

# CANOEING

Vol. 8 April 1968 one shilling & ninepence



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# CANOEING MAGAZINE

Vol. 8      Number 5      April 1968

Editor: Mike Clark  
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Croydon, Surrey, CRO 9AE.

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CANOEING MAGAZINE is published 25th of each month by Canoeing Press and printed by Kingprint Limited., Teddington.

Subscription rate: Twenty-one shillings per year, in U.K. U.S.A. and Canada, three dollars.

# editorial

## A STEP AHEAD?

At the Slalom Committee meeting held at the end of last season there were quite a number of changes made to the competition set up, among these the reorganisation of the division system. Instead of four divisions we now have three and competitions will be run for just one division i.e. a 1st div slalom, a 2nd div. slalom, a 3rd and novice slalom, and open slaloms. This maybe a step forward, we shall see at the end of this season, however one big step backward will be the loss of continuity between the divisions. Before this new system a 2nd div. paddler could compete on the same course as a 1st div. paddler, and between his runs he could watch just how the top lads would tackle the course, likewise the 4th div. could watch the 3rd in action and then take on the course themselves. A paddler gaining promotion to a higher division was able to go on the course knowing just what sort of competition he was up against, but now with the one division one slalom events this is lost.

The slalom fixtures for the season are now published but just look at the raw deal our top slalomists and those div. 2 paddlers who last autumn suddenly found themselves in div. 1 for this season are getting. Only one 1st division event this side of the summer and four crammed into nine weeks between September and November, while the first event this season planned for Grandtully on 2nd June is EIGHT MONTHS since the last competition! It's all very well ruling that 1st div. events will in future be on rivers only, but let's make sure that the lost weir slaloms are replaced and that

weir slaloms has produced a World Champion for Great Britain.

With a number of international events to compete the select national slalom team will have plenty of sport but the other 80 1st div.

paddlers seem to have been overlooked. It is practice and competition that produces champions - we must have many more 1st div. events for our paddlers.

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# LONG DISTANCE RACING REPORT

On 30th January 1960 I attended a meeting of the L.D.R. Committee and was elected to the position of Honorary Secretary, my attendance was by pure chance, our club representative had no transport and I agreed to take him to London for the meeting. I had been interested in Long Distance Racing since 1956 and had on occasions attended meetings from 1958. As far as meetings went the most historic one to my mind was at the Spanish Club, London on the 29th March 1968, when the Committee was granted full status, previous to this we had been a Sub Committee of the Paddling Racing Committee.

At this period there were some 11 ranking races and about 60 regular competitors from about 20 interested clubs. Of the races the Birmingham Race, Mersea Island Race, Midland Canoe Club Race, London River Race, and Lake Windermere Race to name a few, are no longer on the Calendar and many of the competitors have faded away with them.

Today there are some 21 National Ranking Races, plus many others besides, some 100 interested clubs and about 1,000 competitors.

In the period we have enlarged the sport in many other ways, possibly the most important is the International aspect and our own British Open Championship Race. Who would have dreamt 12 years ago that we would entertain Spain, Denmark, Holland and Ireland, to

an event in this country? Not me for a start.

The sport has made good progress over the years and the credit must be shared with those who have been enthusiastic enough to support it and legislate in a fair and far-sighted manner to ensure its success. Among those responsible I think Hugh Bruce, Neville Manson, Nick Barber, George Reardon, David and Molly Green, Beryl Fish, John Shilcock, Frank Luzmore, Geoff Blackford, Dick Waterhouse, Abdul Sowman and Chris Hare deserve a special mention, and they are but a few of the many who could be named.

I have felt it an honour to work with such people and had great enjoyment from the work involved, however when the pleasures of the job cease it is time to pack up and for me that time has arrived. It is with regret that I announce my forthcoming resignation, however, I am confident that a new Secretary will be able to tackle the job with fresh vigour and push the sport forward to new boundaries.

Those interested in the Committee are now notified that a Meeting of the Long Distance Racing Committee will be held at Bedford on the 4th May, 1968 to appoint a new Honorary Secretary. I will now take nominations for the post in accordance with the rules. Any person wishing to put forward any other item for the Agenda should

send it to reach me by 21st April 1968.

The Committee last met on 24th February 1968 and the Draft Rules were then considered. The proposals as circulated in the Agenda were altered and added to and the final outcome is briefly as follows.

1. Classes 1 and 2 have an incentive points system, 1st place 12 points, 2nd place 8 points, third place 4 points.
2. In all classes where 10 or more canoes complete the course, a bonus of 1 point per clear minute lead over the second canoe will be awarded up to a maximum of 5 points.
3. Competitors may change classes at the discretion of the Race Organiser.

aniser.

4. Crews comprising members of different sexes shall be permitted according to the age of the older crew member.

5. Double late entry fees and levy fees shall not be charged to late entries at races, however late entry is only accepted at the discretion of the Race organiser who may impose a fine if desired.

The new rules are at the printers and should be available within 10 days, they will be expensive to send out so if you require a copy please send a large stamped addressed envelope to me at 25, Binswood Avenue, Leamington Spa. J.M.Woolley  
Hon. Secretary L.D.R. Committee.

## "5 LAPS TO GO...."

"... and the leading Senior K2 crew are just passing us now with the second and third crews right behind them. A very fast neat portage - they must have picked up 15 yards at least as they push on into the Canal cut where the rate of strike drops as they feel the drag of the shallow water."

We do not suggest that we shall ever create sufficient interest for people to come in crowds and pay to see the sport of canoeing. However the present set-up does have some limitations regarding the organisation and spectating of the majority of long distance races. Crews usually require a driver or Support Team to keep an eye on them whilst they are racing from A to B. It is certainly very pleasant when racing to know that there is a set destination and that is the finish. The Support Team however must be prepared to drive for many miles - often along narrow lanes - and only see their crew of Club Members two or three times during a race.



Yalding Road Bridge.



Low Bridge.

