

CANOEING

Vol. 9 April 1969 one shilling & ninepence



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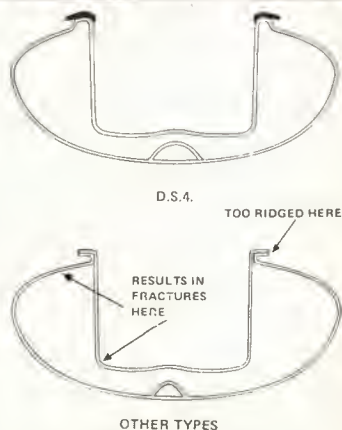


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COVER PHOTO

Barbel and Gunter lining down on a shallow section of the Durance in Southern France.
Photo: Joe Gruning.

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editorial

'TOURING IS THE THING...'

'A monthly feature on the Wye or Ardeche....' were the words used in a letter from our sportfriend Mr. O'Sullivan of County Dublin, Ireland, in last month's letters column. To satisfy the touring enthusiasts we start in 'Canoeing Magazine' this month the first part of a tour undertaken last year by my good friend Joe Grunning on the Durance in Southern France.

The greater part of our magazine has always been taken up with the competitive sides of the sport, the majority of our readership being from the competitive clubs. However, during coming months I have a number of touring articles for publication but it is interesting to note that only one of the writers is English - get your pens working you English tourists, 'Canoeing Magazine' will run touring news if it becomes available. (No material on the Ardeche please, your editor is canoeing that river this season.)

Certainly the largest side of canoe sport is touring but how do you get through to these paddlers? In the British Canoe Union there are little more than 4000 members - over 50% of these being competitive. Only 2000 tourists? NEVER. I would say that this is but the tip of the canoeing ice-berg in Britain, but again how do you get through to canoeists outside the clubs and the BCU?

What is needed is a good advertising and public relations side to our Union and a few 'open days' at our more respectable canoe clubs. The latter should not be hard to organise - along with suitable copy in local newspapers - while the former should not be beyond the capabilities of the Union. Slowly but surely British canoeists are being pushed off the rivers of our land. Access problems, riparian rights, while fishing syndicates bid in £1000s for strips of river. How can a membership of just over 4000 compete? Every effort should be made to increase our membership - let's try and reach that 19000 figure quoted in ICF literature.....



INTERNATIONAL

CANOEING

DENMARK
USSR
GERMANY

DENMARK

DANISH L-Ds

The paddling season in Denmark is a short one compared with the English. Our first race will take place the 10th May, the distance is 10 miles for K1/K2, and 7 miles for C1/C2. The course is a small, narrow river just outside Copenhagen. Up here North we have some very beautiful lakes - and around the shores 15 clubs - and the lakes are connected with The Sound, between Denmark and Sweden, by Mølleåen - The Mill River. On their way out to The Sound the paddlers will have to cross the lakes, go through canals, and portage in 7 places on the river itself.

The week after, 18th May, another L-D race will take place. This time on Susåen, the longest waterway here on Sealand. The distance is 20 miles for K1. Again the paddlers will have to cross a couple of narrow lakes but portage only in one place. Ladies K1 and C1/C2 will have a lazy day - only 7 miles to leave behind!

South of Funen lies a small island, Thurø. The letter ø means island in Danish. The radius is about 14 miles and each year we have a race for K1 around the island, this year it is on the 9th August. Usually the Germans take part in this race.

Our oldest - and most trying - L-D race is Kronborgløbet, a race for K1 along the coast from Hellerup, just North of Copenhagen, to Elsinore. Distance: 20 miles. The race is only for paddlers sure of themselves as the sea can be very rough, but it is a very in-

teresting event both for paddlers and followers, and support is increasing. Last year we had paddlers from Norway and Sweden participating, and we will see them - and perhaps English paddlers? on Saturday 12th July. We have been host to the famous Copenhagen Regatta held each year at the Bagsvaerd lake, just outside Copenhagen, but this season the Regatta will move to Holstebro. However, the Bagsvaerd will be meeting-place for the Nordic Championships between Sweden, Norway, Finland and Denmark.

Beside these events, our paddlers will be occupied during the summer each week-end in national races, and we shall send our paddlers abroad to fight other nations. First of all of course, we want to be represented in Moscow for the European Championships in all classes, and we will be represented at the Ribadesella the English and the Irish Open Long Distance Championships and in other international races.

CANOE SPORT TRAINING

Our federation will - in cooperation with the Swedish federation - invite all paddlers, in kayaks or canadians, racing or touring, to a summer-camp in the Southern part of Sweden, only 60 miles from Copenhagen. Here, on the river Lagan, lies a tiny island - The Paradise - in a beautiful lake-country. From 5th to 13th July we hope to see many of our young paddlers up here, boys and girls, and grown ups as well, and there will be instruction in paddle technique etc. The week before we start a tour down the river, 100 miles for K1 and 60 miles for canadians. Should any English pad-



Start of the Gudena race at Skanderborg last year.

dlers like to be with us, they will be most welcome.

Information about this arrangement - and about all other Danish activities, can be obtained from Erik Wilche, Hedebygade 9, 1754 Copenhagen V, Denmark.

WORLD SPRINT CHAMPIONSHIPS 1970

As Denmark will be host next year to The World Sprint Championships we are working hard for plans to put Denmark in the focus as the place where all canoeists from abroad are going.

INTERNATIONAL TOUR

Beside the championships we intend to invite touring-paddlers to participate in an international tour on the Gudena river. From Jutland they will be taken by ferry to Sealand, and here in Roskilde Fjord there will be a real Viking camp as a frame for a weeks' stay on a lovely island, but all that is still in the making and further news will be announced later.

DANISH CANOE MANUFACTURERS

In Denmark we have only three boat builders in the canoe manufacturing trade. The famous factories in Struer had again great success at the Olympics they only missed one medal, otherwise all the medals went to paddlers using Samson designed boats.

