

CANOEING

Vol. 9 May 1969 one shilling & ninepence



SPECIAL FEATURES

DEVIZES-WESTMINSTER
SCOUT CANOEING
DURANCE ADVENTURE
INTERNATIONAL CANOEING

MAJOR EVENTS IN 1968 WON WITH
K.W. KAYAKS

BRITISH NATIONAL C2 SLALOM CHAMPIONSHIP

STREAMLYTE TROPHY

BRITISH NATIONAL LADIES SLALOM CHAMPIONSHIP

CZECHOSLOVAKIAN

NATIONAL C2 SLALOM CHAMPIONSHIP

SLALOMS

**WHITSUN
GRANDTULLY**

1st DIVISION
LADIES EVENT
C2 EVENT

**SEPTEMBER
GRANDTULLY**

1st DIVISION
LADIES EVENT
C2 EVENT

**LLANGOLLEN
TOWN**

1st DIVISION
LADIES EVENT
C2 EVENT

WHITE WATER RACES

**USK RIVER RACE
DEE RACE
TEES RACE**



OTHER EVENTS

LIFFEY DESCENT

SENIOR K1 CLASS
JUNIOR K1 CLASS
WHITE WATER CLASS
LADIES WHITE WATER
CLASS & SLALOM
CLASS

BOURG ST. MAURICE

SLALOM C2 EVENT
GOLD AND BRONZE
MEDALS

BUDE

NATIONAL CANOE
SURFING
CHAMPIONSHIPS
CANOE HANDLING
CANOE RACE
OVERALL CUPWINNER

PLEASE WRITE OR TELEPHONE FOR FULL DETAILS
OF OUR CURRENT RANGE OF KAYAKS AND CANOES.

STREAMLYTE MOULDINGS (Marine) LTD.

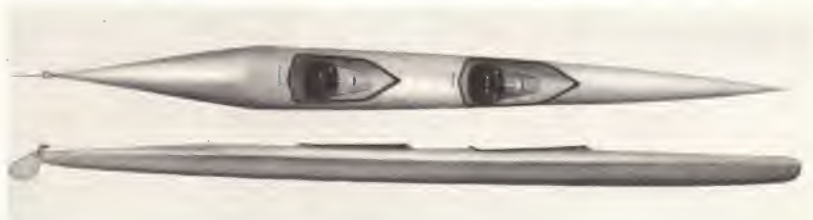
124, BRIGHTON ROAD, SHOREHAM-BY-SEA, SUSSEX.

tel: SOUTHWICK 2108

AVONCRAFT

SET THE PACE IN '68 WITH THE MOST COMPREHENSIVE RANGE OF BRITISH HARDSKIN RACING & TOURING KAYAKS

OLYMPUS K2.



The new OLYMPUS achieves both quality never before attained in Britain. Sleek effortless paddling. Re-styled Seat for greater comfort. Choice of Quality Glassfibre or Wood exterior both in complete or kit form.

U.K. 4.



First Class 4 home in the Devizes to Westminster Canoe Race and consistently first in Long Distance Class 4 events. The NEW 'U.K. 4.' is being manufactured in Wood/Glass laminate or pure quality Glassfibre, both in complete or kit form.

Write for full details of our range of racing and touring canoes, complete or in kit form

AVONCRAFT

**R.H.VARDY - 30 CAVAN RD - REDBOURN
HERTFORDSHIRE - tel: Redbourn 2303**

Suppliers to H.M. Forces, Schools and Education Authorities etc.



MOONRAKER

THE FIRST NAME IN
HIGH PERFORMANCE
CANOES

THINKING OF A NEW "CLASS FOUR"?
Then consider the new
MOONRAKER VENEER CLASS 4
and its outstanding successes.

KENNET RIVER RACE

"FIRST" with a lead of 10mins. 50secs, Paddled by G. Cottle & C. Vare.

CAMBRIDGE L-D RACE

"FIRST" & "SECOND". Both crews almost 8mins. ahead of their rivals. Congratulations - G. Cottle & C. Vare. M. Purchase & T. Davis.

READING CIRCUIT RACE

"FIRST" Senior, with 4mins. lead. Paddled by M. Purchase & T. Davis.

"FIRST" Junior, with 1 min. 45 secs, lead. Congratulations D. Gunniss & P. Watson.

A wonderfully efficient canoe, a real canoe, of genuine seven laminate moulded veneer construction, veneer seats and special rudder which sells at a price almost as low as glass/resin.
Excellent value for money at only £65. 0. 0d.

ALSO CONSIDER

The new MOONRAKER VENEER CLASS 3
of similar design and racing successes at a price of only £60. 0. 0.
For example:

READING CIRCUIT RACE

"FIRST" in Senior Race paddled by R. Lancefield

"SECOND" " " " " " D. Lintern

"THIRD" " " " " " H. Hoskins

Congratulations paddlers.

LENDAL PADDLES — BY ALISTAIR WILSON

We are the sole distributors for England and Wales of these excellent racing paddles.

There are SIXTEEN other "MOONRAKER" MODELS and many accessories. So before buying anything connected with canoeing or canoe building please send for our free illustrated catalogue.

JENKINS & LANCEFIELD

MOONRAKER BRITISH RACING & TOURING CANOES

DEPT. 9, CORSHAM, WILTS.

TEL. CORSHAM 3346

SOME GIRLS....

will help, others won't. But you don't need to be a dressmaking genius to build your own WET SUIT. Especially not with our instructions to guide you. And the saving is fantastic.

Kits for 2 piece suit with bootees from

£6. 10.0 single skin
£8. 10.0 double skin
£12. 0.0 nylon lined

You won't improve on these prices however hard you try.

AQUAQUIPMENT

SPECIALISTS IN D.I.Y. WET SUIT MATERIALS.

69 Hatfield Road, St. Albans, Herts. Phone: St. Albans 58851

Suppliers to H.M. Forces, Local Authorities, etc.

1,000
ONE THOUSAND CANOEISTS *MUST BE RIGHT!...*
1,000 *IN CHOOSING A 'DIPPER' FROM THE SPORT RANGE*

- DIPPER - (13' 8") - Well-proven suitability for the beginner and slalom use.
MALLARD - (16') - A fast, roomy, stable touring 2-seater.
KESTREL - (13' 3") - A sporty canoe, designed with slalom in mind.
SWIFT - (14' 6") - Slim and fast, intended for cruising and occasional competition.
WREN - (13') - Specially designed to be safe for youngsters up to 15 or 16.

THE SPORT RANGE WAS SUPPLIED FOR MANY YEARS BY THE CANOE CENTRE, AT TWICKENHAM. NOW IT IS AVAILABLE ONLY FROM....

VIC LEWIS BOATS

334-338. Bolton Rd. Small Heath. Birmingham 10.

Tel: 021-772 2649

SEND FOR LEAFLET OF KITS, OR COMPLETE FIGHTER AND SL8 GLASS FIBRE CANOES, AND ALL CANOEING EQUIPMENT AND LIFEJACKETS.

TOUR WITH TYNE



'BEAVER' CANADIAN CANOE

Dimensions: 14' x 2' 6". Weight 55 lbs. approx.

Price: Canoe only £45.



SINGLE-SEATER 'JUNIOR'

Dimensions 11' - 3" x 1' - 9"

Cockpit 2' - 3" x 1' - 2"

Weight approx. 30 lbs.

Price with moulded seat

£26. 10. 0.

Price with bucket seat, footrest kneepads

£29 10. 0.

Spray Cover

£2. 10. 0.



TYNE CANOES LTD. (Dept C)

206, Amyand Park Road, St. Margarets,
Twickenham, Middlesex. TEL: 01-892 4033

WANDERER I

A handy, stable, single Seater
Canoe 14' 0" x 2' 6" x 12", with
foam buoyancy and moulded seat

£24. 0. 0d

WANDERER II

The rugged Two-Seater, with
foam buoyancy and moulded seats

£26. 10. 0d

Kits also available from £18. 0. 0d

SEAMAN & WINSTANLEY (PLASTICS) LTD.

Clayhill Estate, Liverpool Road,
Neston, Cheshire.

Tel: 051-336 4221

NEW FROM TRYLON



- "HOW TO BUILD A GLASS FIBRE CANOE" book by Alan Byde - Senior Coach to the B.C.U. An up to date very practical guide to canoe building for clubs and individuals.

LEAFLET T20 HIRE OF CANOE MOULDS

- 15' TOURING CANOE
SOAR VALLEY MARK 1

MOULD HIRE £1 per DAY
MATERIALS
£10 to £12 per CANOE

- BAT MARK 111
8' TRAINING CANOE

MATERIALS
£7 to £8 per CANOE

- TRYLON AP101PA - THE BEST RESIN FOR CANOES
TRYLON FOR ALL CANOE BUILDING MATERIALS

TRYLON LTD.

