



HUT!

May 2017



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Ontario Paddlers in Belize!

Presidents Message



2017 Executive

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The Faster WE Paddle, the Faster we ALL Paddle

OMCKRA gets a certain amount of money every year from the provincial government for sport development. Periodically we have to reapply to the government as its priorities change (they want to see that we are spending their money in a proper manner) and we had to explain what it is that we do. We found that we do a lot more than we thought we did. The overview is the president's message.

OMCKRA sanctions a series of about 20 annual racing events from early April and running through Thanksgiving, mostly in small and medium-size communities where the organizer has roots. Race distances range from 12 km to 200 km.

Racers use existing waterways, "taking the water as it comes" (an International Canoe Federation definition) and portages may be deemed part of the race course. Internationally a marathon is defined as a minimum 10 km distance but young paddlers and novices race shorter than that and we still call it "marathon."

OMCKRA is inclusive in its encompassing policies, also taking in newer aspects of distance paddle racing such as Surfski, Outriggers and Stand Up Paddleboard racing. The latter categories are based in Polynesia and spread in popularity to North America.

Some OMCKRA races are new; some have been ongoing for nearly 50 years. They may be community organization fund raisers, or sustained by enthusiasts or as a promotion tool for a waterway. Collectively they nurture each other. OMCKRA's core purpose is to support race organizers by providing insur-

ance, and safety advice, and standards for racing boats so that paddlers from across the province, Canada and elsewhere can take part. Typically a variety of classes are available requiring differing investments in water craft.

Participants range in age from 10 years upwards and entry into the sport is possible anywhere along the age spectrum. They may come from other paddling disciplines or other sports such as cross country skiing, swimming, running or cycling. Many are life-long competitive athletes practicing a healthy lifestyle year round that enhances their paddling performance during the racing season.

While there are some clubs where boats and storage is shared, the annual races are the core of OMCKRA and serve as the equivalent of clubs in terms of offering support. Seeing experienced racers going fast, new paddlers are inspired to seek out OMCKRA'S NCCP-trained and certified coaches and others with a Deep Knowledge of the sport, increase their skill levels and upgrade equipment. In keeping with the "taking the water as it comes" nature of marathon racing, training occurs at various locations when and where it is appropriate.

New paddlers in turn are challenged to take part in higher stakes events such as "destination" races in Ontario and elsewhere in Canada and abroad. Even the most expert paddlers are constantly improving and refining techniques, race strategies and fitness. The faster we paddle, the faster we all paddle.



As Marathon is not an Olympic sport, "High Performance" can be defined several ways at the National Level. Provincial and National Championships and the Triple Crown, (General Clinton, Ausable River Marathon and La Classique) the top level of Marathon Racing in North America, are natural goals. Paddlers drafted from the Sprint discipline in Canada who paddle ICF style canoes and kayaks are encouraged to take part in Qualifiers, Nationals, and then on to International Canoe Federation Marathon World Cup and World Championship events. At present ICF racing is a very narrow window for participation. We would like to see more "sprint" paddlers making this crossover.

Ontario marathon paddlers likewise take part in top level outrigger and SUP events around the world.

OMCKRA is a member of the Marathon Canoe Racing Council (MCRC), one of three disciplines making up Canoe Kayak Canada. MCRC developed a Strategic Plan in 2012 which expires this year. OMCKRA and MCRC are currently working with the National Sports Organization to create a common LTAD and also a new Strategic Plan. Both will encompass Canoe Kayak Canada's three disciplines.

New Editors for HUT!



Racing together during the 80 km "sprint" version of the Muskoka River X last year, Christine Archer and Oliver James McMillan found time to ask each other questions about what they could do for the sport that was giving them so much joy (This on a windy cold and miserably rainy day.)

And so it came to be that they ran for positions on the OMCKRA board (Christine is the VP, Oliver is the Member At Large) and now are taking over editorship of the venerable HUT! newsletter. Today communications; tomorrow The World!!

It's a pleasure to have them on the board.

The President

Nationals in Ontario!

C1 and C2 Mens and Women, Mixed and Juniors Canoe, Stock Canoe as per OMCKRA specifications. ICF Kayak Mens and Womens. Watch for schedule to be published soon. August 5-7 206 Ramsey Lake Rd, Sudbury



Provincials Prize Money!



YORK RIVER PADDLE CHALLENGE AND OMCKRA PROVINCIAL CHAMPIONSHIPS* July 8 & 9, 2017 in Bancroft omckra.com

- ⇒ OMCKRA funded BBQ for paddlers
- ⇒ OMCKRA members are eligible for prize money in the C1, Stock, C2 Mens & C2 Mixed (to 7th) and ICF K1 (to 3rd) Provincials classes
- ⇒ \$25 gift cards to the 1st & 2nd placements of Recreational, SUP and OC1 on Saturday
- ⇒ OMCKRA members are eligible for reimbursement of 1/2 the Sunday race fee in the C2 Mens, C2 Mixed or ICF K1 class if they have placed in the top 10 of the C1 or Stock classes on Saturday
- ⇒ OMCKRA members are eligible to receive \$25 if they finish within the top 5 of the C1, Stock, C2 Mens, C2 Mixed, or ICF K1 and also go

