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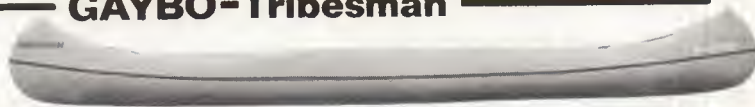
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part 3

CAPSIZE DRILL

No craft is more prone to a complete and immediate capsize than a kayak. So it is as well to know what to do in such a case and be well drilled in the remedy.

Sit in the kayak in reasonably deep water with the paddle laying across the cockpit. Rotate the paddle so that one blade is vertical and lean towards it until the boat goes over (fig. 52). When your body is in the water it slows down the roll, so wait a moment or two so that the boat can settle completely upsidedown. Release the paddle, put your hands on the gunwales just behind you, bring your head as near to your knees as you can and 'take the boat off' like a pair of slacks. Properly done this will result in a forward somersault, so make sure your head comes out on one side of the kayak, as you surface facing the stern (fig. 53). You must not really lose contact with the kayak at all, as a strong wind or diverging currents may carry it away from you faster than you can swim towards it.

KEEP the kayak completely upsidedown so that air trapped in it will not be lost. Take one end of the paddle and move to one end of the kayak. With the tip of the paddle blade in one hand and the end of the kayak in the other swim on your back to the shore (fig. 54). If you can hold the paddle tip and the end of the kayak with one hand, you can use the other hand to speed up the swimming.

The most common fault in all this occurs just after the capsize, when the novice often finds himself laying, so to speak, on the back deck. He may as consequence have some difficulty in getting out of the kayak. Deliberately bringing the head toward the knees eliminates the difficulty. The other important point is to take your time. Do it all slowly, and don't use a spray cover until you can do it very slowly. Follow these rules and you will find that if you can get into a kayak right way up without assistance, you can get out of it upsidedown.

EMPTY KAYAK

Even the smallest kayak can contain a considerable weight of water when about half full, making it difficult to paddle and impossible to get ashore on your own. The method of emptying the kayak that is most often required, is as follows:-

Stand in the shallows beside the cockpit, and fill the boat completely. With the boat right way up hold the cockpit with both hands, well spaced to spread the load. Now lift the kayak so that the water level inside the boat is slightly higher than the level outside, causing water to flow out of the boat (fig. 55). Do not lift too much or damage to the boat may result. Maintain the flow by slowly raising the kayak until the far edge of the cockpit comes to the surface. Set the kayak right way up again, and push it away until one end comes to hand. One hand is then placed on the deck at the end, and the other hand grips the keel below it. Retaining this hold, push down on the boat so that the water in it runs towards you (fig. 56). Now lift the boat and capsize it at the same time, so that the water runs down the inside of the deck and falls out of the cockpit (fig. 57). Repeat this process until the boat is empty.

If there is a lot of water in the boat you may not be able to lift it as high as shown, and there should not be too much water at your end or you will not be able to lift it at all. Notice that the higher your end is lifted, the more you turn your back on the canoe. Most people suffer some loss of balance while doing this due to the weight of water surging about in the kayak. Practice alone will overcome all these difficulties.

PADDLE ASTERN

To go ashore the backs of the blades are made to press against the water. Both arms remain half bent throughout, the power being provided by twisting alone (fig. 58). Keep the far hand high to maintain the immersed paddle blade close to the boat during the stroke. Keep a sharp lookout astern (fig. 59) at the end of every second or third stroke.

Now go ahead and halfway through a stroke, without taking the blade out of the water, go astern until the boat has stopped and gathered sternway. Then halfway through a stroke go ahead until the boat has again stopped and gathered headway.



(fig. 52)



(fig. 56)



(fig. 53)



(fig. 57)



(fig. 54)



(fig. 58)



(fig. 55)



(fig. 59)



IRELAND

THE LIFFEY MARATHON

Ireland's first Marathon Canoe Race will take place on 6th/7th June on the River Liffey. It is being organised by the Kilcullen Canoe Club and Salmon Leap Canoe Club. The course will be over 70 miles of the Liffey, starting at Oldcourt in West Wicklow and to finish at the Garda Rowing Club, Chapelizod. This race will have an overnight stop at Newbridge.

Details of Irish events can be obtained from: E. Lawrence, Flat 2, St. Wolstans, Dublin Road, Co. Kildare, Ireland.

The Secretary of the Irish Canoe Union for 1970 is B. Coffey, Esq., Hillside, Kilcullen, Co. Kildare, Ireland. Other officers elected at the Irish AGM are: President - Derek R. Martin; Chairman - N. Alexander; Racing Officer - E. Lawrence; Slalom/White Water Officer - D. Talbot; Youth Officer - A. Rainey; Touring Officer - L. Hyland; P. R. O. - T. Mason; Treasurer - I. McLean.

ITALY

INTERNATIONAL CANOE TOURS IN ITALY

In continuation of its successful wild water tours the Canoa Club Milano (address: 20125 Milano/Italy, Via Sammartini 5) will organise an International Canoeists' Meeting on the Rivers of the Province Piedmont, which will take place from 25th April to 3rd May, 1970.

A permanent camp will be erected near Mondovi (Cuneo), south of Torino, and seven tours down river graded II, III and IV are planned. The following rivers will be toured: Tanrao, Stura di Demonte, Ellero, Pesio, Corsaglia.

Further information can be obtained from:

Mr. Guglielmo Granacci, 20126 Milano, Viale Fulvio Testi, 82, who organises the tours.

DENMARK

VIKING FOR A DAY

An International Canoe Tour, International Camp International Long Distance Canoe Race, and the World Sprint Canoe Championships - with this Denmark will be welcoming very many paddlers to her beautiful shores this summer. In all there are fifteen days of canoe sport between 19th July to 2nd August.

The events begin with the International Canoe Tour on the Gudenaen between the date 19th/24th July. The Gudenaen flows through the beautiful landscape of Central Jutland and is the longest waterway in Denmark.

The tour starts in Tarring and continues through Gudenaen and a number of lakes to Silkeborg. This first part to Silkeborg is 67 km and will be divided into stages, with those who feel strong enough going on from Silkeborg for another 72 km to Randers.

In Silkeborg there will be a permanent camp for paddlers who prefer to make only daily trips to the many wood-bordered lakes in the area. On the 24th July the participants will be taken across from Grenaa to Hundsted and on to the permanent camp at Eskildso.

The island of Eskildso is well suited to an International Camp. Although the island has only one farm, there are fine places for camping. From the camp sightseeing tours to Copenhagen and other places of interest will be arranged. There will also be buses laid on for travel to the World Sprint Championships at Bagsvaerd So. Also at Eskildso a replica of a Viking ship will sail daily to the famous Viking museum at Roskilde. This town is one of the oldest in Denmark and steeped with history and interesting places.

The International Long Distance Canoe Race will take place on 25th July and competed over a distance of 36 km along the coast from Copenhagen to Elsinore.

The World Sprint Championships will take place on 31st July to 2nd August. The venue is the beautiful Bagavaerd So in Copenhagen and His Royal Majesty King Frederick IX has given the Danish Federation the honour of his being patron to the Championships.

