

CANOEING

Vol. 9 December 1968 one shilling & ninepence



SPECIAL FEATURES

YOUTH CANOEING
SPORT CANOEING
INTERNATIONAL CANOEING
COMPTON FIVE CANOEING
HALLER TROPHY
CANOE SAILING

K.W. KAYAKS

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KEITH WICKHAM (SUNDERLAND) KW 7 LOWLINE
- 1st** C2 EVENT
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CONTENTS

Youth Canoe Sport	2
Scout Canoeing	4
News in Brief	7
Comment	8
Photo of the Month	9
International Canoeing	10
Month Ahead	13
Competitive Canoeing	14
Long Distance Racing	19
Hasler Trophy	19
Canoe Sailing	20
Result Round Up	22

Cover Photo:
Dave Fawcett of Manchester Canoe
Club, competing at the Llangollen
Town Slalom.
Photo: Mike Clark.

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editorial

CLASS 'THREE' AND 'FOUR'

In our October issue Ted Tandy wrote under 'Time for a Change' and advocated a division system in Long Distance Racing with the use of open class racing within 'K' specifications. At the Long Distance Race Committee Meeting (reported in this issue) the division system again came up and a sub-committee has been formed to look into ideas for this type of race system.

However for manufacturers, and those paddlers who are considering or have just brought a Class 3 or Class 4, I point out that these two classes are protected at least until November 1971. Bob Vardy of Avoncraft quotes L. D. R. recommendations, 'To safeguard the manufacturers and customers purchasing Class 3 and Class 4 kayaks, the classification for these classes would remain unchanged from November 1966 until November 1971 and re-examination of classes would take place in 1971.'

If the ideas on a division system materialise and are accepted by the majority of L-D paddlers, I do not see the above quote impeding with such a system Divisions could be equally applied to all classes as they stand as to open class racing.

CADET CLASS

The proposed introduction of CADET CLASS racing has certainly stirred a few pens and caused more than a little discussion round canoeing circles.

'Why bring in yet another compromise craft when we already have dozens on the market?' Admittedly much of the comment has come from racing enthusiasts - a group who are biased to one type of racing - but when Scout Leaders - who lead a side of youth that has most to offer canoe sport make arguments against the class maybe there is cause for more discussion.



INTERNATIONAL CANOEING

YOUTH
CANOE-SPORT
IN GERMANY
by klaus klein

With the introduction of the Cadet Class it maybe of interest to look at how other countries tackle the problem of Youth Canoe-Sport. The following article is on Youth canoe-sport in Germany and written by my good friend Klaus Klein of 'Wassersportverein Niederrhein E. V.' Duisburg.

YOUTH CANOE-SPORT IN GERMANY

Our Youth Canoeing at sprint events in Germany is divided into three groups according to age with the same limit for girls.

The first group is 'Youth C' for boys and girls between the age 12 - 14 years. They race a distance of 300metres in all classes (K1, K2, K4, C1 and C2). However this group is allowed to race twice in any one day, with a minimum pause between race times of two hours, and so at many regattas they will compete the K4 event on the Saturday and the K1 and K2 on the Sunday.

The second group is 'Youth B' for boys and girls between the 14 - 16 years. The distance raced here is 500metres but again the competitors are restricted to only two races per day. 'Youth B' race all classes with the inclusion of a relay event. (At some of our small regattas we have a relay team comprising 'Youth B', 'Youth A', Junior and Senior.)

The third group is 'Youth A'. This is for boys and girls 16 - 19 years. The distance raced is 500metres in all classes and for the boys only, 3000metres in all classes. If one of the paddlers will reach his or her 19th birthday during the season, they are allowed to race three times in any one day.

This is how we have divided our

Youth Canoe-sport but still the 'C' group does not bring in all able paddlers and so we have founded yet another class for 10 - 12 year olds. Again they race all classes over a distance of 300metres as for 'Youth C'.

All our 'Youth' groups race standard 'K' class kayaks as for adults and I think it unwise to build a special boat for boys and girls, the sooner they use a racing boat the better for both style and technique. Many of our young boys at the club are all from the same Grammer School and they have training three or four times a week. We have a K4 of 10 year old boys and they race a Shanty. Being from the same school it is likely that they stay together until they are 19 - for the next 8 years, which means we shall have a very good team. Likewise we have a pair of 10 year olds who race C2. The schools help us very much, and we have already some regattas just for 'Youth A, B and C' classes. The teachers respond very much and some want to join our club and help me to get as many boys as possible interested in canoe-sport. I have older boys, students, who watch that our youngsters do their homework correctly and not fall off with school work - thus their parents cannot object!

On weekends we get with our boys a kind of training camp. We want to keep them together as often as possible to create a feeling that they belong together and to create team spirit. If one has created a feeling like this, with good team spirit, the regatta results are according. To give an idea of the numbers I am working with, towards the end of this season I had a regatta specially for Youth and in the group from 14 - 16 I had 48 entries in K1 alone.



Our 'Youth C' K4 crew, Hohner/Vollmer/Dupp/Wehres, who have four victories at regattas this last season.



'Youth C' K2 pair, 13 and 14 year olds showing fine style.



One of our 15 year old boys who is among the best 'Youth B' canoeists in Germany. Using the Pointer K1, he trains 5 times a week and competed 15 regattas this last season. He is the most successful boy in our club and hopes to come to England next year to race Junior.



Ansicht des neuen Bootshauses am Barbarasee

The new 'Wassersportverein Niederrhein E.V.' that is to be built next year at Duisburg.



SCOUT CANOEING



A SCOUT CANOE RACE WITH A DIFFERENCE

On Sunday 20th October, the Surrey Venture Scouts held their Surrey Venture Scout Challenge Canoe Race, which they intend should become an annual event. The race, which was open to members of the Scouting Organisations from Kent, Surrey, Sussex, Hampshire, Essex and London Counties, also included sections for the Cadet Forces and for Invited Clubs. It had also been suggested that a section be included for members of the Guide movement, but for various reasons was not included in this years race.

The race was held on the Wey Navigation between Weybridge and Guildford finishing in Guildford Town. The four L. D. racing classes were included, Seniors paddling a 15 mile course with 10 portages, Juniors 10½ miles with 6 portages. Extra classes were added to include soft skin touring canoes (canvas canoes not designed for racing). In these classes the seniors paddled the 10½ mile course, while the juniors were given a 6½ mile course with 4 portages.

As the Wey Navigation does not lend itself to mass starts, the race was run over a timed course, competitors being started by class in small groups. This also proved useful where a few competitors arrived late, due to traffic and other hold ups. Starting times for the various classes had to be calculated so that the majority of the crews, in practice about ninety per cent would finish within a two hour period. Although such a finish could result in congestion during the later stages of the race, no reports of such were received from the 100 crews taking part.

Entries in the scout section were quite heavy, with eight counties qualifying for the "Inter Counties Challenge Trophy" competition. This latter competition had been included to give extra interest for the more experienced canoeists and to stimulate interest in canoeing

standards. Points scoring for the trophy was based on the position of the first crew home for each county in the racing classes. The positions of these crews were then taken in relation to the number of counties participating, i. e. this year, eight counties, eight points being awarded for first place, descending to 1 point for eighth place. The county with the highest aggregate total was declared as the winner.

