



# SAPPHIRE WATER DRAGONS INC

MINI NEWSLETTER  
FEBRUARY 2014

## Jindabyne Flowing Festival Regatta Results & Canberra Regatta by Mary Balmain

Thanks to all those who travelled to Jindabyne last weekend. The weather was varied, the company and paddling both great. Thanks to Pat & Charles for towing boats. Thanks to Charles for his maintenance on all boats over the weekend. SWD boats are a credit to him. Thanks to Chris for his input for race plans and seating arrangements. Thanks to Nature Coast who combined for Mixed events & Zen who combined for Womens events.



SWD/ZEN womens placed **FIRST** IN 2000M twilight race on Saturday Womens division

SWD/ZEN women placed **FOURTH** IN 200M sprint on Sunday Womens division

SWD/NATURE COAST/JINDABYNE men placed **THIRD** in Sports open (10 paddlers). Very close and very exciting race.

Next event is Canberra regatta on Saturday 22 March 200m and 2000m paddling; Sunday 23 March 500m and 10s racing (subj to numbers)

Race categories are Women, Mixed and Open. Race time Saturday 8.00am - 2.00pm and 8.00am to 1.00pm Sunday. Entry \$20.00 per paddler. Please let me know if you want to participate at this regatta. Entries close 6th March.

## Paddling bits from Pat

The attached photos from Jindabyne were taken by Dave Ward. Thanks Dave for taking them

Those who weren't at Jindabyne last weekend missed a good weekend!!!

There is a regatta coming up in Canberra, as well as another Sunday Social with all South Coast Clubs in Narooma on Sunday 16 March.



There will be a training paddle for all Regional paddlers on the Saturday, also at Narooma, followed by a presentation lunch. This is separate from the social paddle the next day, and all Regional paddlers are expected to be there.

Names to Mary if you intend coming to Narooma on Sunday 16 March



## Paddler Profile No. 1 – Di Stuart



Well, looks as if it might be my turn to submit a profile so here goes....

I was born in Bega in 1952 at the old Bega Hospital in the middle of the '52 fires. Everyone was packed up & ready to evacuate to the river when the fire turned so in a way that was the first exciting event in my life.

There were many memorable moments growing up; learning to sew on my mother's treadle machine and because I was too small to reach the treadle I had to use my fingers to turn the wheel resulting in blister upon blister (and many, many bandaids)

until Dad fitted a small motor which turned it into an electric machine; being towed around the yard on a shovel by my Dad; picnics on most Sundays at Bar Beach, Merimbula and Mum having an absolute cow when I, along with all the other kids climbed around the rocks.



As kids we never needed encouragement to get outside every day. Our mother had a house rule that let us exit at 9:00am and we had to back by 5:00pm and not to hang around while other people were having lunch; hopscotch was permanently scored in the road at the bottom of the street, bread was lucky to make it home without the middle being picked out and there was an endless supply of paddocks to roam.

I learned to drive early (just kidding) in a little motorised car which was at the garage where Dad worked (where Retravisation was until not so long ago), and at 17 my legs fell off when I got a REAL drivers licence. We had a 1950 Morris 6 and to be able to put it in reverse gear I actually had to STAND UP behind the wheel. The car had a four speed column shift; that part was easy. Reverse was a different kettle of fish – the gearstick had to be pulled out, pushed forward and then down. Needless to say I was too short and lacking strength to manage that sitting down hence the standing.

I started paddling somewhere around 2006 (I think). Within a short time I joined the Committee and have been a member ever since holding positions of Treasurer, Secretary and now Membership Secretary.

I have met many wonderful people who, if I hadn't joined SWD, would not have become my friends and my "family".

Although I haven't paddled for quite some time, being a part of the Committee and meeting for coffee etc. keeps me in touch.

I originally started the newsletter off in 2008; then, as now, it takes the involvement of all club members to keep it happening so I urge everyone to participate. Over the years it has also been the responsibility of members in turn to produce the newsletter which many have done so and then for a while publication declined until Maureen took it on her shoulders. When Maureen moved back to Melbourne I re-inherited it.

I also endeavour to keep SWD's website up to date with the latest pics and regatta dates to name but a couple. Each month the newsletter is uploaded and anyone viewing the website is able to access that too.

We have a great club; let's make the most of it.

Di

## Easy and Quick Chicken in Ginger Wine – Heather Rosenow

500g Chicken fillets

Oil

Flour

1 cup of green ginger wine.

Cube chicken and place in bag of flour

Heat oil or butter and lightly cook chicken.

Pour in Green Ginger wine

Continue cooking chicken until brown.



