

# CANOEING

Vol. 9 November 1969 one shilling & ninepence



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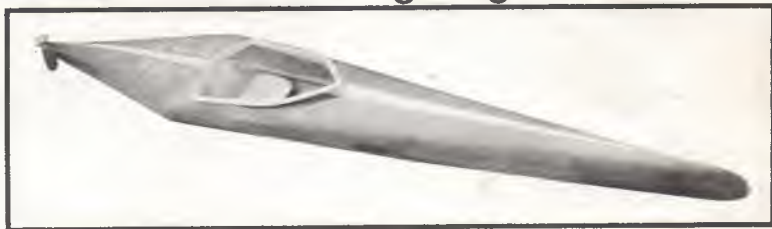
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# CANOEING MAGAZINE

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## COVER

Winter training for the Olympic Sprint Canoe Squad at Bisham Abbey.  
**'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.

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# editorial

CANOEING MAG GOES BIG....

Yes after nine years 'Canoeing Magazine' is to increase its size of format. As from next month, Number 1 of Volume 10, the size of the magazine will go up to 10" X 8" to bring it more in line with other publications. At last a magazine for our sport at REAL magazine size. The increased format will give more advertising space, bigger and better photographs, an increase in the reading matter and in fact a truly better magazine.

Improvements are not without cost and so there will be an increase in the price of the magazine. From one shilling and ninepence it will go up to two shillings per month, the annual subscription will therefore be twenty-four shillings.

For those who have a current subscription, this will run until completion at no extra charge. For those whose subscription expires with this issue the new price will apply. For those who want their subscription back dated, the new subscription rate will also apply, eleven issues instead of twelve.

For the coming months I can say with confidence that 'Canoeing Magazine' has a greater number of articles of tremendous interest to all canoeists. Among these is a really outstanding article on the Inn Expedition - to be run next month; a marathon article canoeing the wilds of Canada illustrated by some of the most beautiful photographs that have ever been sent in to the magazine - starting in February; a really exceptional series of instructional articles on Canadian slalom canoe sport, written by Karel Knap, one of the worlds foremost authorities on the subject - again starting in the new year; and many other outstanding features including a series on basic canoeing strokes and building a glassfibre K2.

Articles on competitive canoe sport - slalom, wild water, long distance and sprint; articles on touring; international reports and results; news, views and comments; all are in 'Canoeing Magazine'. Make sure you get your copy - fill out that subscription now....

## HOW DID IT START? *by Percy BLANDFORD*



Unless someone tells them differently, a generation will be growing up thinking that canoeing started with 'sir!' in a school swimming bath. For some of them it finishes there too! The thoughtful may give credit to the Eskimo and his kayak or talk about Red Indian canoes. Of course, primitive man devised canoe-like craft, when he found it was better to sit inside a hollowed-out log than to ride astride it with his feet in the water, but canoeing as we know it had its origins in the not-too-distant past. In fact, the

canoe which started us off is still in existence.

About 1865 John MacGregor sat down and drew an outline around himself for a double-ended boat in which he could sit facing forward and use a double-bladed paddle. A boatbuilder made it by traditional methods with cedar clinker planking. In this he toured extensively and wrote about it. A reprint of his '1000 miles in the Rob Roy canoe' is available from the BCU. This attracted attention out of all proportion to what a similar

exploit would today. Many people followed his lead. It became the fashionable thing to do. MacGregor founded the Canoe Club. The Prince of Wales at the time (later King Edward VI) was interested, and the club became the Royal Canoe Club.

The sailing possibilities of canoes were discovered and developed. A leader in this move was Warrington Baden-Powell eldest brother of the founder of the Scouts. By the turn of this century sailing canoes were fast and expensive sailing machines, unsuitable for paddling. Interest in paddling waned. We did not hear much of canoeing again until after the first Great War. The 'Boy's Own Paper' produced an occasional fabric-covered canoe design, and there were always a few canoeists, but they were rather a select band. In the twenties folding canoes of good design appeared, mostly from Germany. You may have heard the story of the German professor, named Klepper, who lowered his umbrella to go into a museum on a wet Sunday. He saw an Eskimo kayak inside and wondered if he could make one to fold like his umbrella. Hence Klepper canoes. It is a good story anyway.

In 1929 the Scouts held a coming-of-age Jamboree at Birkenhead. The Hungarian contingent brought over a large fleet of simple canvas canoes and gave a demonstration on a reservoir. Nothing like this had been seen before. We were impressed. I was at that jamboree as a scout. Our Scout headquarters got hold of one of these Hungarian canoes and gave it to a handicraft teacher to prepare an article on how to build one. Being a handicraft teacher he decided that the original dimension were too slight to be strong enough so all the wood sections were increased, and we were left with that barge, the British Scout Kayak. I built one and so did many thousands of others. Whatever we may think about it now, it was that design which put canoeing on the map before the last war. It was being dissatisfied with that canoe which started me designing.

Folding canoes were plentiful and there was a mild sort of canoeing boom in the thirties, with those who could afford them using folders (costing all of £12) and the rest of us in fabric rigids (a

couple of pounds each). The largest club was the Canoe Section of the Camping Club, soon to change to the Canoe-Camping Club, which it still is. Other clubs were few. The Royal Canoe Club took racing seriously, and still does. Manchester Canoe Club was feeling its way in white water canoeing, and has kept that interest ever since. John Dudderidge was struggling to make the British Canoe Union live up to its title, and canoeing appeared in the Olympic Games for the first time.

Then came the war. Many owners of the more luxurious folding canoes surrendered them to the forces, who developed commando craft from them. 'Cockleshell Heroes' and all that.

After the war we struggled with shortages for a couple of years. Several canoes were built of aluminium, which was plentiful as aircraft surplus. I remember building a canoe with timber from a bombed house, covered with an old shop blind.

As supplies became easier there was a great urge to get afloat and the number of fabric-covered canoes built by amateurs and professionals must have run into tens of thousands. Wartime developments had produced good waterproof adhesives for fabrics, which we had not known before. There were also fully waterproof wood glues and plywood which did not suffer if it became wet. Changes were on their way, with something of a revolution in boat building. Mosquito aircraft had been moulded in veneers with waterproof glues and some of us experimented with building boats that way.

Then in the mid-fifties came glass-fibre. Early attempts to use it were a little uncertain, but as the snags were removed, it became accepted. Ken Little-dyke used it for joints in his plywood canoes. Now most commercially-produced canoes are glass-reinforced-plastic - to give it its more acceptable name. The development of GRP canoes seems to have brought with it an urge to be competitive - which is fine - accompanied by a loss of interest in touring - which could be serious for the future of our sport and recreation - but you have heard me on that before.