Place	Sat 12 KM		Sun 23 KM		
	C1	Stock	C2 men	C2 mixed	ICF K1
1st	\$80	\$160	\$160	\$160	\$80
2nd	\$60	\$120	\$120	\$120	\$40
3rd	\$40	\$80	\$80	\$80	\$20
4th	\$20	\$40	\$40	\$40	
5th	\$10	\$20	\$20	\$20	
6th	\$10	\$20	\$20	\$20	
7th	\$10	\$20	\$20	\$20	

Prize money is per boat

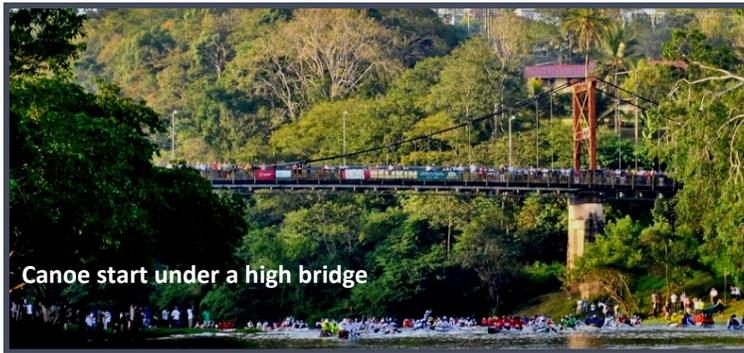
*Only OMCKRA members are eligible to be counted for standing and receive prize money in the OMCKRA Provincials Championships.

La Ruta Maya—Belize



In March 2017, Don Stoneman, Mike Hayes and I (Oliver James McMillan), embarked on a crazy adventure to race the Belikin La Ruta Maya Belize River Challenge. I had never raced in a three man boat before but I was excited at the prospect of a new challenge in a new place. La Ruta Maya is a four day, 170 mile three person canoe race from one side of the country to the other. The following is our story from my perspective.

Day 1—San Ignacio to Banana Bank, 49 miles.



Up at 5:15 am on Friday morning. On the water at 6:20 am, we put the canoe in the water downstream, and paddle up to the start line as a warm up. The three of us felt ok, the usual nerves and anticipation. We get a spot on the front row, middle left, a straight line to under the bridge with some good water.

As more boats get on the line we start to get pushed further to the left and there is now a group of branches directly in front of us sticking out of the water. We manage to slide back over to the right, just far enough but it's still going to be close. 7 am the horn sounds and 50 boats jump off the line. We got a really good start and we're somewhere around 15th.

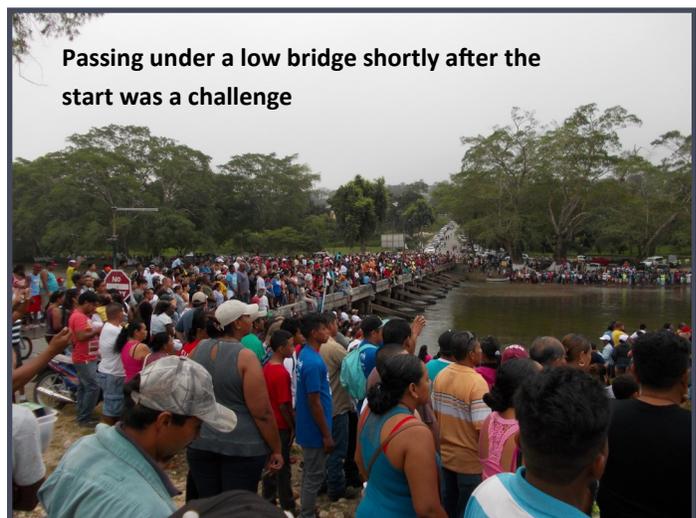
Just before the bridge the water gets shallow and a wave rises up in front of us, big enough to come over the bow so we back off just a little. The bridge is coming up fast, there is a strong side current just as you're about to go under the bridge so the goal is to aim just right of the pillar and the current will bring you clear under. Our boat is lined up perfectly and just before we clip the pillar the current brings us clear, there was a boat that went just left of the pillar to our right and went for a swim right next to us. We settle into our race pace and some of the team's that went swimming or did not have a great start begin to pass us. We catch a ride wherever we can and are now in about 19th. An hour and twenty minutes in, is our first pit and we cannot see our crew, then we realize we've passed them! We had to swing around to receive our pit, a mistake that cost us about 6 positions.

Once we're going again we ride with a few other teams, all of them friendly. Our second pit goes much better than the first, we hardly have to slow down, and the bags go into the bottom of the boat while we try to get back on wash. Once we're cruising again we begin putting our bottles away and Mike's bottle was leaking into the boat so he has only about a 1/3 of a bottle for 2hrs, not good!