The obvious alternative of having the Start and Finish at the same place has many advantages for the Organisers - and Competitors. No more starting the last class and then a mad dash to the Finish to get there before the Class 1 and 2 boats start arriving! However from the Competitors point of view it does tend to be soul destroying on a "there and back" race going one way knowing that there is a turn-about and one must return to the Start. The driver and Support Team are no longer essential but if they do come it is again only poss-

water levels and weather conditions or modified to the experience of the crews competing (extra portages can be introduced to make circuits more arduous.)

The Advantages? No need for a driver or Support Team, but if they come they can choose their own vantage point and know they will see their own team once every lap and compare them with other crews. If permitted in longer distances (a greater number of laps) "Pits" could be allowed so crews could grab a drink or a fresh paddle, or repair a broken rudder.



Lock



Canal Cut

ible to see their teams a few times.

Our Proposal is that some races should be held over a short circuit of about 3 miles as the maximum. It is NOT the idea that this merely be a race on a lake round a series of market buoys but that it should be over an interesting and exciting circuit which has a bit of everything.... at least one portage, some slow, some fast, and even some white water, some parts deep and others shallow. With the multitude of River Navigations and Canals in this country there must be many splendid circuits waiting to be discovered. There can be no "Ideal Circuit" and each will have its own particular points of interest. Courses can be altered to suit differing

Officials can organise themselves at one point which could be both Start and Finish - Race control would be easier and few Marshalls would provide better supervision (higher safety factor). Crews will know how they are doing (shouts of "Last lap was 15 mins 41 seconds!") and lap times followed with interest by spectators. Wash Hanging would present a problem but slip-streaming is allowed in Motor Racing. One solution would be to allow it but to impose a time penalty on the crew following if they touch the boat in front.

Races are not likely to attract vast crowds to any circuit but it would provide a very much greater spectator interest. Many firms, both National and local, might be willing to donate Cups



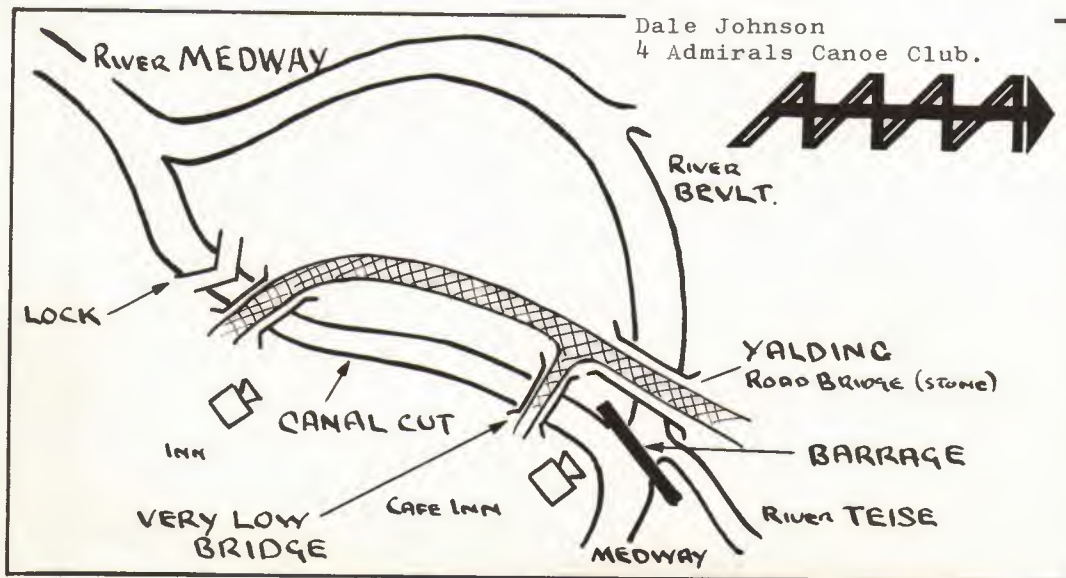
or prizes for events which can be seen and followed, and which have high spectator appeal. With a good interesting Circuit it would be possible to have Endurance Trials for the furthest distance covered in say 6 or 12 hours. What a great spectacle a 24 hour Canoeing Version of the Le Mans Race would be, with two crews to each boat, and Pits providing repairs to boats, new paddles and comfort for the resting crews. Such an event held in the Autumn would counter-balance the DW at the start of the Season (with the numbers of competitors regulated according to the Circuit).

Our Club have what we feel is an interesting Circuit on our home waters - the River Medway. This has a circuit length of approx  $1\frac{1}{2}$  miles with two portages, a shallow Canal cut and a sweep of swift flowing deep water of the river - see diagram and photographs. Conditions vary from week to week according to the amount of water flowing down the Medway - at times in the Summer the Canal cut is dry, at others the Barrage is out of sight beneath the raging flood waters.

The Kennet River Race has shown competitors what an interesting and exciting race can be held over a short and varied course. This race over 14 miles with 20 portages, canoeing over the Kennet and Avon Canal, the River Kennet and an adjoining gravel pit had plenty of interest - and two low bridges caused at least two cap-sizes to the leading crews for good measure. How many other good circuits are there on your home canoeing waters? It is notable that the Sport of Rally Cross was developed especially for spectator interest which could be covered by one TV camera. Perhaps this idea, could be adapted over a suitable circuit so that we can have Canoe Cross.

The object of this article is to put forward an idea which we believe is a new one. We hope there will be comments and constructive criticism from Clubs and individuals. To all these we say let us have your views and ideas - we hope to hold a Circuit Race in the Spring when we shall try out our theories, and we hope for a large entry to try out the idea.

Dale Johnson  
4 Admirals Canoe Club.



# NEWS-NEWS-NEWS-IN BRIEF

## SLALOM YEAR BOOK

The Slalom Year Book is now available from the slalom secretary, J.D. Shaw, 4, Greenside, Edgcumbe Park, Crowthorne, Berks, at 2/6d a copy, post free. This booklet contains the slalom rules, ranking list, and all fixtures of slalom and wild water events for 1968.



