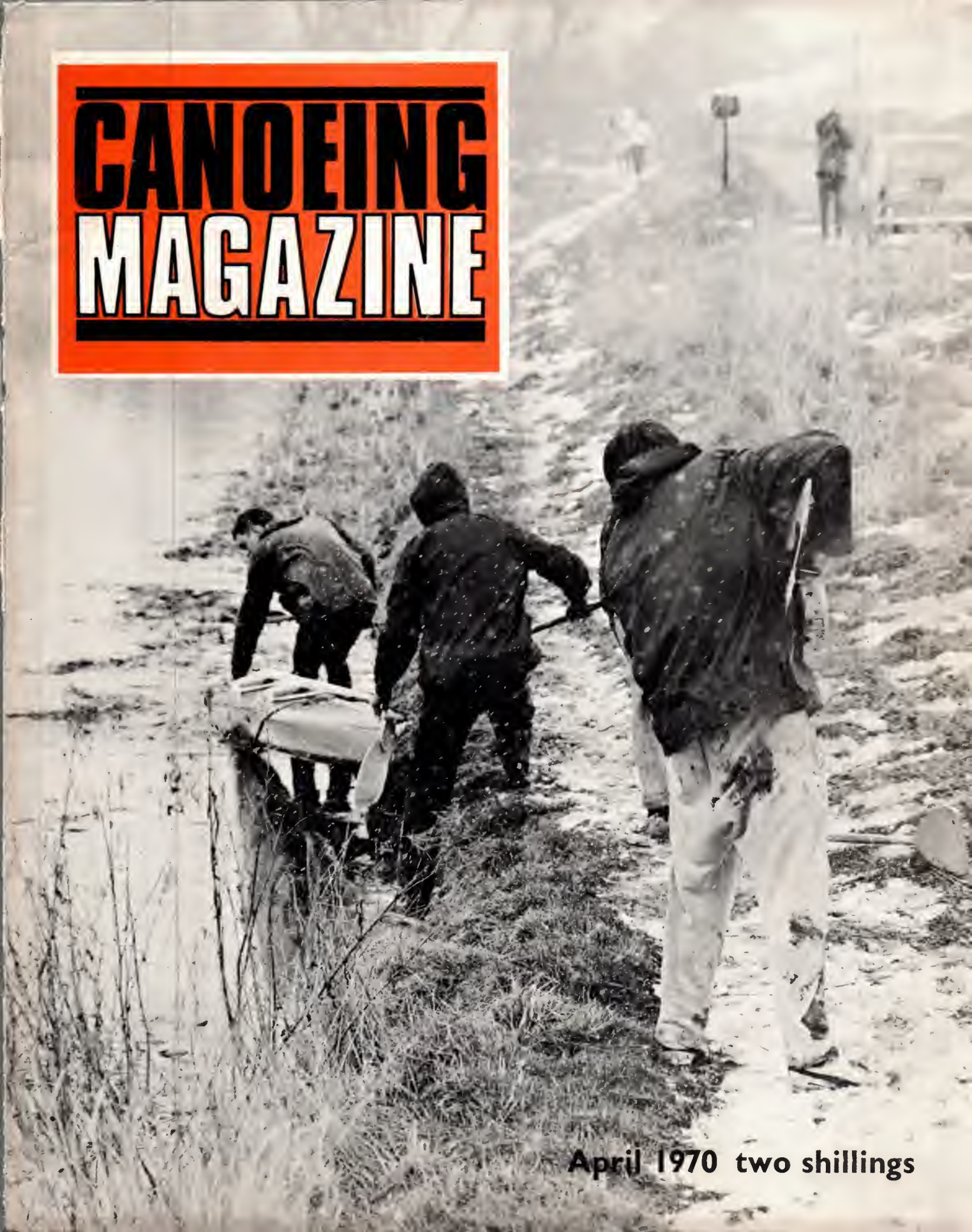


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hell do we stop? I am not in any way against demonstrations - we live in a free country, but if the views of a minority affect the majority this cannot be. Such groups could stop all overseas teams from competing in this country. An anti-Vietnam group might stop such sports tours of Australian and United States competitors for their governments involvement in the Vietnam war; sports teams from Russia might be stopped by groups demonstrating against what happened in Czechoslovakia; the principle is the same as the South African question...

Although from time to time there are some disagreements on the training methods and true amateur status of competitors, international sport is one of the few occasions where men and women of all nations can meet in friendship creating better understanding between peoples. In ancient times the Greeks would stop wars to hold the Olympic Games, civilisation has come a long way if we are to let a minority of demonstrators come between international sportsmen....

# WHICH ROAD?

COMMENT FROM J.M. WOOLLEY

There are a number of questions which need to be answered in the near future, and to say they may be controversial would be an understatement!

Apartheid, is sure to be the "hot potato" that officials of all sports will be forced to juggle with in the 1970's and no-one seems to want to hold on to it for long. Before it creeps insiduously into our sport, I feel we must put it forward as an item on the Agenda.

First and foremost, apartheid is a political view, and one which concerns a foreign country. On the surface of national canoeing there appears to be no racial discrimination within our sport, though, with the exception of some closed entry canoe clubs, I notice there are no coloured canoeists in our competitions, at least, not that I know of, and I pose the question; are would-be coloured people given the cold shoulder by clubs and club members if they express an interest in our sport? Alternatively, are they just not interested?

In international competitions it is a fact that we have entertained two teams from South Africa; one in 1967 and one in 1969. It is also a fact that as things stand, we may expect to entertain teams from this country in the future. Other sports are, as you know, having considerable difficulties with various demonstrators and organisations when they entertain teams from South Africa, and it seems we are faced with two problems. Should our organisation invite a South African team here again, and if we do could we cope with demonstrators?

Then, there is the political aspect; are we to concern ourselves with the politics and administrations of a foreign country? If we do, should we take a completely impartial and moral ruling as to the sort of country we compete against, bearing in mind that politics play a considerable part in all sport of some countries.



The South African Canoe Team of 1969 - Champions of the Sella Descent, the British Open National Long Distance Championships and the Liffey Descent.

I sometimes wonder if this whole "hot potato" was deliberately pushed into the world of sport by politicians who fear that their influence in this region is on the wane and that we are doing a better job than they are in bridging the gap between nations. Sportsmen and women, when they are not actually engaged in competition, seem to get on well together at international events. In fact, this seems true of all ordinary people from different countries when they meet together; perhaps this does not suit the political rulers of the world.

Why do I suspect a diabolical plot? Well, let us look at some of the facts:

The South African Tennis Association has a happy relationship with the majority of countries and invites a coloured player to compete in an Open Championship; quickly, the political party refuses an admission visa for that coloured player!



The British Rugby Football Association invites a well-known foreign team to a series of international matches. Who instigates and leads the demonstration against the visiting team? Politicians and aspiring politicians; later to be joined by the "do gooders" who hasten to get in on the act. I am sure that there is genuine concern among many of those demonstrating, but is this concern deliberately placed in their heads by certain people for particular reason? If not, then why, in heaven's name, have these people not shown their concern in the past. The situation in South Africa has been the same for many years. Again, make no mistake, injustices towards human beings are not restricted to just one country, nor to any one political doctrine.

You may feel that I am biased one way, if you do, you are incorrect in your assumption. However, I do feel that the agitators and demonstrators are biased and are also trying to break the bonds of true

friendship which have been, and are being, built up between sports people of all countries. They are also seeking to infringe the rights of free people to decide for themselves who they will mix with, compete with, or watch in competition. This is the typical action of the "I know what is best for you" section of our community.

