

CANOEING

Vol. 9 March 1969 one shilling & ninepence



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INTERNATIONAL EVENTS
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COVER PHOTO

Miss June McCrea of the Espoir Canoe Club, Dublin, one attractive reason for travelling to Ireland.
Photo: Mike Clark.

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editorial

BRITISH CANOE UNION AGM

The British Canoe Union AGM went to Sheffield this year and was held on 25th January. Technical Committees met in the morning and through the afternoon but were interrupted by a very excellent civic luncheon.

The AGM proper started at 6.0 pm and was just a matter of procedure with no motions coming under discussion. However the adoption of the accounts caused some concern with members questioning the overspending of the Paddle Racing Committee (the sum in question amounting to almost £550). Questions were rightly asked; admittedly it was an Olympic year, but the slalomists have a World Championship this year, likewise the Canoe Sailors - this is the supreme competitions of their branches of the sport - what happens if these Committees overspend by £500 or overseas training and competitions.

Awards of Honour were this year presented to three members, John Woolley, Rodney Baker and Ron Emes. Subscription Income was increased from last year.

Cause for concern was the apparent lack of interest shown by all members of the Union in the voting of members to Council. Out of the total membership only 62 bothered to vote! The Postal Ballot was surely introduced to overcome large canoe clubs attending the AGM from forcing their own members onto Council, yet with so little interest shown, one reasonably sized club could have done just that!

NATIONAL CANOE CONFERENCE

Heavy snow and very cold weather did not stop hundreds of canoe enthusiasts from attending the National Canoe Conference held at the Crystal Palace on 8th February. The Conference and Trade Exhibition was spread over a much greater area than before and was outstanding for manufacturers and visitors. If you did not attend, you missed a very worthwhile conference.



INTERNATIONAL CANOEING

THE INTERNATIONAL TOURING BADGE

The I.C.F. Board of Management proposed to Congress, at the meeting held in Mexico, the adoption of regulations for an International Touring Badge, which were submitted by the I.C.F. Touring Committee. A Badge to promote water tourism in the I.C.F. and to publicise canoeing in countries where the sport is little known.

The Badge is to be awarded in bronze, silver and gold. An outline of the conditions for the standards are as follows.

BRONZE BADGE

The Canoeist must have covered by canoe a total distance of at least 7500 kilometres and have taken part in at least three national canoe meets (cruises, camps) of his own association. He must also have taken part in two international cruises organised by the ICF Touring Committee and must have led canoe cruises for at least 20 days during two years: each cruise must have had at least six participants and minimum duration of two days. He must have been a member of his own association for at least five years.

SILVER BADGE

The canoeist must have covered by canoe a total distance of at least 10,000 kilometres, have taken part in at least six national canoe cruises of his own association, and at least three international cruises organised by the ICF Touring Committee. He must also have taken part in at least two international cruises outside his own country organised by the ICF Touring Committee and have led cruises for a minimum of 40 days during a period of four years. Condition of led cruises as for the Bronze. (In both Bronze and Silver leading canoe cruises does

not apply to women.) He must have led alone or with others an international cruise of the ICF or national cruise of his own association, (not applicable to women.) and make a written report with photographs or film or series of slides with commentary about one of the waterways of his own country.

GOLD BADGE

The Canoeist must have covered by canoe a total distance of at least 15,000 kilometres, have taken part in five international cruises of the ICF and at least three international cruises outside his own country organised by the ICF. He must have led alone or with others at least one international cruise or at least three national cruises organised by his own association. (For women this reads - must have led alone or with others one national touring event organised by the national association.) He must make a second written report with photographs or film or series of colour slides with commentary about one of the waterways of his own country.

This is just a brief outline of the main regulations regarding the Touring Badge. Full details should be soon available from national federations.

Precis from the ICF Bulletin.

HUNGARIAN CANOE SPORT TRAINING FILMS

Since the 1954 World Championships in Macon, Hungarian Canoeists have ever been in the top-class of the world. The 1968 Olympic Games in Mexico City have undoubtedly been the very highest point of their successes. The two gold, three silver and one bronze medal they gained competing with the 22 national teams representing the 5 continents, entitles them to the name of the most successful canoe nation.

Hungarian canoe specialists have always been ready to put their experiences at the disposal of all interested in this sport. Recently a book of Istvan Granek was issued "Kayak-Canadian." In the past the enterprise 'Magyar Sport-film' has produced several films about

this sport with the cooperation of Istvan Granek, who has been for ten years the technical leader of the Hungarian national canoe team. We are offering for sale our films which contain our experiences, and methods by which we achieved our successes.

We are disposing of the following films:

1. World - and European Championship 1963. Cameramen: Attila Domokos, Miklos Bartos. Composed by: Attila Domokos, Miklos Bartos. Consultant and special text: Istvan Granek.

16mm, black-and-white, sound film, length 293m, duration 28 minutes. Obtained a diploma at the documentary film festival in Milano. The World and European Championships 1963 were organized in Jajce, Jugoslavia. The film is presenting shortly the most interesting views of this little town in the heart of Bosnia and then the events of the championships are presented in order of time.

The value for specialists of this film is increased by the fact that it follows the paddling of the topclass canoeists on quite a long distance and this way their techniques can be very clearly seen and used for teaching purposes.

2. Canadian.

Cameramen: Otto Forgacs, Vidor Torok. Script and staging: Sandor Zakonyi. Special text: Istvan Granek.

Educational film: 16mm, black-and-white, sound film, length 250m, duration 23 minutes. Co-operating the members of the Hungarian team. After the presentation of the three Canadian types and the various forms of paddles, the film shows the grip of the paddle. The most successful methods of teaching of the techniques are shown, then some exercises for developing strength and stamina which can be used during the whole year. After this the various techniques for C-1 and C-2 are given followed by the best starting techniques.

The turning point technics are shown and tactical problems in long distance races are dealt with. To make the movements more spectacular the most important parts are in slow-motion pictures.

3. Kayak.

Cameraman: Geyza Schnoller.

Staging: Attila Domokos.

Technical text and specialist: Istvan Granek.

Educational film: 16mm, black-and-white, sound-film, length 230 m, duration 21 minutes. The film shows the pushing-drawing, swinging etc. The methodical teaching of kayak starting with the 13-14 years age-class to the world-class competitors. The difference of start in K-1, K-2 and K-4 is clearly shown. The "work" of paddle is reproduced by under-water pictures. Slow-motion pictures make the paddling-techniques understandable to everybody. All details of tactics in long distance races are given. As strength is playing an important part in our sport there are in the film exercises for developing general and special strength.

The last part shows the education of young competitors.