## CANOE RACE ON THE RIVER STOUR

"I've never canoed through a forest before" was a typical comment made by a competitor after the River Stour canoe race, held on Sunday September 21st from Sudbury to Nayland over an  $12\frac{3}{4}$  mile course.

The race was organised by the River Stour Trust as part of its campaign to protect and encourage the use of the public right of navigation which exists on this river from Sudbury down to the sea.

Along the course there are nine ob-

structions, and it was necessary for all but one to be portaged. The other obstruction, a newly constructed flume, could be shot. The race started at 12 noon from the headquarters of the sea scouts in Quay Lane and ended at an old wharf next to the Anchor public house by Nayland Bridge.

# NEWS-NEWS-NEWS-IN BRIEF

Taking part in the race were 38 men in 18 canoes. They found that the dry conditions had created low water which turned many stretches into deep lengths interspersed by shallows and weedy patches. In places paddlers had to wade through dense bullrushes. The race was found to be not so much a test for paddling strength but a test for skill, watermanship and endurance.

Despite the difficulties all the paddlers professed to have enjoyed the race and promised to attend the race next year which the Trust is now planning.

The River Stour Trust wish to thank all helpers, in particular those from the "Chelmer Race" team of the Chelmsford Boating Club who helped to make the race a success.

CONVEYANCE OF LONG ARTICLES

## CONVEYANCE OF LONG ARTICLES

On 10th August British Rail - Western Region (no doubt applying also to

other regions) - increased their charges for articles, carried on passenger trains and other similar services, that are over certain lengths.

The increases are the Appropriate Scale Charge plus the following percentages for the following lengths: over 7 feet and up to 10 feet - plus 25%; over 10 feet and up to 14 feet - plus 50%; over 14 feet and up to 18 feet 6 inches - plus 100%. Articles over 18 feet and 6 inches are not carried by passenger or similar services.

Many canoe manufacturers send their

craft by the above service and it is obvious that a considerable increase can be expected in delivery charges.

## BOAT SHOW '70

One sunken boat, forty sleek craft actually afloat alongside jetties, plus hundreds upon hundreds of others on acres of display stands, will again stretch the seams of London's huge Earls Court for the annual International Boat Show from January 7 to 17. (Press and Trade Day on the 6th).



Main feature of this coming show is France's bold new watersports "Riviera" - the 120 mile Languedoc - Roussillon development that stretches from the Pyrenees to Marseilles.

The French, producing a whole chain of resorts for a quarter of a million tourists a time, plus marinas for 12,000 boats will ship to Earls Court sea spray scenery and the wonders of this new tourists' paradise.

Narrow shuttered windows, flower-draped balconies, elegant archways, a

evening Canoe Building Conference in Belfast on 11th December. Details can be obtained from L.G. Glasgow, C.C.P.R., 49 Malone Road, Belfast, BT9 6RZ.

#### YORKSHIRE W/W CHAMPIONSHIPS

On 29th/30th November, the Leeds Canoe Club are organising The Yorkshire Wild Water Championships at Appletree-wick. These championships will consist of two events - on the Saturday a wild water race from Helsden Bridge to Barden and on the Sunday a canoe slalom at Apple-

# NEWS-NEWS-NEWS-IN BRIEF

street of French shops, and a typical village square will blend to give a distinct Mediterranean flavour to the Boat Show.

With more than 500 exhibitors and more boats than ever there is really everything from sailing smocks to sculls; motors, inboards, outboards, inboard-outboards to mermaids; cables to charts and snorkels to sea boots.

The sunken boat. . . that is in the exhibition's Olympic-sized central pool - a reconstructed galleon's quarterdeck containing genuine treasure trove, which British Sub Aqua Club diving teams will recover in regular diving displays throughout the Show using all the equipment normally used on typical diving expeditions. Underwater closed circuit television cameras and floodlights are being installed so everyone can watch the entire display both above and underwater on screens around the pool and from the water's edge.

Admission times: 10 a.m. - 9 p.m. daily excluding Sunday, January 11th.

#### CANOE BUILDING CONFERENCE

In co-operation with the Canoe Association of Northern Ireland the Central Council of Physical Recreation (Northern Ireland Section) are arranging a one

treewick. The events are only open 1st and 2nd division paddlers of Yorkshire canoe clubs, but 3rd division paddlers will be accepted at the organisers discretion. Closing date for entries is ten days before the event. The river race is open but a maximum of 60 paddlers will only be accepted for the slalom. Entries should be sent to: T. Young, Brow Cottage, Fulwith Mill Lane, Harrogate.





INTERNATIONAL

CANOEING

AUSTRALIA

## AUSTRALIA

### NEW SOUTH WALES SLALOM CHAMPIONSHIPS

The New South Wales Canoe Slalom Championships were held over the weekend 4th/6th October (Labour Day Holiday weekend in Australia). The event was raced over a course below the dissipator of the Wyangala Dam on the Lachlan River, about 200 miles west of Sydney. Because work had to be done on the spillway, a great deal of water was let out into a fairly narrow course. There were 20 gates for the Open K1 events and reductions were made for the other classifications.

Work parties had been held beforehand preparing the course, with much

work done by members of River Canoe Club and Lillipilli Kayak Club. Through the energy of Peter Egger, and Ian Robinson and many others, as well as the cooperation of the Dam Authorities, the course is the best which can be found in NSW at the present time. The Wyangala Dam Superintendent organised a new road down to the site to provide easy access.

There were 64 individual entries for the Championships and winner of the K1 was John Egger of the River Canoe Club with a best score of 302 pts. (Full results - see Result Round-up.) Incidentally John Egger paddled the new GB3 slalom kayak to victory. The GB3 is produced by Geoff Barker who has recently gone into business.



Peter Egger of the River Canoe Club, successfully breaks out for an upstream gate. He came second to his brother, John Egger, in the New South Wales Canoe Slalom Championships held below the Wyangala Dam on the Lachlan River. Photo: Frank Whitebrook.



## photo of the month

At Boulter's Lock, M. Whitby of the Richmond Canoe Club making the first portage and leading some 60 paddlers competing the 'Royal Marathon'.  
'CANOEING MAGAZINE PHOTO'

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# WINTER CANOEING

by D.T. ROSCOE

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Suddenly it is Autumn again, the leaves are turning, there is a hint of frost in the air on fine mornings and the sun is beginning to lose its warmth. In a few short weeks winter will be upon us, many canoeists will put away their craft for the season and thoughts will begin to turn towards club dinners and other social events.