Wollaston, Northants. tel: Wollaston 275

SHE'S AWAY

WILD-CAT TAKES FIRST AT GRANDTULLY

Success with the new JAYCEE WILD-CAT in its first 1st division slalom - proving the outstanding abilities of this new and exciting design.

Congratulations to Miss Pauline Squires in taking 1st in the womens event at Grandtully.



JOHN CRITCHLEY

**JAYCEE
GLASSFIBRE
PRODUCTS**

JAYCEE & MENDESTA KAYAKS



**ALSO TAKING
1st 2nd 3rd PLACES
-COBRA C1-
IN EVENTS HELD
SO FAR THIS
SEASON**

**268a. NORWOOD ROAD.
WEST NORWOOD. S.E. 27
tel: 01-670 1234**

Northern Agent: CENTRESPORT, LEEDS

Ottersports LTD

NORTHAMPTON

'PHONE
060/4/
39405 and
39161

COMPLETE
Service
**FOR THE
CANOEIST**



***SPRAYCOVERS tailored
to your own canoe***

QUALITY NEOPRENE NYLON TO MAKE YOUR OWN
SPRAYCOVERS, ANORAKS, ETC. SEND FOR SAMPLES

**SEND FOR
ILLUSTRATED
40 PAGE FREE
CATALOGUE**

OTTERSPTS Ltd., 8/10 Broad St. NORTHAMPTON NNI 2HU

Please send me FREE your 40 page Illustrated Catalogue
And FREE SAMPLES of Neoprene Nylon

Name

Address

C. M.

CANOEING MAGAZINE

Vol. 9

Number 6

May 1969

Editor: Mike Clark

Circulation Manager: Ernest Clark

Editorial Office: 25, Featherbed Lane,
Croydon, Surrey, CRO 9AE.

Tel: 01-657 6986

CONTENTS

Competitive Canoeing	2
News in Brief	6
Sella Miscellaneous	7
Book Reviews	7
Month Ahead	8
Scout Canoeing	10
Adventures on the Durance	11
International Canoeing	14
Comment	15
Photo of the Month	17
Weymouth Canoe Life Guards	18
Around and About	20
Result Round-up	22

COVER PHOTO

R. Evans/P. Pagnanelli of 16th Para Bde. RCT. Overall winners of the Waterside Winter Series and Devizes - Westminster new record holders.

'CANOEING MAGAZINE PHOTO'

CANOEING MAGAZINE is published on the 25th of each month by Canoeing Press, 25 Featherbed Lane, Croydon, CRO 9AE. and printed by Kingprint Ltd., Teddington, Middlesex.

Subscription rate: Twenty-one shillings per year in U. K. Overseas rate: Twenty-one shillings sterling: U. S. A. and Canada, Three Dollars: Austria, 65. Schilling: Belgium, 130. Francs: Denmark, 20. Kroner: Germany, 10.50 D. mark: Holland, 9.50 Guilders: Sweden, 13.60 Kronor.

editorial

PARAS SMASH
DEVIZES-WESTMINSTER RECORD
AND BREAK 20 HOURS

MAGNIFICENT, FANTASTIC - Roy Evans and Peter Pagnanelli of the 63rd Sqn. 16th Para Bde. RCT., raced under Westminster Bridge just before 6.45 a. m. on Easter Saturday morning to break the 20 hours and set a tremendous new record of 19hrs 47min 20sec for the 125 mile Devizes to Westminster Canoe Marathon - 125 miles non-stop; one of the toughest canoe races of its kind in the World.



Evans/Pagnanelli, tired and hungry, but knowing they have set a new record, clamber up the County Hall Steps at Westminster.

'CANOEING MAGAZINE PHOTO'

MIKE CLARK on competitive CANOEING

DEVIZES TO WESTMINSTER 1969

DEVIZES TO WESTMINSTER - one of the toughest canoe races in the World and a real 'classic' of canoe sport. This year the 21st Canoe Marathon attracted a record entry of over 240 double kayak crews and for the first time saw international canoeists racing.

The race, held each Easter, is 125 miles long, 54 miles being paddled on the slack water of the Kennet and Avon canal, 71 miles raced down the Thames from Reading. Down the course there are 77 locks around which the two-man kayaks have to portage, but apart from this, the distance, and the elements, there are many other hazards that force retirements; capsizing, broken paddles, blistered hands and seats, hidden rocks and stakes in the water that can hole the kayaks, and the danger of running into low bridges in the dark, and sheer exhaustion.

Senior crews race the event non-stop, paddling right through the night, while for juniors it is a 3½ day event stopping over-night at Newbury, Marlow and Ham, with only their actual paddling time being recorded.

All junior crews start on the Easter Friday but for the seniors their start time may be anytime between 8.00am, on the Friday and 10.00am, on the Saturday. For those crews out for a really fast time, the start is critical for they must judge their progress down the course so as to hit the tideway at Teddington at the top of the tide.

All fast crews starting on the Friday were away around 11.30am, and these I hobbled after. (I say 'hobbled', for your poor editor managed to put his foot under a rather heavy piece of falling concrete



Evans/Pagnanelli off the start



Davis/Purchas portaging Crofton



Clow/Ashton portaging Bulls Lock

at the start. Much to the amusement of Richmond Supporters and even my passenger, I limped around portages for the rest of the morning but during the afternoon, when I found the pain was too much even to drive, what I thought was just a bad bruise turned out to be a broken toe after a two hour stop at Newbury Hospital! But back to the race - broken toe or not - paddlers do not stop on this event.)

R. Evans/P. Pagnanelli of 16th Para. RCT., in fine form after breaking records on the Waterside Series, set off at 12.45 am. and set a really cracking pace over the first miles. Even against the quite strong east wind, that all had to battle against, the Para crew made good progress but early in the race trouble waited for the Para boys. Towards Newbury Evans broke his paddle shaft while making a fast portage - surely they were

out of the race..... The break was down the scarf joint and with this double taped for two feet the crew were soon under way again with the loss of only a few minutes. However through Newbury while making the portage there, the pair were swept backwards under a bridge and almost came to grief completely. The shadows lengthened but Evans/Pagnanelli raced on and once reaching Reading and the Thames there seemed to be no holding the crew. Into the night they raced, pouring on the power, showing fine style and leaving other crews far behind. Over the last miles of the course the Paras did not stop improving and raced under Westminster Bridge and over the finish just before 6.45am. on the Saturday morning to become the first crew ever to break the 20 hour barrier for the tremendous race.



Devizes-Westminster crews portage a lock just past Gt. Bedwyn on the first day

I. T. Davis/M. D. Purchas of the Bradford-on-Avon CC for the second year put up a very good time of 21hr 45min 49 sec to take the Civilian Trophy with a third place overall. The Royal Marine crews started late on the Friday evening doing the canal in darkness and reaching the Thames by first light. They were unfortunate that the weather turned against them with the moderate east wind blowing up really strong on the Saturday. However they did manage to get a crew in second place with a time of 21hr 35min, but it seemed the Paras could not go wrong for they took the Team Event with crews 1st, 7th, 9th and 28th.

In the junior event it was the City of London Police Cadet crew of L. Chadwick/N. Russell all the way, with a fine crew of W. H. James/P. J. Walters of the AAC Arborfield sitting on their tail. The Richmond crew of W. Taylor/R. A. Billen took things much too easy on the first days racing and dropped some 40 minutes on the leaders that they could just not catch up although they won both the last two stages of the event. However they did finish in third place to take the junior Civilian Trophy.

What of the international entry? Four crews came over from the Belgium Army (of equivalent to our S. A. S. Regt.) but the boats they brought were Klepper Aerius doubles, putting them right out of the running against the K2s. However one of these crews made news when over the tideway they pulled out a person who almost fell into their kayak from one of the bridges. The Danish crew of Jorgan Hansen/Alex Hoe were most unfortunate to be dogged by illness but made it down the course as far as Sonning Lock.

The 20 hours is broken but what in the future? Certainly there was little in way of helpful conditions for this run - just what could have been the time if the wind had been behind them and a really good stream on the Thames? No this is certainly not the ultimate and with the 20 broken I foresee far more ambitious target times in future years.....



Chadwick/Russell junior winners.



James/Walters racing down the Thames



Taylor/Billen over the finish



Massed start of junior crews on the last stage of the race from Ham to Westminster. All 'CANOEING MAGAZINE PHOTOS'

WATERSIDE WINTER SERIES

The last of the four Waterside Winter Series of canoe races on the Kennet and Avon Canal was held on 23rd March. This race, the longest of the four starting at Devizes and finishing, as all the others, at the Waterside Youth Centre in Newbury was competed under really tough conditions. Although the day was bright and sunny with no ice-ing on any part of the canal, there was an extremely cold east wind that the paddlers had to race against.

This wind really sorted the men from the boys.....! Of six Richmond crews only one continued after the first 15 miles, while many of the junior crews had retired by Wootton Rivers. However tough the conditions may have been, this did not stop both senior and junior winning crews from setting up new records for the 34 mile course. (Results of the whole series - see 'Result Round Up!').

