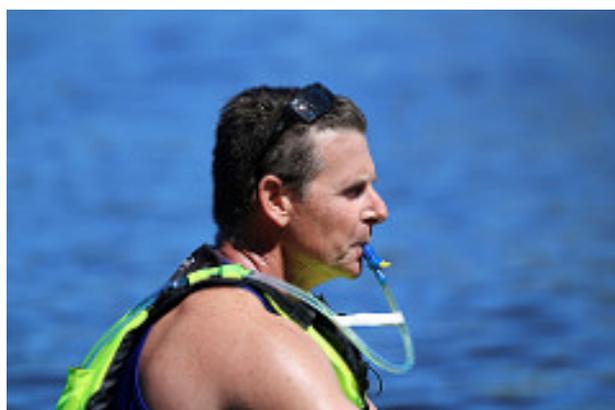


This great club turn out ensured that BGCC retained its lead in the club point score and second place on the ICF Trophy tally, something that is difficult for us to maintain when races are in more distant parts of New South Wales.



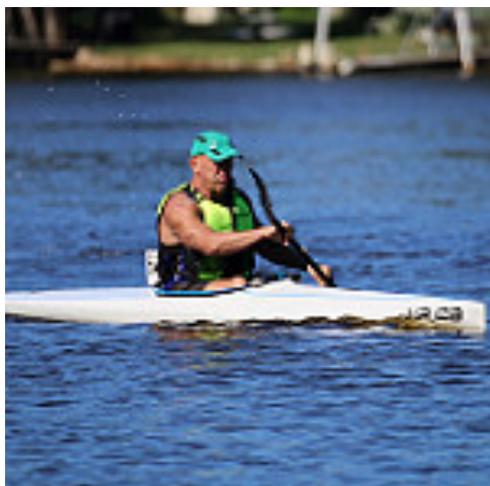
BGCC paddlers' race results, Race 2 Woronora

Division 1		
7 th	Andrew Birkett	1:36:24
12 th	Liam Dohnt	1:43:47
Division 2		
6 th	Andrew Parkinson	1:50:07
Division 3		
7 th	Emily O'Rourke	1:47:14
16 th	Dominic Hides	1:51:37
Division 5		
3 rd	Danielle Winslow/Bob Collins	1:55:48
Division 6		
5 th	John Preston	2:07:44
6 th	Jeremy Cook	2:12:01
Division 7		
4 th	Helen and David Tongway	2:20:28
Division 8		
8 th	Rob Wilson/Russell Lutton	1:27:18
9 th	Patricia Ashton	1:30:28
10 th	Jack Jessen	1:31:57
Division 9		
1 st	Gary Rake	50:32
4 th	Stephanie Rake/Liz Muldoon	53:15
Division 10		
1 st	David Abela/Scott MacWilliam	59:04
2 nd	Graeme Ison	59:10
4 th	Robert Bruce	59:45
Division 12		
1 st	Allan Newhouse	1:09:17
Division 13		
2 nd	Barry Marshall	33:01



PaddleNSW Marathon Series, Round 3, Tacoma

Eleven stoic BGCC paddlers made the long trek to Tacoma on the NSW central coast for round three of the PNSW marathon series, with the racing taking place on a sunny but cold and very windy day.



Congratulations to BGCC paddlers, many of whom were rewarded with some great podium results, and well done to all who participated!



BGCC paddlers' race results, race 3, Tacoma

Division 1		
3 rd	Michael Hanemayer	1:33:28
Division 3		
7 th	Dominic Hides	1:47:39
Division 4		
6 th	Patricia Ashton/Bob Collins	1:52:40
Division 6		
2 nd	John Preston	2:01:15
6 th	Jeremy Cook	2:07:40
Division 8		
3 rd	Gary Rake	1:17:37
Division 9		
4 th	Stephanie Rake/Liz Muldoon	54:11
Division 10		
1 st	Graeme Ison	1:00:27
Division 12		
3 rd	Allan Newhouse	1:10:32

Wetspot Summer Time Trial Series 2018-19

The end of 2019 summer daylight saving also marked the end the club's summer time trial series for 2018-19 s, with the final event taking place last Wednesday, 3 April.