In the Canadian-and-kayak film the bests of the Hungarian national team and the best Hungarian coaches were co-operating, amongst others the following: Mihaly Hess World-and Olympic champion Janos Parti World-European-and Olympic champion, Antal Hajba World champion, Janos Pertoczy European champion, Cseh-Hazsik runners-up of European and World Championships, Imre Kemecey European champion, second in the Olympics, Laszlo Urogi European and World champion, Giczi-Timar World champion, Olympic silver medal, Arpad Soltesz World-and European Championships bronze medal,

Prices of the films:

1 copy: 150 USA Dollars

1 double negative with comm. right: 450 USA Dollars. The films can be delivered with translation in the language wished. The films can be ordered from the address

Hungarofilm Vallalat Film Export-Import
Budapest V,
Bathory u. 10. Hungary-Europe.

Istvan Granek

INTERNATIONAL DEVIZES - WESTMINSTER?

Already crews are well into training for the Easter Canoe Marathon from Devizes to Westminster. Crews planning to race to race the event should note that the closing date for entries is 14th March, and should be sent to Mrs. A. Shaw, 20, Heath Court, Park Road, Uxbridge, Middx.

At the time of going to press only a few entries were confirmed but numbers were increasing with each day. Enquiries had been received from Denmark and

therein a report of a 1st Div. slalom or top class L. D. race, rather than the constant reports one finds on women's cricket snooker, women's lacrosse or other such esoteric sports.

It is up to all of us therefore to write to the sports editor, television sports programme producer, or whoever we feel is responsible and point out that we are disappointed not to see reports of our particular sport in their medium. A summary pointing out the great international successes of British canoeists would probably help.

NEWS-NEWS-NEWS-IN BRIEF

Germany and it looks as if international crews will be racing the Devizes-Westminster for the first time. From Denmark it is possible that Jorgen Hansen and Alex Hoe will be racing the senior course and from Germany there is the possibility of a youth crew from Duisberg.

Regarding C2 racing in the marathon Mike Tapscott of Arborfield would be interested in hearing from any crew proposing to do the race in a Canadian, with the idea of promoting the class and getting it officially recognised. His address: W. O. II Tapscott, S. E. E. REME, Arborfield, Berks.

CANOE SPORT PUBLICITY

For a sport such as our's to achieve the publicity which we think it should have we need to gain space both in the national daily papers and on television. The people who control the allocation of such space will certainly not give it unless they think that this is what their public wants.

Thus the sports editors and television people who receive our handouts generally put them straight in the waste paper basket, thinking nobody is interested. The Daily Telegraph, I believe, is a case in point; I am convinced that more people would be interested in reading

For my part I believe the Daily Telegraph (Sports Editor: Kingsley Wright) has one of the most extensive sports coverages and should be interested in giving reports of canoeing. Similarly Sportsweek (Independent) and Sportsview (B. B. C.) seem very interested in action sports, alongside which slalom would look equally spectacular.

I suggest therefore that anyone who wants better national coverage of our sport should join me in writing directly to these people, and as a consumer, ask for it.

RODNEY WITTER
publicity officer. Slalom Committee.

FROSTBITE CANOE SPONSOR

On Sunday, 19th January 1969, the Scouts and Venture Scouts of the 8th Worthing Sea Scouts held a six-hour sponsored "Frostbite" Canoe Marathon on the rivers Arun and Rother. The object of the fund-raising was to purchase a "Mirror" sailing dinghy kit that the lads would construct and use themselves. 23 lads paddled upstream from Littlehampton and all completed 18 miles before three crews had to be retired owing to the tidal conditions and the lateness of the hour. Two more retired at Pulborough but the remainder managed to reach Fittleworth

or just beyond. N. Pedersen achieved the furthest distance for an under 16 year old with 26 miles and G. Tricker managed 28 miles with the over sixteen's. Whilst the weather was perfect for the time of year, severe flooding on the upper reaches of the Arun and a turbulent Rother prevented any greater distances being possible. The resultant mileage and the excellent sponsorship raised the sum of £158 in pledges and, with additional donations being already received, the possibility of purchasing three dinghy kits might be achieved.

N. J. TRICKER.

NEWS-NEWS-NEWS-IN BRIEF

L-D RACING INDEX

The British Long Distance Racing Committee are compiling an index of all paddlers interested in the sport in order that such paddlers can be kept fully up to date on the sport. It is requested that L-D paddlers supply their name, address and club to the minutes Secretary, A. L. Laws, 5, Wallis Avenue, Lincoln, at the earliest possible date. This index would then be made available to all race organisers to aid their entry form mailing list.

KAYAK OVERBOARD

The K4 used by our Olympic Team in Mexico was damaged while being unloaded from the cargo liner at Liverpool on 13th February. With the cost of K4s in the region of £350 it was certainly an unlucky day for the insurance company. Any offers for the pieces should be made to the Sprint Committee, care of the B. C. U.!

IRISH CANOEING

I hear from Ernest Lawrence in Ireland that they have completely reorganised their divisions system in L-D and now have K2, divisions 1 and 2 and in K1 divisions 1, 2, and 3, the latter 3rd division being for novices and youngsters who will race over a shortened course.

Women have K1 divisions 1 and 2 while in K2 they have just 1 division. The Irish also plan to increase their race distances to between 12-16 miles depending on the course and are to make a big push in sprint racing. During the coming season they hope to make their debut in international sprint racing.

Sprint canoe racing is also to be tried at the 'Liffey Descent' this year. A flat section of the Liffey is to be used above Islandbridge Weir for a 500m regatta. I understand heats are to be held on the Wednesday evening and finals on

the Thursday evening before the L-D event (confirmation of this later in the season).

SOUTH AFRICAN BOUND

Lawrence Oliver of the Lincoln Canoe Club has received and accepted an invitation from the South African Canoe Federation to tour their country for a short period this coming season. No doubt the South Africans will be taking close note of Oliver's brilliant style with the object of emulating him when the South African Team compete in Britain later this season.



KING ISLAND KAYAKERS

by
john
heath



KING ISLAND KAYAKERS

My informant was Leo Kunnuk, a King Island Eskimo man in his early sixties. I was particularly interested in Leo because he was one of the few remaining King Islanders who knew how to right a capsized kayak with his paddle. As a student of Eskimo kayaks, I seek out such men, then try to absorb and record as much information as possible, for when their generation goes, virtually all first-hand knowledge of traditional kayaking in Alaska will be lost forever.