Although only Surrey and Sussex had near full teams, an interesting competition resulted. A very important result of this competition soon became apparent, crews from some little known district now became important because they were representing their county. Representatives from several counties, by no means least the winners Surrey, have gone away to think how they can improve their counties overall canoeing standard.

The Cadet Forces section only attracted a small entry, but this was probably due to the short notice given to them. Those who did take part had the opportunity to match their skill against the other crews taking part. It is hoped that next year the race will attract a better entry and possibly some formula can be thought out for a trophy competition similar to that operating in the scout section.

The third section, Invited Clubs, proved very successful and although this years entry was limited to four clubs, three entered almost complete teams. The qualification for entry was that the club should have strong connections with youth organisations or whose membership is predominately from youth organisations. Provision was made so that club members who were also eligible to enter in the Scout or Cadet sections would be recorded in both sections. This may at first glance appear to be incurring unnecessary difficulties, but it does mean that a competitor is not faced with having split loyalties. In practice the system worked well.

Weather conditions for this years race proved excellent and even the water level had dropped back to pre-flood conditions. In spite of the three different starting places almost all crews were dispatched on schedule, only slight complications arising at the Junior Touring classes start. Although not well advertised the race attracted much public interest, particularly at the river side inns. Most vantage points on the navigation attracted a crowd of interested spectators and official hand outs about the race were quickly seized upon by eager spectators. More attention will certainly be necessary in this field next year.

The fastest time for the senior course was set up by A. Tullett and R. Lawrence who led the small but very effective Greater London South West team, covering the 15 miles from Wey-bridge in 2hr. 32m. (against the stream). Fastest time for the 10½ mile Junior course was 1 hour 50 minutes set up by P. Timoney and I. Why of the Longridge Scout C.C. Another find performance was in the Class 4 Junior section where M. Marfleet and M. Davies of the Aylesbury Sea Cadets covered the course in 1 hour 57 minutes.

In the Inter Counties Trophy, the joint effort of the Scout canoeists from Caterham and Viking enabled Surrey to narrowly beat Sussex by 42 points to 38 points. It is interesting to note that Surrey only gained one first place, when C. Harvey and S. Lewis of Caterham won the Junior Class 4 race. Greater London South West with its four class team, came third with 24 points. There can be no doubt that had all eight counties had full teams the results would have been a very different story. Little doubt can remain in the minds of those who took part that this form of competition has great possibilities for the future, particularly for the keen racing canoeist.

Now that the event has taken place, stock can be taken place, stock can be taken of the various aspects involved and new questions asked. Should the race take the same form next year, but with a Cadet Forces Trophy? Another interesting question is, do we continue with the Soft Skin Touring Classes. Bearing in





mind the nature of this race would their exclusion be a held or a hindrance to furthering the interest of Units as a sport. A large number of Units have these canvas canoes, can we really expect them to cast them on one side in favour of a less flexible racing canoe and extra costs.

On the positive side the race did disclose the high standard that is being built up in scout canoeing. Those who watched this race will no longer have the image of a scout sitting in a bouncy soft skin canoe, as being representative of present day scout canoeing. It must also have become painfully obvious to many of the competitors with inadequate equipment or training that canoeing is a very competitive sport and offers a real challenge.

The obvious effect of Alan Tulletts work at Longridge, which is available to all scout canoeists, was well in evidence. One can only look forward with great interest to the prospects of next years race. It will be interesting to see how many counties will accept the challenge to field a full team next year.

A. G. Tait

ADC. V. S. Caterham
(Race Organizer).



Photos down the Wey Race.

NEW DOWN RIVER RACERS

STREAMLYTE MOULDINGS (Marine) LIMITED have just produced a new WHITE WATER RACER. The KW RACER MK VII. Three of these kayaks were entered at the Usk River Race where they were used to gain the first three places.

Also new from Streamlyte is a C2. DOWNRIVER RACER, the first production C2 to be produced in this country. It is to be known as the KW WARRIOR and is expected to be ready for the first Dee River Race on 24th November.

gor is available at a reduced rate of 6/- from B. C. U. Headquarters, 26-29, Park Crescent, London, W.1. Makes a fine present for a canoe sport friend.

BOUND VOLUMES - CANOEING MAGAZINE

Last months issue completed Volume 8 of 'Canoeing Magazine'. This year we shall not be producing BOUND VOLUMES of the magazine, due to much inconvenience in getting them last year and to the fact that we think the 'CANOEING

NEWS-NEWS-NEWS-IN BRIEF

DEVIZES TO WESTMINSTER 1969.

Entry forms, Rule Books, Route Plans and Lock Portaging Diagrams for the 1969 Devizes to Westminster Canoe Race are now available from Mrs A. Shaw, 20 Heath Court, Park Road, Uxbridge. Closing date for entries is Friday, 14th March, 1969.

WATERWAYS CALENDAR

The British Waterways Board 1969 CALENDAR shows aspects of water way life for each month of the year through photographs by John Gagg. The calendar is on sale at 7/6d post free, or 6/6 post free for orders of 12 or more and can be obtained from British Waterways Board, Melbury House, Melbury Terrace London, N. W. 1.

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1,000 MILES IN THE ROB ROY

This classic book by John MacGre-

MAGAZINE BINDERS', offered for sale in our last few issues, are a better idea. Priced at 15/- including pack and postage, these are available by return of post and will take twelve issues of the magazine. We regret however that these cannot be supplied with the twelve Volume 8 issues of the magazine for already February, May, June and October issues are sold out.

During November, December and January, many of you subscribers have to renew your subscriptions. Our circulation has been rising quite steeply for some months and we have sold out of a number of this years issues. To ensure you get a continuous supply of the magazine please renew as soon as possible after your last copy otherwise it may not be possible to supply you with backnumbers. Within seven weeks of publication the October issue had completely sold out. DON'T MISS-OUT WITH 'CANOEING MAGAZINE' - FILL THAT SUBSCRIPTION FORM IN NOW!

EDITORIAL ADDRESS

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COMMENT *Letters to the Editor*

VIVE LE TUB

Mr. John Lloyd of Windsor Canoe Club writes in your November issue bewailing the dreadful canoes he has to look at in his capacity as a Scout Boat Examiner. You're right, Mr. Lloyd, we ought to have set fire to some of these heaps ages ago. But I'm afraid Boat Examiners will have to put up with them for a few years yet, and not just because Scout Leaders refuse to take advice from the B.C.U.

