

# CANOEING

August 1968 one shilling & ninepence



## SPECIAL FEATURES

TOWARDS MEXICO  
CANOE SURFING  
COMPETITIVE CANOEING  
SCOTT & ANDREW  
LONG DISTANCE  
BARBARA TROSBY

# THE LATEST SLALOM MODEL FROM STREAMLYTE

THE BRILLIANT NEW K.W.7. "LOWLINE"  
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ITS DEBUT TO 1ST DIVISION SLALOM

## GRANDTULLY WHITSUN 1968 RESULTS

### 1ST DIVISION EVENT

1st DAVE MITCHELL - CHESTER  
2nd KEN LANGFORD - MANCHESTER  
3rd RICHARD PRINCE - BIRMINGHAM  
4th RAY CALVERLEY - MANCHESTER  
5th KEITH WICKHAM - SUNDERLAND  
6th CHRIS SKELLERN - WORCESTER  
7th TONY YOUNG - LEEDS

### LADIES EVENT

1st AUDREY KEERIE - SUNDERLAND  
K.W.7. "LOWLINE".  
2nd HEATHER GOODMAN - LAKELAND  
K.W.7. "LOWLINE".

### C2 EVENT

1st RODNEY & ROBIN WITTER  
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RESULTS SUBJECT TO OFFICIAL CONFIRMATION



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ORGANISED BY THE  
LONG DISTANCE RACING  
COMMITTEE OF THE BCU  
AT

# NOTTINGHAM

## SEPTEMBER 7th at 2pm

DETAILS IN THIS ISSUE  
WRITE FOR ENTRY FORMS:  
ALAN WITHAM,  
16, WILLIAM ROAD,  
WESTBRIDGFORD, NOTTS.

# SPONSORED BY JOHN PLAYER & SONS

# CANOEING MAGAZINE

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## COVER PHOTO

Paddlers making the portage of Lucan Weir on the River Liffey in Ireland while I looking over the course before the race.

Photo - Mike Clark.

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# editorial

"..... good news for those with blisters now in nameless places - they propose to shorten the course!" is a quote from the L-D race report on the Orwell River Race in this issue. The Orwell course is 15 miles for seniors and 10 for ladies and juniors, just a nice length I should have thought, so why the need to shorten it for next year - are our paddlers getting soft?

During the past few years there seems to have been a general trend towards the shorter course and most are now around 13 miles. Likewise the degree of hazard has been reduced. Surely this is away from the original ideal of Long Distance Canoe Racing and certainly away from the trend of International L-D races such as the Sella and Liffey Descent. Just go back a few years and see what distances our paddlers were racing - Birmingham L-D 20 miles, Midland L-D 23 miles, Worcester L-D 19 miles, Hartlepool L-D 24 miles and Lakeland L-D 20 miles, plus such "interesting" races as the Mersea Island Circuit and Poole Harbour Circuit - I say the Poole Harbour Circuit for these days it seems that if there is any chance of it being a little rough around the open side of Brownsea Island, a shorter course is used.

Long Distance races should be anything but a straight paddle and if local conditions do not exist where at least three of four portages have to be made, then its time that organising clubs "built in" a few portages by enforcing a portage or two at marshalled points along the river banks. Long Distance canoe races should be just that - LONG DISTANCE - so please don't shorten that Orwell course... (Talking of Long Distance, just note the distance of the Danish International event mentioned on page 23.)

# TOWARDS MEXICO MEXICO 68

## FINAL TIME TRIALS

Arrangements have been made in accordance with the selection policy of the British Canoe Union Sprint Racing Committee, as circulated on the 23rd February 1968, for the Time Trials that will conclude the selection programme for the British Canoeing Team scheduled to participate in the 1968 Olympic Games in Mexico City, to take place on Saturday and Sunday, the 3rd, and 4th August, 1968, on the Gloucester/Berkley Ship Canal, at Sharpness, Gloucestershire.

The final selection of the Olympic Team will take place on Monday 5th August, at the British Canoe Union Headquarters, London, and will be based upon the performances of individuals and crews during the 1968 Sprint Racing season in national and international events, and at the final selection trials. Crews will be considered as Crews, and the selectors will not interfere in the composition thereof, other than under the circumstances referred to in Paragraph 7 of their policy. The Selectors will expect that individual paddlers and crews ultimately selected for entry in the Olympic Games, will be capable of the following standards of performance.

Men - K.1 1000m - 3m.58s  
K.2 1000m - 3m.38s  
K.4 1000m - 3m.18s  
Women - K.1 500m - 2m.14s  
K.2 500m - 1m.57s

The Trials Course will be over 1000 metres for men and 500 metres for women, and all starts will be

made from a stake boat. An opportunity will exist for all competitors to take part in three trials if they so desire, the fastest time in each series of trials being regarded for all purposes as the qualifying time. K.1. Trials for men and women will commence at 2.30pm on Saturday, K.2 Trials for men and women and K.4. Trials for men will commence at 10am on Sunday.

## FONT ROMEU

On 1st July the thirteen members of the British "Olympic Probables" Canoe Team left for two weeks high altitude training at Font Romeu in the French Pyrenees.

Climatic conditions in the Pyrenees are extremely good, and there is an average of 3000 hours sunshine per year at Font Romeu, the days are warm, though not excessively hot, and the nights cool, there is normally very little rain. Due to the altitude, and the very clear atmosphere, the risk of sunburn is great, and every precaution must be taken against over exposure.

Altitude training has been included in the 'Olympic Probables' programme for two main reasons, physiological and psychological. The physiological objectives of the visit to Font Romeu were to compare performances at sea level within the normal training environment, with performances at an altitude of 6500'. The psychological objectives were manifold, but most important, they provided all competitors with personal knowledge of the effects of performing at maximum effort at altitude.

# NEWS-NEWS-NEWS- IN BRIEF

## "SPONSORED PADDLE" EVENT

As all ardent paddlers will know, over the last few months the BCU have been appealing for assistance with the financing of our Olympic Canoe Team.

To this end I am organising a "Sponsored Paddle" at a date to be fixed, possibly early September. The course would not be too long or too difficult - it is impossible to find a difficult course on The Norfolk Broads! I ask anyone who is interested, either as a sponsor or a paddler, to contact me and I will send more details. That is - S. Lynton Daniels, Rear Flat, 18, Gordon Road, Lowestoft, Suffolk.

This is an excellent opportunity for the younger canoeist to support their National Team, so come on Schools and Youth Clubs, I am sure I can find camping facilities for those from a distance, please let me have your enquiries..

## DUNLOP FOOTWEAR FOR THE 1968 OLYMPIC GAMES

British athletes at this year's Olympic Games will be wearing Dunlop footwear as part of their official equipment, either in the events themselves, or in training for them.