The lake, which is situated in Gladsaxe some 12 km from the centre of Copenhagen, has a new rowing course with buoy markers every 50 m and permanent starting pontoons, plus the necessary technical installations in and around the judges platform that will ensure the best competition conditions.

Full details of these events in Denmark can be obtained from: Erik Wilche, Hedebygade 9, DK 1754 Copenhagen V, Denmark.

International canoe sport information is welcome from any source - federations or canoe clubs.

AUSTRALIA

AUSTRALIAN SLALOM CHAMPIONSHIPS

The Australian Slalom Championships were held on 25th/26th January. The course was over water below the Wyangala Dam and was, with 500 cusecs being emitted from the dam dissipator, a narrow, rocky course.

With over 90 individual entries and competitors coming from West Australia (over 3,000 miles away!) Victoria, Australian Capital Territory, and with even officials travelling upwards of 600 miles, the championships were reported to be the best ever.

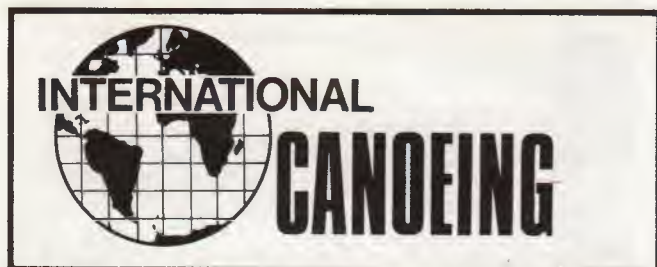
In the competition paddlers from New South Wales won almost every event as well as featuring well in the 'placements'. Results of the championships are printed in 'Result Round-up'.

(Judging by the number of enquiries this magazine is getting from slalom paddlers in Australia, the sport is taking on well there and no doubt it will not be long before we see an Australian Team at World Slalom Championships. Ed.)



John Egger, the Australian title holder, breaking out of an upstream gate in the Australian Championships.

TOP PHOTO: Julie Whitebrook - 15 years old - at the bottom of the spout on the Australian Championship course. Photo: Frank Whitebrook.



WEST GERMANY

MUNICH PREPARES IN 1970
FOR THE 1972 OLYMPIC GAMES

The Olympic Games 1972, to be held in Munich from 26th August to 10th September will be the longest ever taking place in modern times. For the first time there will be competitions in all 21 sports admitted by the International Olympic Committee (IOC).

It is estimated that about 12,000 athletes and team personnel will make their home for nearly three weeks in the Munich Olympic village. The men's village will have 3,000 flats of varying size with accommodation for 11,700 while the 1,180 women will be accommodated in 1,730 flatlets, including 1,620 one-room units.

The largest part of the roads running through or circling the Olympic grounds (more than 6.5 miles) has already been constructed and is used at present by the trucks of the building companies. The many roads will eventually connect all installations, the village stadium, the sports grounds and the numerous halls, the press, radio and television centres etc.

So far, the building of the new underground railway from the city centre to the Oberwiesefeld, has been completed by as much as 70 per cent, and already the construction of the most important sports centres by 25 per cent.

NETHERLANDS

DUTCH TOUR

The Dutch Canoe Union is organising an international tour this coming Whitsun. The cost of the trip will amount to Dfl. 4.-- (about 10/-) per person. Camping will be provided at Asselt (Limburg) in the district of Swalmen near Roermond and there is space for up to 1000 canoeists.

There are many possibilities for canoeing on the river 'Swalm' and on the 'Mass'. Invitations have been sent to the canoe associations of France, Luxembourg, Belgium, Germany and England.

THE SWALM - is one of the most charming little rivers that the Netherlands is so rich in. The Swalm rises in Germany, streams through a particularly beautiful lake, called 'Hariksee', and has a total length of between 60 to 70 km. The upper reaches of the Swalm are a little difficult to navigate due to the many reeds and bushes, but from the German village of 'Brempt' the going is better. One passes several old water-mills, many now converted into pleasant restaurants. Near the frontier town of 'Swalman' the river enters into the Netherlands and from the Dutch-German border to the confluence with the 'Mass', the length is about 16 km. The river flows quite slowly for it twists and turns through fields and wood, and of course especially through meadows.

THE MASS - on the non-canalised part of the Mass, trips of 25 to 40 km will be organised. If conditions are favourable there are some eight small rapids that are canoeable even for wooden kayaks.

Details of the tour are available from J. S. Runeman, Wollegrasstraat 49, Wormer, Holland, Netherlands.

THE SWALM - one of the most charming little rivers of the Netherlands.



SHEPPERTON SLALOM CANOE CLUB

At the AGM of the Shepperton Canoe Club, it was decided that the club should henceforth be known as The Shepperton Slalom Canoe Club. This was agreed in respect of the predominance of the club's interest in white water and slalom canoe sport.

The secretaries address: N. Unwin, 62 Berrylands, Surbiton, Surrey.

LEADERS WEEKEND - RIVER WYE

The Y. H. A. is organising a conference/course at Staunton-on-Wye Youth Hostel which aims to cover all aspects of leading and organising canoeing parties particularly for beginners, on the River Wye.

The course, which is residential is open to both members and non-members of the Y. H. A., who take

Take Part in Sport in 1970, a programme of courses in some 30 sports and recreations, is the CCPR's invitation to men and women over the age of 17 to take up a new sport in this new decade or to sharpen their performance in the sports they are already practising. There are also a few courses for the 15 - 17's.

In co-operation with the governing body of each sport, the CCPR offers archery, canoeing and sailing at lovely Bisham Abbey on the Thames, golf and water skiing at Storrs Hall on Lake Windermere; squash, badminton and lawn tennis at Lilleshall Hall in Shropshire; outdoor activities at Plas y Brenin National Mountaineering Centre in Snowdonia; a variety of sports at Crystal Palace, one of the largest multi-sports centre in Europe; and small-boat

NEWS-NEWS-NEWS-IN BRIEF

or hope some time to take, canoeing parties on the Wye.

Several guest speakers have accepted invitations and individual topics throughout the weekend will be led by members of the Y. H. A. panel of instructors. The Y. H. A. fleet of canoes will be on the river for practical demonstrations and use.

Total charge for the weekend, including all accommodation and meals, will be £2 per head. Full details of the course can be obtained from: The Warden, Youth Hostel, Staunton-on-Wye, Hereford.

'CANOEING MAGAZINE' BINDER

Although you will see an advert in this magazine for our binders, we regret to inform readers that the binders are NOT AVAILABLE at present. The original order for the new size binder was placed with the contractors well before Christmas and the completed order should have been with us for the Canoe Conference in February. However due to a serious fire at the contractors factory, all production has been brought to a standstill. There is no date at present for the delivery of the binders as new premises are being sought by the contractor. However we hope to have a delivery date to announce in the next copy of the magazine.

Those readers who have ordered or paid for a binder, those readers will go on file to be sent when available. In the meantime the magazine will still take additional orders for the binder as there is no question of the binder not being available at a future date. We regret any inconvenience caused to readers by this delay but the situation is out of the magazine's hands.

sailing at the National Sailing Centre, Cowes, Isle of Wight.