So it was that Leo, as my guest in Seattle, carefully led me through a step-by-step explanation of the kink-nah-war-hahk, or King Island roll. Using a broom for a paddle, I stood behind Leo, who used a dust mop for his paddle, and followed his every move. Yet as I watched Leo go through his demonstration, my thoughts were not only on him, but on the centuries of kayaking experience that was his heritage.

THE HERITAGE

The King Islanders, or Ooky-oo-vungmiut as they call themselves, formerly lived on Ooky-oo-vuk, a small, precipitous island located just south of Bering Strait, some 30 miles off the Alaska coast. It was discovered in 1778 by Captain James Cook, who named it King's Island, but usage has since dropped the "s". The island rises several hundred feet above the sea and commands an excellent view of the surrounding waters, hence was an ideal home for Eskimo seal and walrus hunters. In 1966, however, all of the Ooky-oo-vungmiut moved to King Island Village, on the outskirts of Nome, so that their children could attend public school.

Traditionally, the King Island Eskimos have been expert kayak builders and users. There were no beaches on the island; in order to embark when the breakers were heavy, it was necessary for a man to get into his kayak on the rocks, fasten his ee-mahn-ee-tik, or walrus-gut parka, around the cockpit rim, then be picked up - kayak and all - by three or four men, and thrown into the sea.

THE KAYAK

Hunting in the stormy seas and drifting icefloes of the Bering Sea required a rugged craft, and the outstanding characteristics of the King Island kayak were those of strength and seaworthiness. The framework was made from carefully selected driftwood, which had to be straight-grained and free of knots. The gunwales were carefully matched, so that they would assume a symmetrical shape when bent. Natural crooks were used for the ten curved thwarts and the upturned stem piece. From 24 to 30 ribs were usually required; these were split out of a birch log and bent by steaming. A keelson and eight longitudinal stringers were lashed to the ribs. The cockpit hoop, made of willow, formed an integral part of the framework structure.

Each kayak was tailored anthropometrically to the builder. This measuring system was common among Eskimos; the measuring units varied according to region and type of kayak, but everywhere the system had the advantage that the finished product automatically fit the builder. At King Island the gunwales were $2\frac{1}{2}$ armspans long. The stem piece, which was notched on top to receive the fore end of the gunwales, was as long as the distance from the elbow to the tips of the outstretched fingers. Thus the over-all length of a typical King Island kayak was the sum of the gunwales, plus the stem piece, minus say, 6 inches overlap of these parts, or a total of about 15 feet. The two middle thwarts were as long as an arm including the outstretched fingers, giving an average beam of about 25 inches. However, the sides flared in to give a waterline beam of only about 18 inches.

An unusual feature of the King Island kayak was its skin covering. Many other Eskimos had to use the skins of the small ringed seal for covering their kayaks. These skins were thin, hence not very durable, and the kayaks had to be re-skinned each year. Also, the small size of these skins meant that many would be required, which meant more seams to leak or tear. The King Islanders were blessed with an abundance of walrus (avik) and the large bearded seal (oogruk),

and they used one of each for their kayaks, resulting in only one transverse seam. The bearded seal skin covered the forward third of the kayak, and the walrus skin - split to make it thin enough - covered the rest. Such a covering would withstand two years of hard service.

The completed kayak had a steeply ridged deck, level except for an upturned stem and a sloping stern. The gunwales had a slight reverse sheer, which gave good stability in the heeled position. This plus a sharply ridged deck and a cockpit freeboard of about 10 inches, made spray protection unnecessary under most conditions. The bottom was straight for most of its length, curving upward at the bow. A handhold was built into the bow, and some kayaks had a projecting grip at the stern.

The above description applies to King Island kayaks of the last several decades. An older form of kayak, ascribed to King Island and similar to those of today except for more rocker and a thinner forefoot, is shown in Figure 181 of the *Bark Canoe and Skin Boats of North America*, by Adney and Chapelle. I have examined this specimen at the U.S. National Museum, and similar specimens at the National Museum of Canada, the Heye Foundation Annex in New York, and the Robert H. Lowie Museum in Berkeley, California. All specimens were similar to the present-day King Island type, but Frank Ellanna and Charles Mayac, expert kayak builders in their early sixties (who furnished most of the construction details given here), could remember no craft of these lines during their lifetimes. They said that, within their memory, the Bering Sea has become rougher, and since the newer type would be a better rough-sea kayak, it is possible that it was developed for this reason.

USING THE KAYAK

When the ice began to break up in the spring, the kayak was carried on a small sled to open water, then the sled was put on the afterdeck and the kayak was used in the normal manner. This procedure was repeated when ice floes were encountered, and it was an important factor in the evolution of Ber-



Framework of a King Island Kayak.
Photo: Dorothy Jean Ray.

ing Sea kayaks, for the frequent hauling out and dragging necessitated handgrips at the bow and sometimes at the stern. When the kayak was on its sled, the bow handgrip was at a convenient height to be grasped for dragging. The frequent getting in and out was also a reason for the relatively large cockpits used in all Bering Sea kayaks.

For most paddling, the ahng-oon, or single-bladed paddle, was used. It was important that the ahng-oon be just the right length; otherwise, it would tire a man too quickly. When held across the chest with outstretched arms, the ahng-oon should be exactly long enough for the fingers, bent at the second joint, to curl around each end of it.

For fast travel, the pah-o-tik, or double-bladed paddle, might be used. It was $1\frac{1}{2}$ armspans in length, with short, narrow blades. However, the King Islanders, as did most Bering Sea Eskimos, definitely preferred the single blade,

particularly when the sea was rough. To use a double-bladed paddle in deep kayaks was tiring, because the elbows had to be held higher than their natural position. Yet a deep kayak was essential for their hunting conditions; they sometimes butchered their game on the ice floes and stowed the meat forward and aft inside the kayak.

When paddling, a King Islander sat in the middle of the cockpit, so that his back was unsupported. His flexed knees hooked under the first thwart forward of the cockpit, so that kayak and man were as one. His hips rested directly on the framework in the bottom of the cockpit, and when the male oogruk called to its mate deep beneath him, the vibrations, transmitted through the water, tickled his behind. Thus the King Islander was snug in his kayak, yet in close communion with the sea.

THE PURPOSE

The kayak was primarily a hunting implement; its purpose was to get a man within harpooning range of a sea mammal. At King Island the kayak was used from April to December; the sea was frozen over the remainder of the year. From April to June it was used for hunting walrus as they drifted on the ice floes.

During the summer it could be used for fishing or incidental hunting. However since the turn of the century, the King Islanders have spent their summers in Nome, and the use of kayaks has been limited to the spring and fall. From October to December, the kayak was used for hunting oogruk and other seals. This was the season when the walrus-gut parka was used, because heavy seas and violent storms could be expected.