The 19th Olympiad is being held in Mexico from October 12th - 27th and the final selection of the British teams will be made during the summer. Meanwhile, the team managers have been choosing the Dunlop footwear most suitable for the needs of their teams. All the principal sports shoes in the range will be represented, including Green Flash, White Flash and Red Flash tennis shoes, and Magister yachting shoes and boots. Some of these styles were featured earlier this month when the full range of clothing for British teams was given its first showing at the Crystal

Palace recreation centre.

In many cases the shoes will be worn for actual competition as well as training. They will certainly be worn for yachting (Dunlop supplied Magister yachting shoes for the 1964 Olympics) and probably also for gymnastics, fencing, rowing, canoeing, some athletics events and the pentathlon. Other sports where Dunlop shoes will be used during training, or incidentally, are boxing, weight-lifting, swimming wrestling.



## APOLOGY

"Canoeing Magazine" apologizes to Miss K. Emerson of the Richmond Canoe Club for a printers error which left her name off the "Olympic Probables" List in the "Towards Mexico" column last month.

## CANOEES FOR HIRE ON THE WESER RIVER.

Single and double canoes are now available for hire on the upper stretches of the Weser river in Germany. Canoes can be hired for the day at a number of places and be returned to a depot further downstream in the evening. Details of charges and pick-up places can only be obtained from the hiring company: Albat-Stromabwärts, 3001 Velber nr. Hannover.

## NEW APPOINTMENTS AT C.C.P.R.

Mr. Harry Littlewood B.Sc., Regional Officer of The Central Council of Physical Recreation at Reading and Secretary of the Southern Sports Council has moved to the joint headquarters of the CCPR and the Sports Council at 26. Park Crescent to take up a new appointment as Principal Technical Officer.

His place in the Southern Region as Regional Officer and Secretary of the Southern Sports Council has been taken by Air Vice-Marshal R.B. Thomson, C.B., D.S.O., D.F.C., who is transferring from a similar position in the London and South-East Region. The transfer is effective from July 7th.

The new Regional Officer of the CCPR and Secretary of the Greater London and South-East Sports Council is Colonel B.R.D. Garside, M.C., who recently retired as Inspector of Physical Training (Army) and Commandant, Army Physical Training Corps.

## ADMINISTRATION CONFERENCE

LOUGHBOROUGH UNIVERSITY, SEPTEMBER 13th/15th 1968.

The Central Council of Physical Recreation is organising a conference entitled "Running the Sports Club" during the weekend of September 13/15th at Loughborough University of Technology.

In a changing world of sport, this course is intended to assist chairmen, secretaries and other officials to meet current problems in administration.

The programme will include sessions covering: a) Sport and the Law b) Sport and Central Government c) Regional and Local Sports Councils. d) Club Finance. 3) Press and Public Relations. f) Grant Aid. g) Sport and the Local Education Authority.

Further details are available from: The Office Secretary, C.C.P.R., 125, St. Ann's Well Road, Nottingham.

# **AGE-TRADE PAGE-TRADE PAGE-TR/**

## NEW JAYCEE CRAFT

JOHN CRITCHLEY, Jaycee Kayaks is introducing two new craft, "The CHAMP" and "The CUB". The Champ is a Canadian double for slalom competition and a development of a Czech boat. The boat is already in full production and undoubtedly Mike Hillyard/Mike Ramsey of Chalfont Park CC will be competing in it at the next slalom with C2 class. The Champ is priced at £55, but full list of optional accessories - seats @ £5, spraydecks @ £5 and knee cups @ £6 - bring the total price to £71. The Cub as the name suggests is a single kayak for the young paddler. However, this kayak will not be in production for a few weeks yet but at 11' 4" with a 23" beam and weighing only 27lbs, looks to

be a very good buy at £28 complete with buoyancy and spraydeck. Both boats are produced in glassfibre and built with the Jaycee single mould technique.

AVONCRAFT are now producing their first complete fibreglass kayak, the new U.K. 4 a L-D racing double. Already this kayak has been seen at the last two L-Ds and paddlers have shown great interest in it.

LENDALL PADDLES are now marketing a kit paddle but at present we have no details of these but will give full details next month.





## PHOTO OF THE MONTH

Whirling paddles, clouds of spray, an explosion of energy and senior double crews race off the start of the annual Chelmer Long Distance Canoe Race. Photo: Mike Clark, taken on Mamiyaflex C3, 80mm lens, 1/500 at f8 using Tri-x film.

# CANOE SURFING



There must be many canoeists who have little idea of what Surfing in a canoe really entails.

To begin with, let us spend a short time as a canoeist in preparing to, and eventually surfing in on a big one. This will ring a few bells....

Four of us arrive at our chosen beach - sandy, clear of rocks, and with a gentle incline to it. As we kit-up, the sea looks real beaut. Large green rollers about 400 yards out, with row upon row of creamy white breakers bubbling shorewards. An off-shore-wind - dangerous to some - holds the waves back and delays the moment of their break.

It's only when we are about 200 yards from shore on our journey out to the green rollers that we realise just how large the sea really is today.

One of our number gets caught too broadside to a large breaker and is tipped violently over, having his paddle torn from his grasp in the process. A quick glance to

ensure he's out of his canoe and safe, then we batter our way seawards.

Progress is slow and very strenuous, and each of us chooses his own method to get out: back paddling away from a wave which seems about to break onto one's bows, but being careful not to get caught going backwards by the wave. For 2 or 3 seconds it seems as if we'll never get through this mass of white - suddenly, green water and a brief respite before the next great wall of white engulfs man and canoe.

A glance to our right shows another one of our group rolling over just before the wave hits him, and rolling up again as it passes. A good method to escape a possible forced capsize but it sets him back 30 or 40 yards nearer to the beach.

The remaining third man seems to be doing much better in his battle to get out, and on finally meeting up with him in the calm of the rollers out beyond the surf-

lines, he blandly asks "what kept us"; informing us of his "easy" ride out on a rip current which we hadn't noticed from the beach!

Our plan now, is to surf on the green waves - just running before them - and turning back out to sea before our chosen wave breaks. But surprise! No matter how fast we paddle these great waves seem to leave us standing.

There's nothing for it but to go nearer inshore where the waves will begin to steepen before they finally break.

This is much better, a glance over the shoulder and just as the wave is about a yard or two from our stern we accelerate with rapid paddle strokes, suddenly a great surge forward is felt as the canoe speeds down the face of the wave. Spray whips back from the bows and makes it almost impossible to see, - very like skiing in a blizzard, so its not only slalom and wv. techniques which resemble skiing in many ways.

