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Vol. 9 August 1969 one shilling & ninepence



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# CANOEING MAGAZINE

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## COVER PHOTO

Barbel building her folding  
kayak on the Durance trip.

Photo: Joe Gruning.

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# editorial

## OF POTS AND NUMBERS.....

It seems every month that my editorials are a moan at one side or other of our sport and here yet again are moans about Long Distance paddlers. However this month the points I have to make are not only my own observations but backed up by a number of organisers and paddlers who have asked me to draw attention to the following.

First 'pots'; Cups, Trophies, Shields of the perpetual nature. It didn't start with the B.C.U. AGM, where Pauline Squires found that both the trophies she had won last season had not been returned by the previous winner but from then on it has become worse. At almost every L-D event now the prizegiving is becoming almost a farce with numerous un-returned from the previous winners. If in our results I leave out a class or put only first place winners, in some events, I soon get the comment 'Why was my name left off the results?', then how must it be for canoeists who have just raced 13 or 14 miles to be given just a handshake at prize-giving and told very sorry the trophy you have just won has not been returned. Just two recent cases Royal Canoe Club Lady failed to return a trophy won at Chelmer last year, while at the Devizes to Westminster presentation, some two months after the event, a Richmond junior crew failed to return the trophies they won last year. Okay so the trophies look nice on the mantle-piece but after a year someone else has a right to them.

Second, numbers. Last season it was decided by the L-D Committee that our paddlers should have a white disc on the bow and stern decks of their craft so that race numbers could be easily drawn on before events. Now this has worked very well until recent events where paddlers are racing with old race numbers from past events, numbers crossed out, and in some cases two and three numbers on a single kayak! How the hell do competitors expect race organisers

to sort out winners with this sort of thing many of the time - keepers do not personally know the paddlers or the classes they are racing. The confusion caused at Poole L-D was ridiculous; certainly the time-keeper had recorded finish times along with race numbers but when put against the start sheet half the numbers did not exist! In the end Charles Evans had to run round paddlers asking where they finished! Its just not good enough, if canoeists cannot find the time to wipe clean their race disc and put in a new race number, these crews should be marked down as not finishing the course and lose their Hasler points for the particular event. Almost the same thing happened at the Wye race and here the organisers put in this complaint on the result sheet. It only takes a few seconds to wipe clean the disc, don't leave it until you race next - do it now. (Your editor always has a few discs in his car at L-D meets).

# MIKE CLARK on competitive CANOEING

The sky was quite overcast, a slight wind caused choppy conditions on the open water and as the minutes ticked away closer to start time, it looked as if this years Poole Harbour Circuit Race was going to be a tough event with exciting water.

With the course now going around Brownseas Island for seniors and all classes battling across the harbour to the mouth of the River Frome, there turning back across the Harbour, to finish at the Royal Marine Hard, there is only one way to follow this event - getting on the water with competitors. A quick word with the organisers soon



M. Mean of Harlow at Poole.



Part of the start of juniors at Poole.



Competitors on Chelmer Race

gained me a lift in one of the many Gemini rescue craft but with the conditions threatening to be rough, I was just a little worried for my equipment, there is just no protection in these small craft from sea spray .....

Off the start senior singles and doubles raced off in the general direction of Brownsea, with only a limited visibility it was a little difficult to see the island and soon crews were spread over a quarter mile front. Within minutes of the start some crews were already in trouble and rescue craft were kept pretty busy!

Both senior and junior crews got off the start almost to time with the Gemini bucking at every wave the scenes bounced on and off my viewfinder, with the law of averages I did get a few shots on centre! Just half a mile off the junior start I was pulling in a junior crew who had capsized and with the help of one of the Marine crew we had only just completed an empty out when another crew went over! So much for pictures, it seemed I was going to spend the race pulling out crews!

However as the race progressed the conditions flattened and the overcast sky turned to brilliant sun. In the junior K1 soon out in front were Kolar, Phelps and Hopkins, these crews keeping very close over all the six mile course. Towards the finish P. Hopkins of Royal CC and G. Kolar of Richmond managed to drop Harlow paddler J. Phelps, battling together over the last half mile almost stroke for stroke, Hopkins gaining the win with 57min 30sec, just 5sec clear of Kolar. In the junior K2 class it was the fine young crew of S. Bulley/G. Martin from Bourne Youth Wing who gained the win after leading all the way. Their time of 56min was 1½min clear of Lavars/Pritchard in second place. In the womens classes Miss F. Brereton/Miss I Mroz of Welsh Harp completed the course in K2 with a time of 1hr 22min, having made one capsize which was fortunately over a sandbank, the girls finding they could stand quite easily to empty out. In the touring singles Mrs Callen of Penzance CC won from Miss Harris while in the touring doubles Mrs M Coombes/Miss W



Top: K4s off the start of the senior event at Maidenhead Regatta.

Centre: The mass start senior doubles at the Chelmer Long Distance Race.

Bottom: Junior K2 winners at Poole - S. Bulley/G. Martin of Bourne Youth Wing

Coombes had a real walk over the Clevedon Youth Wing crew, winning by some 20 minutes.

In the senior events civilian crews showed the way home to Royal Marine crews although by an excellent piece of fiddling Marine crews managed to walk off with the main trophies. M. Mean of Harlow really put up a fine performance in the K1, winning by over 10min from A. Chapman and making a better time for the course than the winning K2 of P. Lawler/B. Greenaway. Further down the field M. Boshier of Royal CC had a struggle to gain 3rd place with Kitson on his tail and J. Handyside under Chalfont Park Colours making a good time of 2 hr 11 min to take 5th. Richmond crews took 1st, 2nd and 3rd places in the K2 really hammering all others, the Royal Marine crew of Glavin/Head only managing to gain 4th. In 6th place was a 'revived K2', that of B. Smith/J. Dalton of Canoe Touring Club. There was a time when this crew was hardly ever out of the first three in L-D events - its nice to have you back.....

My thanks to the Gemini crew who drove me around the Harbour.

The Maidenhead Sprint Regatta was held on 28th June and once again this friendly event enjoyed fantastic weather - I just don't know how they organise it! With the fine weather there was of course quite a number of traffic on the Thames but surprisingly this did not affect the racing as much as might have been expected. The entry was good and far better than last year but as in most sprint events the racing was predictable. Apparently the most exciting events of the day were held in the evening after I had left - the K4 senior and junior 10,000m. Only two crews completed the senior, Richmond crew of Lawler/Whitby/Avery Jordan holding off the scratch crew of Sowman/Bolam/Boshier/Hollier. In the junior event there were four crews out (Its a long time since I have seen four K4s at a British sprint!) and here there was a real battle between the two lead-crews, Richmond just holding off Royal to win.

Sunday 29th June saw a really first class entry for the annual Chelmer Long

Distance Race. Once again the conditions were perfect, although on the water a faulty automatic weir caused low water and made to of the portages a little difficult. Again a very fine race in the senior K1 with top paddlers Mean, Whitby and Jackson battling the lead. As at Poole Mick Mean was on form to win with a good 1hr 36min 6sec for the 13 miles but only just a win from M. Whitby of Richmond CC was just 4sec down. S. Hollier/C. Baker of Royal, after their thrashing in Sweden (against really top competition I must quickly add) were out in front at Chelmer for another win in the senior K2 pushing Lawler/Billen of Richmond into second place by some 3min. (young Pete Lawler seems to be pairing with every Richmond member these days). How ever adding more points to their Hasler lead, Richmond juniors Smith/Duke were out in front in their K2 class and again Burn/Hamlin were winners in the senior touring singles for the club. After their run away win last season in the Hasler Trophy, Richmond claimed that they were not going all out for the win this year and indeed many of their juniors race the senior class for competition, but even without trying the Richmond are again well in the lead by some 100 points.

