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COVER

A seemingly endless line of canoeists race down the Kennet and Avon Canal - Easter '70 the Devizes to Westminster Canoe Marathon.

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THE PRICE OF COMPETITION

On receiving the Long Distance Racing Calendar I was appalled at the prices that the various clubs are charging for entry fees to their races, particularly for Junior competitors. The entry fee for this years Trent River Race are 5/- for Senior and 3/- for Junior and Womens classes. In nearly every case this is almost half what other clubs are charging! Admittedly some organisers are faced with particular problems regarding river or lock fees, but this is certainly not the position in every case. How many of our race organisers are really doing their best to keep the cost down? How many have considered using alternative courses to keep the cost down? Is it really necessary for race organisers to unload 2/- or 3/- worth of food compulsory onto competitors who often do not need it.

Cutting down of the entry fee does not necessarily mean a poorly organised event. Last year the cheapest entry fees were for the Nottingham Regatta and Race and yet these events were without doubt the best organised in the country. The advanced publicity - including printed posters - was by far the most comprehensive issued for any ranking L-D event. All this and even then Nottingham City Kayak Club made a profit!

The real truth of the matter is that too many clubs are too complacent and will not streamline or modernise the administration of their events. Many club secretaries seem to look to their annual race as a way of providing their club with handy cash. The real profit in organising a race must be the eventual benefit that canoe sport gains as a whole from the race! At the moment canoeing is in a state of fairly rapid expansion. However if this expansion is to continue then clubs must be prepared to invest, rather than take what they can for themselves. In a few years time there will be a place for status races (national events) for which a realistic entry fee can be charged and from which organisers can be adequately reimbursed, but at the same time there must exist adequate levels of regional competition on which the beginner can 'cut his teeth'.

At the moment, never has the case been stronger for investment. While no adequate level of regional competition, we must be prepared to attract youngsters - the very life blood of any sport - to our National Races. This is essential from every point of view. These are the race organisers future customers. If we want also to obtain sponsors for our National and Club events they will want to see a 'spectacle' - a large field of competitors, preferably containing a large element of young people. We don't do this by pricing young people out of canoe racing. . .

It is largely for these reasons that the Long Distance Racing Committee recommends a maximum of 5/- for Junior racing fees - it's a great pity that so many canoe clubs have blatantly chosen to ignore this sound recommendation. . . .

WHICH ROAD?

SPRINGBOK TOUR BCU SAYS YES

At a recent meeting of the full Council of the British Canoe Union, the members passed a motion that a canoe team from South Africa would be welcomed to tour Britain later this season. The B.C.U. Council were indicative that politics should not interfere with international sport and canoe teams from ANY country would be welcome for competition in Britain.

The meeting also gave a clear mandate to the B.C.U. representative on the International Canoe Federation that, at the ICF Congress to be held in Denmark 3rd/4th August, he should vote against the motion of U. S. S. R. that proposes the expulsion of South Africa from the federation. (See 'Motions for Congress' in ICF News last month.)

Two South African Canoe Teams have previously competed in Britain, the largest and most successful being the tour of last year. At the international Sella Descent in Spain, the British Open Canoe Championships on the Tay River, and the International Liffey Descent in Ireland, the South Africans won all but one of the major events. A request from the South African Canoe Federation for yet another team to tour Britain this season was received by the Long Distance Racing Committee early this year and it now seems likely that August will see, at least in Britain, the South Africans defending titles won last year.

SOUTH AFRICAN COMMENT

The tour of the Springbok Canoe Team in 1969 has made your very interesting Canoeing Magazine even more interesting to our band of canoeists at the southern tip of Africa, 6,000 miles away.

Until 1967 South African canoeists were content to battle amongst themselves with no standard with which to compare their capabilities because of the lack of international competition. The Federation took a big step forward when they decided to send a team to Spain and Britain in 1967. While we were financially hit we did manage to collect sufficient money and the decision proved to be the right one. With the competition for places in the team and subsequent increasing of the general standard, more interest was shown than ever before.

That international competition is a benefit to all concerned was again proved in 1969 when the 2nd Springbok team competed with so much success in

Spain, in the British Long Distance and the Liffey, including several sprint races. We are grateful for the kind reference made to our team in your magazine. Such a magazine is undoubtedly of untold value to your sport in your country.

The members of the team still reminisce of their experiences. Because of requests from your country that we defend some of the titles our team won, we are now seeking financial support to send another team, however small it may be. Should we be successful it may be possible for Springboks to visit your country again. This would depend on a satisfactory itinerary to suit all races. Competition in our country is increasing, but the established Springboks have shown their superiority since returning from the tour. Paul Chalupsky won the S. A. K. 1 Marathon and with Kevin Culverwell the K. 2 Marathon. Willem van Riet won the S. A. White Water for the 4th time in succession and with his brother Roelof the 110 mile 3 day Marathon from Pietermaritzburg to Durban. Sprinter Mario Pedretti has been doing extremely well especially in other long distance events which is very encouraging as he is a sprinter of international standard. Ken Scott and Casper van der Walt are training hard for the S. A. Sprint Championships at Easter.



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

We send greetings to all canoeists in Great Britain and hope that we will also have the opportunity of playing host to some of your champions in the near future.

With good wishes,
W. J. van Riet (snr.)
Chairman,
South African Canoe Federation.

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LONG DISTANCE RACING REPORT

EVENT	DATE OF SELECTION
Elsinore-Copenhagen	21st June
Sella Descent	12th July
Liffey Descent	31st August
Gudena Race	31st August

N. B. Although these team selections take place immediately after certain ranking races, this is for the convenience of the Selection Committee and does not in any way imply that the particular event on the day of selection has been nominated as a selection race. The British L.D.R. Teams will be selected on the results of all preceding races.