When hunting walrus or seals, the King Islander carried on his foredeck a boathook (nee-u-soon), spare single-bladed paddle (ahng-oon), harpoon line tray (ah-zah-lewk) and either a heavy harpoon (oo-nahk) or a medium harpoon (tee-me-uh-ah-tahk). The latter was primarily for winter use on the ice, but it could also be used with the kayak. In the accompanying photographs, Aloysius Pikongonna has an oo-nahk, and Dominic Thomas has a tee-me-uh-tahk. A harpoon line (eye-lek) ran from the harpoon head to a coil in the line tray and thence under the hunter's right arm to a float (ah-wah-tahk) of inflated seal skin on the afterdeck. Under the foredeck, within easy reach, was carried a gun.

When the quarry was sighted, the hunter stalked it to within firing range, then shot it and paddled rapidly to within



Dominic Thomas demonstrates the kayak for tourists at Nome.

Photo: Bob and Ira Spring.

about 20 feet before throwing his harpoon. Immediately after throwing the harpoon, the hunter threw his float overboard; its drag would tire a wounded animal, or keep a dead one from sinking.

Before guns came into use, the harpoon had to be used for the initial hit. This required much more skill in stalking and it was far more dangerous for the hunter, but it had the advantage that few wounded animals escaped or were lost through sinking. A generation ago, the gun replaced the bird dart (noo-git) and its throwing stick (nok-sok), in the hunting of water-fowl from the kayak.

Two kayaks were often lashed together to form a catamaran (kay-luk-meek) for fishing or carrying cargo. This was the common method of carrying trade goods out to the icebreakers and Coast Guard cutters when they visited the island.

SURVIVING A CAPSIZE

The Bering Sea is notorious for its sudden, violent storms, and the harpooning of walrus was dangerous; these and other situations could lead to a capsize. If a man could not right himself with his paddle, he might still survive a capsize by crawling up inside his kayak and waiting for help. He was safer there than out in the icy water, particularly if a wounded walrus was nearby.

The quickest and best method of survival, of course, was to right himself with his paddle. The King Islanders always used the single-bladed paddle for rolling. As a matter of fact, all of the Alaska methods of rolling I have learned so far are done with the single-bladed paddle, and this includes a method from Kotzebue Sound, where the double blade is preferred for most paddling.

Certain elements of the King Island roll make it one of the most interesting of all methods. To keep the paddle from being accidentally forced out of position during the capsize, it is held so that it enters the water along its axis, handle first. When completely capsized, ready to begin the recovery, the paddler has his arms extended deep in the water below his head, holding the paddle horizontally about three feet below the surface. Thus, unlike rolling methods that begin the re-

covery with the paddle on the surface and face the risk of running out of water by letting the working blade sink too deep this one starts out with things at their worst and gets better as it goes along.

Another unusual element of this roll was the initial sweep. After capsizing - which Leo emphasized, was always toward the paddler's right-hand side - the paddle blade would be at a right angle to the kayak on his left-hand side. His first sweep was forward and toward the kayak, so that the paddle blade crossed the fore-deck as it made a climbing arc toward the surface on the opposite side. It finished at a point behind the paddler near the surface on the opposite side, after travelling through a sweeping arc of about 225 degrees. The remainder of the roll, consisting of a 90-degree forward sweep was similar to the finish of the Greenland reverse sweep method, which recreational paddlers know as the Steyr roll.

The King Island roll seems complex at first, but once the fundamental stroke is memorized and the blade planing angle is adjusted to the speed of the individual paddler, the merits of the method become apparent. It is a useful roll for exhausted paddlers, because it spreads the righting effort over greater time and distance than most methods. And after mastering this roll, one need no longer fear getting caught with the paddle deep in the water after a capsize.

THE END OF AN ERA

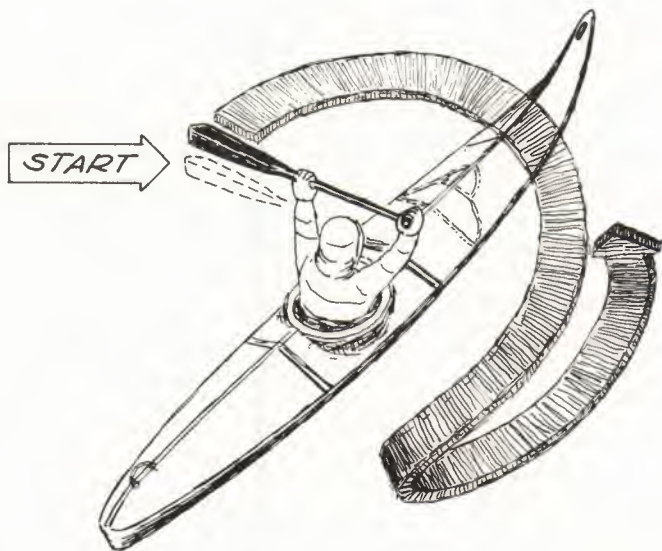
Today, there are only two or three kayaks left among the King Islanders, and these are used mainly for demonstrations to tourists. Sea mammal hunting is done from open boats equipped with outboard motors, by hunters using high velocity rifles.

Some ninety miles from present-day King Island village, a mist shrouded, deserted island guards the southern approach to Bering Strait. For countless centuries it was the home of some of the best kayak men in the world. Now it stands as a monument to an era that will soon be gone forever.

Reprinted from American White Water Magazine.

HEATH

THE SKETCH NOW REPRESENTS A FISH-EYE VIEW OF THE CAPSIZED POSITION. THE ARMS ARE EXTENDED DURING, OR IMMEDIATELY AFTER, THE CAPSIZE. TO RIGHT HIMSELF, THE PADDLER SWEEPS HIS PADDLE FORWARD ALONG THE PATH SHOWN BY THE ARROW, ALWAYS KEEPING THE LEADING EDGE OF HIS BLADE TOWARD THE SURFACE OF THE WATER IN ORDER TO GAIN LIFT:



THE KING ISLAND ROLL

BEFORE CAPSIZING, THE PADDLE IS HELD HORIZONTALLY IN FRONT OF THE BODY, WITH THE BLADE TO THE LEFT, PARALLEL TO THE WATER SURFACE. THE PADDLER CAPSIZES TO HIS RIGHT.

(NOW TURN THE PAGE UPSIDE DOWN)

INTERNATIONAL EVENTS

MARCH

29th/30th

WHITE WATER RACE, LOYALSOK, U. S. A.

APRIL

26th/27th

SLALOM, LOYALSOK, U. S. A.
WHITE WATER RACE, PASSAU, WEST GERMANY.