By all means, let us be democratic in our decisions, let us put the matter on the Agenda and let the members who are interested in canoe competitions decide which road we shall take for the future, but be warned, once we allow politics to enter sport we will be ruled by politics, and who knows where the political restrictions will end. You, the voting member, are the person who can keep a balanced democratic administration in canoeing and if you are at all interested in the sport I trust that you will attend and vote at the meetings which will be held on this particular subject.

# COMMENT LETTERS to the EDITOR

When I read your December issue of "Canoeing Magazine", I was especially impressed by what I considered to be the sensible and thoroughly admirable sentiments expressed in your Editorial, "Sport and Politics".

Had I not behind me the benefit of some years experience of the amusing perversity of human nature I might have been surprised therefore to find, in your March issue, letters from three correspondents who apparently strongly disagree with you.

It would appear, Mr. Editor, that you are presumptuous in appearing to speak on behalf of all Canoeists for it is not you who should perform this function but rather your Correspondent, Mr. Carrol himself.

"We in Canoeing are not Racialists", says Mr. Carrol without, please note, so much as a by your leave or even the formality of a little chat to ascertain our views. How does he know may I ask? Just because I happen to like playing about in a kayak I am not going to let Dear George, (Carrol; not that other expert on foreign policy), decide my politics for me.

And what of the Lakeland Canoe Club whose venerable name he so proudly adds after his own? Does his view reflect the official attitude of this Club, if it even has one on this subject, which I doubt. I have been a member for some years and have not heard of one to date.

What also of the title "Div 1 Slalomist" which he adds apparently in the belief that this will add weight to his political views? The connection, I must confess seems to me somewhat obscure, but I suggest

that when he (Mr. Carrol), has had the opportunity of competing with this happy band he should try to engage them in conversation with a view to ascertaining their political views.

Mr. Carrol further suggests that the title of teams should be amended in accordance with the policies of the countries they represent. This indeed is a highly interesting suggestion. If Mr. Carrol will take the trouble to study the surprising happenings in other countries and not confine himself to events in the Republic of South Africa, he will find plenty of new titles and some very less pleasant than "Segregated".

I must ask him, however, for the sake of all of us to exercise caution. As was demonstrated at the recent International Slalom at Llangollen, some people are a little touchy about having their team announced by a name other than the one they prefer.

I personally, Mr. Editor, was taught to believe that mankind is a family and that if one of us is coloured, so are we all.

This conception of a family includes, of course, a Father. His colour I understand has never been properly ascertained. Further I have it on good authority that no man may see His face and live. I for one am prepared to leave things that way.

Like you Mr. Editor, I say Welcome South Africans, come again, if we treat you as friends you may listen to our point of view, if we treat you like enemies you never will.

Yours faithfully,  
David Rushfirth.

# YOUTH CANOE SPORT



## SCOUT CANOEING

Canoeing Courses at Longridge, the National Scout Boating Activity Centre at Marlow, are already filling up with the courses for the very young being the most popular.

This coming year extensive new buildings will be started at the Centre including showers, lecture rooms and new dining hall, plus the acquisition of new equipment for instruction. Two other Scout Centres which organise canoeing are now setting up along the lines of Longridge, one centre in Scotland the other in Yorkshire.

## Canoe instruction

Many youth clubs and outdoor centres that teach canoeing use the slalom kayak for all basic work, but one problem that occurs here is the difficulty in keeping the kayak going in a straight line. The problem is solved by fitting a skeg. When teaching older persons the art of K1 paddling the problem then becomes one of keeping the boat upright. This problem is now being overcome by the fitting of an outrigger. It is most frustrating for the instructor who intends his session to cover 4 or 5 miles only to find that after 200 or 300 yards he has 6 or 7 capsizes amongst the group. The problem seems to be almost entirely restricted to the leaders (the older persons in a K1 for the first time) for our young Scouts do not seem even to think of capsizing.

With the use of an outrigger, most leaders and novice paddlers soon become relaxed in the kayak, learn to flatten out and become quite happy about the boat. After a morning of paddling, the outrigger can be removed and the majority of our students seem to be entirely at home in the K1. (Plans for the outrigger used at Longridge will soon be available.)

## National Regatta

1969 saw the last National Sea Scout Regatta, it is now to become The National Scout Regatta. There were over 100 junior competitors last year, and just over 90 seniors, all coming from the Sea Scouts. The regatta in the past has been limited to one lake at Sutton Coldfield with races held over a 400m course. This year heats will be held on a num-

ber of lakes with only the finals being held on the main course. Full details: Information Programme Training Dept. Scout H. Q. London.

## Waterside Series



Scout crews competing the Waterside Winter Series have been doing well, particularly J. West/A. Hunter of 'Leander' who clocked four first out of four races to win the junior event - a very fine performance. Other Scout Groups competing in the series and no doubt taking on the Devizes-Westminster Race included, Hythe V. S., High Wycombe V. S., 1st Maidenhead, Risborough V. U., 8th Wokingham and Harrow District V. U.

## New canoe club

A new Scout and Guide Canoe Club is starting in Peterborough area with activities ranging through all sides of the sport. Details can be obtained from: R. Taylor, 5 Knote Walk, Peterborough.

## Canoeing Badge

In January the new requirements for the Scout Canoeist Badge were published. Already one area in the North East has adopted the new badge and a number have been gained.

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# Love Letter to a River



STORY:  
**brigitte engel**

PHOTOGRAPHS:  
**elmar engel**

Imagine you're sitting somewhere half way around the world from your home. Natives are all about who can't speak a word of your language, and then, some hundred miles away from the next settlement, a man appears and asks if you are the so-called... in your own language.

Well, I was sunning myself on the banks of the River Nahanni in the Canadian Northwest-Territories when, a man came paddling round an island towards me. His canoe was painted with an Indian pattern, from the blade of his paddle a superstitious, underwater-looking eye stared at me, and the man's face was so well tanned that the idea struck me - "An Indian!"

Then the 'Indian' spoke, "Hallo, bist du Frau Engel?"

Yes, I was Mrs Engel and had just come from Germany for a half year trip through Canada and Alaska. However I was quite concerned that this 'Indian' had spoken in my mother tongue, but he came closer, pulled his canoe ashore and asked again, "Well, du bist Frau Engel, und wo ist dein Mann?"

My husband was in the Indian village on the other bank to look for the Indian guide we had hired to take us up the Nahanni to the Virginia Falls. I remarked on the Alaskan flag painted on the bow of his aluminium canoe, "Are you from Alaska?"

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"Yes," came the reply, "from Fairbanks, but I'm married to a German. Tell me, which town of Germany are you from? Trier on the Mosel? Oh, I know this marvellous wine, I was stationed on the Rhine after the First World War!"

So that was the secret; married to a German, a 68 year-old, retired bandleader of the navy - and I thought he was an Indian. He wore moccasins and and had the same kind of walk the Indians have, and that painted canoe.... You know, the kind of craft that romantic Europeans always imagine Indians paddle - a far cry from the runabouts with powerful outboards that they use today!

The 'Indian', Charlie, had made the same trip we had planned. He had started in Fort Nelson, B.C., and had paddled down the Fort Nelson and Liard Rivers. The Hudson Bay Manager at Fort Liard had told him of the German couple travelling by kayak.... We were to continue our trip down the Mackenzie to the Eskimo village of Tuktoyaktuk on the Arctic coast, then fly over the Richardson Mountains to the Bell and Porcupine Rivers. Charlie intended to go to McPherson and up the Rat River to Summit Lake. "Perhaps we shall meet again, give me a call when you're in Fairbanks!" were his parting words.

