

CANOEING MAGAZINE



January 1970 two shillings

NEW ADDRESS —

STREAMLYTE MOULDINGS (MARINE) LIMITED TAKE GREAT PLEASURE IN ANNOUNCING THAT WE HAVE MOVED TO NEW, LARGER, MODERN PREMISES, WHERE WE WILL BE ABLE TO GIVE EVEN BETTER SERVICE TO OUR CUSTOMERS.

OUR NEW ADDRESS —

STREAMLYTE

**marlborough road
churchill industrial
estate lancaster sussex**

STREAMLYTE



DUTCH NATIONAL SLALOM CHAMPION - PETER VAN STIPDONK IN A CARBONFIBRE KW 7' LOWLINE photo - Mike Clark - Canoeing Magazine

SOLE BRITISH MANUFACTURERS OF INTERNATIONALLY FAMOUS



Klaus Letmann Kayaks
"KREISEL" "SLIPPER" "MISTRAL"

AGENTS FOR

Lendal
SCOTLAND

PADDLES

AND OF COURSE THE FULL RANGE OF

K.W. KAYAKS INCLUDING

"Graffen Schneller"

AVONCRAFT THE MOST COMPREHENSIVE RANGE OF BRITISH HARDBODY RACING & TOURING KAYAKS

NEW 'MINNOW' junior kayak



The 'MINNOW' is the first kayak to have a built-in detachable skeg. Try its versatility for learning touring surfing, slalom and rolling etc.

Price complete with skeg, £28 10. 0.

The 'MINNOW' will also become an addition to the already highly successful Mould Service.

- * Finest range of L.D., Sprint and Touring Canoes.
- * Most advanced and successful Glassfibre Mould Building Service in Britain with specially prepared Kits at unbeatable value.
- * Largest stockists of canoe building Materials; Marine Plywood, Glassfibre Resins, Mats and Cloths.
- * Most comprehensive range of all Lifejackets, Paddles, Paddle Kits and general loose equipment.
- * SPECIAL ANNOUNCEMENT!! Avoncraft are now distributors in England and Wales for the full range of 'LENDAL' PADDLES.

AVONCRAFT Send for our Fully Illustrated Brochure.

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

Suppliers to H.M. Forces. Schools & Education Authorities.

TRYLON OFFER A COMPLETE SERVICE TO AMATEUR GLASSFIBRE CANOE BUILDERS



- **TRYLON TIGER**—14' Fast Touring Single Seater Kayak designed by Alan Byde for school and Club building.
MOULD £60 OR HIRE FOR £1 PER DAY—MATERIALS £12 APPROX. OUTLINE PLAN 7/6d.
- **BAT**—8' TRAINING CANOE widely used by experienced paddlers also
MOULD £30 OR HIRE FOR £1 PER DAY—MATERIALS £6 APPROX. OUTLINE PLAN 8/6d.
- **OX 1**—Moulds available shortly for new lightweight Slalom Kayak to I.C.F. regulations.
- **"HOW TO BUILD A GLASS FIBRE CANOE"** a practical guide by Alan Byde, B.C.U. Senior Coach, 5/0 post free.
- **PRACTICAL DEMONSTRATIONS OF GLASS FIBRE CANOE BUILDING.**
At Wollaston: Saturday January 17th and March 7th. Book now.
At Crystal Palace: On our stand a groups of boys will build a canoe from a Trylon mould - February 14th.
- We supply all ten materials for building canoes—ex-stock in one delivery—Water Resistant Resin—Glass Mat—Catalyst etc.

SEND FOR LEAFLETS T14 T29 T33 T39

TRYLON LTD. Wollaston. Northants. tel: Wollaston 275



SUNSPORT HOLIDAY SOUTHERN FRANCE

**ALL THE PLEASURES OF THE
MEDITERRANEAN COAST.....
PLUS CANOEING THROUGH
THE SPECTACULAR GORGES OF
THE ARDECHE RIVER.....
AN UNFORGETTABLE, SUPERBLY
DIFFERENT HOLIDAY.....**

Our outstanding holiday in the sun which combines Mediterranean sunbathing, sailing and sub-aqua, with canoeing on the river Ardeche with its warm shallow waters, spectacular gorges and safe, thrilling rapids. Rapturous reports from guests confirm that this is the perfect holiday experience.

Fourteen days £45 under 21; £46 10.0 over 21

SCHOOLS AND YOUTH GROUPS £41, also 10 day holiday £35 and one week's holiday £29.

Further information please write for our 1970 brochure.

**P.G.L. ADVENTURE HOLIDAYS
STATION ST., ROSS on WYE,
HEREFORDSHIRE.**

**YOU
CAN
DO
IT**



Actually, you probably could have done before we introduced our new range of Marked Out Kits for Wet Suits.

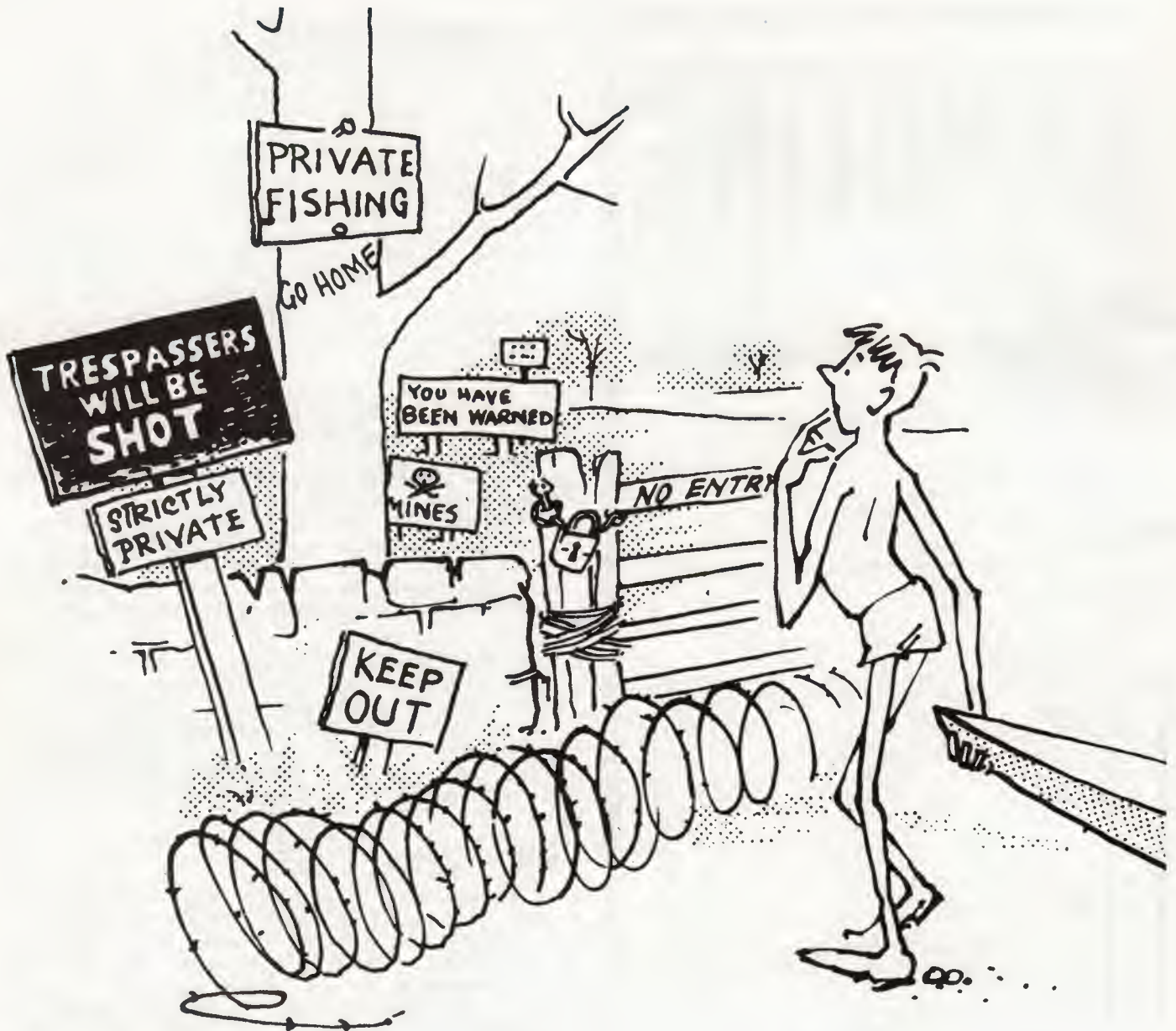
They only made it easier and cost less

AQUAQUIPMENT

69, HATFIELD ROAD, ST. ALBANS, HERTS.

TEL. ST. ALBANS 62576

LEADERS IN THE BATTLE FOR A LOWER COST WET SUIT



THE ACCESS PROBLEM

Some of you will read this article and some will just glance through it, but if you put any value on your right to canoe then you had better read it. It is not my intention or wish to bore you with legalities, but since this is largely a legal matter some "officialese" is unavoidable.

We are indeed fortunate to live in a "free" country, that is to say it is politically free but the rights of the individual are closely guarded. The English have always been a sporting nation and the whole problem would present a different face if canoeing had come before say, fishing, but it did not and so we have a problem. A problem that is to say as far as the small boat owner is concerned, of getting a suitable launching site and the right to travel on that water.

Now just in case you did not know, most of our rivers are private and therefore to travel on them would constitute trespass, to say nothing of the trespass that may be done in gaining access to that river. In England and Wales if you own a piece of land you usually also own the right of way over it. Not always, but usually. Now no one owns a whole river but usually hundreds of people own pieces of land on either side. The right of way belongs to the riparian ownership of the river bank - who will own the land of the river bed to the centre line. If he does not own the other bank then a different person will have the right of way over the other half of the river. The riparian owner will also own the water that is in the river while it is over his property and while it is there he may do as he likes with it providing he lets out as much water as comes in to his property. He may add but not reduce it. This does not apply to fish which are "game". These the landowner may catch and keep. A canoeist is a big fish to catch and keep!

Thus like private property any person proceeding on the river through or OVER your property is a trespasser and you may summons him as such. But what damage have you done? Damage is a word with more than one meaning and in the case of rivers it is good enough if the trespasser might have done some damage.

Now it is time I cheered you up a bit because in order to gain an action the owner must first catch the trespasser and bring him to court. If the owner wins his case the trespasser has an injunction put upon him not to do it again. If he does and is again caught then an action for damages can be brought. If a Club or Association or Union is indicted then the injunction is put upon all members of that organisation. But if the owner can only catch individuals then he must go on bringing cases against each individual. This could be long and costly and would only be worth it if a lot of money was at stake. Actually the situation is a good deal more complicated and really needs a test case in order to get it clarified. Neither party is sure of the outcome of such a test case and consequently is shy of forcing the issue.