Now the Hunter has got a successor, 'The LANCER'. The manufacturer, Gerhard Sørensen in Struer, has used a pressure technique in building this boat but otherwise there are only small alterations from the Hunter. The Lancer has also Jørgen Samson as the designer as has all our boats.

While Gerhard Sørensen only build K1 and K2, the other firm Kirk & Storgard takes care of the C1, C2 and K4, and they too have a new model on the market, a new C2 SHEETA.

The third firm, Struer Boats, do all the work in glassfibre, and again Jørgen Samson is the man behind the successes. His K1 Tracer is very popular as a fast, stable boat suitable for LD, rough sea and white water. The touring kayak K1 Slender has become very popular in Norway and Sweden, and in Denmark we use this type mostly as a boat for beginners. For the first time Samson has drawn a K2 in glassfibre and this too will be for sale soon.

SOUTH AFRICA BOUND

Erik Hansen and Hans Viggo Knudsen, our best paddlers, have accepted an invitation to visit South Africa and will spend 4 weeks in this part of the world. They leave Copenhagen the 9th April.

USSR

SPRINT CHAMPIONSHIPS CONFIRMED

The sprint canoe racing championships to be held in Moscow are now confirmed. The events will be of EUROPEAN CHAMPIONSHIP status, the European Junior Sprint Championships being held Moscow 13th/14th August and European Senior Sprint Championships being held Moscow, 15th/17th August.

The World Slalom Canoe Championships are now almost certainly to be held in Bourg St. Maurice between 1st /8th August.

GERMANY

TOWARDS MUNICH '72

It has been announced that an artificial course is to be constructed for the rowing and canoeing events of the 20th Olympic Games, to be held in Munich from 26th August to 10th September 1972. The course will be built at Konigsdorf, 20 miles south of Munich and only 20 minutes by car when the new Autobahn to that area is completed.

At the first Council session for 1969 I had the honour to be elected as Chairman of the Competitive Council. You may not be aware of the organisation of your BCU Council. The whole body comprises elected and nominated members, each branch of the sport, touring, slalom coaching etc. nominating two people to serve on the body. Those elected represent the general members. The Council then divides itself into two Committees - General Purposes and Competitive Committee. Each of these Committees will deal as far as it can with its own problems and having done this the two groups come

add to its motto, in particular competitive clubs. If each organising body were to make a profit on each event it would bring advantages to all paddlers in the sport. Profit is not a dirty word, providing always that it is a fair one, and money is the one thing so desperately needed by all clubs. If only we had attractive club houses, changing rooms, showers, car parks, paid river rights and all the other things money can buy, we would be a really strong sport, drawing our members from all walks of life and more important, keeping them. I should like to see each race organiser make a good profit, the

COUNCIL - COMPETITIVE

together on full Council to briefly say what business they have done and to discuss any other matter that they feel should be debated by the full administrative group. This way we hope to achieve a democratic administration for the whole of the sport.

It is vital that these Committees function to the full and as far as my Committee is concerned, I hope that any competitive member of the BCU wishing to raise any matter, and having gone through the proper channels, will do just this.

The principle BCU Competitive event of 1969 will be the Canoe Sailing World Championship at Grafham Water from the 2nd to the 8th August, 1969. We hope this event will be well supported by all members.

We want 1969 to be an outstanding year of competition and we look to each club and each and every member for the support which will guarantee a good year ahead.

PROFIT

To continue the theme of competition but in the Long Distance Racing world. The word "profit" has quite a few meanings, the one I like best is, "Bring advantage". That term, bring advantage, is one which I would like every club to

bigger the better for all they can do with it is to spend it on canoeing. If one club could make money, so more could try and competitive canoeing would grow, attracting more events and more paddlers, and all the time offering better facilities. Let's face it, if you feel an organiser is charging too much and making an unfair profit, you are not forced to attend his event - there is always freedom of choice. Now let's look at one more word - 'loss' defined as a detriment resulting from losing; or harmful. To do something harmful to the sport is the very last thing anyone of us wants to do to canoeing, so I suggest that all the competitive bodies should make more effort to advertise our events, making sure no interested party is left out from the circulation of race information. Better organisation of the event, making the competitors welcome and, if provided, really good refreshments, with quick results and good prizes. There is no event in the country that could not stand improvement and I am sure if the organisers are honest they will agree with me. Now is the time for action so let us all pull together.

J. M. WOOLLEY



SCOUT CANOEING



No we have not disappeared from the scene, just missed last months issue, but so much has been going on that it is not true!

CANOE COURSES

These are filling up with people coming from further afield than ever before; Rangers from Wallasey, Scouts from Grimsby, Bristol and the Lancashire area - which is all very encouraging.

The courses at Longridge vary from basic canoeing to an introduction to touring, slalom and racing. I am afraid you cannot take part in any of the three specialised courses unless you have done a basic canoeing course - in other words you cannot run before you can walk!

A complete list of courses at Longridge can be obtained from the Warden, National Scout Boating Activity Centre, Longridge, Quarry Wood Lane, Marlow Bucks.

CANOE CONFERENCE

The Scout Association were well represented at the National Canoe Conference but the interesting point about the Crystal Palace effort was the number of Scout Groups that came along to see and place orders for kayaks of the specialised type. The price of these craft is not putting Groups off - perhaps they are finding new ways of raising money.

FIBREGLASS CONSTRUCTION

Many Scout and Venture Scout Units are taking advantage of the two K2 moulds which we have at the centre. The kayaks that have been produced are proving there usefulness - one has been in use during the Waterside Winter Series of canoe races and has been clocking up many miles. The moulds are limited for the use of Scouts only and if you are interested in producing a K2, contact the National Boating Centre, Longridge, for details.

use these moulds or intend building other kayaks in fibreglass may like to make note that an article, with photographs showing the stages of construction of a kayak built by Streatham Scouts using the Longridge Mould, is being completed and will shortly feature in 'Canoeing Magazine'.