In the womens classes Mrs D Lawler had an easy win in the K1, taking the class with 2hr 03min 6sec, well clear of Mrs S Pluthero. In the K2 our young Welsh Harp canoeists, Miss F Brereton /Miss I Mroz (who in future will be racing under the newly formed North London Canoe Club colours) gained a good win from Miss Tidman/Miss Aitchson of Catterham CC, covering the course in 2 hr 14min and leading right from the start.

For first three results of events see 'Result Round-up'.



'CANOEING MAGAZINE PHOTOS'

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# ARMY CANOE SLALOM

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The annual Army Canoe Slalom, open to Army Canoe Union members only, was for the sixth year held again at Shepperton, on 17/18th May. With some very fine water and a tremendous 'stopper', the event attracted seventy competitors who were divided into three categories - Open, Intermediate and Novice. The 'open' event was for ranking slalomists plus a few of the top 'intermediate' paddlers; the 'novice' event was for paddlers who had started canoeing after 1st September, 1968, and the rest were 'intermediate'.

It was very good spectator canoeing to watch Geoff Page, Frank Walker, Stan Cooper and Mick Brett take the three 'gates' on the tail of the main 'stopper' that were barely minimum width. The top wave ('gate' 8) took Ken Robinson on each run and swept him down through 9 and 10 upside down, to roll up and struggle spluttering back up for 'gate' 11. With these spectacular waves many swam. However many also canoed surprisingly well which bodes well for the Army team at the Inter Service Championships at Shepperton in September.

It is interesting to note in the results of the 'open' event the Slalom Division ranking of the 15 competitors. They read roughly as would be expected and it therefore seems likely that Frank Walker might well be in 2nd Division if only he could get away to compete regularly.

KEN ROBINSON.



M. Page - Army Youth Team, Hounslow.



Miss L. May overall ladies winner



G. Page - Open event winner



**DUISBERG - CANOE CENTRE FOR SAILING.** This is the second of a series of short articles on Duisberg, a centre for German canoe sport. These articles, written By Klaus Klein of 'Bertasee

**DUISBERG - CANOE CENTRE FOR SAILING.** This is the second of a series of short articles on Duisberg, a centre for German canoe sport. These articles written by Klaus Klein of 'Bertasee Kanu-Klub', Duisberg, cover sprint racing, canoe sailing, white water and touring.

**DUISBERG** is one of the few Canoe-Sailing centres in Germany. Both the International 10sq. metre (IC) and National class are to be found here. Two clubs, the 'Duisberger-Yacht-Klub' and the 'Duisberger Kanu und Segel Klub' are involved in Canoe-Sailing.

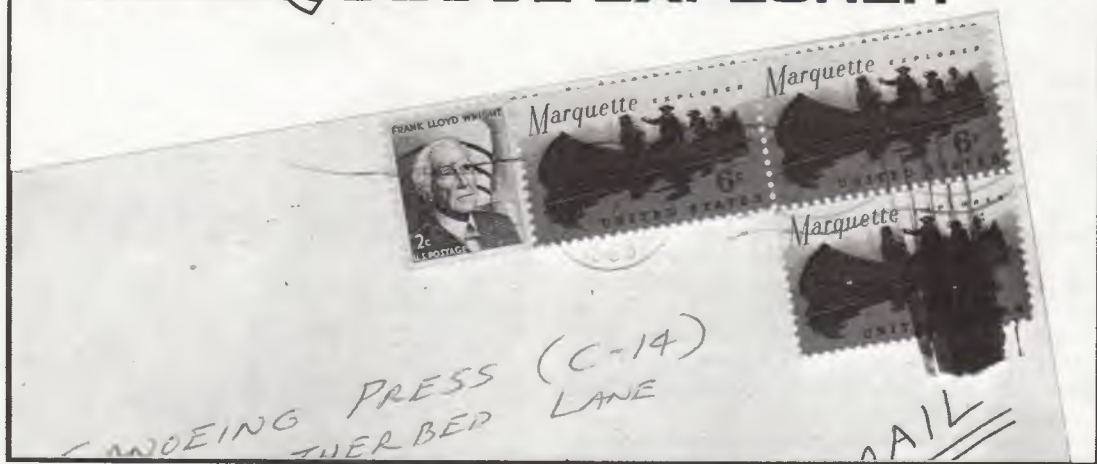
Regattas take place either at the famous 'Regattabahn' or at the Wambach-Lake. This lake is only half a mile away from the 'Regattabahn' and is going to be Duisberg's future recreation centre. Six quite big lakes that are all linked together will give sailing and canoe-sailing sport fine amenities and a big boost. Adding further encouragement to would-be canoe sailers is Wolfgang Domagalla, the German Canoe Sailing Champion for 1968, who is a member of one of the Duisberg clubs.

To encourage boys and girls into the sport, German youth championships are held regularly, while regattas all over the country provide some good sport for the younger ones. To have boys as young as 12 in a boat is not a rare sight.

Photos show German National Canoe-Sailing class competing regattas at Wambach-Lake and the 'Regattabahn' in Duisberg. Photos: 'Presse-u. Werbeamt der Stadt Duisberg'.



# MARQUETTE EXPLORER



A few weeks back the above stamps were on an envelope from one of our subscribers in America. In pale green, brown and black the stamps show four persons in a birchbark canoe, the words 'Marquette Explorer' across the top.

The stamps commemorate the journeys of Jacques Marquette (1637-1675), French missionary and explorer in America. With the fur trader Louis Joliet and others, he discovered that the Mississippi River flowed into the Gulf of Mexico and areal so believed to have been the first white men to enter what is now Illinois.

In 1673, Governor Louis Frontenac of Canada charged Father Marquette and Joliet to undertake a great expedition to search for a route to the Pacific Ocean. Marquette, Joliet and five other Frenchmen, left Lake Michigan to paddle their canoes up the Fox River to what is now Portage, Wisconsin. They carried their canoes across land to the Wisconsin River but here their two Indian guides deserted them for fear of what lay ahead. Marquette and his companions pushed on

alone down the Wisconsin until they came suddenly upon a broad majestic river - the Mississippi. They went south on this river, stopping for a peaceful meeting with the Illinois Indians. The chief of the Illinois gave them a 'calumet', or peace pipe, that was later to save their lives.

Marquette led his party down the Mississippi to the mouth of the Arkansas River where strange Indians with guns surrounded them. Only the sight of the Illinois peace pipe kept these Indians from attacking. Some of the Indians became friendly enough to tell Marquette that the guns came from other white men who were some ten days south - these could only have been Spaniards so it would have been dangerous to go on. The French explorer ended his trip down the Mississippi and returned to Canada by way of the Illinois River.