The canoe commenced it's run facing slightly left, so a lean to the right, stern rudder on that side and we swing more steeply down the wave - which causes even greater acceleration - then head out to our right. Now a stern rudder on the left - this is our main guiding stroke in surf - but this time the bows swing a little too far left and a high telemark on the right, with the canoe laid completely on it's right side. Gradually it swings right till once again it's running directly towards the shore. That was a near one, so now we content ourselves with rather more delicate stern rudder strokes, applied with an easy rythm, left, then right; left then right. To watchers on shore we will seem to be slaloming on the face of these great green waves, measuring somewhere around 12 to 15 feet in height.

But we have travelled 200 yards or more and are getting very

near to the point of no return. Spray makes it very difficult to see exactly where the waves are breaking ahead of us, but this is what we came for, and aiming to savour every moment of the thrill, we hang on.

Suddenly, ahead and to our right a great wall of white: it's our wave beginning to break. A vicious High Telemark-cum-Hanging Draw type of stroke as we frantically try to turn our canoe away from the danger. The hours of work spent on stroke work in some docile grade II rapid pays off, as the bows whip round and we race away in the opposite direction followed by a roaring mass of foaming water and air - a breaker. But this is not to be our day, for no sooner have we relaxed than we see the wave has broken ahead of us. Ah well, now for the test. Knees grip tight up under the roll bars, feet press more firmly against the foot rest, and our grip tightens on the paddle shaft. These extra, almost sub-conscious reactions, take but a second, and now that there's no retreat we feel very like the boxer when the bell goes for round 1.

Heck, let's go for broke. A rapid correcting stroke and now we are travelling dead-on to the beach on the last section of a once proud roller. As it steepens immediately prior to the final break, our canoe positively hurtles down into the trough at the base of it. The nose dives into the water and suddenly slows down - not that the canoeist appreciates this, but a slow-motion film would show all: as the water around the bows grips and holds them, the stern is lifted up and forward by the following mass of water - the wave - and as the action of a wave breaking causes it to speed up, it tips the canoe completely over in a loop, first stern over bows, then bows over stern so that the canoeist has actually performed a front somer-

sault whilst wearing his canoe.

Let's continue our run.

A loop can be initiated by the man in the canoe, but the water conditions decree whether or not he will succeed. In this instance we seemed to do nothing, yet in the space of 2 seconds we've looped and are still hurtling shorewards on the save wave, now a breaker.

It's almost impossible to control the canoe as we did out in the rollers, and our canoe swings viciously sideways. Immediately we perform our first Paddle Brace, a form of High Telemark where we seem to be holding up the crushing weight of our breaker. Easing the blade towards the stern of the canoe our stern swings shorewards and dives into the trough behind us. This time the reverse action to our forward loop; the stern is held while the bows are thrown up and over. As the craft begins it's loop we whip our paddle and body into position for a screw roll and come up almost before we've gone under - the surf gripping our correctly positioned paddle activates the roll for us. Funny, had the impression that a neat technique had been executed and all was under control, but what are we doing upside down, and how did we get in such a position?

But maybe Fingal is sleeping after all, for here we are upright again having done nothing - the turbulence heaved us upright. Brace hard - lean forward - have no wish to reverse loop again, once is enough. Whoops, leant too far forward, now the nose turns inshore again and dives deep. A half loop which leaves us upside down in the maelstrom with our paddle bucking in our hands. Try to roll, can't get body into correct position - surf tipping body and canoe in contrary directions.

Screw won't work either left or right side, so lay well back and Steye. Easy, up first go, must remember that one for the surf in future.

The wave is losing some of its power and size now and we feel we have a little say as to what our canoe will do, but Fingal is awake. We find ourselves in one of those disturbed areas where waves come from all angles at once. A reverse loop seems imminent but as our canoe is vertical on its tail the water spins it and suddenly we're once again running forwards. By now our arms are feeling the terrific strain of paddle bracing, rolling and steering. Our lungs seem to have been working on a minimum intake of





All surfing photos taken by Stewart Fraser.

air grabbed in those odd few moments when one "just happened" to be on the surface!

The shore! Time has no meaning when caught up in a 'big Fella', so it seems ages since we commenced our ride, run, or dice with .... call it what you will. Suddenly seeing terra firma again, our confidence floods back.

Must show the folks on shore how it should be done!! Paddle brace changes from high to low as wave gets smaller, ease blade forward and swing bow shorewards-hold it there! As nose digs deep, stern rises to the vertical; a jarring thump as the bows ground in 4 foot of water, stand upright on footrest, laying along rear deck and twist shoulders as in trampoline work. The canoe pivots on its nose through 180° and drops onto it's keel still running backwards on the same wave. By paddle manipulation the canoe is turned, balancing atop the diminishing wave, to run gently, nose onto the beach.

Get out, empty water out, pull canoe well up beach away from surf, or get back in and set off

for another go. My way is to head for a coffee and try to convince myself and my companions that all was under control at all times!!!

That's what surf canoeing is about....

It requires very good equipment, must never be indulged in in groups of less than 3; requires that one be a really proficient canoeist; one MUST be able to roll. Courage - very necessary; foolhardiness fatal. Respect for the sea and other users of it.

Study the sea in relationship to canoeing. Beaches, tides, currents-rips, safety rules and precautions. Look to own ability. Strengthen canoe to be used in surf - Insurance.

B.C.U. Annual surfing week at Bude September. Use white water to improve surfing techniques, and vice-versa.

Basic essentials: Low, High paddle braces. Stern Rudder.

Eskimo roll, correct life-jacket. BSI B.C.U. recommended.

Good foot rest and spray deck - strong paddle.

CSMI Ron Reilly (APTC)

AOBS Towyn.

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# THE MONTH AHEAD

Mon. 3 9 16 23 30  
Tue . 4 11 18 25 ..  
Wed. 5 12 19 26 ..  
Thu . 6 13 ..

WHERE TO GO - WHAT TO COMPETE - WHAT TO SEE

## AUGUST

- 3rd/4th BRITISH OLYMPIC CANOE TEAM, FINAL TRIALS, SHARPNESS.
- 4th SELLA, INTERNATIONAL L-D, SPAIN.
- 4th JOHN CHASE TROPHY & GRASSHOLME RACE, Details: Lakeland CC A.L. Thwaite, West Garth, Rushley Mount, Hest Bank, Lancaster.
- 10th/11th NATIONAL SPRINT CHAMPIONSHIPS, PANGBOURNE. Details: R.O'Keefe 4, Cedar Court, Crown Street, Egham, Surrey.
- 18th FLAT WATER SLALOM, MELCHET PARK, ROMSEY, friendly, Open and Novice, Details: The Secretary, Calshot Activity Centre, Calshot, Hants.
- 18th CANADIAN CANOE ASSOCIATION RACES, THAMES. Details: F. Luzmore, 31, Petersham Road, Richmond, Surrey.
- 25th CANADIAN CANOE ASSOCIATION RACES, THAMES. Details: F. Luzmore, 31, Petersham Road, Richmond, Surrey.
- 25th WOLVERHAMPTON L-D, IRONBRIDGE to BRIDGNORTH, B12 Pn1. Details A. Acton, 219, St. Annes Road, Wolverhampton, Staffs.