After our second pit was the lowest point in our race, dehydrated and sore with some very technical water made it difficult. At one point we come to an island, left of the island is shorter but looks completely blocked with debris, so we go right. When we come around the island a boat that was 5 lengths behind us is now 5 lengths in front of us! They had found a way to go left, just local advantage I guess. We work hard to catch their wash, and after about ten minutes of pulling we catch them. We managed to ride with this team for about an hour and a half, this was the highlight of day one for me. My pain went away as I was focusing on keeping it on wash, life was good.

We get our 3rd and final pit and with it came our second wind. Further up the river as we're riding we see a crew getting back into their boat as we go by, they must have tipped. A few minutes later they come flying up the right side and we pull hard to try and catch a ride. We pulled as hard as we could, and we get very close to side wash but just not quite enough. We catch a little stern wash before we're dropped, but it was just enough to pull us away from the other team now behind us, and that was the last we saw of them.

At about the 5:45 mark, Mike and Don start to cramp up, bad! Both of them don't know how much longer they could paddle with cramps, luckily we go around the next corner and there is the finish line! We all dug deep, pulled hard and made it. We finished in 5:49:51. 25th over all and 8th in our class.



Passing under a low bridge shortly after the start was a challenge

La Ruta Maya—Belize

Day 2—Banana Bank to Double Head Cabbage, 60 miles

The longest day, 60 miles with some big rapids. We're up at 4:30 drive to the start line and on the water at 6. This is a tricky start because it's on a curve. We line up middle right, front row.

6:30 the horn blows and we're off we get maybe 10 strokes in then the next thing we know we're in the water! We collect our selves and start swimming for shore I look across river and see our friend Chris and his daughter Avis also in the water, along with a few other top teams. At least we not the only ones. Chris' wife Molly called it "a tipping day."

We get the water out of the boat and we're off. Dead last. We start passing the slow teams trying to work our way back up the pack. Eventually a team comes up from behind and starts to pass us so we hop on their wash and ride with them for a while. We ride for about 5 minutes before they manage to shake us off.

About an hour in now and some of Don's muscles are getting really tight, he's having a tough time putting power down and his balance is off. We pull over to see if we can stretch it out, it helps a little and we're off again. We get another half hour down river and Don can hardly paddle, we pull over and Don lies down on a log at the riverbank, lying down seems to help but it won't be enough. Mike moves back to the stern position and I stay in the bow. We leave Don on a log at the side of the Belize River, to be picked up by the rescue boat (which is not far behind).



At the finish line on the second day

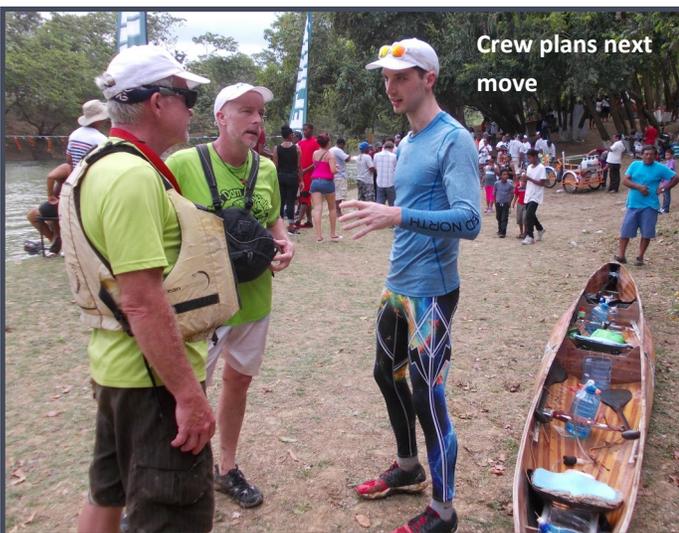
about an hour later I begin feeling weak. I go through a mental checklist in my head, I've been taking electrolytes/tums (calcium), I've been eating and drinking enough, maybe it's the heat for me as well.

We get directed away from the big rapids to the shallower section, it's a little squirrely but we make it through. Its at this point a team catches us from behind. This is the first boat we've seen in hours and we immediately hop on wash. For both of us the pain seemed to be gone and our strength came back.

After big falls there is about 30-45 minutes left in the race so we just sit on stern wash of the boat that caught us. Being aware of how close the finish was getting, we move up to side wash on a corner they went too wide on. A few corners later we hear music and see flags so we hit it, we start to pull in front and blow them off, only to realize moments later it's not the finish line, but just a big party on the river bank!

Mike and I are pretty gassed after the sprint and we don't get right back on wash. We're about 3 lengths back now. We're both kicking ourselves for going for the false finish, Mike yells up to me "I still want these guys" and I was thinking the same thing. We pull hard and it takes us about 5 minutes to get back on stern wash but we make it, and boy does it feel good! We take a short rest on stern and around the next corner we try to get back on side wash. We can hear music again as we make a move and at the same time they hit it. We pull as hard as we can for the real finish line but the three of them pull about a length on us and cross the line just ahead.

We've dropped from 25th to 32nd overall. We're over half way to Belize City we'll see if the team can hold it together for two more days, we weren't the only ones to finish with only two paddlers today.