MAY

1st/4th

SLALOM AND WHITE WATER RACE, MONSCHAU, WEST GERMANY

3rd/4th

INVITATION SLALOM, ZWICKAU, EAST GERMANY

10th/11th

RIVER RACE, DUSSELDORF, WEST GERMANY

31st

SPRINT REGATTA, ZAANDAM, HOLLAND.

JUNE

1st

SPRINT REGATTA, SABAUDIA, ITALY.

5th/8th

SLALOM, WELS, AUSTRIA.

7th/8th

WHITE WATER RACE, MUNICH, WEST GERMANY.

14th/15th

SPRINT REGATTA, BUDAPEST, HUNGARY. (no K4 event).

SPRINT REGATTA, EEFDE, HOLLAND.

SPRINT REGATTA, STOCKHOLM, SWEDEN. (no K4 event).

SLALOM AND WHITE WATER RACE, LIPNO, CZECHOSLOVAKIA.

SLALOM AND WHITE WATER RACE, MERANO, ITALY.

21st/22nd.

SPRINT REGATTA, PRAGUE, CZECHOSLOVAKIA.

SPRINT REGATTA, NEW YORK, U. S. A.

SLALOM AND WHITE WATER RACE, MUOTATAL, SWITZERLAND.

28th/29th

SPRINT REGATTA, BYDGOSZCZ, POLAND.

SPRINT REGATTA, TAMPERE, FINLAND. (no K4 event).

SLALOM, TACEN, YUGOSLAVAKIA.

JULY

5th/6th

SPRINT REGATTA, BERLIN-GRUNAU, EAST GERMANY.

SPRINT REGATTA, BELGRADE, YUGOSLAVAKIA.

SLALOM AND WHITE WATER RACE, SPITTAL, AUSTRIA.

12th/13th

SPRINT REGATTA, SNAGOW, RUMANIA.

19th/20th

SLALOM, AUGSBURG, WEST GERMANY

25th/31st

WORLD SLALOM AND WHITE WATER CHAMPIONSHIPS.

BOURG ST. MAURICE (NOT CONFIRMED POSSIBLE ALTERNATIVE

1st/7th AUGUST)

26th/27th

SPRINT REGATTA AND LONG DISTANCE, HOLSTEBRO, DENMARK

SLALOM AND WHITE WATER RACE, MAYRHOFEN, AUSTRIA.

AUGUST

2nd/10th

WORLD CANOE SAILING CHAMPIONSHIPS, GRANTHAM, GREAT
BRITAIN.

10th

LONG DISTANCE RACE, SELLA RIVER DESCENT, SPAIN.

13/14th

JUNIOR SPRINT CHAMPIONSHIPS, MOSCOW OR ALTERNATIVE
9th/10th POLAND (NOT CONFIRMED).

15th/17th

EUROPEAN OR WORLD SPRINT CHAMPIONSHIPS, MOSCOW, USSR
(NOT CONFIRMED)

31st

LONG DISTANCE RACE, TAY, GREAT BRITAIN.

SEPTEMBER

6th

LONG DISTANCE RACE, LIFFEY DESCENT, EIRE.

20th/21st

LONG DISTANCE RACE, GUDENAA, DENMARK.

OCTOBER

18/19th

SLALOM, LLANGOLLEN, GREAT BRITAIN.

DIY

BUILDING THE KAYEL-OTTER SLALOM KAYAK

part 2

Continuing from last month, part two of Building the Kayel-Otter Slalom Kayak.

Once all glassfibre joints are set hard, the temporary frames can be removed, the screwholes filled with a mixture of resin and sawdust, and the joints finished off. The end blocks at bow and stern should now be fitted and the seat-board fixing block glassed into position. Attention is now turned to the outside of the hull. With a surform or plane clean off the nylon line and joints, first removing the copper wire at the end joints. Finish off with glasspaper and then glassfibre all outside joints using just one layer of tape. Leave to set.

The footrest racks can now be fitted and it will be necessary to chamfer the back edges to fit against the side panels in a horizontal plane. These should be pinned from the outside and glassfibre taped on the inside. The footrest can now be assemble and fitted to the racks with holes for adjustment drill in the racks using the footrest as a guide. The interior of the kayak can now be varnished, using 10% tinned varnish for first coat, rub down and apply full second coat.

While the hull is left to dry, the deck panels should now be made up and glassfibre taped; this is done using the same method as for the hull, and using the pre-cut blocks to obtain correct angle. Two layers of glass taped should be used on the inside of the deck only and when dry, the blocks removed, joints finished off and thoroughly varnished, except where glued to the cockpit frames.

Next, with plane or surform the in-wales, deckbeams, end blocks and frames

SPECIFICATIONS

KAYEL-OTTER SLALOM MK. V.

Length: 14' 0". Beam: 24". Cockpit: 32" x 15". Weight: 34lbs.

Designed by K. H. Littledeyke. Kit supplied by Ottersports Ltd., 8-10, Broad Street, Northampton. Price £17. 5s 0d.



17. Seat block in position.



18. Outside joints being taped.



19. Footrest racks in position.



20. Assembled footrest in position.



21. Footrest from the front.



22. Varnishing the completed hull.

should be faired off for the deck to fit flush. The deck is then glued and pinned in position and care should be taken to ensure pins are driven into the inwales and not between side panels and inwales. After fitting both deck units, with plane or surform clean off the joints and trim deck flush with gunwales, rounding off the edges and making single layer glass-fibre joints. Our kayak is now looking like a boat.

The pre-formed cockpit coaming can now be fitted - deck panels or deck may need to be trimmed - and glued and pinned in position. Coaming lips and back and front plates should also be glued in. If

clamps are not available to hold the lip while drying, rough clamps can be made from odd pieces of plywood.

It is but a few steps now to fit the seat, hip-boards and knee-bars. Once these are in position, clean up the outside of the kayak and apply first coat of 10% thinned varnish followed by second full coat. The kayak is now complete so head for the water.....

The building of this kayak was extremely easy and required only the minimum of tools. During the coming months other such articles will feature glassfibre construction and wet suit construction.



23. Your editor having a go at varnishing.



24. Deck panels complete and varnished.



25. Seat Fitted



26. Seat and coaming



27. The completed kayak takes to the water.



'CANOEING MAGAZINE PHOTOS'

AGE-TRADE PAGE-TRADE PAGE-TR/

With the new season almost upon us there are many new canoes and kayaks being introduced by manufacturers. KIRTON KAYAKS have a very exciting new glassfibre K1 which should prove a real winner during the coming months.