## SEPTEMBER

- 1st GRANDTULLY SLALOM, 1st Div. Details: J. MacLoed, 9, Prestwich Park South, Prestwich, Manchester.
- 1st EXE ESTUARY L-D RACE, All P2 Details: P. Lee, 11, Shelton Place, Heavitree, Exeter.
- 2nd/7th CANOE SAILING WEEK, FALMOUTH. Details: P. Wells, 55, Arnison Road, East Molesey, Surrey.
- 4th/15th CANOE SURFING WEEK, BUDE, CORNWALL. Details: O. Cock, "River-trees", Wargrave Road, Henley-on-Thames, Oxon.
- 7th/8th NATIONAL L-D CHAMPIONSHIPS, NOTTINGHAM. Details: A. Witham, 16, William Road, Westbridgeford, Notts.
- 8th WEST TANFIELD SLALOM, 3rd/N. Details: J. Slater, 42, Queens Drive, Ossett, Yorks.
- 14th INTERNATIONAL LIFFEY DESCENT, IRELAND, B16½ P9. Details: E. Lawrence, 301, Lr. Kimmage Road, Dublin 6, Ireland.

### COMPETITIVE KEY

Long Distance Racing. "A" - Open or Tidal Waters. "B" - Rivers. "P" - Portages.

Canoe Slalom. "1st" First Division. "2nd" - Second Division, "3rd" Third Division. "N" - Novice Division. "C" - Canadian events. "T" - Team events.

Entries for Long Distance are usually required one week before event. Entries for slaloms are required eleven days before.

**RACE AHEAD  
IN A NEW**

**KIRTON**

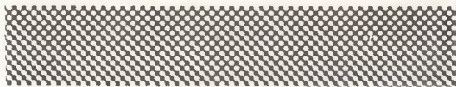
**kayaks of  
distinction**



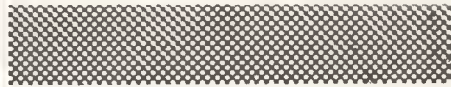
**MIRAGE K2 Mk2.  
RACING KAYAK**



**SCIMITAR K1  
RACING KAYAK**



**T.S. Mk4.  
SLALOM KAYAK**



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**KIRTON KAYAKS**

**MILL STREET,  
CREDITON, DEVON.**



# MIKE CLARK on competitive CANOEING

The National K2 10,000m Championships were held at Bisham Abbey on the 22nd June and raced in some pretty rough conditions with a very choppy Thames, a strong wind blowing down the river, an overcast sky and drizzling rain. In the senior mens event the turn-out of paddlers matched the weather - very disappointing, with only three crews racing. Lawler/Whitby of Richmond went into an early lead with Mean/Bolam of Harlow leading the third crew of Avery/Glavin again from Richmond. The leading Richmond crew held their lead to finish first with a time of 36min but the other Richmond crew managed to pass Mean/Bolam to take second 40 sec down on Lawler/Whitby and just 18 sec ahead of the Harlow lads.

With nine crews competing there was a reasonable entry for the junior event, but here again Baker/Giddings of the Royal went into an early lead and remained unchallenged throughout the race to win from Blackmore/Kidd of Richmond with Makereth/Leah of the Harlow CC in third place. The novice event also gained a reasonable entry and here the winners were Lander/Brett of Exeter with a time of 40 min. (There were no times for the juniors due to an organisation mix-up.)

Only three crews raced the ladies event held over 5,000m., but here with so few ladies in sprint as a whole the number is understandable. Off the start Miss Mean/Miss Oliver of Harlow/Southampton raced into the lead and held it until the finish. A battle for

second place developed between the four Richmond girls, Miss Emerson/Miss Jackson and Mrs Lawler/Miss Baumeister. From the first turn Emerson/Jackson were just holding off the other pair but the turn for the finish Lawler/Baumeister had taken the lead to gain second place with 20 min 40 sec, over half a minute down on the winning pair.

The 23rd June saw perfect racing conditions for the Chelmer L-D race, and here there was the usual fine entry of paddlers that has been seen at most long distance races this season. Organisation was good and starting was much speeded up on past years at this event, thus producing an endless stream of paddlers down the course and some exciting portaging with a number of crews all trying to make the locks at once.

In the seniors things went very much to form with Ash/Day of Harlow winning the K2 from Baker/Giddings of Royal. Kitson, again of Harlow managed to hold off Clarke of Cambridge to win the K1 while Chapman of Royal Marines gained third place. A very good race took place in the ladies singles, Mrs Lawler of Richmond comfortably leading for most of the course but with Miss Huskisson of Royal catching her towards the finish. The last straight to the line saw both girls racing almost bow to bow but a last effort from Mrs Lawler gave her the win in a time of 1hr 58min 15 sec., just one second ahead of Miss Huskisson.

Royal Canoe Club L-D held on 7th July proved to be a straight slog in rather choppy conditions on the Thames. However, once again there was a very good entry and some tremendous starts with all the crews spread across the river and battling for water - not only from the other paddlers but also from the many sailing craft that always seem to be tacking in front of the start line just as the "off". Still it does produce some exciting racing and interesting language!

C. Evans racing for the Royal Navy gained first in the senior K1 half a minute ahead of A. Chapman racing for the Royal Marines (both these paddlers are of course members of the host club). On home water there was no stopping Royal crews Boshier/Jordan and Giddings/Baker from taking first and second places in the senior K2, pushing the Harlow crew of Ash/Day into third place.

However, H. Baker of Harlow kept his club's flag flying by winning the junior K1 with a fine time of 1hr 33min for the ten mile junior course, just 20 sec. ahead of Exeter paddler H. Carpenter. Dyer/Hillman of Riverside stormed home to win the junior K2, ahead of Lockwood/Summers of Nottingham.

The choppy condition suited Miss W. Baumeister of Richmond, giving her a first win in English L-D since coming to this country at the beginning of the year. Miss Baumeister gained the finish with a time of 1hr 35min just three minutes ahead of Miss Huskisson of Royal, Mrs Boshier taking third place.

The course used at Royal was circuit covered twice by seniors and just a straight paddle with only the water making any interest. I am sure with a little more thought a better course could have been devised. For next year maybe Royal could try starting upstream from the club, all crews turning at Kingston Bridge, back down stream and around Trowlock Island - this should produce a major obstacle and even a portage could be tried at the end of the island - then upstream as far as necessary to make the ranking length. Any other suggestions?

The day before Royal was the Maidenhead Sprint Regatta but with the top sprinters out of the country it proved to be a very friendly match and far smaller than last year.