Crew plans next move

Mike and I continue to paddle, passing a few more teams, riding when we can. 10 o'clock rolls around and the rain starts, so hard we can only see about 3 lengths in front of us. Thankfully the rain tapers off and by 10:30 the sun is out again.

At this point Mike and I are alone on the river and we talk about how beautiful it is while we pull. At about 12 the heat starts getting to Mike, his head is fuzzy and he feels weak. I begin to call the huts, we continue to paddle and

La Ruta Maya—Belize

Day 3—Double Head Cabbage to Burrel Boom, 36 miles

We get back in the boat with Mike in the stern and Don in the middle with a makeshift back brace. We start warming up and the boat is twitchy. Maybe it's the new positions, maybe it's sore muscles, but we decide to line up in the second row to reduce the chances of a tip.

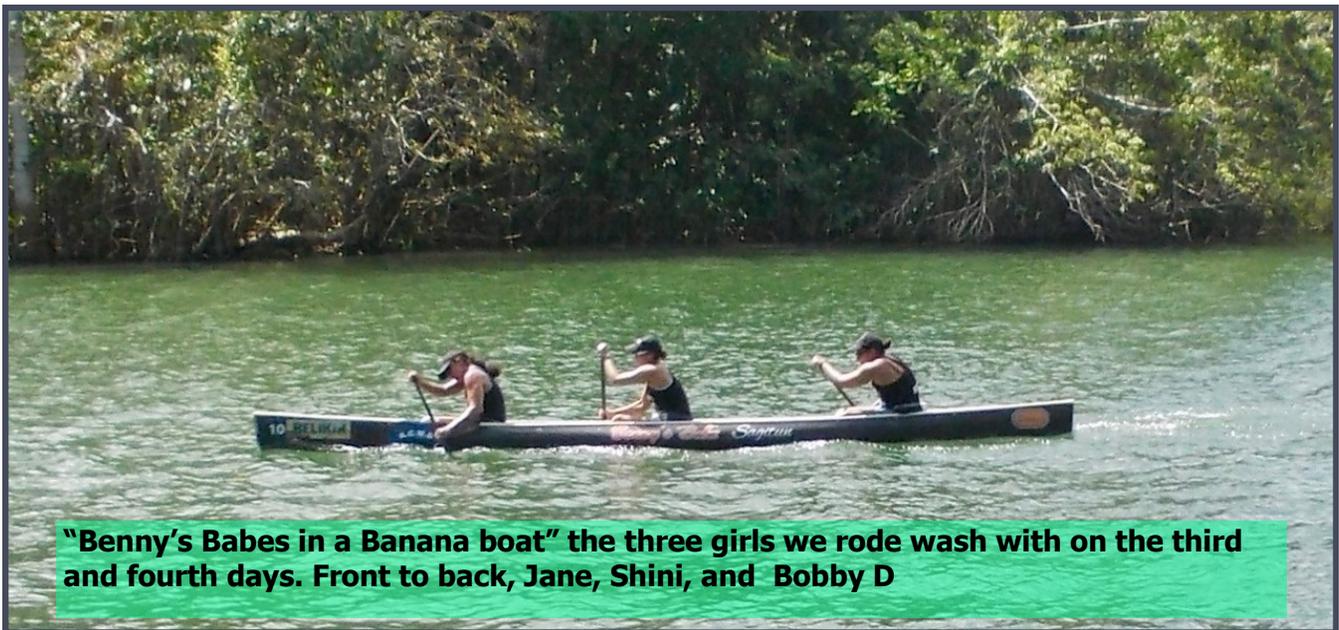
8am the horn sounds and we're off. The waves were a little smaller in the second row but not by much. The rough water lasts for about 5 minutes but we're upright and passing teams. We're feeling good and can put the power down, riding some good wash.

About an hour and a half in Don is hurting again, the brace doesn't seem to be working. A safety boat is right next to us. Don calls it and we wave the boat over, Don hops out of the middle seat and Mike and I are off, we were stopped for maybe 20 seconds this was a smooth exchange.

game where one quotes a line from a movie and the others have to guess the movie, we join in and it's good to pass the time and take your mind off any pain. We talk, we laugh, all the while riding wash, these girls are fun to be around.

We ask the girls how much longer until the finish and they say we are almost to a pump station that marks half an hour until the line. We pass the station and the chit-chat comes to a minimum. With 20 minutes to go the girls get silent and start a push, Mike and I are right with them. We're working hard to stay on the wash but we manage to maintain a perfect distance away and behind them.

The boat that out sprinted us the day before is up ahead and the girls are showing no signs of slowing down, we go by as if they're standing still. We're going at a good pace and I'm starting to wonder how long Mike and I can keep it up in the heat of the day, but then we see the Black Orchid resort and we know around the next corner



"Benny's Babes in a Banana boat" the three girls we rode wash with on the third and fourth days. Front to back, Jane, Shini, and Bobby D

Mike and I paddle hard to catch the 3rd place female team who are about 8 lengths ahead of us. We manage to catch their stern wash, where we rest for a few huts and grab some food. Mike and I are feeling good so we make an effort for side wash, and one short sharp sprint later we're next to them. Once we're next to them I realize our friend Jane (who we met a week earlier) is paddling the bow. I say hello and ask if they want to work together to catch the next boat in front of us, Jane says yes! So we start to take turns pulling while the other rides. We started about 10 lengths behind and got as close as 5 but that's as close as we ever came, after that they just pulled away.