There are 3 basic reasons for the survival of the soft-skin barge:-

1. Finance. Tubs are cheap to build and expensive to replace. In my own Group we have an annual income of about £250 including grants, and out of this we have to pay the mortgage and running costs of our HQ (We're now negotiating for an additional HQ for our Venture Section), and buy equipment for camping and all the expensive things Scouts do - of which canoeing is only one. Our neighbours the Hythe Sea Scouts have concentrated on canoeing to the exclusion of almost every thing else (they are now 9th in the Hasler Trophy), but we prefer a variety of activities, and we leave specialisation to the clubs. Result: of our 12 certificated canoes, 11 are soft-skins, and at least 5 are "great tubs which could be propelled standing up with a punt-pole". Yes we do have a few "performance canoes", but all are home-built and all but one are soft-skins. This is because we can't afford to buy canoes new, and we can't afford to go into series production in glass-fibre. In an effort to catch up we have just built our first glass-fibre racer. Although we had the use of a workshop and the loan of a mould, the cost of materials was nearly as much as for a tub. We have been lucky enough to pick up two partly completed Class 3 boats in a sale, and we've also bought our first K2 - an insurance write-off which we think we can repair. Nevertheless, there are nearly 50 boys of canoeing age in the Group, so we still can't dump the tubs.

2. Construction. For the beginner with no facilities, it is easier to build a tub than a "performance canoe" of any type. As long as plans for lath - and - canvas canoes are published, boys will go on building them in garages, attics and Scout huts. Ask any home-builder about his first effort - the answer's usually a tub. During the past few years, boys in this Group have been building boats designed by themselves. Recent efforts have been fairly sophisticated, but our first was a tub, and we raced it against tubs. If we are going over to glass-fibre, we'd like the boys to do the design work - but it's not really feasible.

3. Versatility. With its vast beam and its "mass of plastic foam jammed into the end compartments" (and why not?) the hated tub can be virtually unsinkable. It can be used for inland touring, it can be raced in Scout LD events, and it can also go to sea, which is sometimes more than the "Performance Boat" can do. (In this year's Calshot-Southampton race, one of our ghastly 33" beam doubles got a first after weather conditions had turned nasty and most of the narrow - gutted Class 4 boats had capsized or shipped water.) For the hard-up Group building its first canoe, the tub double is a very tempting compromise.

I'm not advocating a return to the 1950s, when all canoes were tubs, and most of them built by Scouts. However, if it sometimes seems that we can't shake off the habit, please don't put it down to ignorance. Most of us are doing our best and we're not short of advice.

I haven't come across the "Southampton scoutmaster who gave up because his ideas met with stoney opposition from the management", but if you'll send me his address, Mr. Lloyd, I'll try to rope him in. The only stoney thing he'll find in this Group is the Band account!

Yours sincerely,
JOHN GRIFFIN, Venture Scout Leader,
25th Southampton Sea Scouts,



PHOTO OF THE MONTH

T. Nelmes of the Leamington Spa Canoe Club making a classic draw stroke through a gate while competing in the Llangollen Town Slalom.
Photo: Mike Clark, Nikon F, 500mm lens, 1/250 at f11.



INTERNATIONAL

CANOEING

CANADIAN SCENE

by sandy burke

As an organized sport, canoeing was first developed in the latter part of the nineteenth century and several clubs got together to form the Canadian Canoe Association, our national paddling organisation, in 1900. Today CCA comprises more than 30 Clubs, the majority specializing in flat water (sprint, Olympic) paddling, the remainder devoted to white water and cruising.

Organised white water sport in Canada is little more than a dozen years old, introduced by post-war immigrants who had tried it, or seen it done, in Europe. It is now firmly established with about 10 clubs of varying sizes spread across the country. The greatest concentration of clubs, and white water and cruising enthusiasts is to be found in Southern Ontario due to its abundance of lakes and rivers combined with high population density. The Montreal (Quebec) region, and Southern British Columbia on the West Coast represent smaller but none the less active centres being similarly endowed with people plus water.

Although organized paddlers of all types, flat, white water and cruising may number two or three thousand at the outside for the whole country, they definitely represent a small, minority group sport. This is especially so when one realizes that Canada has the highest ratio of pleasure boat ownership to population in the world. Most of these boats are of the out-board motor run-about type, found in profusion any Sunday in Summer on the more populous and accessible lakes, buz-

zing around aimlessly, polluting the area with their fumes and noise, burning gas, going, always going, but going nowhere. This type of boat is also used for the popular sport of water skiing. Smaller versions with less powerful motors are employed in large numbers by anglers.

Many people own canoes of aluminium, fibreglass or cedar strip. These are of the typical Canadian variety, undecked. Cedar strip is the traditional style, the canoe being made entirely of longitudinal strips of cedar, held together with cross pieces of half-round which follow the curve of the boat from gunwale to gunwale. Regretably, most of these thousands of canoes see little use. They are kept at summer cottages or taken on the car to a lake, where they see occasional service for an hour or so of quiet paddling or aimless drifting.

Outside the paddling clubs, there is, none the less, quite a bit of organized canoe tripping is done by the Boy Scout movement and other groups such as YMCA, Youth Hostels and Boys and Girls summer camps. A few Scout Troops specialise in white water, even going so far as to design and build their own boats and paddles. Indeed, from their ranks have come some of the best Canadian C-1 and C-2 slalom paddlers today.

Most white water and cruising clubs have their own moulds and build their own fibre glass canoes and kayaks; most of these boats were designed in Canada. There are also good professionally made Canadian designed boats available.

On the racing scene there are 4 slaloms and 3 Wild Water Down River events held annually. While our ardent racers form a smallish number, they are enthusiastic and some of them are among the best in North America. Most of our races are attended by competitors from the United States, and similarly our paddlers go South of the border

to compete in many events. In 1965, a small team was sent for the first time to the World Championships at Spittal, Austria, and while our four men did not come in very high on the list, they all completed every race they entered while in Europe. It was a satisfactory effort for a first try, and we hope to try again in 1969. Flat water racing enjoys a busy schedule of events annually and teams are sent to the Olympics, North American Championships and similar events. Long distance racing, as practised in England does not exist here, but it does have its parallel with a curious twist; for while all other branches of the sport are completely amateur, there are a number of towns and smaller cities sponsoring long distance races for which they put up cash prizes.

The professionals, who compete in these events travel from place to place across the country during the summer months. They certainly do not become rich because of it and usually work at something else in winter. Typically one of these races will last not more than two days, and a typical distance might be 50 miles or more, probably featuring some hefty portages and nothing much in the way of rapids. Invariably they use two man Canadian canoes. Because of their professionalism, their activities are completely divorced from the amateurs and neither groups has much knowledge of or contact with the other.

Fibreglass is now the great material for boat construction, used almost entirely by the white water aficionados and gaining in popularity for flat water racing. Imported fold-boats were popular until fibreglass displaced them on the basis of price, durability and low maintenance. There are a few Kayel type kayaks around, canvas covered kayaks are rare. Above all, we have our lakes and rivers still for the most part fairly clean and unspoiled but who knows how long they can withstand the onslaught of progress.

Sandy Burke.



Canadian Government Travel Bureau Photos.