This second year of the Waterside Winter Series proved highly successful with over a hundred crews entering for the series as a whole and many other crews competing the odd race. Although some of the events were raced under conditions more suited to ice-skating, the major part of entered crews competed

each event. With the possibility of an even greater number of paddlers entering next winter, Waterside have decided that future numbers will be restricted so make note now to get your entry in early when dates are announced in 'Canoeing Magazine' towards winter.

The organisation side of the series was very polished this year and it was pleasing to see accurate results of each race readily available shortly after each finish. The Waterside Youth Centre building provides a fine finish to the events with hot showers, soup, tea and coffee. Last year the series may have been used as training for the Devizes-Westminster but this season the Waterside Winter Series was raced for itself - the events have filled a gap and will prove even more popular next year.

OVERALL WINNERS

Senior Event. Pagnanelli/Evans, 63 rd. Para. 3 pts. /2. Harvey/Farley, Maker with-Rame, 10pts. /3. Davis/Purchas, Waterside, 14pts.

Junior Event. 1. Gow/Barrett, Waterside 4 pts. /2. James/Walters, AAC Arborfield 5 pts. /3. Taylor/Parnham, Richmond, 10pts.

RECREATION IN THE COUNTRYSIDE

A conference next September, among the first of its kind in Britain, will bring together the people responsible for the provision and management of recreational facilities, the organising bodies behind those using these facilities, and the individual users. The conference will examine in detail the provision of recreation in the countryside.

The proper use of Britain's recreational facilities will need the most meticulous planning during the next decade, as the demand for leisure activities grows

NEWS-NEWS-NEWS-IN BRIEF

and becomes more sophisticated. Many aspects of the problem will be discussed at the conference including trends in outdoor recreation, and such subjects as the use of inland waters, outdoor centres, artificial climbing walls and planning for amenity and tourism.

The speakers are among the most distinguished in their fields and include Kim Meldrum, Director of the Whitehall Centre for Open Country Pursuits, John A. Jackson, Director of the National Mountain Centre, Capel Curig, and Brian Rogers of Keele University, author of "Trends in Outdoor Recreation".

The conference will be held at the Loughborough University of Technology from 26th to 28th September 1969. It is organised by the Physical Education and Industrial Fitness Unit of the University in conjunction with the North Midlands Region Central Council for Physical Recreation. Further enquiries to, Patrick Stone (University) or to the North Midlands Region, Central Council for Physical Recreation (Nottingham 51922).

SUSSEX CANOEISTS ASSOCIATION

At a meeting held between representatives of some of the Sussex Canoeing Organisations on the 20th February, it

was the unanimous decision of those present to formally bring into being the Sussex Canoeists Association.

Schools, youth clubs and paddlers who are interested to know more of this association should contact: Ashley V. King, 1, Buckingham Road, Brighton, Sussex.

EXTENSIVE WORKS TO MAINTAIN WATERWAY

About £32,000 will be spent by the British Waterways Board this year on protecting the banks of the Llangollen Canal, one of the most popular pleasure

cruising waterways. Announcing this, Sir Frank Price, the Chairman of the Board, added that the total length to be strengthened this year is 12,750 feet.

Five-foot interlocking steel trench sheeting will be driven at four sites: Lyneal, Ellesmere, Whixall and Jackson's Bridge.

The entire job will be undertaken by the British Waterways Board's own staff working under the immediate supervision of Mr. J. Howard, the Ellesmere Section Inspector.

Bank protection is necessary on canals built originally for slow-moving horse-drawn traffic to counteract the wash from modern powered vessels which undermines the banks. This wash causes erosion of the sides of the canal and the material eroded in time brings "the bottom too near the top".

The Llangollen Canal, which is greatly used by pleasure craft because of the beauty of the countryside through which it passes, extends 46 miles from Llantisilio to Hurlleston, where it joins the Shropshire Union main line. The canal also serves as a major water channel, conveying water taken from the River Dee at Llantisilio to the Hurlleston Reservoir for the Mid and South East Cheshire Water Board.

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.

The National Secretary for Physical Education, another enthusiast of the Sella Descent, had discovered an XV11th century artillery gun on the Madrid flea market. He gave it to expert hands, had it put into firing conditions, and made a

present of it to the Sella Descent 1968.

A special platform was arranged for it on the left bank at the start in Arriondas, and on August 3rd it was to fire its maiden shot. But the Committee decided it might be wiser to try it out first the eve of the race, just in case of An artillery officer was put in charge of the gun, he came with a not too long flint, lighted it, took a few steps back... and BANG, it did fire, bursted half of Arriondas windows, out of their frames and threw the artillerist flat on his back!

The day of the race the flint was twice that long, all Arriondas had its windows wide open, the start was given, and when the paddlers were well on their way to Ribadesella, the gun fired. Bad tongues pretend that Charles Evans won the race once again only because his starting position was right under the gun. This time he had to race, not for a pot but for his life!

BOOK REVIEWS



THE BOOK OF CANOEING by Dennis J. Davis. 111 pages with 48 illustrations
PRICE 25/- (Arthur Barker Limited).

Many readers must be familiar with the Dennis Davis 'DK' canoe designs, a unique construction method for building round bilge kayaks without the use of a jig. This book he has now produced not only covers the building of one of his kayaks, but gives a very practical introduction to canoe sport that will certainly appeal to younger novice paddlers and youth leaders. A small series of photographs gives good instruction of the basic canoeing strokes and chapters deal with touring, sea canoeing and a guide to the competitive side of the sport.

A very nice little book for the youth club shelf but my only reservation is the quite high price of 25/- when compared with a book such as 'Canoeing Complete',

Vago Kayak Club is a new canoe club which has recently been formed in Hereford. In order to boost its funds it has, we believe, become the only canoe club in England to possess its own Song Book.

This Song Book is duplicated on foolscap paper and contains twelve songs dealing with canoe sport and put to standard tunes. Price is 1/- plus postage, details 'Canoeing Magazine' Editorial Office. Below is part of a typical song from the book.

THE ESKIMO ROLLER'S HYMN
(Tune: We Plough the Fields.)

The Eskimo - Canoeing
In Frozen Arctic seas;
He always tried
If capsized
To roll back up with ease.

THE MONTH AHEAD

WHERE TO GO - WHAT TO COMPETE - WHAT TO SEE

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

MAY

- 3rd/4th CANOE SLALOM, LLANDYSSUL, 2nd/3rd Div. CT. 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.
- 11th CANOE SLALOM, SHEPPERTON, 3rd Div. OT. Details: J. Freeman, 20, Woodbury Gardens, Finchley, London. (CHALFONT PARK CC)
- 18th CANOE SLALOM, EASBY, ON, OT. Details: C.M. Rothwell, 21, Windsor Road, Manchester, M10 6QQ. (MANCHESTER CC)
CANOE SLALOM, OLD WINDSOR, 2nd Div. OT. Details: C. T. Hazell, 2, Broomhill, Whyteladies Lane, Cookham, Berks. (WINDSOR CC)
LONG DISTANCE, FOSSE DYKE, B12, Details: A. Laws, 5, Wallis Avenue, Lincoln. (LINCOLN CC)
- 24th SPRINT REGATTA, SALTFORD. Details as below.
- 25th LONG DISTANCE, BRADFORD/AVON, B12 P6. Details: Mrs. D. Webster, Leigh Cottage, Sladesbrook, Bradford-on-Avon. (BRADFORD-ON-AVON CC)
- * 26th SPRINT REGATTA, BRENT. Details: Entertainments Manager, Town Hall, Forty Road, Wembley, Middx.
- 31st LONG DISTANCE (SCOUTS) BUCKS CANE RACE. Details: K. Rich, 2, Highfield Road, Princes Risboro, Bucks.
SPRINT REGATTA, LONG DISTANCE, ISLEWORTH, THAMES. (L-D B12 P3) Details: Isleworth Regatta Committee, Canoeing Secretary, 78, Victoria Gardens, Heston, Middx.

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.

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.

The 'FLOTHERCHOC KAYAK ICF', 'KAYAK COMPETITION' and 'KAYAK COMPETITION' with sleeves, are designed for the canoeist and conform to the International Canoe Federation ruling for buoyancy aids.

'KAYAK I.C.F.'

'KAYAK COMPETITION'

'KAYAK COMPETITION'
(WITH SLEEVES)

THREE BUOYANCY VESTS DESIGNED FOR CANOEISTS!

FLOTHERCHOC *international*

MADE
IN
FRANCE

41, QUAI GAILLETON - (69) LYON - 2° - FRANCE.
Tel. (78) 24-04-27 et 37-28-38

BRITISH
DEPOT

274 The Broadway, West Hendon N.W. 9



SCOUT CANOEING



DEVIZES TO WESTMINSTER

This Easter we saw the first of the Classics in the canoeing World - The Devizes to Westminster Canoe Marathon. Not only was there a record entry of over 240 crews but also the biggest ever Scout entry. In the junior class 22 Scout crews competed and in the seniors 7 crews.