#### CAPTIONS TO PHOTOS

1. Start of the junior crews racing the National 10,000 K2 event at Bisham Abbey.
2. Glavin/Avery of Richmond who gained second place at Bisham Abbey.
3. National K2 10,000m Champions, M. Whitby/P. Lawler of Richmond CC.
4. Mrs Lawler (front) Miss Baumeister (rear) winners of the ladies K2 at Maidenhead Regatta. The following day Miss Baumeister won the ladies K1 at Royal L-D.
5. Paddlers racing into a portage on the Chelmer L-D race.
6. B. Greenaway of Richmond and winner of the Class 3b. at Chelmer L-D.




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#### RIVER WYE L-D RACE

Despite a slightly smaller entry because of precautions to prevent the spread of Salmon Disease, the 5th Annual Ranking Race was the club's most successful to date. In perfect weather, the water level was at its best and competitors had to use tactical sense as much as muscle power. The times recorded in several classes were well inside previous records. Most of the results ran to form with Charles Evans winning the Senior Singles event over 11 miles in a record time of 1 hr. 28 min. 00sec, 9 seconds behind was N. Jackson of Harlow. The Senior Doubles were even closer and a British Record was set up by S. Ash/J. Day, again of Harlow, when they beat M. Giddings/C. Baker of the Royal by 1 second. This was a

British record but it did not better the time established by the South African crew in 1967.

The Junior Doubles also provided a close finish with the first three crews a long way ahead of the field but only 10 seconds dividing 1st from 3rd. Pulling away in the last 100 yards to win were J. Lockwood/J. Summers. By winning the Junior K1, H. Baker helped Harlow Canoe Club to win the Team Trophy, but points scored were not exceptional as no winners could get away to earn bonus points. The Ladies Trophy was retained by Adrienne Huskisson who put up her usual sound performance and broke the record for her class. It is a pity there are not more ladies competing but this may be due to the distances involved in these races.

With L/D racing gradually contracting to K1 and K2 through the points differential it is only to be expected that Sprints over shorter distances will be more popular. If the same applies to the men only a few seasons may pass before L/D is outmoded - unless there is a full cycle and new blood comes in through classes for more conventional boats.

Report from NOMADS CANOE CLUB.

## ORWELL RIVER RACE

At last paddlers are beginning to recognise, and accept, the challenge of this particular race. The confluence of the two rivers at the harbour mouth, around which tide and wind can work wonders, makes seamanship the order of the day when racing "the Orwell"! Canoeists went over like ninepins, only to be swiftly fished out of the water by one of the multitude of rescue craft manned by personnel from H.M.S. Ganges, baled out and returned to their canoes for a second (third, fourth?) attempt at completing the course.

Salt stained and shattered they returned seemingly hours later with tales to relate that would have made fishermen blush.....!

The organisation ticked like clockwork, the start was handled in a masterly fashion, and result sheets printed within minutes of the arrival of the last competitor.

If you are looking for a cheap weekend of sea canoeing, with a superb campsite thrown in free, then Orwell is the race to make for next year! (Good news for those with blisters now in nameless places - they propose to shorten the course next season!)



Start of senior singles and doubles at Orwell. Photo - Christine Baker.

# COMMENT *Letters to the Editor*

## D-W CANADIANS

I suffered in silence (almost) from October 1967 until April 1968 whilst my husband and friends, designed, built, and paddled three Canadian Doubles Canoes.

Their pre 'D-W' try-out took place at the Leamington L-D race and the fibreglass was still tacky in places from final adjustments when they took to the water at the start of the D-W 1968. Their target was to enter and finish three home built Canadian Canoes. Unfortunately one pair succumbed to swans at Newbury but were highly delighted to get two pairs to Westminster.

One pair reached Putney Bridge at 11 pm on Easter Saturday, just as the tide turned and had to sit on a muddy jetty waiting for the flow to ease. They completed the course in 38hrs. 56min., followed by their second crew in 42hrs 27 min.

I have just read July's issue of your magazine and, please Editor far better not to mention any Canadian finishing D-W than to only mention one. This was a big team effort and I feel no mean achievement to get home 2 out of 3 Canadians in D-W. The three battered fibreglass Canadians are now retired and sitting on my back lawn - ANY OFFERS?

Yours sincerely,  
Marjorie Choat.

## MORE ABOUT THAT SOUTHERN SLALOM...

It would seem that Chris Hawksworth has again missed the complete point of our club's invitation slalom (re. Comment in June issue) and even thinks slalomists in the south are anti-training team and anti-north. This is far from it, some members of Shepperton are going to Bourg St. Maurice just to support our National Slalom Team competing there.

The reason for holding this slalom at Shepperton was due to the sole fact that we (a few local Canoe Clubs around the London Area) were bored with no competitions for months on end. A quick look through our funds revealed enough to buy a challenge shield and a few individual prizes. The theme was one of enjoying the sport of canoeing, without the almost inevitable pressures and imposed restrictions of modern slaloms, to this end I really think the slalom was a success. The judging, scoring, etc., did not seem to arouse any complaints whatsoever, even though the judges were changed many times - everybody was at one time on the water competing, while the general feeling around the Slalom Site was the happiest I have seen for many a year.

Perhaps a moral here for the BCU Slalom Committee - yes help the Training Team, but don't forget the lesser mortals who one day might make the Training Team.

Yours sincerely,  
Bob Moore,  
Shepperton Canoe Club.

## COACHING AWARDS

With regard to Mr. G.E. Tomlinson's letter (July issue) warning Local Education Authorities against people like me who, without any coaching qualification have taught canoeing, I have a statement to make: I WANT TO QUALIFY AS A B.C.U. COACH. However, my particular side of canoeing is Long Distance racing. The last examination for racing coach was in March 1964! I had to miss it because I was working that weekend.

The general coaching award is of course quite irrelevant to the coaching of racing canoeists. I have in front of me a specimen paper in which you could actually get away with writing down the command for

starting a race as your only evidence of knowing about racing.

I am going to state, Mr. General Secretary, and I challenge you to deny it, that there are today, walking the streets, qualified B.C. U. coaches, who are trusted with the teaching of children by Local Education Authorities, who could not sit in my rough old fibreglass ten year old Kl and paddle it forward for a couple of hundred yards without falling out of it.

I refuse to take an exam that is irrelevant to the subject just for the sake of a piece of paper and therefore shall be unable to teach in the areas of those Education Officials who accept the letter you have published in the July issue.

Yours sincerely,  
David Cook,  
'Hollowford',  
Castleton.

#### TO HELL WITH.....

Charles Evans is a man whose ability to move quickly in a straight line in one direction is difficult to equal. His letter 'To Hell With Lifejackets' reminds me of a story which being unprintable in the original may be rendered as follows:

Two people in a field. Enter rampageous bull.

'Run, run!'

'I'll be blowed if I'll run.'

'You'll be gored if you don't'

Much more to the point in the original.