OPEN BRITISH CHAMPIONSHIP

With the loss of Players as a sponsor, the Open British National Championship Long Distance Championships will now be held at Exeter over 29th/31st August.

If you wish to be advised on any of these matters, please contact A. Stoneley, 16 Millington Road, Cambridge, who will either supply advice or tell you where to obtain it.

YOUTH L-D EVENTS

A number of clubs in the South Midland, East Anglia and South East are to hold the first series of Youth Long Distance Races sponsored by AVON-CRAFT. As a climax to the series the final event will be a Championship, all classes and age groups.

For the Championship Race, to be held at Bedford on 18th October, the first three paddlers in each class of four races in the series qualify for entry in the championship. To eliminate the possibility of repetition of the same finalists going forward, only the first three unqualified paddlers will be nominated from the events. Thus there will be a total of twelve paddlers in each class and age group for the final.

Apart from qualifying for the Championship, each race will be held as an individual event with classes 1, 2, 3, and 4. In addition there will also be an open slalom class enabling the many organisations and young people who have these craft to compete.

Age groups are: 12-13 years, 14-15 years, and 16-17 years, your age being taken as on 1st January, 1970. The events will be held at Bedford, Beccles, St. Ives, Chelmsford and Bedford again for the championship. The distance will be limited to between 6 and 8 miles. The entry fee per paddler is 3/-.

The events should prove to be most attractive to the younger paddlers and Youth Authorities in what could prove to be a very successful way of introducing more young blood into the sport at an intermediate level of competition. The events will be held annually and with success, it is hoped to increase the number of events each year.

The first event will be held 17th May at Bedford and entries should go to: D. Bennett, 18 Howbury Street, Bedford. Details of future events will be in our 'Month Ahead' page.

INTERNATIONAL L-D EVENTS

There are several International Long Distance races during the year, notably the Sella Descent, the Gudanaen Race, and the Liffey Descent. British teams are sent to these, but most of them are also open to private entries from British paddlers.

Teams are chosen by the Executive of the Long Distance Racing Committee. They are chosen by reference to performances of paddlers in classes 1 and 2 of ranking races in the current season, and with an eye to the suitability of a paddler for the course in question. K2 crews are considered as an entity rather than as two individuals. Both seniors and juniors are considered, but juniors who wish to be considered should race in senior classes during the season. Classes 3 and 4 are not considered. If you wish to be considered for any team, it is highly desirable that you indicate your wish to the Executive Committee and that you race frequently in classes 1a and 2a.

Private entries should be made via the L-D Executive. If you are a reasonably serious paddler and have not previously been to any of these races, it is quite sensible to consider going to one of them as part of your Summer holiday. The competition is very fierce and the courses are difficult, but these races will certainly give you a taste of life, and may either make or break your interest in the game.

The Sella descent is on Saturday the 8th August and is followed by a fortnight of lesser races throughout Northern Spain. It is preferable to enter by 20th June, but entries are accepted up to the date of the draw for starting positions, which is the 27th July. Under no circumstances is it possible to enter after then.

The Liffey descent is on Saturday 5th September. No date for entries has yet been given.

Other races will be published as information becomes available.

Selection dates for British L.D.R. Teams are as follows:

MIKE CLARK on competitive CANOEING



Pagnanelli/Evans - the first crew to win Devizes to Westminster on three consecutive years. Seen here making the first portage at Wootton Rivers.

DEVIZES-WESTMINSTER

Once again the boys have done it...! By 'the boys', I mean Peter Pagnanelli and Roy Evans of 63 Para Bde. RCT. who this Easter again thrashed down the Devizes to Westminster course not only to win, but again set a new record and become the first crew ever to win the marathon on three consecutive years. 19 hours 14 minutes 20 seconds for 125 miles...! A few years back such a time was unthinkable - congratulations to two very fine and exceptional paddlers... .

Devizes to Westminster. They call it the toughest canoe marathon of its kind in the world; yet over Easter, despite severe conditions, records were broken in all the major classes.

The Devizes to Westminster Canoe Marathon, held this Easter for the 22nd time, is the longest canoe race of its kind in the world - 125 gruelling miles, with 77 locks to be portaged. The senior event - for paddlers over 18 years of age - is raced non-stop, competitors going right through the night. In the junior event, paddlers take 3½ days to cover the course, stopping overnight at Newbury, Marlow and Ham, with only their actual paddling time being recorded. Open to two-man canoes or kayaks, (the last few years have seen an almost total take over by the international K2 class kayak) which must carry a regulation amount of camping gear, dry clothes, emergency rations and enough food for the journey (this last requirement only applies to senior crews, food for the juniors is carried by truck to the overnight stopping place). From Devizes competitors race for fifty-four miles along the Kennet and Avon Canal, then at Reading onto the Thames for seventy-one miles to finish at County Hall Steps just below Westminster Bridge. However you look at it - senior or junior - its one hell of a race, a severe test of skill stamina and sheer guts! D-W, something only the English could think up... .

Throughout the bright Friday morning - with a little wind to help canoeists - crews set out from Devizes on the long paddle... . Of course as usual none of the top senior crews would give away their start times, but with a tide at Teddington just before 7 on the Saturday morning, I considered that most crews could not afford to leave after 13.45 on the Friday - even then they would be going for a record time. Armed with this knowledge, I left Devizes mid-morning for a quick trip down to Wootton Rivers to see how the juniors were progressing and to get a few shots of them, for, by the time I reckoned Pagnanelli/Evans would start, many of the juniors would be finishing at Newbury.