And what a sad occasion it was. With the decision to close the Wetspot business, it is the last time a BGCC summer or winter time trial series will be associated with Wetspot's support. For as long as any of us can remember, Scott Hunter and the Wetspot crew have generously supported our club and

helped so many of us individually too. The man himself was there on the night and the occasion was marked with a well-attended barbeque. Thanks, Scottie, Patricia and the Wetspot crew!

Time trial racing is as much about racing yourself as it is racing other paddlers. Those who can constantly improve their times throughout the season, or at least consistently maintain times close to their PBs, will inevitably accumulate the most points in the series. And the top three point scorers this year are:

1 st place	Russell Lutton	96 points
2 nd place	Greg Chesher	81 points
3 rd place	Patricia Ashton	75 points



There is a lot of work that goes on up-front and behind the scenes to make the time trial series happen, and I take this opportunity to acknowledge and thank club members who regularly contribute to making the series happen.

Thanks in particular go to Tony Mee, our regular Webscorer timekeeper; Carolyn Williams who maintains the pointscore information; Geoff Collett, BGCC webmaster who always promptly publishes the updated pointscore on the BGCC website, and our BBQ volunteers.

Congratulations to everyone who participated in the series. This season 60 BGCC paddlers raced in one or more of the time trials. We are looking to make some changes for next year that we hope will foster more interest and participation.

2019 Canoe Marathon National and Oceania Championships

As most of will know, Nationals is being hosted by Ascot Kayak Club in Perth on Saturday and Sunday, 18–19 May. Early bird entries close Tuesday, 23 April and late entries on Friday, 8 May.

Several BGCC marathon paddlers are planning to compete. Information on Nationals, including an option to get your kayak across the country, is available at <https://marathon.paddle.org.au/>.

Naomi Johnson, who is the NSW team captain, can also provide information. Her email address is flutietoot@bigpond.com.

Russl

South Coast Paddlers: Allan Newhouse



Graeme Ison in a fairly congested Div 10 start at Woronora

following week we both competed at Tacoma where Graeme finished first in Div 10 and I was third in Div 12. Once again there was some wind to deal with but our times were still very close to what we had done at Woronora.

At this early stage of the series, both Graeme and I have a healthy lead in our respective divisions. That is largely due to consistent performances over the three rounds but made to look



Div 12 start at Tacoma. Allan Newhouse's C1 surrounded as usual by several skis, long recs, K1s and a K2

South Coast paddlers Graeme Ison and Allan Newhouse represented BGCC at both Woronora and Tacoma. Graeme paddled his Fenn ski and I paddled my Diamond C1.

Some paddlers were inconvenienced by the power boats and to a lesser extent by the wind, but both Graeme and I posted quite respectable times. In Div 10, Graeme crossed the line in just under one hour to take second place while I finished in 1:09:17 to score 50 points in Div 12.

The

even more impressive because we both attended the optional Frank Harrison Memorial canoe Race at Albury in February.



Allan Newhouse catching a Div 11 tail ender at Woronora collect 50 points in Div 12

Allan



Graeme Ison off to a good start in Div 10 at Tacoma

NSW Marathon Series Race 3 at Tacoma: John Preston

A small number of BGCC paddlers were greeted by clear, sunny skies and a brisk SW wind for Race 3 of the 2019 Marathon Series, Tacoma (Central Coast) NSW.

Unfortunately the strong winds on Saturday morning ensured Barry Marshall was going to be doing something other than racing on his ski at Tacoma. Driving on the Federal Highway alongside Lake George, his roofrack with ski expertly tied to it, was ripped off the roof. Luckily it flew over the top of the car that was in the process of overtaking him and landed on the roadside relatively undamaged. Barry hid the ski in the bushes, discarded his underpants and returned the next day to pick it up.