Being a starter myself I managed to achieve the vast distance of Boulters Lock, only 76 miles down the course! After a good meal and wash I took to the road to see how the rest of our Scout crews were doing.

In the juniors J. West/A. Hunter were leading the four Longridge crews and finishing 9th at Westminster with a time of 22hrs 18min 57sec. Two crews from 8th Worthing paddled in close company for much of the course while on the third day I managed to come in contact with the Aylesbury V. U. senior crew who were racing their home built 16ft kayak and crossed the finish on the last day of the event among junior crews. Other crews such as the Itchen South V. U., 154th Bristol, and Caterham V. U. were not at the top of the finishing list but completed the 125 miles.

Out of the 29 Scout crews only twelve were paddling K2s and for most of these crews it was their first event in this type of craft. Talking to other crews from the Scout world, they had already decided their 1970 D-W would be raced in K2s also.

I was sorry to see a number of Scout crews taken to the start and left

completely without support during the race and only given words of encouragement as they reach Westminster. However well done all those who took part and particularly those who climbed the steps at the finish. The City of London Police Cadets won the overall junior event but I've heard the Scouts do not intend to let them get away with it next Easter.....

SHARPNESS

During the Easter holiday a number of Venture Scouts were at Sharpness, Bristol, training under the B. C. U. Sprint Racing Scheme. One young Scout who is involved in these training courses is Tim Cornish of 27th High Wycombe. 'It was a great weekend,' were his comments. 'I'll be too young for the 1972 Olympics but alright for 1976.'

Activity at the Longridge Centre itself is increasing with the passing weeks, and the canoeing of a greater specialised nature. During a recent school holiday the average age of the boys was between 12/13 years. Two Scouts were performing in a C2, one paddler rolling in the river for the first time, a party leaving for Henley to paddle back to the Centre in K1 and K2s, while an inter Scout Troop race was held around the Island also in 'K' boats.

K2 production is going along very well, two boats a week now being turned out - the Scout Movement should soon be able to boast a very formidable fleet of these craft.

West/Hunter of Longridge CC
racing down the Thames.
'CANOEING MAGAZINE PHOTO'



ADVENTURES ON THE DURANCE

WITH JOE GRUNING

part 2

Next morning, I awoke by the sun which shone on our tent and drafted a pattern of pear leaves on the canvas. After a good breakfast, over which we discussed our next plans, Gunter put on his clothes (the heat was such that even a bikini seemed too much!) and went hitchhiking back to Sisteron, where he was to buy a new paddle and return with the car. In the meantime, Barbel and I wanted to disassemble the canoes and pack our belongings, which were thoroughly dry by now, so that we could start for a trip downstream when Gunter returned. We had spent a relatively long time for a short section of the river, so that we wanted to begin anew further down. Besides, we hoped (or better: I hoped) to find quieter water further downstream.

As it turned out, Gunter was back within a relatively short time, whereas Barbel and I had been lazy because of the heat. Therefore, we started late in the afternoon and drove some 40 km downstream, until we found a camping site near the water. The little town near-by, which was situated between the river and the canal running parallel to it, was called St. Paul-les-Durance. Here we stayed

also the next day, because we had to re-assemble the canoes. We shall remember St. Paul-les-Durance for several reasons: the good sanitary installations of the camping site (a rarity in France!), the bats which buzzed around the lamps in the evening, the little flowery streets, and, last but not least, the foot path from the camping site to the little town, which led through bushes uphill, passed underneath a house, and emerged in the main-street of St. Paul-les-Durance.

The current was indeed much slower when we started from St. Paul-les-Durance, but there was also less water. Time and again, we had to get out of our boats and tow or even carry them over stones. Sometimes, the water flowed between large boulders, with deep holes between them, so that we were to the neck in water when we had to get out. At other times, the water was shallow and we had to wade in the river bed, over round stones which hurt our feet and tore our shoes. We were very tired when we looked for a place for our tent towards the evening. Since no town or village was near (the little town of Peyrolles was probably somewhere nearer the mountains) we erected our tent in the wilderness, between young beeches and poplars, and slept well until we were awakened by the sun in the morning.

To save drinking water, we washed ourselves next morning in the Durance, which by nature has wonderfully clear, blue-green water. After a good breakfast, we started at about 11 o'clock. The scenery was beautiful, but the water level was so low that we had to wade long stretches. After some time, we reached a large construction site where giant trucks loaded with stones shuttled to and fro and several steam shovels were at work. We wondered how these trucks crossed the river and how we should avoid them when we reached the crossing, but, as it turned out, other troubles were even nearer. The steam shovel which we had just passed had turned the formerly clear Durance into a muddy, yellow stream so that it was no longer possible to see any obstacles in the water. No wonder that after the few meters on muddy waters another one of our group capsized. This time it was Gunter who had hit a stone in the water and overturned. Since a flat island was just near, we landed and distributed Gunter's belongings over grass and bushes. We stayed on this island until after dinner (we had pudding with sand!) and in the meantime Gunter's things had dried in the sun so that we could re-embark again.

Before long, we saw how the trucks passed the river: where their truck crossed the river, the water of the Durance was caught in two big pipes which extended through the understructure of the road. What a shame to entrap this formerly clear, wild river in two pipes! Of course, the pipes were not wide enough for our canoes, so we had to take them out of the water and carry them over the road. All went well, although we were hindered by the muddy banks and the big trucks which shuttled to and fro at a terrible speed made us feel a little bit uneasy. - A couple of kilometers further down, we came to another construction site. Here, the trucks drove through the water, causing large waves. These trucks were the only vessels we met on the Durance!

After we had passed the construction sites, the water became less muddy, but was still yellow. We drifted along for some time in a landscape which was ob-



Dam at Chateaux Arnoux



New start from St. Paul-Ies-Durance



Camping in the wilderness

iously being re-modeled at a large scale; most probably a new weir or a canal is being built here. We saw several steam shovels at work, and while the water under our canoes was a muddy yellow, there were patches of water of the original blue-green all around.

Towards the evening, we came to an artificial channel where the water flowed between two high walls of gravel. Since the channel was rather narrow, the current was very strong. So we thought it better to get out of our canoes and lead them by the cords from high on the bank, because we did not know how and where this channel would end, and the walls were so steep, almost perpendicular that it would have been impossible to land and get out of the canoe when necessary. But nothing unusual was at the end of the channel, so we re-embarked and paddled until we reached the bridge of Pertuis.

I had hoped that we would find a camping site, or at least a tent or two, at this bridge, but no tent was visible. Instead, we found another unexpected

obstacle: a broad dam of white stone, which seemed to be centuries old and probably belongs to an old barrage (a canal begins at the bridge of Pertuis). This dam reached over the whole width of the river (except a small opening where the water fell about 3 meters) and was several meters wide, and I do not understand why it was not mentioned in my canoeist's guide to the Durance! Since there was no better place, we built our tent on a stretch of sand which had accumulated before the dam, and then we went to Pertuis for our evening meal. Pertuis seems to be a nice little town, but we did not see very much of it because it was already dark. In fact, it was so late that we had difficulties in getting something to eat. At last, we found a hotel where they served us a meal of French "charcuterie" and where we could get some water for next morning's tea. After the meal, we went back to our tent, a distance of 3 or 4 km, and went to sleep.

continued next month.



Quaint finish to the path from the camping site at St. Paul-les-Durance



Love talk on a flowery street in St. Paul-les-Durance



INTERNATIONAL CANOEING

HOLLAND
SOUTH AFRICA
GREAT BRITAIN

HOLLAND

INTERNATIONAL 'ZAAANREGATTA'

The 11th International 'Zaanregatta' will take place on the 'Voorzaan' at Zaandam in Holland on 31st May/1st June. All classes are covered in this regatta and the closing date for entries is 5th May and should be sent to A. Reitmaier, Bleekersstraat 1, Zaandam, Holland.



DEVENTER HANZE SPELEN

Deventer Regatta, organised for the 13th/14th/15th June and as previously mentioned, combines a canoe regatta and football tournament for youth players. Already we hear that clubs competing the football will be from England, Scotland, Belgium, Yugoslavia, Norway, Sweden, C.S.S.R. and Switzerland, plus the

host country. No more clubs can now be accepted for the football.

In the canoe regatta, entries so far have been received from C.S.S.R., Yugoslavia, Hungary and Poland. It is hoped that a team from England will attend and from other European countries.

Once teams are in Deventer their expenses will be paid from 1400 on the Friday until after breakfast on the Monday. Sleeping accommodation will be in a youth hostel or Military camp.

The regatta covers 300-500-1000 and 10,000m events. Further details and entries should be sent to H. B. Lagerweij, Meiboomstraat 43, DEVENTER, Holland.