Marquette went into Illinois country again in 1674. However his health was poor and he died on the return trip. In 1677 his remains were brought to St. Ignace, Michigan and buried there.

(My thanks to the U.S. Information Service for supplying the above details.)





## photo of the month

A paddler who always seems to make a spectacular picture, Tony Maher of the Wild Water Kayak Club, Ireland, seen behind a wall of water competing at the Appletreewick Slalom. CANOEING MAGAZINE PHOTO. Nikon, 500mm lens

**MIKE BELL**

# **CANOEING THE ORANGE RIVER**

In South Africa, one hundred miles inland from Durban is the Drakensberg escarpment. The Orange River rises there in the small mountainous country of Lesotho. The Orange is the longest river in South Africa. From its source at 10,800 feet it drops rapidly and soon passes the village of Mokhotlong. Three hundred miles farther downstream the river emerges from Lesotho near Aliwal North and flows westward across the interior of South Africa to the Atlantic Ocean.

Canoeing expeditions have travelled down the river from Aliwal North, but the upper parts of the river are not well known. The first people to canoe on the upper part of the Orange were led by Des Watkins. They landed on the dusty airfield at Mokhotlong and their canvas canoes were carried down to the river on donkeys. The rapids took their toll and after a few days most of the canoeists were trudging along the banks of the river. With only one canoe left they reached the Mashai store, 60 miles from Mokhotlong, and they were picked up once more by aircraft.

Brian Gray and I came across an account of this journey, and although we were not canoeists it sounded great fun

and we decided to attempt a similar trip. The main object of our trip was to continue farther downstream onto the "un-canoed" part of the river and to try to reach Qachas Nek.

Mike Ayling of the Natal Canoe Club came to our assistance in building two 13 foot fibreglass canoes. We were joined by Herb Mostert and Dave Pullen who had a double canoe named "Semonkong" after the mythical serpent monster - which according to the Basutos lives in a gorge in a tributary of the Orange.

One morning last December two cars laden with canoes set off across Natal. At Sani Pass we tied the canoes, laden with food and kit, to the top of a truck. Clinging to the top of the overladen Land Rover we started up the rough dust road which leads to Mokhotlong. We soon realised why only four wheel drive vehicles are allowed up the pass, as we looped up the hairpin bends, several bends were so sharp that the truck had to reverse several times to get round. Our right to use the road was contested by trains of pack donkeys, which plodded upwards loaded down with sacks of maize, lengths of timber and a kitchen table.

We eventually reached the top of the pass at 9,500 feet and the desolate treeless uplands of Lesotho stretched

ahead of us. This high country is snow covered during winter, and in the more sheltered valleys Basuto shepherd families live in small, thatched stone huts. The rough track climbed to over 10,000 feet and then began the long slow descent into the Orange river valley. The countryside became less desolate as we went down and crowds of small children rushed out to wave and ask for sweets.

Late that afternoon we saw at last a ribbon of sparkling water, glittering in the sunshine far below us. Soon the truck was unloaded and we waved goodbye to the Basuto driver. Our objective was Qachas Nek 160 miles downstream, the next place where a road comes near the river. We had two weeks supply of food, camping gear and rucsacks in case we had to walk home.

None of us had done more than paddle round a reservoir before and much to Brians delight I soon capsized in a small rapid below the campsite. Herb and Dave followed in "Semonkong", half-way down they ran onto a rock and with a crackling noise the canoe broke in half. The camp was soon a wilderness of hairy fibre-glass and sticky resin. Much to Herbs disgust, repair work was disturbed by fits of hysterical laughter from the less responsible members of the party.

Sitting round the campfire that night we discussed our plans. Supper consisted of sandy macaroni, this simply made dish is prepared by tipping over the pot and then shovelling the food quickly back in again.

Next morning in the warm dry air the resin set fast and repairs were soon complete. Food and equipment were packed in thick polythene bags and jammed under the decks of the three boats. Unluckily it didn't all fit in, the result was the strange sight of two canoeists wearing rucsacks. The water level was low and in many places the heavier double canoe ran aground and had to be dragged along the river bed. By sunset we had covered about four miles.

Generally we pitched camp about 15 feet above the river to avoid sudden floods, but one night we were rather surprised to see flood debris caught in the branches of trees high above our

heads, and a good 25 feet above normal river level.

Next day started spectacularly when Dave turned to wave and promptly capsized, much to the delight of the watching Basutos. We caused a minor upset to the agriculture of the valley, as the message of our arrival was shouted from hilltop to hilltop in the traditional African way, and people rushed down to see the strange boats and people passing. The Basutos we met were very friendly and shouted "dumela" (greetings), as we passed. The country is very poor, and small fields are cultivated with hoes in the narrow strip of alluvium along the river. Most farm work is done by the women and children, as the men work in the cities and are often away for two years at a time.

Herbs boat was leaking badly along the joint. It had been renamed the "Queen Mary" because of the heavy load of water it carried. Many stops were made for patching, but new cracks appeared every time a boulder was hit. Apart from this trouble the day was a delightful succession of short stretches of flat water separated by sparkingly rapids.

That night a fire was soon blazing and we sat around listening to the roar of the river and watching the orange glow of the sunset. Soggy sleeping bags and wet food were spread around and soon dried. We came to the conclusion that polythene bags keep water in better than they keep it out. Supper consisted of macaroni once again this time in solid lumps about an inch in diameter and completely raw, brave attempts were made at eating it!

The following day Dave and Herb continued the frustrating job of dragging the "Queen Mary" over sandbanks and even down shallow rapids were the lighter single canoes floated. On one sandbank a group of embarrassed canoeists clustered round their map, surrounded by a group of young Basuto women, several with the latest "topless" fashion. Their husband the local schoolmaster apologised for their excitement. He explained that they had never seen a boat before; he went on to ask us if we were travelling by canoe to save the air fare. No answer to that logic!

After four days we had covered some 25 miles and a quick calculation showed that we would die of starvation somewhere in the next 50 miles. By now the "Queen Mary" had been rechristened the "Titanic" because it would only float for about ten minutes at a time. Dave and Herb decided to give up the unequal struggle and abandon it.

Next morning we said goodbye and they set off with a walk of 120 miles ahead of them across the mountains to Qachas Nek. Late the same day Brian and I passed a large tributary called the Semena, the water was flowing fast, and brown with mud. This was a very different river from the sparkling mountain stream we had started down, and now we understood why it is called the Orange river.

That night as we sat drying out after our usual capsize we watched a thunder storm building up .. There was not much we could do because Herb and Dave had taken the tent, but luckily the storm passed and we fell asleep to the distant rumble of thunder.

Late the next day after a long paddle with fewer rapids we reached the bridle path that zig-zags up to the Mashai store. We walked up to the store in a blinding rain storm to see if Dave and Herb had arrived and received a very warm welcome from Mr. Botha the storekeeper. He has a flourishing business with the local Basutos and his only contact with the outside world is a tiny airstrip on top of a narrow ridge. Here all the supplies for the store arrive in small planes.

Back down at the river we prepared supper which included mashed potato stained brown from the muddy river water. We sheltered under our plastic bags, which don't make a good substitute for a tent, and made ourselves sick on condensed milk bought at the store. If only we had known we would have cursed the others who were sleeping in warm beds a few miles away at a French Canadian mission station.