## FOLLOW THE D-W

Once again over two hundred K2 crews will be racing the Devizes to Westminster Canoe Marathon this Easter. Crews can start anytime between 0800 hrs. on the Good Friday morning and 10.00 hrs on the Saturday morning. Although it is almost impossible to tell who is winning at any stage of the race, this event is one of the easiest to follow, from the spectators view. If you are travelling along the A4 between Reading and seven miles west of Marlborough you only need dive a mile down any turning going south and you will cross the Kennet and Avon Canal. From Reading to London the Thames is simple enough to follow and crews can be expected to be finishing at Westminster early on the Saturday and through to Sunday, while junior crews will be completing their last leg of the race from Ham to Westminster on the Monday morning.

## RoSPA 1968 WATER SAFETY CAMPAIGN

The Seventh National Water Safety Campaign was opened at a convention held in London on 20th February. All "Canoeing Mag" readers are involved with the water in some way and below are a few sobering thoughts taken from the opening addresses at this convention.

".... The latest accident statistics for Great Britain, published last month, reveal that 1,128 people drowned in 1966. This figure, which includes 329 under the age of 15, shows an increase of 160 over 1965..."

"Few people would attempt to drive a car without training and without supervision and yet thousands enjoy their holidays by taking out boats on lakes, rivers and seas, without any previous experience and become a menace to themselves and to others who might be called upon to save them."

"...lack of proper supervision is a major factor in the drowning of very young children." "... for every 7 children killed in road accidents 3 lose their lives through drowning." "contrary to popular belief, more than three times as many deaths from drowning occur in inland waterways as in the sea."

RoSPA's aim this year is "... to get every home, every school, every college, every club, every firm and every town involved in some way and, perhaps, in some events which will make people conscious of the great need for water safety - they must learn to respect water, whether it is in a garden pond or in the Atlantic Ocean, because to the untrained and the inexperienced it is a potential danger."

Available from RoSPA is a wide range of publicity material

including a new Water Safety Code booklet - 27 pages of essential information for all water users - and numerous posters, send today for the illustrated broadsheet on this material to:- RoSPA, Terminal House, 52, Grosvenor Gardens, London S.W.1.

### L.D.R. CHALLENGE

We challenge all interested persons to either or both of the following races in the L.D.R./Endurance field, preferably to be held during August, 1968.

1. The Great Glen Paddle:- Fort William to Inverness (56 miles)
2. The North West Challenge Route - Ullapool/Summer Isles/Ullapool (30 miles).

The former route will involve the Caledonian Canal, Loch Ness, Loch Oich etc. The latter will be entirely on the coastal waters of Wester Ross. Both races are likely to be technically difficult; quite testing on personal skill, equipment and, of course, fitness. (Neptune's Staircase in the Great Glen will illustrate this latter point; the seas off Coigach will illustrate the former!

Our Trophy will be presented to the winning individual with highest, or highest aggregate, points and the winning doubles canoeists (if they can beat us!) All arrangements for transport, accommodation and race organisation will be made by us. It is hoped to arrange press and television coverage should entries warrant this.

These two events, together with a short canoe cruise off the Sutherland coast, if people are interested, will take about a week. A dinner and dance in Ullapool may be arranged at the end of the

meet. Here then, is the gauntlet, any takers?

For further information write to: North West Exploration Group, Ullapool, Wester Ross.

### SLALOM ENTRIES

Attention is drawn to the new B.C.U. regulation the slalom entries must reach organisers by first post on the Tuesday, eleven days before the event, and must be accompanied by the fees which now for all events are 7/- per individual entry, 6/- per team entry, or 10/- per C2 Crew. No late entries will be accepted, except at the organisers' discretion for Novice and Open events.



"I don't know another sport in which you can get so wet, so cold, so quickly," this was Jill Clark of the Wimbledon Young Mariners giving her comments on canoe-sport a few weeks ago. However this young lady is REALLY taken with the sport and readers will be seeing more of Jill in the pages of "Canoeing Magazine" in coming issues. During the past months we have been preparing a series of photos showing the basic strokes in canoeing with the Wimbledon Young Mariners group and these will be run in a number of parts during the year.

# NEWS-NEWS-NEWS-IN BRIEF

# **continuing DOWN THE RHONE with joe grüning**

We had brought with us a Klepper Aerius two-seater, which we gave to our young Dutch friends, because Charles and Petronella (called Peter) had never before been in a canoe and the Aerius is a very safe boat. My daughters, and I took our own canoes, three single Pionier canoes which are not new, but sturdy, easily manageable, and not too heavy.

Our tent was chosen with a view to its light weight and variability. It consists of two small tents which face each other and are covered by a common overhead cover, leaving a free space in the middle covered only by the overhead cover, where we can keep part of our luggage and the victuals. Two, if necessary three persons may sleep in each tent, but for

this trip, which lasted more than four weeks, we had taken both tents in order to have ample room.

For cooking, we had an Enders stove which burns petrol. We selected petrol because we were sure to find petrol at every filling station, whereas "Camping Gaz" butane and the like may not be available in smaller villages. By the way, I had no intention to do much cooking during my holidays, but more less restricted myself to tea for breakfast and our evening meal. On most days, we had one meal in a French restaurant, taking care of course, that we did not select the most expensive place in the town! (After all, French gastronomy is such an important part of the country, that we did not want to miss it altogether!) On other days, we stayed in our boats and ate only some fruit and bread for dinner, while the canoes drifted along in the strong current of the Rhone, or we went ashore and had a quick meal and a short nap during the hottest hours of the day.

Our air-mattresses and sleeping bags were of medium quality, but since it was very warm during our stay in France, the sleeping bags we had were more than sufficient.



Low water on the Ain.



Ain. A break for lunch on the bank.



Our camp near Mollon (Ain).