Why do we have to put our canoe away in the winter? "Because it is far too cold" you will reply, "The water is freezing, the weather is awful, we'll die of exposure on that river". These are valid comments but the winter has much to offer. Many rivers are the preserve of salmon fishermen in the better months and access is, in most cases, impossible. Coupled with this it is often found that even if one can get onto the river it is too low and the long anticipated trip turns out to be a disappointing bump and scrape. What a contrast to winter, gone are the fishermen and permission can readily be obtained. The dry trickle of high summer is a white, roaring torrent, swollen by the winter rains and offering splendid canoeing to those hardy enough to venture out. Surfing too can be indulged in. Although surf may be found at any time of the year, the winter gales can be relied upon to produce big, hairy surf along with empty beaches, no bathers to avoid and no parking problems. The cold is the enemy but lets take a look at what can be done about it.

In my experience whatever the trip, river or sea, the lower body is no problem. The canoe gives shelter from the wind, which is a vital factor in keeping warm, a pair of wet boots and a pair of

full length wet trousers take care of the legs. A well fitting spraydeck is essential for comfort even if only placid water trips are planned.

The upper body protection depends on the choice of activity. As much freedom of movement as possible is essential for good canoeing so if you are going to do a river trip and you don't expect to be immersed too often wear two or three woollen sweaters topped, if the weather is windy, by a waterproof anorak. You will find this to be far warmer and more comfortable than a wet suit top and much less tiring to paddle in. Remember that in normal circumstances up to 50% of the total heat loss of the body is through the head, so wear a woolly hat. You'll be surprised at the difference it makes.

If you are going to surf you will be almost continually soaked and the above protection is not suitable if you hope to stay in for a fair time. Two variations are possible; a wet suit top with a waterproof anorak over it to break the wind is the traditional winter surfer's garb and works well but many people find a wet suit too restricting. The other answer is a dry suit which gives freedom of movement, is cheaper to buy and one emerges dry at the end of a session. It is however very tight at the cuffs and neck which is an irritation to some. Both systems are good, both have their devotees, you have to decide which is the best for you. Whatever the system you choose add a wet suit helmet for the head. If you don't mind the constriction it is wonderfully warm.

The hands pose the biggest problem of all. Whatever you are doing, calm or rough, a winter's wind quickly numbs ha-



nds, making paddle control difficult. Most attempts to cover the hands tend to make it harder to grasp the paddle and the essential "feel" is lost again. A simple and fairly effective way of protecting the hands if there is not too much wind is to smear the backs with vaseline or any other light grease. This enables them to shed water more easily and if they stay dry they stay warmer. Be careful however not to get grease on the palms, it makes for very difficult paddling!

Ordinary woollen gloves or mitts are OK until they get wet and then they cease to hold much warmth. Plastic household gloves are used by some winter canoeists but I have never found them to be satisfactory. During a trip to Greenland this summer I had a look at the Greenlander way of tackling the problem. They wear sealskin mitts waterproofed with blubber but having two thumbs, one on the back. The idea behind this is that when the palm gets wet the canoeist turns the mitt round and the back becomes the palm but the Greenlanders paddle mainly in calm, sheltered waters and don't normally have occasion to bury their hand in water as we might when executing a stroke in rough river or surf conditions.

My personal answer to the really cold weather is, at the moment, based on an idea given to me by Ken Langford. He showed me a sleeve of neoprene which he

pulled over his wrist, forearm and back of hand leaving the rest of the hand free to grip the paddle. This prevented heat loss at the wrist but had limitations so I made a sleeve, shaped as in the sketch, out of an old wet suit sleeve. It is cut away so that the palm of the hand is free but the complete backs of the hand and the fingers are covered. This gap is held in place by a little hood of neoprene into which the finger tips fit. When the hand is closed around the paddle it is well protected and warm but the paddle grip is unimpaired. An added bonus is that it is easy to put the spraydeck on with bare hands, flip the hood over the fingers and paddle away. Those who have struggled to fit a tight spraydeck while wearing gloves will appreciate this point.

During a long journey even adequately clothed canoeists will become chilled if immersed frequently. If one is to have a safe and enjoyable trip preparations must be made to deal with this. Dry, warm clothing and a towel should be carried in the canoe and a regular food intake is necessary if the body is to continue to generate sufficient heat to keep warm. This is best done by using quick energy food such as chocolate, Kendal mint cake, glucose tablets, etc. and carrying soup and hot drinks in thermos flasks. Another set of dry clothing and hot drinks should preferably be waiting at journeys end.

When winter surfing it pays to have a shelter into which one can retire to eat, brew and warm up. If this is done frequently a full day can be had without much discomfort. The obvious shelter is of course a tent which can be erected right on the beach. In many places such as Porth Caered and Black Rock Sands in North Wales one can camp on grass virtually at the water's edge.

So why not give it a whirl this winter? Don't put that canoe away yet, write and get permission for a few of those rivers which you have always wanted to do but couldn't get on. Rivers are, in the main, much more sheltered than the sea so if you have never done any winter canoeing try them first and graduate to the surf later. I don't think that you will regret making your sport an all the year round occupation.



# YOUTH CANOE SPORT

## BEDFORD YOUTH RACE

The 28th September was a windy but warm day for the sixty-four crews who competed in the first Bedford Youth Long Distance Canoe Race, organised by the Viking Kayak Club. Many of the young competitors travelled a great distance to compete in this event over  $6\frac{1}{2}$  miles on the River Ouse at Bedford.

The course, which started and finished at the Viking Kayak Club Boathouse, had most of what a good L-D course should have - deep water, fast moving shallows and some small shutes, all of which met with the approval of the paddlers.

With the support received at this event and the Youth Sprint Regatta held earlier in the year, the Viking Kayak Club have decided to make these two 'Youth Meets' annual events. It is believed that this will go a long way towards bridging the gap between school and national ranking races (ranking L-Ds do not cater for those under 16 years). At these two Viking events the paddlers are split into classes of the following age groups: 12 to 13 years; 14 to 15 to 16 years; 17 to 18 years.

For the 1970 season two other canoe clubs have already agreed to hold events using this class system and if more clubs would be willing to hold such events it would certainly fill the existing gap in our rating of youth.

## CHELMER YOUTH RACE

The annual Chelmer Youth Race on Sunday 5th October, attracted a large entry of young paddlers from London and East Anglia. Nearly 40 canoes raced down the River Chelmer from Kings Head Meadow, Chelmsford, to Hoe Mill Lock, Ulting, a total distance of 8 miles. The

paddlers all between 13 and 19 had to portage around seven locks along the course.

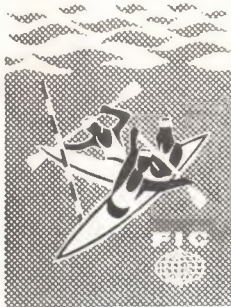
For many of the competitors the race was their first experience at competitive canoeing and the Indian summer, with warm sunny conditions, still and weed-free waters, made conditions almost ideal. There was also some first class paddling by the more experienced paddlers and in the major class M. Tarry, an independent BCU member from Hertfordshire, was the winner by only 2 minutes, fighting all the way Williams of Harlow. The home club, faced with tough opposition, were lucky to achieve 5th in this class with John Caseley.