Division 1 20k: We had Michael Hanemaayer and Andrew Birkett in the thick of a hard fought contest that finished with a sprint to decide the eventual winner. Division 1 has more paddlers contesting it than in previous years and from a spectators' point of view, at least, it seems to be more combative. Apparently late in the race Michael shook the pack up with a very strong attack. Unfortunately a self-confessed lack of concentration saw Andrew respond to the attack by falling in. In the sprint for the line Michael came 3rd in 1:33:28 a mere 2 seconds off first place. A damp Andrew came in 13th place in 1:40:35.

Division 3 20k: Having adopted a new training regime and mastering the new kayak, Dom Hides had a good, controlled race and was beaming when he set a new PB for the 20k distance. Dom came in at 1:47:40 for 7th place in a strong field of 15 paddlers.

Division 4 20k: An old partnership was reformed to contest this division. Patricia Ashton and Bob Collins produced a typically tenacious effort to earn 6th place in 1:52:40. An unconfirmed rumour suggested that Bob was asleep in the back seat of the double for all of lap 3. Unfortunately during the week he was too busy creating a multimodal advertising campaign for his GU empire, which prevented him from returning my calls.

Division 6 20k: Jeremy Cook and John Preston raced single K1s in this division. Jeremy had another consistent race finishing in 6th place 1.5 seconds behind 5th. Jeremy believes he could have taken 5th place had overnight roommate Bob Collins not wet the bed at the ungodly hour of 6:50 on race morning, Jeremy is using this series to gain race experience before unleashing the beast next season in his new, more tippy kayak. John took advantage of a rival's capsized to cruise 'Bradbury' style to what appeared to be a win. Unknown to him he was being 'Bradburied' himself. A double pairing apparently helped the capsized paddler and were given their time back at the end of the race. This placed them in first position some 15 seconds ahead of John's time and he was relegated to second position. This effort earned John a promotion to Division 5.

Division 8 15k: Gary Rake put up a great fight to come 3rd in a sprint finish, being beaten to the line by a K2. Gary's time was a fast 1:17:37. Apparently, while lining up for the start, a 'wether' posing as a kayaker decided to try to put Gary off his game by bleating some invective in Gary's general direction. Needless to say Gary won the ensuing discussion with a Paul Keating-like quip which was well received by the rest of the flock.

Division 9 10k: Stephanie Rake and Liz Muldoon fought hard against a determined, tight group of front runners. They finished in 4th place in a time of 54:11:4.

Division 10 10k: Graeme Ison continued his dominance in this division. Racing in a manner which always attracts the attention of his fellow competitors, Graeme seems to have mastered the art of consistently placing highly in this division but still avoiding promotion. Graeme would have to be close to being the paddler who accrues the most points for our club point score.

Division 12 10k: Allan Newhouse, one of our most consistent and well-travelled performers, came 3rd in a time of 1:10:27. Alan's beautiful handmade canoes are often featured in the photographs that Ian Wrenford publishes post-race.

John

Bass Strait Adventure: Justin Channells

Eighteen months ago, Jason and I had the bright idea to cross Bass Strait from Victoria to Tassie. It's not a rare occurrence in the paddling community (Jason has already survived the trip once before) but it was an experience we were looking forward to sharing. Over the next few months Shane, James and Steve also jumped on board and we had a crew.

Lots of planning and training took place over the intervening time and unfortunately we lost Jason and James from the starting crew due to injury and time commitments. Where possible though, they continued to stay involved from the sidelines.

As a team we had some good points and some areas for improvement which are touched on in the detail below. In the end though, Steve, Shane and I launched from Port Welshpool on Saturday the 2nd of March to begin what is really the conclusion of the journey that started months before.

Unfortunately, due to an unexpected injury on land, Shane had to be airlifted from Hogan Island after only two days paddling. I elected to keep to our "all or none" agreement and followed in a Maritime Police vessel with all our gear. At the time of writing this, Steve had just landed at Flinders Island and is continuing his trip South.

While our final trip was cut short, I have yet to feel any loss to not making it to mainland Tas. I got so much out of the training, which I topped off on our ~60K crossing to Hogan Island and I am still here to write this story and share it.