AROUND THE COUNTRY

The 3rd Orpington Venture Unit sent in some very interesting information on their experiences in kayaks over the past few years - canoeing abroad and on home waters. The 1st Longridge Scouts Preston also sent in some details of their canoeing and a list of events which take place in their area that I have not seen advertised anywhere - and I am afraid they could not have heard of 'Canoeing Magazine'.



KENNET WINTER SERIES

During the Kennet Winter Series of canoe races some nine Scout crews have been competing and as with all other competitors, under pretty severe conditions at times. After the third race, leading crews in the juniors were quite close overall on points and well up was a crew from Longridge.

TRISH FROSTBITE



'... reported to be the coldest night in Ireland for some 129 years....'

MIKE CLARK on competitive CANOEING

'WREN'S NEST WEIR SLALOM', organised by the Wild Water Club, the programme read, and across the corner in biro was the note 'Our third slalom, Mike. Coming over?' Wren's Nest Weir - ah yes that's the big one on the Liffey Descent Long Distance, sounds interesting.....

It was Friday 14th February - once again no cards from admirers - snow was fluttering past the window and more was forecast for the weekend. With no British events on, I was toying with the idea of making Ireland for the weekend. A quick phone call to Craft Centre to confirm the

event was still on; another to the travel agent for a flight - 'No flight but you could go by train.' With cameras and toothbrush packed, I was off in the evening to Ireland.

Frozen snow crunched under my feet as I walked down the Dun Laoghaire railway platform in the early hours of Saturday. The sun was just making first light over Dublin Bay but off the sea came a chill wind - dam but it was cold, I hope Derek soon arrives. (Newspapers later reported it to be the coldest night in Ireland for some 129 years - trust me to choose this night to travel!) 'Hello Mike.' The Irish voice was music to my very, very, cold ears and within a short while I was tucking into a hot breakfast - there's nothing like Irish hospitality on a freezing morning.

It was canoe talk all the while - 'You should have been here for the Palmerston Weir Slalom, it was great!' The morning was taken up with talk at the Craft Centre in Dublin and meeting friends from 'The Descent'. During the afternoon I sat in on a committee meeting while the evening was taken up with some fine films at a hall

in Leixlip - canoe films of course. 'What's the water like for the slalom?' 'It's a bit low. You should have been here for the Palmerston Weir Slalom, it was great!!

Sunday morning dawned bright and clear but again very cold - certainly it was a day for wet suits. A fifteen gate course had been laid out below the weir and after knocking off all ice from the poles, competition got under way.

Slalom is a very new thing to Ireland and I was not really sure what to expect of the standard. However I was pleased to see that many of the lads had been doing their homework on gate technique and practice. The practice runs proved they knew what slalom was all about.

The battle in K1 was between two Salmon Leap Canoe Club members, G. Collins and A. Maher who after the first run were well ahead of all other competitors. Collins made a fine first run of 159 pts. with Maher just 21 pts down. In the second run both were out to improve their scores, but taking the course faster they only picked up more penalties. G. Collins, as he has done at the first two slaloms, gained the win. E. Lawrence of Wild Water Kayak Club, and now sporting a fine beard, gained the third place with a best of 253, and club mate W. Hallows taking fourth with 293. In the Womens event, last months cover girl June McCrea of Wild Water Kayak Club gained a win





with a best 220 pts, Valerie Talbot taking second and Audrey Lawrence in third place. Gay Nally of the Espoir Canoe Club made only one run to take fourth place. All credit to these girls who competed in conditions more suited to skiing than canoeing.

Well canoe slalom has made it in Ireland, the interest is there and growing fast. No doubt we shall see many of their paddlers after coming to events in Britain. Certainly one young lad, Gerry Collins, could do with a few training weekends with the British Team - the slalom potential of this paddler I think is extremely promising.

Organisation was reasonable although the Irish lads went to great lengths to explain the late start and number of short breaks in competition throughout the day. 'Things are a bit haywire, Mike. You should have been here for the Palmerston Weir Slalom, it was great!' Taken all round the Wren's Nest Weir Slalom was not so bad, in fact Mike was quite impressed and will certainly try to make another Irish event before 'The Liffey'!



CAPTIONS TO PHOTOS

1. Gerry Collins from the Salmon Leap Canoe Club who made the course look very easy with his fine style.

2. One C2 crew making a desperate bid for a gate below the weir.

3. A. Maher again from Salmon Leap Canoe Club, really putting some power behind a paddle stroke! Just look at that shaft.

4. Looking a little worried after a winning run - Miss June McCrea.

5. W. Hallows of Wild Water Kayak Club going into a gate just below the 'stopper' of Wren's Nest Weir.

6. Thoroughly enjoying herself at this Irish slalom, Valerie Talbot makes for a gate.



'CANOEING MAGAZINE PHOTOS'

CANOE SPORT FILMS AT 'ROYAL'

ERIK WILCHE, manager of the Danish canoe teams that have competed in Britain and the Irish Liffey Descent for the past two years, will be again in the country (at Easter) looking after the Danish crew that is to compete the De-
vizes to Westminster Marathon.

Erik will be bringing with him a number of canoe sport films and will present a showing of these at the Royal Canoe Club, Teddington, at 7.30pm on Monday 7th April. The films will include

and that Mr. Allan Blenkarn had been appointed Amenity Services Manager.

Mr. Blenkarn, who is 45, is at present the Board's Deputy Chief Engineer.