To gain a right of way people must have passed freely and uninterrupted over that land for a period of twenty years. But just how often one must pass in order to establish a right of way is not at all clear. To close a right of way the landowner has simply to prevent everybody from passing openly (not secretly) over it for a year and a day. Not by any means an easy task to carry out.

Some rivers have an ancient right of navigation but most of these rights were granted for commercial purposes in the first place and it could well be argued that we are "riding on the back" of a right that has in fact ceased to exist. Most of the canal system is administered by British Waterways and due to rights of navigation you cannot be prosecuted for canoeing on them, but you can be prosecuted for not having a licence. Most rivers where a problem arises are "game" rivers, i. e. one where the fishing is good for say salmon and trout, and it must be rem-

embered that the fishing rights often run into thousands of pounds. There are more people fishing and more people canoeing, so conflict is bound to arise and in the end legislation. Canoeing on Tuesdays and Fishing on Fridays, yes it may well come to that.

In the mean time it is up to all of us to respect other peoples interests and do all we can to coexist. Do not "barge" across private property so as to gain access to water. Do not leave gates open, litter of any description on land or water, park vehicles where they may be a nuisance to others and in general behave in a considerate and orderly manner. Stand up for your "rights" but always reflect a good canoeing image, it only needs one black sheep to get the rest a bad name.

Now all the above is not intended to put you off canoeing. It is vital that we do canoe more and more, but in the right way. Only in this way will we bring home to the authorities the urgent needs of canoeists. If asked by a landowner or his representative, to leave the water then it is probably best to retire gracefully, he doesn't own it all and you can usually re-embark further down. The whole problem of access is under review, and such "bodies" as Regional Sports Councils etc are certainly being made aware of what the canoeist needs, but it is likely to be a slow process. The next few years are likely to be difficult ones so lets make sure that there are as many good points in our favour as possible.

Fortunately, many of these problems do not exist on the Continent, nor to the same extent in Scotland. Freedom of the waterways is there to enjoy as many English canoeists have found out.

How is it then that we have been and are, apparently canoeing on a lot of "private water". Simple! Only comparatively few canoeists, when considered as total numbers have been canoeing down "difficult rivers" and consequently have in many cases passed by unnoticed, or just tolerated. They have not been considered a nuisance. Due to the increasing numbers and the increasing numbers of those wishing to fish, the previously dormant problem has come more into the open and some Riparian owners foresee a fall in the value of their fishing interests caused by a clash of canoeists and fishermen.

In some cases, agreements between landowners and the BCU allow canoeing at certain times, especially out of the fishing season. Small groups are likely to meet less resistance than large ones. The Angling Associations represent thousands of fishermen and pay thousands of pounds in rent. How much does the canoeist pay? At meetings with Government bodies interested parties are often asked how many members they represent and on paper our few against their many may not always reflect in our favour. If every lone canoeist were to join the British Canoe Union it would swell our "voting" powers enormously and we would be able to speak with a louder voice. Join the Union or pay the penalty could well be the canoeists slogan.

WOII M. TAPSCOTT

(Re-printed in part from Army Canoe Union News).

L'ARDÈCHE

River in the Sun

by mike clark



Like a silver blue ribbon the Ardeche River winds its way out of the Southern Highlands of France passing through the villages of Vogue, Ruoms, Vallon and St. Martin to meet the mighty River Rhone at Pont St. Esprit.

A silver blue ribbon in the sun; warm clear water gliding silently past wooded banks; water gurgling over small stones or rushing down rocky rapids. The Ardeche is a canoeists paradise and THE meeting place, it seems, for all French canoeists.

During the summer months it is impracticable to start canoeing down from anywhere above Vallon, the river becomes too shallow and the many dis-used mill barrages between Ruoms and Vallon present difficult portaging. From Vallon to St. Martin the Ardeche passes through the awe-inspiring 'Canyon de l'Ardeche' with canoeable water for some 40km. On either side of the river great cliffs of yellow, orange, red and grey limestone tower to over 600 feet, the lower parts decked with green clad trees whose foliage harbours the famous 'Cigale', a large cricket type insect. This is the land of 'les Cigales' and from dawn to dusk their peculiar noise re-echoes through the gorge, a noise that will always remind you of wonderful days spent in the sun.

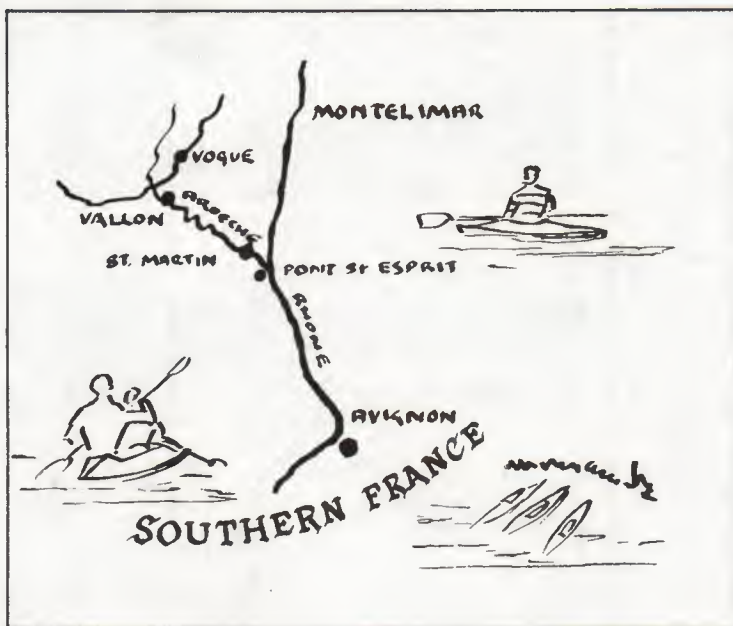
For the past ten years I have followed the competitive canoeists; slalom, sprint, long distance; covered events from Devon to Scotland; events in Ireland, Holland and Germany. This year, with the World Slalom Championships in France, I decided

to canoe the Ardeche and then on to the World Slalom - a real holiday away from the competitive field, well at least for ten days of the three weeks!

Along with a German and Dutch friend, the car loaded with camping gear and three kayaks on the roof, we arrived well after dark at Vallon on the Sunday evening. Having left all reference to the P.G.L. main centre at home on my desk (I doubt whether we could have found it anyway after dark!) we asked directions to any P.G.L. Holiday campsite in Vallon. Only blank faces greeted us - P... G... L... non! However after three or four bars we at last found someone who had heard of our objective; it was but a few miles down the road and we were soon setting up camp at Belvedere, the second day campsite for P.G.L. trips.

We had not yet seen the river we were to spend ten days on but from out of the darkness came the sound of dancing water... above, the sky was a ceiling of magic, it seemed as if every star was welcoming us; to-morrow would be a hot day...

The sound of 'les Cigales' awoke us early - too early after the long drive of the day before - but we crawled out of our tents enthusiastic to get our first view of the Ardeche and the towering cliffs. It was beautiful; like a cold shower it took ones breath away. The sun was already well above the cliff top and shone down on a bright blue river; the cliff on the opposite bank, green foliage dotted around on numerous small ledges, the dark mysterious entrances of caves yawning an invitation to explore, went



'Like a silver blue ribbon the Ardeche River winds its way...'



straight down into the water. The gorge was quite wide at this point, our campsite was about 50yds from the water and although quite rocky, the ground broke to sandy little beaches along the river. How deep was the river, how fast? We walked down to the water, paddled up to our knees and were surprised and thrilled at its warmth - it was deep enough. . . .

Our first day was spent in making contact with the P.G.L. main base - some miles down river on the other bank at a place called 'Le Mas de Serret'. Here my friend Chris McAllister gave us a great welcome and best of all an ice cold beer! Where were we camped, when did we arrive, what were our plans? Our plans were to canoe the Ardeche - but also to go down the river with one of the P.G.L. Holiday Groups. Fine, there was already a group at Vallon on their first day of canoe practice and the following morning were to start their tour down the Ardeche.

Belvedere, where we were already camped, was the site where the group would paddle down to on their first days tour so I decided to leave the tents up, drop the kayaks and my friends at Vallon in the morning, leave the car at Le Mas and take the P.G.L. van back to Vallon. Fine planning indeed - canoe touring with hardly an item of equipment in our craft!

The P.G.L. party was quite large and the instructors decided to split it into two groups of 12 canoes - the canoes being large open deck Canadian craft, ideally suited to the river and party - two persons to each canoe. All on the holiday were in their teens or early twenties, English, Dutch and French, a great crowd who had already been together for a week on the Mediterranean and nicely paired off.

The sun blazed down, it was very hot and we were glad to soon be out on the water racing minor rapids that splashed us with refreshing water. The total of the first days canoeing is very small, being little more than 5km but shepherding complete beginners down rapids takes time and it will not be until late afternoon that we reach our destination. Down away from the crowded Vallon site we paddle and soon our first taste of thrills. . . . A small rapid, the party stop above it and the instructor paddles on for a look. One at a time the canoes set off, down to the left, watch that big rock on the right as you hit the white water, keep paddling through the rapid. . . . Some look a little worried as they tackle their first rough water, others put on a brave face - this is it then - but one pretty Dutch girl just laughed all the way down. This white water is great fun. Soon we were down to quieter water and now a break for a swim. The water is so warm that one can stay in for hours - who cared now if they came out in a rapid!

More paddling, a break for lunch under the welcoming shade of trees, more paddling and soon we are nearing Pont d'Arc and the end of the first day. Pont d'Arc, a spectacular mass of rock breaching the gorge in a natural arch, could be seen in the distance but now the river narrowed, rocks menaced beneath the surface, the water ran faster -



'Pont d'Arc, a spectacular mass of rock, breaching the gorge. . . !



'a little worried as they tackle their first rough water. . . !



'soon ready to start the second days sport. . . !



Above: Down into the rough water - look out for that rock!

Left: A morning break to laze in the sun or swim.

Pont d'Arc Rapid... Again, one at a time the canoes raced down the narrowing river, a slight curve to the right, then... whoosh! Down over a four foot drop, waves breaking over the bow, the canoe bucking, thundering water deafening the ear, hard round to the left and into slack water... That was an exciting little rapid, the best of the day. Now we stopped for some time, swimming, sun bathing or doing the rapid again, and again. On the water once more under Pont d'Arc and but a few hundred yards to the campsite.

Having pitched the tents, eaten a fine meal, plans for the evening were discussed. First a walk and climb up the gorge and over the Pont d'Arc, evening canoeists looking very small on the water far below, then a cool beer or wine at one of the many bars in the open under spreading trees. Later a gentle walk back to camp, the full moon climbing high in the sky, the Ardeche reflecting back its glory; the end of a perfect day... but yet another to-morrow...