From JENKINS & LANCEFIELD - MOONRAKER CANOES - comes the new 'Flying Swan' a racing kayak to B.C.U. Class 4 specifications. The model is available in three versions, as an all wood veneer boat, as glass-resin hull with mahogany decking, or as a pre-fabricated kit. Prices range from £34 to £65.

Two new models come from JOHN CRITCHLEY, the 'Wild Cat' a completely new slalom kayak that certainly breaks from recent lines and should prove of great interest to top slalomists; and the 400 super-plus, a top quality slalom kayak of Mendesta origin that at £35 is outstanding value.

The new 'Sportsman' from Tyne mentioned last month is priced at £37 with moulded seat and at £40 with bucket seat, footrest and knee pads. This was omitted last month.

HOLLOW FIBREGLASS PADDLES

Fibreglass has many excellent properties, but lack of stiffness and heavy weight are two characteristics on the other side of the coin. These two problems have been solved in the new 'Clifton' range of fibreglass paddles launched at the Crystal Palace Canoe Conference Exhibition by Valley Canoe Products.

Hollow fibreglass blades give a lightweight paddle, yet their construction produces a very stiff shape. Each blade is sealed and then inserted in an alloy P. V. C. - covered Loom, which means that three water-tight compartments are formed in each paddle. Metal inserts within the fibreglass at the tip of the blade give a good wear resistance, and together with a really excellent gel-coat finish on both sides of the blade, increase the aesthetic appeal of the paddle.

Also new is the oval alloy loom which

gives perfect control especially for 'screw' rolls.

Flat and curved blades as well as round or oval looms are available.

These blades are an exciting breakthrough in paddle design, and a patent has been applied for.

Details from Valley Canoe Products 72, Whittingham Rd., Mapperley, Nottingham. NG 6BH.

GLASS FIBRE BLADES

The slalomist disapproved of my old jointed paddle. "Just that bit of give at the joint" he said, "must detract from the efficiency of each stroke". I had not noticed it. In fact my paddle joint is usually so tight that when it comes to pulling apart I wish there were a bit of give. Nevertheless, when I saw displayed at Tyne Canoes Ltd. a paddle kit - alloy plastic sleeved loom and glass fibre blades with short wooden shafts embedded, the desire to try something new prevailed. The loom as sold made the paddle 8' long, enough for the widest double canoe. I shortened it to my preferred length and after sanding the shafts pushed them in to make a tight fit, blades angled to my own idiosyncrasy. At first I hated the thing. . metal and glass fibre after my cherished curved wooden one, lovingly varnished year after year - one that could be carried in the boot or on the car floor, and with the canoe left at water's edge at the mercy of small boys, it was neatly stowed below deck away from temptation. Of course the first thing I did with the new paddle was to walk it through the hall, to the detriment of chandelier and light bulbs. Then for transport it had to be strapped to the roof rack or carried menacingly protruding from the boat. So, when it came to launching, this new thing was already damned -- until it touched water. My new blades were sheer delight, cutting the water effortlessly as razor blades, a totally new experience; and in all behaviour else as good as my well bred old love. Their strength was tested

in heavy rapids but not in rock bashing. Just one loss; when stuck in shallows you no longer have the crutches improvised from the jointed paddle.
Kathleen Tootill.

CANOE CENTRE ADVERTISEMENT.

'Canoeing Magazine' bring to the notice of readers a statement made on The Canoe Centre advertisement in the November issue that could have been misleading. The advertisement stated that The Canoe Centre was presented with the Designers Trophy for the winning kayak in the 1968 Devizes to Westminster Canoe Race. Although The Canoe Centre collected the trophy, this was on behalf of Jorgen Samson of Denmark who designed the winning craft now being produced by The Canoe Centre under licence.

THE TURBO SUIT

-- a new dimension in diving wear.

The revolutionary range of Spartan Turbo Suits were introduced at the 1969 International Boat Show at London's Earls Court, by A. Tillbrook and Co. Ltd.,

Turbo Suits are suitable for both surface and underwater use having particularly efficient heat retaining properties, coupled with a lightness in weight which is unmatched by any conventional diving suit. This high degree of protection plus practicality has been achieved by the use of a new material which is of a semi-porous nature. It consists of 36 per cent nylon, 44 per cent rubber and 20 per cent polypropylene.

Styling, which is of the 'shorty' type only at present, is elegant and colourful and the novel fabric finish is expected to be especially welcomed by women aqua-sports enthusiasts.

The Turbo Suit is ideal for mid-season use, or all year round in warmer waters. Surfing, skiing, swimming and diving pool work are other occasions when this new suit looks good, feels un-

believably comfortable and provides efficient protection.

A wide range of colours is available such as red, orange and pale or royal blue. The Mono-Short version is also produced in multi-coloured pattern finishes which are just about the most eye-catching sports wear around today.

Prices range around £8 - £9 and details can be obtained from A. Tillbrook & Co. Ltd. Delamere Road, Cheshunt, Herts.



A multicoloured, patterned version of the Spartan turbo suit which is made from nylon, polypropylene and rubber. A range of designs and plain colours suitable for men is also available.

AGE-TRADE PAGE-TRADE PAGE-TR/

THE MONTH AHEAD

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

WHERE TO GO - WHAT TO COMPETE - WHAT TO SEE

MARCH

- 2nd OXFORD LONG DISTANCE RACE, Thames, B11 P4. Details: P. Okwany, Balliol College, Oxford.
- 7th/9th COACHING COURSE, Ghyll Head, Windermere. Details: A. Thwaites, West Garth, Rushley Munt, Hest Bank, Lancaster.
- 9th WATERSIDE WINTER SERIES (K2 long distance) Pewsey Wharf to Newbury 22½ miles. Details: The Warden, Waterside Youth Centre. Northbrooke Street, Newbury.
- 16th G. U. C. C. CLYDE RIVER RACE. Details: A. Morton, Jnr., 'Rowanlea', Alexandria, Dunbartonshire.
- 16th CANOE SLALOM, River LUNE, 1st Div. CT. Details: J. Iceton, 153, Dale Road, Spondon, Derby, DE2 7DN. (MIDLAND CANOE CLUB).
- 23rd WATERSIDE WINTER SERIES (K2 long distance) DEVIZES TO NEWBURY 34 miles. Details: The Warden, Waterside Youth Centre Northbrook Street, Newbury.
- 30th CANOE SLALOM, TEES, 2nd CT. Details: H. Keerie, 32, Swaledale Crescent, Peshaw, Co. Durham. (SUNDERLAND CANOE CLUB).