SOUTH AFRICA

OLIVER GAINS TWO VICTORIES

British paddler Laurence Oliver of the Lincoln Canoe Club, opened his tour of South Africa by winning two titles at the Natal Sprint Championships held at Henley Dam on 29th/30th March.

Paddling with his usual effortless stroke, Oliver streaked home ahead of Springbok Mario Pedretti to take the K1 500m with a time of 2min 1sec. and won again in the 1,000m K1 with 4min 7.2sec.

Times in the shorter events were all paddled against a slight current and it was only in the gruelling 10,000m., where Springbok Paul Chalupsky clipped more than a minute off the South African record, that the true standard of paddling can be seen.

Chalupsky, outclassed over the short distances in the singles, set a blistering pace right from the start of the 10,000 and broke away from the pack in the first

lap, with Kevin Culverwell, Jimmy Potgieter and Oliver clinging to his wash.

However, first Potgieter then Oliver were dropped with Chalupsky pushing up the speed to win with a fine 45min 46.7sec and pulling Culverwell to second with 47.3sec. - this pair went on to win the 10,000m K2 with a time of 45min 7sec.

From Natal, Laurence Oliver went on to Cape Town to compete an L-D. As yet we have no results.

GREAT BRITAIN

LLANGOLLEN INTERNATIONAL SLALOM

Organisation of the International Canoe Slalom to be held at Llangollen in North Wales on 18th/19th October are going ahead and invitations have been sent out to every major European slalom country.

EXCHANGE VISIT

Three young ladies from the St. Michael's Convent School, Barnet, will be taking part in an International Recreation Festival being held in Berlin at the end of July.

The festival covers a number of sports including athletics, tennis, cycling, sailing, swimming and canoeing. Competition will be between young persons from Maribor in Yugoslavia, Antony in

France, Charlottenburg, Reinickendorf, Tempelhof and Wilmersdorf in Berlin, from Israel and Barnet, Greenwich, Lewisham and Sutton in London.

The four girls who will be competing in kayak events, have only taken to canoe sport in the last four months and under the instruction of Martin Boshier and other London canoe club members now show a very good style and after a few capsizes in K1s seem quite happy. The girls will be racing at the Brent Regatta and after the Berlin trip I hope we shall see more of them competing other national events.



From left to right:

Francis Brereton, Jane Holmes, Irene Mroz and Helen Woodhouse. Others in the team are John Handyside, Derek Smith, Robert Evans and Alan Whitmill.

COMMENT *Letters to the Editor*

During the past nine years I have exceeded an average of 5000 miles per year in supporting crews entering Long Distance races in England. I would like to make an observation on a point which I feel needs attention, especially by the organisers of major events.

In 1966 an Exeter crew won the Junior National Champion. They attended the British Canoe Union AGM in London but to my surprise the trophy was not presented 'as it had not been returned by

the previous winners'.

In 1967 the same crew won the trophy for the fastest civilian crew in the junior section of the Devizes to Westminster Canoe Race. We found this out when we purchased the D/W Programme for the 1968 event! A letter was sent to the D/W Committee asking for information about this fact and to date they have not had the courtesy to reply!

It seems to me a great pity that so much publicity for the club, the designer of the boat and canoeing in particular,

can be bulked by the apathy which seems to me to occur at the higher level of the sport and even at club events.

In conclusion I would add that I have played and supported many sports over the years, but have never experienced so much friendliness and comradeship that is so apparent in canoeing, whether at competitor or spectator level - if only this one point could be corrected I am sure it would get full marks as the perfect sport.

F. G. BRETT,
Plymouth.

EVENT ORGANISERS

Could race organisers be prevailed upon to include in their information the name of the account to which their fees should be payable? Currently one is constrained to make the most likely guess at this.

Yours sincerely,
A. Stonely.

(Readers will note that with the last two issues we have included the organising club after events in our 'Month Ahead' column - usually race fees should be made out to the organising club.

Others points of interest is the coding used for events which prospective competitors maybe unfamiliar with.

LONG DISTANCE. 'A' = Open or Tidal Water, Estuaries. 'B' = Rivers. The number following this is the distance of the senior event. 'P' = Portages followed by the number.

CANOE SLALOM. 1st, 2nd, 3rd, = slalom divisions for which events will be held. 'ON' = Slalom for Novices with restricted Open event. 'OT' = Open Team included. 'CT' = Team event restricted to those eligible for individual events.)

CONGRATULATIONS DUE

Congratulations to you Editor on using a 'Photo of the Month' in the March issue taken by someone other than yourself!

Since you introduced the feature nine months ago seven of the photographs - although very excellent prints - have been taken by you, doesn't anyone else take canoe photos? By the number of cameras to be seen at events there must be

many suitable prints around for use.

While writing I am pleased to see you have another article from your German touring friends. The Magazine gets better each month, keep up the good work but please find more touring articles. Yours sincerely,
C. HEATH,
Sunderland.

(EDITORIAL NOTE. Quite a number of prints are sent into our office but only a few are suitable for the 'Photo of the Month' feature. The size required for the feature is a minimum of 10 x 8 or the negative, while the print must be technically of a high quality and the subject spectacular or of general or topical interest.

Regarding touring, 'Canoeing Magazine' has a number of articles lined up for the coming months.)

SEA TOURING

Congratulations on your decision to publish touring articles. Could we have a few words on Sea Canoeing? I feel this is a neglected side of the sport. Many of us have no choice but to do our canoeing on estuaries and at sea. Can anyone suggest any designs for long canoe voyages at sea which are intended for D.I.Y. canoeists.

Yours sincerely,
B. Vallance.

(Some years ago Duncan Winning produced two designs for sea touring kayaks for the home builder - I believe these are still available and if anyone would be interested in buying copies of the plans, contact our Editorial Office and enquiries will be made.)

CANOEING MAGAZINE welcomes articles - with or without photographs - news and comment on any aspect of canoe sport, from British or overseas canoeists. Contributions will be handled with reasonable care but CANOEING MAGAZINE can assume no responsibility for their safety. We also retain the right to adapt or revise copy to meet our requirements. Photographs to be returned should be accompanied with a stamped envelope.



PHOTO OF THE MONTH

Darkness descends over the Kennet and Avon Canal, the shadows lengthen, but for senior crews competing the Devizes–Westminster there is no stopping, on, on into the night towards Westminster Bridge. 'CANOEING MAGAZINE PHOTO', Mamiyaflex 180 lens, 1/125 at f8 on Tri-x.

oliver cock looks in on the WEYMOUTH CANOE LIFE GUARDS

Last summer, on the traditional August Bank Holiday weekend, I was able to visit the Weymouth Canoe Life Guards. It was a most exciting visit.

I had previously received a circular put out by the Weymouth Youth Activities Centre, which the Canoe Life Guards use as their base. This circular had been distributed to all those who were likely to wonder who these "oddly got up" canoeists were. Naturally, the life guards wear appropriate gear for their job; probably wet suits, depending upon the weather, a bright red anorak; the correct cap, quartered red and yellow; a B. S. I. /B. C. U. life jacket and another one strapped to the back of the canoe. This outfit, sadly, is not what the majority of people using canoes at Weymouth usually wear.

The circular, therefore, went to the town's Entertainments Manager, who is responsible for safety on the beaches, to the secretary of the local life boat, the coastguards, the police, and all the members of the town council. It said that the canoe life guards would patrol the water "between the Pier Bandstand and the Pleasure Pier" every weekend, starting from the beginning of June, between 10.00a. m. and 6.00 p. m. They have their own hut near the bandstand pier. They would work in teams of three, two afloat and one ashore.

I arrived at two in the afternoon of Saturday, to find the hut more than adequately manned. After a brief conversation I went afloat and did a stint with two life guards, to see and hear what sort of problems confronted them.

Weymouth Bay being what it is, it is difficult to understand how anybody could get into trouble there; but the Great

British Public being what it is, they succeed somehow! The work of the life guards, therefore, is mostly devoted on these patrols to preventing people from sticking their necks out too far. Previously work of prevention and rescue had been done by the local boatmen - with some degree of reluctance because they have their own work to do. Perhaps I may quote a remark by a local boatman: "It's good to see you people about!" This shows the excellent spirit of camaraderie which exists between the boatmen and the life guards. This patrol work can not in any way be called exciting. The sea at Weymouth is usually as flat as a mill pond. But then the work of a really good life guard should be dull. To have to perform a rescue means that he has failed in his primary function of preventing people from getting into difficulties. This is much more important than dragging them out of trouble after they have got into it. Watching my two life guards while I was afloat, and afterwards from the hut, I realised how very well the Weymouth Canoe Life Guards carried out their task. Always a friendly word; ever advice given in a kindly manner. They were known, recognised and liked by everyone.