TAKE PART IN SPORT 1970, a 32-page illustrated brochure, can be obtained free of charge (but please send a 6 x 9 in. stamped, addressed envelope) from: The CCPR (Dept B), 26 Park Crescent, London, WIN 4AJ.

OLYMPIC SLALOM TRAINING SQUAD



Members of the Olympic Slalom Training Squad taking a number of fitness tests at the first meeting held at Buxton. Photo: Courtesy of Buxton Advertiser & Herald.

the month ahead

APRIL

SLALOM

5th/PONT-AR-ITHON SLALOM (ON). Details: R. B. Leadley, 1 Silver Birch Road, Streetly, Sutton Coldfield, Warks. (BIRMINGHAM CC)

5th/INVERCANNY SLALOM, (3, ON). Details: S. Fisher, Department of Physical Education, Butchart Recreation Centre, University Road, Aberdeen. (ABERDEEN UNIV. CC)

5th/ABBEY BRIDGE SLALOM, (2). Details: H. Kerrie, 32 Swaledale Crescent, Penshaw, Co. Durham. (SUNDERLAND CC)

12th/GUILDFORD SLALOM, (ON). Details: P. A. Bevan, 29 Pembroke Avenue, Hersham, Surrey. (GUILDFORD CANOEISTS)

19th/SHEPPERTON WEIR SLALOM, (2). Details: 52 The Drive, Morden, Surrey. (SHEPPERTON CC)

19th/MONNOW SLALOM, (ON). Details: J. B. Richards, Buckstone Lodge, Staunton, Coleford, Glos. (WYEDEAN CC)

19th/LEVEN WILD WATER TEST. Details: E. B. Totty, Craigmuir, High Knott Road, Arnside, Westmorland. (LAKELAND CC)

26th/MARSHLOCK SLALOM, (3). Details: J. Freeman, 20 Woodberry Gardens, Finchley, London, N. 12. (CHALFONT PARK CC)

26th/NEWBURY SLALOM, (ON). Details: Pat Kirkwood, 21 Russell Road, Newbury, Berks. (ARMY CANOE UNION & KENNET VALLEY CC)

LONG DISTANCE

12th/LEAMINGTON L-D, B13, P9. Details: R. A. Sowman, 56 Warwick Place, Leamington, Warks. (LEAMINGTON CC) CD 6th.

19th/LEA & STORT L-D, B13, P9. Details: J. Bond

24 Backthorne House, Yellow Pine Way, Chigwell, Essex. (HARLOW CC) CD 13th.

19th/ARUN OPEN L-D, B18, P8. Details: N. J. Tricker, 59 Twitten Wat, Worthing, Sussex. (WORTHING CC)

26th/THAMES L-D, B13, P2. Details: S. Pluthero, 9 Clarendon Road, Ashford, Middx. (CANOE TOURING CLUB) CD 15th.



INTERNATIONAL - MAY

1st - 3rd/GERMANY: SLALOM & WILD WATER RACE, MONSCHAU. Federal German Republic.

9th - 10th/GERMANY: SILBERSCHILD TROPHY RIVER RACE, ERFT. Federal German Republic.

9th - 10th/GERMANY: SLALOM, ZWICKAU. (by invitation) Democratic German Republic.

30th - 31st/GERMANY: WILD WATER RACE, RISS-BACH. Federal German Republic.

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. 01-398 3118

LONDON - Dartford College Baths. Tuesday evenings, series of six sessions. Details: C. C. P. R. (L. & S. E.) 160 Great Portland Street, London, W1.

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.



COURSES

SCOUT/VS and GUIDE CANOE COURSES at the LONGRIDGE CENTRE and covering all aspects of the sport. Full details available from: The Warden, NSBAC Longridge, Quarrywood Lane, Marlow, Bucks.

COMMENT *LETTERS* to the *EDITOR*

SPORT AND POLITICS

I must object to your editorial note headed 'Sport and Politics' and remind you that you have responsibilities to all canoeists when you make statements which a lot of them would not like to be associated with.

I am sure that many canoeists do not agree with the racial policies that are practised in South Africa in regard to sport and would support anybody who has enough guts to protest against them.

For you to assume that cosy little canoeing can forget all the bitterness and welcome the South Africans because they canoe as we do is missing the point. Of course we want to be friends with them, that's why it hurts so much to have to say to them that they can only compete in our regattas when their teams are truly representative. But we should have the courage to say so.

If you, personally, Mister Editor, wish to keep politics and sport apart may I suggest that you confine your comments strictly to the sport.

Yours faithfully,
D.A. Courtman.

I am referring to your Editorial in the December 1969 magazine under the heading Sport and Politics in which you venture to speak on behalf of canoeists in welcoming the South African Canoe Team. Since we in canoeing are not racialists and since, as you say, their government's policies may be very different from ours would you kindly amend the title of the team in accordance with the policies of the country whom it represents, to read the Segregated South African Canoe Team. Politicians may disguise the realities but please, in canoeing, let us remain honest in our actions.

If any country selects its team according to the colour of their skin they show a grave discourtesy to their hosts and an appalling ignorance of the rights of the human being. There is no room for apartheid in canoeing surely?

Yours sincerely,
George Carroll.
Lakeland Canoe Club, Div. 1 Slalomist.

I cannot let pass without protest your editorial in the December issue of "Canoeing", on the participation of South African canoeists in British canoeing events.

The South Africans who competed here may indeed be fine competitors, good friends and dedicated sportsmen; but what of the coloured South African sportsmen, whose competition is probably equally

fine, whose friendship just as firm, whose sportsmanship no less dedicated? They, merely because of the colour of their skin, are denied the right to a place in the South African team, and denied also the right to human dignity and decency.

For the sake of the oppressed coloured population of South Africa we should forgo the friendship and competition of the white South African team, until the South African government is forced to adopt a policy of integration, at least in sport. When the South African Canoe Team is selected on canoeing merit, and not on colour, then I will welcome them. Until then I must dissociate myself from the welcome you extend to them. I am yours faithfully, R Dearden.

BOURNE YOUTH WING

I have subscribed to your magazine for over two years and have read it with interest. I note in the January, 1970, issue on page 27, that Bourne Youth Wing came 4th in the Hasler Trophy for 1969. I have waited in the hope of reading just one "Well done, Bourne Youth Wing" over the years, but I have waited in vain, and now I feel the rest of the canoeing world should realise just how well Bourne Youth Wing have done.

They were formed in 1967 and that year Martin and Bulley won the Junior L-D Championship at Bedford; for months after we were amazed to find how many people thought a Southampton pair had won it, we quickly told them who had won, but if there had been an official "well done" then everyone would have known that Bourne Youth Wing had this event to their credit. In 1968 these same two boys came 2nd in the Junior L-D Championship at Nottingham only a very short way behind the Nottingham pair who were greatly praised for winning. Then in September 1969 on the River Tay, Martin and Bulley again won the Junior L-D Trophy, hardly a mention yet again, and on the day of the Championship the amplifying system wasn't working when they came over the line so the first pair to be announced to the large crowd was the Richmond pair.