## YOUTH SLALOM

The Bedfordshire County Youth Service and the Viking Kayak Club are to hold a Youth Canoe Slalom on 8th/9th November. The venue for this event will be Bromham Weir, near Bedford.

Classes include Ladies Beginners, Novice, Open and Team. All competitors must be under 21 years of age on 8th November. Full details of this event can be obtained from: The County Youth Office, 30 Bromham Road, Bedford.





# BOURG RETROSPECT

COMMENTS ON THE CHAMPIONSHIP COURSE

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The dust has settled over the World Slalom Championships, the shouting has died down... but looking back at the championships just how good was the course and what difficulties did the gates present to the kayaker or canoeist?

I asked two of our paddlers to write a small article on what they thought, Geoff Dinsdale on the course for Canadian paddlers and John MacLeod on the course for K1 paddlers....

## KAYAK CLASS

The water at Bourg was terrific, there is no doubt about that. When we first went on I thought it was just below grade 5 but after a bit of acclimatisation to the wave formations, rock positions and size of stoppers, the 5 grading was soon forgotten. What remained was the question, 'How hard were the gates going to be?' More important, 'How hard were they going to be to get to?' I say more important because with such water they need not to be tricky to do, but exceedingly hard to line up for correctly. Thus the essence is on positioning oneself beforehand.

The course went out and we spent hours watching, and studying intensely each gate sequence.

For kayak each gate was reasonable though perhaps the water was a little shallow below some of the breakouts, especially for those who broke out low. As a course of thirty gates, the slalom was exceedingly hard, requiring intense physical and mental effort all the way down to the last gate. Breakouts were the main time wasters; with nine in all, mostly pos-

itioned opposite a trough (between two waves), one could easily drop a couple of feet at the slightest mis-calculation. Confidence in ability to do the course, knowing it backwards, was absolutely essential.

What I felt lacking was rough water gate practice and although I hear echos of why restrict 1st division practice, I firmly believe the best way is to spend week-ends of pressurised gate practice, as opposed to the odd run down at a 1st division slalom (if practice is open) with another 80 people on the water.

## CANADIAN CLASS

Are you right or left handed? Either way one turn is difficult, so course designers build in an equal number of both turns.

Bourg had an equal number of turns but an unusual method of applying them - take for instance the two fastest cut-outs, gates 8 and 11, both were on the right, followed by reverse 9 and 12. Then further down left cut-outs 13 and 23 were followed by downstream forward gates 14 and 24.

Notice the sequence? - don't get me wrong - the course was magnificent, but I can't feel anything but awe at left-handed C1-ists roaring down the Chipper then cutting out in some rotten little stoppers on their wrong side, then soon after having to complete a similar manoeuvre entering another small pool possibly even faster.

There was a story - a true story - of a C2 which never actually turned but entered the second pool at full steam - whizzed up the rocks and knocked two of

our Czech friends back into a puddle amidst much giggling!

20 was another gate which caused a lot of trouble. Downstream gate 19 was on a fall of about 1 ft drop with upstream gate 20 sited about 10 ft below and to the left. Although all the C1s could turn in time, the flow of water below gate 20 was too strong to paddle against if you dropped low and in the end nearly everyone was cutting out right then ferris-gliding across a silly little stream just to do an easy upstream gate.

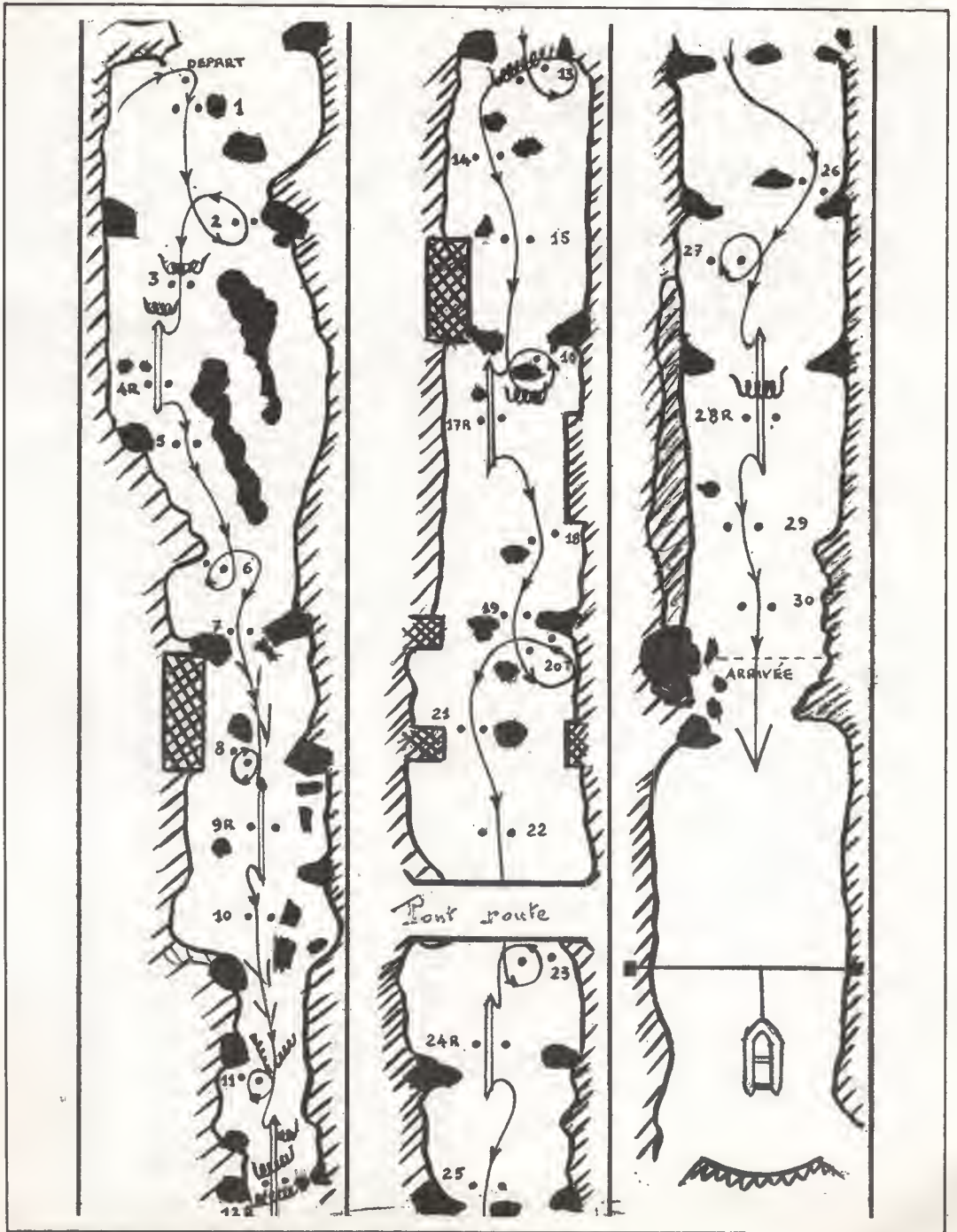
This in fact was the beauty of the course - looking at each individual gate they were all possible to do cleanly and fairly easily - but put them together and

consider paddling on one side only and each section became a problem.