After my stint afloat I had lots of opportunity to discuss with Brian Barton, the warden of the Centre, how else the club employed itself. It seems that it has become much involved with the long distance swimmers. By good luck I was able to talk to Phillip Gollop, who seems to make a habit of swimming the English Channel. He said he would rather have a canoe accompanying him than anything else. Why? "Well, the canoeist is nice and close to me, and I can see him every time I take a breath. You see, if it's a motor boat, I'm breathing in exhaust fumes

all the time, or it's away ahead of me out of sight.

"Besides, the canoeist can so much more easily pass food and drink to me than the people in the motor boat.

"Of course, in the open sea such as swimming across the Channel, there must be a motor boat. It has a radar and can be in wireless communication with the passing ships. It can carry provisions easily. It can steer a more controlled course. Then the motor boat will go away ahead and the canoeist with me will steer his course on it. By being just ahead of me, on my breathing side, I can see it regularly. Being so close, it is a great comfort and companion."

So now you know, you cross-channel swimmers. You ought to have a canoe with you! In fact the Weymouth club prove the point. Look at the appointments they have in this year's diary:

With the Weymouth Long Distance Swimming Assoc.

2 Lulworth to Weymouth races; 1 canoe per swimmer. approx. 12 miles or 6 hours.

Training, from Swanage to Weymouth: to be picked up at Chapman's Pool at noon. Finish about 11.00p.m. to midnight.

With the Weymouth Boys' Club Cross-Channel Relay: 3 canoes to go; one to be afloat a time.

With the Weymouth Swimming Club:

Canoes to accompany shorter sea races

1. From the Jubilee Clock to the Pleasure Pier, about $\frac{1}{2}$ a mile.

2. From Greenhill Cove to the Pleasure Pier, about 3 miles, 5 canoes to be out.

With National Spear-Fishing Championships off Portland:

Canoes to act as safety boats.

With the British Sub-Aqua Club, Bournemouth branch:

Canoes to act as safety boats at Swanage.

With the National Leader Dinghy Assoc. Championships:

Canoes to act as additional safety boats in Portland Harbour.

A formidable list indeed! Especially as the beach patrols must still be maintained as well. Such public appearance is going to have an effect upon all those who come into contact with this club.

Recently Mr. Barton called a meeting of such people as are mentioned in my third paragraph, to see if the club could be of any further service locally. Some reactions are worth noting.

Asked what they considered to be the best distress signal which the canoeists should carry, the Coast Guards emphatically said smoke. After our own trials I am inclined to disagree with this. We have always found that the fluorescent orange flare was the most seeable, so long as it can be made to last long enough. Smoke has been dispersed in a high wind. Up to date, to get smoke to last long enough the canister has been uncomfortably big; but I was shown a smoke canister made by Payne which was said to remain active for about a minute, which is about the same time as the Mars Hand flare made by Schermuly. The cost, however, was about 15/- which is a lot more than the Mars, which we have previously advised as the "best buy". However, I hope to be in Weymouth again, in November, when it may be possible to compare the two.

The local secretary of the life boat said he would like to see canoes as part of the equipment of his life boat. This boat draws about seven feet, and the cox-wain is therefore reluctant to take it into less than eight feet of water. He envisages the canoeists being launched, to go into shallower waters. We know that the Atlantic College Club frequently carry canoes on Inshore Rescue Boats. It is moderately easy to launch a canoe from one of these. Whether it would be easy to launch a canoe from a life boat is more doubtful. I think some trials might well be carried out here.

And so to the end of a very exciting and full weekend. I look forward to re-visiting Weymouth in November, when they will be training. I also look forward to opportunities to visit other clubs and see them in action. Maybe we could plan annual meetings for all of us at each of them in turn.

AROUND & ABOUT AROUND & ABOUT

Sea Cadet Race

The Sea Cadet Canoe Race organised for 15th March over a course on the Kennet and Avon Canal and the Thames was cancelled due to dangerous conditions caused by excessive flood water on the Thames. This event is likely to be held on a date towards the end of the year.

Lune Slalom

At last the ice has broken on the slalom scene, or so we thought as paddlers converged on Sedbergh in Yorkshire for the 1st division Lune Slalom. However this event organised by Midland Canoe Club on 16th March will surely go down in canoeing history as the first championship event to be cancelled because of high winds and cold feet!

Midlands had all the problems of designing a course for a narrow rocky river in low water and the added difficulty of getting a course suitable for kayaks as well as those un-manageable machines - the C1s and C2s. Although things went smoothly on the Saturday in ideal slalom weather, conditions were completely different on the Sunday. Those who had managed to sleep through flapping canvas and the boom of bouncing boats, must certainly have been wakened by the bel-lowing of Dave Patrick. 'Yer I know, we've all had a rough night, but get up will yer.'

At 11.15 with the backing of the massed bands of the Executive Protest Selection Committee, the organisers made the decision to de-rank the slalom. Omnibusly the Selection Committee reminded

the training group that they would of course be expected to paddle - the first runs substantiated the cancellation decision,.....

Although there were no great injustices, the atmosphere at the start line was one of uncertainty. Competitors were not sure if a good performance would in fact produce a good result when the relationship was likely to be disturbed by the random element. Come to think of it, random element is a good way of describing the way the wind and snow were blowing; mostly upstream, sometimes, down, occasionally across, sometimes not at all and never below gate 19. After the first runs people started carrying gear up to the cars - except for some enthusiastic idiots from Manchester University who were stripping off for a quick paddle in the lunch hour!

The number of people liable to scratch the second run seemed to be approaching 60% while the number of judges frozen was almost 100%. Dave Patrick took the hint and cancelled the second run - I suppose more competitors were relieved than disappointed.

Full marks to Midland Canoe Club for getting through in the worst of conditions I can remember at any slalom. Now we'll have to wait for Grandtully,.....

RAYMOND CALVERLEY.

Clyde River Race

An icy wind and even icier water over the two mile course prevailed for the Clyde River Race held on 16th March and organised by the Glasgow University Canoe Club. Thirty canoeists from all parts of Scotland competed the event that

varied from monotonous flat water to tricky rapids that took their toll in capsizees and a few wrecked kayaks. At one point there were only a few inches of water and 'jump and scrape' mishaps were common.

R. Crane of H. M. S. Caledonia Canoe Club took first place with a time of 18mins 37 secs. almost 5 minutes longer than the course record he set up last year. Only 5 secs behind came K. Riddell of Forth Canoe Club to take second place with J. Roberts, also of Forth, taking third with 19mins 7secs.

The team prize, a 1/16th scale model fibreglass kayak, was presented to Forth Canoe Club who had the fastest total of three times.

JOHN HUTCHISON

Photos: Top - N. Elbeck of Edinburgh Univ. CC crosses the finish, Mid; Scottish paddler down the race. Bottom: C. Tannovk of Glasgow Univ. CC racing down one of the falls.



Trophy Presentation

Presentation of awards and trophies for the Canadian Canoe Association, The London River and Devizes to Westminster Canoe Races with take place at Baden-Powell House, Queen's Gate, London, S.W. 7. on Sunday 18th May at 3.00pm.

North v South

The North v South Sprint Regatta will be held at Worcester on Saturday 10th May starting at 2 p. m. Two paddlers from each team will compete the 500 and 1000m events.

The southern team comprises: M. Mean, M. Whitby - sen. K1 1000. Mean/Day, Avery/Whitby - sen. K2 1000. Mean/Day/Lawler/Avery - sen. K4 1000. Dyer Giddings - jun. K1 1000. Blackmore/Greenaway, Rogers/Bevis - jun. K2 1000. Blackmore/Greenaway/Day/Giddings - jun. K4 1000. B. Mean, H. Woodhouse - womens K1 500. B. Mean/D. Lawler - K2. Other paddlers to compete relay and novice events.

RESULT ROUND-UP



DEVIZES TO WESTMINSTER 1969

Senior Event	
1. R. Evans/P. Pagnanelli 63rd Sqn. 16th Para RCT.	19.47.20
2. A. Allen-Williams/R. Swindell Royal Marines CC	21.35.49
3. I. T. Davis/M. D. Purchass Bradford-on-Avon CC	21.45.20
4. C. S. Buckman/M. Thatcher 21st SAS Regt.	22.15.33
5. Edwards/Brownlie 3rd. Bde. Parachute Regt.	22.47.30
6. D. Blackmore/B. Greenaway Richmond CC	22.53.29
7. R. Clow/A. Ashton 16th Para RCT	23.07.41
8. N. Coe/M. Holding 35 Corps Engr Regt.	23.18.00
Junior Event	
1. L. Chadwick/N. Russell City of London Police	20.22.42
2. W. James/P. Walters AAC Arborfield	20.57.26
3. W. Taylor/R. A. Billen Richmond CC	21.00.37
4. D. J. Inglis/G. Williams Met. Police Cadets	21.47.01
5. R. Lowley/I. Milne City of London Police	21.56.49
6. R. L. Elliott/K. W. Gausden Met. Police Cadets	22.01.13
7. D. Randell/J. Bidmead City of London Police	22.05.00
8. J. A. Elliott/S. L. Murphy Devas Boys Club	22.15.30
SENIOR TEAM. 16th Para. Crews 1, 7, 9, 28	
JUNIOR TEAM. City of London Police Crews 1, 5, 7.	