I wonder just how many people realise that Bourne Youth Wing consists of 5 paddlers - G. Martin and S. Bulley (who live 260 miles apart and can only meet up at races, climb into a K2 and go!) K. Bulley, G. Hill and A. Sutherland.

Yet in one season they gain a 4th place in the Hasler Trophy, beating teams who have a great many more competitive paddlers. It isn't very encouraging to these young lads, the oldest of whom is 19 this year.

Yours faithfully,
Deirdre V. Bulley.

down the SHOALHAVEN

with john egger

Every white water canoeist dreams of doing a long trip, on a perfect river, which drops continually, producing short pools and long rapids, enclosed in a valley of picturesque scenery. Well the Shoalhaven matches up to this description fairly well. It is one of the few remaining undammed rivers in N. S. W. (south-east Australia), being approximately 150 mls long and 100 miles from Sydney. In the summer months its flow is cut to a minimum but in the winter months (July-August) it becomes a raging torrent. With this in mind, eight canoeists set off to do a week's trip covering approximately 65 miles with high hopes of good water. We were not to be dis-

appointed as we had of an average 3-4 grade with some patches of grade 5! The river valley had very steep sides rising 900 feet to a relative plateau 1500 feet above sea level and the only access to the river was down a narrow, steep path which descended the full 900 feet. As you can imagine, carrying all the gear down this path was no easy job and after making 3 trips we were utterly exhausted, and glad we didn't have to make another.

The party consisted of 3 C2's, a C1 and a kayak. The kayak was to prove very useful to scout out any trouble spots in doubtful rapids. We pushed off in sprinkling rain, a half a day behind schedule and, after shooting the first few small rapids, we came upon our first large rapid. We volunteered the kayak to go through first and saw him disappear over the drop. A second later he reappeared, still upright but dripping wet and making for the nearest back-eddy. He had had his first ducking of a series of duckings to follow in the next week. "Terrific!" he yelled out to us, wild with excitement and having a grin from ear to ear. "Come on through". Off went the first unsuspecting Canadian, gently feeling the way, trying to see what was below, while the rest of the party stayed behind to watch them. We saw the bow dip, the bow hand followed, and just as the stern, plus skipper, disappeared over the drop we saw the bow shoot up into the air and then drop back into the water sideways.

After bailing out their canoe, the rest of us bravely decided that we should rope down that rapid. We managed to clock up a whole mile that afternoon but that mile contained the best rapids we had seen for ages and most of the time was spent working up enough courage to shoot them!

The next few days brought overcast conditions, and most of these days passed with a few ropings together with some really tremendous shoots. On one



'volunteered the kayak to go through first....'



Up over the top of one wave and down into the trough of the next

of the afternoons, a Canadian capsized and whilst being swept downstream, the stern was smashed open on a rock. The rest of the afternoon was spent forming a new rear thwart and back deck using saplings and after fibreglassing up the stern, we hit the sack, proud of our makeshift repairs.

On the fourth day we passed through a narrow gorge which had numerous waterfalls spilling over the steep cliff sides, some being quite spectacular and one free falling about 200 feet, ending in a fan of spray at the bottom. The river was abundant with fish, since the steep sides kept out anglers and even though we were not expert fishermen, we threw in 4 lines and hauled in 4 catches in a matter of minutes.

The nearest civilisation on an average was a day's walk and there were no towns or houses along the way to replenish food supplies so we had to take enough food for a week's rations. The feeling of isolation and self dependence was terrific, highlighted by the steep valley sides in the back ground, and gave an air of excitement to the trip.

No two rapids were the same and each presented a different challenge. For example on the fifth day we met a fast flowing pressure wave about 50 yards long and this ended in a series of short pressure waves. When you entered it, the water carried you smoothly down the sloping face and then gently lifted you up the other side, giving a gliding floating feeling as if gravity did not exist. However you were soon brought back to reality as the bow of your canoe broke from this even motion and smashed its way through the remaining pressure waves.

The kayak paddler was consistently being hurried up to his shoulders in the pressure waves. At one fall which was shot, the boat and paddler completely disappeared, only to pop up to the surface again amongst the boiling foam, upside down. For shoots like the above we found by experience, two things are needed: 1. a deep breath, and 2. lots of adrenalin!

It was the trip to end all trips for me, since you would pound your way down one rapid screaming with joy and didn't have time to calm down before you were into the next! Excitement added to excitement until you were a whimpering blob of jelly with one big smile on your face, shaking your head and whispering hoarsely . . . terrific, terrific!

Then, when the canoes were beached to camp for the night, the contrast was so severe that you wondered whether you were dreaming. All day you had been straining every muscle in your body and your concentration was solely on getting through the rapids safely. The roaring noise of the water was so intense, you had to scream to one another, even though you were a few yards away. After you pulled the boats up at the end of the day however, and unloaded the canoes, the strong roar of the rapids was then a low continuous murmur and you could sit down and relax while you cooked your tea and recalled the day's events over a mug of soup. . . .

We ended the trip a day earlier than planned, brim full of smiles and memories of the most enjoyable trip we have ever done, and at the drop of a hat we would have forgotten work and been racing up to the start to do the whole week's trip again.

CLYDE WILD WATER RACE

John
Hutchison

Wild, wild water ... about the colour of mushroom soup and tons of it! This was the scene at the Clyde Wild Water Race, organised by the Glasgow University Canoe Club and held on 22nd February.

On the previous week the river had been completely frozen over, but a sudden thaw followed by torrential rain, had transformed a reasonable stretch of Grade II water into a nightmarish, icy array of irregular stoppers, eddies, and whirlpools. As hopeful competitors viewed the two miles of very, very rough water, all junior paddlers withdrew along with experienced paddlers whose discretion was the better part of valour



S. Fisher of Aberdeen Univ. CC, winner of the race, takes one of the exciting falls!

Only 33 started out of an original entry of 72 paddlers. At one point of the river where the fall is normally about five feet and rocks are prominent, six-foot stoppers and huge eddies had replaced the narrow channels! The rocks were just covered and one canoeist capsized on top of a six-foot standing wave dented his helmet on the bottom! No chance of Eskimo rolls here The rescue team just below this stretch of the river had a very busy time pulling sodden canoeists out as well as rather a small number of craft from the waves!

Of the 33 starters only 19 managed to complete the course but the previous record time of 13 minutes was easily broken by all of them. The event was won by J. Fisher of Aberdeen University Canoe Club with a time of 10 min 8 secs, with Scotland's international paddler, Alistair Wilson of Ayrshire Kayak Racing Club, only one second down. (Not too bad for a sprint racing paddler!) The 3rd place was taken by J. Gilmour, also of Ayrshire KRC, with 10 mins 31 secs, while the womens prize was unclaimed - both girls who were brave enough to enter coming to an untimely finish!

Spectators on the bridge at the finish could only watch helplessly as several waterlogged kayaks disappeared downstream One boat was recovered some seven miles downstream, but if you ever find a red K.W.6 some day on the Scottish coast you'll know where it came from. . . . yes it was insured!

White water from bank to bank paddlers racing the Clyde Wild Water Race found the water really WILD!