With the tents packed and loaded onto the P.G.L. van well before the day gets too hot (all the equipment is ferried between campsites by van leaving the canoes free of any load) we were soon ready to start the second days sport. Now the gorge really closed in on the river, the road no longer

ran at river level but high on the cliff top, no longer the many swimmers but solitude and beauty, save for the ever present 'les Cigales'. The pattern of canoeing was the same as the first day but now the distance was 10km., the rapids more exciting, the cliffs more splendid. Our campsite for the night was Le Mas de Serret and after the thrilling days canoeing we climbed the mighty gorge, a little tired but content with life.

Le Mas de Serret sits high on the cliff top and is the centre of operations for P.G.L. Holidays on the Ardeche. A walled villa standing by itself miles from any village, it is only reached after a hard drive over rough unmade tracks, or as we had come, down the Ardeche and climbing the cliffs. Here on the surrounding land we camped in the cool shade of trees. With the sun dipping towards the West, we sat down to a fine meal under a cane canopy... soup, main course, succulent fruit, coffee and the bar was open... As darkness rolled over the country, 'les Cigales' faded away, the stars twinkled from a clear sky and the red glow of a campfire brightened the evening. Around the leaping flames songs of Holland, France and England broke upon the still night air; the hours slipped by, the flames dwindled and one by one the songsters left for sleep...

The morning brought another clear, hot day. In the gorge the air was still, the water warm. This was the last days canoeing for the party, almost 20km from Le Mas to St. Martin. Among the rapids was 'la Cathedrale' and the 'Black Toothe', two really exciting stretches of water that made the pulse race, rapids that two days before our group would never have dreamed of going down! All too soon the water slows the gorge begins to lose height and St. Martin draws into sight - the end of the Ardeche tour.

The evening is spent at a first class restaurant where all enjoy bottles of French wine and a fantastic five or six course meal. The morning brings an interesting trip to Aven d'Orgnac, one of the most spectacular limestone caves in Europe, but with the end of the holiday is in sight. By evening the party is travelling across Europe - back the way they came to this 'River in the Sun'....

For me it was still only the beginning - back to Vallon with my Dutch and German friends we again launched our kayaks and were off down the Ardeche, one of the most canoeable rivers in France.

The Ardeche region of France is France at its best; not for this region the hordes of tourists and commercial exploitation of all. The beauty of Ardeche can only be seen from the river and this is only accessible by canoe or kayak. For any canoeist, no matter how expert (the water is only graded I-II), a tour down the Ardeche is an experience not to be missed. For the novice or complete beginner P.G.L. Holidays offer a unique opportunity, an introduction to canoe sport under ideal and spectacular conditions, a holiday to remember for years to come....

Details of P.G.L. Adventure Holidays on the Ardeche and at other centres on the Continent and in Britain write to: P.G.L. Holidays, Adventure House, Station Street, Ross-on-Wye, Hertfordshire.

For canoeists strip map of the Ardeche or guide to French rivers (Canoe-Kayak en France - in French) apply: Federation Francaise De Canoe Kayak, 22 Avenue Victoria, 75 - Paris (1er) France.



In front, the pretty Dutch girl who just laughed her way down every rapid!

All 'CANOEING MAGAZINE PHOTOS' taken by Mike Clark.

CANOE-CAMPING CLUB

The Canoe-Camping Club annual general meeting was held in a church hall in the heart of the almost deserted City on the 15th November. Business did not cause any fireworks, but it showed the healthy state of the club with upwards of 500 members and a considerable number of activities. Some concern was shown about the boathouse at Chertsey, with the intention of the parent Camping Club to make the site more of a place for visitors to London than a more static camp, which it is now.

After the business there were refreshments and the hundred or so members present saw pictures of Channel crossing, Lapland tour, Easter meet and many other trips, Percy Blandford talked of canoeing down under. Easter Meet in 1970 will be on the Wye from Hay to Monmouth.

DUTCH CANOE SPORT

At the beginning of last year 'Canoeing Magazine' gave information on the first 'Hanzespelen' sport meeting to be held at Deventer in Holland. This festival of sport included football and canoe sport. From Britain only participants in football competed - yet the canoe regatta proved to be one of the best held in Holland last year, attracting entries from Belgium, Germany, C. S. S. R. Yugoslavia, Switzerland, Sweden and Norway. Our paddlers certainly missed out on a fine regatta only a few miles further than the Zaanregatta.

'Hanzespelen 70' looks like becoming an even better event - let's see a British canoe team there this year.

The regatta is run by the Deventer Canoe Club and our hosts offer:

NEWS-NEWS-NEWS- IN BRIEF

'DO IT YOURSELF' KAYAKS AND CANOES

Judging by the number of glassfibre kayak manufacturers, the un-informed would be led to believe that this is the only type of kayak suitable for the sport. Agreed glassfibre is the 'in-thing' and that for competition there are very few canvas or cold mould veneer craft to be seen.

However outside the competitive field there is a vast market of 'Do-it-Yourself' canoe builders, not only using the new glassfibre mould services now offered by a number of manufacturers, but PLYWOOD, MOULDED VENEER and CANVAS KAYAKS.

'Thousands of satisfied P.B.K. owners' reads the Blandford advert on the 'Small Ads' page - thousands indeed, during the last year P.B.K. canoe plans have sold just over 2000 copies, along with nearly 4000 plans of larger craft. It certainly shows that the more traditional building method of kayaks is far from dead.

CANOE BUILDING DEMONSTRATIONS

TRYLON LIMITED are running a series of Glassfibre Canoe Building Demonstrations at their works at Wollaston, Northants.

These demonstrations will assume no previous knowledge of resins and will give those attending sufficient knowledge and confidence to build their own canoes with Trylon moulds and materials. The demonstrations are intended for craft teachers, club leaders, Scout leaders and home builders.

No charge is made for the demonstrations and dates of the first two are 17th January and 7th March. Full details are obtainable from Trylon Limited,

1. Invitation for a canoe team of 18 persons (max.)
2. All costs of staying in Deventer will be paid by Deventer Canoe Club from 12.0p.m. Friday 19th June to 12.00hr Monday 22nd June.
3. The team will be housed in a military camp, youth-hostel or with members of the Deventer Canoe Club.
4. Teams are expected to arrive in Deventer between 12.00 - 15.00hr on 19th June.
5. Entry of a team is requested before 30th January.

This year the 'Hanzespelen' is to be widened in scope and will include not only the canoe regatta and football, but volleyball and judo. The regatta is competed over all international distances for all classes. Team entries should be sent to H. B. Lagerweij, Meiboomstraat 43, Deventer. Holland.

FIRST DUTCH L-D

Last season the Dutch broke in the world of canoe slalom (with obvious difficulties of training in such a flat country!) and this year looks as if they are to take on the L-D scene, for the first Long Distance Canoe Race is to be held at Amsterdam in April.

The event for K2 class only is to be held on 19th April and organised by the Viking Canoe Club, Amsterdam. At present I have no details of the distance or the actual course. However your editor will certainly be going out to this event and any L-D crew interested in competing should write in to our editorial address for further details or refer to later issues of the magazine. (Amsterdam is an easy trip to compete in a weekend - the distance from Ostende is a little over 165 miles - but I suspect the competition will be of a high standard.)

the month ahead

JANUARY 1970

11th/DEE WILD WATER RACE. No 2. Details: F. Bennett, 22 Chaucer Avenue, Reddish, Stockport, Cheshire. (MANCHESTER CC)

18th/TEES WILD WATER RACE. No 2. Details: J. White, 6 Ash Lane, Ferry Lane, Stanley, Wakefield Yorks. (WEST YORKS CC)

18th/LEVEN WILD WATER TEST. Details: E. B. Totty, Craigmuir, High Knott Road, Arnside, Westmorland. (LAKELAND CC)

24th/BRITISH CANOE UNION AGM. Holland Park School, Holland Park, London.

FEBRUARY

8th/TEES WILD WATER RACE. No 3. Details: J. White, 6 Ash Lane, Ferry Lane, Stanley, Wakefield Yorks. (WEST YORKS CC)

8th/WATERSIDE WINTER SERIES. K2s only/senior/junior. Details: K. Donkin, 47 Wendan Road, Newbury, Berks.

14th/NATIONAL CANOE CONFERENCE AND EXHIBITION. Crystal Palace, London. Details and tickets: C. C. P. R. (L & S. E.) 160 Great Portland Street, London, W. 1.

15th/DEE WILD WATER RACE. No 3. Details: F. Bennett, 22 Chaucer Avenue, Reddish, Stockport, Cheshire. (MANCHESTER CC)

15th /LEVEN WILD WATER TEST. Details: E. B. Totty, Craigmuir, High Knott Road, Arnside, Westmorland. (LAKELAND CC)

22nd/WATERSIDE WINTER SERIES. K2s only/senior/junior. Details: K. Donkin, 47 Wendan Road, Newbury, Berks.

25th/ROYAL DEESIDE WILD WATER RACE. Details Aberdeen University Canoe Club, Butchart Recreation Centre, University Road, Old Aberdeen. (ABERDEEN UNIV. CC)

CANOE ROLLING

LONDON - Fulham Public Baths, Tuesday evenings 9.00 - 10.00 any standard. Thursday evenings, 9.00 - 10.00 beginners only. Admission by ticket only. Details: S. F. Holthorp, 54 Claygate Lane, Hinchley Wood, Esher, Surrey.

LONDON - Dartford College Baths. Tuesday evenings, series of six sessions. Details: C. C. P. R. (L. & S. E.) 160 Great Portland Street, London, W. 1.

LONDON - Culvert Youth Centre Baths. Monday and Friday evenings, 8.00 - 10.00. Space limited. Details: I. Allan, Devas Canoe Club, Culvert Youth Centre, Culvert Road, Battersea, S. W. 1.

MANCHESTER - New Islington Baths. Tuesday evenings, 8.00 - 9.30. Manchester Canoe Club.

CHESTER - Atlantic Baths. Wednesday evenings, 8.00 onwards. Chester Canoe Club.

NATIONAL CANOE EXHIBITION

The National Canoe Exhibition, organised by the British Canoe Union and the Central Council of Physical Recreation, will be held at the Crystal Palace on 14th February.

The Exhibition seems bigger than ever this year with some 25 club stands and 20 trade stands. Once again 'Canoeing Magazine' will have a stand at the exhibition and readers are welcome to visit us and air any comments! As well as the magazine, we will have 'Canoeing Magazine Sales' book list available for purchase - less the postage charge - and a fine display of canoe sport photographs that space has not permitted to us in the magazine this season.

At the Canoe Conference - in conjunction with the Exhibition - there are many interesting lectures and displays of canoeing skill, as well as a number of films. All told it should be a great day talking 'shop'. Make a date to come along. Tickets are available from C. C. P. R. (L & S. E.), 160 Great Portland Street, London, W. 1.