It was possible to consider the course in three distinct sections - the top was fairly heavy but open, except for gate 8 - the middle section from gate 11 to about gate 16 was tighter, partly heavy, partly flat - and the bottom section which was the longest section was technically very difficult, the water conditions being of secondary importance. A little stopper then down reverse 28, immediately a tight turn for down 29 and then across left to down 30 and finish. Across left did I say? Did you push across or pull? Well it depends on which side you paddle.



'CANOEING MAGAZINE PHOTO'



# MIKE CLARK on competitive CANOEING

Over 60 paddlers were on the start of the Royal Canoe Club Marathon - held over a 35 mile course down the Thames on 28th September.

Three years ago Royal held a similar race to mark their centenary year. In 1966 the race was for K2 crews only, but this year the race was revived for K1s only, and was certainly a great success.

As usual 'Royal' made their own rules for the race and support teams for the paddlers were in great evidence. Almost anything could be done for the paddlers - provided the kayak and competitor were not actually portage by car! Drink and food all the way down, spare paddles, running repairs and the portaging of the kayak around locks by the support crews was all in the game - maybe we should run all our marathon events in this fashion. . . .

After the rather novel start - the use of a rocket - the early leaders were of course members of the Richmond Canoe Club. Down at Cookham Bridge P. Lawler was leading M. Whitby and R. Avery with G. Kolar in fourth place some hundred yards down - all from Richmond - but there were still very many miles to go. In the second group there was M. Boshier, S. Hollier and N. Jackson with all other paddlers slowly spreading as the miles passed.

Down at Windsor the leading group were still there but N. Jackson was pulling up and Pete Lawler was finding the pace beginning to tell. . . . By Shepperton, with just ten more miles to the finish, the lead as it had been since just after Windsor,



was held by M. Whitby of Richmond with N. Jackson and R. Avery still right with him. Pete Lawler had dropped some half mile and was struggling to keep going. The early pace setting had taken its toll. . .

Down to Sunbury and Robin Avery was beginning to drop from Whitby and Jackson, but both these leading two still looked quite fit. Over Molesey Lock and on down under Kingston Bridge - the end is only a few hundred yards now. . . . At the Royal Canoe Club all eyes are turned upstream to see who is going to make the win. . . . Round the last slight bend in the river, racing for the line as if off the start of a '500' - well maybe not quite as fast as that - came Mark Whitby crossing the line to finish first with a time of 5hrs 05min and just 10secs ahead of Norman Jackson - 10 second after 35 miles, certainly a great race by these two outstanding paddlers.

Robin Avery took the 3rd place another two minutes down with S. Hollier making 5hrs 18min. P. Lawler had slipped back to 5th place to finish with a time of 5hr 22min. After this came just one long procession of paddlers right up to the seven hour mark - well done to all those who finished.

Although Royal Canoe Club put nothing about a womens class on the entry forms, two young women did race the course, and both finished! Mrs D Lawler put up a very creditable time of 6hrs 51mins and Miss P Renshaw paddled over the finish with 7hrs 15 mins an outstanding feat for girls to race such a distance. (I hear quite a bit of money changed hands on the womens event on side bets as to whether either of the girls would finish!)

Both these Royal Marathon events have been of great success and I understand that



the club is considering running two events each year now - 35 mile K2 marathon in the Spring and 35 mile K1 marathon in the Autumn.

The prizes at the Royal Marathon were certainly worth mentioning, they being presented up to 24th place. Many of the prizes were donated by manufacturers among them being two pairs of paddles presented by The Canoe Centre and Canoeing Magazine; two bottles of Scotch presented by Royal CC; a cigarette lighter presented by Royal CC; Parker pen and pencil and leather wallet presented by R. Shepard; a car spotlight presented by Carter Garages; car backrest presented by Mediscarch; automatic seat belts presenter by Kangol; a fine pewter tankard presented by L. Barker of Bertex Ltd., and more traditional prizes presented by Royal Canoe Club.

The first of the Olympic Squad Training weekends was held at Bisham Abbey on 4th/5th October. Some 30 paddlers from the 'A' squad and 'B' squads were present. With very fine weather all were of great enthusiasm and played a number of fitness sports with great effort. On the Sunday afternoon to close the weekend, a short canoe madison was held - see Olympic page for details - and this proved of great excitement. The future madison are open to all paddlers and I hope they will prove popular - certainly from the spectators point they are very interesting.



#### CAPTIONS TO PHOTOS

1. The Richmond leaders down towards Cookham Bridge.
2. P. Lawler takes on a little fuel at Boulter's Lock.
3. The lead at Shepperton - Whitby, Jackson and Avery.
4. Off the start with 35 miles to go!
5. Down at Sunbury - Whitby and Jackson out in front.
6. Whitby of Richmond CC over the finish to take first place.
7. Mrs D. Lawler making the finish in quite a respectable time.



# COMMENT *Letters to the Editor*

## TRYING TO BRIDGE THE GAP

Your correspondent Mr R. N. Castle on page 18 of your September issue comments on ways in which the gap between school clubs and adult canoe clubs may be bridged. As well as more competition experience of glass fibre canoe building may help to bridge this gap. Canoes for school clubs, such as the Trylon Tiger, are often built in batches and once a boy has been concerned with G. R. P. canoe building at school, it will be quite possible for him to design his own racing canoe and build it himself. This will start from the drawing board, and then he will need to make a plug and a mould from which to make the finished canoe.

The response to our booklet "How to build a glass fibre canoe", indicates that there is a growing interest in canoe design and amateur building in G. R. P., and this may well appeal to the potential mem-

ber of an active canoe club.

Yours faithfully,

TRYLON LTD.

R. D. Sawtell Managing Director.

While canoeing down the Allier this summer, we encountered a pair of fishermen. They were wading in the middle of the river and fishing the deep channel to one side. We shot over the shallows behind the fishermen, where there was just sufficient water. The fishermen were most upset that we had not used the deep channel. Assuming that we had merely missed the way, they indicated, in the usual French manner, that we should have taken the deep channel in front of them. When last seen they were looking very bewildered and clearly convinced of the truth of the legend of the mad English. Yours faithfully,  
A. Stoneley D. Green

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## 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.