We continue to ride with Jane and her two partners, Bobby D and Shini. We take turns and they are easy to ride, I start talking to them a little and they are quiet at first but they come around. They begin singing and playing a

is the finish line. The sprint starts as soon as we round the corner, Mike and I give it all we got. I start to get tunnel vision on the finish line it's all I'm focusing on, we cross the line and the horn sounds. I look over to our left and the girls are right next to us, I have no idea who crossed first but the horn only sounded once. We drift over everyone is smiling. We shake hands and congratulate each other. After 4 hours of riding wash together it comes down to a sprint finish and it ends in a tie, our times we're 5:52:50.

This was my favourite day so far, the girls, the wash it was a blast. One day to go.

La Ruta Maya—Belize

Day 4—Burrel Boom to Bottom Dalla in Belize City, 26 miles



Us and the Girls chasing down the “Grumpy Old Men”

Don is feeling a little uneasy in the morning but we get to the start line extra early, and figure out a better back brace for him. We go for our warm up and it all feels good.

9am the horn blows and we're off. Not 20 feet after the start line a boat runs into our stern, hard! Some good bracing keeps us from going for a swim. We don't get out of the rough water until about 20 minutes after the start. Once in some clean water we grab a couple of rides as boats go by. We settle into race pace and the boat is moving well. About an hour and a half in I ask Don how he's feeling he says "great!" the stretching and brace must be working.

About an hour and 20 minutes from the finish line the girls from day 3 catch us and we start riding, there is no chit-chat today, it's all business. Today by working together we are able to catch the next boat in front of us "grumpy old men" the girls pull then we pull and before you know it the grumpy old men are only a boat length in front of us.

The canal into the city is coming up and you want to be the first boat into the canal because there is no room to pass, it's very narrow and all suck water. With 100 yards to the canal we catch grumpy old men and are on stern wash. We have to make a move soon, so we slide right and punch it. We blow by them and don't slow down until we're in the canal. The other two teams are not far behind but they have more waves to deal with in a section that already requires a lot of careful steering.

We emerge from the canal and start paddling into the city. At this point the girls and grumpy old men are working together to catch us, and eventually they do. With ten minutes to go there are 3 boats riding wash. There are three bridges before the finish line and at the first bridge the grumpy old men start a push, the girls are in between us and start to fall back. Don, Mike and I are on it and we manage to stay with Grumpy Old Men, the girls slide back to stern wash and we move over to side wash on the old guys. We ride like that for a few minutes, and we can see the girls moving over getting ready to sprint to the finish.

With about 100 yards to the finish the old guys give it. We pick it up to stay on wash just a little longer then we light it up. We blow past the grumpy old men and manage to put 6 seconds on them before the line, while the girls come in one second behind grumpy old men.

What a day of racing.

The whole race has been an adventure, full of ups and downs. I've had a really good time and will come back to race again. I would also recommend anyone who is interested in canoe racing to come and try this crazy race. 4 days on a beautiful river, with friendly people and great food, I can't get enough of it.

-Oliver



Just entering the canal to the city after a hard sprint.

First 'service' was the pits—but got better

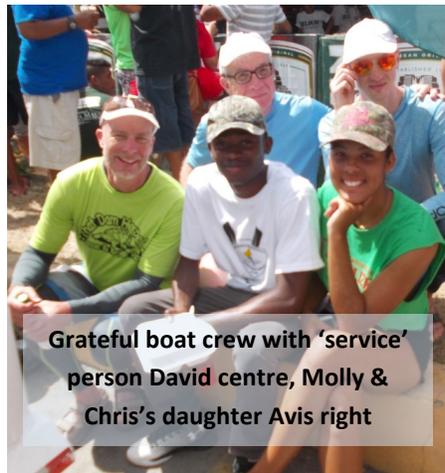
David rocked tentatively forwards, toes hooked for support, clutching two knotted grocery bags containing food and water bottles for three paddlers. He stood at the edge of the ferry's wooden platform peering into the swift flowing river with what looked to me like trepidation. Around him and around me on shore rose a sea of bright colour and noise. Pit crews crowded on the small platform shoving and shouting, then jumping into the cloudy waters as their boats flashed into view around the river bend. On shore horns blared. Don, Mike and Oliver's boat passed directly below David's feet; they were 15th overall, in the middle of a jostling pack, finding the first pit of the race completely different from expected. The little bay which we had explored the previous morning as the likely spot that I, Kim, would stand and pit them from was filled with the river ferry boat and I was nowhere to be seen. Instead they must look for our local pit support, David, whom they had never met.