THE SEVERN BORE

reported by mike clark

Sunday, the 8th February, the time nears 9.30, canoeists rush around dragging their kayaks to the waters edge, frantically pulling on wet suits, life-jackets and crash hats. A hushed, expectant crowd line the river bank, all eyes strain into the distance down stream, all looking for some sign of movement. This was the scene at Newnham, the morning of the 'Big Bore'



As last year, the Worcester Canoe Club organised the event, but with the Severn Bore being the biggest of the year – a tide of 32.4 ft – it was decided that instead of a race it would only be a cruise.

The Bore was expected at 9.32 but by 9.28 a white wall of water could be seen in the distance moving upstream ... it was almost here. Upwards of 60 paddlers were on the water as well as a few lads with surfboards. The wave moved relentlessly towards us, a wall of water right across the river, reforming as a smooth black line, sometimes breaking from the centre, sometimes from the river banks ... it was an awe inspiring sight.

In the bright morning sun paddles flashed, canoeists headed straight into foaming water ... whoosh ... kayak and canoeists disappeared for a fraction of a second; rising again behind the Bore; a few quick strokes and they were racing upstream after the Bore, pushing over the breaking front; they were there, right on the Bore, sweeping along without effort at over 12 knots ... This was it, the ultimate experience – riding the 'Big Bore'!

Within seconds the Bore had passed, racing onwards up towards Gloucester. At first impression the Bore seemed small and nowhere near as big as one would imagine, the height at Newnham being little more than four foot – still it looked interesting. Now it was a dash to the cars and take to the back roads to find the river ahead of the Bore. The roads narrowed, becoming almost a track. Now a 'V' jun-

ction, which way to go? 'No Through Road' – it could only mean the river and yes within minutes we are racing over muddy fields, the river a few hundred yards away. Now further upstream the river is not so wide – little more than a quarter mile across, and after a little wait the Bore draws into sight ... Great, just great ... the Bore is now much bigger and one can appreciate why the white water boys rave about it. Sweeping upstream, rushing across sand bars the Bore comes on. Now only a few paddlers remain near the front enjoying the full thrill of the water ...

On upstream we race again. Now to the finish. The crowds are much bigger, so will be the Bore when it comes! Spectators line the flood bank some twenty feet above the water – from my position just above the normal bank I wonder if they know something I don't! ... Within a few minutes my wondering is over ... Way in the distance I can see the Bore, or rather the spray rising in the sunlight above the riverbank. Quite fantastic now the Bore is upwards of seven feet high. A few shots with the camera and I retreat – just in time as water sweeps over where I was standing!

No canoeists yet, but within a few more minutes they are drawing into the bank recalling stories of how they rode the Bore ... 'An experience no L-D paddler should miss' was the comment from Ted Tandy ...



AGE-TRADE PAGE-TRADE PAGE-TR/

USE OF CARBON FIBRE

STREAMLYTE KAYAKS point out that the selling of CARBON FIBRE by other manufacturers for use in canoe and kayak construction is misleading customers into the belief that anyone is entitled to use this material in canoe construction. This is not so. The patent for this method of construction is held jointly by 'Streamlyte' and the 'Ministry of Technology'. Action will be taken for any continued infringement.



'CHRISFILMS'

Export orders for 'Chrisfilms', worth more than 1,100 Australian Dollars (£500) have been received by Chris. Hawkesworth (Films) from film libraries in Australia. The films, all Canoeing sport films in 16 mm are for 'The National Film Library of New South Wales', and for 'The Australian National Film Library'.

The Films directed and produced by Chris. Hawkesworth of Wetherby, are of the 'World Slalom Championships' held in France in August of 69, and of the 'Arkansas River Race' held in the United States of America in June of 69. It may be remembered that this same World Championship Film was entered by Yorkshire Television for the Rank, Sports Film of the Year Competition, the only sports film to be entered.

Negotiations are also well advanced for an exchange for this film with the Soviet Television Service in Moscow, for their Film of the World Sprint Championships, held in Moscow in August.

The World Championship films, (one in Black and White and one in Colour) show up paddling styles and Technique so well that the Austrian Team, under Kurt Presslemayr, are to use both films to study at their training camp in Steyr Austria. The English Training Squad under Nigel Morley, are also to use 'Chrisfilms', for Training and discussion purposes.

MORE GRP DEMOS AT WOLLASTON

TRYLON LTD. of Wollaston, as part of their service to the amateur canoe builder will be running more glassfibre canoe building demonstrations at their works. These demonstrations will assume no previous knowledge of resins and will give those

attending sufficient knowledge and confidence to build their own craft with the Trylon moulds and materials. No charge is made for the demonstrations and dates for the coming months are: 11th April, 2nd May, 10th June. Full details can be obtained from Trylon Ltd., Thrift Street, Wollaston, Northants.

SYLVASUN PROTECTION.

After officiating as 'first-aider' for competitors and officials of the Natal Canoe Club Annual Canoe Race - Pietermaritzburg to Durban - for the past seventeen years, I feel that I would like to record the experience which I have gained and the observations which I have made regarding the sunburn and heat exhaustion problems encountered during this race.

I joined the St. John Ambulance Association in 1943 and served as a member for 25 years. In my capacity as a St. John first-aider and as a member of the Natal Canoe Club, I have attended all the races in Natal since 1951.

Temperatures encountered by the competitors in the Umgeni and Umsimdusi valleys vary from 90 to 100 and 110 degrees and in consequence there has always been a problem of sunburn and heat exhaustion. During the years 1951 to 1958 we had a number of sunburn and heat exhaustion casualties and five competitors were hospitalised due to the severity of the burns. In the 1959 event, competitors and officials used your product Sylvasun for the first time and it was a pleasure to record that for the first time since the start of the event, there were no sunburn or heat exhaustion casualties.

From 1959 through to 1969, 822 competitors and 95 officials have been given Sylvasun tablets to prevent the ill effects of sun trauma. It is pleasing to record that over this period of 11 years I have not had occasion to treat a single competitor or official for sunburn and the number of heat exhaustion cases has been substantially reduced.

It should be noted that the officials have made it compulsory for every competitor to take two tablets before the start of the race and two tablets a day during the race. Should any competitor or official feel the slightest effects from over exposure to the sun, they are given additional tablets. I have noted that the giving of these tablets affords relief in a very short period.

In addition to the competitors and officials, I have had numerous members of the public with their children, coming to my first aid tent with sunburn problems. Sylvasun has been given to those persons with excellent results.

C. Steenkamp.

Reprinted from S. A. YACHTING

THE WORLD OF WILD WATER

KAREL KNAP

part 3

DRAW STROKES

As the title infers, the canoe or part of the canoe in C2, is drawn by this stroke towards the paddle. The stroke maybe long, the blade may move a long way through the water for the mechanicals of the stroke to get the greatest distance to pull through the water. However the length of the stroke is governed by each paddlers anatomy and physical build of the body while not forgetting our basic principle of all the slalom movements - the arms are always smoothly bent.