APRIL

- 4th DEVIZES TO WESTMINSTER CANOE MARATHON, 125 miles. Details Mrs. A. Shaw, 20 Heath Court, Park Road, Uxbridge, Middx.
- 6th CANOE SLALOM, River TAY, GRANDTULLY, 1st Div. CT. Details C. McAllister, The Nook, Balmoral Road, Grappenhall, Warrington, Lancs. (LEEDS CANOE CLUB).

COMING SCOUT EVENTS

MARCH

- 1st/2nd BASIC COMPETITIVE, Leader Course, Longridge. 40/-
- 8th/9th BASIC CANOEING, Leader Course, Longridge. 40/-
- 15th/16th BASIC CANOEING, Venture Scouts, Longridge. 40/-
- 22nd/23rd BASIC CANOEING, Scouts 14 - 16 years. Longridge 40/-
- 29th/30th BASIC TOURING, Leader Course, Longridge. 40/-

Details: The Warden, National Scout Boating Activity Centre, Longridge, Quarry Wood Road, Marlow, Bucks.

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FOR SLALOM
WHITE WATER
OR L-D...



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'KAYAK COMPETITION'

'KAYAK COMPETITION'
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MIKE CLARK on competitive CANOEING

Freezing weather, heavy snow and with ice on some four miles of the course, the first of the Kennet Winter Series of canoe races got away to a really brilliant start of 9th February.

For the series as a whole there are over a hundred entered K2s and for this first race 78 were on the start at Great Bedwyn. Starting in pairs at 30sec intervals crews raced the 14 miles to Newbury for hot soup and tea. Certainly no picnic this race! In an effort to break some of the ice, first off was the C2 crew of Tapscott/Gibson from Arborfield but still K2 crews found the going rough. In the seniors the London crews were well up with C. Baker/S. Hollier of Royal Canoe Club making the fastest time with 2hrs 9min 36sec., closely followed by P. Lawler/R. Avery of the Richmond Canoe Club, gaining a time of 2. 12. 38. Racing into third place was P. Paganelli/R. Evans of 63rd Para RCT (as last years winners of the Devizes to Westminster Canoe Marathon, I seem to remember one of this crew commenting 'Never again! - funny what some will say at the end of a race!)

The host club, Waterside Youth Centre, gained a winner in the junior class with C. Gow/I. Barrett making a time of 2. 26. 19 from second place of W. Taylor/D. Parnham of Richmond Canoe Club. This finish was well fought with the Richmond crew only a few seconds down. The City of London Police Cadets gained third place with L. Chadwick/M. Russell, who made 2. 27. 47 for the course.

All credit to the Waterside Youth Centre who put on a fine race with good organisation and follow-up. It might be tough but the Kennet Series is well worth racing.



Top: Lawler/Avery of Richmond CC down the canal. Middle: Ice breaking C2 crew Tapscott/Gibson. Bottom: Crews towards Kintbury. Photos: Mike Clark.



PHOTO OF THE MONTH

Really covered in spray and water, a German C2 pair are seen competing at the 1968 Monschau Canoe Slalom. Photo: John Albert, Pentax on Tri-X.

COMMENT *Letters to the Editor*

TOURING SQUARES?

Congratulations to Percy Blandford on his spirited defence of the touring canoe ("Where Are We Going?") January issue of Canoeing Magazine. Percy has of course been associated with canoeing since the early thirties, long before the majority of present-day canoeists were born, and some cynics could say that his view of the matter is not exactly objective, but it is shared by a great number of people for whom the pleasures of this sport have nothing to do with slalom, white water, racing or the thrill of being first at the finish.

Myself, I would be the first to admit that the new dimension added to canoeing in the last decade or so, has immensely increased the excitement and value of this branch of watersports. For physical training, the development of the competitive spirit and the pure joy of battling the elements, few other sports equal long distance or white water racing. From the point of view of spectator interest, there are not too many things as thrilling to watch as a good C2 team on a rough slalom course, or the slim pencil shapes of K2's shooting Palmerston Weir.

But let's keep our values straight - the classics of canoeing literature are MacGregor's "A Thousand Miles in the Rob Roy Canoe" and the "Canoe Truant" books of Raven Hart, not the records of the Liffey Descent or the National Slalom Championships. For the majority of canoeists - yes, still the great majority - the attraction of the sport lies in the pure romance of exploring unknown waters; of escaping, even briefly, from the asphalt jungle and gasoline god. There is a part of each one of us that needs to "arise and go now, and go to Innisfree", and by far the best means of getting there is by canoe. (Innisfree, incidentally, is on Lough Gill in County Sligo.)

In Ireland we are fortunate in having more canoeable water per square mile than any other European country and no problems of population density or the

rights of riparian owners. The Liffey is the aristocrat of L-D courses in these islands, and there are many fine slalom and wild water rivers in the Wicklow Mountains; but more important to old squares like myself is the fact that we have the Cork Blackwater, placed by Raven Hart as among the finest small rivers he had cruised, and hundreds of other interesting waterways and lakes, including the daddy of them all, The Shannon, with its chain of great lakes (described in Spenser's "Farrie Queene" as "the spacious Shenan spreading like a sea") where twenty-foot box waves can provide more than enough excitement for the most intrepid wild water lover.

I was disappointed to note from the same issue of Canoeing Magazine, that the Irish Canoe Union have apparently dropped their Touring Officer. Wake up, ICU! Touring is the thing, and there is still plenty to be done in surveying and mapping Ireland's canoeable waters. I would also like to read a lot more about touring in Canoeing Magazine. There must be a lot of people who find discussions of the pros and cons of the Cadet Class the most absolute crushing bore! Think about it, Editor. A monthly feature on the Wye or Ardeche or the Blackwater might recapture some of that old Rob Roy magic and who knows - might capture a few more subscriptions too!

Yours sincerely,
T. F. O'Sullivan, County Dublin,
Ireland.

CADET CLASS AGAIN

I understand that there are an estimated 40,000 canoes in this country, some 4,200 members of the B. C. U. and 2,000 competitive canoeists. I think the case for the majority is as follows.

1) The dedicated competitive canoeist belongs to a compact group meeting regularly and with vociferous and effective leadership. They contribute to canoeing in the development of equipment and techniques and by attracting publicity for

which we are grateful. However in refusing to allow any standard below the ideal they are making entry to their activities increasingly expensive. The LD boys have, for example, weighted the points system so heavily to the 'K' classes as to make the other classes un-attractive. I gather that all the competitive committees have contributed to the rejection of the Cadet project.