FIRST OF THE SEASON

MARCH

1st/OXFORD L-D RACE. Details: G. P. Littler, Worcester College, Oxford. (OXFORD UNIV. CC)

Oxford Long Distance Race is once again the first L-D Ranking event of the new season. The race is on the Thames at Oxford - over the same course as last year - will be run on 1st March. Let's make the season really start with a bang and have the biggest entry ever. Entries should be sent to G. P. Littler, Worcester College, Oxford, and should arrive not later than 21st February.

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^e - FRANCE.
Tel. (78) 24-04-27 et 37-28-38

BRITISH
DEPOT

271 The Broadway, West Hendon N.W.9

BEGINNING CANOESPORT

STANTON/CLARK

part 1

So you've just bought your first canoe and you're all set to really go places! Watch out lads, here I come right down the roughest of the rough water! Don't try it - for right down is just where you are likely to go. First you must learn the real basics of canoe sport and in this series of articles we hope to show you in words and photographs all the basic strokes of canoeing.

However let's get things straight and go back to the first sentence. No, you have not just bought your first canoe - it's a kayak! A canoe is paddled with a single ended paddle while the one you have is paddled with a double ended paddle. The word canoe is much miss-used in Britain and I expect it always will be!

INTRODUCTION

It is accepted that an experienced canoeist will waggle his paddle about in the water and cause his kayak to do as he requires. For the novice to acquire this ability requires a study and practice of the individual strokes, which may be modified and and combined to produce the desired effect. It is however, important to develop each stroke to the full, as any weakness in a stroke will weaken any combination in which it is used, and the performance as a whole will suffer accordingly.

When trying your hand at this art spotting your own mistakes is not easy, and it's a good idea to get someone to do this for you if possible.

Correct dress is important. The only way to approach the sport is with a clear understanding that you will get wet to some extent and more than likely soaked to the skin! Shorts, singlet and sweater are the basic requirements being distinct from normal clothing. Footwear is a must to protect the feet from the unfortunate effects of broken glass, fishhooks, tin cans, etc., often found strewn liberally about the river bed. Footwear should not however be such as to damage the boat or prevent the wearer from swimming well. This rules out all forms of wellington boots or heavy walking boot, and shoes with hard soles and heels. Plimsols are suitable, so are plastic sandals. The boxing-type

boot (rubbersoles with fabric upper) will not easily be pulled off by mud and is also most suitable. Life jackets or personal buoyancy should be worn, but are not shown in the photographs as they may obscure detail.

The ability to swim is of first importance. Life jackets do not always provide a substitute for this ability, and it is important to be able to take your time about things when upsidedown and below the water surface.

The best type of craft to learn in, is a kayak with a reasonable, but not extreme, degree of manoeuvrability. This excludes racing craft, Eskimos and the modern slalom kayak. A method of embarking with an Eskimo kayak will be shown however, as you may like to try this type at a later stage, the embarking method being different to that required for other craft.

TERMINOLOGY:

Now follows an explanation of the terms we shall use.

THE KAYAK (fig. 1)

BOW: Front end of the Kayak.

STERN: Rear end of the Kayak.

STARBOARD: Right hand side of the Kayak when facing forward.

PORT: Left hand side of the Kayak when facing forward.

GUNWALE: The joint between deck and hull running along each side of the Kayak from bow to stern.

THE PADDLE (fig. 2)

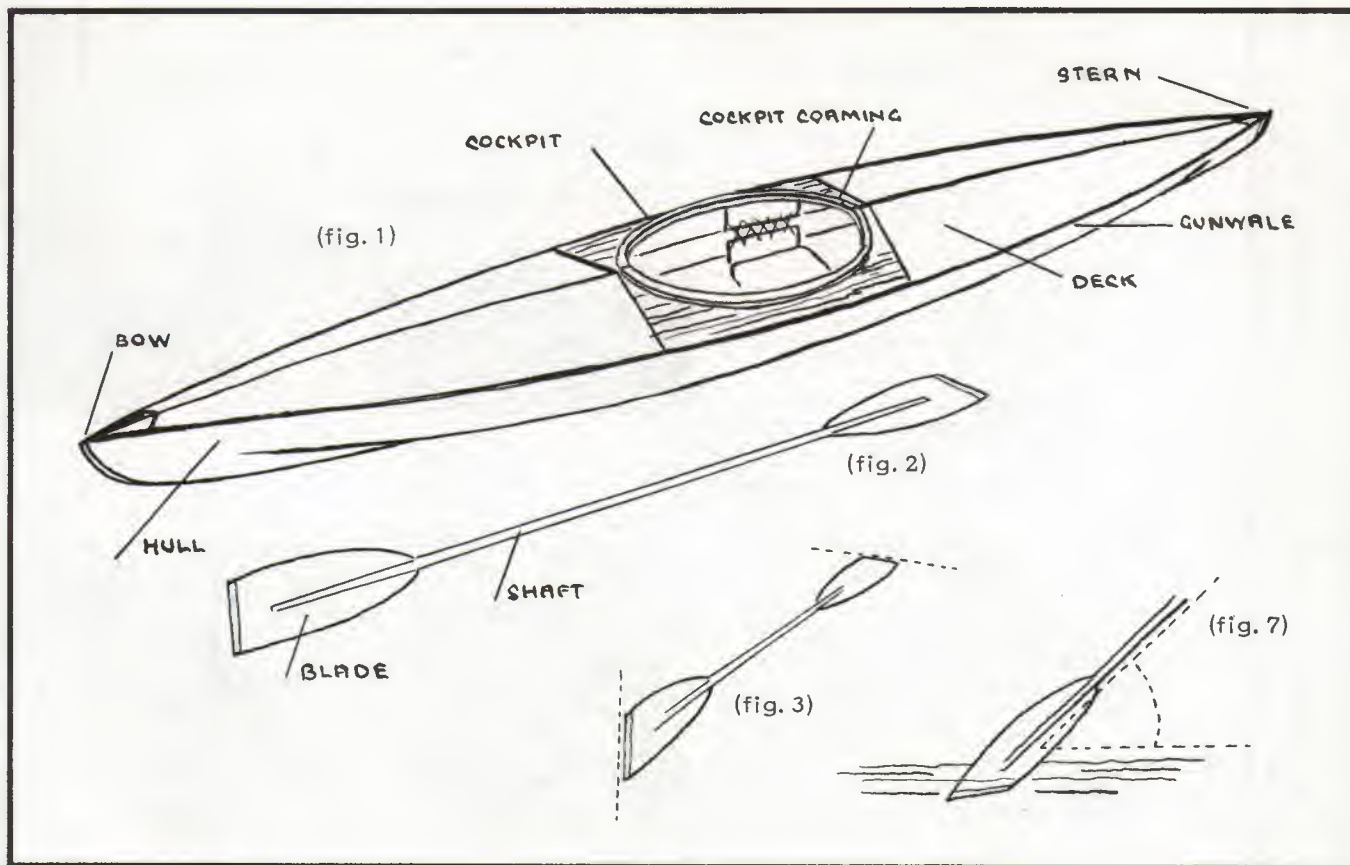
This consists of a shaft of circular section throughout with a flat or curved blade at each end. Looking along the shaft it will be noticed that one blade is at right angles to the other. (fig. 3).

FACE AND BACK OF BLADE: When in the kayak take up the position shown (fig. 4) and consider the paddle blade touching the water. The side of the blade you can see is the face and the other side is the back.

INSIDE AND OUTER EDGES: Take up the same position (fig. 4). The edge of the blade nearest the kayak is the inside edge, and the other edge is the outside edge.

Now do it all again with the other blade touching the water. Imagine these names painted on the blades, sometimes the inside edge will be furthest from the boat.

NEAR AND FAR: At any instant consider the blade that is in or closest to the water. The hand nearest to it is the near hand and the other is the far hand. In this photo (fig. 4) the left hand is the near hand but when the other blade is in the water the right hand becomes the near hand, and the whole arrangement is reversed. Now the near hand is connected to the near wrist which is connected to the near arm which is connected to the near shoulder. On the other side we have the far hand connected to the far wrist etc. Remember this as the near shoulder is sometimes furthest away from the blade in the water.



TWIST: Sit in the kayak facing forward. Now twist the body to Port so that the shoulders are almost in line with the kayak (fig. 5). Untwist to face the front again and twist to starboard. Try twisting from side to side in this way several times each time you go out, as flexibility in this respect is most important, being necessary for the proper execution of most strokes. Now try it again but this time keep the head only facing forward, and bring each shoulder in turn almost under the chin (fig. 6).

ANGLE OF ATTACK: The angle between, the face or

back of the blade (which ever is pressing against the water), and the direction in which it is moving through the water (fig7). If for instance the blade is moved edgewise through the water the angle of attack is zero, and during the normal paddling stroke it is ninety degrees.

HIGH AND LOW STROKES: It is important to remember that 'high' strokes have the face of the blade pressing against the water, and 'low' strokes have the back of the blade pressing against the water.



(fig. 4)



(fig. 5)



(fig. 6)

LAND DRILL

The correct method of using the paddle is best acquired ashore.

Assume a standing position with both hands on the paddle shaft. Raise the elbows sideways until a straight line can pass through both elbows and both shoulders. The paddle shaft is held at the same level as the elbows and the hands are moved along the shaft until they are in front of the elbows (fig. 8). The hands will then be the correct distance apart on the paddle shaft. Both hands must also be the same distance from a point half-way along the paddle shaft.

One hand grips the shaft, this is called the control hand, and by alternately extending (fig. 9) and flexing (fig. 10) the wrist, the paddle is made to rotate along a line running from blade tip to blade tip through the shaft.

The other hand does not grip, but forms a collar round the shaft, allowing the shaft to rotate in it.

In (fig. 11) the right hand is the control hand, but which hand you use for control is a matter of choice and has nothing to do with being right or left handed. Look along the shaft to make sure that when the control wrist is straight it is at right angles to its paddle blade. Note also that only the fingers and inside of the thumb touch the shaft. There is a small gap between, the point where the thumb joins the hand, and the shaft. The palms of the hands do NOT touch the shaft (fig. 12).

In many cases a control change is required. This is just a matter of gripping with the non-control hand and making the control hand a loose collar, and lasts only for the duration of a particular stroke after which normal control is reverted to.

The best time to change control is during the last paddling stroke preceding the manouvere.

In the explanation of the strokes which follow, the term Change control appears when such a change is advisable. It will however be required only on one side of the boat depending on which hand you normally control with.

EMBARKING

The next step is to place the boat in the water. Put the paddle into the kayak and take up the position shown (fig. 13). Notice that the hands are spread well apart to give greater control over the boat, and one wrist holds the paddle shaft towards you so that it cannot fall out of the boat when lifting. Now raise the canoe so that it is resting against your thighs (fig. 14) and you can move it about with ease. Now the kayak may be anything from eleven to eighteen feet long; your eyes are not that far apart (unless you are deformed) so it is important to bear in mind not only where you are going but also where the ends of the boat are going. Lack of thought in this respect has often resulted in the boat being damaged by iron spikes etc., protruding from the bank or lurking just below the water surface.