"One of my chief aims in this exciting new post," said Mr. Blenkarn, "will be to swell the number of pleasure boaters on the canals - whether as owners or hirers. I want to ensure that the canals are always in a pleasant and acceptable state for the enjoyment of these people as well as anglers, naturalists,

NEWS-NEWS-NEWS-IN BRIEF

such races as the Sella, British Long Distance Championships, and Irish Long Distance Championships (Liffey Descent) as well as number of canoe sport events in Denmark, Norway, Sweden and Finland showing touring as well as racing.

These films should be of great interest and all paddlers are welcome to attend the Royal Canoe Club on the above evening. For non competitive canoeists who do not know where the club is situated, the address is Royal Canoe Club, Trowlock Island, Teddington, Middx. The clubhouse is at the head of Trowlock Island which is reached by chain ferry from the bottom of Trowlock Way, a turning off Broom Road, just below Kingston Bridge.

BRITISH WATERWAYS BOARD New Amenity Division.

The popularity of the inland waterways for pleasure cruising, angling, sailing, rowing, canoeing and other recreational uses is increasing so much that the British Waterways Board have decided to create a new department to deal with these activities. Announcing this, Sir Frank Price, Chairman of the Board, said that the new Division would be called the Amenity Services Division

ramblers, industrial archaeologists and those who just want to stroll along the canal towing-paths".

The lifting of the curtain of uncertainty that had overhung the narrow canals for so long meant the go-ahead not only for the Board but for private firms and local authorities who now see a secure future justifying the expansion of hire-fleets and the establishment of marinas and other facilities for leisure enjoyment, now going on rapidly throughout the system.

'SCHOOL HOLIDAYS IN GERMANY'

The latest list giving details of holidays for parties of schoolchildren has just been published by this office and copies are available on request. The list has been compiled from the programmes of 30 specialist Tour Operators in this field and lists details of 210 different holidays in all parts of Germany, many of them in the Rhineland. Some operators are offering 'special interest' holidays to include such outdoor activities as sailing, canoeing, riding, cycling and gliding.

Office referred to in above:
German National Tourist Office,
61, Conduit Street,
London W. 1.

THE MONTH AHEAD

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

WHERE TO GO - WHAT TO COMPETE - WHAT TO SEE

APRIL

4th/7th

DEVIZES TO WESTMINSTER CANOE MARATHON

5th/6th

CANOE SLALOM, GRANDTULLY, 1st Div./Team event. Details: C. McAllister, The Nook, Balmoral Road, Grappenhall, Warrington, Lancs (LEEDS CC.)

12th/13th

CANOE SLALOM, PONT-ar-ITHON, Novices/restrt. Open. Details: M. J. Darlow, 8, East Rise, Sutton Coldfield, Warwicks. (BIRMINGHAM CC).

CANOE SLALOM, FAIRMILEE, Novices/restrt. Open. Details: G. Allen, 57, Grange Road, Edinburgh 9. (EDINBURGH UNIV. CC)

13th

LONG DISTANCE, LEAM, B13 P9. Details: R. A. Sowman, 56, Warwick Place, Leamington Spa, Warwicks. (LEAMINGTON SPA CC)

20th

CANOE SLALOM, SHEPPERTON WEIR, 2nd Div. Details: A. Taylor 117, Queens Road, Teddington, Middx. (SHEPPERTON CC)

LONG DISTANCE, LEA AND STORT, B13 P9. Details: Mrs. E. Ash, 88, Rundells, Harlow. (HARLOW CC)

26th/27th

SLALOM AND WILD WATER RACE, APPLE TREE WICK, 2nd / 3rd Div./Open Team. Details: M. J. Markham, 22, Wrenbury Crescent, Leeds LS16 7EG. (LEEDS CC)

27th

LONG DISTANCE, THAMES, B13 P2. Details: Mrs. D. Keates, 14B Heath Road, Twickenham, Middx. (CANOE TOURING CLUB)

MAY

3rd/4th

CANOE SLALOM, LLANDYSSUL, 2nd/3rd Div/restrt. Team. Details: J. Harrison, 9, Queens Parade, Bristol 1. (BRISTOL CC)

LEVEN TEST. Details: E. B. Totty, Craigmuir, High Knott Road, Arnside, Westmorland. (LAKELAND CC)

LONG DISTANCE, LONDON RIVER RACES. Details: F. Luzmore, 31, Petersham Road, Richmond on Thames, Surrey.

4th

LONG DISTANCE, BEDFORD, B15 P5. Details: Mrs M. Green, 2, Highfield Road, Impington, Cambs. (VIKING CC)

RAPID RIVER (SCOUTS) RIBBLE. Details: E. M. Whewell, 479, Manchester Road, Bury.

CANOEING COURSES AT LONGRIDGE (SCOUTS, VENTURE SCOUTS AND LEADERS) available from the Warden, National Scout Boating Centre, Longridge, Quarry Wood Road, Marlow, Bucks.

CANOEING AND COMPETITIVE CANOEING COURSES AT C. C. P. R. CENTRES (Plas y Bremin, Bisham Abbey) details available The Central Council of Physical Recreation, 26, Park Crescent, London, W1N 4AJ.

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ADVENTURES ON THE DURANCE

WITH JOE GRUNING

Right from the start, our 1968 canoe tour caused difficulties. To begin with, I did not even know at first who would take part in the trip, because my daughters are grown-up now and have plans of their own. In the end, Claudia decided not to join us but to paddle to Holland instead during her holidays, but Barbel and her fiance, Gunter, could be lured to the South of France by the promise of nice, hot weather for the holidays. (How right I was! We had wonderfully hot weather in France, whereas the weather in Germany was cool and rainy all the time.) For our river, we chose the Durance, a tributary of the Rhone which has its source in the Alps and joins the Rhone near Avignon. As the map shows, the Durance is one of the largest rivers in the South of France.