2) The Cadet, whilst being admittedly a compromise, would have had a good chance with the backing of the Coaching and Competitive committees of becoming the standard canoe for all youth groups. They could have learnt their techniques, toured, rolled, raced, slalomed and surfed in the one canoe to a reasonable non-dedicated standard on an equal basis with other groups all over the country. With the figure of 40,000 canoes in the country in mind, we might have seen 10,000 of these Cadets in general use in ten years time. This more liberal approach would have given the competitive activities a very broad base for the competitive pyramid.

3) This position has arisen partly owing to the lack of strength and cohesion of the other half of the B. C. U. - the tourists. A questionnaire was recently circulated to members asking for ideas etc. The result is not yet known but let us hope that the tourists will now come out of the background, support and strengthen the

Touring Committee, demand and obtain equal representation with the other half of the Union on Council and help to provide more balanced decisions for the future.

Yours faithfully,
Colin M. W. Kempson
Senior Instructor

WEIR SHOOT'S DOG?

I read with 'interest your 'Liffey Footnote' in your January issue and would like to offer advice to all potential dog rescuing Liffey paddlers - DON'T. The dogs, like the paddlers are in it for the sport.

Belfast Canoe Club K2 paddlers MaClean/Rowe, while lying second Irish and fifth overall in the last Liffey Descent, spent ten minutes at Palmerston Weir in one of these dog rescuing exploits and finished about tenth in the race.

Now I have witnessed, with my own little eyes, a dog sliding down Palmerston Weir then walking back up again for another go, until its wet-suited canoeist master dragged it away!

Espoir Canoe Club, who have a boat house at Palmerston, also have a club dog which lives there. I have not seen it in the water but am sure it knows the line well.

Yours sincerely,
Joe Fairley, Belfast C. C.

SEVERN BORE RACE

I don't know why, but the Severn Bore never seems to raise its head except at some unearthly time in the mornings. This time it's due at ten to nine. Belt down the M5 in the dark - wet suits already on. Through Gloucester and out along the A40 towards Chepstow, past the 'Bird in Hand' at Minsterworth. That's



the finish, if we had time we'd be ferrying our car up there to wait for us; but today we'll be lucky to be in Newnham for eight thirty.

It's still dark and murky on the muddy car park as we unload the K2. Then a quick dash across to the W.C. - thoughtfully provided by a Parish Council that must have foreseen the effect of surfing butterflies on an early morning tum. Lifejacket on, crash hat and spraydeck with braces... One of the buoyancy bags has blown out of the boat, but there's still another four securely wedged in.

The Bore arrives five minutes early. Some folk are not yet changed and there's a mad scramble down the twenty feet of muddy bank. I move the car away from the rivers edge (don't want water in the brake drums), then dash with the rest.

The big wave has already passed and the current is now running at about eight miles per hour upstream. Hold her steady while Robin gets his spraydeck on, then drift out while I fix mine. Some Canadian style draw strokes and the twenty-two foot fibreglass 'Sharkie' swings slowly round and chases after the line of turbulence that is all we can see at the moment.

Alan Edwards and Chris Hillman are in Struer K1s with Chris Skellern in the Streamlyte K1 - he should be alright; goes fast, rolls like a dream and no rudder to foul the sandbanks. Brian Harrison and Willy are in KW sevens out in the stream.

At the first bend they are all on the right, hugging the inside of the corner, but risking being stranded on the sandbanks. Robin steers our borrowed K2 to the left bank under the high cliffs. His reason for this is mainly to find deeper water and we are now going faster than the other group - the trouble is you cannot afford to overtake the big wave! It's six foot high at times and I wouldn't like that looming up behind my stern in a kayak which we can't roll!

Stop paddling.... we're getting sucked forward, either that or the blessed thing is standing still and waiting for us. Rudder won't work, Robin says, so we heave her round by telemarks at the stern and draw strokes from the bowman. Paddle

parallel to the line of the Bore, out to the centre. We seem to be sweeping sideways right into it, and the turbulence behind the main wave is pretty hair-raising. Four or five feet high now but the K2 does not seem to be too unstable. However, we've both become accustomed to knee-grips in eight years since we gave up racing and I'm glad there seems to be some kind of deck support I can at least hook my toes against.

I wrench my thigh trying to haul myself back into the upright position after leaning too far out on a support stroke. Farmer Harrison seems to be still with us - so much for the speed of a K2 in this type of water! He's in a slalom boat being spun around all over the place, but I bet he's not so worried as I am... We are heading straight into the dawn at the moment, like the end of a Western except for the black and white houses half a mile away on the far bank and the apple orchards. The spray shows above the tops of trees at times.

Another wide stretch and we have to cut across sharply to avoid another sandbank. Now the river narrows and the turbulence is over. The current seems to have disappeared - then you notice that this is just an illusion due to the quiet. Tall reeds bend in the current as though a gust of wind was passing through them, the power of the Bore is far from being expelled yet. We have left the slalom kayaks far behind now but Chris Skellern is just in front of us - looks as though he could afford to push harder and get on the face of the wave now. It's a smooth, long slope and ideal for surfing but he can't just catch it and neither can we... Alan and Willy overtake us; sprint for a while - but it's beaten them too. Another mile, and we're in. Hear that noise like an express train in the distance? That's the Bore on its way up to Gloucester.....
Mick Powell,
Worcester CC.



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M. Thomas	Mchr.	6.28 R	6.45 R	6.28 R	"	"
R. Marsden	Lake.		6.50 R	6.50 R	"	"
N. Morley	Lake.		7.06 R	7.06 R	"	(2nd Class)
C. Whiteside	Lake.	7.27 R		7.27 R	"	"
N. Morley	Lake.	7.48 S		7.48 S	Bronze	(1st Class)
R. Marsden	Lake.	7.48 S		7.48 S	"	"
G. Carroll	Lake.	7.52 S		7.52 S	"	"
D. Rushfirth	Lake.	8.00 R	8.06 R	8.00 R	"	"

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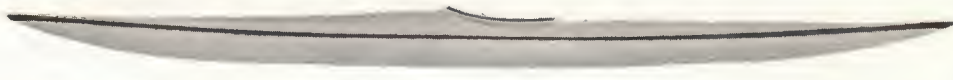
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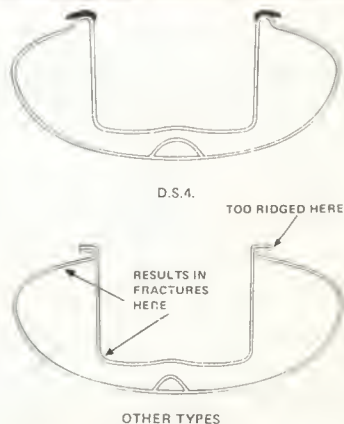
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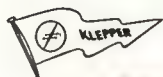
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