It won't be finished until Steve rocks up safe and sound in Tassie but here's our story up until the



exciting exit stage left :-)

Step one was to find our boats.

- Jas and I travelled all over the place trying boats locally, in Sydney and at a few places down the coast. The main decision was to either go fast using less energy and spending less time away from the security of dry land; or rock solid so that we were well positioned to handle all the curve balls thrown our way. There was also the consideration around what paddling we'd do after this trip (boats aren't cheap) and who else was coming—no point getting a super fast boat to be waiting around for people to catch up or a solid boat that meant you were constantly chasing someone else. In the end, we took out Nadgee Solo kayaks for a test paddle and spent hours paddling around and interacting with a huge pod of whales all day - decision made :-). Unfortunately, neither the customer service, nor the quality control was what it had been in the past which caused a bit of angst, but thanks to Scotty and his crew at Wetspot I launched in a solid and very seaworthy kayak.
- Shane and Steve picked up a couple of second-hand boats. Shane opted for speed and volume initially in a second-hand Tasman 19, which he tidied up while Steve started with an Ocean Raider (solid) and then switched to a Point 65 XP, which is very fast. Both second-hand boats also had issues: losing rudders, wonky combing (water ingress) and bolts pulling out leaving holes in the deck among them. That last one happened after launching on day one of the actual trip! Again, Scotty and his crew helped out and the paddlers worked through the various fixes and tuned their craft over months of trials and test runs.
- James took the bravest of all approaches: after buying a Nadgee, he decided to sell it and build his own boat. Ultimately, this contributed to his running out of time and having to withdraw from the journey, but at the end of the day he will have exactly what he wants and a unique assurance in its build quality and reliability. His general design is similar to the Nadgees but a bit longer with a cockpit and deck that works perfectly for him.

Lessons on boat selection

1. Knowing who ended up going on the trip, the approach to moving quickly and the boats they were in, I would have chosen a faster boat (Epic 18X Sport or the Rockpool Taran 18 to be specific).
2. Boat selection and approach caused friction in our group from early on and should have been dealt with sooner. If you have a group that's split on the subject, I recommend splitting the group and going separately.

Training

Eighteen months is a long time and we live all over the place so while there was some nominal training sessions agreed at the clubhouse, we largely managed our training in with other life commitments. We had semi-regular sessions at the coast every month or so from about 10 months out, and I was eventually at the coast 10 out of the 12 weekends leading up to our launch. For me, training was about slowly building fitness, strength and familiarity with the boat in different conditions and under different loads. It was also about understanding my teammates and how we could work together. Technically, I was very comfortable away from land, having done that a lot previously in fishing kayaks and boats

growing up but I needed to work on handling surf and being in close quarters with the structure of the coast. I also learned the challenges of rolling in aerated water, which (thanks to my need for practice in the surf) I got pretty good at in the end. The other great outcome from the training experience for me was finding a whole lot of little gems along the local coastline that I'll revisit for exploring, fishing and spearfishing with other people. Our group sessions at the coast were great because I picked up tips for the things I needed to work on from the others, which is priceless. My solo training gave me the opportunity to play around with that advice in my own time. Interestingly, it also brought me peace and relaxation, and I paddled further with less discomfort when paddling to my own agenda.

Lessons on training

1. Training as a group and solo was hugely beneficial for me and I would highly recommend it to anyone planning a trip like this. You need to know you can work with your crew but it was during the alone time that I made the breakthroughs in capability.

2. Training was the number one cause of friction in our team. Primarily it related to what each individual "owed" to the rest of the team—what was the minimum level of fitness required to avoid holding the others back unnecessarily and what was the minimum level of competence for safety activities to reduce the risk to the whole team. While friction in a team is helpful at times, we should have changed track early and split or otherwise reorganised the team.