FIRST CIVILIAN CREW	
Senior. I. T. Davis/M. D. Purchass, 3rd Junior. W. Taylor/R. A. Billen 3rd	

DESIGNERS TROPHY	
Senior. Jorgan Samson, Denmark. Junior. A. Snell, Kinton Kayaks.	

WATERSIDE WINTER SERIES

RACE A. Gt. Bedwyn - Newbury 14miles	
SENIOR	
1. S. Hollier/C. Baker Royal CC.	2. 9.36
2. P. Lawlor/R. Avery Richmond CC.	2. 12.38
3. P. Pagnanelli/R. Evans 63 Para RCT	2. 14.16
JUNIOR	
1. C. Gow/I. Barrett Waterside CC	2. 26.19
2. W. Taylor/D. Parnham Richmond CC	2. 26.36
3. L. Chadwick/N. Russell City of London Police	2. 27.47
RACE B. Newbury-Ufton - Newbury. 20 miles (New course)	
1. P. Pagnanelli/R. Evans 63 Para R, C. T.	3. 10.51
2. P. Schnepp/C. Gray Reading Univ/Notts KC	3. 28.10
3. M. Giddings/D. Jordan Richmond CC.	3. 30.48
JUNIOR	
1. C. Gow/I. Barrett Waterside CC	3. 35.30
2. W. James/P. Walters A. A. C. Arborfield	3. 43.08

3. L. Chadwick/N. Russell City of London Police	3.45.53
RACE C. Gt. Bedwyn-Newbury 14miles.	
1. P. Pagnanelli/R. Evans 63 Para R. C. T. (record)	2.00.41
2. D. Blackmore/B. Greenaway Richmond CC	2.07.28
3. F. Harvey/S. Farley Maker-W. Rame	2.12.02
JUNIOR	
1. W. Taylor/D. Parnham Richmond CC. (record)	2.11.50
2. W. James/P. Walters A. A. C. Arborfield	2.13.00
3. G. Kane/L. Smith Richmond CC	2.13.55
RACE D. Devizes - Newbury 34 miles.	
1. P. Pagnanelli/R. Evans. 63 Para RCT (record)	5.27.44
2. W. Sansom/D. Mesham 22 S. A. S. CC.	6.00.48
3. F. Harvey/S. Farley Maker-W-Rame	6.02.54
JUNIOR	
1. W. James/P. Walters AAC Arborfield (record)	6.16.57
2. C. Gow/I. Barrett, Waterside CC	6.22.53
3. I. Milne/R. Lowley City of London Police	6.39.50
SENIOR TEAM PRIZE RACE D 22 S. A. S. CC.	
JUNIOR TEAM PRIZE RACE D Waterside CC.	



Evans/Pagnanelli pull into County Hall Steps at Westminster.



CANOEING BINDER MAGAZINE BINDER

**KEEP YOUR MAGAZINES CLEAN-TIDY-AND
FILED IN ATTRACTIVE HARD COVER BINDER**

A hard cover binder designed to take twelve copies of 'Canoeing Magazine'. Magazines are held in place by cords of specially prepared waxed-finished linen thread. Finished in orange and black with gold lettering on spine.



**PRICE 15/- inc. pack & post
send Cheque or Postal Order**

**Canoeing Press 25 Featherbed
Lane. Croydon. CRO 9AE**



Write for literature stating make and type of car

Also special trailers
for up to 15 canoes
and couplings for
light boat trailers

C. P. WITTER LTD. CHESTER 34

TEL: 0244-41166

CANOES & EQUIPMENT

MOONRAKER CLASS 3, spray cover, Lendal 'PACEMASTER' blades. All new 1968. £30 Halsall, 9, Belvedere Mansions, Chalvey, Slough. SL 9263.

FOR SALE - KLEPPER AERIUS, many extras, cost £145. New, open to offers, also FOLDING SINGLE seater. Apply Sunday evenings to: M.B. Kelly, (Sec), Weybridge Canoe Club, Jessamy Road, Weybridge, Surrey.

CANOES IN GLASSFIBRE PRICES FROM

£22 10. 0. ex works.

WRITE FOR DETAILS TO
FUTURFORM PLASTICS LTD.
WHITEGATE. MORECAMBE.
tel: Morecambe 4652

1968 GLASSFIBRE CANOES in excellent condition. TYNE doubles £29, singles £28, juniors £20, Canadians £29. OTTER doubles £27, singles £29. KIRTON slalom £26, SCIMITAR K1 £32. Details: P. G. L. CANOES, Station Street, Ross-on-Wye, Herefordshire.

FIBREGLASS KITS. 1 pint Resin and Hardner. 1 sq. yd. Chopped Mat or 1 sq. yd. Medium Weight Woven: 25/- plus P & P 4/6.

¼ gall. Resin and Hardner. 2 sq. yds. Chopped Mat or 2 sq. yds. Medium Woven: 48/- plus P & P 4/6.

HOLWILL FIBREGLASS CO. LTD.
Wharf Lane, Hockley Heath, Nr. Solihull
Warwickshire.

HARISHOK BUOYANCY AIDS: made up £4. 17. 6. Kit form £3. 5. 0. to ICF. Cash with order plus 5/6 post and packing to H. Calverley, 22, Schools Road, Abbey Hey, Manchester 18.

FOR SALE - KLEPPERQUIRL £15 also MOONRAKER K2 with metal rudder unit £30 - F. Royle. West End, Benington, Boston, Lincs. Phone: Batterwick 211.

CANOE PLANS

PLANS, BOOKS, MAPS, INFORMATION
Expert's Choice:

PBK 59 MOULDED VENEER SINGLE

PBK 62 FABRIC WHITE WATER

Stamp for list of fully detailed plans etc.

PERCY W. BLANDFORD

NEWBOLD-ON-STOUR, STRATFORD-ON-AVON

B. C. U. CANOE PLANS 25 designs available. List from - 55, Conaglen Road Aylestone, Leicester, LE2 8LE.

HOLIDAYS

SUNSPORT HOLIDAY SOUTHERN FRANCE

Our unique holiday combining Mediterranean sunbathing, sailing and sub-aqua with canoeing on the River Ardeche with its warm, shallow waters and breathlessly spectacular gorge. Exciting Adventure Holidays for Groups and Individuals, England, Wales, and France. Canoe hire service. Brochure PGL ADVENTURE HOLIDAYS, Dept. 3, Ross-on-Wye, Hfds.

HIGHLAND ADVENTURE!

Canoeing at its most magnificent! Holidays and expeditions off the West Coast of Scotland. Hire facilities and instruction always available. Don't miss!

**WESTER ROSS ADVENTURE HOLIDAYS,
ULLAPOOL, ROSS-SHIRE.**

CANOE HIRE

TOUR IRELAND'S RIVERS AND LAKES
BY CANOE OR KAYAK
(NO ACCESS OR CAMPING PROBLEMS)

SEND FOR LIST OF RATES TO:
**L. LAWRENCE, 303 LR. KIMMAGE
ROAD, DUBLIN 6, IRELAND**

PERSONAL

CARAVAN FOR HIRE opposite SHEPPERTON WEIR, weekends only, ideal for instructors. 25/- per day, apply: Mrs. M.B. Rollins, P.S.R. Kayaks & Dinghies, Jessamy Road, Thames Street, Weybridge, Surrey.

PHOTOGRAPHY

Hundreds of action pictures of top British paddlers in Slalom, Long Distance and Sprint from England's leading canoe sport photographer. Display prints (16 x 20) at 17/-: (15 x 12) at 15/- unmounted. Also many prints suitable for advertising and general purposes. Mike Clark, 25, Featherbed Lane, Croydon, CRO 9AE. Tel: 01-657 6986.

WANTED

WANTED - 2 SEATER FOLDING CANOE: preferably non-capsizable. Other folding canoes considered. Write: T. Sancha, Churchill College, Cambridge.

WANTED - GMACH ACCORD G/F K2 - reasonable condition - Phone: Watkin, 01-928 8218.

BOOKS & MAGAZINES

American **WHITE WATER**

JOURNAL OF THE AMERICAN
WHITEWATER AFFILIATION
Overseas membership \$3.50 U.S.
(£1.10.0)

send to G.E. Larsen, Circulation Manager,
456 Hawthorne St. San Bruno, Calif. 94066

CANOEING FOR SCHOOLS AND YOUTH GROUPS by G. SANDERS. A booklet giving a practical introduction to canoeing - Price 6/- post free.

BACK NUMBERS OF 'CANOEING MAGAZINE' many issues of Vol 7 & 8 still available - price 1/9 including postage. BOUND VOLUMES OF 'CANOEING'. A number of Vol. 5, 6, 7, are still available - price 25/- including postage.