'Fairbanks' - that was not to be until late September, but it was in early August that we again met Charlie....

Tom Gorden, the Eskimo pilot, pointed down towards the Mackenzie Channel, "That's Aklavik!"

We caught a glimpse of the Indian village and of a small figure in green Army clothes waving a big red handkerchief. It was Charlie, he had been waiting three weeks, without any impatience, although he could not have been certain that we were still planning to go to Alaska. From Tuk, where we stayed, to Aklavik, where he was, the radio link had broken down due to the bush fires burning in the hot summers of 1968.

"I'm so glad you came - I have to tell you so much; but first let's have some tea, I made some when I heard the 'plane coming!"

Later Charlie's canoe was tied on to the pontoons of the Cessna 185, all the luggage loaded and Tom flew the men out to Summit Lake. The trip had to be made twice, the second time to pick up the kayaks and myself. . . Two hours later I flew over the glittering delta with its thousands of lakes and channels. The trees disappeared gradually, then the silver ribbon of the Rat River appeared and we were across the McDougall Pass. Finally we came to see through all the smoke of the bush fires, Summit Lake was far below and Tom swung the Cessna down. . . .

Summit, or Loon Lake as the Indians call it, lies above the tree line and is surrounded by high mountains rising up to 4000 feet. The lake drains both to the Arctic Sea and the Bering Strait, sending its water down the Mackenzie and the Yukon Rivers. All around is fascinating tundra, caribou moss, grey rocks, some tiny birches; black water drips from our paddles back into the black, clear mirror of the lake; a cool breeze falls gently from the high grey slopes, which from the water level seems even higher than 4000 feet as we paddle across the lake next morning.

Soon we made the portage to the Little Bell River; the creek leaving the lake is too narrow even for us with our small craft. Charlie took four great packs from his canoe while we extracted all our small sacks

from under the kayak decks. The shape of the kayak allows only small packets to be stowed - this might well be a reason why the Indians of the interior of Canada did not adopt the Eskimo Kayak several hundred years ago. So now we had to pull all apart again for reloading.

"You like the tundra? So now try to walk on it!" Charlie mused.

One mile of portaging took us all of three hours - each step sinking some inches down into the thick moss, stumbling across nigger-heads, carrying the packs to the river, marking the portage trail with our paddles, blades up. This row of markers showed us the route back to collect other packs and finally our empty kayaks. However returning with empty hands was even more difficult than the outward journey - well it took more time - we were busy filling ourselves with pounds of semi-sweet yellow salmon berries!

I felt relieved when we could once again go on the water; on our last portage trip we had noticed a grizzly not too far away, picking berries as we did. Again camping and cooking gear, food for three weeks, emergency rations for one extra week, clothes and hundreds of pounds worth of photographic material, disappeared in the dark interior of the kayaks. For our four cameras (two Mamiyas 2¼ sq., one Exacta with 500m lens and one Leica 35mm) and our 16mm Bolex, we had fixed two aluminium boxes, with waterproof rubber inside, onto the decks of the kayaks along with spare paddles. Our kayaks were touring models made by the famous German firm of KLEPPER who were the first to fabricate kayaks and folding boats in Europe. We chose kayaks - which are more popular than the canoe in Germany - and in my opinion it is much safer in wind and wild water than an open canoe. We closed the spray-decks and the second part of our Arctic adventure began. . . .



It was a funny feeling, when I stopped to think about it, that this water under our keels would reach the ocean between Siberia and Alaska after many hundreds of miles. However the Little Bell River seemed to us one of those rivers especially made for kayaks: extremely narrow (at times we could hardly turn our 15 foot boats), with some grey rocks which the mountain had thrown into the creek. Bends and more bends, another view of the mighty black mountains, brown and greenish moss everywhere, glass-clear water of dark green at times becoming quite deep, over our heads was the smoke of the forest fires, which a mysteriously red sun tried to break through.

Charlie was taking the lead of our little fleet, and, when the stature in the wide oil coat, sou'wester on his grey hair, stood up before us and waved his paddle, we knew - some steps, some rapids ahead with white water to thrill! The river had only a very little drop and so the wild water was easy to run. However Charlie, in his aluminium canoe, had to be careful, while a hole in our glassfibre kayaks would have been simple to repair. Later we reached the tree line and here some spruces lying across the creek tried to bar our way. In some places we had to wade, to pull our craft over rocks and shallows when the river became too low for us, but our kayaks only needed seven inches of water under the keel! After about seven hours of paddling it was beginning to get dark, we had to look for a camping site for the night but the high banks of the river seemed almost inaccessible. It was then that the paddle with the blue eye was waved high in the air, almost with triumph it seemed to me this time. "Here we are!" Charlie cried.

Wet boots, jeans and underwear, damp sweaters and socks were all soon dangling over a huge spruce that the last flood water had brought down, a friendly fire cast its warmth to dry our gear. It was an old gold-diggers camp and here we stayed for the night.

On the banks of the river was the remains of a caribou and tracks in the sand.

"Wolves," said Charlie, and a shudder ran down my back. Later in the night we heard their howling very far away. Next morning I told Charlie how scared I had been at their noise but that I had been so tired that I fell asleep again.

"Well Brigitte, you are in the wildest part of Canada now," he smiled. "Perhaps only half a dozen canoeists will come to the Bell River in a year, and the wilderness is getting even lonelier. There aren't many Indians left trapping in the winter and you will seem many empty cabins along the river, even two abandoned villages, Old and New Rampart. In 1846, when the Hudson Bay man John Bell, came over to this river from Fort McPherson, when Murray founded Fort Yukon for the Bay and left his young wife in Lapierre House on the Bell River, it seemed human settlements would spread over this part of the country. However it's nice for us to be able to experience genuine wilderness." I agreed, it was certainly an experience for this pair from crowded Europe!

TO BE CONTINUED....

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## CRYSTAL PALACE NATIONAL SPORTS CENTRE PASS THE THREE MILLION MARK

Since the first training courses were held at Crystal Palace National Sports Centre in the early summer of 1964, the total attendance has been 3,149,609; and the maximum number using the Centre any week has increased over the past 12 months from 13,260 to 14,719. The three million figure relates to the people who have made active use of the Centre's facilities, quite apart from those who have come to watch athletics, rugby or soccer in the stadium - or international, national and local championships in many a sport in the indoor arena - or top class swimming and diving events in the pools - or have attended such events as the London Dinghy Exhibition - or taken part in one of the many important conferences.

club is now to change its name. From henceforth the club, with its new boat house on the Thames at Hampton, will be known as The Thames Canoe Club.

Details of membership and activities can be obtained from the Secretary, Thames Canoe Club, 9 Clarendon Road, Ashford, Middx.

## LEADERS WEEKEND - RIVER WYE

On the Leaders weekend on the River Wye, mentioned in our 'News in Brief' column last month, was unfortunately omitted. The weekend for this course is 24th/26th April.

## WEALD SLALOM ASSOCIATION

Last season in British Slalom saw a desperate need for many more novice slalom competitions, par-

# NEWS-NEWS-NEWS-IN BRIEF

## WOMENS SLALOM TRAINING

On 8th/10th May it is proposed to run a National Coaching Weekend for Women Slalomists. The course, with top paddlers among the instructors, will be run at Symonds Yat of the River Wye. Full details of this course can be obtained from: Pat Maynard, 44 Billy Buns Lane, Wombourn, Wolverhampton, Staffs.