This time, we made the journey to France by car, because we hoped to save money in this manner. And, as things turned out, Gunter's car was a great help on this tour. We drove first to Geneva and then through the French Alps to Sisteron (Basses Alpes), a medieval town on the Durance which has a good camping site.

My first glimpse of the Durance gave me something of a shock, the river is very fast here - I guess that the current

had a speed of at least 15 km/h - so that there is little chance of going upriver or landing in time when you come across an obstacle. Moreover, there seemed to be plenty of stones and shallow passages in the water!

We stayed at Sisteron for two days in order to get the canoes assembled and



do some sight-seeing - the castle and the old parts of the town are really worth seeing - and during this time I studied the river as much as possible, but this did not help us much beyond Sisteron, of course.

We started in three single canoes and were glad that we had not chosen the two-seater Klepper boat for Barbel and Gunter, because the two-seater would have been too clumsy for this type of river. We passed safely under the bridge of Sisteron and got into the first stretch of rough water. But everything went well, although we got wet sometimes, when the waves were really high. With the current as strong as this, we made good progress and the first few kilometers hurried past in a very short time.

Then, I capsized as the first member of our group, because my boat and I had a minor difference of opinion as to how we should steer around a big stone

in the middle of the Durance. I did not think much of the accident, but turned the boat back, bailed out as much water as I could without unloading, and got into the canoe again. At temperatures around 37^o C it does not matter so much to get wet! When we landed in the evening, however, we discovered that there was a big rent in the skin of my canoe. Fortunately, the rent was just under the wooden structure of the boat, so that I assume the skin was pressed against the wood and only little water leaked into the boat.

Chateau Arnoux, where we spent the first night on the Durance, was one of the surprises which the Durance had in store for us. Although the canoe guide and my map had mentioned no such thing, there is a large dam here across the river, which we had felt miles upstream by the slackening of the current. This weir as others on the Durance, does not only generate electricity, but diverts much of



Our start from Sisteron.

the water to fill a canal which runs parallel to the Durance and serves to irrigate the land. Useful though such weirs may be, paddlers do not like them very much, the more so as obviously nobody had thought of canoeists when the dams on the Durance were built. There was not even a road or a path around the giant installation. The only opening through the sluice dam was a tunnel for the railway line.

By the time we reached Chateau Ar-noux, we were tired by the lack of current and by a strong, cold wind which had inconvenienced us during the last few hours and which we took to be the famous "Mistral". We decided to spend the night here and to portage the canoes around the weir in the morning. We erected our double tent on the high bank of the river, between thistles and hard grass, but in the neighborhood of the watchman's house where they gave us water and informed us about the trains which were due next day. We planned to use the railway track for getting around the weir, but, of course, did not want to be surprised by a train when carrying our boats through the tunnel!

Next morning, after a leisurely breakfast to steel us for the hard work ahead, we began to carry our canoes and all our other things around the barrage, i. e. out of the water, over large stone blocks, up to and along the railway line, through the tunnel, and again down a steep slope to the little trickle of water which was the Durance after the weir. All in all, this took several hours, so that it was dinner-time when everything was on the other side of the barrage. So I prepared a meal of rice and meat and made a pot of tea, and we rested for an hour or so in the sparse shadow of a bush. It was awfully hot on this day, and we were glad when we were in our canoes again. All seemed to go well at first. The current was still very strong and there was normally enough water for our canoes, so that we had to wade only once or twice. We drifted along, content with us and the Durance, and then it happened.

We had just taken the left arm of the river, around an island, when I heard the ugly noise of a water-fall directly in



Old Tower in Sisteron .



Sisteron Citadel .



Sisteron Citadel



View from Citadel towards the Alps.



Downstream of Sisteron.



The famous rock 'La Baume', Sisteron.

front of us. I turned my canoe around as fast as possible and paddled with all my might to the left bank of the river, where, after some unsuccessful efforts, I managed to tie the canoe to the branches of an overhanging tree. Then I got out because I wanted to inspect the source of that noise. In the meantime, Barbel and Gunter had also turned their canoes and had reached the bank a little bit upstream from me. Barbel tried to find a hold in the thorny bushes on the bank, but when she had finally grasped a branch, the current seized her canoe and she overturned and was in the water before I really knew what happened. The water was rather deep here, so that Barbel could not stand, but she managed to turn her boat upright and then I grasped her from my tree and helped her climb out of the water. How glad I was when she was safely beside me, with that ugly unexplained noise before us! In the meantime Gunter had also drifted down to "my" tree - very cautiously, of course - and had got out of the canoe, so that we were all now in safety. After having made sure that all our canoes were tied securely to the tree, we fought our way through the thorny bushes of the steep bank and climbed to the top, from where we had a look on the "water-fall". The obstacle which had caused all this excitement was a large pipe, part of a pumping installation which provided water for a fruit plantation.

Since the pipe crossed the river not transversely to the current, but at an angle, I do not think that we could have got safely over it in our canoes. Perhaps it would have been possible to heave the canoes over the pipe, but now it was too late, because Barbel had lost her paddle when capsizing, and we had to get a new one before we could think of continuing down the Durance. (Contrary to earlier trips, we had not brought extra paddles. We had been a little bit short of paddles, because Claudia needed them, too, for her tour to Holland, and, besides, I had not imagined what the Durance would be like!)

But, first of all, we wanted to find a dry place for the night and something to eat, if possible. After a thorough

search, we found a spot where it was possible, although with difficulties, to take the boats out of the water and push them through the bushes upwards. When I saw that Barbel and Gunter could manage the canoes without my assistance, I left them, because it was already rather late and growing dark, and we had no water and not very much food, either. I came to a "ferme" where I found an old woman, who was full of pity with our mishap and offered me her last piece of bread, which I did not want to take, however. While I was there, however, the old lady's daughter-in-law came to visit her, and when she heard what had happened to us, she offered to give me a lift in her car to the next village - Dabisse - so that I could buy some extra nice things for our evening meal. (In France, the stores are open till late in the evening.