Of the dozen or more methods of getting into a kayak we shall consider the five most often required.



(fig. 8)



(fig. 9)



(fig. 10)



(fig. 11)



(fig. 12)



(fig. 13)



(fig. 14)



(fig. 15)



(fig. 16)



(fig. 17)



(fig. 18)



(fig. 19)



(fig. 20)



(fig. 21)



(fig. 22)

The method chosen in practice will depend upon the length of the cockpit in relation to the stature of the paddler, and the conditions in which one is embarking. In any case always put out against the current (Bow upstream) or against the wind if that is stronger.

Let us first consider putting out in shallow water. Wade out with the boat until the water is deep enough for it to remain well clear of the river bed when you are in it. Make sure this clearance is effective for the length of the boat.

In the case of the long cockpit, hold the far side of the cockpit and the paddle with one hand, and the nearside side with the other hand, and face the bow (fig. 15). The foot nearest the kayak is then placed on the bottom boards in front of the seat (fig. 16). The shoreward hand is then moved round the shoreward leg to grasp the cockpit behind you (fig. 17). Lower yourself on to the seat, then hold the paddle across the boat (fig. 18). The paddle may now be used to steady the boat as the other leg is brought inboard.

The process may be reversed in order to get out of the kayak.

If the cockpit is too short to permit this take up the position shown in (fig. 19). The paddler is again facing the bow but with the paddle behind him, and the hand grasping the paddle and cockpit has the fingers inside the cockpit. Now sit on that hand (fig. 20). The other hand holds the paddle shaft just outboard of the gunwale, so that if the kayak should roll somewhat due to rough water the fingers will not be pinched between shaft and gunwale. Place the feet, one at a time, in the kayak and straighten the legs (fig. 21). Lift yourself by straightening the arms and 'walk in' on the heels (fig. 22). This process is also reversed to disembark.

The important point with this method is to keep your weight **SLIGHTLY** towards the shore and use the paddle as a balancing device, not a load bearing device, or damage to the paddle will most likely result. To this end pay particular attention to the position of the shoreward hand.



Next month we will cover paddling ahead and capsize drills.

THE WORLD OF WILD WATER

KAREL KNAP

part 1

FOREWARD by Mike Clark

Although I have been covering Canoe Slalom and Wild Water events for some years in Britain, I have to admit that I know very little about the technical side of things. Of course, I understand the rules of competition, the scoring of penalties and when a certain gate is 'live', but it is what makes a good stroke or combination of strokes, what sort of training methods create champions, the attitude of these wild water champions to their sport - this is where I have to admit little knowledge. Indeed in Britain there are few who could answer these questions or if they are able few have the time to put the answers down on paper.

Slalom canoe sport started in Britain around 1947 and since then we have produced one World Champion and one World Silver Medalist - both in kayak. The introduction of the Canadian Class to Britain did not come until the 1967 season and then it was for only the C2 - the Canadian Doubles Class. This brought an entirely new technique into Canoe Slalom (there were no Canadian Wild Water Canoes in Britain at this time), a technique that our paddlers had little knowledge of save from having seen the sport performed on the Continent at internationals.

However the Canadian canoe was not new to Britain, the Royal Canoe Club had for many years promoted this side of the sport and had even held Canadian Slaloms at Shepperton Weir. What was new in 1967 was the type of canoe. This was the Canadian Slalom, for at all previous events where the class was competed the canoes used were of the touring type and adapted for slalom use. The Canoe Centre at Twickenham must be credited with bringing the first Canadian Slalom single into the country but Jaycee Glassfibre Products at Norwood were the first to

put a Canadian Slalom double into actual production and in fact Jaycee Glassfibre Products were again the first to put the Canadian Slalom single into production in Britain.

The official introduction of a C2 Class to British Slalom, by some strange coincidence occurred just as one of the top Czechoslovakian Canadian paddlers came to England on an exchange work course. This was Josef Sedivec, with his wife one time World Mixed C2 Champions and National Mixed C2 champions of Czechoslovakia. Probably the most knowledgeable British canoeist at this time was Geoff Dinsdale of the Chalfont Park Canoe Club - a paddler who for some years was among the top slalom-kayakists in Britain and one who was certainly born with a natural love of wild water. Josef Sedivec was virtually 'adopted' by members of Chalfont Park and the real skills of Canadian Canoe Slalom were passed on to a few fortunate paddlers around the London area. For just on a year, Josef - and his wife who came over for some months - helped our paddlers with the techniques of Canadian canoeing, help at a time when it was sorely needed. However in such a short time it was impossible to pass on the most advanced skills of Canadian and our progress in this side of the sport is still some way behind our continental counterparts.













Also during 1967 another Czechoslovakian was in Britain - another Canadian specialist. This was Karel Knap, and at that time was working with P.G. L. Holidays at Tan Troed in Wales. This was the year of the Championships in Czechoslovakia and at this event he met for the first time the Witter brothers - two of our paddlers who had taken to Canadian canoeing. Later in the year back in Wales, Karel met other British Canadian enthusiasts and went to Plas y Brenin to help Oliver Cock with two courses, but meetings with British slalom paddlers still went on.

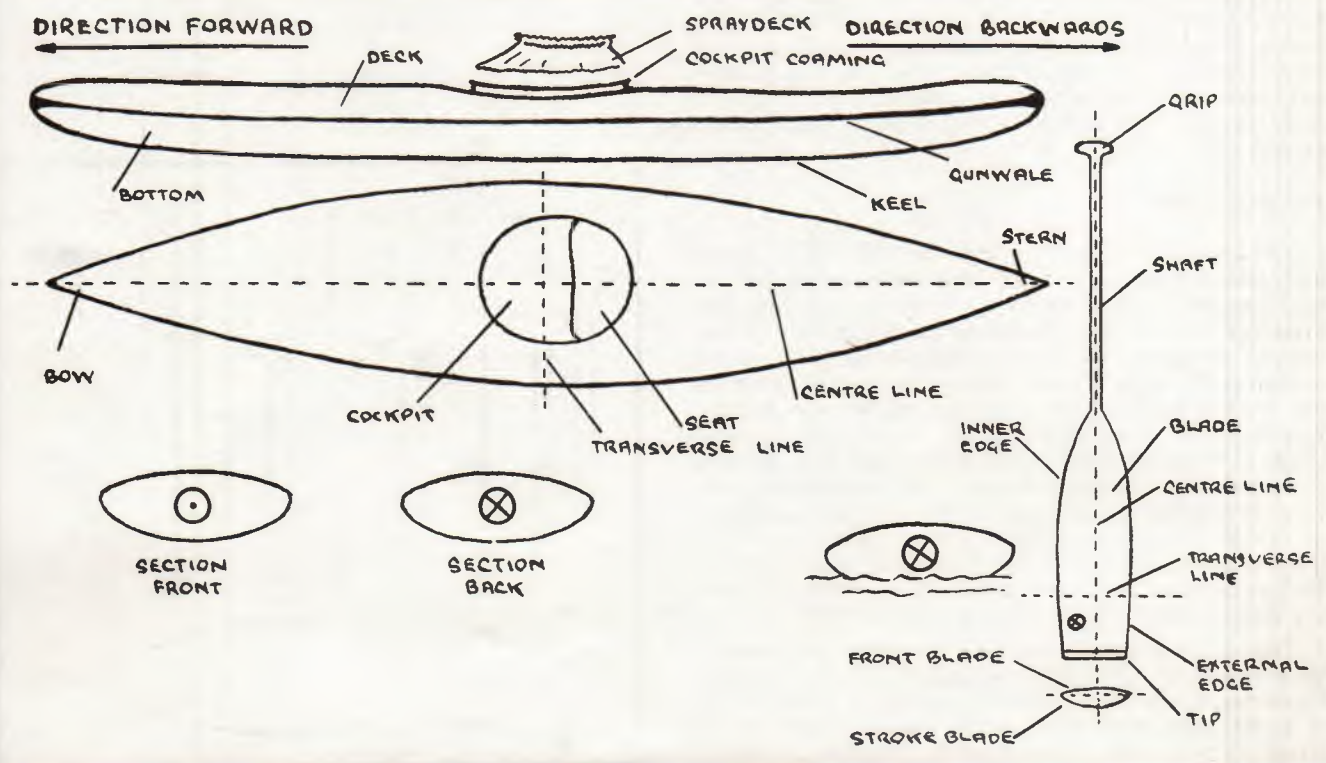
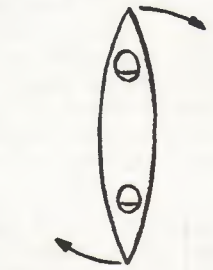
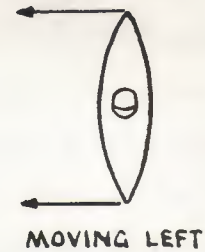
Karel Knap became virtually an idol of British Canadian Slalom paddlers. At internationals he was sought out to discuss style and technique.

In the Spring of 1968 Karel was back in his homeland and at the 14 day training session of the Czech National Team two British paddlers attended - John Court and John Goodwin. Summer saw Karel back in Britain at Plas y Brenin and with trouble in his homeland during the fall of 1968, Karel Knap took the decision - like the Sedivecs - to make his home elsewhere. During the summer of 1969 I met this idol of British Canadian paddlers on the Ardeche in Southern France and there agreed at his request to run an article on Canadian Canoeing Technique in 'Canoeing Magazine'. The article has proved to be a complete 'A' to 'Z' of rough water canoeing for Canadian and I am proud to run the whole as a series during the coming months, later to be added to and published as a book.

The following chapters are reminiscences of days spent in the rapids and weirs of a country in the heart of Europe. Reminiscences of friends, students and competitors, whose work the Czechoslovakian canoe technique is

Graphic signs illustrating positions, strokes or other movements of the paddle, and eventually of the boat:

-  view from the front
-  view from the back
-  view from the side
-  view from above
-  strokes with flat laid paddle and direction of the movement (sweep strokes)
-  strokes with the whole blade and the direction of the movement (forward, backward, draw, pry away)
-  movement of the paddle with the edge ahead (external or inner)
-  movement of the paddle - stroke blade ahead
-  movement of the paddle - front blade ahead
-  movement of the blade above the water
-  inner edge of the blade
-  external edge of the blade



SERIES COVERAGE

Introduction.

Terms, abbreviations, graphic signs.

Canadian basic technique.

Canadian competitive technique.

Comparison with kayak technique.

Methods of instruction and training.

but by movements of the wrists. Thus the lower-hand firmly holds the shaft just three inches above the blade while the grip of the paddle is placed firmly in the palm of the upper-hand.

Another point of importance is that the arms must always be bent more or less in the elbow, not just for some of the strokes but **ALL STROKES**. The description of all paddling strokes in this series assumes the standing of these above principles - takes it for granted. Where exceptions to the above occur the arm position will be noted.