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THE MONTH AHEAD

WHERE TO GO - WHAT TO COMPETE - WHAT TO SEE

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

DECEMBER

- 1st FITNESS FOR SPORT CONFERENCE, St. Mary's College, Twickenham, Details: CCPR, 160, Great Portland Street, London W.1.
- 1st TEES WHITE WATER RACE, (number 1). Details: J. Slater, 42 Queens Drive, Ossett, Yorks.
- 1st MEDWAY CHALLENGE RALLY, Novices 5 mile, Juniors 12 mile, Seniors 28 mile. Details: P. Antwis, Four Admirals Canoe Club, 38 Hill Road, Rochester, Kent.
- 6th/8th SPRINT TRAINING COURSE, Birmingham. Details: R. O'Keefe, 4, Cedar Court, Egham, Surrey.
- 7th/8th SLALOM COMMITTEE MEETING, Manchester.
- 20th/22nd SPRING TRAINING COURSE, Bisham Abbey. Details: R. O'Keefe, 4, Cedar Court, Egham, Surrey.
- 27th/30th DYNAMO FOUR, Venture Scout Conference, Loughborough College. Details: The Scout Association, 25, Buckingham Palace Road, London, S.W. 1.

JANUARY 1969

- 1st/11th INTERNATIONAL BOAT SHOW, Earls Court, London.

CANOE ROLLING

- LONDON - SEYMOUR HALL BATHS, Tuesday evenings, 9pm - 10pm (No C2s or Surf Boards).
SEYMOUR HALL BATHS, Canoe Rolling with the Chalfont Park Canoe Club. Friday evenings, 9.30 pm - 10.30 pm. All welcome, 2/6d per session.
- DARTFORD - DARTFORD COLLEGE OF EDUCATION, Dartford, Kent. (Six sessions per course) Details: CCPR (L & SE) 160, Great Portland St. London W.1.
- MANCHESTER - NEW ISLINGTON BATHS, Tuesday evenings 8 pm - 9.30 pm.
- WOLVERHAMPTON - Canoe Rolling with the Wolverhampton Canoe Club, every Thursday evening, 8.30 - 9.30pm at Heath Town Baths, Heath Town Wolverhampton. New members welcome.
-

MIKE CLARK on competitive CANOEING

At last our slalomists woke up with a whole spate of events over the past two months. Appletreewick, France v Great Britain, Builth, Trevor Rocks, Llangollen Town, Llangollen Serpent's Tail and Shepperton. Alas after this great activity it is only to go dormant for another six months for the 1st division event at the Serpent's Tail closed an erratic and all too short season.

However Chester Canoe Club, along with more than a few members of the Leeds Canoe Club, put on a very fine event at Llangollen Town on 20th October. This event, sponsored by John Player & Sons, attracted a good entry and must be regarded as the premier slalom of the year. Water conditions were good and proved taxing for the 1st div boys. Although the spectacular weir on the bottom of the course had been dynamited earlier in the year, and lost much of its past thrill, the fall was technically a little more difficult and slalom-wise, more can be done with it. The main fall in the centre of the course once again proved the greatest thrill both for paddlers and the many spectators lining the town Bridge. 'Gate 16' was a real swine and almost every paddler managed to pick up penalties attempting it. Certainly Llangollen Town was a 1st division course with only 4 clear runs recorded.

In the mens K1, Ken Langford of Manchester was leading at the halfway stage making a good run of 235 including just one '10', with Raymond Calverley and John MacLoed also from Manchester, right on his tail. However on the second run none of these could improve their score and with a superb second clear round, Keith Wickham of the Sunderland 14



Audrey Keerie, Ken Langford and John MacLoed competing at the Llangollen Town Slalom.



Ian Pendleton, Heather Goodman and Keith Wickham at Llangollen Town Slalom - Photos Mike Clark.

Canoe Club returned a score of 231pts to win the event. Langford, Calverley, MacLeod followed in order. In 5th place Tony Young of Leeds Canoe Club, our slalomist come L-D paddler, made two fine clear runs but could not show the speed of his L-D races!

It was certainly Sunderland Canoe Club's weekend at Llangollen Town, for in the womens K1, Audrey Keerie won the event with a first run of 312, with Heather Goodman in second place and Pauline Squires - still not finding her slalom form - in third place. Audrey made a poor second run, picking up 130 penalties but both Heather and Pauline failed to also improve their scores.

In the C2 event, Court/Goodwin of North Staffs made two very fine winning runs picking up only 30 penalties on the first and 10 on the second. The pair were almost a hundred points clear of the second place pair. Hastings/Hope of Leamington Spa Canoe Club, Geoff Dinsdale of Chalfont Park Canoe Club also put up a very impressive win in the C1 event, making a best score of 407, over 60 points ahead of Dave Patrick in second place.

Once again in the Team event it was the exceptional Manchester 'A' boys who gained the win, well clear of the Chester team, while in 3rd place was the womens team of Audrey, Heather and Pauline...

Two weeks later, Manchester Canoe Club smoothly and efficiently ran the Serpent's Tail Slalom. Here the river was high in flood but over the Saturday night it dropped some 2ft, much to the dismay of the organisers, and Sunday morning saw great activity in rearranging the 'gates'. Ken Langford was in fine fettle and made a good win to gain him the K1 Championship for 1968. (Provisional placings of the K1 are included in this issue.)

At the Serpent's Tail, Pauline Squires at last found that elusive form and took the womens K1 in an almost runaway win, well over a hundred points clear of Heather Goodman in second place. However even with the score of 257 against 383 and Audrey Keerie in third with 397, one good win like this in four slaloms could not put her with a chance of the Championship.

'INTERNATIONAL' FOR LLANGOLLEN

Chester Canoe Club, at the Town Slalom, really went out of their way to court all the local authorities at Llangollen and sell them canoe slalom. John Player & Sons put on a supper on the Saturday evening and members of the Town Council, River Board and Fishing Association were present.

After holding slaloms in the locality for some years and for the second year right in the town centre, the slalomist at last seem to have been accepted and next year John Player & Sons have indicated they will be willing to sponsor an 'International' on the Town Course. The Slalom Executive Committee have made an application to the I. C. F. for such an event.

At last a full international slalom event in Britain - with the right publicity approach this should be a really tremendous boost for British slalom sport. An International Slalom, thanks to members of Chester Canoe Club and the continued support of John Player & Sons who have given sponsorship both to Slalom and Long Distance events.

INTERNATIONAL SLALOM FUND RAFFLE

The International Slalom Fund Raffle was drawn at the Llangollen Town Slalom and winners are as follows:

KW 7 SLALOM KAYAK donated by Streamlyte Mouldings-

Miss A. Ball,
Wesley House,
Aldbrough Road,
Boroughbridge, Yorks.

SL 7 SLALOM KAYAK donated by The Canoe Centre -

G. Rivers,
4, Lime Kiln Road,
Mannings Heath,
Nr. Hosham,
West Sussex.

COBRA C1 SLALOM CANOE donated by John Critchley -

Teddington C. S. C. C.
Broom Road,
Teddington, Middlesex.