In this case, it was almost 10 o'clock in the night!) In the meantime, Barbel and Gunter had had a visit from the old lady, who told them that the pumping station had only recently been installed and that, normally, the pipe lay on dry ground and got its water from beyond the island. It was our own bad luck that we had chosen this arm of the river and that the water level was such that the pipe was immersed!

Although it was quite dark by now, we erected our tent between pear trees and padded it with dry straw which the old lady had offered us, because Barbel's and my air-mattresses had been in Barbel's boat and were soaked. We had a luxurious meal and enjoyed the feeling of being dry and safe, and so it was midnight before we went to sleep.

continued next month.



Looking downstream on the Durance from high in the Sisteron Citadel



On our way with one last look back at Sisteron towering on the cliffs.



PHOTO OF THE MONTH

Canoe Slalom at Wren's Nest Weir, one of the most infamous hazards on the Liffey Descent Canoe Race.

'CANOEING MAGAZINE PHOTO', Mamiyaflex, 180 mm lens 1/500 at f22 on Tri-x.

AGE-TRADE PAGE-TRADE PAGE-TR/

THE CANOE CENTRE

The Canoe Centre announce that in order to rationalise their production still further, and to cope with continually increasing export orders, they have arranged for the Struer range of racing kayaks (including the Glass Glider, Pointer and Hunter) to be handled by Messrs Jenkins, and Lancefield, "Moonraker Canoes," Corsham, Wiltshire, to whom all future enquiries should be addressed.

NEW 'LANCER' K1

From the Canoe Centre we learn that the new Struer Lancer K1 will be arriving in the next few weeks. This model, at first sight does not appear very different in appearance from the Hunter K1, nor should the performance be very different. The manufacturers are now using a new compression plant, and the slight change in design has been necessary to suit the new equipment.

THE 'BAT' CANOE

No longer is canoeing merely a pleasant method of getting away from the noise, smells and turmoil of towns and roads. Particularly to the rising generation it has become an exciting sport in which they are very keen to become proficient.

Consequently British Canoe Union Coaches are in much demand and their number is rapidly increasing.

Naturally good coaching depends quite largely upon good equipment and an

important contribution in that direction has been made by a B. C. U. Senior Coach - Alan W. Byde - who has designed the "Bat" - or to give it its full name the "Baths Advanced Trainer."

This highly specialised canoe enables coaches to teach young aspiring canoeists in the relative safety of the swimming baths all the basic strokes and manoeuvres, including slalom turns, rolling, looping, diving, capsizing drills etc. The canoe is so designed as to require speedier reactions than are normally demanded, so that when the pupil goes out in a normal canoe onto river, lake or sea, he is not only capable of far higher performance, but can so use his canoe with far greater safety.

Ottersports Limited, of 8-10 Broad Street, Northampton have produced the "Bat" Canoe in sturdy glass-fibre and a range of attractive colours complete with bucket seats, closed cell rigid urethane foam buoyancy inbuilt at both ends, knee bulges etc., at the very modest price of £25. 10. 0d

Its robustness, economy in storage space (it can hang on a coat hook) and ideal suitability to its job are making it extremely popular with Local Authorities, Schools, Canoe Clubs and all other organisations wishing to produce a well trained generation of canoeists.

Length 8'5" (258cm.); Beam 20" (58cm.); Cockpit 26" (71cm.) x 16" (41cm.); Weight 311bs. (14 kg.) approx.



CARBON FIBRE KAYAK

The Royal Aircraft Establishment Farnborough and Streamlyte Mouldings (Marine) Ltd., have worked together to patent and produce the most technically advanced kayak in the world - the construction uses Britain's new wonder CARBON FIBRE. Carbon Fibre is stronger than steel yet five times lighter. Streamlyte Mouldings are confident that this new process is the biggest step forward in canoe construction since the introduction of the glassfibre kayak, and that reasonably priced Carbon enriched re-inforced kayaks will soon be on the market. However up to now the biggest drawback in using this new material has been the very high production cost of Carbon Fibres. Now after many months of experiments it will soon be possible to produce these wonder kayaks at a marketable price and at least three of these craft will be in use at the Grandtully Slalom.

Also from Streamlyte comes news of another new kayak they will shortly be marketing - the GRASSEN SCHNELLER. Streamlyte are proud to announce that they are the sole U. K. agents for this slalom kayak that is at present only available in a limited supply and priced at £47. 5. 0d

GAYBO LIMITED

Gaybo Limited inform us that they now stock the TURBO SUIT manufactured by A. Tillbrook & Co. Ltd., that was mentioned in last month's Trade Page.

GLASS HUNTER K1

The first Hunter K1 in glassfibre was produced by The Canoe Centre some weeks ago (before the Struer transfer to Jenkins & Lancefield) and has been in use with a number of paddlers. First reports in are very favourably to the glass version.

DRESSED FOR ACTION - FOR £13

Week by week the cost of living rises. But when it comes to dressing for the outdoor life, do you have to put up with higher and higher figures on the price-tags?

Taking a new look at their range of up-to-date clothing at down-to-earth prices, Milletts - the clothing and camping specialists - have come up with this answer in casual wear. The whole outfit costs just £13. 1s. 7d.



Here is what it includes: singlet and briefs (4s. 11d. each) T-shirt (5s. 6d) lightweight knuckle-cord trousers (£1. 17s. 6d.) belt (5s. 11d) seaman's jersey (£2. 15s.) heavy ribbed wool socks (2s.) fell boots (£1. 9s. 11d) Arctic parka (£5. 10s.) and gloves (5s. 11d).

AGE-TRADE PAGE-TRADE PAGE-TR/



BROADENING THE BASE

During this winter the Sprint Racing Committee is assisting nearly 30 paddlers all under 19 years of age, in three separate series of monthly training weekends held in conjunction with training weekends for seniors.