## CANOE TOURING CLUB - THAMES CANOE CLUB

This year the name of the Canoe Touring Club will disappear from the records of the Long Distance Racing scene. From the very start of Long Distance Racing in Britain the Canoe Touring Club has been a very well known name in competition. In fact the club has been more involved in competition than in touring and so it is of no surprise that the

particularly in the southern half of the country. Out of this need has grown the Weald Slalom Association, an organisation to instigate a co-ordinated programme of slalom events for those living in Kent, Surrey, Sussex and South London.

The ad-hoc efforts of Langley Park School, Eltham College, Crawley Canoe Club, Guildford Canoe Club and the Woking Adventure Group resulted last season in events with a regular entry of about 100 paddlers. These clubs felt that an association with affiliated clubs and individual members could do more to promote slalom in the area than the efforts of last year. The inaugural meeting of the Weald Slalom Association was held at the Bookham Youth Centre, Nr Leatherhead, on 27th February, and the first event under the Association was held at Leigh Weir, near Tonbridge on 21st/22nd March. For the future there will be inter club competitions, a local divisional system and assistance between clubs for slalom equipment and know-how.

Full details and membership of this association can be obtained from: G.N. Jackson, 12 Dowlans Road, Gt. Bookham, Nr Leatherhead, Surrey.

## THE WORLD OF WILD WATER

Last month saw the end of the first section of articles by Karel Knap on Canadian rough water technique. The second section, that deals with combination strokes in slalom competition, is now being finalised and will start next month.

# AGE-TRADE PAGE-TRADE PAGE-TR/



## A BAT IN A DAY

On the Trylon stand at the National Canoe Exhibition on 14th February 1970 at the Crystal Palace STEVE and ANTHONY, two 16 year old members of RIVERSIDE CENTRE, DONNING TON BRIDGE, OXFORD, built a glass fibre BAT canoe during the day. The Warden of the Centre is ALAN BYDE, who has been responsible for much of the present interest in glass fibre building in clubs and scout troops.

Starting at 10.00 a.m., they applied a gelcoat, followed by two layers of 1½ oz. chopped strand mat with water resistant resin. The red hull and the white deck were laminated in separate moulds and at about 3.00 p.m. the two moulds were bolted together and the mouldings joined together with strips of 1½ oz. mat laid up on the inside of the joint. At 6.00 p.m. the canoe was taken out of the mould in front of an enthusiastic crowd of onlookers, and was seen to be an excellent moulding. (Under normal circumstances the canoe would be left in the mould for at least 24 hours to avoid any risk of distortion.)

This canoe then became the prize for a competition to guess its weight. Entries varied from 8lb to 37lb and the winner was GRANT RULE, 36 MOFFATT ROAD, THORNTON HEATH, SURREY, who estimated 21 lb 7ozs. GRANT is a member of the 37th CRO - YDON SCOUT TROOP and he plans to use the BAT for training with the troop. This training will be part of the preparation for a canoeing project in August when the troop is planning to paddle a fleet of canoes along the RIVER NENE to PETERBOROUGH.

This demonstration showed clearly that good glass fibre canoes can be built quickly and cheaply by young people who gain from it a considerable sense of achievement. £6 0. 0. covered the cost of the materials which are all supplied by TRYLON LTD. WOLLASTON, NORTHANTS, who also hire or sell moulds for various designs of glass fibre canoes.

## CANADIAN SLOPP SHIRT COMPANY

The Canadian Slopp Shirt Company in recent weeks have been extending their range of sports wear and now stock two designs of track suits. The Bri-nylon top shown in photo - is priced at 79/6, complete with your own club design, the track suit bottoms are available from 75/-.

A second top is available at slightly cheaper price of 69/6. This is shower proof and is in woven nylon. Both suits are available in a range of colours.

Quite a number of canoe clubs now seem to be ordering the 'Slopp Shirt' - certainly a fine garment for training - however with summer coming these maybe a little too warm for wear and it should be noted that this company also supplies the light cotton T-shirts.



# the month ahead

MAY



## SLALOM

3rd/LLANDYSSUL SLALOM (2, 3, 0). Details: D. Wilkinson, Rose Cottage, Hackett Lane, Crossways Thornbury, Bristol BS12 2TZ. (BRISTOL/BRISTOL UNIV. CC)

10th /SALISBURY SLALOM (ON). Details: Geoff Good, Calshot Activities Centre, Calshot, Hants. (HAMPSHIRE A. O. C.)

17th/OLD WINDSOR SLALOM, (2). Details: C. Hazell, 2 Broomhill, Whyteladies Lane, Cookham, Berks. (WINDSOR AND DISTRICT CC)

17th/EASBY SLALOM, (ON). Details: C. M. Rothwell, 21 Windsor Road, Manchester M10 6QQ. (MANCHESTER CC)

27th/LEVEN WILD WATER TEST. Details: E. B. Totty, Craigmuir, High Knott Road, Arncliffe, Westmorland. (LAKELAND CC)

31st/ABINGDON SLALOM (ON). Details: H. A. E. Wilkins, 16 Ashmole Road, Abingdon, Berks. (RIVERSIDE CC)

31st/CARLISLE SLALOM (3). Details: G. Fletcher, 20 Kirkstead Road, Belle Vue, Carlisle, Cumberland. (CARLISLE CC)



## LONG DISTANCE

3rd/BEDFORD - ST NEOTS L-D, B15 P5. Details: Secretary, 63 High Street, Silace, Bedford. (VIKING KC) CD 23rd April.

3rd/ARUN JUNIOR SCOUT L-D (SUSSEX CONFIDENT). Details: N. J. Tricker, 59 Twitten Way, Wrothing, Sussex. (SUSSEX CA)

10th/LINCOLN L-D, B12. Details: J. L. Oliver, 69 Westfield Drive, Wragby Road, East, Lincoln. (LINCOLN CC) CD 4th

17th/WORCESTER L-D. Details: S. R. Jenkinson, 33 Victoria Avenue, Droitwich, Worcester. (WORCESTER CC) CD 11th

31st/BRADFORD-ON-AVON L-D, B12 P6. Details: Mrs. B. Webster, Leigh Cottage, Slades Brook, Bradford-on-Avon, Wiltshire. (BRADFORD-ON-AVON CC) CD 25th

31st/CHANDY CHALLENGE OPEN L-D, B11 1/2. Details: R. Atkins, 49 St. Mary's Road, Burgess Hill, Surrey. (BURGESS SCOUT GROUP CC) CD 24th



## SPRINT

16th/BRENT REGATTA, Welsh Harp. Details: Entertainments Manager, Town Hall, Forty Road, Wembley, Middx.



## 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.

CANOE COURSES, both for beginners and advanced paddlers, organised by CCPR/BCU at Bisham Abbey Marlow, and Plas y Brenin, Snowdonia. Details: General Secretary, Dept. B, 26 Park Crescent, London, WIN 4AJ.



## INTERNATIONAL - JUNE

5th/BELGIUM: International Sprint, Gt Britain v Belgium, Gent.

6th-7th/AUSTRIA: International Slalom, Wels.

6th-7th/NETHERLANDS: International Sprint, Za-aanregatta, Zaandam. (Quo Vadis/De Geuzen)

13th/14th/ITALY: International Slalom and Wild Water Race, Merano.

13th-14th/NETHERLANDS: Open National Championships, Sprint, Kralingen, Rotterdam. (Never Dry CC)

14th/FRANCE: International Regatta, Sprint, Paris.