TS 4 SLALOM KAYAK donated by Kirton Kayaks -

B. S. Harrison,
5, Tregoning Road,
Torpoint, Cornwall.

BAT BATH BOAT donated by P. & H. Fibreglass Products -

I. Archibald,
4, Thurlow Road,
Leicester.

PADDLES AND CRASH HELMET donated by Lightwood Canoes -

R. Letts,
49, Havencrest Drive,
Leicester.

HARRISHOK LIFEJACKET donated by Harry Calverely -

L. Goodwin,
122, Aldford Road,
Upton-by-Chester,
Cheshire.

FLOTHERCHOC BUOYANCY AID donated by Canoeing Press -

A. Keerie,
32, Swaledale Crescent,
Barwell Estate,
Penshaw, Co. Durham.

PADDLES donated by White Water Magazine -

I. Moore,
6, Weldon Road,
Marston, Oxford.

TOWING BRACKET OR £6 CASH donated by C. P. Witter Ltd. -

Shepperton Canoe Club

PRIJON PADDLES donated by The Northern Wild Water Centre -

S. McArthy,
189, Hyde Park Road,
Hyde Park,
Leeds, 6.

These winners should contact direct with those donating the prizes, in order to claim the prizes.

Total receipts from the raffle £157. 0. 2.
less expenses..... £ 9. 16. 0.
Profit to International Fund £147. 4. 2.

The B. C. U. Slalom Committee, organisers of the raffle, would like to thank all the manufacturers who so generously donated the prizes and all those who brought tickets in support of slalom sport.

OVER THE BORDER

Last month I reported the Tay Championship Race and urged L-D paddlers to give this fine event better support next year. At the L-D meeting last month it was decided that this Tay Race should be the venue of the 1969 Open British Long Distance Canoe Race Championships. Make a date for Scotland over the August Bank Holiday weekend.

THAMES YOUNG MARINERS REGATTA.

How to make the most of 8 acres of water was ably demonstrated by the staff of Thames Young Mariners Sailing and Canoeing Base at Ham on Sunday 20th October, 1968.

This centre, run by the Surrey County Council, provides facilities for recognised Youth Organisations from the Greater London and Surrey areas, who with their Leaders in charge, are encouraged to train for the various awards appertaining to boating activities.

A fairly new event is the October Regatta, comprised of Sailing and Canoeing events.

All too often, a great deal of experience is required in competition work and real novices are generally eliminated right from the start. With this in mind the canoeing events were planned to test the more basic skills of canoeing on flat water over a short course.

Boys and girls from clubs schools and unformed groups all took part and were judged on general canoeing ability, a short slalom course of five gates, including turns and a reverse gate, climbing a ladder on the dock wall from the canoe, recovering a second paddle from the water and towing a heavy object ashore. A race of approximately half a mile determined their ability to steer a

straight course at speed.

All competitors used our standard training kayak for the events and the results were extremely pleasing.

Prizes in the form of subscriptions to 'Canoeing Magazine' were awarded.

RESULT

Junior Boys - 1st. Michael Phillip.
Devas Institute
Senior Boys - 1st. George Dawson
Devas Institute
Allcomers Girls - 1st. Mary Burt. Cat
erham Youth Centre.

Report From.
P. GAUNTLETT.

NEW RECORD TIME FOR 'GOLD DIPPER'.

The fifteenth year of the Leven Wild Water Test produced a crop of new records. The number of timed runs at 258 far exceeded the figure for any previous year and the number of dipper badges awarded, both silver and bronze, reached a fresh peak. No fewer than 31 Clubs provided competitors. The River too, rose to the occasion with higher than average water levels on six of the selected fixture dates.

At the April meeting, when the full slalom training team was participating, David Mitchell and Tony Young each completed the course in 5 mins 43 secs corrected time, and for several months, as no one was able to improve on this, a tie for the Gold Dipper seemed likely. However on 27th October when the water level was only 8 feet 7.2 inches, the lowest level at any of this year's of tests Tony, established a new record of 5 mins 32 secs corrected time lopping 9 secs off the existing record of 5 mins 41 secs set up in 1965 by David Mitchell. The absence of wind was decidedly helpful but Tony's physical fitness and advanced state of training was undoubtedly the prime factor in his success and he is to be heartily congratulated on the result. John Leggott of Halifax Canoe Club finished in second place equal with David.

On 13th October, with a high level of 10 feet, fast times were expected but

a strong and gusty headwind proved too much of a handicap adding approximately an estimated 40 seconds to each competitors time.

The fastest time of the season in a slalom canoe was 6 mins 45 secs in April by Jeff Slater - only two seconds behind the record for this class of canoe. The water level was 9 feet 6.8 inches with a light northerly wind. R. Prince and S. Hatton were close behind.

Amongst the Ladies Pauline Squires in a WW Racing kayak returned a time of 6 mins 32 secs which placed her well up amongst the leaders, whilst Audrey Keerie in a slalom canoe also earned a silver Dipper. Aileen Evans and Wendy Horne were amongst the Bronze awards using slalom canoes.

Dick Gays in a C1 covered the course in May in 10 mins 13 secs whilst Goodwin and Court had the fastest time in the C2s, at 7 mins 27 secs. with the Witter brothers taking 7 mins 51 secs. A Trophy is to be awarded in future years for the best performance in a C1 to be held by the winner until such time as so-

meone else completes the course in a faster time in a C1, the actual time to be subject to the usual correction for water level. The donor of this Trophy wishes to remain anonymous but his generous offer has been gratefully accepted and the Trophy itself is almost completed.

The March Test in flood conditions at 12 feet 3 inches gave Grave IV - V conditions but the tremendous waves combined with the handicap of 1 min 25 secs for that level kept the corrected times out of the competitive class.

The Leven Trophy awarded for the best performance by a member of the home club was retained by Roger Marsden with his run at 5 mins 56 secs on 27 Oct. David Thelland gave the fastest run for the home club in a slalom canoe with Chris Whiteside, Peter Woof and Brian Evans close behind.

Due in part to the strict application of Rule 5 dealing with the minimum qualification standards of entry, 37 competitors failed to reach the required standard for an award (14% of the total entry)

1968	Water Levels	Wind Cond.	Silver 1st. Cl	Silver 2nd Cl	Bronze 1st Cl	Bronze 2nd Cl	Fld.	Total
Mar. 24	12' 3"	Nil	-	-	-	2	1	3
Apl. 7	9' 6.8"	N. light	37	14	12	3	1	66
May 12	9' 0.4"	S. W. Mod	4	5	21	10	6	46
Oct. 13	10' 0.0"	S. W. Strong	4	5	8	6	10	33
Oct. 27	8' 7.2"	Nil	10	4	12	16	15	57
Nov. 10	8' 11.2"	Sl. Head	-	6	18	24	5	53
TOTALS			55	34	71	61	37	258

PROVISIONAL SLALOM RANKING RESULTS.

Just out are the provisionsl slalom ranking results, below are the top ten places in the mens event and the top three places in the womens.

K1 MEN.

K. Langford, Manchester	54.7
J. MacLoed, Manchester	57.7
R. Calverley, Manchester	58.3
C. Skellern, Worcester	59.9
K. Wickham, Sunderland	60.2

J. Woodhouse, Chester	61.1
T. Young, Leeds	61.3
R. Price, Birmingham	64.5
H. Dyer, Riverside	64.8
M. Swallow, Leeds	66.9

K1 WOMEN

Audrey Keerie, Sunderland	82.1
Heather Goodman, Lakeland	86.5
Pauline Squires, Leamington	88.4

LONG DISTANCE RACING REPORT

The committee meeting on 26th of October was poorly attended, considering the number of clubs there are actively taking part in Long Distance races. Since the 1969 season, and the future of the sport was under discussion it was a pity that many of those who were not able to find the time to help sort out the problems at this meeting. The Competition secretary, Alan Witham was asked to draw up the 1969 Calendar. This is to include all the Ranking races as 1968 plus the Wolverhampton race. The Ranking Status was withheld from Royal and Tamar races because of poor administration by the organisers and the impossibility of calculating the Hasler points on these two events.