The first series (under Mr.R.Lawler) is designed for juniors who work with very experienced paddlers or in known training groups and for this reason their needs are not the same as for paddlers attending the other courses.

21 juniors (of which 7 are Scouts) from newly established or isolated training groups are taking part in the other two series, at either Marlow or Birmingham. As well as giving the opportunity of meeting other paddlers during the winter months, these two courses have been designed for juniors who have some racing experience but being isolated, have not the coaching assistance they require. The weekends, therefore, inform and advise on the methods of conditioning the body for sprint racing by covering the following:-

How the body works and the physiological effects of training.

Principles of training, keeping training logs and planning a training year.

Training for fitness, muscular endurance, strength and stamina.

The psychological approach to training and to competition.

Each paddler is tested every month to evaluate his strength, fitness and muscular endurance. To complete the series, Easter will be spent at Sharpness Gloucestershire, with three days of competition and when we disperse I hope that each paddler, instead of having an athletic mind, will depart able to train and think with the mind of an athlete.

For some time the Sprint Racing Committee has been aware of the problem of producing racing coaches but over the last three years could not do much about it, the Committee having insufficient strength of persons with the knowledge required. Canoeing is privileged to be one of the 19 Olympic Sports. It follows that the British Canoe Union, has an obligation to the Country to produce an Olympic Team. This has taken all the available coaching resources of the Committee.

Last May, the SRC formed a Coaching Sub-Committee of Jack Bannister, Roland Lawler and myself under Team Manager Ron Emes. Since then I have put into operation a pilot scheme to establish requirements for the content of examinations and the testing of sprint racing trainers. Various persons with an interest in coaching and in the under 19 age group particularly, have been invited to take part in this pilot scheme and are assisting me at the weekends in Marlow and Birmingham, acting as trainers. They are:-

Chris Baker from Marlow, David Cook from Sheffield, Jim Macintyre who flies in from Bangor Co. Down with the help of the CCPR in Northern Ireland, Ted Tandy from Bath, and Alan Tullett of the National Scout Boating Activity Centre in Marlow.

The trainers are given a project for each monthly training weekend and it will be seen from the syllabus that they are having to do a lot of research but have been advised on their reading matter for study. During the Easter weekend they will help run time trials, a racing pool and finally organize and run a regatta. Contact will be maintained during the

summer months but to a lesser degree. However, an opportunity will be given to act as, or to see the work of a team official abroad at a couple of international regattas, to enable them to experience international standards of sprint racing and showing how a sprint regatta should be run.

In due course a report on the Pilot Scheme will be submitted to the Sub-Committee and no doubt they will also

take a look at the coaching schemes of organisations like the Amateur Athletic Association and the Amateur Swimming Association.

I hope that the paddlers by their enthusiasm, will be able to strengthen their training groups and that with time the BCU Coaching Scheme Area Organisers will have the assistance they require.

Rowland J. Jones.

SLALOM JUDGING

THE STANDARD EXPECTED OF THEM
(the judges) WILL BE VERY HIGH.

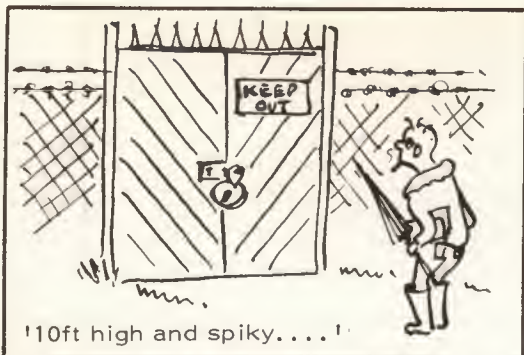
BY BILL HAGGER

But spare a thought, organisers, for those judges who are expected to stand in judgement on a rock in midstream with water lapping over their boots, or, there was a time when I was bidden to judge at Llangollen; honoured I said, and on the day appointed I rose at dawn, loaded my car with giant umbrella, biros to supplement the blunt pencils supplied on these occasions, spare sheets of paper, plastic bags to keep the sheets of paper dry, wellingtons, mackintoshes and all the other paraphernalia that a competent judge needs.

I hurtled myself down the A5 luckily empty even of speed cops at this hour, and reported to control, having parked the car by the gates all ready for a speedy get away... Time 8.50 a.m. Control mostly still in their sleeping sacks! I eventually attract attention of harassed official who produces score cards, pencil, mentions rather deprecatingly that I have been allotted gates 9, 10 and 11, and they are a bit difficult to get to: up the railway, through the gate, past the onion bed in



'hurtled myself down the A5.....'



the allotments and follow the telephone wire; and would I take my telephone with me and plug it in. I re-assure him that I can manage all this, though I look at the army type telephone with some suspicion - soon justified - as the first one we try doesn't work, nor the second; eventually a third is found, there's no time to try this, so I pick up my belongings and start off.



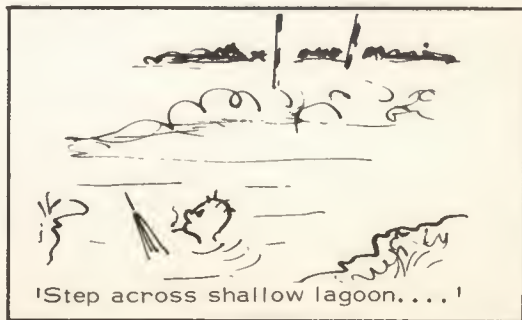
Immediately there is a shout from the loud hailer, will the driver of the car by the gate please move it. Does this mean me? Yes, so down with the gear, off to the car, remove it from the gate and re-park, back across the railway, pick up the gear again and trudge off to find my post. Time now 9.10. Find the path up the bank, and the gate, but alas it is 10 ft. high and spiky. There is no room to slide the bulky field telephone underneath, I can't reach to fling it over the top, and cannot climb over single-handed carrying all the gear, no-one else is in sight.... Back I go down the railway line, looking for a gap in the fence on top of the bank,