Back once again to Devizes, the two Danish crews - A. Jorgenson/S. Jorgenson and J. Sorenson/B. Pape, the former pulling out at Newbury - were off shortly after 12.30. Fryer/Bartlett of the Royal Marines were away at 13.17 just 10 minutes before the Newham CC crew of M. Vessey/P. James. 13.30, the Para crew were already on the water and taking their time paddling down to the start - 13.32 and the crew were off, so was I, racing down through the back roads to watch their progress. As far as

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I was concerned there was no doubt who was going to win this years race - mind I would never put money on a crew, no matter how good - there is too much that can go wrong on the D-W. Still if Roy did not break his paddle this year - although he managed pretty well with a broken one last year! - I felt there was no one really in their class.

Wootton Rivers showed the crew in fine form and really putting the pressure on. The pair were certainly out for another record.

Already through Wootton Rivers were the Danish crews, but how those boys wasted time on the portaging... still they were going well considering they only had a few days to look over the course and their trainer/manager (Erik Wilche) told me they had had little water training due to conditions in Denmark. Certainly not knowing the course really well is a great handicap and this was borne out later when we 'lost' Sorenson/Pape on the Kennet River.

Newbury, all the junior crews were in, the light was just beginning to fade into dusk ... Whoose,

whoose, whoose... the Para crew raced through Newbury and on into the evening. Their time was a fantastic 5 hours 28 minutes - really fast for thirty-four miles of almost 'dead' water. Woolhampton, Theale, on into Reading and now at Blakes Lock for the first time I could get a good idea of how the crews were doing. Of course the Paras were way in front but at night it is difficult to watch or find crews. However now with their times through Reading, a quick summing gave their positions and an idea of where they would be on the Thames. The Para crew made 8hr 37 min on the canal; Caterham crew (Perrin/Savell) were just over 9hr 20min; the Newham boys were going well with 9hr 8min; while the remaining Danish crew made the fifty-four miles in 9hr 52min.

Down through Sonning, Henley, Marlow, now we were catching many of the slower crews who started early on the Friday. Maidenhead, and crew were welcomed with a snowstorm! Already it had been freezing hard for some time, the kayak decks turned white, but the crews raced on...



1. J. West/A. Hunter of Leander Scouts, junior winners, off the start at Devizes.
2. Pagnanelli/Evans going great guns down the canal.
3. M. Vessey/P. James of Newham CC, winners of the Civilian Trophy in a new record, at Teddington just before the tideway.



4



5



6

4. Danish crew of Sorenson/Pape making fine time down the canal.
5. Off in the early Monday morning goes the mass start of juniors from Ham.
6. Some 25 minutes down, the City of London Police Cadet crew who took 2nd place in the juniors.

Dawn on a very cold Easter Saturday morning - the Para crew were going as fast as ever. Now down through Windsor, Shepperton, Teddington and onto the tideway. Well within a record breaking schedule, Pagnanelli/Evans only had to hold their pace for another 17 miles. Just before 09.00 the pair raced under Westminster Bridge to make race history - 19hrs 14 mins 20sec, they had broken their own record by over 30 minutes and became the first crew ever to win 125 mile Devizes to Westminster Canoe Marathon for three consecutive years.

The first civilian crew in the senior event was that of M. I. Vessey/P. James of the Newham Canoe Club. The pair were in third place overall behind a Royal Marine crew, and had made a time of 20hrs 18mins 40secs - a new civilian record.

In the junior event, the first days racing saw a very fine crew of J. West/A. Hunter, two 17 year old scouts from the Leander Group at Kingston, out in the lead by some 20 minutes. During the second and third days this crew held on to the lead and at Ham, the last overnight stop, the pair realised that

if they could do the 17 mile tideway in under two hours, they would break the long standing junior record (18hrs 16mins set in 1961 by a Richmond Canoe Club crew).

The Ham mass start on top of the tide was just after 8.30 on the Easter Monday morning. The Leander pair were on the front line and from the start went into the lead - there was no stopping them now . . . By two miles they had pulled clear of the field and looking in great form. With a host of supporters racing to every bridge and vantage point, the pair were encouraged to put maximum effort into the last leg of the race. The minutes ticked by, half an hour, one hour, one and a quarter, the pair were still going great - Westminster was drawing ever closer. One hour forty-five minutes, the Leander crew had made it. 125 miles, paddling time 18hrs 00mins 51sec., J. West/A. Hunter were in with a new junior record. Champagne from Groups Scout Leader Peter Burton awaited the crew as they climbed County Hall Steps with their kayak What an end to a great race.

The senior class saw a slight drop from the recordentry of last year (only 114 crews competed this year) but the junior class topped the 100 mark for the first time.

Conditions over the course were only reasonable, with good water on the canal but nowhere near flood conditions prevailed on the Thames as in recent years - with records falling it says much for the improving ability of our canoeists. For seniors the night conditions were bad, although they had a helping wind, the night was very dark with no moon until well after 1.00a.m. but of greatest consideration was the severe cold - all crews coming onto the tide-way early Saturday morning had some $\frac{1}{4}$ inch of ice on fore and rear decks! Of 114 senior crews only 51 completed the course while in the juniors 67 of the 100 crews gained Westminster.

DEVIZES TO WESTMINSTER PROVISIONAL RESULTS

SENIOR EVENT

1. P. Pagnanelli/R. Evans, 63rd Para Bde. RCT. 19hrs 14mins 20sec.
2. A. K. Alan-Williams/G. LDignand, Royal Marine Canoe Club, 19hrs 31mins 53sec.
3. M. I. Vessey/P. James, Newham Canoe Club, 20hrs 18mins 40sec.