Above items available from editorial address by return post. 'CANOEING MAGAZINE', 25, FEATHERBED LANE, CROYDON, CRO9AE.

'A THOUSAND MILES IN THE ROB ROY CANOE' by J. MacGregor. A re-print of this classic book now available at special offer price of 6/- from B.C.U. Supplies, 26/29, Park Crescent, London W.1. (Post free to BCU members, non-members add postage of 10d.)

For the best in CANOE CAMPING and TOURING read "THE CANOE CAMPER" Quarterly 10/- per year post free. Circulation Manager, The Canoe Camper, 15, Whalley Road, Hale, Altrincham, Cheshire.

WHITEWATER magazine, issued quarterly 10/- per year post free or 2/6d per copy plus 6d postage from - C.M. Rothwell, (White Water), 21, Windsor Road Clayton Bridge, Manchester, 10.

BYDES BOOKS IN PRINT AGAIN. 'Advanced Paddling Course' 'Methods of Canoe Recovery' (Deep Water ReEntry). 'Waveology' (A Study of Sea Waves Affecting Canoeists). PRICE 2/6 per copy. 1 - 5 copies 1/- postage. Obtainable from: J. B. Richards, Buckstone Lodge, Staunton, Nr. Coleford, Glos.

CANOEING MAGAZINE

take out a
SUBSCRIPTION NOW!



NORTHERN WILD WATER CENTRE

4, VICTORIA STREET,
WETHERBY, YORKS.

Tel: WETHERBY, 3220 or COLLINGHAM BRIDGE, 3198



SOLE AGENTS *PRIJON 'INN' SLALOM KAYAK*

Now proving very popular with 1st Division paddlers, designed by Tony Prijon the famous West German paddle maker. Available with go-faster stripes of personal choice. The best rough water slalom kayak available.

MAIN NORTHERN AGENTS FOR *K.W. 'LOWLINE' SLALOM KAYAK*

This brilliant new Slalom Kayak is a direct development of the highly successful K.W. 7 International. Fast, lively performance and crisp turning, enables this kayak to be handled with ease by Novice or First Divisioner alike.



CRASH HATS

The new 'C. J. H.' glass fibre CRASH HAT. The best value for money on the market. Completely non-rustable harness and rivets. AVAILABLE IN TWO SIZES.

Small-Medium and Medium-Large.

£2.6.0 plus 4/- P.P.

ALSO JOFA, ROMER AND GAYBO helmets stocked.

LIFE JACKETS

The answer to the canoeists prayers. The LIFFEY LIFFEY solves your Life Jacket problems, made to I.C.F. specifications, new with softer foam, will last indefinitely.

£5.0.0 plus 5/- P.P.

Also Life Jackets to B.S.I. specifications from £5.15.0d.



NOW STOCKING L-D KAYAKS

FROM KIRTON KAYAKS



MIRAGE

This immensely strong, lightweight K2, winner of many Long Distance events and is now available off the shelf at N. W. W. C.

This new Scimitar Mk 11 is a development of last year's successful K. 1, and will undoubtedly prove highly successful, particularly in Long Distance events, during the present season.



SCIMITAR

Also SCHAFFER L. D. PADDLES - all timber paddles, immensely strong, specially imported for the N. W. W. C. @ £6. 10. 0. plus postage and packing.

Other products are also available by - The Canoe Centre, Gaybo Ltd. Jaycee, Klepper, Prijon, Canoeing Products, Kirton Kayaks and K. W.



NORTHERN WILD WATER CENTRE

**4, VICTORIA STREET,
WETHERBY, YORKS.**

Tel: WETHERBY, 3220 or COLLINGHAM BRIDGE, 3198



GAYBO LIMITED



FIRST FOUR SUCCESSES OF 1969

LUNE (non-ranking) SLALOM

1st PAVEL BONE 'FUNA'
1st PAVEL BONE SLALOM C1

GRANDTULLY 1st Div. SLALOM

1st PAVEL BONE 'FUNA'
1st PAVEL BONE SLALOM C1

FOR FULL DETAILS OF PAVEL BONE
CANOES AND KAYAKS WRITE TO

GAYBO LIMITED

1, RINGMER ROAD, MOULSCOOMBE, BRIGHTON, SUSSEX.
Phone 684599

FED UP WITH WET SUITS? THEN READ ON:

DRY SUITS

A made-to-measure Drysuit specially made in pure Latex Rubber sheeting.

- Consider the following points:
1. No restriction on movement.
 2. Warm and dry.
 3. No changing - just slip the drysuit over track-suit and you are ready to canoe.

The suit consists of Anorak, Trousers and boots. Cost £11.5.0d.

Send for measuring form and material sample. Including postage and packing.

Drysuit Kits: Kit consists: sufficient pure latex rubber for complete dry suit, step-by-step instructions, Pattern, Adhesive.

Cost: Small (Height less than 5') £5. 2. 6d
Medium (Less than 5' 6") £5. 11. 9d
Large (Over 5' 6") £6. 0. 0d
State colour: Red, blue or yellow.

Cash with order please, from:

P. & H. FIBREGLASS PRODUCTS
6 CHARLES AVE., SPONDON,
DERBY. tel: DERBY 61108



A SIX CANOE TRAILER

one of the **Fleet** TRAILER KITS

For full details
write or telephone

WICKSTEEDS

OF ROYSTON LTD

Meridian Works · Royston · Herts · Telephone Royston 3154



MARK GEES

HIGH CLASS WOODWORK AND FINISHES

IS YOUR K1 OR K2 IN GOOD CONDITION?

A COMPREHENSIVE SERVICE OFFERED
TO THE RACING ENTHUSIAST, REPAIRS AND
VARNISHING OF VENEER BOATS AND PADDLES.

Enquiries to:

MARK GREVILLE-GIDDINGS

21. TOWER ROAD. TWICKENHAM. MIDDX.

TEL. 01-892 3635

P.S.R. FIBREGLASS **KAYAKS**

TOURING - RACING - SLALOM
THE CENTRE FOR BUYING SELLING
OR EXCHANGING

10' SWIFT FOR BEGINNERS	£20
11' SWALLOW FOR TEENAGERS	£24
13'6" RANGER 1 or 2 SEATER	£35
13'6" DOLPHIN DE-LUX SLALOM	£38
14'9" FALCON RACER	£34
15' SWORDFISH C3 RACER	£36
15' SCOUT TWIN COCKPITS	£38
16'6" KINGFISHER CAMPING	£40
17' SEA HAWK COASTAL TOURING	£45
21'6" BLACK PRINCE K2	£55
6'x3'x18' F/G FLOATING PONTOONS	£18

HOLIDAY HIRE

BY THE DAY WEEK OR MONTH
NEW/USED FIBREGLASS - PLYWOOD
- CANVAS/PVC - FOLDING - CANAD-
IANS - AND INFLATABLE CANOES
- ALSO TWIN BAR MOTOR RACKS.

The Canoe Exchange

JESSAMY RD. WEYBRIDGE, SURREY.
PLENTY OF PARKING OPEN WEEKENDS

Lendal
SCOTLAND...

PADDLES

SPRINT

LONG DISTANCE

TOURING

ALSO
SUPERIOR KIT PADDLES

WILSON (P'WICK) LTD. Dept 3
167, AYR RD. PRESTWICK. AYRSHIRE.

Sole Distributors England & Wales:-
Jenkins & Lancefield, Corsham, Wilts.

**RACE AHEAD
IN A NEW** **KIRTON**
kayaks of distinction



SCIMITAR K1 MK II

NEWEST OF THE KIRTON RANGE



SEND FOR ILLUSTRATED LEAFLETS ON THE SCIMITAR
AND OUR FULL RANGE OF KAYAKS

KIRTON KAYAKS MILL ST.
CREDITON
DEVON

**SOLENT
CANOES & KITS**

DEVIZES—WESTMINSTER—125mile 19HRS 47MINS 20SECS!



***R. EVANS/P. PAGNANELLI OF 16TH PARA BDE,
RACE TO VICTORY AND A NEW RECORD —
USING A GLIDER K2 FOR THE SECOND YEAR***

CONGRATULATIONS — R. Evans/P. Pagnanelli of 63rd Sqn. RCT, 16th Para Bde, raced to victory in the 125 mile Devizes to Westminster Canoe Marathon for the second year using the Glass Glider K2 built by The Canoe Centre and setting a fantastic new record of 19hrs 47mins 20secs — breaking the 20 hour barrier. Not only did the pair set this magnificent time but finished the course with a breathtaking lead of 1hr 50mins over second place winners. The 16th Para Bde, also won the Team Event using three Gliders and one Moonraker K2.

THE CANOE CENTRE
PORTABLE BOATS LTD Tel 01-892-8979
18, BEAUCHAMP RD., TWICKENHAM, MIDDX.