In 1967 I reported on a fatality where a young boy canoeing alone was wearing a proper lifejacket to BSS 3595, and being caught in a weir stopper, died. Clearly, the lifejacket held him in the return flow. His body had a period of oscillation of about six seconds.

Oliver Cock has an extensive file of reported fatalities connected with canoes. It is clear from reading this, that almost all of those drowned did not have lifejackets.

I know of no Outdoor Activity Centre which does not use proper lifejackets to BSS 3595. It is probably to save them from ill-informed criticism such as a coroner may level at them. I think that coroners are not such dim-witted creatures as may be imagined. I know of one coroner who was informed about lifejackets at an inquest into a canoeing death.

With respect to Charles Evans, and conceding that he has a point, I decline to accept the emotive quality of his letter. I am somewhat startled that such a letter should appear in "Canoeing" having regard to its policy as previously stated. Still, it does no harm to fly a kite now and again, provided that opposing views are offered.

'A lifejacket has no place in normal canoeing'.

What is normal? Does Charles Evans know, or is he, like the rest of us, guessing? If he knows, he is arrogating to himself unusual powers. Perhaps the source of his knowledge could be given to us lesser people. As a person who does a fair bit of canoe coaching, I could do with some enlightening as to what normal canoeing is, for fear I'm doing the wrong thing.

Meanwhile, dare I say it?

Yes! I will, I will, I will, will, will!

'To Hell with Charles Evans' letter.'

There.

Sincerely,  
Alan Bye.

Letters for inclusion in this column should reach the editorial address by the 1st of the month. Comments expressed here and in independent articles in "Canoeing Magazine" are not necessarily those of the editor.

CANOE ARTICLES ON SLALOM, RACING, TOURING OR PLAIN POTTERING, CLUB NEWS, COMING EVENTS AND RACE RESULTS ARE ALWAYS WANTED FOR PUBLICATION IN CANOEING MAGAZINE.

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# SCOUT CANOEING



Now with the camping season really under way, there are some 60 Scout Groups having their first steps in canoeing tuition while at the Marlow centre.

The weekend courses are filling up rapidly and extra courses will have to be run, with many of the boys wanting to come back for a second go. Popular requests are for courses 12/16 yrs covering rescue techniques and weir work, while 16/20yrs for Canoe Polo. In August a course has been arranged for instruction in the art of "K" class paddling. Eighteen scouts wish to be taught K1 paddling so this could be some new juniors for sprint racing next season.

Another twelve assorted canoes are now on the site at Longridge, while in the way of amenities there are plans for showers, drying rooms and extra indoor accommodation - making for canoeing 12 months of the year. The Longridge team of instructors are now ready to take the BCU Instructors Award or have taken the test in the past month. Ages range from 18 yrs to 40 yrs, all with at least 2 yrs canoeing experience and three courses teachings experience.

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Longridge Canoe Club members have been taking part in ranking L-Ds and Sprint events, the former more favoured and with great success. P. Swallow/S. Brown racing in Class 4b have won the event in their last three outings at Hereford, Chelmer and Royal L-Ds. The Senior K2 crew of R. Edwards/K. Rich were placed 5th at Hereford and 16th at Chelmer and although have taken some five duckings on the races have not lost their enthusiasm for the sport.





Following the success of the Scout race on the River Ribble earlier this year comes a long distance race the length of Lake Windermere. This event is open to ALL scouts over the age of 14 years and the North West Region would be pleased to see Groups from the Midlands and South competing. The Lake Windermere Scout Canoe Race will be held on 29th September and start at 9.00 am. from Waterhead, near Ambleside, to finish at Fell Foot, near Lakeside - the distance is 10½ miles. The race will be escorted and therefore Charge Certificates will not be required, entry fee is 6/0d and entries close 3rd September. Entry forms from Race Secretary, A. F. Hardisty, 8, Muirfield Close, Prestwich, Manchester.

Make this a date for a weekend's camp and canoe race you Southern Scouts - show the North West lads what you're made of!

Any Scouts thinking of entering the 1969 Devizes to Westminster Canoe Marathon maybe interested in a weekend camp to be held at Longridge, either in September or October, where problems, training methods and the approach to this race will be discussed. Further details from Ass. Warden, Longridge Activity Centre, Marlow, Bucks.



CAPTIONS TO PHOTOS

1. Twelve boys on a days course in camp at Longridge.
2. Young Scout wash-hanging on the rescue boat.
3. "Shattered".
4. Crowd at Longridge watching a mini-slalom.

COMING SCOUT EVENTS

SEPTEMBER

- |           |  |
|-----------|--|
| 7th/8th   | SCOUT LEADER CANOE COURSE, LONGRIDGE. Full accomod. 30/-   |
| 9th/13th  | VENTURE SCOUT CANOE COURSE, LONGRIDGE. Full accomod. 105/-   |
| 14th/15th | SCOUT CANOE COURSE, LONGRIDGE. 12/16 yrs. Full accomod. 30/-.  |
| 21st/22nd | ALLCOMERS CANOE COURSE, LONGRIDGE, Own canoes, tent and food, 5/-.   |
| 22nd      | SCOUT CANOE RACE, RIVER ARUN, 19 miles. Venture Scouts and Scouters over 16yrs. Details: Mrs. V. Tullett, 8, Downlands Gardens, Sompting Road, Worthing. |
| 28th/29th | VENTURE SCOUT/RANGER GUIDE CANOE COURSE. LONGRIDGE, own tentage only 25/-.   |
| 29th      | SCOUT CANOE RACE, LAKE WINDERMERE. Details as in copy.   |

The British Canoe Team for the 1968 "Sella Descent" was announced after the Royal CC L-D on 7th July and will be captained by Dr. C. Evans of the Royal Navy. The full team consists of:

SENIOR K1 C. Evans, Royal CC,  
N. Jackson, Harlow CC.

SENIOR K2 S. Ash/J. Day, Harlow CC.  
M. Gidding/C. Baker,  
Royal CC.  
M. Blackmore/B. Leach,  
Richmond CC.

JUNIOR K2 W. Breavis/D. Rogers,  
Southampton CC.

This team will also compete several other races in the Asturias

views on the new Hasler Trophy points system.

Molly Green,  
General Secretary, L.D.R.  
2, Highfield Road,  
Impington, Cambs.

### OPEN BRITISH CHAMPIONSHIP 1968

The Long Distance Racing Committee of the BCU will be holding their annual championships at Nottingham on September 7th., starting at 2 pm.

John Player & Sons are again sponsoring the event, which is likely to attract several hundred paddlers from all grades of canoeing - Scout Groups, Service organisations

# LONG DISTANCE RACING REPORT

area and they are very hopeful of bringing home the team prize once again to Britain. Charles Evans, with his wealth of knowledge of the course, will be able to give his team much encouragement. We wish them all luck and look forward to hearing of their successes.