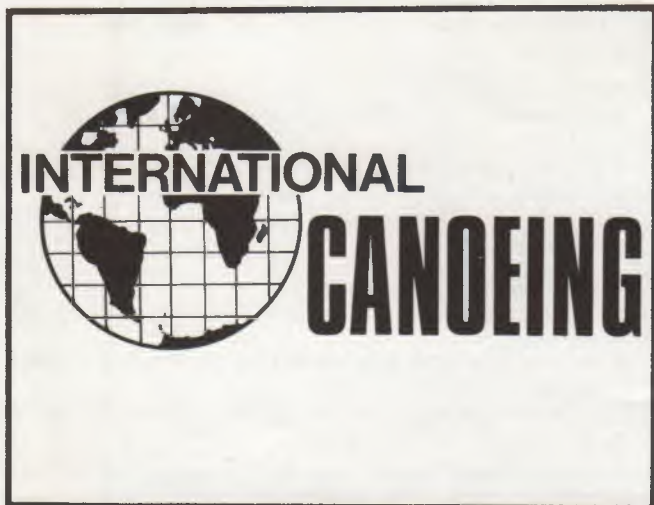
JUNIOR EVENT

1. J. West/A. Hunter, Leander Scouts, 18hrs 00 mins 51sec.
2. J. Bryan/J. Bidmead, City of London Police Cadets 18hrs 25mins 28sec.
3. C. J. Andrews/B. A. Roberts, Metropolitan Police Cadets, 20hrs 14mins 19sec.



Well spread out - seniors and juniors on the canal....





AUSTRALIA

NEW SOUTH WALES SPRINT CHAMPIONSHIPS

The New South Wales Sprint Championships, held 7th/8th March on the Nepean River at Penrith, attracted Victorians and Queenslanders although the event was only a State Championship and not the National.

Weather conditions were excellent, although a slight headwind caused the times to be a little slow, and apart from sprint racing - which included events for 19, 17, 15, 13, and 11 year olds - the programme also included Surf Ski and Malibu Board competitions.

URIARRA SLALOM AND DOWN RIVER

Almost 100 individual entries were recorded at the Lilli Pilli Kayak Club's Slalom and Down River Race held over the Easter Weekend. The site was a rapid downstream from the low level bridge at Uriarra Crossing some 17 miles from Canberra, the National Capital. Although flood warnings had been issued by the national police only a week previous, the water was only of grade II-III with rocks just below the surface in one or two places. The water subsided more than six feet in just as many days.

However, the Lilli Pilli organisers did very well to set up a tricky course which demanded a lot of upstream work and many gates, being so close together, required much care if a paddler was not to pre-touch.

The entry for both the slalom and the down river event was good and shows well the enthusiasm that rough water is gaining among paddlers in Australia. Competitors came from three states as well as the capital territory, the event, in fact, almost took on the appearance of the Nationals that were held at Wyangala Dam in January.

The Down River Race, which took a great deal of fibre glass from the hulls, was very keenly contested by all, with the winner - Peter Egger - closely followed by his brother John. The pair also finished that way in the Open Slalom event.

During the Easter Holiday in New South Wales there were three organised canoeing occasions to choose from: the Lilli Pilli Slalom; the Illawarra Club's Base Family Canoe Camp at Goodman's Ford on the Wollendilly; and the River Canoe Club's trip on the Barrington River. All three were well attended and points to a rapid growth of canoe sport in Australia.

LILLI PILLI SLALOM FOOTNOTE

It is interesting to note that the slalom poles used in the club's competitions were made of plastic piping wound round with coloured tape. They were very easy to transport, while once in position their lightness reduced sag in the cables and the wind did not seem to have any major effect on them.

BELGIUM

BELGIUM REGATTA

Canoe Club Gent will be holding a sprint regatta in Gent on 30th/31st May over distances 10,000m, 1000m, and 500m in K1, K2 and K4. English paddlers are cordially invited, possibly to camp or stay in boathouse.

Details and entries: Marcel T'Joncke, Stapelplein, 1B, Gent, Belgium.

GREAT BRITAIN

ARMY AUSTRIAN EXPEDITION

A party of ten canoeists from the 42 Survey Engineer Regiment, RE, plan a trip to canoe the Austrian Inn River and tributaries, and the Ammer River south of Munich, in August this year.

It is hoped to have a small article on the trip in the Autumn.

GRAND CANYON BY KAYAK

"We are now ready to start on our way down the Great Unknown. We are three-quarters of a mile in the depths of the earth. What rocks beset the channel, what falls there are, we know not." The words are those of John Wesley Powell who, in 1869, became the first man to navigate the Grand Canyon of the Colorado River.

A hundred years later a dozen of the world's top canoeists, backed by three rescue crafts, retraced Powell's voyage into uncertainty. And though for them the dangers were no longer completely unknown, they were still real enough: 250 miles of river studded with over 200 rapids, some with great breaking waves up to 20 feet high, others with vast whirlpools that could suck down both man and kayak: this at the bottom of a canyon up to eight miles wide, over a mile deep - and from which escape was virtually impossible.

This was how the Radio Times described the film 'The Great Unknown' shown on B.B.C.2 on Sunday 12th April. Apart from being a superb feat of photography, it was truly the most fantastic film

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yet on wild water canoeing and cannot be described in words

Watching some of the twelve canoeists practising rolls in the calmer parts of the river I would not have put all of them in world class but there can be no doubt that the Colorado rapids put all our European rivers to shame. With a thirty knot current, and some 30 major rapids with waves over 20 foot, the film certainly held an audience. Comments from persons who had never seen canoeing before or who never had an interest in the sport remarked on how interesting and thrilling it was, while one editor of a youth paper phoned me the following morning asking if I could do a white water article for him (having seen 'The Great Unknown').