The river too was filled with the three-man boats clustered and fighting for position, riding each other's wash with their pit crews swimming amongst them in the current. David did not know how to recognize them and only when they passed and he saw the Canadian maple leaf did he leap. On shore the crowd have begun to shout "Jump David! It's your boat!" and to the guys "Canadians come back!" And then they were gone. The current and pack had taken them onwards around the next corner and away.

It was a most forlorn looking Canadian boat that came inching back upstream

through the current not knowing where to look for their necessary pit from David. With the intense heat and distance, they would not be able to continue without that food and especially that water. They lost time but got their pit and disappeared downstream.



Grateful boat crew with 'service' person David centre, Molly & Chris's daughter Avis right

In the lull before another wave of boats the pit crews swam in the current gathering spent bottles and bags, returning to shore. I watched David floating by struggling with the bright yellow PFD he'd been handed and thrown on quickly that morning.

The PFD had been tied too loosely on his narrow frame and was now bunching up at his neck, gagging him. He made it back to shore though and was just a little quieter than usual, feeling a bit ill, as I drove us to the next pit stop. Also, he may have been stinging from the telling off he got from Miss Molly, who had connected us with David, and I think may have once been his school marm.

Any out of country team is going to need the help and advice of local Belizeans. Critical pit locations are accessed by long drives on dirt roads through rain forest jungles, busy and better accessed on race day by dirt bikes. These open suddenly into orange groves and river villages yet traverse no



sided board bridges and can narrow to one lane with no room to reverse.



A few times I'd say, 'too Belizean for me', and David would take over the driving.

The pits are something to prepare for. When David said he could swim, it wasn't because he 'might' be in the river, it was because 'service' (what pits are called in Belize) is mostly done by swimming out to the boats while carrying supplies by hand. Only in recent years was it made mandatory that those providing 'service' wear a PFD.

Miss Molly (I became "Miss Kim" while in Belize) was a respected resource for many following the race and in the village of Burrell Boom where we stayed. People were constantly dropping by the house of Molly and her boat building paddler husband Chris Guydis for a meal, advice and help with their boats. Friend and neighbour Rick brought us from the airport to the house where we stayed then piled the paddlers in the open back of a pickup while we all checked out the river. Molly and Chris's three daughters, especially Amber helped us navigate the local shops, introduced us to the local lizard and gave advice on how to cook some of the unfamiliar ingredients.

And David was there to reassure me the guys still in the boat needed our 'service' more than my husband Don who had been left on a log at the jungles edge somewhere before More Tomorrow. Don would surely make it to Double Headed Cabbage somehow and crocodiles were not big until day four of the race. David also explained 'Passover' but that's another story.



Mike, Oliver, Don and Amber Guydis

Have you ever been knocked down a notch?



Photo courtesy of Morning Matters (Belize TV)

Written by Mike Hayes

Yesterday morning, we were waiting to put into the water for the 4th and final day of the La Ruta Maya. I was feeling pretty good with myself. I had survived the heat and challenges of a tough and crazy canoe race so far. And I had done it in spite of a pulled glute that has caused me immense pain the whole race. Just ask my paddling mates, Don Stoneman and Oliver James McMillan about my whining, on and off the water.

Then I see a guy in a wheelchair being pushed up to the water's edge. I watch as his buddy lifts him from the chair into a race canoe. He has a big smile on his face. I continue to watch as he uses his hands to place his legs into position. I had seen him on the water previous days and did not know that he was in a wheelchair. He has been paddling hard.

Paddling that final day, my butt was in a lot of pain...but it did not seem to hurt as much.

Click [here](#) for some footage of La Ruta Maya

Belize Canoe Building Shop

Don Stoneman with a newly built infused graphite canoe the crew did NOT paddle in the race. There's no minimum width spec on race canoes in Belize so skinny canoes rule with light crews. The Canadian crew was not particularly light and stability was an issue. We paddled another canoe that had been designed in Canada.



Paddling Programs

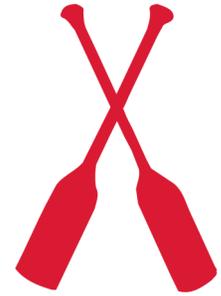


Looking to improve your stroke, train for races, learn to read water or just paddle for fun?

OMCKRA has certified NCCP trained coaches who offer paddling programs.

www.omckra.com/coaching.html

To Find a Coach near you email: info@omckra.com



Thames River

Every Weekend from April to November

This is for intermediate level paddlers wishing to learn marathon techniques in technical waters. Session location depends upon water levels. The Thames River from the Meatherall bridge just west of Ingersoll to Putnam bridge is one of the most challenging rivers in south western Ontario. That is where most sessions will take place. When water levels are low sessions are held on Pittock Lake. Participants must be full members of OMCKRA.

Huntsville Paddling Program

Weekdays in June & July

There will be regular paddling training sessions held in Huntsville in June and July for intermediate level paddlers wishing to learn marathon techniques and racing skills. Locations in Huntsville will alternate between "Camp Kitchen," Goodwin Park and Avery Beach Park. Sessions will be held on Monday and Wednesday evenings commencing May 30th and ending July 20th. Mondays will focus on technique and Wednesday will focus on building speed (tempo and time trials). Participants must be full members of OMCKRA.