PADDLE SPECIFICATIONS

As already mentioned, the Canadian paddle is flat without a centre rib. The length and width of the paddle is an individual thing but the average following dimensions are to be recommended. Measurements are taken by standing the paddle on the ground in front of you.

C1 SLALOM - the top of the grip should come level with the nose of the canoeist.

C1 DOWN RIVER - the top of the grip should come a little higher than the nose but above the forehead.

C2 SLALOM (bowman) - the top of the grip should come level with the nose or just a little shorter but not below the chin.

C2 SLALOM (sternman) -
C2 DOWN RIVER (bowman) - the top of the grip should come level with the nose.

C2 DOWN RIVER (sternman) - the top of the grip should come a little higher than the nose but not greater than the forehead.

The maximum width of the blade should be between 17 - 19cm.

INTRODUCTION

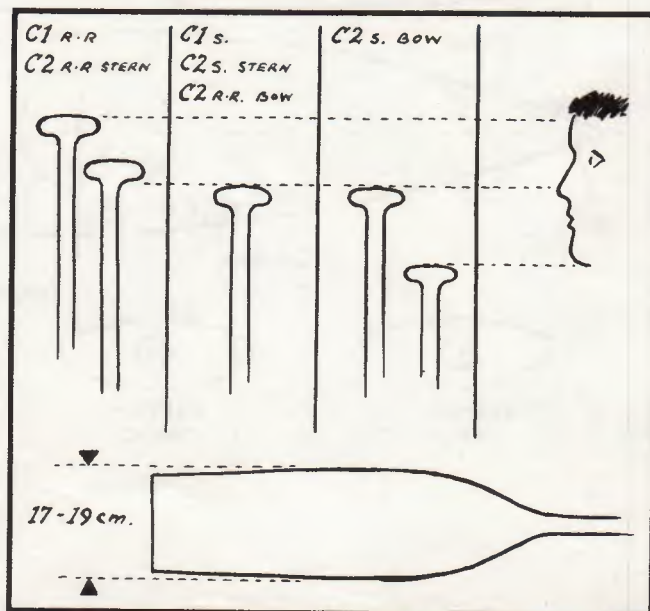
When we speak about wild water canoeing we have in mind canoe slalom, down river racing and rough water touring, both in kayak or the Canadian canoe. In this series it is not the intention to describe the different types of craft, their advantages or disadvantages, or their measurements other than the general information in the following paragraphs. Our purpose is to describe the basic and competitive techniques for slalom and down river Canadian canoeing.

The measurements of the competitive canoe are governed by I.C.F. Rules - different for slalom and down river - while the form of the touring Canadian varies by purpose, use, level of technique and skill of the canoeist, degree of difficulty of the water and financial restrictions. For wild water canoeing it is presupposed that the student will use a craft of good manoeuvrability - flat, without keel - at least partially covered, the half-kneel-half-sit position of the canoeist and the use of a flat single blade paddle without rib.

PADDLE GRIP

The canoeist paddles either on the left or right hand side of the craft, thus, the expression left or right hand cannot be used to describe a given situation at this or that moment. So we must use the expression 'upper-hand' or 'lower-hand'. The Hand, including the arm, elbow and shoulder, holding the grip of the paddle is termed as the 'upper-hand'. The other hand that is holding the shaft - about three inches above the blade - will be termed the 'lower-hand' and again includes the arm, elbow and shoulder. These three inches of shaft - between the hand and top of blade - are always kept at the level of the gunwale and indeed will often touch the gunwale line. The lower-hand is at most times above the deck and only exceptionally below the gunwale line.

The holding of the paddle is of great importance and at no time must this be changed - NO to a change of position on the grip, NO to a change of position on the shaft. The movement of the paddle blade is not caused by movement of the shaft or grip in the hands



CANADIAN BASIC TECHNIQUE

The Canadian basic technique is not just for the complete beginner - teaching methods for the beginner will be dealt with in a later chapter - or touring paddler, but is also of supreme importance to the competitive paddler. All the basic strokes should be thoroughly learnt and perfection attained, for, once a paddler develops incorrect strokes and wrong motions, their correction is very difficult.

Competitive technique is only a little different from the basic. The speed and degree of difficulty of the water, the speed and inclination of the canoe influence the action of the basic strokes, alters the angles slightly and in competition you not always find these basic strokes in their absolute 'pure' form. Most are combinations, but combinations of basic forms. Individual conception of combinations is not only allowed but presupposed by matured and developed competitors - but always the strokes must be of basic form. However more about this in the 'competitive technique' chapter.

The fundamental principles of the Canadian canoeing technique are in 7 basic movements - 3 pairs of opponent movements, and the direction strokes:

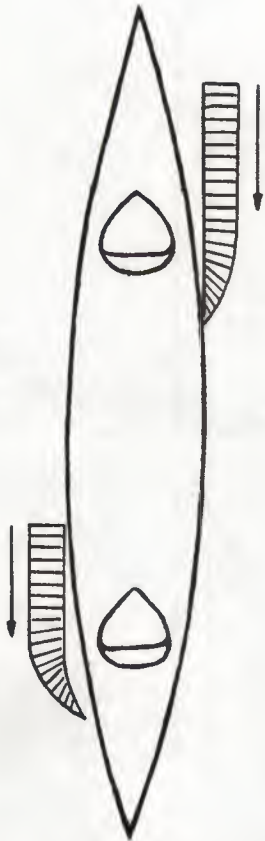
1. Forward stroke - Backward stroke
2. Sweep stroke forward - Sweep stroke backward
3. Draw stroke - Pry away stroke
4. Direction stroke.

Before the description of these strokes it should be pointed out that in 'forward stroke' and 'sweep stroke forward' the paddle moves from the front to rear - backwards in other words - and it is the boat that moves forward, eventually to turn but still in a forward heading. By 'backward stroke' and 'sweep stroke backwards' the paddle moves in a forward direction and the boat moves in a backward direction, again to eventually to turn but still going astern. Thus a forward stroke is made backwards and a backwards stroke made forwards!

FORWARD STROKE

We put the paddle into the water leaning the trunk rather forward, with both arms smoothly bent, the body turned to the side of the paddle. Seen from the front, or from the back, the shaft is vertical to the water surface. In C2 both paddle shafts must be parallel. The activity, the movement of the blade in the water starts by erecting the body and movement of the

FORWARD STROKE



arms follows and continues fluently to draw the paddle back through the water.

The shaft, seen from the front and read, keeps its vertical attitude to the water surface, but seen from the side, the shaft changes to an angle of 90°. The real activity of the trunk and arms ceases as the blade passes level with the pelvis. The trunk is erect at this moment and the ultimate phase of the blade-movement is completed by the arms only. The trunk must not lean backwards. The arms guide the blade out of the water almost without force or effort.

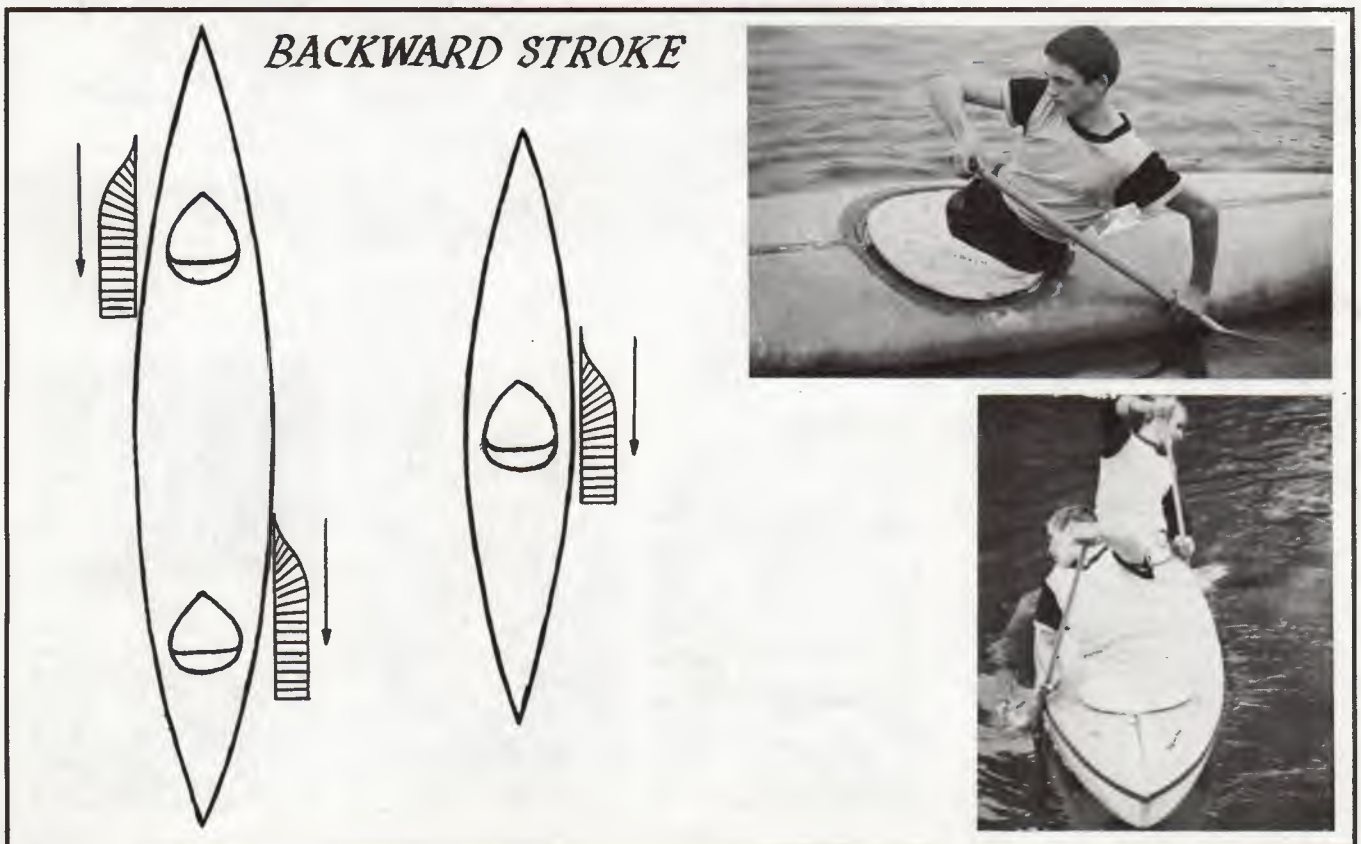
The blade is now laid in a wide half-arc to re-turn to the start position. For this the upper hand is lowered to the bottom of the rib-cage while the lower hand guides the blade forward. The tip of the blade should be close to the water and parallel with it, the shaft of the paddle almost parallel also. In the final phase the trunk leans forward again, the upper hand moves to the start position and you are ready to perform the stroke again.