The film was repeated the following evening on B.B.C.1 (2.0. a.m. Tuesday) to fill in before the Apollo report, but it seems likely that it will be repeated at a more reasonable hour on B.B.C.1 in the future - if you didn't see it be sure not to miss it next time round, its well worth it.



Australian under 19 Champion, Chris Brownlee bracing before heading for gate 12 at the Interstate Slalom. Photo: Frank Whitebrook.

Eda Sumegi, of the Canobalas Canoe Club, starts her run down the course in the Lilli Pilli Club's Interstate Slalom held on the Murrumbidgee River at Easter. Photo: Frank Whitebrook.



the month ahead

JUNE



SLALOM

7th/BEVERE WEIR SLALOM, (3). Details: C. B. Manton, 11 Stepping Stones Road, Coventry, CV5 8JT. (WORCESTER/LEAMINGTON CC)

14th/WALSHAM SLALOM, (ON). Details: J. Butt, 4 Lindsay Road, New Haw, Weybridge, Surrey. (WOKING ADVENTURE GROUP) 120 limit.



LONG DISTANCE

7th/CHELMSFORD L-D, B13 P10. Details: M. A. Marriage, Budds Farm House, Highwood, Chelmsford, Essex. (CHELMSFORD BC) CD 30th May.

14th/YOUTH LONG DISTANCE RACE, 2nd of series. Details: L. Harman, 26 Sutherland Road, South Park Avenue, Norwich, NOR 82F. (Sponsor AVONCRAFT) CD 8th.

21st/POOLE HARBOUR CIRCUIT RACE, A13. Details: OIC Canoeing A. T. U. R. N. Poole, Dorset. (ROYAL MARINE CC) CD 14th.

28th/HEREFORD L-D, B11. Details: B. Webb, 7 Hafod Road, Hereford. (HEREFORD CC) CD 18th.



SPRINT

6th-7th/BRIGHTON REGATTA, open sea sprint. Details: M. Boyle, 14 Nutley Avenue, Saltdean, Brighton. (BRIGHTON CC)

13th/SOUTHAMPTON TWON REGATTA, Sprint events, open water. Details: G. C. Good, c/o Calshot Activities Centre, Calshot, Hants.

13th/NATIONAL CHAMPIONSHIPS, K4 10,000m. Details: Paddling Mate, Royal Canoe Club, Trowlock Island, Teddington, Middx. (ROYAL CC)

14th/PADDLING CHALLENGE, K1 10,000m. Details: Paddling Mate, Royal Canoe Club, Trowlock Island, Teddington, Middx. (ROYAL CC)

28th/NATIONAL CHAMPIONSHIPS, K2 10,000m. Details: R. Emes, 147 Gravelly Hill, Erdington, Birmingham 23.



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-

4th-5th/AUSTRIA: International Slalom and Wild Water Race, Spittal.

4th-5th/CZECHOSLOVAKIA: International Slalom and Wild Water Race (juniors 1952), Vir.

4th-5th/JUGOSLAVIA: International Regatta, Sprint Belgrade.

11th-12th/CZECHOSLOVAKIA: International Slalom and Wild Water Race, Lipno.

11th-12th/RUMANIA: International Regatta, Sprint, Snagow.

18th-19th/GERMANY: International Slalom, Augsburg, Federal German Republic.

25th/DENMARK: International Long Distance, Hellerup-Elsinore (35km).

31st-2nd August/DENMARK: World Sprint Championships, Copenhagen.

TRAINING WITH RICHMOND

Every Tuesday or Thursday evening can guarantee to see over twenty paddlers out training on the Thames from the Richmond Canoe Club. The club invites anyone, particularly the younger paddler, who is interested in racing to join them. Especially welcome will be enthusiasts between 13 to 17 years.

Training sessions start 6.30 sharp from the club - for those who do not know the address: Richmond Canoe Club, Lansdown Boathouse, Petersham Road, Richmond, Surrey. Tel: 01-940 9898.

Love Letter to a River



STORY:
brigitte engel

PHOTOGRAPHS:
elmar engel

CONTINUING FROM LAST MONTH....

For more than a week we travelled without seeing another soul. At times we could watch some moose cows, a bull swimming across the river some hundred yards in front of our boats, a black wolf disappearing into the bush, a porcupine and - even a wolverine. Some days later we saw a wolf quite close on the bank - he didn't look as horrible as I had expected and Charlie mused, "Now you can tell those at home you've really been in the wild country now you have seen a wolf!"

The Indian summer began to change the landscape with unbelievable colours, colours that are never to be seen in 'tamed' Europe. As the days passed, Charlie taught us so many things about life and survival in his beloved wilderness. We learnt to find the best places for putting up a tent in cold, clear nights; lighting a fire with birch-bark; constructing a log cabin.

"Fire makes the wilderness a home," Charlie would say, and sitting around our night fires he would tell stories far into the night - he was full of stories of the old Northerners, full of jokes. When he described almost endlessly to Elmar how to set traps, and skin a beaver, I would yawn after all day paddling and he would smile and say, "Oh, Brigitte, I know you are interested," while to Elmar, "That's what my wife always tells me, I talk too much!"

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I got used to the tracks of bears and wolves on the banks, I learnt how to read them and to distinguish the difference between moose and caribou tracks. Also I wasn't scared of wolves anymore - well, if I'm honest, not too scared. In the absolute silence of this peaceful country their howling was so far away. . until one night! I had just fallen to sleep, I guess, and then sat up in my bag suddenly, shook the sleeping bag beside me.