find one at last nearly back at control, clamber up the slippery bank, hurl telephone and other gear over, climb over myself, retrieve gear, which has landed amidst piles of broken glass underneath a bed of nettles. Look around for way out and find myself inside a wired-in chicken run! However, there is a gate at the far end, and this one isn't locked, and find myself, in the allotments. I see the onions but no sign of telephone wire? Push on further, climb another fence, more allotments, more onions, and at last the tele-



phone wire. Skirt round onions so as not to annoy the allotment holders, and follow wire which disappears into bramble thicket, I follow suit and find myself about to step over precipice, water bounding past at the bottom, the river having obviously risen since yesterday, when, from the other side I had seen judges standing on dry land.

Make cast up-stream in search of way-down, find cliff only gets higher; return downstream and decide to settle for overhanging tree as a means of des-



cent! Cast telephone and other gear down on to piece of land that is not entirely under water, then grasp branch and follow suit, branch of course breaking. Pick myself out of the water, grab telephone and go in search of wires which have now disappeared again! Abandon search for wire as time now 9.25, and look for gates. By crouching practically double in the water I can see gates 10 and 11, but no sign of 9, it must be upstream? Follow path round bushes and over tree stumps, then path disappears under water. Step across shallow lagoon which I hope will be below the tops of my boots - it isn't! But now, at last, I can see gate 9, and within yards is the end of the telephone line, but from here gates 10 and 11 are entirely hidden by trees and bushes. I plug in telephone and wind handle, nothing happens. Is this my fault for hurling it in the nettles or was it faulty anyway? Only person in sight is the rescue boat in the middle of the river; attract his attention with some difficulty and ask him to contact

control and ask them to hurry up the scribe they had promised to find me. Find that if I station myself within view of gate 9, abandon the telephone, and rush madly down the bank leaping over trees, bushes and shallow water, I shall just have time to observe slalomists going through gates 9 and 10. Return to telephone and give handle final despairing wind - miraculously it works. Explain that this is the first and last call from gates 9, 10 and 11, and settle down to mark my score cards. It is now 9.30 but where are those competitors???

STOP PRESS STOP PRESS STOP

GENT REGATTA

On the 3rd/4th May, sprint races will be held in Gent-Belgium. Distances 10,000m, 1000m and 500m in K1, K2, K4. Details and entries to: Marcel T'Joncke, Stapelplein, 1B, Gent/Belgium. Before 19.4.69.

All English paddlers are cordially invited. Possibly to camp or to stay in boathouse.

COMMENT *Letters to the Editor*

This lifejacket correspondence goes on and on. It is obvious that those who are continually plugging lifejackets and their compulsory wearing, are just plain frightened of water.

I do not care who wears lifejackets - every other canoeist can do so if that is what they want - but I do not want to and also I wish to be able to please myself. You bet I will wear one when conditions dictate but it is the conditions which should dictate and not people.

Anyone who needs the psychological advantage of a lifejacket should not be canoeing. I am not saying he must not canoe - that is his business, just as wearing my lifejacket or not is mine.

I may say I think capsizing is part of the fun of canoeing and it provides an excuse for a swim. Coming out at a weir and being carried along under water yards downstream until being ejected up is a wonderful feeling. Also I can tell you that if I come out in the vicinity of power boats

I like to be able to dive down and avoid them if necessary.

The only time I was frightened on coming out was when I was wearing a lifejacket. I felt as if I was in a strait jacket - unable to get from under my canoe to which I seemed to be pinned. Psychological no doubt. You see I do not like wearing a lifejacket but I do enjoy swimming.

Having got that off my chest and to conclude, I fully agree that organised youth groups should have lifejackets and certain types of competitive canoeing make them necessary - but leave CANOEISTS as a body alone.

Incidentally - thank you Mr. Blandford for expressing what many of us have thought for some time. A real canoeist does not need a prestige symbol - he just wants a boat.

Yours sincerely,
M. Hoad, Richmond CC.

SELLA MISCELLANEOUS

Continuing a series of articles on the lighter side of the Sella Descent Canoe Race, held in Spain each year. Under the title 'Sella Miscellaneous' they are written by Hauke Patiste who is one of the main driving forces behind the Sella.

British team was celebrating the pots they had won on the Sella that morning. Sparkling cider, champagne and more efficient drinks ran freely in huge cups and disappeared with an ever increasing speed down thirsty throats. Early on Sunday morning the party decided to call it a night and have some fresh air at the port. They came to a "no parking" sign, and, of course, the inevitable "you won't climb that one now" was uttered. But he would and even did. Spanish sign posts are not designed for British heavyweights so it started to wave like a young palm tree in a storm, and the more our paddler climbed the more he returned back to earth. Eventually they lay both, paddler and sign, peacefully on the pavement. On Sunday the sign was missing. Rumours pretend that it even, in a mysterious way, reached England and is still exhibited, among more honestly won trophies, in a local club.

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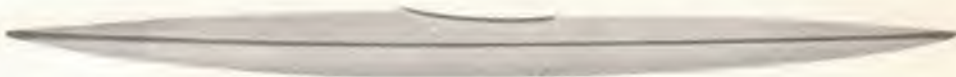
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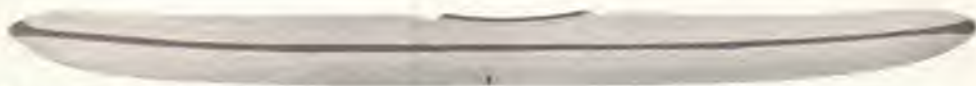


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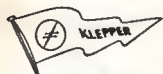
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