In the selection of our clothing we had, of course, also prepared for cold weather and rain, a warm sweater and a water-proof anorak or parka are simply a must on such a trip, even in the South of France!

After our start from Pont d'Ain, we spent the first three days of our tour on the river Ain, a very pleasant little river passing through lovely country. Our trip was, however, somewhat impeded by low water. The Ain flows through a very wide bed of gravel and stones, and with the low water we had last summer, large isles became visible and what water was left was often not enough even for our kayaks. Quite often we had to get out of our boats and push or pull or even carry them over stones and gravel. Owing to the water level, the river had developed numerous rapids and, weary of having to get out of our canoes so often, we shot these rapids whenever there appeared to be enough water over the stones. In this way, we got quite accustomed to rough water! Occassionally, we glided over large boulders and were afraid that we might run aground, but there was usually more than half a meter of water under our boats so

that our passage was quite safe. Between such large rocks we saw shoals of fish which we took to be trouts. Fortunately, the French although great fishermen, are afraid of the water and very seldom venture to enter a boat (while the banks of the rivers are lined with anglers) so there is really very little danger for the fish!

As a rough calculation, we had planned to cover a distance of about 75 km within three days, I had imagined that we would do about 35 to 40 km each day and that the third day could be spent ashore at some place worth seeing or at a camping site having some desirable installation (such as warm water, for instance). On the Ain, we could not stick to this plan, we made only about 3 km per hour and did not cover more than 20 km per day. But, as a whole, we managed to keep pretty close to this plan; we were only one day late when we arrived in Avignon, and in accordance with our plan, several days were left of our holidays when we reached the Mediterranean.

Our first longer stay was thus at Lyon, or more accurately some miles upriver from Lyon, from where we drove to town by bus and

tried to see the sights of this famous town. Unfortunately, we had bad weather, a thunderstorm with heavy rains which lasted more than 24 hours, so we did not see too much of all the things worth seeing, besides the basilica "Notre-Dame de Fourviere" which overlooks the town and the Roman Theatre. Instead we spent a lot of money in the city on such necessary things as two mini-dresses for the girls!

After the difficulties we had had on the Ain owing to the lack of water, it was a great pleasure to be on a large river. Of course, the strong current seemed a little bit frightening at first and especially to Charles and Peter - after only three days of canoeing - who found it difficult to reach the bank and land at a certain point with their two-seater. Our kayaks were of course, more easily dirigible. Owing to the swift current, the Rhone forms wide whirls which appeared dangerous at first, but when we had become accustomed to them, we paddled our boats into the whirls for fun and allowed them to be turned round by the rotation of the current. (However, I would not advise a swimmer to swim through these whirls!) Of

course, with such a current, we had to be a little bit careful, especially under the bridges, where all sorts of conflicting eddies made the water rather turbulent. After all, I did not want a member of the group to capsize, even if my daughters think me over-cautious. But then it is only natural for a mother to be a little cautious where her children are concerned!

Immediately below Lyon with its many bridges (from which numerous fishermen hang their lines into the water, which are hardly visible in the sunshine but must be avoided if you do not want to have stones thrown after you!) we came to the first of the locks which the French have built on the Rhone. Here we met another group of canoeists, also from Germany and together we were allowed to pass the lock through the gates. Most of the locks which we passed in the following days did not allow canoeists, so that we had to carry our boats either around the lock or around the weir. No canoeist is fond of locks, and they are a real nuisance on such a beautiful river, the more so as there is almost no installation to help the paddlers on the Rhone. When the river app-



On down through Pont d'Ain.



View of Lyon



One of the many castles

roaches a lock, the current dies away, and the water becomes "heavy" and you seem to paddle on thick soup. After the lock, you are in a canal where there is enough current (that is if you are lucky), but the landscape is artificial (particularly on the Rhone) and instead of the natural river banks there are sloped stone-walls on both sides so that it is impossible to land and leave the boat. (Once we came unexpectedly to a canal which was not shown on our map, and paddled until 11 o'clock in the night, with beautiful moonshine, without finding a chance to leave the canal and find a place for our tents. Finally, we reached the lock, which in this case was at the end of the canal, and stayed for the night on the premises - which was, of course forbidden - until the lock-keeper arrived next morning and drove us away. They are very proud of their precious locks on the Rhone! On the other hand, if you carry your boat around the weir - not an easy thing with heavy boats, and the long distances and rough gravel paths they offer the canoeist who tours the Rhone - you re-embark into the old bed of the river, where the surrounding is normally beautiful and picturesque, but where it may

happen, and last summer this was normally the case, that there is only very little water in the old bed and you have to push and pull your boat over long stretches. As I said before, the locks are a nuisance, and I do not know why the French go to all the expense connected with the building of such large locks, when all the traffic there is on the Rhone consists of 6 or 7 motor ships a day!

Where the river is not regulated, the current of the Rhone is very strong, and very often we just drifted along in the sunshine at a speed of about 10km per hour, without even touching our paddles!

Our first longer stay after Lyon, was at Vienne, where we stayed for a day in order to see all the sights of this very old and interesting town, above all the beautiful cathedral Saint Maurice and the St. Peter's church one of the oldest churches of France which was begun as early as the 6th century! The camping, site of Vienne was on an island, very nicely situated, but rather far away from the town and we had to walk almost an hour if we wanted to visit the town.

Next month Joe continues her trip "Down The Rhone".