Gatineau/Chelsea/Ottawa Paddling Program

Whether you are a beginner or an advanced paddler, Ryan will work with you to improve technique, boat control, balance and fitness to improve efficiency and work towards your paddling goals. Canoes (Marathon, Outrigger, Recreation), Kayaks (Racing, Recreation) and SUPs are welcomed. Even if you do not have your own boat, accommodations can be made to get you out paddling! Ryan Stepka comes from background in Sprint Canoe/Kayak and is proficient teaching and padding different types of canoes and kayaks. For more details on session dates and times, please contact Ryan.



Contact: Coach Bob Vincent
bob_liz.vincent@sympatico.ca



Contact: Coach Chris Near
huntsvillepaddlers@omckra.com
csnear@hotmail.com



Contact: Coach Ryan Stepka
ryan.a.stepka@gmail.com
613.761.8513

“Motivation is what gets you started. Habit is what keeps you going.”

Jim Ryun

Thames Classic Race April 8

Long Course-C2

Bob Vincent (Dorchester)
Oliver J McMillan (London) 1:29:05

Don Stoneman (Cambridge)
Chris Prater (London)
1:29:15

Gwyn Hayman (London)
Dean Brown (Hamilton)
1:30:15

Liz Loek (Mississauga)
Dragan Olajdzija (Toronto) 1:34:34

Mike Hayes (Elmira)
Cezary Szymczak (St. Clements) 1:46:36

Long Course-Kayak

Vadim Lawrence (Toronto)
1:37:05

Short Course-C2

Dean Coulson (Kearney)
Christine Archer (Plattsville)
57:18

Roy Vallinga (Stoney Creek)
Ron Marsh (Burlington) 59:54

Short Course-Kayak

Yvonne Kurz (Myrtle Station)

THANK YOU

Thanks to all the folks who helped with course maintenance. Special mention to Kenzie Buis for safety boat, bridge tracking and the Dean Coulson's and Chris Prater daughters for cheering on their daddy's and timing. Thanks to Deb Tait for lunch and social after the race. All the racers are members of OMCKRA.

Jock River Canoe Race—April 15

There was over 120 teams registered for the Jock Race this year!

Two teams finished under 1 hour! Ryan Stepka and Pierre Lavictoire paddled to first place in 0:57:43 while Robert Ross finished just under the hour mark at 0:59:55!

Congrats to all racers who participated this year!

[2017 Results](#) (link)

Sydenham River Race—April 23

86 canoes and kayaks participated in the Sydenham River Canoe and Kayak Race on April 23. The fastest time for the 17 km competitive race was won by Oliver McMillan and Chris Prater with the time of 1:22:52!

Race Report from Coach Bob Vincent

Chris Prater and Oliver J McMillan won by three feet. Dean Brown and Steve Tait rode on their side wash. Dave Johnson and Stan Anusiewicz led most of the race but they banged into Chris and that gave Dean and Steve an opening to pull up two boat lengths behind. Then on the last corner, willow branches on the right, the boys went left, Dean and Steve cut the corner to get up on the side wash. Dave and Stan fell out the back door—not enough punch

Dragon Olajdzija and Liz Loek, Don Stoneman and Michael Ruddick, Myself and Gwyn rode their wash for 15 minutes before we went out the back door. At the top turn we waited for Mike Hayes and Cezary Szymczak, Mike Bender and John Liversage. Then off we went. The sprint starts at Smith Falls as the water was flat and had great depth. Mike and John were out the back door quickly. Mike and Cezary fell to our stern wash. They tried several times in the last 15

minutes to get up to us, but could not do it.

It was a sunny and warm day. Just another great day to be on the water! After the race, three canoes paddled back up stream and then back to our cars.

Hope to see you on the water, Coach Bob

[2017 Results](#) (link)



Dam Hespeler River Race—April 20

Recreation Class 5 km

Ean Kool
Kaitlyn Murray 51:43

C4—15 km

Liz Loek, Dragon Olajdzija
Karen Simpson, Gord Cole 1:33:42

C2 Mens—15 km

Dean Brown
Dean Coulson 1:30:57

Rene Boogemans
Keir Johnston 1:34:44

Dave Johnston
Stan Anusiewicz 1:34:53

Chris Prater
Bob Vincent 1:38:09

C2 Mixed—15 km

Stan Manchacek
Maria Kuzmin 1:39:58

Cezary Szymczak
Gwyn Hayman 1:47:58

ICF K1—20 km

Darryl Böhm 2:01:53

Vadim Lawrence 2:02:01

Shawn Urban 2:09:18

Kayak Long-10 km

Steffen Roller 1:13:15

Ben Reese 1:23:01

Short Kayak-5 km

Alexander Campbell 41:38:00

Jeff Hefley 51:35:00

Stock Boat—10 km

Peter Scheuring
Megan Scheuring 1:16:46

Calin Delers
Don Stoneman 1:22:54

Jake Albert
Sheldon Fisher Lap 1 50:21 DNF



C4 makes a rare Ontario appearance

Photo credit: Christine Archer

Upcoming Races



May 20th (Saturday) Marsh Mash—Bradford

Contact : lain Craig 905-893-1323 Craigers@rogers.com
www.marshmash.ca

May 27th (Saturday) Big East River X—Huntsville

Contact : mike@muskokariverX.com or rob@muskokariverx.com
705-349-2566 Muskoka River X