Next morning we all met at the store and after buying supplies Dave and Herb set off down the bridle path to the south laden with heavy packs. We relieved them of the weight of the tent, not entirely out



of disinterested kindness. Later in their walk they were amused to be told by a friendly Basuto that there was no risk of them being robbed - they looked too poor. Most Basutos travel by pony, only the poor on foot.

The river rose rapidly with the rain and we made much better time for the next few days. I was rather proud of a capsize technique, which consisted of rolling out as soon as the canoe tipped, righting the canoe, hanging on to the back and bouncing down the rapid hoping for the best. Not the best of white-water canoeing techniques.

As the valley began to broaden out pale sandstone cliffs rose on either side and this was a relief from the gloomy black basalt rocks we had grown used to. At one place the whole river narrowed between two outcrops about 12 feet apart and was blocked with floating trees and grass brought down by the river.

These were happy days of easy paddling in the brilliant sunshine, every half mile or so a rapid would relieve the tedium of paddling with the fair chance of a swim. Brian's canoeing ability improved rapidly but mine stayed at the "three capsize a day" level. The river makes a narrow belt of bright green through the hills and we saw many birds including herons, ducks, cormorants and giant kingfishers and most spectacular of all, little cardinal weavers - brilliant scarlet and black balls of colour. We scanned the skies anxiously for circling vultures but its doubtful if they would bother to eat canoeists.

One day we were surprised to see a little rowing boat crossing the river, laden with Basutos and sacks of maize. Our surprise was nothing to that of the ferryman, maybe he thought competitors had arrived! A little while later approaching a corner we saw a small rapid ahead, but to our surprise we found ourselves in the middle of the biggest rapid we had ever seen. The boats plunged down into the standing waves, but we reappeared, cursing and spitting out muddy water. Unluckily Brian hit a massive boulder and was soon swimming for the bank. With rather shaky nerves we

landed and in our excitement we rapidly ate four days ration of chocolate.

Later Brian had a good laugh when I turned round at the bottom of a rapid to watch him, and promptly rolled over in perfectly calm water. In one place the river wound in a large loop of several miles and we had planned to portage across at the narrow point. However, when we got there we didn't know where we were on the map (a usual complaint) and anyway there was a high rocky ridge between the loops.

As we were nearing Qachas Nek the high sandstone cliffs closed in on either side of the river, and soon we were paddling down a deep gorge. The river wound between enormous boulders in a series of rapids and small falls. We felt very weak and small, portaging was impossible because of the 300 foot cliffs and we were relieved when at last the valley opened out once more.

At last we had reached our destination and we wearily pulled the battered canoes out for the last time and set up camp on a sandy beach surrounded by wild fig trees.

We had arrived at last, having covered some 160 miles and a descent of about 2,000 feet in ten days. Next day Dave met us and said that Herb had got a lift home from a trading store the previous day.

We left the canoes at a small mud hut in the Basuto village of Mpiti. This hut was distinguished from the others in the village by a notice saying Mpiti Cafe and a shelf inside with a stock of six minerals, two tins of condensed milk, a few packets of tobacco and about four dozen packets of assorted herbs. Having consumed the complete stock of minerals we set out along the road towards Qachas Nek, sad to be leaving this wild and beautiful land of Lesotho.

A few miles beyond the South African border a friendly trader picked us up. He drove with gay abandon, one hand on the steering wheel and in the other a bottle of brandy. We sat in state perched on the spare wheel in the back of the truck, which we shared with twelve assorted dogs and a sheep - at last we were homeward bound.

# THE MONTH AHEAD

WHERE TO GO - WHAT TO COMPETE - WHAT TO SEE

..	2	9	16	23	30
Mon	3	10	17	24	31
Tue	4	11	18	25	..
Wed	5	12	19	26	..
Thu	6	13	20	27	..

## AUGUST

- 1st/7th CANOE SLALOM, WORLD CHAMPIONSHIPS, BOURG ST. MAURICE, FRANCE.
- 2nd/8th CANOE SAILING WORLD CHAMPIONSHIPS, GRAFHAMWATER.
- 10th CANOE SLALOM, SWARKESTONE, ON/OT. Details: J. Icton, 153 Dale Road, Spondon, Derby. (MIDLAND CC)
- 10th LONG DISTANCE, SELLA, SPAIN.
- 17th LONG DISTANCE, WOLVERHAMPTON, B14. Details: A. Acton, 219 St. Annes Road, Fordhouses, Wolverhampton, Staffs. (WOLVERHAMPTON CC)
- 17th JOHN CHASE TROPHY, GRASHOLM RACE, WINDERMERE, 10,000m. Details: Lakeland Canoe Club, Underley Hall, Kirby Lonsdale, Carnforth.
- 24th CANOE SAILING, HAYLING ISLAND. Details: Ass. Sailing Sec., Hayling Island Sailing Club, Sandy Point, Hayling Island, Hants.
- 31st LONG DISTANCE NATIONAL CHAMPIONSHIPS, TAY. Details: D. Maycock, 3 Carlin Crescent, Kinghorn, Fife, Scotland.
- 31st CANOE SLALOM, GRANDTULLY, TAY, 1st Div. CT. Details: J. Macleod, 9 Prestwich Park South, Prestwich, Manchester M25 8PF (Syndicate)

## SEPTEMBER

- 1st LONG DISTANCE, ARUN, B15. Details: O. Parkinson, 68 Winchester Road, Tilgate, Crawley, Sussex. (CRAWLEY CC)
- 6th LONG DISTANCE, INTERNATIONAL LIFFEY DESCENT, IRELAND. Details: E. Lawrence, 303 Lr Kimmage Road, Dublin 6, Ireland.
- 6th/7th SURF CANOEING, NATIONAL CHAMPIONSHIPS, BUDE. Details: O. Cock, 'Rivertrees', Wargrave Road, Henley-on-Thames, Oxon.
- 7th CANOE SLALOM, WEST TANFIELD, ON. Details: J. Slater, 42 Queen's Drive, Ossett, Yorks. (WEST YORKSHIRE CC)
- 28th YOUTH LONG DISTANCE RACE, BEDFORD. Details: D. Bennett, 18 Howbury Street, Bedford. (VIKING KC)

# TOPS IN ANY WATER-

FOR SLALOM  
WHITE WATER  
OR L-D...



## FLOTHERCHOC BUOYANCY LIFE-VEST

All 'FLOTHERCHOC' buoyancy vests and life-jackets are made of orange 'NYLFRANCE' nylon; safety and buoyancy are guaranteed by more than a hundred independent P.V.C. air cells; a 'FLOTHERCHOC' is very comfortable and ready to wear at any moment with no inflating; a 'FLOTHERCHOC' protects from cold or heat and in rough rivers, protects from shocks of collision.