# THE MONTH AHEAD

|      |   |    |    |    |    |
|------|---|----|----|----|----|
|      | 2 | 9  | 16 | 23 | 30 |
| Mon. | 3 | 10 | 17 | 24 | 31 |
| Tue. | 4 | 11 | 18 | 25 | .. |
| Wed. | 5 | 12 | 19 | 26 | .. |
| Thu. | 6 | 13 | .. | .. | .. |

WHERE TO GO - WHAT TO COMPETE - WHAT TO SEE

## April

- 7th SHEPPERTON SLALOM 2nd DIV. Details: E. Taylor, 117, Queens Road, Teddington, Middlesex.
- 7th LEVEN WHITE WATER TEST, Details: E. Totty, Craigmuir, High Knott Road, Arnside, via Carnforth, Lancs.
- 14th DEVIZES - WESTMINSTER CANOE RACE. 125 miles.
- 21st TAMAR RIVER L-D RACE. A14 Phil. Details: A.R. Beale, 9, Dean Terrace, Liskeard, Cornwall.
- 27th KNOWLES BOWL CANOE SAILING, TEDDINGTON, Details: Royal Canoe Club, Clubhouse, Trowlock Island, Teddington, Middlesex.
- 28th THAMES RIVER L-D RACE. B13 P2. Details: Mrs. B. Fish, 47, Onslow Road, Richmond, Surrey.
- 28th MARSH SLALOM OPEN. (max 150 entries) Details: T. Woodcock, 284, Glastonbury Road, Morden, Surrey.

## MAY

- 5th BEDFORD L-D RACE. B15 P5. Details: Mrs. M. Green, 2, Highfield Road, Impington, Cambridge.
- 5th SWARKESTONE SLALOM 3rd N. DIV. Details: M. Hill, 31, Stafford Street, Long Eaton, Nottingham.

The British Waterways Board announce the lifting of all remaining restrictions which were imposed as a result of the foot and mouth disease outbreak.

The restrictions, which were imposed at the request of the Ministry of Agriculture, severely restricted pleasure cruising, angling and access to the towing paths, and at one time covered the whole waterway system in the North-West and part of the Grand Union.

\* STOP PRESS. Open Slalom at Mash Lock on 28th April is CANCELLED.

## CANOE ROLLING

WIMBLEDON BATHS, Latimer Road, S.W.19. Rolling with the Wimbledon Young Mariners every Friday 7.30 to 8.30 pm. Age limit of 14 to 21. 1s. 6d. per session all year round.

LOUGHBOROUGH. Hinds Leys School baths, Shepshed nr. Loughborough, Leics., every Saturday morning all year round, 10.0 to 12.0 am. with Leicestershire Canoe Club, non-members always welcome 3/- per session.

MANCHESTER. New Islington Baths, Tuesdays 8.30 to 10.30 pm. April to September with Manchester Canoe Club, 3/- per session.



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# CANOE SAILING: IC.IC.IC.

THE INTERNATIONAL 10 SQUARE METRE SAILING CANOE. - A DESCRIPTION.

It's a CANOE, according to the 1880 definition, because "it is capable of being propelled by paddles by one, or more persons who face forwards". A modern, colloquial, definition is that 'it is pointed at both ends'.

It's a SAILING CANOE; it is propelled entirely by the action of the wind on the sails - why should you work hard, when the wind will do all the work for you and leave you to enjoy sailing?

It's a 10 SQUARE METRE SAILING CANOE; the sail area is 10 square metres (about 108 sq. ft.) - this is as much sail as a racing dinghy but most dinghies have a much wider beam, and usually a crew of two. There is quite enough to keep the helmsman busy, therefore, without expecting him to paddle the canoe as well!

It's an INTERNATIONAL 10 SQUARE METRE SAILING CANOE; in 1933 U.K. and U.S.A. agreed on class rules to form a single int-



Canoe Sailing at Hayling Island  
Photo. S. Fraser.

ernational class. This was adopted by the International Canoe Federation in 1948. There are now canoes in over seven countries, and the class is growing steadily throughout the world. Regular international competition gives plenty of opportunity to race against fellow enthusiasts from other countries.

There's one rather important item missing from this description so far - the helmsman; he sits on a sliding seat  $1\frac{1}{2}$  metres out from the gunwale, where he balances the force of the wind on the sails. At 5ft out he has an excellent view of how well he is sailing the canoe.

Let's describe the helmsman a little more, and see if the description fits you - he, or she will be fit and wide-awake; he'll want to accept the challenge of mastery of canoe and wind, and he'll want to develop his skill for the thrill of competition. Sailing racing requires a combination of agility, skill and experience of sailing, knowledge of wind and water, and careful planning of tactics. This is not too formidable, although it's difficult enough to present a worthwhile challenge. Lastly, our helmsman will enjoy the pleasure of skillfully handling a thorough bred craft, and the thrills of successfully harnessing the power of the wind.

To return to the canoe - it will match the helmsman as his skill progresses; it is intrinsically safe while he's learning; it is sensitive to develop his skill, and, at over 15 kt, it is faster than any other single-handed craft.

IN FUTURE MONTHS - HOW TO BUY OR MAKE AN IC, HOW AND WHERE TO SAIL YOUR IC. Alan Hassell.

# COMMENT *Letters to the Editor*

## EVEN MORE ON ROLLING.

I found Sandy Burke's letter ("Comment" January 1968) about canoe rolling most interesting, and think I may be able to give the reason for his successful roll.

He states that having got the paddle into position (presumably on the water surface with the blade at the correct angle), he turns his head to look vertically upwards, and seems naturally to do the right things and roll.

What is probably happening is that in "looking overhead" he is arching his neck, and therefore arching his back or leaning backwards. As I explained in my article last year that by leaning back the canoeist reduces anti-rolling leverage and thereby helps himself to roll more easily.

As so often happens, the practicing canoeist has the answers before the scientist can explain them.

Sandy Burke raises a very useful teaching point which is worth exploiting. "Look up at the lights (overhead) and pull" is probably a much better teaching point than "Lean back and pull". Yours Truly. Alec Knibbs.

---

I was interested to read the letter by Sandy Burke under the heading "More about Rolling, Watch Where You're Going", in your January issue.

Unfortunately the "head up" attitude Mr. Burke advocates will lead inevitably to the very thing he wishes to avoid, i.e. a "brute force roll". Lifting the head at the beginning of the stroke will tend to bring the shoulders at right angles to the fore and aft line of the boat and will produce

the rigid attitude of hips and body so familiar in some beginners.