20th-21st/CZECHOSLOVAKIA: International Regatta Sprint, Pargue.

20th-21st/GERMANY: International Jubilee Regatta Sprint, Heilbronn. Federal German Republic.

20th-21st/GERMANY: International Regatta, Sprint Brandenburg. German Democratic Republic.



20th-21st/GERMANY: International Regatta, Sprint  
Bochum. Federal German Republic.

27th-28th/GERMANY: International Regatta, Sprint  
Berlin-Gatow.

20th-21st/SWITZERLAND: International Slalom and  
Wild Water Race, Muota Valley.

27th-28th/FINLAND: International Regatta, Sprint  
Tampere.

20th-21st/NETHERLANDS: International Hanze  
Spelen, Sprint, Eefde.

27th-28th/JUGOSLAVIA: International Slalom,  
Tacen.



Munich's Olympic stadia are growing foot by foot. The shell of the main indoor stadium is fast taking shape and it is expected to be finished by August of this year. 'Olympia Press Photo'

# MIKE CLARK on competitive CANOEING

Frozen water, icy winds, drenching rain, even a snow storm, whatever the weather there seems to be no stopping the Waterside Winter Series of canoe races. This series of four races are certainly not for the fair weather canoeists!

Starting with its first race on the 8th February the series proved to be very popular with 112 crews competing the whole series – just under the limit of 120 crews set as a maximum for the event. Certainly the threat of rough conditions did not deter paddlers. Once again there was some fine organisation from the Waterside Youth Centre, even when, through much of the course being iced over on one of the events, the course was completely changed on the morning of the race. All credit to Waterside who really know how to run a successful event.

Racing is restricted to K2 crews only and the distance increases with each race starting with an easy 15 mile run to finish with the 34 mile drag from Devizes to Newbury. Out on the first race the senior crew of Alun-Williams/Dignand of Royal Marine



'CANOEING MAGAZINE PHOTOS'

Canoe Club won the event with 2hr 04min, but on the other three events last years winning Devizes-Westminster crew of R. Evans/P. Pagnanelli easily won, recording a win by almost ten minutes on each race. With three 1st places they won the senior event as last year.

In the junior class the race as a series was even more clear cut with four wins out of four by a fine crew of A. Hunter/J. West, two Scouts from Leander but paddling under Richmond colours. The pair put up a really fine performance, on the first race making a better time than the senior winning crew, (Seniors juniors paddle the same course) while on all the junior events the pair were home well before second place crews. Watch this pair, if they stick together they are going to be exceptional (West/Hunter also recorded a third place in the SENIOR K2 event at Oxford!)

Taken all round the standard of paddling was very much higher than last year, the general technique being much improved. Taking a look at the type

of craft it is interesting to note that almost every craft was an international K2, the home-builts being almost non-existent while even the class 4s were very few. This will surely reflect in the class of kayak at the D-W.

The first ranking L-D of the season - Oxford Long Distance - had quite a reasonable entry and conditions were ideal for the race. Grappenhall paddlers were in fine form, taking the first four places in the senior K1 and first place in the junior. In the senior K2 Edwards/Mean gained the win - L. Oliver being indisposed - with Royal Marines taking second. Evans/Papnaneli were down in fourth place but this is of little surprise for the crew never seem to warm up until the 15 mile mark! Bourne Youth Wing (mentioned in our letters column last month!) gained two wins at Oxford, their crews taking first in the junior K2 and junior Class 3. Making a first appearance in L-D were crews from Teddington School Canoe Club and, for a first time, made a good impression by taking second in junior Class 3 and a 4th place.





## GERMANY

### TOPPING-OFF IN 1970

Since the city of Munich was awarded the 1972 Olympic Games the area has been a hive of activity - new stadia, new roads, new motorways, vast new buildings to house the athletes, even a new underground railway. For the Olympic Construction Company this summer will see the topping-off of many of the buildings. Apart from the cycle track, the shell construction of all the main sports installations on the Olympic grounds will be completed by the end of the year. As regards the rowing and sprint canoe course, at least the excavation and concreting work will be finished.

The deadlines for main construction work of the centres are: Olympic Stadium: end of July 1970; Swimming stadium: end of September 1970; Main covered stadium: mid-July 1970; University sports centre (volleyball stadium and Deutsches Olympia Zentrum for radio and television): end of July 1970; Olympic village: summer 1971; regatta course: August 1970.

## FRANCE

### ADVANCED CANADIAN INSTRUCTION

Just arranged for later in the summer, are two one week courses which produce a unique opportunity for both novice and advanced Canadian paddlers to take instruction under Karel Knap.

The courses, to be run on the Ardeche River in France, are to be organised by P.G.L. Adventure Holidays. The dates are 2nd-16th August and 9th-23rd August. The cost to each paddler, with full board and camping equipment is £45. This covers travel from England and back, all food and canoe equipment. Open to only a limited number of paddlers all instruction will be under Karel Knap and restricted to Canadian technique only. Seven days will be spent on the Ardeche River, paddling down from Vallon to St Martin.

It will be noted that dates given cover a 14 day period, during the second week paddlers will be free to do as they please - the course being for only seven days. For those who wish to travel to the Ardeche and back with their own transport the cost for the one week course will be £19 0 0. For paddlers travelling from outside England - i. e. Netherlands Belgium, Germany - the cost of one week will be £19 0 0. Full details of the courses can be obtained from P.G.L. Holidays, (KK) Adventure House, Station Street, Ross-on-Wye, Herefordshire.



Karel Knap, who was once trainer to the Czechoslovakian National Team, is certainly the foremost rough water canoeing coach in Europe, and is a particular authority of Canadian technique. If these courses are a success, it is hoped that more of a similar type will be arranged for next season. Certainly for the smaller canoe federations new to slalom canoeing this is a unique opportunity to get top class instruction at reasonable cost and under the most ideal conditions.

## AMERICA

### ARKANSAS RIVER RACE

The World famous Salida-Arkansas River Kayak and Canoe Races will be held 19th/20th/21st June. As in past years the organisers offer \$ 300. in travel subsistence to the first four European countries confirming entries in this event. As well as the travel subsistence there will also be \$ 3. per day for seven days stay in Salida before and during the races for food and seven days free lodging for contestants.

This year the race is expected to be bigger than ever before and entries - which should be confirmed by your federation - should be sent to: FibArk Boat Races, Inc. P. O. Box 762, Salida, Colorado 81201, U. S. A.

## FRANCE

### ARDECHE RALLY

A few weeks back your editor was in Ross at the P.G.L. company and came across a very interesting brochure on a 'Ardeche Canoe-Kayak International Rallye'. I have never seen in any of the B.C.U. literature reference to this international event and think maybe it will be of interest to many of the touring paddlers, as well as L-D paddlers who have been finding the pace a little too hot during the past season.

The event is held over a 15 mile course on the Ardeche River starting at Pont d'Arc and finishing at Sauze - taking in the very best part of the river. It is not a race but a regularity test. Two French crews will have set a 'desirable time' for the course and competitors, starting at 30 sec intervals, attempt to record a same time for the course, nearest to the 'desirable time' being the winner. In the case of a tie, an intermediary time will be taken at an unnamed point and speed variations over the course will then be taken into account to decide the winner. At the 7th T.C.F. Canoe-Kayak Rallye, being held this year there are in fact two rallies in one with a first prize in one being a single seat kayak and the first prize in the other a two seat canoe. Sounds great, but the crunch for this year is that it has al-

ready taken place - The 7th Ardeche Canoe-Kayak International Rallye was held over the Easter week end.....!