The S.C.A. were asked if they

would run the B.C.U. National L-D Championships on the Tay, it being the opinion of the meeting that this course was the best in Britain to test the skill of the L.D. paddler. It should make the Nationals an attractive race to International competitors. It is to be on August Bank Holiday Sunday, so book the date now.

General discussion took place on the possibilities of L.D. going over to a Divisional System. It was generally felt that this was ideologically correct. However opinion seemed divided as to the practicality of a satisfactory system and it was eventually decided to form a sub committee to discuss any proposals which were to be received by the General secretary by mid November.

HASLER TROPHY

FINAL TOP TEN PLACINGS IN THE '1968' LONG DISTANCE RACING HASLER TROPHY

RICHMOND CANOE CLUB	124	101	97	86	82	78	66	65	TOTAL	704
HARLOW CANOE CLUB	66	65	63	53	52	50	49	37		435
ROYAL CANOE CLUB	56	44	42	36	35	34	30	28		305
NOTTINGHAM CITY K. C.	55	40	37	36	35	28	26	26		283
BRADFORD-ON-AVON CC	50	35	35	34	27	25	20	19		240
LINCOLN CANOE CLUB	56	29	26	25	18	11	10	10		185
EXETER CC	45	22	22	21	20	19	27	12		178
HYPHE V. U.	32	30	24	22	20	19	16	15		178
CAMBRIDGE UNIV. CC	41	24	24	24	17	16	16	15		177
WATERSIDE Y. C.	36	31	24	20	16	12	12	04		155

During 1968 season 770 paddlers from 104 canoe clubs competed in the 19 ranking events. This compares with 768 paddlers from 102 in the 1967 season. However in the 1968 season 482 paddlers from 34 canoe clubs had not competed in Long Distance events before and 53 canoe clubs only entered one or two races.

SPRINT COURSES

Just arranged are a series of Winter Sprint Training courses to be held at the Richmond Canoe Club. Courses are open to all sprinters and will start at 10 am. on Saturday mornings to finish at 2.30 pm. on the Sunday. Dates arranged

are 7th/8th December, 1st/2nd February 1st/2nd March. All courses will finish with a 10,000m open K1 race - to include paddlers not on the courses.

Further details next month.

CANOE SAILING: IC.IC.IC.

NATIONAL CANOE SAILING CHAMPIONSHIPS.

Cornish hospitality welcomed the International 10 sq.m. canoe national Championship to Restronguet Sailing Club, Falmouth, from the 1st to the 7th of September.

Throughout the week John Biddle sailed consistently well, whatever the conditions, to win three of the four major trophies. On the first day he won the West of England Trophy, he took first place in both races for the Sailing Challenge Cup, and in the six races for the Quincey Cup took four firsts and a second place, and descended a third place.

World Champion Alan Emus had an unlucky week; in the first four races he scored one win and one third place, and two retirements - for hitting a mark, and for a too-slow reaction to a sharp luff. On Thursday a nose-diving cartwheel, stern over stem, broke his mast and bow plate, to put him off the water for the rest of the week.

Local man Kim Stephens usually showed the fleet the fastest way round, to take four second places. An individual to watch next year is Mike Webb - after only a year's canoe sailing he is consistently among the leaders, with a second and a third place, and the Novice's Cup.

In this long-established and highly developed class the changes in boats tend to be few, and small. All the leaders used last year's boats, without modification. Mike Webb's 'Sidesaddle' had a glass fibre hull, Ken Davis's 'Shrimp II' had a self-tacking jib.

All the courses were three times round a triangle, then a dead run and a beat to finish at the windward mark.

SUNDAY West of England Trophy. Quincey Cup I

A strong South - westerly blowing through the hills gave difficult wind-shifts for the new-comers to the harbour. Local man Kim Stephens was first to the weather mark, but on the fast planing reaches John Biddle took the lead, and kept

it for the rest of the race. The blustery wind, gusting up to force 6, raised rough seas at the leeward mark, to make the second reaching leg a test of seamanship and to give a warning of what was to come later in the week. By the third lap Alan Emus had worked steadily up to second place, but a capsized on the final run allowed Kim Stephens to slip through and hold off Alan on the final beat.

MONDAY Sailing Challenge I Quincey Cup II

A forecast of strong winds, and a threatening sky, induced many competitors to set out with reduced sail. The race started in a force 2 to 3 from the southwest. On the first windward leg John Biddle worked his way steadily into the lead, followed by Alan Emus. On the first reach, the leaders caught the full force of the promised squall brought torrential rain, followed by a near-calm, which then picked up south-westerly again. Despite these changes John Biddle sailed capably on, with a clear lead. A keen duel developed for second place between Alan Emus and Kim Stephens - Alan was hard pressed at the weather mark, touched, and retired. Kim Stevens took second place 65 seconds behind the winner. After a retirement in the first race Ken Davis took third place.

TUESDAY Quincey III

In a steadier force 5 than the previous day Alan Emus showed his usual, world champion, form. He made a well-judged start and was clear ahead by the weather mark. He worked out a lead of over two minutes by the end of the third round. On the final run the fleet closed up and on the beat to the finish Dick Marks found a freeing slant in the wind which headed the leader and he challenged strongly. A misjudged tack as he turned for the line almost cost Alan Emus the race, but he made a smart recovery to take the winning gun by six seconds.

After a recall at the start John Biddle worked up through the fleet to third place.

WEDNESDAY Sailing Challenge II Quincey IV

In a light north easterly John Biddle led the fleet round the first weather mark. He was pressed hard by Alan Emus who gained by tacking right into the weather shore to take advantage of the slack tide and a freeing wind. The extremely close racing between these leaders was maintained until the final run, when John Biddle luffed up more than Alan Emus expected. The canoes touched, Emus retired, leaving John Biddle to win the Sailing Challenge Cup by two straight races. There were many changes of position among the canoes in the following group throughout the race, Mike Webb eventually taking second place from Ken Davis by 3 seconds.

The Sailing Challenge Cup is probably the oldest trophy for small boat sailing in the world. It has been raced sailed for continuously since 1874.

THURSDAY Quincey V

In a blustery southwesterly gusting up to 30 knots, many, including John Biddle, reduced sail although Alan Emus carried full sail. Alan Emus kept 30 seconds ahead of John Biddle until the third round, when, planing in breaking seas, he nose-dived and cartwheeled stern over stem, to break his mast and tear his bow plate out of the foredeck. This is the first recorded time a sailing canoe has done this. The steep seas with a wave-length approximately the same as a canoe meant that many boats nosedived, with the foredeck under a foot or so of solid water. Under these conditions the canoe slows down rather rapidly, throwing the helmsman off forwards if he's not ready. Usually the bow rises and the boat sails on with only a few seconds delay. Alan Emus was carrying full sail and travelling very fast. After a capsized Dick Marks found the foot of his mast had jumped out of the mast step and punched a hole in the deck - he sailed home carefully with the heel of the mast resting on the inside of the 6mm hull.