BACKWARD STROKE

For this stroke the paddle is placed in the water behind the trunk. The trunk can be lent a little backward. The upper hand moves at chest level through the short arc of the paddle movement. The action is substantial and work is done by the pressure-power

of the lower-hand for the most part. The lower hand pushes the nearly vertical paddle - seen from the front or back - forward with the elbow considerably bent to some 120°. The trunk erects and leaning forward is possible, but not always necessary. The power activity stops as the blade passes the body and after this the blade emerges out of the water.



AGE-TRADE PAGE-TRADE PAGE-TR/

THE NEW B. S. I. APPROVED OTTERSPOUNTS CHILD'S LIFEJACKET

Ottersports, having now received the Approval of the British Standards Institution for their New Child's Lifejacket, offer it to the water-borne public with every confidence.

The ordinary Adult Ottersports B.S.I. Lifejacket is perfectly satisfactory to everybody of reasonable build, including most children of down to 8 years of age.

However many parents want to give the protection of a Lifejacket to their youngest children; and to meet this need, Ottersports have now produced a Child's Lifejacket for little ones of from 3 to 10 years old.

Two important features of a Lifejacket are:-

Firstly that the wearer should feel comfortable in it, and not have his movements unduly restricted.

Secondly that it can be fastened on so firmly that he cannot slip out of it.

Therefore it is the size and build of the child, rather than his age, which should guide parents in their choice when purchasing.

Ottersports Child's Lifejackets have all the qualities of their larger counterparts. They carry the Kitemark of B. S. I. Approval; and are of bright orange neoprene-nylon for durability and easy spotting in the water; and they contain closed cell foam inherent buoyancy which cannot absorb water however badly damaged it might become.

The buoyancy, when uninflated is over 10lbs. which will force the child to the surface within a very few seconds; and when inflated the buoyancy is over 25lbs. which will bring him to the surface in less than 5 seconds and hold him in the correct survival position.

The price is an extremely modest £4 15. 0.

"LENDAL" FIBREGLASS PADDLE

"Lendal" have achieved a 'first' with their revolutionary fibreglass shafted paddle introduced with the new 1970 Range, and given a few lines of information in the 'Trade Page' last month.

The shafts are designed to give maximum flexibility with minimum weight, and are constructed with 70% of the fibres running along the axis of the shaft giving exceptional longitudinal strength. Considerable testing has been done including mechanical flexing, and many hours of intensive sprint training with no signs of failure.

The 'Pacemaster' model incorporates another 'first' in that a moulded grip is fitted to the shaft



so that the controlling hand is held in the correct position, and cannot wander on the shaft. For instance, at the start of a race the paddler cannot lose the correct position of his hands because the grip is firmly located in the joints of his fingers. Also, during a race the control hand is automatically held in position so that an uneven stroke on one side of the boat cannot develop.

The grip is not centrally positioned but several degrees offset presenting the hand in its most advantageous grip location, which helps to eliminate the 'cocked' wrist action in the control hand, seemingly a major cause of wrist, and forearm injuries. It is felt that this in itself is a major breakthrough in paddle design.

This handgrip will also be of assistance during slalom and white water events, rolling, etc. Paddles for this type of canoeing are in the experimental stage, and will be sent to stockists shortly for introduction to the public.

Weight is reduced by up to 20% using a fibreglass shaft, and this would be an automatic consideration for any canoeist whether the paddle was for sprinting Devises/Westminster and Long Distance races, or even touring.

Contact your local stockist as advertised in 'Canoeing Magazine' or 'Lendal' direct for details of full range, prices, and further information.

RESULT ROUND-UP



LUDLOW SLALOM 3rd DIV. 25/26th October

MENS KAYAK 3rd DIVE

1. P. Hind Royal Naval K. C.	279/272pts
2. S. L. Murphy 22nd Wimbledon SU	292/290pts
3. A. H. Williams Leeds CC	354/293pts
4. J. I. Wilson Aberdeen Univ. CC	321/296pts
5. A. Edge Bolton CC	319/298pts

WOMENS KAYAK

1. Miss A. Evans Lakeland CC	471/395pts
2. Miss J. Herington Aberystwyth CC	546/413pts
3. Miss P. Maynard Birmingham CC	CAP/593pts

NOVICE KAYAK MEN

1. C. Horrod Devas CC	384/303pts
2. J. A. Szostek Bristol Univ. CC	331/305pts
3. P. Gregory Aberystwyth CC	362/316pts
4. S. D. Sylvester Camp Hill School	366/318pts
5. P. Fenn Hoddesdon CC	330/320pts

NOVICE KAYAK WOMEN

1. Miss E. Greenfield Birmingham CC	509/388pts
2. Miss S. Fraser Windsor CC	420/396pts
3. Miss C. J. Barnet Independent	399/396pts

DEE RACE No 1 16th November

MENS KAYAK

1. N. Jackson Grappenhall ACA	745secs
2. J. Leggott Halifax CC	747secs
3. C. Skellern Worcester CC	778secs
4. D. Fawcett Manchester CC	781secs
5. R. Calverley Manchester CC	785secs
6. J. MacLeod Manchester CC	796secs
7. M. Thomas Manchester CC	798secs
8. S. Kitson Grappenhall ACA	800secs

WOMENS KAYAK

1. Miss P. Squires Leamington CC	780secs
-------------------------------------	---------

CANADIAN SINGLES

1. G. Goldsmith Brighton CC	860secs
2. J. Goodwin North Staffs CC	873secs
3. J. Sibley Windsor CC	899secs

CANADIAN DOUBLES

1. J. Court/J. Goodwin North Staffs CC	811secs
2. L. Williams/T. Allen Don Valley CC	847secs
3. P. Woods/A. Brown Midland CC	889secs

LEVEN WILD WATER TEST

16th November

1. G. Mackareth Grappenhall ACA	6.08
2. C. Leah Grappenhall ACA	7.10
3. P. Woof Lakeland CC	7.15
4. P. Hirsch Carlisle CC	7.26

YORKSHIRE CHAMPIONSHIPS 1969 29th/30th November

MENS KAYAK

1. J. MacLeod Carnegie CC	118pts
2. M. Thomas Leeds CC	117pts
3. D. Crolla St. Bedes CC	116pts
4. J. Leggott Halifax CC	115pts

CANADIAN SINGLES

1. J. Wilde Sheffield CC	63pts
-----------------------------	-------

CANADIAN DOUBLES

1. Jenkinson/Lydon Leeds CC	88pts
--------------------------------	-------

WOMENS KAYAK

1. Miss W. Horne Leeds CC	62pts
2. Miss A. Marshall Leeds CC	49pts

SLALOM RANKING LIST

MENS KAYAK

1. R. Calverley Manchester CC	53.6%
2. K. Langford Manchester CC	55.6%
3. J. MacLeod Manchester CC	58.8%
4. K. Wickham Sunderland CC	61.4%
5. C. Skellern Worcester CC	61.5%

WOMENS KAYAK

1. Miss H. Goodman Lakeland CC	74.5%
2. Miss A. Keerie Sunderland CC	79.8%
3. Miss P. Squires Leamington CC	80.3%

CANADIAN SINGLES

1. G. Goldsmith Brighton CC	84.1%
2. M. Hillyard Chalfont Park CC	88.5%
3. G. Dinsdale Chalfont Park CC	88.9%
4. J. Sibley Windsor CC	92.0%

CANADIAN DOUBLES

1. Witter/Swift Chester CC	87.0%
2. Woods/Brown Midland CC	97.2%
3. Court/Goodwin North Staffs CC	107.6%
4. Jenkinson/Lydon Leeds CC	125.3%

INTER-CLUB HASLER TROPHY 1969

1. Richmond	563pts
2. Harlow	438pts
3. Royal CC	244pts
4. Bourne Youth Wing	194pts
5. Bradford-on-Avon CC	186pts
6. Longridge Scouts CC	173pts
7. Grappenhall ACA Southampton CC	152pts
9. Lincoln CC	129pts
10. Leamington Spa CC	126pts
11. Worcester CC	115pts
12. Hewell Grange CC	99pts
13. Amersham CT	92pts
14. Nottingham CC	89pts

During the year 134 clubs competed in Long Distance Races with some 890 individual paddlers racing.

CANOEING MAGAZINE

RAY CALVERLEY

NATIONAL SLALOM CHAMPION 1969



IN TONI PRIJON

INN *or* INN SPEZIAL

THE UNBEATABLE

INN SPEZIAL SLALOM KAYAK **£47 10. 0.**

PRIJON

PHANTOM SPRINT **£47 10. 0.**

PRIJON

PHANTOM 3 **£34 0. 0.**

THE FANTASTIC

SURF YAK *FROM* **£29 0. 0.**

SCHAFFER PADDLES **£6 0. 0.**

* SEE OUR RANGE AT CRYSTAL PALACE. 14th Feb.



THE NORTHERN WILD WATER CENTRE

4, VICTORIA STREET, WETHERBY, YORKSHIRE.
Tel: WETHERBY, 3220 or COLLINGHAM BRIDGE, 3198



Proprietor Chris Hawksworth

CANOEING MAGAZINE

Classified Advertisements
4d. per word prepaid
(minimum 5s.)

small ads.

CANOES & KAYAKS

FOR SALE - NEW KLEPPER SL8, November 1969. Blue, spray cover, buoyancy, £42 10.0. o.n.o. Kingston-on-Thames. Tel: 01-546 3426.

FOR SALE - 1 SPORTSDIPPER, 1 K1 (old design) 2 CANVAS SWIFTS, 1 KAYEL TOURER, 2 KAYEL SLALOMS, 3 fibreglass VIKINGS Class 3, and 2 canvas doubles - P.B.K. and CANOE CENTRE. Varying states of health - offers invited. Hafod Meurig, O.P. Centre, Brynrefail, Caernarvon. Tel Llanberis 424.

FOR SALE - KAYEL NIPPER suitable for youngster plus spray cover. Delivered reasonable distance. £10. Wonfor, 90 Woodhall Lane, Welwyn Garden City, Herts. Tel: 29713.

FOR SALE - LENDAL 'SPRINT MASTER' PADDLES. 7' 1" mens blade/left handed. Excellent condition, £8 o.n.o. Kay Emerson, 47 Norval Road, Wembley, Middx.

CANOE PLANS

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

BUILD-YOURSELF PLANS for canoes and other craft in PLYWOOD MOULDED VENEER FABRIC

Cheapest and simplest plans, with full-size drawings. Thousands of satisfied P.B.K. owners.

Stamp for list of fully detailed plans etc.

PERCY W. BLANDFORD
NEWBOLD-ON-STOUR, STRATFORD-ON-AVON

WANTED

WANTED - SECOND HAND C1 in usable condition. S/Lt. Seabrook, R.N.E.C., Manadon, Plymouth, Devon.