On the home front plans are going ahead with the National Championships, to each we are expecting a strong entry from several foreign countries. (Further details elsewhere in this issue).

An extra date to remember is 25th August, for the Wolverhampton Canoe Club are running an event on this date from Ironbridge to Bridgnorth on the River Seven. This course includes the Ironbridge Rapids and is 12 miles long. See "Month Ahead" for entry details.

The Cambridge University Canoe Club have been permitted to extend the length of the senior course in their L-D and it will now be over 13½ miles.

We would now like your comments on L-D policy and any matter you would like to bring up at the Autumn Committee Meeting, especially your

canoe clubs, individuals, and International Teams from a number of European countries.

Prizes are to be awarded for 1st and 2nd Place in both single and double events of the following classes: Open Senior Men, Open Ladies (Born before 7.9.54) Open Junior Men (Born between 31.12.49 and 7.9.54) as well as awards for the International Competitors.

On paying their 10/- Entry Fee each competitor will receive tickets for the following: FREE refreshments after the race, FREE use of the riverside campsite, FREE admission to the Celebration Dance and Prize Giving. Value for money indeed, when one considers that the Prize Giving will take place during the normal Saturday public dance at the Sherwood Rooms, where the other nine hundred customers will have each paid 8/6d admission at the door!

The campsite, within 50 yards of the river and only 500 yards from the start, will be on a school playing field. Drinking water, toilet facilities and hot showers will be immediately at hand, and

a mobile grocery store will visit the site on Saturday evening.

Sunday will see staged a 500m Sprint Regatta, and a new departure this year will be the inclusion of races for the under 18's and for Class 3 and Class 4 craft which were raced in Saturdays Championship. Any number of races may be entered for the TOTAL fee of 5/-d but the organisers cannot provide craft nor arrange heats to suit individuals - so be warned not to attempt too many events!

This stretch of river at Nottingham attracts hundreds of bystanders on a fine weekend, and exhibitions, both landbased and waterborne, have been arranged to keep them entertained whilst competitors are out of sight during the Long Distance Championships.

Make NOTTINGHAM your pad, patch or roost for this September weekend and let's get the whole scene moving!

September seems to be the month for International L-Ds and those who can afford the time and money there are now three "musts" for the top paddlers. Above are details of the British National Championship L-D on the 7th September. The following weekend is the International Liffey Descent in Ireland, sponsored by the bottlers

of Coca-Cola and one of the most thrilling L-Ds in Europe. The 21st September sees the first International L-D to be held in Denmark and here the race is of two days, with five stages to be raced over a total distance of 125km - about 77 miles. This race is from Skanderborg to Silkeborg on the first day, and Silkeborg to Randers on the second day. The Danes are without a sponsor at present by their federation has put up around £250 to support foreign teams. The course is on Denmark's longest waterway, the Gudenaen in Jutland, and for K1 and K2 classes. Just one look at the prizes will certainly ensure a fine entry and many of Europe's top paddlers - the first prize in the K1 is a BRAND NEW HUNTER K1! Also there will be prizes for the winners of each of the five stages and prizes for every competitor finishing the course. The Mayors of Skanderborg, Silkeborg and Randers have all agreed to take a seat on the race committee and the Danes are certainly making a tremendous effort to make this race their "Liffey". Let's help them make this event a great success and send as big a team as possible. British competitors not in the National Team but intending to race this event should put their entries through the Long Distance Race Committee as soon as possible.

## HASLER TROPHY

Positions of the TOP TEN leading clubs from best eight races.

HARLOW CANOE CLUB	66	50	32	49	53	35	52	63	TOTAL	400
RICHMOND CANOE CLUB	49	66	54	22	46	24	36	52		349
ROYAL CANOE CLUB	56	30	24	42	34	28	44	36		294
NOTTINGHAM CITY CC	28	36	26	20	40	26	35	37		248
BRADFORD ON AVON CC	30	08	35	02	50	22	20	01		168
LINCOLN CANOE CLUB	18	56	10	26	25	04	10	11		160
CAMBRIDGE CANOE CLUB	13	15	24	12	41	24	12	16		157
EXETER CANOE CLUB	22	05	12	45	20	21	06	00		131
HYTHE VENTURE SCOUTS	30	24	20	14	00	08	19	00		115
NEWHAM CANOE CLUB	11	18	10	16	08	14	12	19		114

Points from races up to Orwell but excluding Tamar and Worcester.

# **RESULT ROUND-UP**



## KENNET AND AVON L-D CANOE RACE 2nd JUNE

CLASS 1a. 1/ P. Royle, Boston CC 3.09.0 2/ D. Johnson, 4 Admirals CC 3.14.0 CLASS 1b. 1/ G. Chester, Boston CC. 1.42.0 2/ T. Gould, Kennet, Valley, 1.51.0 CLASS 2a. 1/ Roberts/Prance, Reading CRC 2.57.0 2/ Tapscott/Rose, AAC Arborfield, 3.04.0 CLASS 2b. 1/ Neve/Sollis, Waterside CC 1.28.0 2/ Keaney/Barett, Waterside CC 1.31.0 CLASS 3b. 1/ S. Gould, Kennet Valley CC 1.55.0 2/ P. Swallow, Venture Scouts, 2.02.0 CLASS 4a. 1/ Kirkwood/Wootton, Kennet Valley CC 3.15.0 2/ Steere/Tullett, Royal CC, 3.26.0 CLASS 4b. 1/ Keats/Raynsford, Venture Scouts 1.45.0 2/ Williams/Twentyman, AAC Arborfield, 1.59.0 LADIES CLASS, 1/ K. Twine, Waterside CC, 2.15.0 2/ Flippance/Porter, Reading CRC 2.40.0

## WYE L-D RACE, NOMADS CANOE CLUB 16th June

CLASS 1a. 1/ C. Evans, Royal Navy, 1.28.00 2/ N. Jackson, Harlow CC. 1.28.09 3/ D. Clarke, Cambridge Univ. 1.31.20 CLASS 1b. H. Baker, Harlow CC 1.19.35 2/ J. Phelps, Newham CC. 1.20.15 CLASS 1c. 1/ Miss A. Huskisson Royal CC. 1.21.17 2/ Miss W. Baumeister, Richmond CC. 1.32.10 CLASS 2a. 1/ S. Ash/J. Day, Harlow CC. 1.24.32 2/ M. Diddings/C. Baker, Royal CC 1.24.33 3/ B. Leach/D. Blackmore, CC Richmond 1.25.19 CLASS 2b. 1/ J. Lockwood/J. Summers, Nott. City. 1.10.36 2/ A. Worth/M. Carpenter, Exeter CC. 1.10.45 CLASS 3a. 1/ P. Schnepf, Exeter CC 1.46.58 2/ C. Gray, Nott. City 1.47.39 3/ S. Hatton, Harlow CC. 1.53.05 CLASS 3b. K. Jury, Nomads CC. 1.27.20 2/ D. Gunnis, Bradford-on-Avon, 1.37.35 CLASS 3c 1/ R. Webster Bradford-on-Avon, 2.01.35 CLASS 4a. R. Lancefield/M. Purchas, Bradford-on-Avon 1.42.55 2/ G. Cottle/C. Vare, Bradford-on-Avon, 1.44.45 3/ B. Shepherd/B. Greenaway, Richmond CC, 1.48.12 CLASS 4b. 1/ P. Swallow/S. Brown Longridge Centre, 1.25.20 2/ C. Reed/A. Cowley, Norton School, 1.28.50 CLASS 4c. 1/ D. Webster/ S. Tandy, Bradford-on-Avon, 1.50.40.