Carrying reduced sail, John Biddle completed the course a comfortable 3 minutes ahead of Kim Stevens.

FRIDAY Novices Quincey VI

In a separate race in the morning for the Novice's Cup Alan Hassell was first at the weather mark, by tacking well inshore for a favourable windshift. Ken Davis had caught up by the second round and an interesting duel developed. A luffing match between the leaders delayed them slightly, to allow Mike Webb to catch up a little from 200 yds back. By faster sailing, especially on the reaches Mike Webb pulled through to take the lead on the third round and to win. Ken Davis was able to hold off Alan Hassell, to take second place by a few lengths.

The afternoon race for the Quincey Cup points started in light southerly winds. Giles Biddle led the first group of canoes round the gybe mark as the wind faded, and just picked up the new wind coming in from the North, followed closely by his brother, John. The first five canoes round the gybe mark took full advantage of the new wind and reached the old windward mark while the rest of the fleet were still becalmed between the two winds at the gybe mark. Giles led his brother throughout the remainder of the race, to take the winning gun by 22 seconds. Dick Marks, last of the five canoes to round the 'stall' mark, steadily sailed through Alan Hassell and Peter Wells, to take third place.

SATURDAY Murphy-Howard Cup

In the last race of the week Dick Marks was rewarded for his overnight repair work on Thursday by winning the Murphy-Howard Cup. He took the lead very early in the race, and kept it through out. There were few place changes in the rest of the fleet - Kim Stevens took second place by holding off Mike Webb.

REPORT FROM
Alan Hassell, Royal Canoe Club.

RESULT ROUND-UP



APPLETREEWICK SLALOM, 6th October, (2nd Division)

K1 MEN. 1. J. Liddell, Birmingham, 199. /2. P. McAuliffe, Reading, 208. /3. R. Smith, Leicester, 220. /4. D. Allen, Sheffield, 220. /5. D. Crolla, St. Bedels, 221.

K1 WOMEN. 1. Jane Rowse, Chalfont, 358.

C1 MEN. 1. D. Patrick, Midland, 344, /2. C. Jeffries, Leeds, 365. /3. J. Albert Chalfont, 386.

C2 MEN. 1. Edwards/Fielden, Cambridge, 314. /2. Woods/Brown, Midland, 327. /3. Cadman/Kingsey, Cambridge, 460.

RIVER RACE. 1. N. Jackson, Manchester, 22.20 /2. C. Skellern, Worcester, 23.16. /3. D. Allen, Sheffield, 23.47. /4. J. Leggott, Halifax, 23.50. /5. G. Mad-ereth, Grappenhall, 24.19. FIRST WOMEN, /9. Pauline Squires, Leamington Spa 25.40.

FRANCE V GREAT BRITAIN, 6th October.

K1 SENIOR MEN. 1. Peschier, France, 189.8 /2. MacLeod, G.B. 215.5 /3. Langford, G.B. 238.8 JUNIOR MEN. 1. Maccari, France, 245.0 /2. Slater, G.B. 270.3. /3. Calverley, G.B. 299.2.

C1 MEN. 1. Bonnet, France, 462.5 /2. Hillyard, G.B. 769.5 /3. Sibley, G.B. 825.8 C2 MEN. 1. Olry/Olry, France, 272.2 /2. Bouvard/Bouvard, France, 297.5 /3. Court/Goodwin, G.B. 352.4.

K1 TEAM SENIOR - Great Britain, 313.6 K1 TEAM JUNIOR - Great Britain, 419.3 C1 TEAM - France, 825.8 C2 TEAM - France, 534.8.

BUILTH WELLS SLALOM, 13th October. (2nd Division)

K1 Men. 1. S. Cuttle, Chester, 251pts. /2. P. Lampitt, Worcester, 253. /3. G. Svenson, Reading, 268. /4. P. McAuliffe, Reading, 271. /5. R. Sharp, Riverside 281. K1 WOMEN. 1. Jean Hall, 359. /2. Jane Rowse, Chalfont, 507. C1 MEN. 1. J. Sibley, Windsor, 404. /2. J. Albert, Chalfont, 522. C2 MEN. 1. P. Doncaster /P. Lampitt, Worcester, 372. /2. A. Woods/P. Brown, Midland, 455. /3. M. Thomas/C. Sutton, Manchester, 479.

LLANGOLLEN TOWN SLALOM. 20th October, (1st Division)

K1. MEN. 1. K. Wickham, Sunderland, 231. /2. K. Langford, Manchester, 236. /3. R. Calverley, Manchester, 238. /4. J. MacLeod, Manchester, 240. /5. T. Young, Leeds, 244. /6. J. Leggott, Halifax, 259. /7. C. Skellern, Worcester, 260. /8. D. Fawcett, Manchester, 261. /9. J. Woodhouse, Chester, 264. /10. M. Swallow, Chester, 266.

K1 WOMEN. 1. Audrey Keerie, Sunderland, 312. /2. Heather Goodman, Lakeland 328. /3. Pauline Squires, Leamington Spa, 362.

C1 MEN. 1. G. Dinsdale, Chalfont, 407. /2. D. Patrick, Midland, 476. /3. J. Court, North Staffs, 508. /4. J. Albert, Chalfont, 531. /5. G. Lyden, Leeds, 542

C2. MEN. 1. Court/Goodwin, North Staffs, 327. /2. Hastings/Hope, Leamington, 404. /3. Witter/Woodhouse, Chester, 441. /4. Edwards/Fielden, Cambridge, 456. /5. Ramsey/Hillyard, Chalfont, 588.

LUDLOW OPEN SLALOM, 27th October.

K1 MEN. 1. K. Langford, Manchester, 220.0 /2. R. Prince, Birmingham, 223.6 /3. H. Dyer, Riverside, 227.9 /4. G. Goldsmith, Brighton, 235.3 /5. J. Sibley, Windsor, 248.5.

SERPENT'S TAIL SLALOM, 3rd November. (1st Division).

K1 MEN. 1. K. Langford, Manchester, 184. /2. H. Dyer, Riverside, 186. /3. J. MacLoed, Manchester, 188. /4. C. Skellern, Worcester, 190. /5. J. Woodhouse, Chester, 195. /6. R. Calverley, Manchester, 208. /7. T. Young, Leeds, 215. /8. G. Dawson, Sunderland, 215. /9. M. Swallow, Chester, 219. /10. S. Hatton, Manchester, 220.

K1 WOMEN. 1. Pauline Squires, Leamington Spa, 257. /2. Heather Goodman, Lakeland, 383. /3. Audrey Keerie, Sunderland, 397.

C1 MEN. 1. G. Dinsdale, Chalfont, 303. /2. J. Sibley, Windsor, 485. /3. D. Patrick, Midland, 500. /4. Goldsmith, Brighton, 512. /5. C. Jeffries, Leeds, 547.