In 1953, it was one of the first editions of the Sella Descent as an international race. A good German team participated. They had a beautiful start, soon took the lead and were heading the race for miles and miles, outdistancing more and more the pack. A motorist

brought the news to Ribadesella: "Germans far ahead, impossible to catch up with them". So surely the German flag was to be hoisted on the Bridge. But what was the German flag? The Bundesrepublik had only very recently gained its independence, but who in Ribadesella was supposed to know which flag they had adopted. Slight consternation, but then the chief of the village police came with the solution, immediately accepted by everyone. He had been in the Spanish volunteer division, the Division Azul, that had fought with the Germans on the Russian front, and brought back a swastika flag as a souvenir. And better a flag than no flag at all, so unanimously the swastika was re-established as the official German flag.

Unfortunately the Germans hit a stone just before the weir and sank. Belgium won the race, not the Germans but surely were saved from a serious diplomatic incident!

# 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 ..

## NOVEMBER

- 2nd LONG DISTANCE, READING CIRCUIT, non-ranking, B19. Details:A. Roberts, 12 The Ridgeway, Caversham, Reading, Berks.
- 8th LONG DISTANCE, LONGRIDGE, Open Madison 2hr X K1 X 2 X 300m. Details: A. Tullett, Longridge Activity Centre, Quarry Lane, Marlow Bucks.
- 9th WILD WATER RACE, USK. Details:J.Freeman, 20 Woodberry Gardens Finchley, London, N.12. (CHALFONT PARK CC)
- 16th LONG DISTANCE, EXE DESCENT, B19 P10. Details: Race Secretary, 41 Old Tiverton Road, Exeter, Devon. (EXETER CC)
- 16th WILD WATER RACE, DEE 1. Details:F. Benett, 22 Chaucer Avenue, Reddish, Stockport, Cheshire. (MANCHESTER CC).
- 16th WILD WATER RACE, LEVEN TEST. (First 1970 Season)Details:E.B. Totty, Craigmuir, High Knott Road, Arnside, via Carnforth, Lancs. (LAKELAND CC)
- 23rd WILD WATER RACE, EDEN. Details:R.Marsden, Primrose Hill Farm, St Michaels Road, Bilsborrow, Lancs. (LAKELAND CC)
- 29th/30th WILD WATER CHAMPIONSHIPS, YORKSHIRE. APPLE TREE WICK. Details:T. Young, Brow Cottage, Fulwith Mill Road, Harrogate. (LEEDS CC) Also see 'News in Brief'.

## CANOE ROLLING

Winter is upon us and canoe rolling is once again the 'in thing'. This year London is short of one of its evenings, the Chalfont Park Canoe Club will not be running the Seymour Hall Baths session on Friday evenings.

However canoe rolling is being organised at the Public Baths, Fulham. This on every Tuesday evening from 9.00 - 10.00 p.m. and beginners session on Thursday evening. Admission is by ticket only and full details can be obtained from S.F. Holthorp, 54 Claygate Lane, Hinchley

Wood, Esher, Surrey. Slalomboats only sorry no C1s or C2s.

Canoe rolling courses are available at the Dartford College, Dartford, Kent. These are held on Tuesday evenings and are a series of six sessions. Details available from C.C.P.R. (L. & S.E.) 160 Great Portland Street, London, W.1.

Elsewhere there is canoe rolling at the New Islington Baths, Manchester, on Tuesday evenings, 8.00 - 9.30 p.m. (Manchester CC), and the Atlantic Baths, Chester, on Wednesday evenings from 8.00 p.m. (Chester CC).

# TOPS IN ANY WATER-

FOR SLALOM  
WHITE WATER  
OR L-D...



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# TOWARDS MUNICH

Ron Emes, Olympic Training Manager for the sprint racing canoeists, met members of the Sports Council last month - as reported in October issue of 'Canoeing Magazine' - to discuss the amount of money available for pre-Olympic training.

A grant of around £700 was forthcoming to be spent during the period Oct. 1969 to March 1970. Thus this will now enable the Sprint Committee to pay upwards of 50% towards Olympic Squad paddlers travelling expenses to the series of Winter Training weekends now in progress at Bisham Abbey.

Things look very bright for the future with the possibility of the full amount of grant available that has been asked for. If it materialises, it will mean that not only will our paddlers be assured of travelling assistance to training weekends and international events, but that the Olympic Squad will be able to buy their own K4s, K2s and K1s.

On training weekends, a 'Canoe Madison' will be held at Bisham Abbey on each of the dates mentioned in last month's magazine. These events are open to any groups of paddlers, whether in the Squad or not and details of such madisons are as below.

## 30 KILOMETER CANOE MADISON

A major handicap experienced by racing canoeists in recent years, with ob-

viously detrimental effects upon their standards of performance, has been the virtually total lack of competition available to them between the months of October and April. Considerable thought has been given to a method of filling this gap in the annual competition programme, and the need to solve the problem has now become more important than ever, in that it is directly connected with the need to intensify pre-Olympic training. To devise a method of training that is compatible with the British climate, is complimentary to normal winter strength, fitness, and stamina training, and which at the same time provides the incentives that are necessary, if the enthusiasm of paddlers is to be sustained throughout the six months of autumn and winter, is no easy matter. However, a race, similar to cycling 'Madison', has been designed, which will meet all these demands and will have as its primary objectives -

The provision of competitive canoeing between October and April each year -

The formation of regular K4 and K2 crews. The development of Team and Crew strategy.

The improvement of 10,000 meters racing techniques to international standards.

It is thus anticipated that 'Canoe Madison' will provide opportunities for competition hitherto unavailable to the bulk of canoeists in Britain, and I trust that it will receive sufficient support from 'Sprint' and 'Long Distance' paddlers to justify its continuance throughout the winter months. The basic rules of 'Madison' will be -

1. The event shall be held on flat water, over a course of 30 kilometers, consisting of 15 X 2000 meters laps.
2. Teams of not more than 5 competitors will be required to complete the course in the fastest possible time.
3. Teams may choose to race in K4, K2s or K1s.
4. An individual competitor may not race over more than 8 laps, or 16 kilometers, though these need not be consecutive.
5. Competitors entering or leaving the race, must do so only at the authorised changeover point.
6. A bonus time of 30 seconds, will be deducted from the total time taken to complete the course, of the team paddling lap 5, or 10, or 14, in the fastest time.
7. All turns must be negotiated in an anti-clockwise direction.
8. Wash hanging will be permitted until the last 1000 meters of the race.
9. Teams and Crews must be nominated by the Captains, and the Organisers so informed, at least 15 minutes before the race commences.
10. A bell will be sounded at the conclusion of the last lap but one, i. e. , 2800 kilometers.
11. Boats will be the individual responsibility of competitors.