## CHELMER L-D CANOE RACE, CHELMSFORD BOATING CLUB, 23rd JUNE

CLASS 1a. S. Kitson, Harlow CC 1.37.48 2/ D. Clarke, Cambridge Univ. 1.37.52 3/ A. Chapman, Royal Marines, 1.40.01 CLASS 1b. J. Phelps, Newham CC 1.51.41 2/ H. Baker, Harlow, 2.01.11 CLASS 1c. 1/ Mrs. D. Lawler, Richmond CC. 1.58.15 2/ Miss A. Huskisson Royal CC. 1.58.16 3/ Miss W. Baumeister, Richmond CC. 2.09.30 CLASS 2a. 1/ S. Ash/J. Day, Harlow CC. 1.31.43. 2/ M. Giddings, /C. Baker, Royal CC 1.35.05 3/ B. Leach/D. Blackmore, Richmond CC 1.36.38 CLASS 3a. 1/ B. Greenaway, Richmond CC. 1.36.38 CLASS 3a. 1/ B. Greenaway, Richmond CC. 1.53.10 2/ J. Last, Eagle CC. 1.56.50 3/ North, Leaside, 2.00.10 CLASS 3b. 1/ Sutton, HMS Ganges, 2.04.46 2/ Farthing, Richmond, 2.10.55 CLASS 3c. 1/ F. Thomas/P. Renshaw, CTC 2.16.55 CLASS 4a. 1/ R. Sidney/R. Sidney, Eagle CC 1.48.30 2/ T. Beere/M. Foulger, Harlow CC 1.53.00 3/ Whitlock/Ginger, Southampton, 1.56.05 CLASS 4b. 1/ P. Swallow/S. Brown, Longridge Centre, 1.57.39 2/ Benson/Elliott, HMS Ganges, 1.59.10.

## BRITISH NATIONAL K2 10,000m CHAMPIONSHIPS. Bisham.

SENIOR K2 MEN. 1/ P. Lawler/M. Whitby, Richmond CC. 36min 02sec. 2/ R. Avery/J. Glavin, Richmond/Royal Marines CC 36.42 3/ M. Mean/L. Bolam,

Harlow CC, 37.00 JUNIOR K2 MEN 1/ M. Giddings/C. Baker, Royal CC (N/T on this event) 2/ D. Blackmore/J. Kidd, Richmond CC 3/ G. Makereth/C. Leah, Harlow CC. NOVICE K2 MEN 1/ Lander/P. Brett, Exeter CC 40min 24 sec. 2/ Whitlock/Horn, Southampton CC. 41.10. 3/ A. Pritchard/M. Turner Southampton CC, 45.0 LADIES K2 5,000m. 1/ Miss L. Oliver/Miss B. Mean Southampton/Harlow, 20min 07 sec 2/ Mrs D. Lawler/Miss W. Baumeister, Richmond CC 20.40 3/ Miss S. Jackson/Miss K. Emerson, Richmond CC 21.0

#### ORWELL RIVER RACE, 24th JUNE

CLASS 1a. 1/ D. Clarke, Cambridge Univ. 2.16.33 2/ C. Evans, Royal Navy, 2.18.56 3/ M. Boshier, Royal CC. 2.27.48 CLASS 1b. J. Summers, Nott. City. 1.45.23 2/ J. Lockwood, Nott City, 1.47.34 CLASS 2a. 1/ B. Leach/D. Blackmore, Richmond CC. 2.10.10 2/ P. Lawler/M. Whitby, Richmond CC. 2.10.13 3/ S. Ash/J. Day, Harloc CC, 2.10.14 CLASS 2b. 1/ R. Trevethan/D. Hall, Warwickshire Constab. 1.49.44 2/ P. Pitman /P. Hickin, Warwickshire Constab. 1.55.06 CLASS 2c. 1/ R. Page/ M. Baker, Nott. City, 1.58.41 CLASS 3a. 1/ C. Gray, Nott. City. 2.47.32 2/ P. Royle, Boston CC. 3.06.24 CLASS 3b. 1/ H. Baker, Lincoln CC. 1.44.10 2/ Sutton, HMS Ganges, 1.52.36 CLASS 4a/ 1/ R. Sidney/ R. Sidney, Eagle CC. 2.29.51 2/ T. Beere/M. Foulger, Harlow CC. 2.38.50 3/ B. Shepherd/B. Greenaway, Richmond CC 2.43.14 CLASS 4b. Benson/ Elliot, HMS Ganges, 1.41.15 2/ Tourle/Povey, HMS Ganges, 1.53.10.

#### ROYAL CANOE CLUB L-D 7th JULY

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SENIOR K1 10,000m men. 1/ Konstantin Kostenko, U.S.S.R. 2/ Lars Anderson, Sweden, (15. M. Mean G.B.) LADIES K1 5,000m. 1/ Anna Pfeffer, Hungary, 21min. 19sec. 2/ Katalin Rozsnyoi, Hungary, 21.56 (5 Miss S. Jackson, G.B.) 22 min. 47. 6/ Miss L. Oliver, G.B. 23.05. 7/ Miss B. Mean, GB) SENIOR K2 5,000m MEN 1/ A. Contolenco/ H. Ivanov, Rumania, 17.58. 2/ A. Vorobiov/I. Terente, Rumania, 18.04 (4. P. Lawler /M. Whitby, GB) 18.39) 7/ A. Edwards/L. Oliver, GB 19.13. 14/ J. Glavin/R. Avery GB) SENIOR K1 1000m men. 1/ Gunner Utterberg, Sweden, 4 min 13.1 SENIOR K2 1000m men. 1/ A. Contolence/H. Ivanov, Rumania, 3 min. 48.0 (6. Oliver/Edwards, GB. 3.57.4 9/ Glavin/Avery, GB 4.09.2 LADIES K1 500m. 1/ Anna Pfeffer, Hungary, 2.18.8 4/ Miss S. Jackson, GB 2.24.6 8/ Miss B. Mean, GB 2.36.8)

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