"Elmar, a wolf, just beside us - oh no!"

My husband didn't pay great attention to me and grumbled, "Don't be silly! -- OH! -- really a wolf! Where the hell is our gun?" The gun, of course, but the gun was down in the kayak. I trembled, listening to the frightening sound, tears running down my cheeks.

"The gun - on Elmar, I want to go home!" but I doubt that this was the best idea at the time, and this damned howling did not stop.

"But the noise is in Charlie's tent," exclaimed Elmar as he opened the zipper of our canvas home (what a brave man I had married!).

"A wolf in our friend's tent? Oh no!" I kept crying. "But that's Charlie himself! Perhaps a heart-attack? Charlie?"

"HU, Hu, hu. . . ." - "Charlie?" - "Hu, hu, hu."



With gun and two Canadian Geese over the foredeck, Elmar returns from hunting - for three days we can live on something other than fish.



A Black Bear on the river bank looks up to see who the newcomers are to 'his territory'.



Sunset mood
on the Mackenzie.



Charlie - the old trapper of Alaska who became our companion and guide on our trip through the wilderness of Canada. An Alaskan flag decorates the bow of the canoe, while an eye painted on the paddle, according to Indian superstition, looks for danger under the water.

"Charlie, everything all right?" - and finally a voice far away - "Sure Elmar, I'm fine!"

Next morning there was an innocent smile on Charlie's brown face. "I'm sorry, Brigitte, that I frightened you. But I dreamed a grizzly was tapping around my tent, I'm used to howling like a wolf for that scares them away, you know!"

Why not noise, I thought? Noise, like howling, clapping hands or rattling a can filled with stones are supposed to be the best way to chase a beast away.

"But Brigitte, wolves are not the horrible animals they are called. Remember that they are the forefathers of our dogs, and would you damn the ancestors of man's best friend?" Charlie went on "You should read Lois Chrisler's 'Arctic Wild!' (Later I did read it, and now share Charlie's and Mrs Chrisler's opinion.) Now in the strong sunshine we all laughed about the nightmare, but even so, Charlie felt forced to compensate for our fear. For a delicious change of our diet potatoes (mashed processed potatoes) and pancake meals, he shot two Canadian geese. I fried them with cranberries and the last of my cheese, along with rice. It was excellent indeed, but in preparation the rice was getting more and more in my enormous bucket!"

"Brigitte," enquired Charlie, "how long have you been married? You have to carefully measure rice... so take just one cupful... I know you are interested.!"

Yes, I learnt much from Charlie, beside cooking... I learnt to wait (which is very important in a country where 'mother nature' is still boss), to wait until the wind dies down, until the rain stops, until... my men come back from goose hunting. I learnt also the American saying, 'Wild Goose Chase' - running after something but never catching it...

Goose hunting is very difficult, the geese are always sitting where they can see both upstream and downstream, and the slightest movement or smallest noise will frighten them away. However the goose had been so delicious that a few days later Elmar and Charlie went hunting again... For three hours I sat on a gravel bar, getting a sun-tan, making some notes, taking a bath in the unbelievably clear Bell River, watching a beaver crossing to the other bank and a whisky-jack tasting the pilot biscuit beside my cooking gear. I was listening to the melancholy cry of a loon, when suddenly two shots rang out and fifty or sixty brown-grey geese flew across the river in wild escape. Then the men returned, oh so proud... no hunting trophy of course, but that's not the important thing, it was food! I think they were hunters like our forefathers, hunting in the real sense of the word, hunting for survival. However, Charlie soon forgot the chase.

"We have to move on Elmar, we'll have miserable weather soon, I went up the Coleen in late August before, it was pouring rain - and Brigitte, you'll never get dry clothes then. It will be cold and you should have woollen underwear as well."

"But I do have woollen underwear," I retorted, "in the waterproof sacks way down in the kayaks."



Mashed potatoes and white fish - cooked over an open fire in the wilds it was eaten with more appetite by three canoeists than could have been provoked by lobster or crab in a plush Paris restaurant....

TO BE CONTINUED....



AGE-TRADE PAGE-TRADE PAGE-TRADE

TRYLON CARBON FIBRE

We sell carbon fibre in small quantities. Our customers are using it for a variety of projects such as body panels for sports cars, canoes, crash helmets, paddles. Ten metres costs £2 and is sufficient to re-inforce 2sq. ft. of a laminate. Thus the cost is not unreasonable if small areas of high stress or maximum resistance to bending are chosen.

We have taken professional advice and understand that although it may be possible for users to patent specific and clearly defined configurations of carbon fibre in a lay-up, it is not possible to patent the general use of carbon fibre in any given product. For example, the overall use of carbon fibre in canoes is no more patentable than the use of glass fibre in canoes.

Britain leads the world in making the best carbon fibre but the benefits that this country can obtain will depend on how quickly we learn to use it. Canoeists can help to evaluate it in all kinds of ways. If we don't, the Americans certainly will and it would be a great pity to see a brilliant British invention exploited by other countries.

Yours sincerely,
R.D. Sawtell,
TRYLON LTD.

AVONCRAFT WETSUITS

AVONCRAFT have opened a new department to cater for the ever increasing demand for wetsuits in the watersports field. The range will include tailored 'SUBA' wetsuits and SHORTIE KITS, plus a complete backup of materials and accessories for manufacture.

The neoprene, lined or unlined, is supplied in sheet or kit form and is manufactured to a new formula offering greater suppleness and comfort to the wearer. The maximum sheet size, 9' x 4', is the largest available in the U.K. and allows considerable savings both in material and cost when cutting. It is hoped in the near future to increase the size to 10' x 4', thus increasing the cutting area still further.