Having enjoyed this particular river so much, your editor is seriously thinking of foregoing coverage of the D-W next year and taking to warmer climes for Easter! Having now made contact with the Ardeche Rally organisation, be assured that all information on the event will appear in 'Canoeing Magazine' well in time for you to plan a trip next season .... (Mike Clark).

## NETHERLANDS

### ZAANREGATTA 1970

The 12th International Zaanregatta will be held on the 'Voorzaan' at Zaandam on 6th/7th June. National or club entries should be sent to Mr. A. Reitmaier, Bleekersstraat 1, Zaandam, Holland, Netherlands. by Friday, 8th May.



One way to transport canoes and kayaks ...! Photo shows craft being lowered by crane into the Murrumbidgee Gorge below the Burrinjuck Dam for use in the Australian Slalom Championships. The sort of thing that could only happen in Australia! Photo: Frank Whitebrook.

# BEGINNING CANOESPORT

STANTON/CLARK

## part 4

### SWEEP

The next consideration is how to steer with the paddle.

In (fig. 60) the far hand being well up causes the blade in the water to float close to the boat. In (fig. 61) the hand has been lowered causing the blade to float further from the boat.

For maximum efficiency, the far hand is kept high while going ahead or astern so that the immersed blade is kept near to the kayak during the stroke. To turn the kayak however, the paddle blade is required to describe an arc just below the surface of the water, and to this end the far hand is kept low.

Take up the position as for a normal stroke (figs. 62 & 63). Keeping the near arm straight, the near hand is lowered a little, and as the blade goes into the water the far arm is straightened so that the far hand goes forward and down as far as it can without the paddle shaft fouling the kayak. Twist with both arms straight until the immersed blade is beside you or dead abeam. Then still twisting bend the near arm as if to pull water under the kayak. (Fig. 64) shows the blade coming out at the end of the stroke, and the wake shows how the craft has turned. This stroke, being done on the port side, has turned the boat to starboard.

Now paddle with normal strokes on one side and sweep strokes on the other so that the kayak runs on a curved course. For some occasions this curve will be too sharp, so now try for something between a normal and a sweep stroke. Then do it all again on the other side.

### BACK SWEEP

To steer when going astern the far hand is again held low, and the immersed blade made to describe as large an arc as a bent near arm will allow. Due to the reduced radius of the arc steering with sternway will be found more difficult.

### PIVOT TURN

To turn the kayak on the spot, do a sweep on one side followed by a back sweep on the other. Repeat this sequence until the kayak is turned to the required course.

### LOW TELEMAR (Change Control)

A useful stroke which stabilises, turns and slows the kayak in one action.

With the boat at rest, place the back of one blade as flat on the water surface as can be managed, with the near arm straight and the far arm well bent. Don't move the hands from their proper positions on the paddle shaft while doing this. Rotate the paddle slightly so that the blade on the water has the outside edge a little higher than the inside edge (see terminology part 1). This position is shown in (fig. 65) and (fig. 66).

Now go ahead, stop paddling and with the kayak still running take up this position again. The paddle blade, having an angle of attack and forward motion, will allow the paddler to lean on it to some extent until speed is lost. When the speed falls off and the blade on the water begins to sink, push down with the near hand to set the kayak level.

During the stroke, the kayak should turn toward the side on which the stroke is done. This turning effect is enhanced by taking the last paddling stroke on one side and telemarking the other.

Maximum effect can only be obtained when the blade on the water is held dead abeam or beside the paddler, and the near arm is straight. (Fig. 67) shows the extent to which this stroke can be developed, with a great proportion of the weight on the paddle and a sharp turn. The rate of turn can be adjusted by altering the angle of attack. As the angle is increased the turn becomes sharper, but the lift from the paddle decreases. It is best to commence the telemark with a fine angle of attack and increase it as required during the stroke.

When the near hand is the control hand, a change of control is required. In (fig. 68) this has not been done, and the near hand is shown in an awkward and unstable position.

Keep the speed low to begin with, and don't put too much weight on the paddle, until you have the angle of attack sorted out.



(fig. 60)



(fig. 61)



(fig. 65)



(fig. 62)



(fig. 66)



(fig. 63)



(fig. 67)



(fig. 64)



(fig. 68)

# expedition IRISH SEA

CROSSING OF THE IRISH SEA BY CANOE  
A. N. Gough

## CONCEPTION OF AN IDEA

The last few years have seen an upsurge of interest in the sea as a medium for canoeing in North Wales. Much of the impetus has been provided by centres for outdoor pursuits, which have had to turn increasingly towards the sea in order to guarantee water, the use of which could not be challenged. In addition, some of the coasts of this area offer exciting inshore canoeing, often similar in character to white water rivers. It is only natural, then, that with continued enthusiasm for the sea, some of the people responsible for these developments should look to more difficult and arduous trips.

The most interesting of these trips are noted as follows :-

- a) Carmel Head to Skerries return (an area notorious for its overfalls and fast currents.)
- b) Circumnavigation of Bardsey Island (some of the fastest currents around Britain.
- c) Llandudno to Puffin Island return (a distance approaching 20 miles.)
- d) Traverse of the Cliffs of Moher, Galway (first time it had been done - ref: Canoeing Magazine/July 1969.)
- e) Circumnavigation of Holyhead Island (another 'first!').
- f) Circumnavigation of Anglesey.

This last effort, carried out by Ken Rudram, Area Coaching Organiser for North Wales, accompanied by Alan Hughes and Dave Tyldesley (centre warden and student respectively), was the first real indication that a trip as long as that of the Irish Sea was feasible. The time lapse between this fact (2nd July 1967) and the attempt, which was successful, from Dun Laoghaire to Holyhead in June 1969 served to allow the preparation for and organisation of the trip to be carried out in great detail. This article concerns itself almost solely with these points. A description of the trip to be found elsewhere (Canoeing in Britain/September and December 1969.)

Unlike most expeditions, a team was not picked it more or less drifted together, and the final group who made the crossing consisted of Derek Mayes, of the National Mountaineering Centre, Dave Bland, presently lecturer at I.M. Marsh P.E. College, and Nick Gough, a student, who instructed outdoor pursuits prior to his entry to college. All are members of the North Wales Coaching Panel.

Thoughts on the trip were mulled over, shelved, and brought to light again several times in the two years preceding the trip until eventually in April 1969, pen was brought to paper and serious planning initiated. This took the form of 'thoughts' :-

The crossing was possible, but could it be justified? It was thought that with sufficient safety precautions, the possibility of provoking an impression of irresponsibility could be avoided. The main object of the trip was to publicise canoeing in North Wales, not to do anything to its detriment, hence the careful planning.