Though K4s, K2s and K1s may participate in 'Canoe Madison', the restrictions placed on the size of Teams, and the number of laps that may be completed by individual competitors, ensure that irrespective of the class of boat raced, Teams of like ability have a virtually even chance of success. Though it will be appreciated that as one of the major objectives of 'Canoe Madison' is the encouragement of the formation of regular Crews, a Team composed of a K4, and a K1 or two K2s and a K1 will have a distinct advantage over a team composed entirely of K1s.

The first 'Open' Madison will be held on the River Thames at the Central Council of Physical Recreation Centre, at Bisham Abbey, Marlow, Bucks., commencing at 2 p.m. on Sunday, 2nd November 1969, in conjunction with the second training weekend of the British Canoe Union Olympic Training Squad.



# AGE-TRADE PAGE-TRADE PAGE-TR/

BRITISH CANOEING LITERATURE 1866 1966: a bibliography and subject guide by Brian Skilling.

Prepared as a Fellowship Thesis for the Library Association, this bibliography and subject guide is the first comprehensive survey of British canoeing literature to be published. The bibliography provides a complete listing of British books on sporting canoeing from MacGregor's "1,000 miles in the Rob Roy canoe" and includes details of the various editions. In addition to the main listing, there is also an index arranged under subjects so that it is possible to trace the development of individual aspects of the sport such as racing, touring, building.

The bibliography is backed up by a critical study of the literature, arranged under topics, designed to show the influence, or lack of it, which the various writers have had on the development of the sport.

An interesting feature of 'British Canoeing Literature' is a list of locations given for books which are not to be found in the British Museum.

Brian Skilling is Tutor Librarian at the Southall College of Technology, founder and past editor of 'Canoeing' magazine, joint editor of 'Canoeing Complete' and a member of the Society for Nautical Research.

'British Canoeing Literature' is available from University Microfilms Limited, St. John's Road, Tylers Green, Penn, High Wycombe, Buckinghamshire, price 30s. on microfilm, or £46.6. as a xero-graphic copy.

## TRYLON MOULDS

"Trylon now have 2 designs of canoe moulds for sale or hire. One is the Trylon Tiger, a 14ft. fast touring canoe specially designed for school and club building. The other is the BAT, a well proved and popular 8ft. training canoe. now being used by experienced paddlers as well as

beginners. The cost of the Tiger mould is £60, and it can be hired for £1 per day. The BAT mould is £30, and also can be hired at £1 per day.

The new Trylon Guide and Price List T14, includes several additional materials of interest to canoeists."

Trylon are now supplying Rigid Polyurethane foam in standard sheets 36" X 12" X 1" for buoyancy. Three sheets of this at 7s per sheet will support 45lb., and will, therefore, make most canoes unsinkable. The sheets can be easily cut to shape to fit in the bow or stern and bonded together with Trylon Resin to make a thicker slab.



Two of our top slalomists have got together and designed and built a slalom K1 - the CHEETAH. The Kayak incorporates both British and Continental ideas - a real top slalom machine ideal not only for the 1st division paddler but also the novice. At a price of £34 it is among the cheapest slalom kayaks available in glass fibre.

The Cheetah is already to be seen at a number of slaloms and the photo below shows Dave Mitchell trying the kayak at Shepperton.

Enquiries for this kayak should be sent to 'Cheetah' 54 Penrhyn Avenue, Middleton, Lancashire.

# RESULT ROUND-UP



## ROYAL CANOE CLUB MARATHON. 28th September, 35 miles.

### OPEN K1s

1. M. Whitby	
Richmond CC	5. 05. 00
2. N. Jackson	
Grappenhall ACA	5. 05. 10
3. R. Avery	
Richmond CC	5. 07. 00
4. S. Hollier	
Royal CC	5. 18. 00
5. P. Lawler	
Richmond CC	5. 22. 00
6. G. Moore	
Grappenhall ACA	5. 24. 00
7. D. Blackmore	
Richmond CC	5. 29. 00
8. G. Kolar	
Richmond CC	5. 30. 00
9. M. Purchase	
Bradford-on-Avon CC	5. 33. 05
10. R. Dawson	
Richmond CC	5. 40. 00

## SHEPPERTON CANOE SLALOM 3rd 20th/21st September.

### K1 Men

1. M. Philip	
Devas Inst.	215/121pts
2. D. Smith	
Birmingham CC	128/123pts
3. G. Geed	
Calshot Act. Cen,	129/128pts
4. J. White	
Midland CC	150/129pts
5. M. Mathew	
Itchen Valley CC	185/132pts

### C1 Men

1. J. Sibley	
Windsor CC	169/149pts
2. G. Goldsmith	
Brighton CC	ret/240pts
3. S. Gillette	
Halifax CC	414/204pts

### C2 Men

1. Elliott/Dawson	
Devas Inst.	223/150pts
2. Allan/Philip	
Devas Inst.	217/190pts
3. Brown/Woods	
Midland CC	208/198pts

### K1 Women

1. Carolyn Rowntree	
Indep.	Cap/204pts
2. Margaret Bellord	
Chalfont Park CC	328/275pts
3. Phyllis White	
Midland CC	Scr/297pts

## BEDFORD YOUTH LONG DISTANCE 28th September. 6½ miles.

### TOURING CLASS SINGLES

12-13 years	
1. M. Wells	

Viking KC	1. 14. 00
2. P. Sagree	
Bedford Boys Bdge.	1. 16. 00
3. A. Fuller	
Leicester Scouts	1. 23. 00
14-16 years	
1. P. Jay	
Viking KC	1. 08. 00
2. M. Gollins	
Gailey CC	1. 10. 05
3. J. Newson	
Dewsbury CC	1. 17. 25
17-18 years	
1. B. White	
Leicester Scouts	1. 14. 00
2. D. Cummings	
Norton School CC	1. 17. 05
3. S. Grey	
Canoe Touring Club	1. 19. 05

### TOURING CLASS DOUBLES

14-16 years	
1. C. Cottrill/D. Squires	
Gailey CC	1. 08. 05
2. M. Pearcy/P. North	
Isleworth CC	1. 11. 05
3. M. Green/S. Squires	
Gailey CC	1. 18. 00
17-18 years	
1. M. Beadman/D. Russell	
Gailey CC	1. 11. 25
2. P. Nursey/A. Howes	
Eagle CC	1. 14. 00
3. T. Kimbleton/S. Hall	
Norton CC	1. 20. 00