June 3 (Saturday) Canoe the Nonquon—Port Perry

Contact: Shannon Kelly skelly@scugog.ca

June 3-4 Saugeen Paddlers Weekend—Paisley

Short Voyageur canoe races

Contact: Ed Maxwell edmaxwell@bmts.com



June 17-18 24 Hours of MRX—Huntsville

Starts at noon on Saturday

Contact : mike@muskokariverX.com or rob@muskokariverx.com
705-349-2566 24 Hours of MRX

June 18 (Sunday) Sudbury Canoe Club Marathon

Contact: Rob Marcolini marco.renout@eastlink.ca



July 8-9 York River Paddle Challenge and Provincial Championships

(Sat and Sun) Bancroft. 12 and 24 km races

Contact: Dave Conroy j30seeya@hotmail.com

Upcoming Races



July 22-23 K2O race Kingston to Ottawa

100 km and 200 km races. 22 portages. 6 am start at Catarauqui Canoe Club in Kingston

Contact: Ian Info@kingston2Ottawa.ca

July 29 (Saturday) Mattawa River Canoe Race — North Bay

64 km and 13 km races

Contact: Paula Loranger paulal@nbmca.on.ca



July 29 or 30 The Lake Ontario Crossing Niagara-Toronto

32 miles across the lake. SUPs, outriggers, prone paddleboards and surf skis. Port Dalhousie to Cherry Beach. Niagara2toronto.ca

August 5, 6 and 7 Canadian Marathon Nationals— Sudbury

Northern Water Sports Centre, 206 Ramsey Lake Rd Sudbury Proudly brought to you by the Sudbury Canoe Club.

Watch the OMCKRA website for more information.

Contact: Gergerly Lanci blacksheepcustomsport@gmail.com



Aug 19 Wai Nui Why Not—Mississauga

Outriggers, surf skis and SUPs on Lake Ontario

Contact: Wendy Perkins wendypaddler@gmail.com

Sept 15-16-17 Muskoka River X—Huntsville

220km, 130km and 80 km Muskoka River X

Contact : mike@muskokariverX.com or rob@muskokariverx.com



THE GREAT MUSKOKA PADDLING EXPERIENCE

A fun racing experience for canoes, kayaks & SUPs for all levels of participants

**Oct 7 Great Muskoka Paddling Experience—
Bracebridge (Saturday)**

5, 10 and 20 km races suitable for all types of racers

Contact: Sandy Schofield caschofieldstream@cogeco.ca



MEMBERSHIP & SANCTIONING

Online membership form is at:

omckra.com/membership---sanctioning.html



Membership is paid by e.transfer from your bank to omckra@gmail.com or by cheque made out to **OMCKRA** and mailed to: **Membership c/o 87 Queen Street East, Cambridge ON N3C 2A9**
Club? Contact info@omckra.com to request the club agreement form.

OMCKRA Membership Application/Renewal Form 2017 (coverage to March 31, 2018)

Membership is paid by e.transfer from your bank to omckra@gmail.com or by cheque made out to **OMCKRA** and mailed to: **Membership c/o 87 Queen Street East, Cambridge ON N3C 2A9**

Name (s):	
Address:	
Residence Phone:	
Cell Phone:	
E-Mail Address:	

Fee schedule for members of OMCKRA

	Enter Fee [C\$]	Date of Birth (dd/mm/yyyy)	Racing Class C, K, Rec., OC, etc.
Individual/Race Organizer (per race)	(\$50)		
Full Time Student or <18 yr. as of Jan. 1	(\$40)		
Family having at least one child <20 yrs. Jan 1 (maximum 4 adults)	(\$70)	list ages below	

List Family Paddler Names

	Date of Birth (dd/mm/yyyy)	Racing Class C, K, Rec., OC, etc.

List Special Skills (First Aid/CPR/Medical/NCCP Coaching Certification/Canoe Construction/etc. and other Affiliations:

Members receive annual meeting notices and newsletters via e-mail, are eligible to vote, are covered for insurance in OMCKRA sanctioned events and may apply to participate in provincial and national awards competitions.

Personal information collected by OMCKRA is used to provide services to our members. These services require administrative responsibilities such as documentation of insured events and instructor registration. A limited information membership list (names and city) is provided to race organizers for insurance purposes. Private information is never given to anyone by OMCKRA for other reasons. People registering for OMCKRA coaching or who have taken part in an insured event may receive membership information from OMCKRA in the next calendar year.

For office use Card provided: _____ DB updated: _____