Thus :-

- a) The Crossing. The narrowest crossing would be in the Stranraer/Larne area, and this would be quite short, involving fast currents. Time used

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in getting equipment to either place, however, could not be justified. The logical crossing for a North Wales team was obviously to or from Holyhead, using the shipping lanes.

b) Which way? This was difficult as the pros and cons balanced rather neatly and the eventual decision to go east to west was reversed at the last minute in view of wind direction.

c) Navigation. Little more could be done than to follow as accurately as possible a compass bearing. This presented difficulties which remain unsolved but which were overcome.

d) Tides and Currents. Inshore currents are strong around Holyhead Island and moderate at Dublin. Offshore currents are fairly weak and north/south. The duration of the trip was anticipated to cover something between one and two complete tidal phases, leeway made on one tide being compensated by the next.

e) Best time of the year (and day). Undoubtedly the best time is the month of June, mainly on account of weather conditions. External reasons precluded any attempt in July. A weekend was the only possible time in the week when all members were free. The last two weekends of June were chosen, with quarter and full moons respectively. Desirability of maintaining contact between members suggested a daylight crossing. Both the above dates allowed seventeen hours of daylight.

f) Weather. Use was made of the Irish Coast pilot (obtainable through any good bookshop), and other literature, in assessing the likely weather. Information gathered included the percentage frequency of south west and west winds in shipping area Irish Sea, percentage frequency of gales (rare in June), average cloud cover, average rainfall, likelihood of fog, expected air and sea temperatures. A trip of this nature required a settled period of weather lasting several days prior to the trip (calm sea) until the time the trip was finished. Light stern winds were preferable.

g) Health and Welfare. There are two major problems here, and a thousand minor ones, several of which could arise at sea.

Sea sickness would obviously result in abandonment of the trip (more of this later), though if beyond halfway, other members could continue.

Tiredness - careful and regular intake of food and drink would go a long way towards alleviating this problem, it was suggested that a drug such as benzedrine could be taken to help here, in addition to its ability to ease anxiety.

The possibility of blistered hands was anticipated, sun-glasses would be necessary to cut down glare from the water, and the canoe would have to be as comfortable as possible.

h) Canoes. Theoretically, a sea-canoe would be ideal, but it has been shown by experience that

though they are quicker in a straight line, they are not nearly so manoeuvrable in the event of a short choppy sea. The logical boat seemed to be the one to which each member was accustomed, i.e. a slalom boat, but with the addition of a 'skeg' to assist in holding a course. It was suggested that each boat should be painted with 'Dayglo', and tin-foil attached to act as a radar reflector.

## THE ELEVENTH HOUR

So the thoughts had turned to plans, and the planning became intense during the middle weeks of June. Safety was still uppermost in our minds, and use of an accompanying boat was suggested and arranged, but it became unavailable again due to circumstances beyond our control two weeks before the date. Tentative plans had been made to borrow two transmitting beacons which function on the international distress frequency, and rapid work by phone and letter made this possibility a reality. Using these, we could be out of the water and on dry land in something over an hour from any point on the trip - with a bill for many thousands of pounds - as any plane or ship would be alerted by the distress signals transmitted. Having them in our possession justified the trip.

The trip was to take place on the 28th June, a Saturday, and the team met for final preparations in Wales on the Thursday night before. Each member of the team had been assigned to various tasks to spread the load of organisation, and the Friday was kept clear to complete these. The last skeg was made, clips were fibreglassed into the boats to house flares and other equipment, final coats of 'Dayglo' paint went on and each weather report was received with trepidation. (A record of the weather and its trends had been kept for a fortnight before the trip was due).

'Our man in Ireland' was informed of our final plans and timing, and we visited R.A.F. Valley on Anglesey to talk to them about rescue and to glean some of their knowledge of the Irish Sea.

The drive to Holyhead with canoes on board on Friday afternoon was thoughtful, as the midday weather report had forecast force four/five westerly winds; the high pressure system was centred too far south to give us our prayed-for easterly wind. The intense gloom became a muted discussion which resulted in a decision to reverse the trip. It was a somewhat dramatic moment when we finally agreed on this course of action. Lightning phone calls to inform all interested parties of our actions, a final flurry of buying provisions, and a very quick meal preceded the race for the ferry.

The boat ride over was encouragingly smooth, and on arriving in Dun Laoghaire we quickly got customs clearance and permission to use the slipway.

Our arrival at the water's edge coincided with that of a deputation including the harbour master and lifeboat officials who didn't want us to go. Herein lies a planned slip-up; we hadn't informed them of our plans or of our competence, and it was some

time before we escaped their words of warning and wagging fingers. (Since the trip, we have been in touch by letter and I think they understand now). We went.

## THE CROSSING

The trip from Dun Laoghaire to Holyhead took twenty one hours. The team started at 01.00, paddling for some three hours in darkness, in order to allow daylight for the final miles in Holyhead Bay.

There was no problem in maintaining contact with each other as the night was a fairly bright one, and navigation was a question of making for the Kish Bank Light which threw its beam every half minute.

Daylight arrived and the rest of the trip conveniently divided itself into groups of two hours paddling with a five minute break for food and drink. This took the form of cans of fruit juice, flasks of tea and coffee, and bars of chocolate, packets of biscuits and raisins. All the sustenance had been split into units of three, so that a waterproofed unit could be consumed without presenting the entire supply to the salt water. This proved very successful, and the contents were palatable - we suspect that more solid food would not have been so good.

One of the major difficulties of the trip was trying to estimate our speed and position. Previous experience suggested that we were capable of approximately four knots over extended trips and incorrect information as to the distance offshore of the Kish Bank Light served to indicate we were maintaining this speed. We in fact averaged about three knots for the crossing.

For several hours we were entirely out of sight of land and the fact that we were so low in the water meant that the extremely thin haze gave the effect of paddling at the centre of a cylinder a few miles across. This was an anxious time as the amount of magnetic was maintained by aiming at clouds and vapour trails for ten minutes or so and then correcting. This proved surprisingly successful, and on sighting Holyhead Mountain we were only a mile or so north of our intended track. For several hours before sighting land, a large bank of cumulus cloud very low on the horizon, was dead ahead, and it transpired that it was Snowdonia's almost perpetual cloud bank.

Further indication of our track was given by the cross-channel ferries and rubbish jettisoned by them.

Shipping in our vicinity was no problem as we saw it long before avoiding action was necessary and in fact no ship passed closer than a distance of a quarter of a mile.

## GENERAL INFORMATION

A few notes on useful aids to a comfortable trip are given for anyone anticipating a long offshore trip by canoe.

(1) It is essential that the boat be comfortable

and seaworthy. Padded seats and/or wet unit bottoms are good. Footrests an extra notch forward to allow room for movement. Carefully taped paddles (for insulation and protection from blisters) without too large a blade surface area are recommended loom does not appear to help.

(2) Navigational aids.- Sections of admiralty charts covered in 'fablon' and taped to the decking seems to be ideal. Silva compasses were used and proved successful. A patent log could perhaps be developed to assist in 'fixing' a position.

(3) A variety of flares should be kept handy and are best kept attached to the life jacket and in clips inside the cockpit. All other equipment should be secured to the boat but accessible.

(4) Personal clothing - There is considerable glare from the water so good quality sun glasses are useful and light headgear of the sun-bial variety is excellent. A very lightweight nylon shirt or anorak is useful. The use of the top half of an orienteering unit was particularly successful on the Irish trip.

(5) Food should be lightweight and of high calorific value. Drink is at least as important as food, (fruit juices, coffee, etc.)

(6) Weather reports from newspapers, T.V. and radio should be regarded carefully because a gale at sea is very exacting to say the least.

(7) Some form of rudder is essential, and we venture to suggest that a fixed skeg is better than a rudder.

(8) Coastguards and close friends should be informed of the intended plans for obvious reasons.

(9) Newspapers should be given a story if they want it, though it appears that unless death or injury is involved, the sensation-papers are not really interested.

(10) Hopes are afoot in North Wales to try Direction Finding Equipment as an accurate means of navigating. This is expensive, (cheapest sets are about £30), but are possibly justified for offshore work. Information from people who have used them in this context would be welcomed.