Preparation

- Finding the right gear, identifying the relevant legislation, sorting out the food and water supplies, and bringing it all together. This is a huge subject and needs several cuppas to go through so in lieu of a novel, I'll give you a list of things to consider:
- State-based differences: Different states (including Vic and Tas) have different legal requirements around safety gear and fishing licences. Knowing and complying with these resulted in



our "rescue" via ambulance helicopter and Marine Police boat being possible and occurring at no personal expense.

- **Gear check:** This is absolutely critical! One of our guys delayed our launch by several hours, which resulted in a move due to fires on the Prom because they had to go back into Melbourne to replace the skirt and life jacket hanging on their wall at home.
- **Food and water:** Very topical in our group and everyone had a slightly different opinion. I took 24L of water and Shane and I combined to organise a few home-cooked frozen meals and commercial freeze dried alternatives for later. It worked well for the bits we were there for and gave us some very much appreciated extra energy early on but took extra preparation time when we didn't really have it. We all took tin food of some description on the day, which others who weren't there said was a bad idea since most of that comes in sachets. They were probably right.
- **Power was my bag!** I discovered Amazon and set myself up with 28W worth of small panels, a 20100mAh power bank and USB AA/AAA battery charger with all the cables and rechargeable batteries. The whole lot set me back over \$300 but shopping around saved a small fortune and I was able to recharge all of our comms and lighting for as long as needed. Reading reviews and the stories of others online was invaluable to putting this together.
- **Minimising weight and space:** Hiking gear is your friend for low weight and small space but it is expensive. The number one thing I did to save space was to get a new sleeping bag. It was a cheap \$100ish bag from Tent World that was rated to 10 deg comfortably and 5 at a stretch. I also picked up a cheap liner that reportedly gave me another 10 deg. Together, these were less than 1/3 the volume of my pre-existing bag and fit far better into the little spaces in my boat. Speaking of little spaces, there are heaps of them and the other big gain in space for me was made by going from a few big dry bags to several small ones that could be moved around and placed in tight spots like the nose. A little baling twine left dangling down from the hard-to-get places meant they were easy to retrieve at camp too. In the end I could have saved some weight as well by upgrading a few of my camping items but I opted to spend that money elsewhere to (I believe) greater effect.
- I have my full gear list if anyone wants to see it.

Lessons on prep

1. If you have a team of many, there will be a lot of skills and knowledge there you might not know about. Use it!
2. Whatever advice you get from around the traps, the end decision is yours to own so while you might be listening and learning, you need to decide for yourself what you're doing.

The climax!

The thing everyone asks about is what went wrong. For a climax, the answer is quite "everyday" and anticlimactic: Shane accidentally stuck a fishing knife into his forearm. It's an injury that would normally have been dealt with by a trip to emergency, a clean, some stitches and some antibiotics. Unfortunately, the only place we could get those things was across a lot of water and with his injury



bleeding quite healthily and almost certain infection, we weren't getting there without help. So we administered first aid as best we could by cleaning the wound and applying clean undies to soak the blood and a pressure bandage to stem its flow. Then I got to call in the cavalry, which was quite climactic—and unfortunately had to be done from the top of a very steep hill covered in a couple of feet of matted tussock.

I cannot speak highly enough of Victorian maritime response groups. Technically we were in Tassie waters but they were still closer and took the lead. They had the ambulance chopper in the air in no time and proceeded to gather and relay information as required to support their effort. Soon after, Maritime Police were on the water in their amazing offshore rescue boat and also headed our way. The chopper arrived in about an hour and with the help of a flare, they found us immediately and had Shane on board, stabilised and then on his way to hospital in a flash. A nearby private vessel was directed to come and check on Steve and I (we were fine) and then headed back on their way. The kick-arse police vessel arrived several hours later to grab Steve and I, and all our gear.

In the end, Steve elected to continue on his trip against my wishes, and those of the police, but ultimately it was his choice and by all accounts he is doing well. We are all continuing to follow him and wishing him nothing but the best of luck for what lays ahead.

For my part in the response, I was super happy to have had all the safety and comms gear, and to have understood how to use it. From Shane's injury to getting on the police vessel, everything ran to plan and what could have been life threatening if left unattended was resolved quickly, with minimal fuss and

for a positive outcome. All the emergency response folks commented that we did everything right and both the medics and police were pushing us to come back and do the journey again!