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expedition ON THE MED

an account by SGT. J.M. BULL

The brochures say 'Sunny Malta' and this is very true. As a posting in Service life, the general attitude is to take the opportunity to just laze about. However, Malta offers a great deal of sport to the canoeist - no slalom of course, but very many interesting long sea trips can be undertaken (around Malta, Malta - North Africa, Malta - Sicily and many more).

My battalion, the 1st Queens Lancashire Regt., seems to say yes to anything I do (within reason), no doubt hoping that one day 'the mad canoeist' will never return! Alas on the horizon there appears a speck, 'Oh he's back again, now what next?' is the usual comment that greets my return....

With three new Klepper 'Comrades', which we found ideal for sea canoeing, we had a keen group of six willing to go almost anywhere. After some discussion we decided to paddle to Sicily, a distance of about 100 miles. There followed days of seeking permission to undertake the trip, arranging for a covering boat and putting in some training, but at last things were complete and we had a date for our little expedition. Regrettably it was a force start, shortly after the political situation in Sicily was such that no force of any kind was allowed in the island, a pity, for our idea was to just touch Sicily and then head back....

During our training time we had managed a good



Training off the Northern part of the coast of Malta.



few paddles round Malta – just on 40 miles – an average trip taking about 12 hours. On one occasion we saw a large Tunafish less than ten feet from our kayaks. With the Sicily trip cancelled we decided the next best was a trip round the Malteas Islands giving us 90 miles of paddling. The hardest part of the expedition was the liaising with the Marine Section (R.C. T.) for a covering boat but eventually the weekend of 18th/19th October was agreed.

Still things did not go right, the weather broke and our trip was postponed due to heavy seas. A week went by, we arranged another trip but again the weather was too rough. After more phoning we paid a visit to the R. C. T. Marine Commanding Officer and he explained if he had anything to do with it 'you WILL do the trip on 4th/5th November. . . .

The 3rd November we spent packing and checking our kayaks – everything was now in our favour, calm weather but with a swell on the sea. However once we were on our way the weather could do anything within reason . . . It did!

It was 0430 on the morning of 4th November, 'Snap' with L/C Paddy Moran and L/C Tom Talbot, and 'Pop' with Sgt. Johnny Bull and L/C Chopper Oman, met the R. C. T. launch and turned left out of the bay – our 'route' kept the land on the left! (The third crew of 'Crackle' Cpl. Jeff Headly and L/C Peter Loftus did not start owing to a rugby match the day before which left Jeff in hospital with a broken nose!) The conditions were good, our lights were working and as expected around 0530 there was a most beautiful sunrise spreading across the water.

We carried on all through the morning, making a quick breakfast of dates. However as the day pro-

gressed the weather conditions began to deteriorate and by 1300 hours the sea was quite choppy. Of more trouble was the fact that, due to rough treatment, 'Snap' began to leak. Paddy Moran had recurring stomach cramp, while Tom Talbot was very cold with the water swilling around in the kayak. We managed to bale out the kayak and headed across the Gozo straight to Malta. This was mid-channel with no cover for ten miles, the sea conditions were worsening; waves above four feet high which made it more interesting but was of no value to the damaged 'Snap'. Soon the kayak would be needing a periscope, and the paddlers snorkels!

With conditions becoming even more difficult and both paddlers in 'Snap' suffering exhaustion and cold, it was decided to pull the crew out and and put them on our cover craft 'Scrooge'. With everything moving up and down this proved harder than would be imagined – the kayak receiving a few more holes as it was hauled inboard. Our last crew went on and it took another 4 hours to reach the Malta coast. Darkness was now closing in, we had hoped for a good moon but no such luck Following close to the coastline 'Pop' pushed on and at last Valletta, Malta's capital came into sight. It was 1400 hours on the morning of the 5th November – we had made it, but completely shattered

EXPEDITION DETAILS: Total Distance 98 miles; **EQUIPMENT PER KAYAK:** Spare paddles, 50 ft Nylon line, Buoyancy, Silva Compass, Life Jackets, Torch; **SAFETY:** 1 inch Signal Pistol, 3 Red/11lu 1 inch Flares; **FOOD:** Normal 24 hour pack (Service type), Glucose, Dates, Water. **KAYAKS:** Klepper Comrades.



Sgt. Johnny Bull and L/C Chopper Oman in 'Pop' – the only crew to finish the trip.

BEGINNING CANOE SPORT

STANTON/CLARK

part 5

SLAP LIFT

This is used to stabilise the kayak when, because of rough water or some other cause, the kayak suddenly heels to the extent that it may capsize. The blade on the side to which the kayak is heeling is placed flat to the water surface (Fig. 69) and pressed down into the water sharply. By this means the kayak may be righted. This usually had to be done instantaneously and the blade hits the water with a slap, hence the name. Do remember however, that it is not the slap that holds you up but the pressure that follows.

The blade should take the water directly abeam and well away from the kayak (Fig. 70). If the boat is not righted by the first push, do not despair but keep the pressure on until the blade is almost under the boat (Fig. 71). To bring the blade back to the surface, rotate the paddle through 90° so that it is brought out edgewise.

This stroke is usually a high stroke, and is most effective in this form. It can however be done as a low stroke, in which case a change of control will be required on the control side.

STERN RUDDER

Take up the position shown in (Figs. 72 & 73), use plenty of twist to get the near elbow on the aft deck and the near wrist over the gunwale. The immersed blade is vertical. Now give the kayak some headway, stop paddling and take up this position. Raise the far hand to put the blade well into the water so that it operates as a rudder, turning the kayak to the side on which the stroke is taken (Fig. 74). Moving the far hand inboard will tighten the turn. Do not lean on the paddle, as it provides no support in this position.