C2 MEN. 1. Witter/Witter, Chester, 309. /2. Goodwin/Court, North Staffs, 341. /3. Brown/Woods, Midland, 519. /4. Thomas/Sutton, Manchester, 797.

LEVEN WILD WATER TEST - 1968. (Gold and Silver First Class)

Gold. T. Young, Leeds, 5min 32sec. Silver First Class. D. Mitchell, Chester, 5.43. J. Leggett, Halifax, 5.43. N. Jackson, Manchester, 5.47. R. Marsden, Lakeland, 5.56. C. Skellern, Worcester, 5.59. K. Langford, Manchester, 6.11. J. Woodhouse, Chester, 6.15. N. Morley, Lakeland, 6.17. M. Thomas, M. Thomas Manchester, 6.21. A. Ginson, Soar, 6.24. W. Briden, Birmingham, 6.31. Pauline Squires, Leamington, 6.32. D. Fawcett, Manchester, 6.32. M. Swallow, Chester, 6.33. K. Jenkinson, Leeds, 6.34. G. Mackereth, Grappenhall, 6.44. J. Slater, Leeds, 6.45. J. Parker, Worcester, 6.50. R. Prince, Manchester, 6.58.



Shots from the Kennet Race - photos courtesy of Reading Evening Post.

CANOE SAILING CHAMPIONSHIPS. 1st/7th September.

SAILING CHALLENGE CUP - J. Biddle, 'Dicey', Hayling Island S.C. QUINCEY POINTS CUP - J. Biddle, 'Dicey', Hayling Island S.C. MURPHY-HOWARD CUP - D. Marks, 'Warpaint', Burnham-on-Sea Y.C. WEST OF ENGLAND TROPHY - J. Biddle, 'Dicey', Hayling Island S.C. NOVICES CUP - M. Webb, 'Side-Saddle. Burnham-on-Sea Y.C.

TRENT RIVER RACE L-D (B19) 13th October.

CLASS 1A. 1. S. Kitson, Harlow, 2.23.23. /2. S. Hollier, Hatfield, 2.27.20

CLASS 1B. 1. Billen, Richmond, 1.09.37 /2. Wesley, Nottingham, 1.13.00

CLASS 4A. 1. Dawson/Periera, Richmond, 2.25.30. /2. Lancefield/Cottle, Bradford, 2.36.46. CLASS 4B. 1. Millwarn/Thomas, Norton Grange, 1.19.15. /2. Preist/Kolar, Richmond, 1.21.24.

CLASS 2A. 1. Leach/Blackmore, Richmond, 2.23.30 /2. Schnapp/Grey, Exe/Nottingham, 2.23.33. CLASS 2B. 1. Baker/Phelps, Harlow, 1.09.30 /2. Lockwood/Summers, Nottingham, 1.11.15. CLASS 3C. 1. Lawler/Baumeister, Richmond, 1.16.25. /2. Gray/Baker, Nottingham, 1.28.31.

CLASS 3A. 1. Waite, Nottingham, 2.50.00 /2. Deakins, Lincoln, 3.00.19

CLASS 3B. 1. Farthing, Richmond, 1.16.32. /2. Smith, Richmond, 1.18.55.

CAMBRIDGE L-D RACE (B12) 27th October.

CLASS 1A. 1. N. Jackson, Harlow, 1.56.10 /2. R. Avery, Richmond, 1.57.17.

CLASS 1B. 1. R. Billen, Richmond, 1.11.51. /2. G. Harris, Hythe V.U. 1.15.15

CLASS 1C. 1. L. Boshier, Royal, 1.39.07.

CLASS 2A. 1. Greenaway/Blackmore, Richmond, 1.55.17. /2. Stonely/Green Cambridge, a.55.25. CLASS 2b. 1. Baker/Phelps, Harlow, 1.09.08. /2. Parnham/Taylor, Richmond, 1.11.10. CLASS 2C. 1. D. Lawler/K. Emerson, Richmond, 1.17.21. /2. C. Baker/W. Petit, Nottingham, 1.34.04.

CLASS 3A. 1. P. Gray, Leicester, 2.13.11 /2. H. Hoskins, Bradford, 2.19.28

CLASS 3B. 1. J. Edmondson, Pinehurst, 1.21.34. /2. J. Farthing, Richmond, 1.23.45. CLASS 3C. 1. S. Pluthero, CTC, 1.36.12. /2. R. Lubasova, Richmond, 1.48.04.

CLASS 4A. 1. G. Cotel/C. Vare, Bradford, 2.08.45. /2. M. Purchas/T. Davis, Bradford, 2.09.23

CLASS 4B. 1. P. Roberts/S. Peake, Hythe V.U. 1.18.23 /2. J. Hayden/D. Jones, JLRE. 1.19.01.

WEY NAVIGATION SCOUT RACE, 29th October, .

SENIOR K1. 1. Pease, Worthing Sea Scouts, 3.03.25. SENIOR K2. 1. A. Tullett/R. Lawrence, Lower Thames V.U. 2.32.52. /2. P. Finch/M. Carvell, Caterham Dist. 2.37.52. SENIOR CLASS 3. 1. H. Alloway, Portsmouth Sea Scouts, 3.19.48. /2. R. Beagley, Caterham Dist. 3.26.48. SENIOR CLASS 4. G. Crassweller/C. Bloomfield, Portsmouth Sea Scouts, 3.02.32. /2. J. Rossiter/R. Smith, Caterham Dist. 3.17.49.

JUNIOR K1. 1. S. Watson, Southwick V.U. 2.23.45. /2. P. Holliday, Worthing Sea Scouts, 2.34.41. JUNIOR K2. 1. D. Harle/B. Roberts, Livingstone V.U. 1.58.45. /2. M. Pilley/P. Kemsley, Walton Sea Scouts, 2.05.06. JUNIOR CLASS 3 F. Farrow, Livingstone V.U. 2.09.39 /2. M. Perrin, Caterham V.U. 2.14.25. JUNIOR CLASS 4. 1. C. Harvey/S. Lewis, Caterham, 2.02.21. /2. H. Prince/A Whitehead, Lower Thames V.U. 2.12.00

READING CIRCUIT RACE, 3rd November.

CLASS 1A. 1. T. Tandy, Bradford, 3.37.35. CLASS 1b. 1. J. Phelps, Nott. 2.22.10. CLASS 2A. 1. P. Schnep/C. Gray, Reading Univ. 2.59.30 CLASS 2b. 1. J. Wesley/C. Tatham, Nott. 2.15.55 CLASS 3A. 1. R. Lancefield, Bradford, 3.15.15. CLASS 3B. 1. K. Cottrell, 3.00.45. CLASS 3C. 1. Gillian Baker, Reading Univ. 3.36.25 CLASS 4A. 1. M. Purchas/T. Davis, Bradford, 3.26.00 CLASS 4B. 1. D. Gunniss/P. Watson, Bradford, 2.28.15.

Due to lack of space some of this months results have had to be cut.

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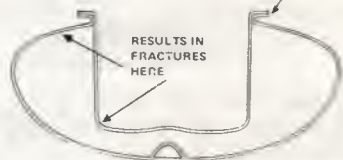
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