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'KAYAK COMPETITION'

'KAYAK COMPETITION'  
(WITH SLEEVES)

**THREE BUOYANCY VESTS DESIGNED FOR CANOEISTS!**

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# LIFFEY WEEK



THE X<sup>TH</sup> INTERNATIONAL

# LIFFEY DESCENT

Organised by the Racing Committee of the Irish Canoe Union

(IRISH OPEN LONG DISTANCE CANOE RACING CHAMPIONSHIP)

**DATE:** 6th September 1969

**DISTANCE:** 16 ½ miles

**STARTING TIME:** 1.45 p.m.

**GRADE:** International II-III

DRINK

*Coca-Cola*

**SPONSORED BY THE BOTTLERS OF**





THE FIRST INTERNATIONAL



Venue: LEIXLIP RESEVOIR

# LIFFEY 500<sup>metre</sup>

**SPRINT REGATTA**  
**3rd-4th Sept 6 00 pm · 8 00**

CAMPING: The site is now in Leixlip Village, ideal for Descent practice and close to the Sprint Course as well as the Descent start at Celbridge.

**DETAILS FROM**  
**ERNEST LAWRENCE,**  
**(RACING OFFICER)**  
**301, Lr. KIMMAGE ROAD,**  
**DUBLIN 6, IRELAND.**

## prize giving

at the marquee  
rye vale tavern leixlip

A TRADITIONAL EVENING  
with refreshments

tickets 15/-

**'COCA-COLA'**

# YOUTH CANOE SPORT

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## ABERDEEN FESTIVAL CANOE REGATTA

Intended to form part of the general festivities in the Silver City's annual Festival of Recreational and Cultural activities, the Canoe Regatta was jointly planned and arranged by the University Department of Physical Education and the City Links and Parks Department. It was hoped that the occasion would attract the interest of the increasing number of schools, youth clubs, Boys Brigade and Scout Groups now taking up canoeing in this part of the world. As matters turned out the main centres of interest were the Aberdeen Adventure Club, the College of Education and the Students of the University. The course used for the event was the 500 metre section of the

Aberdeenshire River Dee used by the University Rowing Club, who kindly made their Boathouse facilities available and suspended their own training programme for the duration of the event. The weather was kind and an enjoyable afternoon's paddling encouraged the enthusiasm of the canoeists who turned out to take part. The outstanding performance of the afternoon was that of Bob West who, unable to race in an Under 18 event through lack of competitors, joined in and came through to win both the Adult 500 metre and the Open 250 metre Dash. It is hoped that his performance will encourage his training efforts towards the Scottish Youth Championships to be held later this year. For results see 'Result Round-up'.



### BEDFORD YOUTH REGATTA

Viking Kayak Club Youth Regatta at Bedford was the first to be held by the club and met with much greater success than anticipated, with some groups travelling over 130 miles to compete. The object of the regatta was to provide competition at schoolboy level for the age group 12 to 16 years old as there is little interest shown in providing such events within national Long Distance Racing or Sprint Regatta.

Each of the four classes, K1, K2, class 3 and slalom were made into the following age groups: 'A' 12 to 13 years, 'B' 14 to 16 years. The distance was 500m for the K1, K2 and Class 3, 250 m for the open slalom class.

Winner of the K1 'B' was D. Snell of Boston CC who made a time of 2 min 30.1 sec. K2 'B' was won in a time of 2 min 14.0 sec. by D. Snell/R. Harrison both from Boston CC. Class 3 'A' event went to M. Wells of the Bedford School with 2 min 55.3 sec while the 'B' event went to M. Terry of the Richard Hale School. The open slalom was won by R. Garener of Boston CC.

The Viking Kayak Club will be holding a Youth Long Distance Race on 28th September and it is hoped those interested will give the event full support.



INTERNATIONAL

CANOEING

AMERICA  
HOLLAND

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## AMERICA

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JOSEK and JERINA SEDIVEC

Josef and Jerina Sedivec, previous Czechoslovakian and World mixed C2 champions, are now living in the U.S.A.

Josef and Jerina were in England during 1967/8 and made many friends here. They came at a time when the British rough water canoeists were beginning to take an interest in Canadian canoeing and spent much time showing our paddlers the art of single blade paddling in wild water. The ability of many crews in C2 would be nowhere near their present standard but for the help of the Sedivecs!



Josef and Jerina practicing at Hambledon Weir during their stay in England.

The pair were at home in Prague when the Russians walked in and decided to leave their homeland. Having received invitations, together with several other top canoeists, to attend a competition in Belgium they took what they could and drove over the border to Germany and hence on to Belgium. In Belgium Josef and Jerina had to wait many months for a visa to the U.S.A. and during their stay were taken care of by paddlers in Belgium, among their hosts were Jean Paul Berny, the Belgium Wild Water Racing Champion, and Mendes da Costa of 'Mendesta Kayaks'.

Our friends have now been in America for some 2 months, Josef has a job in research electronics and Jerina is working in a travel agency. If any of their friends would like to write to them their new address is: Josef and Jerina Sedivec, 13756 Utica Street, WHITTIER, California 90605, U.S.A.

Not only are our friends settled in jobs but they are back on canoeing form. Among recent events at which they gained top honours was the Arkansas River Race winning the Mixed C2 both Slalom and Down River Race, Josef was second in Mens C1 Slalom Event and Josef with Tom Johnson won the Mens C2 Slalom Event.

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## HOLLAND

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HANZESPELEN 1969

'Hanzespelen '69', in which top youth football and canoesport competitors from eight European countries participated, was held at Eefde - near Deventer - on

the 13th, 14th, 15th June.

The canoe events, which included an international match between Poland, Belgium and The Netherlands, was competed on the 'Twentekanaal'. Besides the national teams there were also open events at club level in which competitors from Poland, Belgium, The Netherlands and Czechoslovakia took part.

After the first day of events in the inter-nation Belgium had gained a good lead with 21pts, Poland was second with 14pts and Nederlands trailed with only 7 pts. In the K2 10,000 m it was Muy/De Caluwe who gained the win with a time of 40min 46.9sec for Belgium, while again for Belgium in the K1 10,000 m, Moens was out in front with 44min 55.4sec. However in the K1 the fastest time was put in by the fine top quality Czech paddler, V. Mara, who, with a style to be jealous of, put up a first class time of 43min 45.1sec - over a minute ahead of the international crews.

The second day of the regatta the 'Orange Team' pulled back many lost points and by the end of the day had gained the win in the inter-nation with an overall score of 87pts, Poland second with 75 pts and Belgium took third with 51 pts.

In the womens classes the Dutch girls did not have a great task to win, for the Polish Team was mainly youth preparing for Munich, and Belgium has lost their only top woman paddler, Frieda da Raedt, who married the Dutch Paul Hoekstra.

The 500m mens K1 showed a win for Paul Hoestra but in the 1000m he had to admit that the Belgium Burny was too fast for him. Burny gained the win with 4 min 03.7sec, Hoekstra second with 4min 06.5sec. In K2 the crew Helder/Runeman did a good job winning the 1000m with 3 min 41.8sec closely pushed by the Polish crew of Iwanczyck/Wroblewski only 2/10 sec down. The Dutch gained another K2 win in the 500m race with Hoekstra/Witterberg pushing two Polish crews of Kolosinski/Wlodek and Szeszkowki/Figurski into second and third places.

It is hoped that 'Hanzepelen' at Dev enter will become an annual event and that at the next meeting there will also be a team of British canoeists.

Hiske Runeman, Wormer, Nederlands.





Not quite the thing for canoe racing but, once off the water Milletts have a few ideas on what to wear.