At the start of the roll the performer should be looking down at the bottom of the bath. This allows a relaxed position with the spine able to twist and the hips to get the boat moving towards an upright position at the start. Further, the upper part of the body and the head can be left in the water until the later stages of the roll.

My point can be illustrated by considering a hand roll which requires almost the ultimate in technique due to the small leverage available. It is difficult to imagine anyone performing a hand roll while looking up at the sky, the human body just isn't built that way.

Yours sincerely, David Rushfirth.

---

Congratulations on your last fine issue of "Canoeing Magazine", it seems to get better with every month. I liked too up dating of your front cover but most of all the pretty young lady. It was so nice to see a photo other than the usual "hairy" slalom shot or racing photo, we are not all mad enthusiasts who read the magazine.

The touring article that appeared with the photo looks like being very interesting, when it is finished please find some more on other rivers. But of course most of all please find some more photos like last months cover!

Yours sincerely, C. Heath, Sunderland.

(The usual "hairy" slalom photo is on our cover once again this month but I will certainly find another photo like last months cover - watch out for "Barbel" on next months cover! Ed.)

# INTERNATIONAL CANOEING

Mike Sutton-Pratt continues his article on the South African canoe Marathon.

## DAY 1 - PIETERMARITZBURG TO DUSI BRIDGE.

"Go". We released our hold on the bank and swept forward on the swirling chocolate waters of the Umsindusi. The race for the first land was on and with some clashing of paddles we were through and heading for Durban on the first leg of the race.

The cheering of the hundreds of spectators fell away. It had been a start in keeping with this remarkable race. We had spent a hectic hour wishing luck to fellow competitors, listening to the address of the Administrator and talking to emigrants from Britain. The start (and later arrangements) went like clockwork. Natal Canoe Club are fortunate in having a number of stalwart supporters who give up part of their annual holiday each year to help run the race. We, as first time competitors, started in the Novice batch at the end of the field.

But enough of reminiscing. We had arrived at the first set of obstacles known by the simple description "tree trunks". The canoe was being quickly carried into a mammoth tree lying across the river. Canoeists and their boats hung like Christmas decorations from it's branches. One boat had it's back broken the second in this condition in the first mile. Aided by good luck, shouting and a little swimming, we were over.

After negotiating some smaller trunks the sound of roaring water heralded our arrival at Masons Weir, the next obstacle. To my surprise the expected winners Willem and Roelof van Riet were busy directing portaging. We learnt later that their boat had been completely smashed going over the weir. However, despite their disappointment, they immediately turned to helping others in the tradition of South African canoeists and of this event. The downstream side of Masons Weir was a remarkable sight with bobbing heads and broken equipment whizzing past.



Canoes before the start.



Pairs of singles get under way. All photos. M.Sutton-Pratt.

Round the next bend the river narrowed and started to bound down a slope. This was unexpected at this point, and with spraycovers off and water slapping up chest high, the boat quickly filled up. Next moment, with a tremendous crash, the boat struck a rock and I had a fleeting glance of Paul's shoes as he took off over the bows. After the race we were approached on more than one occasion by spectators commenting enthusiastically on the ejector seat quality as he was fired from the boat. For my part my progress was halted by bucket seat and footrest which were both torn from their mountings. Next moment I was along bouncing down the rapids on my back. On the second and third day of the race I varied the technique and bounced down on my front which was a little more comfortable. As soon as the water eased I swam round collecting equipment and returning it to the waterlogged boat sweeping along at about 10 mph in the current. Fortunately part of our training had been regular swimming sessions!

Coming round a corner I found a large crowd gathered and realised this was a low level bridge, submerged by the water, where the long portage to Campbell's farm begins. The race was only 3 miles gone and the boat had a 5 foot split along the decking - and Paul had vanished.

Fortunately Paul then reappeared and we shouldered the boat and started off on the 1½ hour portage, encouraged by a moving cry of "God Save The Queen" from someone. Mr. Fletcher Campbell has traditionally provided a drink and his farm is the only place on the course where outside assistance may be given.

After Campbells, a short period in the river followed before another long portage, this time to the Mission Station. At this stage we got lost for the first



Some of the doubles at start.

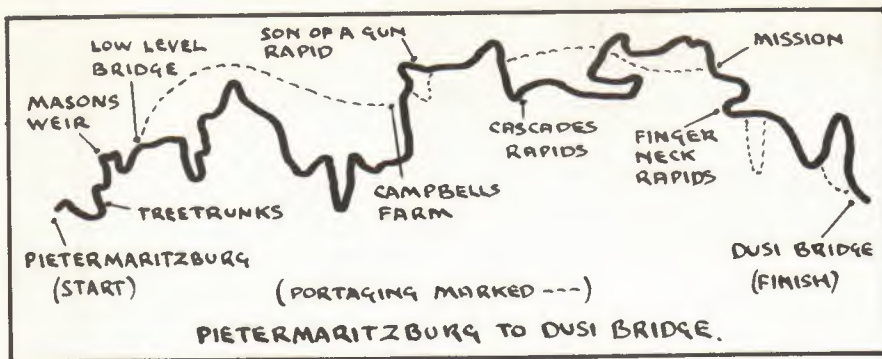


Singles down the course.



Repairs at Campbells Farm.





time. It was only too easy at this (and at other times) to miss the path and soon the bush seemed to close round and frustrating shunting backward and forwards until the boat would start. On occasions we would find there was a parallel path some 10 yards to one side which we had not seen for some time. Though there are by now a number of accepted portages there is still opportunity to find a better route in places, and certain competitors keep their own short cuts secret. After dark rockets are fired from the camp site so as to guide any lost canoeists. We found this very amusing reading about it in England but it didn't seem at all funny now.