In the basic position for starting the stroke, the body is turned facing the water, leaning well outside the canoe, as if trying to look under the boat. The shoulder of the lower arm must point to the stern with the shoulder of the upper arm rather forward. Thus seen from above, the line through the shoulders is at some 30° to the centre line of the canoe. This position allows us to put into action the powerful and complex muscles of the back. The upper hand is well over the head and out of the boat as far as possible, with the upper elbow level with the face and bent at an angle of about 150° . The angle of the lower elbow is also around 150° but in some cases this could be greater, but under all conditions must be slightly bent. Seen from the front, the paddle shaft should be at some 75° angle to the surface of the water, while from the side, it should be at right angles - paddle shaft to water surface. The transverse line of the blade is parallel to the centre line of the canoe. The lower hand palm should be turned to the front of the canoe.

The motion of this stroke is started by the back muscles bringing the body upright in the canoe, the lower arm pulling and guiding the paddle blade to-

wards the side of the canoe. However the paddle must not alter the blade angle of parallel to the centre line of the canoe as it is brought to the side of the boat. The effective stroke distance is between 6 - 10 inches and the stroke effort stops when the body is erect, but turned always as before in the basic position. The lower elbow should now be close to the body and now the paddle changes direction, the blade being moved backwards, with the external edge ahead and emerging gently from the water, almost without effort, behind the trunk. The upper hand, throughout the stroke, again barely moves - barely moves in relation to the body that is, for indeed it moves with the trunk but the upper elbow does not substantially change its start angle. It does not change substantially - and this is of great importance - even after the blade is brought out of the water behind the trunk. Also the upper hand must always in this stroke be higher than the head, with the lower hand guiding the paddle back to the basic start position.

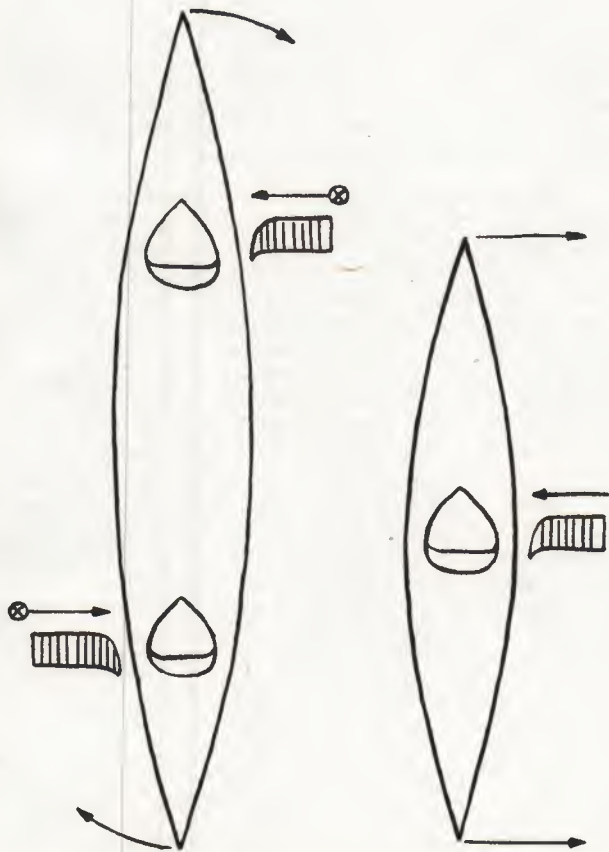
In C1 the canoe is drawn sideways through the water by this stroke. However in the C2, with bowman and sternman doing this stroke simultaneously they are drawing the bow and stern to their own sides thus the canoe turns like with the use of the sweep strokes. The difference is the usage of both these kinds of turning strokes will be discussed later on.



START POSITION



DRAW STROKE



PRY AWAY STROKE

This stroke is the opposite and anti-movement to the draw stroke. It pushes the canoe, or part of it, to the opposite side of the paddle.

The stroke is the flowing and gliding follow-through of four positions of the paddle, but only the passage from the first into the second positions of the paddle is the real action movement. Thus, the basic start position is of the greatest importance.

In starting this stroke practice, it is best to guide the blade into the following basic start position from the back to the front, the inner edge of the blade facing ahead. The stroke-side of the blade will be inside and close to the side of the canoe, the shaft of the paddle actually touching the gunwale. The lower hand is also close to the gunwale and again can actually touch the boat side, the palm at this moment is facing forward. The lower hand holds fast the shaft during all the following actions, it turns the shaft with movement of the wrist, but does not hold the paddle with the fingers on the boat or pushes the paddle away. The lower hand must be considered the fixed point this time, with the lower elbow bent to 90° , close into the body and on a level with the lower ribs.

The upper hand - and this is most important - must be out of the boat as far as possible, on a level with the shoulders or even higher, the elbow gently bent. The shoulder of the upper arm is turned a little forward, the line through the shoulder - seen from above - being at an angle of 30° to the centre line of the canoe - a similar position to the draw stroke. The shaft - seen from the front - is at about 75° angle to the surface of the water and from the side it will be seen vertical.

Phase I.

The upper arm pulls the grip of the paddle to the centre line of the canoe, the shaft leaning against the gunwale. Thus the paddle blade pushes against the water and the canoe moves away from the paddle action side. The upper hand stops all movement just about in front of the face and above the centre line of the canoe, the angle of the shaft - seen from the front - at this point is more than 100° to the water surface. The palm turned to the front.

Phase II.

By movement of the wrists - above all the lower one - the paddle blade is turned through 90° into the 'forward stroke' position, that is, the front side of the blade facing forwards and the stroke side facing backwards. However the shaft will keep the position gained in the first place - seen from the front at an angle of more than 100° to the water, and from the side it is in a vertical position. The palm turned inside.

Phase III.

In this movement the blade keeps in the same position as reached in the second phase, but the shaft moves back into the basic start position. Thus the

blade moves almost under the canoe keeping in the 'forward stroke' position, the blade front forwards. The palm turned inside.

Phase IV.

Turning the blade through 90° again, the inner edge facing to the front, we position the paddle back into the basic start and are ready for the first phase again. The palm turned to the front.

DIRECTING THE CANOE - SLALOM STYLE

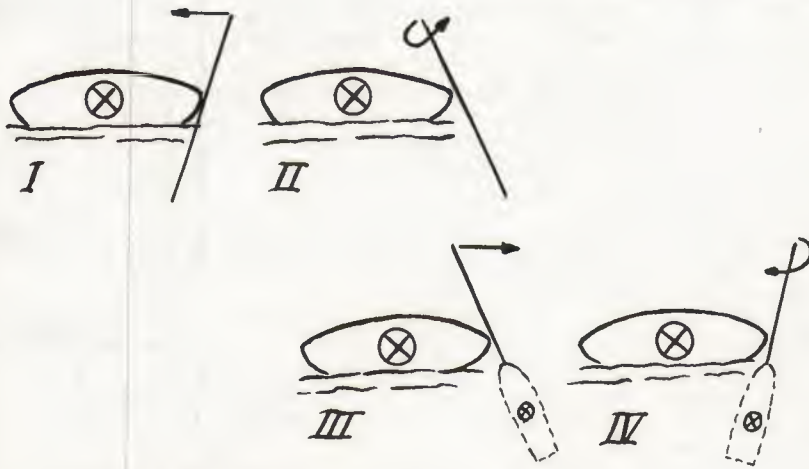
Paddling in the Canadian canoe, C1 or C2, using only the 'forward stroke', it will become obvious that the craft does not keep a straight heading. The canoe turns to the opposite side of the paddle in the C1, while in C2 the canoe tends to turn to the side of the sternman. Correction of this deviation must be made by an extension to the basic forward stroke.