Lessons on incident response:

1. Someone needs to take charge and get the things that need doing done. While it would be good to have everyone agree and contribute equally in these situations, you cannot stop to argue about it if they can't or won't.
2. Log your trip in your EPIRB/PLB registration with AMSA, take and pre-test all the safety gear required (and anything extra you think you need), call in with the Vic Maritime Police at the start of your journey and after each hop (they do the ground work, not the coastguard in Vic) and don't worry about what others will think or what you're missing out on when it comes to looking after your life and those of your teammates.

Will we go back and try again ...? I'm not sure I will. Certainly not for the next few years as we have other family priorities that don't include the training and prep we put into it the first attempt. Something I've learned through the many coastal trips and the start of our crossing is the parts I really enjoy happen on or close to land. We rarely see anything once we get past 10km out and while I find it calming and reflective to be on the ocean and offshore, lugging 200 kilos of boat, gear and person for endless kilometres takes the shine off that. In close we've paddled with whales, seals, dolphins, penguins, sharks, flying fish, all sorts of sea birds and still gotten to experience the variance in weather. This trip was always about the experience for me and I think I'll get more of that catching the ferry to Tassie and paddling north to explore around Flinders and the hundreds of other islands in close proximity before going back south and coming back on the ferry. And before I do that, I'll be content to spend some more time exploring my local coastline, which hasn't yet managed to disappoint. My current goal is to find time in September/October to spend more time paddling with the whales as they come through.

Justin

2018–2019 BGCC Membership Fees: Helen Tongway

- A big thank you to those people who have already renewed! Renewals (for everyone) were due on 1st July.
- If you haven't already renewed, nor heard from me to say you are still current, then your fees are **now over-due**.....

The BGCC membership fees have been held at last year's level, while the PNSW fees were changed a little, The Adult fees have increased by \$10, while the Junior fees have been reduced by \$30. The Junior fees are for children between 10 and U18 years as at 1st July, 2018. Children under 10 years may join PNSW for free, with the BGCC fee remaining at \$40 for Juniors taking part in regular paddling sessions. **All PNSW & BGCC Memberships are paid via PNSW and Paddle Australia.**

Label	Category	PNSW fees	BGCC fees	Total
1.1	Adult – New Member	\$90	\$130	\$210
2.1	Adult – Renewing Member	\$90	\$80	\$170
1.2	Junior – New Member	\$30	\$90	\$120
2.2	Junior – Renewing Member	\$30	\$40	\$70
1.3	Family – New Members	\$180	\$300	\$480
2.3	Family – Renewing	\$180	\$180	\$360
	Children under 10 years at 1 st July, 2018	Free	\$40	\$40
3	Non-paddler, volunteers, officials, carers	Free	Free	Free!
4.1	Adult Single-event Membership	\$20		\$20
4.2	Junior Single-Event Membership	\$10		\$10

Club Shed key-hire: Annual Fee: \$75.Plus **Refundable Deposit** of \$50, for new key-hirers.

Private **boat in Club Shed:** Upgrade Membership fee: \$180

Both private boat in **Club Shed + Club Shed key-hire,** Upgrade Membership fee: \$255

Both Key-hire and private boat in shed membership require an approved Application Form for new Membership Upgraders.

Those continuing their upgraded membership do not need to put in a new application each year.

Membership upgrades at: <https://www.registernow.com.au/secure/AccessRegistration.aspx?E=30446>

If your finances are such that you need a little more time to pay – then please contact me, to let us know that you are still in town and want to continue with BGCC, key and boats.

Applications for permission to keep your private boat in the club shed and (after 3 months' BGCC membership) are on-line at <http://www.bgcc.org.au/index.php/administration>

You only need to apply for the first time – after that your approval continues – as long as you pay your annual fees on time!

Club members whose applications come in later in the year pay a pro-rata fee, up to the end of each financial year.

See club website for how-to-pay links

Helen.