At Mission we rejoined the river and continued on our way with regular emptying sessions because of the split in the decking. After a few miles red cliffs appeared on the right bank. This we decided was the final portage, over a ridge of mountain and down the other side to Dusi Bridge. After a short while I had decided that the description "a hard climb" given to it by Roland Jones of the Natal Canoe Club was an understatement, as we struggled through some thick bush and a ravine half way up. However the thought that we were nearly home was a great help. As we came over the top we realised the bitter truth that we had climbed the wrong hill. Not a sign of a tent was to be seen,

only bush and hills stretching away in the distance. There was no alternative except to return to the river once again.

The true red cliffs, found further on, led to an easier climb and we finally reached the camp guided by a magnificent Zulu in a black hat.

At the campsite we had a fine welcome with much handshaking and swapping of experiences. The field had been reduced by about a third and Claude Steenkamp and Bokkie Kruger in the first aid tent were doing good business. Our feet were given attention - After the race we lost a number of toe nails!

New first stage records had been set. Jimmy Potgieter and Clive Hough in doubles in 3 hours 17 minutes, and Paul Chalupsky/Glyn Horton in singles in 3 hours 32 minutes. The singles are probably quicker through the rapids not far behind in portaging because of the neat clip on harnesses used to carry in tandem fashion.

Any hopes of our doing a good time had been dashed. We had taken 8 hours 15 minutes of which I suppose about 6 hours had been spent carrying. Fortunately the weather had been kind, overcast and a comparatively cool 85° F.

The Union Jack flew alongside the South African and Rhodesian flags that night which pleased us very much.

Mike continues the story next month.....

# MIKE CLARK on competitive CANOEING

## THE KENNET WINTER SERIES.

The 4th of February saw the first race of the Kennet Winter series of L-D events run by the Waterside Youth Centre at Newbury. Conditions were cold - very cold, very cold, my hands almost froze to the camera, while the leading crews were breaking ice most of the way! However this did not deter some 67 K2 crews from starting on this 15 mile race, results of which we published last month.

The second in the series was held on 18th February and should have been over a longer distance, 22 miles, from Pewsey Wharf to Newbury, but here again it was very cold and the canal was completely frozen over at the start so the race was over the first course starting from Gt. Bedwyn to finish at Newbury. The series of four races were planned to get progressively longer but all finishing at the Waterside Centre in Newbury. Newbury lads for running it so well. It fills a gap in the L-D sport and although many of the crews are competing just for some extra Devizes-Westminster training it has caused quite some interest and a number of crews are competing the whole series for the fine trophies.

The junior event is very open up to the third race with Bunce/Kearns of J/L Regt. leading with 4 pts and two crews, Tricker/Hill of 8th Worthing Sea Scouts, and Tarrant/Gow of Waterside Centre in second place with each 4 pts from 2 races. However, in the senior event the overall winners are already known for with 3 pts from 22



Before the start at Gt. Bedywn.



Doing it the hard way with C2!



Series winners, Boshier/Chapman.



Classic start at Oxford.



Crews on the Oxford portage.



Senior K2 winners Bolam/Mean.

three races, Boshier/Chapman of Royal Canoe Club cannot now be beaten whatever happens in the final race.

On that first outing back in February the paddling was really shocking and comment must be made, some of the crews could hardly sit their K2 craft and there were even a number of capsizes - CAP-SIZES on completely dead water!! However, the very cold ducking certainly did the trick for at the second and third races I was glad to see a big improvement in the paddling standard.....

#### OXFORD L-D

The L-D season really got under way on the 3rd March with the first ranking event at Oxford. What a start, there were over 130 crews competing and it looks as if the sport is set for yet another record season. At Oxford - after of course the usual assault course - conditions were really fine and the paddling very high for so early in the year. The race over the same distance as last year it was easy and interesting to compare times, which generally showed all-round improvement.

The starts at Oxford - in four waves - are becoming a classic part of L-D sport and with upwards of 30 crews in each wave they make a fine picture of the sport. In the senior K1 the results show S.Kitson of the Harlow CC winning with a time of 1 hr 50 min. however way out in front in this class by some minutes were P. Lawler and M. Whitty of Richmond CC who, due to the late arrival of the Richmond entries were not officially racing. In the senior K2 L. Bolam/M. Mean gave a fine performance to win the class with a time of 1 hr. 35 min. With the new Hasler Trophy points system leading the "K" class events this was the first crew to score

the maximum of 34 pts for their club. Gardner/Roberts of Riverside faded badly towards the finish but took second place while in third it was pleasing to see the crew of Hollier/Wade from Royal CC back on the water and together again.

In touring singles D. Clarke of Cambridge Univ. was back on winning form, just holding off I. Spence to take the class with a time of 1 hr. 56 min.

There was a very pleasing increase in the number of juniors competing and one club that is making itself known is the Hythe Venture Scout Unit. This club has only been competing for eighteen months and their paddlers are already making up the wins. In the junior event of the Winter Series their crew of Peake/Harris is in fourth place from three races while at Oxford the crew came second to Lockwood/Wesley of Nottingham City in Class 2b. In class 4b their crew of Taylor/Anderson took first place with a time of 1 hr 33 min from a J/L Taunton crew. Talking of interesting newcomers that Kennet Series has created a competitive spirit at Newbury for the Waterside Centre had three crews competing at Oxford.

In the ladies events, Miss B. Mean of Harlow was way out in front of the K1 event finishing with a time of 1 hr.31 min, eight minutes ahead of Miss L. Oliver of Southampton - someone has not been doing their winter homework! Miss Jackson/Miss Emerson of Royal took the ladies K2 some four minutes ahead of Mrs. Boshey/Miss Huskisson also of Royal although the finish might have been a lot closer if the latter crew had not missed the start! Two Bradford-on-Avon crews raced ladies class 4, Miss Tandy/Miss Webster winning with a time of 2 hr 1 min.

#### ON SPRINT RACING

Selection for international sprint events is always a hard thing to decide, indeed selection for any international, slalom, L-D or sprint is a hard thing, there is always someone who thinks they should go. This is Olympic year and we have to select a sprint team to represent Great Britain in Mexico. As many paddlers will now know this team will not necessarily come from the Olympic Training Squad for at a meeting of the Sprint Racing Committee held on 10th February at Bisham Abbey a "selection Policy" was announced part of which is printed below.