The forward stroke must be prolonged to finish behind the trunk. Having passed the pelvis, the blade should be turned slowly, the stroke side of the blade inside to the canoe, the external edge to the back and upwards. The upper hand, level with the lower ribs, is moved out of the boat to the extent of the basic principle, the lower hand should be behind the trunk, over and close to the gunwale. The paddle shaft - seen from the side - is at an angle of some 30° to the water surface. Pulling the grip to the centre line of the canoe with the upper hand, the shaft leaning against the gunwale, the blade puts force on the water. Hence we shall be pushing the stern away from the blade and the bow towards the side of the paddle, so correcting the deviation.

It is possible to compare this stroke with the first phase of the 'pry away' stroke but of course the blade is behind and not beside the trunk; the shaft - seen from the side - is not at right angles to the water but at 30° . Necessity determines the extent of the pull-movement and this can be equated by the distance of the upper hand out of the canoe, but keeping the rib level as mentioned. The greater distance it is possible to get the upper hand out of the boat, the greater deviation can be corrected. Also the distance the paddle can be placed behind the body will influence the efficiency - the nearer the stern, the more effective. However always we must keep in mind the basic principle - the elbows gently bent. It is recommended to use this stroke often and correct each small deviation. To wait until the canoe has veered off course by a great margin is entirely wrong, the correction is also more difficult.



PRY AWAY STROKE



The trace, following all the positions is of course, fast and continuous without break. Practice should be centred above all on getting phase II, III, and IV, a much faster action than phase I.

SLALOM DIRECTION





ICF NEWS - ICF NEWS

INTERNATIONAL CANOE FEDERATION NEWS

reprinted from ICF BULLETIN

OLYMPIC SLALOM - AUGSBURG

The die has been cast. The 1972 Olympic Slalom will be held on the Ice Canal in Augsburg. Parochial interests and manoeuvres in the state of Bavaria superseded all our arguments and representations that the slalom should be held in the Olympic city of Munich - a view not only held by the ICF, the canoe federation of the FGR (DKV), but also by the Organising Committee and the IOC. After prolonged discussions the ICF had to give way to the pressure and the threatening possibility that there would not be an Olympic Slalom if Augsburg were not accepted.

Now that a final decision has been made, it is, of course, our and all national federations' duty to make the slalom in Augsburg the success which this unique chance to promote this branch of our sport on an international scale deserves to be. Nevertheless the events and moves preceding this decision have left us with an unpleasant taste. It must be recalled that the city of Munich had applied for the 1972 Games under the slogan "The Games of the short distances", and that the IOC in accepting slalom as one of the events for the Games had based its decision on this assumption. It must be said that every move on our side for holding the slalom in Munich was every time countered by last minute manoeuvres and sometimes contradicting statements by local and state authorities in Bavaria why, for the declared sake of spreading the Olympic events over various venues in Bavaria, the slalom, for alleged financial or technical reasons could not be held in Munich.

Let us get the record straight and sum up what has happened during the last year.

1.) The first argument against the Isar in Munich was that the banks and the basin of the river required substantial reconstruction work, but it was shown that, as part of this work, a permanent slalom course could easily be incorporated in the plans. In February 1969 it was announced that the reconstruction work could not be started before 1972. In April one though the work could be started earlier and could be completed in 1971. In July no fixed date could be given. In October signals were changed once more: the work could be started only after 1972, and on this basis new plans were submitted for a temporary slalom course, at a minimum of expenditure. In November the Mayor of Munich informed the Organising Committee that the work, after all, would have to be started already before 1972, and that at the time of the Games the Isar would be one huge building site - though it is worth to point out that

in the papers and documents of the Technical High School which allegedly supported this argument, no fixed date is given. Well - we will see in 1972.

2.) The second argument against Munich was the question of cost. In the public discussion over the site of the slalom, figures were banded about which never were substantiated. In April 1969 the cost of the reconstruction work on the Isar was given as between 3 and 5 million DM and the cost of a permanent slalom course was estimated at between 1 and 2 million DM. In July the cost of the slalom course had escalated to between 3 and 7 million DM, but only two weeks later the same gentleman from the city office in Munich who had given this figure, mentioned a new figure of maybe 10 million DM. This figure of 200,000 DM as the cost of the execution of the plans submitted by the DKV and ICF did not get a mention anywhere. The cost of the Augsburg course goes also into the millions.

3.) Also the figures for the estimated quantity of required water supply escalated as one went along. In November 1969 the Office of Water Supply of the City of Munich estimated the amount of water required for the slalom at 14 million cbm - a quantity which it was said would not create any excessive difficulties. In January this year the same office submitted a new "expert" opinion and revised its original figure to 30 million cbm.

And it was this last figure which a sub-committee of the ICF Slalom Committee consisting of members Rudolf Landgraf (GDR), Karl Rath (FGR), Jaques Besson (France), Franz Popovchich (Austria) and Werner Zimmerman (Switzerland) had to face up to when they met on January 19th-20th in Munich and Augsburg to inspect both projected venues, and had to accept Augsburg as the site for the 1972 Olympic slalom.

However, the committee submitted several requests for very substantial changes in the existing course.

The weir at the start has to be rebuilt with three gates - the middle one with a width of 3 m and a height of 2 m and two side arms of 10 or 12 m length. This weir shall have three regulators in order to ensure that at all times the minimum quantity of water of 20 cbm/sec is guaranteed.

No dams have been fixed for the first section of the course up to the bridge - but some 50 m beyond the bridge a completely new course from the bridge to the Ice Canal shall be dredged - starting with a width of 12 m at the beginning and subsequently varying between 8 and 12 m. This artificial arm shall

have a length of approximately 250 m with a drop of 3 m. The purpose of this canal is to achieve a maximum speed of the water and at the same time equalize the rather different speed of the water of the main canal and the Ice Canal behind the second weir.

At the exit of the Ice Canal on the right bank a concrete, 8 to 10 m long dam shall be constructed, the height of which would depend on the level of the Lech river - but estimated at between 1.50 and 1.80 m.

The town authorities of Augsburg, pleased as they naturally are that they have been given the Olympic Slalom, have promised all possible assistance, and, it is understood, that they are prepared to subsidise the event to the tune of up to 1 million DM. A model of the projected course will be made to be ready for another inspection of the course committee possibly in May.

It should be noted that competitors will still be lodged in the Olympic Village in Munich, but a fast train service between the village and the slalom venue is envisaged covering the distance of 65 km in approximately 45 minutes.

OLYMPIC REGATTA

On 16th and 17th October 1969 the jury to judge the competition for a design of the Rowing and Canoe Course of the XX Olympic Games meet in Munich. All in all 14 architects had submitted their designs supported by photos, drawings and models.