(11) Canoes used were two K.W.7s and one S.L.7. both types of which, in the light of experience perform surprisingly well at sea, though the water shedding properties give the edge to the former type in rough water. The use of a Sports Gannet Double was seriously considered, though this would have created difficulties when used in conjunction with a single canoe. Canadian Doubles (slalom) have been at sea and though there are no conclusive results, it is suggested that the accentuated pitching and uncomfortable position rules out its use for long trips without rest. There is, on the other hand, plenty of storage space, so its possibilities cannot be ruled out.



# ICF NEWS - ICF NEWS

## INTERNATIONAL CANOE FEDERATION NEWS

reprinted from ICF BULLETIN

### OLYMPIC SLALOM - BACK TO SQUARE ONE

Last month 'Canoeing Magazine' ran quite a large amount of copy on the Olympic Slalom site which was to be at Augsburg. It 'was to be at Augsburg' but just after we went to press news came through that the site had been rejected by the International Olympic Committee and therefore we are now right back at square one - where is the Slalom site to be?

The I.C.F. Slalom Committee members dealing with this site problem will not be meeting until early May and it will not be known until then where the Olympic Slalom will be - if it is held at all....

### MOTIONS FOR CONGRESS

Motions for the 1970 Congress have now been published in the I.C.F. Bulletin and among those of more general interest are:

#### JUNIOR SPRINT CHAMPIONSHIPS

Rumania proposes to make these into World Championships to be held every second year. The German Democratic Republic wants the rule that Junior Championships cannot be held the same time as the Senior Championships to be changed to read: Junior Championships shall be held either before or after Senior Championships and can be held at the same place as the latter.

On Senior Championship events - Rumania is against the elimination of the K1 4 x 500m Relay event, but should such a proposal be accepted by Congress they want to see the K4 500m race for men included in the programme.

Denmark proposes 5000m races in K1, K2 and K4, whilst the Netherlands suggests 3000m races for K1, K2 and K4 for women.

In Junior Championships both Sweden and Denmark propose the introduction of 5000m races for both men and women, whilst the German Democratic Republic wants 1000m races for men added to the programme.

#### RIGHTS OF PARTICIPATION

Austria wants a competitor to be allowed to participate in international events if he/she changes his/her citizenships without being bound by the two years period during which he/she must obtain authorisation from his/her original federation after

having changed the domicile.

Holland proposes a re-wording of the rule defining a Junior: A Junior must not have reached or must not reach the age of 19 years during the year of the competition. The German Democratic Republic seeks another definition: A Junior is a competitor who on the 1st of January of year of the competition is not older than 19 years, and the lower age limit of 16 years shall be dropped.

#### OLYMPIC GAMES

The USSR proposes the inclusion of 10,000 m in the Olympic programme whilst Holland requests that programme and timetable for the Olympic canoeing regatta shall be fixed at least one year in advance and must not be changed later. (It should be noted that Olympic events are held, apart from technical details, according to the rules of the IOC.)

#### BOAT MEASUREMENTS

It will be recalled that the Paddling Racing Committee at its May 1969 meeting tentatively suggested the abolishment of the beam restrictions. The proposal has been rejected outright by Sweden and France. Holland requests the ICF to initiate a detailed study of the possibility of introducing one design racing craft and suggests an annual levy of 50 US dollars for three years from each national federation to finance such a project. Rumania and France want a standardisation of racing craft by restricting as from 1971 boats to be used to the following designs:

K1 Hunter, K2 Glider, K4 Winner, C1 Delta, C2 Aspida. Rumania adds the Lancer for the K1 class.

The USSR proposes that article 6 of the Racing Rules relating to boat measurements can only be changed at 10 year intervals.

#### PRIZE GIVING CEREMONY

Both Czechoslovakia and the USSR re-introduce the motion that at championship events the flags of the nations for the first three competitors shall be hoisted and the national anthem of the country of the gold medalist shall be played. Austria and the German Democratic Republic want the Olympic protocol be adopted. The latter also requests that at championships and international competitions the flags of the participating nations shall be shown and that these shall be listed with their official denominations.

## WILD WATER RACING

France introduces a motion requesting the setting up of the special Committee for Wild Water Racing which until now is under the authority of the Slalom Committee.

## FUTURE CHAMPIONSHIPS

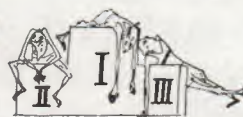
The Federal German Republic has applied for the 1974 or 1975 World Championships in Racing - Finland for the World Championships in 1973. An app-

lication from Poland for the Junior Championships in 1973 was dispatched and received after the closing date and therefore cannot be considered by Congress.

## EXPULSION

The USSR requests that the Canoe Federation of South Africa should be expelled from the ICF because of the racial policies of the South African government.

# RESULT ROUND-UP



### OXFORD L-D 1st March

#### SENIOR K1 MEN

1. N. Jackson  
Grappenhall ACA 1. 47.00
2. G. Mackereth  
Grappenhall ACA 1. 49.45
3. S. Kitson  
Grappenhall ACA 1. 50.35

#### K2 MEN

1. A. Edwards/M. Mean  
Worcester CC 1. 40.00
2. Alun-Williams/Dignand  
Royal Marine CC 1. 42.30
3. J. West/A. Hunter  
Royal CC 1. 44.35

#### CLASS 3 MEN

1. R. Davis  
Itchen Valley CC 2. 02.13
2. R. Smith  
Viking KC 2. 02.38
3. L. Saunders  
Reading KC 2. 06.43

#### CLASS 4 MEN

1. Story/Bull  
Royal Signals CC 1. 54.45
2. Kidston/Wheeler  
63 Para CC 1. 58.00
3. Cottle/Vare  
Bradford-on-Avon 2. 01.25

#### JUNIOR K1 MEN

1. J. Phelps  
Grappenhall ACA 1. 24.18
2. M. Perrin  
Caterham CC 1. 31.20
3. M. Tarry  
Independent 1. 32.50

#### K2 MEN

1. Martin/Bulley  
Bourne Youth Wing 1. 21.52
2. Crossman/Parry  
Aylesbury SCCC 1. 22.22
3. Raynsford/Why  
Longridge CC 1. 26.32

#### CLASS 3 MEN

1. K. Bulley  
Bourne Youth Wing 1. 35.26
2. M. Turner  
Teddington SCC 1. 36.06
3. M. Matthews  
Itchen Valley CC 1. 40.41

#### CLASS 4 MEN

1. Gargini/North  
Independent 1. 34.36
2. Page/Burrige  
Waterside CC 1. 35.06
3. Heffer/Honour  
Amersham CT 1. 39.59

#### WOMENS K2

1. H. Woodhouse/P. Renshaw  
Richmond CC 1. 39.29
2. Howell/Smith  
Royal CC 1. 46.22
3. Tidman/Tidman  
Caterham CC 1. 51.37

#### CLASS 3

1. H. Quick  
Royal Leamington Spa CC 2. 12.06
2. E. Nichol  
Newham CC 2. 24.11
3. H. Wilmot  
Newham CC 2. 37.16

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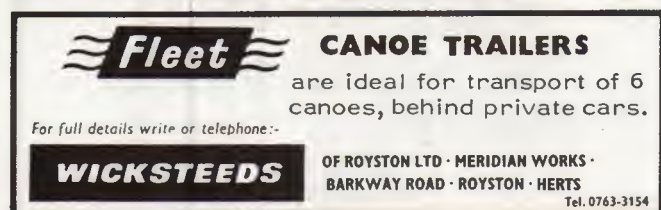


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