"In order that the maximum opportunities and encouragement may be provided to all canoeists anxious to prepare themselves for the 1968 Olympic Games, an invitation to every paddler who considers himself or herself, to be of sufficiently high standard, to submit nominations for the consideration of the Sprint Racing Committee in one or others of the following Sprint Racing Olympic classes - Men, K1 1000m, K2 1000m, K4 1000m, Women, K1 500m, K2 500m." Nominations should reach R.O'Keefe, 4, Cedar Court, Crown St., Egham, Surrey, by the end of this month March.

# RESULT ROUND-UP

OXFORD L.D. RACE: MARCH 3rd 1968.

Class 1a. 1/ S. Kitson, Harlow C.C. 1.50.02.2/G. Mackereth, Harlow C.C. 1.51.30. 3/A. Chapman, Royal C.C. 1.51.31. Class 1b 1/ J. Radford, Exeter C.C. 1.28.43. 2/ S. Weaver, Lincoln C.C. 1.31.07. 3/D. Glanville Riverside C.C. 1.32.25. Class 1C 1/Miss B. Mean, Harlow C.C. 1.31.24. 2/Miss L. Oliver, Southampton C.C. 1.39.20. 3/Miss R. Worth, St. Lukes College 1.48.30. Class 2a. 1/Bolam/Mean RLSCC/Harlow C.C. 1.35.47. 2/Gardner/Roberts, Riverside C.C. 1.41.21. 3/ Hollier/Wade, Royal C.C. 1.45.17. Class 2b. 1/ Lockwood/Wesley, Nottingham City 1.22.57 2/Harris/Peake Hythe Venture Scouts 1.25.30 3/ Sollis/Neve Waterside C.C. 1.26.33 Class 2c. 1/ Miss Jackson/Miss Emerson Royal C.C. 1.25.31.2/Mrs. Boshier/Miss Huskisson, Royal C.C. 1.29.16. 3/ Miss Bull/Miss Chaot. Outward Bound Club 1.04.11. Class 3a. 1/D. Clarke, Cambridge Univ. 1.56.15 2/I. Spence, Loughborough Univ. 1.56.49. 3/ N. Fielden, Cambridge Univ. 1.01.35. Class 3b 1/ G. Jackson, Harlow, C.C. 1.32.05. 2/ M. Carpenter, Exeter. C.C 1.35.16. 3/ C. Tatan, Newham C.C. 1.37.07. Class 4a 1/ Smith/Lilley, Lincoln C.C. 1.54.56. 2/ Dalrymple/Whitlock Itchen Valley/Soton. 1.56.15. 3/ Naden/Sefton, Royal Signals. 2.02.01 Class 4b 1/Taylor/Anderson, Hythe Venture Scouts. 1.33.14 2/ Mitchell/Ferris, Jr. Leaders Taunton. 1.35.45. 3/ Ross/Wilkins, Bradford-on-Avon 1.39.09. Class 4c 1/Miss Tandy/Miss Webster, Bradford-on-Avon 2.01.25, 2/ Miss Bainton/Miss Gunning, Bradford-on-Avon 2.04.50

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## SENIORS

|                     |               |                      |
|---------------------|---------------|----------------------|
| 1. Avery/Lawler     | Richmond C.C. | 3 hrs.22mins.09secs. |
| 2. Glavin/Head      | Royal Marines | 3 hrs.45mins.11secs. |
| 3. Boshier/Chapman  | Richmond C.C. | 3 hrs.45mins.23secs. |
| 4. Greenaway/Whitby | Richmond C.C. | 3 hrs.45mins.30secs. |

## JUNIORS

|                      |                                |                      |
|----------------------|--------------------------------|----------------------|
| 1. Tarrant/Gow       | Waterside C.C.                 | 4 hrs.12mins.44secs. |
| 2. Kearns/Bunce      | Junior Leaders Regt            | 4 hrs.13mins.46secs. |
| 3. Peake/Harris      | Hythe Sea Scouts               | 4 hrs.17mins.31secs. |
| 4. Cannings/Mitchell | Grosvenor House.<br>Salisbury. | 4 hrs.23mins.56secs. |

## SERIES POSITION SENIORS: - BEST 3 RACES TO COUNT

|                  |               |                     |
|------------------|---------------|---------------------|
| Boshier/Chapman  | Richmond C.C. | 3 pts from 3 races  |
| Wilkie/Wilkinson | Met. Police   | 7 pts from 2 races  |
| Gmach/Johnson    | 4 Admirals    | 10 pts from 2 races |

## JUNIORS

|              |                      |                    |
|--------------|----------------------|--------------------|
| Bunce/Kearns | Junior leader Regt.  | 3 pts from 2 races |
| Tricker/Hill | 8th Worthing Sea Sc. | 4 pts from 2 races |
| Tarrant/Gow  | Waterside C.C.       | 4 pts from 2 races |
| Peake/Harris | Hythe Sea Scouts     | 7 pts from 3 races |

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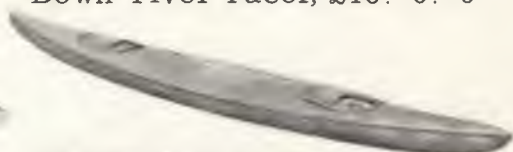
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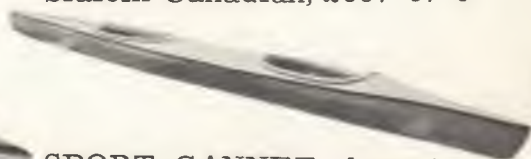
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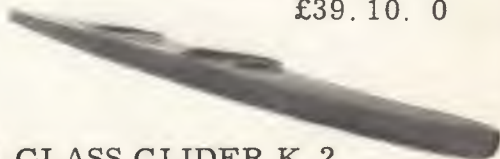
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