BUOYANCY

HARISHOK BUOYANCY JACKETS as worn by members of THE BRITISH SLALOM TEAM, I.C.F. standard. Price £5 5.0. del. free. Also KITS £3 10.0. measurements and cash with order to 22 Schools Road, MANCHESTER M18 8RF.

DRY SUITS

DRY SUITS: Made to measure drysuits at £12 0.0. Kits from £6 0.0. Send for samples and measuring form from: P & H FIBREGLASS PRODUCTS, 6 Charles Avenue, Spondon, Derby. Tel: Derby 61108.

FIBREGLASS



Glass Fibre ?

Strand Glass Ltd. Britain's largest Glass Fibre and Resin stockists. The lowest prices. The fastest delivery.

STRAND GLASS CO. LTD.

Brentway Trading Estate,
Brentford, Middlesex.
Tel: 01-560 0978

NEW GLASSFIBRE MOULDS: Top quality fibreglass moulds with positive locating flange for 'Defiant' Mk2 Slalom kayaks for sale - Price £65 0.0. Further details from P & H FIBREGLASS PRODUCTS, 6 Charles Avenue, Spondon, Derby. Tel: Derby 61108.

HOLIDAYS

FOR SCHOOLS AND YOUTH ORGANISATIONS Our River Wye Centre, Tan Troed Adventure Centre, Brecon Beacons National Park and our River Ardeche Centre provide an inexpensive introduction to canoeing for school party groups. Write now for our 1970 colour brochure: P.G.L. ADVENTURE HOLIDAYS, Ross-on-Wye, Herefordshire. Telephone: ROSS 3311.

A HOLIDAY teaching others to Canoe at our Wye or Cornwall Centres. If you have personality and ability to teach novices. B.C.U. teaching qualification is desirable, send for application form to - Peter Hall (1/C), Y.H.A., St. Albans, Herts.

BOY'S CANOEING HOLIDAY in safety of River and Bay, with Sailing, Fishing, Swimming, Tennis and T.V., whilst staying with Lieut-Commander K. Hand R.N.R. The Sailing School, Stud Farmhouse, Newhaven, Sussex. Write for illustrated leaflet.

BOOKS & MAGAZINES

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

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

FILMS

WORLD CHAMPIONSHIP FILMS for Hire - 16mm and 8mm. See ALL the Gold Medalists in ACTION and SLOW MOTION in a 40 minute action packed TV film. This film has now been sold to TV companies throughout the world - America, Japan, U.S.S.R. Australia and England. Send S.A.E. for details of this and other films for hire and sale to: Chris Hawkesworth (Films), 'Ridgeside' Hillcrest, Collingham, Wetherby, Yorkshire, LS5 5DN. or Tel Collingham Bridge 3198 or Wetherby 3220.

PHOTOGRAPHY

ACTION PHOTOGRAPHS of top Continental Slalom and WILD WATER paddlers taken at the 1969 World Slalom and Wild Water Championships - Bourg St. Maurice. Prints 8½ x 6½ at 4/6; 10 x 8 at 7/6; 12 x 10 at 12/-; 15 x 12 at 15/-; 20 x 16 at 17/-; all prints plus postage. Contacts from: CANOEING PRESS, 25 Featherbed Lane, Croydon, CRO9AE. Also hundreds of action pictures of top British paddlers in SLALOM, LONG DISTANCE and SPRINT RACING - all taken by Mike Clark, England's leading canoe sport photographer. Display prints 20 x 16 and 15 x 12 prices as above.

Always mention

**CANOEING
 MAGAZINE**

when answering
 Advertisements

THE ORIGINAL CANADIAN SLOPP® SHIRT



AS SUPPLIED TO BRITISH SLALOM
 TEAM FOR 1969 WORLD CHAMPS

**IDEAL FOR TRAINING -
 ON OR OFF THE WATER**

- * The SLOPP SHIRT is not a T-shirt but a quality fleecy lined cotton sweater shirt, crew neck and raglan sleeve.
- * We will supply your club or team with SLOPP SHIRTS to your own design in a choice of 13 colours and 4 sizes.
- * Prices:- 42/- each sm. med. lge. 44/- ex. lge. Artwork and stencil fees £6 6. 0. if order less than 40 shirts. Discount on orders over 50.

OVER 200 DESIGNS AVAILABLE -

CANADIAN SLOPP SHIRT CO., LIMITED
 88 PARK LANE, CROYDON, CR9 1BY,
 SURREY. Phone 01-688 9377

Into the '70s with **JAYCEE & MENDESTA**



*KAYAKS FOR TOURING - EAU-VIVE, COURSIER,
CUB.*

*KAYAKS & CANOES FOR SLALOM - WILD-CAT,
400 SUPER, COUGAR, COBRA C1, CHAMP C2.*

*KAYAKS FOR DOWNRIVER - COMPETITION,
PHANTOM.*

**SEE OUR RANGE AT CRYSTAL PALACE SHOW*

JJC

JAYCEE GLASSFIBRE PRODUCTS

268a, NORWOOD ROAD, WEST NORWOOD,
LONDON, S.E. 27. tel: 01-670-1234.
SUPPLIER TO H.M. FORCES & EDUCATION AUTHORITIES

send for illustrated leaflets



come and see our
1970 RANGE on STAND No. US-7
 at the **BOAT SHOW**
 or if you can't be sure to
SEND NOW for 1970 CATALOGUE
44 pages fully illustrated

Ottersports LTD

BRUNSWICK PLACE,
 NORTHAMPTON
 phones 39405 & 39161

OTTERSPTS Ltd., Brunswick Place, Northampton.
 Please send me FREE, your Illustrated Catalogue.

NAME.....

ADDRESS.....

C.M.

J.H. PADDLES *for*

SLALOM

Spruce and ash shaft fully shaped for control
 Glassfibre blades with alloy tips, solid or trans-
 lucent colour. Any length, R or L control.

£5 5. 0. carriage 7/6

WILD WATER RACING

An asymmetric paddle blade with alloy tips
 and centre rib for easy paddling. Shaft as for
 Slalom.

£5 5. 5. carriage 7/6

CANADIAN PADDLING

A paddle with ash shaft reinforced by glass-
 fibre cloth and glassfibre blade with alloy tip.
 Translucent colours only. Length - standard
 5' 2" approx, or to order.

£3 17. 6. carriage 5/-

JON HYLAND 42 DIDDINGTON LANE
 HAMPTON-IN-ARDEN
 WARKS

CANOEING MAGAZINE

**BEST FOR
 NEWS
 PHOTOS
 REPORTS
 COMMENT**

**TAKE OUT A
 SUBSCRIPTION NOW**

GOLD AND SILVER FOR HAHN

IN THE FIRST INTERNATIONAL WHITE WATER RACE TO BE HELD IN GREAT BRITAIN AT LLANGOLLEN, A HAHN WHITE WATER RACING C1 WINS A GOLD MEDAL

'DART' paddled by OTTO SCHUMACHER
(German Federal Republic)
HAHN WILD WATER RACING C1



IN THE SLALOM AT THE SAME EVENT A HAHN SLALOM C1 WINS THE SILVER MEDAL

'NEW' paddled by REINHOLD KAUDER
(German Federal Republic)
HAHN SLALOM C1



Send for details of the HAHN RANGE of canoes and kayaks manufactured only in this country by

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

TELEPHONE WORKS - ILKESTON 3155
HOME - DERBY 61108

Lendal

SCOTLAND...

THE PADDLE OF THE 70s

**REVOLUTIONARY
GLASSFIBRE SHAFT**

LIGHT, FLEXIBLE, STRONG.
SPRINT, L-D & TOURING
MODELS

**CENTRE JOINTED PADDLES
WITH WOODEN SHAFT**

SUPERIOR PADDLE KITS

SEE THEM AT YOUR NEAREST STOCKIST
OR WRITE TO:-

WILSON (PRESTWICK) LTD.
167, AYR RD. PRESTWICK, AYRSHIRE.

GAYBO LIMITED

BRITISH
MANUFACTURERS

PAVEL BONE AND TONI PRIJON KAYAKS



Ken Langford



FUNA ISERE

WINNERS OF MAJOR EVENTS THIS SEASON

OTHER WINNERS

SEE OUR FULL
RANGE OF KAYAKS
AT CRYSTAL PALACE

LLANGOLA

1st G. GOLDSMITH
SILVER - 1st G. GOLDSMITH

TONI PRIJON PHANTOM 2 (SPRINT)
GOLD - BARBEL KORNER (West Germany)
SILVER - JEAN-PIERRE BURNY (Belgium)

BOUDEHEN W. W. C. 1.

SILVER - G. GOLDSMITH (Great Britain)

THE BEST IS AVAILABLE THE CHOICE IS YOURS

GAYBO LIMITED 1, RINGMER ROAD, BRIGHTON, BN1 9JD
Tel: Brighton 684599

CONGRATULATIONS

DOUBLE SIZE CANOEING DOUBLE SIZE CANOE CENTRE

WE ARE PLEASED TO ANNOUNCE THE MERGER BETWEEN KIRTON KAYAKS AND PORTABLE BOATS LIMITED (THE CANOE CENTRE)

FROM OUR SHOWROOMS IN TWICKENHAM AND AT CREDITON WE SHALL NOW BE ABLE TO OFFER A WIDE CHOICE OF CANOES AND EQUIPMENT WITH GOOD DELIVERIES AND FIRST CLASS AFTER SALES SERVICE.

OUR 1970 RANGE (MOSTLY FROM STOCK) WILL INCLUDE

RACING

<i>STRUER</i>	<i>CLASS GLIDER K2</i>
	<i>CLASS HUNTER K1</i>
<i>KIRTON</i>	<i>MIRAGE K2</i>
	<i>SCIMITAR K1</i>
	<i>BARRACUDA CLASS 4</i>
<i>NEW</i>	<i>DART CLASS 3</i>

SLALOM

<i>KLEPPER</i>	<i>SL8</i>	<i>SLALOM</i>
<i>NEW</i>	<i>SL 9</i>	<i>SLALOM</i>
<i>NEW</i>	<i>FIGHTER</i>	<i>WILDWATER</i>
<i>KIRTON</i>		
<i>NEW</i>	<i>COMET</i>	<i>SLALOM</i>

TOURING

<i>KLEPPER</i>	<i>COMRADE DOUBLE</i>
	<i>TRAMP SINGLE</i>
	<i>MINOR JUNIOR SINGLE</i>
<i>KIRTON</i>	<i>CYGNET SINGLE</i>
<i>SPORT</i>	<i>CRESTA SINGLE</i>

WE NOW ALSO STOCK 'LENDAL' PADDLES

THE CANOE CENTRE

PORTABLE BOATS LTD

18 BEAUCHAMP RD. TWICKENHAM, MIDDX.

TEL. 01-892 8979

MARSH LANE. CREDITON, DEVON.

TEL. 0363-2 3295