## DRESSED FOR THE REVOLUTION - BY MILLETTS

All set to go for a gay summer in 1969's top fashion craze - Unisex. Showerproof in waist-length, wet-look nylon 'popper' jackets, breeze-proof in body-hugging sweaters and action-proof in tough cord-jeans, these two are dressed from top to toe in gear from Milletts. With the store's government surplus days over the shelves are now filled with up-to-the-minute young clothes, work wear and camping equipment. Other Unisex lines in stock are leather and imitation leather battle-dress tops, cord suits, fellboots and PVC raincoats. Coming soon are velvet jeans, crepe cotton shirts and chain belts.

Prices? Cord jacket 59s. 6d., cord jeans 42s 6d, fell boots 29s 11d (men's) 25s 0d. (girl's), 'popper' jacket 49s 6d., sweaters from 35s 0d., battle-dress tops £5 15s 0d. and PVC raincoats 59s 6d.

## CHILD'S BUOYANCY AID

Made in tough lightweight plastic, a new buoyancy aid for children of from 3 to 12 years is just coming on to the market. American designed it weighs less than half a pound, slips on to a child rather like a sleeveless sweater; is inflated through a simple blow-it-up-yourself valve, and costs 19s. 11d.

When inflated the aid's airchambers are so arranged that even an unconscious child would float with his or head out of the water. The main chambers are over the chest, with a further air chamber behind the neck to keep the head up.

When deflated the aid folds into a compact oblong, easily stowed away in a boat or domestic drawer, a ruck-sack dad's jacket pocket, or mum's carrier bag.

The aid is available through Safesport (Horley), 43 High Street, Horley, Surrey, at 19s 11d (22s. including post and packaging) for individual aids. Discounts are allowed to boating, canoeing, scouts and such like organisations for large orders.



## FLOTHERCHOC 'KAYAK' JACKET

Certainly for the canoeist, whether competing in Slalom, Wild Water or Long Distance, is the Flotherchoc Buoyancy Aid. The model making a very attractive picture is wearing the Flotherchoc 'Kayak' Jacket that has been specially designed for the canoeist and is now available from Welsh Harp Boat Centre in North London

Current prices for the Flotherchoc 'Kayak' (without sleeves) 32" to 34" - £7 10 6. 36" to 42" - £7 17 6. 44" to 46" - £8 10 0. Flotherchoc 'Kayak' with sleeves from £11 5 0.



## BRITISH RUCKSACKS

For the canoeist who has outdoor interests other than on the water, Brown Best & Co. Ltd. have produced a wall chart showing types of Rucksacks from which it is genuinely possible to choose the most appropriate for any purpose from an Everest expedition to a Sunday School treat.

In this 'Buyers Guide to British Rucksacks' the selection has been limited to a total of thirty-two different items. Full details: Brown Best & Co. Ltd., 102 Old Kent Road, London S. E. 1

## SEAFARER PAINT

A new paint has been brought on the market by A. Sanderson & Co Ltd., the manufacturers of Helmsman One Can Polyurethane. "Seafarer" is for yachtsmen and yards who do not wish to use polyurethane or who want a cheaper paint of good quality. It is applied in the same way as conventional paints but gives a superior finish.

## P. B. K. 63

It is some time now since Percy Blandford brought out a new kayak design but there has been a demand for a plywood kayak suitable for white water and to this end the new P. B. K. 63 has been designed.

This design P. B. K. 63 has been named 'Waverider' and the kayak shape is of hard chine form with a fairly flatish curve centre section, so that it is exceptionally stable. From this centre section the ends sweep up in a deepening 'V' rather like a torpedo boat bow. This has the effect of giving lift to the ends so that the kayak rides over wave which other kayaks might burrow into, hence the name.

Main dimensions are 13ft. 6in. long 24½in. beam. Cockpit 32ins. by 16 ins. Draught about 3in. Normal load 300lb. from P. W. Blandford, Newbold - on - Stour, Stratford - on - Avon, England. Price 18s. plus 1s. postage.

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

## CHELMSFORD BOATING CLUB

With the completion of their attractive new headquarters at Kings Head Meadow, Chelmsford, the Chelmsford Boating Club are now undergoing a welcome revival.

The Club was originally formed in 1946 and became established at Moulsham Mill where it grew in size and became the largest canoe and small boat Club in Mid Essex. At this site was born the nationally famous Chelmer Canoe Race, from Chelmsford to Heybridge, and the Carnival

section is again operating. To aid their expansion the Club has applied for a grant from the Essex Playing Field Association towards a Canoe Trailer - an essential to get canoeists to other events. As well as ordinary members, already several other organisations have affiliated their canoe groups to the Club, using all Club facilities. These groups include Brentwood School and two scout groups. Other organisations are known to be interested.

The rapid rebirth of the Club has however created a problem. Canoe racks

# NEWS-NEWS-NEWS-IN BRIEF

Canoe Regatta. In addition, the Club regularly held cruises on most of the rivers in Essex and became well known in the field of competitive canoeing throughout England.

All this came to a halt about 6 years ago when the Club was given notice to quit its headquarters at Moulsham Mill. The town Council generously permitted the Club to build a temporary headquarters at Waterhouse Lane but no one knew that the River Authority were almost immediately to drastically lower the level of the river to a mere trickle. Thus the Club became a boat club without a home cruising ground. The result of the enforced move and the lack of water condemned the Club to a slow lingering death.

However, on its move the Club applied and was given, a Government Grant. With the benefit of this, plus money raised by members, two years ago the handful of faithful members remaining started building the permanent headquarters at Kings Head Meadow. With the limited number of members remaining this was a slow process but now it is complete, new members - young and old - are now flocking to join. After a lapse of some 6 years the Club has reformed its canoe racing team. A cruising

section is again operating. To aid their expansion the Club has applied for a grant from the Essex Playing Field Association towards a Canoe Trailer - an essential to get canoeists to other events. As well as ordinary members, already several other organisations have affiliated their canoe groups to the Club, using all Club facilities. These groups include Brentwood School and two scout groups. Other organisations are known to be interested.

The rapid rebirth of the Club has however created a problem. Canoe racks built to accommodate canoes are now full. So rapid has been the expansion that no funds are yet available for an extension to be built although a fund has now been launched. But for persons wishing to park their dinghy or store a craft outside there is no problem as the Club has plenty of land available for this purpose. Details of club membership are available from J. E. Marriage, Budds Farmhouse, Highwood, Chelmsford, Essex.

## TOWN CENTRE CANOE DASH

As its contribution to the Festival of Sport organised by the Chelmsford Sports Advisory Council the Club on Saturday 14th June held a Canoe Dash through the centre of Chelmsford, for the third consecutive year.

The race started at Victoria Road Bridge at 3 o'clock and nearly 20 canoes surged down the River Chelmer as far as the Kings Road Meadow where they turned up the River Can, a tidal wave following them along the narrow concrete walls. Under Moulsham Bridge where they were watched by many afternoon shoppers and so up past Central Park finally arriving at the finish at Waterhouse Lane, the site of the Club's former headquarters, a total distance in all of



about 2 miles. Tony Mott the Club Commodore was strongly challenged for the Cyril Pond Trophy by Barry Mead another Club member but managed to retain it for the second year.

#### CANAL ARM RE-OPENED FOR PLEASURE CRUISING

The Welford Arm of the Grand Union Canal has been restored to navigation by the British Waterways Board, and Sir Frank Price, Chairman of the Board, declared it open on Saturday, May 17.