### K1 CLASS

14-16 years	
1. P. Oldwall	
Harlow CC	1. 11. 05
2. K. Heath	
Leicester Scouts	1. 13. 00
3. B. Welfare	
Harlow CC	1. 18. 00
17-18 years	
1. A. Crossman	
Aylesbury Sea Cadets	1. 04. 05
2. D. Williams	
Harlow CC	1. 09. 00
3. R. Davis	
Aylesbury Sea Cadets	1. 13. 00

### K2 CLASS

1. D. Snell/R. Harrison	
Boston CC	1. 11. 00
2. R. Brook/C. East	
Isleworth CC	1. 11. 05
3. M. Richards/P. Read	
Norton CC	1. 11. 05

### CHELMER YOUTH RACE

### YOUTH SINGLES

16-19 years	
1. M. Tarry	
Indep.	1. 21. 05
2. D. Williams	
Harlow CC	1. 23. 25
3. A. Hammond	
Eagle CC	1. 31. 44

### JUNIOR SINGLES

#### 13-16 years

1. T. Smith	
Newham Out. Act.	1. 23. 14
2. A. Fowler	
20th Bromley Scouts	1. 31. 45
3. C. Johnson	
Newham Out. Act.	1. 41. 19

### YOUTH DOUBLES

#### 16-19 years

1. A. Howes/P. Nursey	
Eagle CC	1. 25. 30

### OPEN EVENT

1. K. Thornton	
Chelmsford CC	2. 33. 44

### GIRLS SINGLES

#### under 16 years

1. Miss H. Wilmont	
Newham Out. Act.	1. 56. 02
2. Miss E. Nichol	
Newham Out. Act.	1. 58. 32
3. Miss Y. Marsh	
Newham Out. Act.	2. 24. 12

### STOUR RIVER LONG DISTANCE

#### CLASS 1A

1. J. West	
Royal CC	2. 14. 25
2. D. Cook	
Nottingham KC	2. 29. 40
3. M. Foulger	
Harlow CC	2. 31. 47

#### CLASS 2A

1. Courtman/Vasey	
Newham CC	2. 13. 56
2. Pilley/A. Smith	
Army Apprent.	2. 51. 28

#### CLASS 2B

1. Robinson/Ridley	
Army Apprent,	2. 33. 40
2. Smith/Hamilton	
Army Apprent.	2. 35. 03
3. Pavlow/McMahon	
Army Apprent.	2. 59. 05

#### CLASS 3A

1. D. Williams	
Harlow CC	2. 29. 46
2. P. Barnett	
Ind.	2. 42. 20

#### CLASS 4B

1. Thurston/Tubman	
Army Apprent.	3. 40. 20

### LEVEN WILD WATER TEST

5th October

#### SILVER (FIRST CLASS)

N. Morley	
Lakeland CC	5. 55

D. Allen

Sheffield CC	6. 10
--------------	-------

R. Marsden  
Lakeland CC 6. 39

**SILVER (SECOND CLASS)**  
C. Whiteside  
Lakeland CC 7. 25

N. Morley  
Lakeland CC 7. 27

**WINDERMERE LONG DISTANCE RACE**  
10½ miles.

**SCOUT CLASSES**

**K1 Tourer**  
1. P. J. Sharpe  
1st Kendal 2. 02. 29

**K1 Racing**  
1. P. Mackereth  
4th Warrington 1. 54. 17

**SLALOM**  
1. K. Seymour  
1st Congleton 2. 09. 21

**K2 Tourer**  
1. I. Morris/M. Boom  
1st Bramhill 2. 05. 12

**K2 Racing**  
1. G. Leader/C. Fellows  
16th Twickenham 1. 54. 10

**VENTURE CLASSES**

**K1 Tourer**  
1. B. Wilson  
1st Kendal 1. 50. 16

**K1 Racing**  
1. R. Grant  
4th Warrington 1. 49. 26

**SLALOM**  
1. D. Yates  
Bold V. U. 2. 03. 57

**K2 Tourer**  
1. G. Belshaw/P. Needham  
Blackpool 2. 05. 17

**K2 Racing**  
1. J. Hughes/C. Waddington  
1st Kendal 1. 49. 40

**OPEN K1 WOMEN**  
1. Gail Dimont  
River CC 134pts  
2. Eda Sumegi  
CCC 191pts  
3. Julie Whitebrook  
ICC 304pts

**OPEN C1**  
1. Peter Egger  
River CC 718pts  
2. Chris Brownlee  
River CC 911pts  
3. John Egger  
River CC 1082pts

**OPEN C2**  
1. S. Robinson/J. Egger  
River CC 604pts  
2. L. Freeman/T. Bell  
Lillipilli CC 1110pts  
3. G. Barker/I. Robinson  
River CC 1172pts

**MIXED C2**  
1. M. Robinson/S. Robinson  
River CC 307pts  
2. P. Egger/E. Sumegi  
CCC 396pts  
3. F. Whitebrook/D. Whitebrook  
ICC 459pts

**K1 - under 19 years**  
1. Chris Brownlee  
River CC 351pts  
2. Peter Griffith  
River CC 714pts  
3. Ian Royds  
River CC 714pts

**under 17 years**  
1. John Sumegi  
CCC 288pts  
2. A. Coghill  
River CC 494pts



**NEW SOUTH WALES SLALOM CHAMPIONSHIPS**  
4th/6th October.

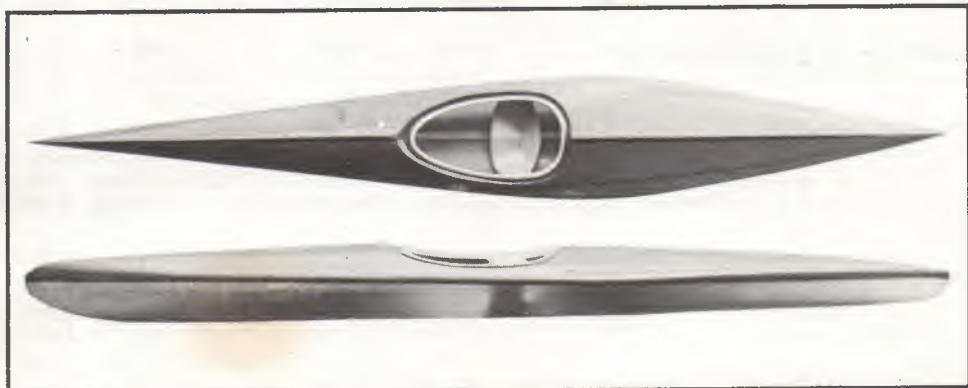
**OPEN K1**  
1. John Egger  
River CC 302pts  
2. Peter Egger  
River CC 308pts  
3. Geoff Barker  
River CC 341pts

**BISHAM TRAINING WEEKEND**



# NEW

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