The first prize went to Dipl.-Ing. Michael Eberl, Munich. Canoeing was represented on the jury by Werner Boehle, racing boss of the German Canoe Association (DKV) and member of the ICF Paddling Racing Committee. On occasion of a joint meeting between the ICF and the Organising Committee of the Games, ICF President Mr. Charles de Coquer-
eumont, Chairman of the ICF Propoganda Committee Mr. Henry Thelen and Chairman of the ICF Slalom Committee Mr. Rudolf Landgraf, had an opportunity to view the exhibited models and accepted the prize-winning entry.

The Olympic regatta course lies to the north of Munich within the boundaries of the village of Feldmoching - 7.5 km from the Olympic Village and the Press Centre and 12 km from the city centre. A new fast motorway is being built between the Olympic Village and the regatta course which will make it possible to reach the venue in 10 minutes.

In accordance with the prevailing wind the actual course runs from southwest to northeast - with a total length of 2.250 m and a width of 140 m.

To the right of the finishing line will be a covered spectator stand with 4,000 seats linked to an uncovered stand with additional 4,000 seats and 16,000 standing places. For competitors, a separate stand will be provided on the left bank of the finishing line. Ample car parking facilities will be made available for spectators as well as toilets, telephone calls, refreshment kiosks and a cafeteria.

The press will be accommodated on a covered stand with 200 seats with writing desks and another

200 seats without desks. There will be an information centre with writing room, public telephone and teleprinter cells, a separate interviewing room and cafeteria. Radio and television commentators will have their own 50 covered seats on the main stand guaranteeing good views over the course, fixed platforms for camera men - with separate entries and sub-centre for commentators.

The finishing tower will accommodate separate rooms for the finishing line judges, speaker, photo-finish with laboratory, seats for the finishing line judges protected against the weather side by a glass wall. Immediately next to the finishing line tower are regatta offices, meeting rooms for jury and judges etc. In front of the main stand we will find the prize giving tribune with flagmasts, whilst on the opposite bank a huge signboard to show race results and flagmasts for all participating nations will be erected. For the first time the Olympic flame will also be lit at the Olympic regatta course.

At the top end of the course, i.e. behind the finishing line, a large permanent boathouse with an area of 3000 square metres will be built, with an additional two provisional boathouses - where also workshop, room for weighing and measuring, bicycle room and a depot will be housed. The landing stages are in front and the parking space for cars and trailers behind the boathouses.

To the left of the course will be the house for competitors who can reach boathouses and their own spectator stand without having to pass through any of the other public spaces. Here we will find changing rooms, showers and toilets, massage rooms and a sauna. A small restaurant is there to serve drinks and refreshments.

The reason why some of the buildings are temporary only is the fact that during the Games the installations have to accommodate both rowing and canoeing teams simultaneously with a total number of competitors which in future separate world championships and major international events will never be reached again.

The layout incorporates not only the existing tier but also a small river which will be re-directed to form a border between the spectator's area and the area reserved for competitors and officials. The 5000 parking places have been fitted nicely into the landscape. On the whole it can be said that the projected access road seems ideally to have mastered the traffic problem.

As already reported the Olympic canoeing races will be held during the second week of the Games from Tuesday, 5th September, to Friday, 8th September. The events will be the same as in the 1968 Mexico Games - K1, K2, K4, C1 and C2 for men 1,000 m and K1 and K2 500m for women.

LONG DISTANCE RACING REPORT

We were sorry to say goodbye to Molly Green in her capacity as General Secretary to the L.D. Committee - she has done this job very capably for two years, but as she and Dave have now gone into canoe manufacture in Devon they will no longer be able to serve on the Committee. Our thanks go to Dave, too, who has seen that everything has gone smoothly on the international side for the last year.

As your new General Secretary I shall be pleased to answer any queries you may have. The revised edition of the new L.D. rules is now available; if you haven't yet received one and think that you should have, please let me know as I suspect that the address book I have inherited with the job is out of date in some cases. If your Club has had a change of Sec-

retary or address lately, let me know this too as I am compiling a new address book.

On looking through last year's correspondence file, I notice that there are many enquiries which could have been answered by looking in the B.C.U. Handbook No.6 Long Distance Racing Handbook. Do check that what you want to know is not there first - it is a handbook which every L.D. paddler should have and has recently appeared in a revised form. It is available direct from Headquarters.

Will anyone wishing to be considered for the British team this year please let me have their name, address and telephone number as soon as possible. We shall be competing at International races in Spain Denmark and Ireland.

On the home front, the arrangements for our own National Championship for 1970 hang in the balance, as John Players have decided that they will no longer sponsor canoeing. It is possible that we may have another sponsor by the time of the race, but this is by no means certain and at the moment we are considering venues other than Nottingham for this year's race. If you think you have a good suggestion for such a course, let us know.

Meanwhile the 1970 season is fast approaching. Last season was a record one, and this season should continue the trend towards increased numbers and better competition. Speaking from a personal point of view, I should like to see more support for the ladies' classes, thus encouraging better competition.

My best regards go to all our L.D. paddlers and good luck for the new season.
Sue Pluthero, 9 Clarendon Road, Ashford, Middx.

RESULT ROUND-UP



LEVEN WILD WATER TEST 18th January

1. R. Marsden Lakeland CC	6.59
2. R. Marsden Lakeland CC	7.04
3. W. Briden Warks KC	7.13
4. P. Woof Lakeland CC	7.30

CLYDE WILD WATER RACE 22nd February

K1 MEN	
1. S. Fisher Aberdeen Univ. CC	10.08
2. A. Wilson Ayrshire KC	10.09
3. J. Gilmour Ayrshire KC	10.31
4. R. Hodgson Aberdeen Univ. CC	10.38

ROYAL DEESIDE WILD WATER RACE 25th January

K1 EVENT

1. M. Thomas Manchester CC	17.14
2. T. Young Leeds CC	17.15
3. P. Livesey Leeds CC	17.48
4. S. Fisher Aberdeen Univ. CC	18.01



AUSTRALIAN SLALOM CHAMPIONSHIP WYANGALA DAM - 26th January

OPEN K1 MEN

1. J. Egger River CC	316
2. P. Egger River CC	401
3. L. Freeman Lillipilli KC	480

K1 MEN 19 years

1. C. Brownlee River CC	435
2. I. Royds River CC	544

K1 MEN 17 years

1. J. Sunegi CCC	402
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WOMENS K1

1. J. Farrance Trinity CC	295
2. E. Sumegi CCC	488
3. H. Brownlee River CC	531

OPEN C1 MEN

1. C. Brownlee River CC	622
2. J. Egger River CC	823
3. S. Neil Illaworra CC	1833

OPEN C2 MEN

1. J. Egger/P. Egger River CC	545
2. S. Neil/R. Wulsh Illaworra CC	592
3. F. Whitebrook/M. Gregor Illaworra CC	609

MIXED C2

1. R. Farrance/J. Farrance Trinity CC	277
2. J. Egger/E. Sumegi River CC	316
3. F. Whitebrook/D. Whitebrook Illaworra CC	320

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