The Arm, which has not been nav-

work by cutting back overhanging trees and shrubs along the Arm and by painting a foot-bridge.

There could never be any question of completely abandoning the Welford Arm because it is the channel by which water is fed from three reservoirs to the 20-mile long Foxton Summit of the Grand Union Canal from which it is distributed to as far away as Coventry, Fazeley and Leamington Spa.

## NEWS-NEWS-NEWS-IN BRIEF

igable for 12 years, joins the main line of the Leicester Branch of the Grand Union Canal near North Kilworth Wharf and extends a distance of  $1\frac{5}{8}$  miles to a wharf beside the A. 50 at Welford. There is one lock.

To enable their wharf at the head of the Arm to be developed as a boating centre, the Board decided last year to make the Arm navigable. This involved a complete overhaul of the derelict lock to which new quoins, cills, gates and sluices have been fitted; the re-building of the lock overflow weir and channel; raising and protecting the banks above the lock, driving 400 lineal feet of light steel sheet piling to provide moorings near the head of the Arm and dredging several thousand tons of mud from the channel and from the winding hole above the lock. In addition, the towing path hedges have been layered and a foot-bridge erected across the lock tail where the towing-path changes sides.

All this work has been done by the Board's own staff, led by Leicester Section Inspector Matt Mortimer. Mr. L. P. Wall, the Board's Birmingham Area Engineer, has had overall responsibility for the job.

Members of the Old Union Canals Society have supplemented the Board's

#### SCOTTISH CANOE ASSOCIATION AGM

The Annual General Meeting of the Scottish Canoe Association will be held this year in Edinburgh at the COMPASS ADVENTURE CENTRE, Granton Square, on Sunday 7th December, 1969.

FORTH CANOE CLUB, who are this year's hosts, are organising a Dinner-Dance in the Minto Hotel on the night before - Saturday 6th December. Overnight accommodation in Edinburgh can be arranged.

For further details: The Purser, Forth Canoe Club, 21 Craigleith Drive, Edinburgh 4.

#### 10,000m K2 & K4 AT ROYAL CC

An additional event to the Sprint programme is a meeting at Royal Canoe Club on 23rd/24th August. The South African Team who will be in the country at this time have asked that an event over 10,000, should be put on for K2 and K4. The K2 will be held on the Saturday evening and the K4 event on the Sunday morning. There will also be a party at Royal Canoe on the Saturday evening. Details: R. Lawler, 41 Simplemarsh Road, Addlestone, Surrey.

# LONG DISTANCE RACING REPORT

## THE WYE 100

The NOMADS CANOE CLUB are to organise a mini D-W on 11th/12th October. The race will be over 100 miles of the Wye starting at Glasbury and finishing at Chepstow. For reasons of safety only double kayaks will be allowed to compete - Seniors non-stop, Juniors stop overnight at Hereford.

Full details are not yet finalised but it is hoped to permit help in some way from support teams so that the essence of the race is the ability of the crews to paddle, portage and maintain their craft and not to be encumbered with seldom, if ever, used kit.

## LONG DISTANCE CHAMPIONSHIPS

Preparations are well in hand for the National Long Distance Championship and Tay International Race to be held on the River Tay in Scotland at the end of August. This event, sponsored once again by John Player and Sons, has already received firm commitments of entries from Austria, Denmark, Spain, Eire South Africa and it is hoped that competitors will also be coming from Germany Sweden and Norway. The entries from America are in some doubt at present.

## INTERNATIONAL LIFFEY DESCENT

Paddlers are reminded that with the ever increasing number of competitors racing the Liffey Descent in Ireland each year, the Irish organisation is getting very much over-taxed with transport problems. Every effort by British paddlers attending the event should be made to take their cars across and not rely so heavily on Irish hospitality. Bookings from Holyhead to Dun Laoghaire fill very quickly and should not be left until the middle of August, do it now, get YOUR booking in.

## BRITISH TEAM FOR SPAIN

At the Nottingham Long Distance the Team to represent Great Britain at the Sella Race in Spain was selected. Team Captain and racing senior K 1 will be M. Boshier of Royal CC. Senior K2 crews will be: Oliver/Edwards, Lincoln; Mean/Bolam, Harlow; Hollier/Baker, Royal; Schnepf/Gray, Nottingham; Blackmore/Greenaway, Richmond. Junior K1s will be Handiside, Chalfont Park; Tatam, Harlow.

## Hasler Trophy

RICHMOND CANOE CLUB	50	34	75	74	72	56	72	70	503
HARLOW CANOE CLUB	42	71	82	60	45	59	34	27	420
ROYAL CANOE CLUB	19	08	06	16	34	04	23	32	142
GRAPPENHALL ACC	24	18	34	14	15	02	19	02	128
BRADFORD-ON-AVON CC	22	12	16	02	06	24	--	41	123
SOUTHAMPTON CANOE CLUB	12	25	10	20	16	20	--	00	103
LINCOLN CANOE CLUB	24	05	04	17	05	13	27	--	95
LEAMINGTON SPA CANOE CLUB	--	41	25	04	01	15	02	01	89
WORCESTER CANOE CLUB	--	13	--	17	02	24	17	--	73
LONGRIDGE SCOUTS CC	--	--	17	16	23	--	00	10	66
NOTTINGHAM CITY CC	00	06	--	17	14	08	04	08	57

# RESULT ROUND-UP



## POOLE HARBOUR CIRCUIT RACE, 15th June.

### CLASS 1A (SENIORS A13)

1. M, Mean  
Harlow CC 1. 53.30.
2. A. Chapman  
Royal Marine CC 2. 03.50
3. M, Boshier  
Royal CC 2. 07.00

### CLASS 2A

1. P. Lawler/B. Greenaway  
Richmond CC 1. 56.02
2. D. Blackmore/B. Leach  
Richmond CC 1. 57.00
3. D. Parnham/W. Taylor  
Richmond CC 1. 57.20

### CLASS 3A

1. Davis  
Southampton CC 2. 15.45
2. Clare  
Southampton CC 2. 21.30
3. W. North  
Leaside CC 2. 22.10

### CLASS 4A

1. J. Gray/R. Storey  
Royal Signals CC 2. 11.54
2. Whitlock/Ginger  
Southampton CC 2. 15.58
3. Tait/Saville  
Caterham CC 2. 17.20

### CLASS 1B (JUNIORS A6)

1. P. Hopkins  
Royal CC 57.30
2. G. Kolar  
Richmond CC 57.35
3. J. Phelps  
Harlow CC 1. 00.15

### CLASS 2B

1. S. Bulley/G. Martin  
Bourne Youth Wing 56.00
2. Laver/Pritchard  
Independent 57.15
3. P. Jones/G. Tarrant  
Waterside CC 58.00