## Rambling Rambles – Laurie Smith

### Dragon Boat Displacement



The displacement of the boat could be described as follows, if you could lift the boat from the water without the water falling back into the hole, the volume of the hole would be the displacement. The displacement of course will vary according to load as will the drag when the boat is moving, and the drag will increase with the displacement. From this it seems reasonable to deduce that all other things being equal the lighter the crew the less the displacement and the less the drag. Then consider the pitch of the boat, if the boat is slightly nose heavy drag will increase as the bow is being pushed down so the boat that is loaded perfectly fore and aft will produce less drag assuming the power (i.e. paddlers) is applied in a linear fashion parallel to the boat. Easier said than done. A boat travelling slightly sideways has increased drag on the leading side. So what?, you say the fact is this and a number of other factors which don't require effort could account for the 1 or 2 hundredths of a second you won or lost a race by and this is only two factors, bring in the complexities of the paddle stroke and the equation becomes immensely complex.

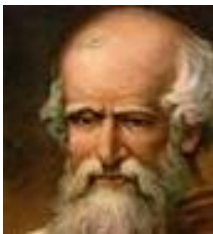
### Dragon Boat Drag

This term does not refer to the SWD end of year party. A dragon boat is a displacement hull, it floats on top of the water like a cork unlike a yacht which cuts through the water (in general terms). Drag in a boat is the negative effect of friction from the water on the hull when moving, it can come from the hull, the sweep oar, paddles, wind on the portion of the boat above the water or perhaps the dreaded crate, so just as my mind rambles along let's revisit the weight issue, large mass itself is not the enemy because once you have it moving its probably just as easy to maintain as light mass all other things being equal (power to weight) it's the start sequence (getting a larger mass moving) and the additional drag caused by the additional area of the hull in contact with the water where the time is lost. I have no idea of the relationship between mass/drag/inertia in a dragon boat but I intend to explore this with the help of mister google.

### The Paddle Stroke


Consider the effort of bringing the boat up to say 14kph, probably nearly as much energy is needed/expended to get the boat from 12 to 14 kph as was needed/expended to get it to 12kph. Now the law of diminishing returns kicks in the rate goes up the stroke length stays the same and the boat reaches 15kph (these figures are only for illustration) The fact is the boat will not go any faster unless the rate increases (obvious you say) and it is but when considering the strategy for a race it becomes important (is there a crew good enough to increase the rate from start to finish in a two hundred metre race). Should the stroke length in fact change i.e. shorten to allow for a more linear power curve. Of course much of this depends on the prowess and skills, fitness etc of the crew and I am speaking theoretically and banging this down just as it falls out of my brain. Basically I think we go with what works. The point being if we can find definitive answers to some of these questions we may be able to gain a few 100ths of a second for free as it were.

### Steering the boat



The boat of course is always swept by Archimedes who I believe was highly principled hence Archimedes principals. Equal and opposite reaction bla bla bla, sweep blade to port boat turns to port sweep oar blade to starboard boat turns to starboard unless of course you're going backwards. The effort required is proportional to the length of the sweep oar and the placement of the pivot (Archimedes levers). When the boat's direction is changed it still retains some of the directional momentum that was driving it forward so it drifts through the turn but in basic terms it pivots on the rowlock pin (pronounced rollock), introduce some draw in the respective direction and the pivot point moves ahead slightly and the drift is less. It is important to recognise this drift and allow for it when manoeuvring. If the boat is stationary and direction changed with the sweep oar the boat pivots on the rowlock pin and describes a circle with a diameter of two boat lengths, if the boat is stationary and the direction is change by draw right and draw left respectively it pivots more or less on the centre of the boat and describes a circle one boat length in diameter (fascinating stuff what) I'm starting to dry up a bit now but there is so much more to it that fascinates me and occupies my brain when driving from A to B A being Mallacoota and B being home, on the way to Mallacoota I think about what I'm going to have for breakfast.

**Archimedes** was born c. 287 BC in the seaport city of Syracuse, Sicily.



## MY FAVOURITE THINGS

Friday, 27 June 2008 00:04

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To commemorate her 69th birthday , actress/vocalist, Julie Andrews made a special appearance at Manhattan's Radio City Music Hall for the benefit of the AARP. One of the musical numbers she performed was 'My Favorite Things' from the legendary movie 'Sound Of Music'. Here are the lyrics she used:

(Sing It!)-

Maalox and nose drops and needles for knitting,  
Walkers and handrails and new dental fittings,  
Bundles of magazines tied up in string,  
These are a few of my favorite things.

Cadillacs and cataracts and hearing aids and glasses,  
Polident and Fixodent and false teeth in glasses,  
Pacemakers, golf carts and porches with swings,  
These are a few of my favorite things.

When the pipes leak, When the bones creak, When the knees go bad,  
I simply remember my favorite things, And then I don't feel so bad.

Hot tea and crumpets and corn pads for bunions,  
No spicy hot food or food cooked with onions,  
Bathrobes and heating pads and hot meals they bring,  
These are a few of my favorite things.

Back pain, confused brains and no need for sinnin',  
Thin bones and fractures and hair that is thinnin',  
And we won't mention our short shrunken frames,  
When we remember our favorite things.

When the joints ache, When the hips break, When the eyes grow dim,  
Then I remember the great life I've had, And then I don't feel so bad.

Hits: 2311 Add comment (0)

Thanks to Heather R, Laurie, Mary and Pat for their contributions AND I'm still looking for more.

The book review continues for the March edition.

Di