### 2. P. Raynesford/1. Why

- Longridge CC 1. 01.45
3. Gunness/Watson  
Bradford-on-Avon CC 1. 04.50

### CLASS 2C

1. Miss F. Brereton/Miss I. Mroz  
Welsh Harp Youth Base 1. 22.00

### CLASS 3B

1. Perrin  
Caterham CC 1. 08.00
2. Reading  
Leamington Spa CC 1. 09.30
3. P. Ralph  
Leamington Spa CC 1. 10.45

### CLASS 4B

1. Kinsey/Benjamin  
Bradford-on-Avon CC 1. 00.30

### CLASS 3C

1. Mrs C. Alien  
Penzance CC 1. 23.20
2. Miss P. Harris 1. 24.45
3. Miss Izeroya 1. 29.00

### CLASS 4C

1. Mrs M Coombes/Miss W Coombes  
Bradford-on-Avon CC 1. 22.15

### WYE RIVER RACE. 22nd June.

### CLASS 1A (SENIORS B11)

1. A. Edwards  
Worcester CC 2. 02.42
2. S. Kitson  
Grappenhall ACA 2. 04.58
3. G. Mackereth  
Grappenhall ACA 2. 07.10

### CLASS 2A

1. P. Schnepf/C. Gray  
Nottingham CKC 1. 57.32
2. M. Whitby/D. Jordan  
Richmond CC 2. 00.20
3. D. Blackmore/B. Greenaway  
Richmond CC 2. 03.07

### CLASS 3A

1. B. Gilliver  
Soar Valley CC 2. 19.04
2. C. Leah  
Grappenhall ACA 2. 30.43
3. D. Davis  
Iichen Valley CC 2. 35.20

### CLASS 4A

1. Burn/Hamlin  
Richmond CC 2. 30.59
2. P. Francis/C. Audritt  
Chiseldon CC 2. 41.20
3. H. Evans/K. Farmer  
Gloucester CC 3. 22.27

### CLASS 1B (JUNIORS B8)

1. G. Kolar  
Richmond CC 1. 08.03
2. N. Osbourne  
Nottingham CKC 1. 17.55
3. K. Jury  
Nomads CC 1. 18.17

### CLASS 2B

1. Langley/Adams  
Hewell Grange CC 1. 12.52
2. Punter/Drake  
Hewell Grange CC 1. 13.44
3. P. Leonard/D. Goldsmith  
Nomads CC 1. 14.12

### CLASS 3B

1. R. Williamson  
Worcester CC 1. 15.37
2. B. Jones  
Cardiff CC 1. 21.06
3. K. McMahon  
Wolverhampton CC 1. 22.23

### CLASS 4B

1. G. Bainton/A. Benjamin  
Bradford-on-Avon CC 1. 12.43
2. D. Gunness/P. Watson  
Bradford-on-Avon CC 1. 13.11

3. J. Heffer/P. Honour  
Amersham CT 1. 14.40

### CLASS 1C

1. Mrs D Lawler  
Richmond CC 1. 23.53
2. Mrs S. Pluthero  
Canoe Touring Club 1. 26.17

### CLASS 2C

1. Miss S. Bucket/Miss S May  
Southampton CC 1. 19.28

### CLASS 3C

1. Miss M. Bell  
Worcester CC 1. 37.45
2. Miss S. Jessop  
Nomads CC 2. 06.47

### LEVEN WILD WATER TEST. 22nd June.

#### SILVER 1ST CLASS

- N. Morley  
Lakeland CC 6.05
- P. Livesey  
Bingley College CC 6.54

#### SILVER 2ND CLASS

- N. Morley  
Lakeland CC 7.04
- D. Rushfirth  
Lakeland CC 7.10
- M. Hopkinson  
St Bedes CC 7.23

### ARMY CANOE SLALOM, SHEPPERTON 18th May.

#### OPEN EVENT

1. G. Page  
Aldershot 251pts
2. Walker  
Aldershot 387pts
3. Cooper  
Shorncliffe 412pts

#### INTERMEDIATE EVENT

1. Page  
Hounslow 213pts
2. Robinson  
Harrogate 218pts
3. Hutchinson  
Catterick 243pts

#### NOVICE EVENT

1. Hardman  
Oswestry 97pts
2. Nutbrown  
Cove 125pts
3. McLaughlan  
Cove 133pts

### ABERDEEN FESTIVAL CANOE REGATTA. 15th June.

#### SENIOR SINGLES 500m

1. R. West  
Aberdeen Adventure Club 2min28sec
2. J. Wilson  
Aberdeen Univ CC 2min30sec
3. R. Hodgson  
Aberdeen Univ CC N/T

#### SENIOR SINGLES 2000m

1. J. Flett

2. Aberdeen Advn Club 14min37sec:  
R, Hodgson  
Aberdeen Univ CC N/T

**UNDER 16 SINGLES 300m**

1. E. Burnett  
Aberdeen Advn Club N/T

**UNDER 16 SINGLES 2000m**

1. E. Burnett  
Aberdeen Advn Club N/T

**OPEN DASH 250m**

1. R. West  
Aberdeen Advn Club N/T

**CHELMER CANOE RACE, 29th June.**

**CLASS 1A (SENIORS B13)**

1. M. Mean  
Harlow CC 1. 36.06  
2. M. Whitby  
Richmond CC 1. 36.10  
3. N. Jackson  
Grappenhall ACA 1. 38.18

**CLASS 2A**

1. S. Hollier/C. Baker  
Royal CC 1. 33.08  
2. P. Lawler/R. Billen  
Richmond CC 1. 36.31  
3. D. Blackmore/B. Greenaway  
Richmond CC 1. 36.38

**CLASS 3A**

1. R. James  
Grappenhall ACA 1. 56.30  
2. T. Stainsby  
Met. Police 1. 58.07  
3. D. Squires  
Leamington Spa CC 2. 00.50



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13-14-15 June.

**MENS EVENTS**

- V. Mara (OPEN EVENT)  
Czechoslovakia 43 45.1

**K1 10,000m**

1. M. Moens  
Belgium 44. 55.4  
2. Z. Grajkowski  
Poland 45. 02.9  
3. J. Kracht  
Nederlands 45. 18.6

**K2 10,000m**

1. R. Decaluwe/L. Muys  
Belgium 40. 46.9  
2. A. Iwanczyk/T. Wroblewski  
Poland 40. 49.2  
3. R. It Joncke/J. Burny  
Belgium 41. 02.6

**K1 500m**

1. P. Hoekstra  
Nederlands N/T

**K1 1000m**

1. J. Burny  
Belgium 4. 03.7  
2. P. Hoekstra  
Nederlands 4. 06.5

3. B. Muusse  
Nederlands 4. 07.9

**K2 500m**

1. Hoekstra/Wittenberg  
Nederlands 1. 44.2  
2. Kolosinski/Wlodek  
Poland 1. 45.9  
3. Szeszkowski/Figurski  
Poland 1. 46.4

**K2 1000m**

1. Runeman/Helden  
Nederlands 3. 41.8  
2. Iwanczyk/Wroblewski  
Poland 3. 42.0  
3. Kolosinski/Wlodek  
Poland 3. 42.7

**WOMENS EVENTS**

**K1 500m**

1. M. Jaapias  
Nederland 2. 13.6  
2. M. Blijlevens  
Nederlands 2. 15.6  
3. E. Stanko  
Poland 2. 18.6

**K2 500m**

1. Jaapias/Lagrand  
Nederlands 2. 03.2  
2. Blijlevens/Bestenbreur  
Nederlands 2. 04.3  
3. Stanko/Gruchala  
Poland 2. 06.4

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2. Poland 75pts  
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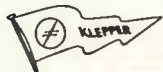
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