Now try the same thing with sternway on.

STRAIGHT DRAW

This is one way of giving the kayak beamway, or

moving it sideways. The kayak moves toward the immersed paddle. Hold the paddle with one blade tip touching the water dead abeam, and the face of the blade towards the kayak. The near arm should be straight and the far hand above your head (Fig. 75).

Draw the blade toward the kayak using twist to bring the near elbow behind you (Fig. 76). This will allow the paddle to come close up to the kayak. The boat will now be moving sideways so quickly rotate the paddle by swinging the near elbow round the shaft (Fig. 77). This prevents the blade being carried under the kayak. Now move the paddle away from the kayak edgewise, both wrists are flexed somewhat during this recovery. When the near arm is straight, both wrists are straightened. The paddle is then in position (Fig. 78) ready to repeat the cycle, the action being continued until the kayak is moved to the required extent. When you have the hang of this, keep the blade deeper in the water, completely immersed and the far hand will be about in front of the forehead throughout.



(Fig. 69)



(Fig. 70)



(Fig. 71)



(Fig. 75)



(Fig. 72)



(Fig. 76)



(Fig. 73)



(Fig. 77)



(Fig. 74)



(Fig. 78)

AROUND & ABOUT AROUND & ABOUT

APPLETREEWICK

APPLETREEWICK in Wharfedale is a beautiful place and provides excellent canoeing. However like all popular places the river is in danger of becoming overused by canoeists and thus there is a danger that if it continues permission for navigation may be totally withdrawn.

Specific conditions and times for canoeing at Appletreewick have now been agreed with Wing-Commander Knowles-Fitton - the riparian owner. It is essential that we all keep to these if we are to maintain his co-operation. He has been somewhat inconvenienced in the past by the large number of inquiries and his privacy has been broken by repeated visitors, letters and phone calls.

All enquiries for canoeing at Appletreewick should now be directed to M. J. Markham, 22 Wrenbury Crescent, Leeds, LS16 7EG (Tel: Leeds 675 235), who has taken on the task of strict control of canoeing from the local B.C.U. River Advisor. Details of times at this site will be sent on receipt of S.A.E.



It maybe that 'Appletreewick' has become something of a glamour word to many canoe groups. Other rivers in Yorkshire are just as good - why not try a different cruise this year?

D-W CANADIAN



This year's Devizes to Westminster saw only one Canadian crew paddling the course. The pair, D. Williams/G. Smith of the Richmond Canoe Club, gained the finish with a time of 34hrs 26 mins (provisional), not a record by any means but a very good effort.

CONSERVATION

Throughout the countryside there are many Nature Trails organised by Councils and Trusts. All of these are on dry land, but at Hickling Broad Nature Reserve the Norfolk Naturalist's Trust is organising a Water Trail.

ROLLING

The rolling sessions in London have now finished until October when the winter sessions and venues will again be announced.

ARUN L-D RACE

In brilliant Spring sunshine, the first Open L-D

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Race to be organised by the Worthing Canoe Club was competed over a course on the River Arun, Sunday 5th April. Starting and finishing at the Black Rabbit Inn, the circular course ran upstream to Greatham for seniors and to Bury for juniors and womens classes, turning at these points to continue downstream round the Burpham reach to finish at the start position. The two portages took toll of the soft-skin craft with holes from sharp blackthorn hedges. Judged to be an enjoyable course and race by the competitors, there were some very fast times recorded by leading paddlers in most classes.

WINNERS FOR LONDON CLUBS

Both the Richmond and Royal Canoe Clubs have recently gained very expensive additions to their fleet of club kayaks in the shape of two new Winner K4 kayaks. With Richmond also buying the Sandhurst K4, the total of fours between the two clubs is now 4 boats.

NOVICE RULES

The B.C.U. Sprint Racing Committee made a change in the rules for novice paddlers early this year. As from this season, a novice paddler in sprint racing will not go into junior status after competing in a specified number of ranking events but will now only go to junior status on promotion granted by the committee.

Any paddler now uncertain of his status should contact: R. Lawler, 41 Simplemarsh Road, Addlestone, Surrey.

SHEPPERTON SLALOM CC

Secretary for the Shepperton Slalom Canoe Club is R. Smith of 52 The Drive, Morden, Surrey and not N. Unwin as stated in the March edition of 'Canoeing Magazine'. Mr. Unwin is in fact Press Secretary.



ISLEWORTH BURNT OUT

In the early hours of the 16th April, the Isleworth Canoe Club was, for the second time in five years, completely burnt out with total loss of all canoes, kayaks and equipment.

Loss on the first fire was only 8 craft but this latest fire, with total destruction of the clubhouse, over 40 craft have been lost. Although the equipment was insured, it will take some nine months before settlement and is thus a great set-back to the club whose membership and activities have been increasing at a pleasing rate over recent years.

RESULT ROUND-UP



WHARNCLIFFE SLALOM 22nd March

Novice Division MENS K1

1. N. Timmins Manchester CC	263/210pts
2. G. Rochester Luton CC	253/229pts
3. P. D. Zillesen B. V. G. S. Bradford	265/236pts
4. A. Johnson	336/245pts
5. P. C. Lavery West Yorks CC	480/256pts

LEVEL WILD WATER TEST 22nd March

W/W RACING KAYAKS (Silver 1st Class)

N. Morley Lakeland CC	6.07
Heather Goodman Lakeland CC	6.41
G. Carroll Lakeland CC	6.47
D. Crolla St Bedes CC	6.56

SLALOM K1 (Silver 2nd Class)

N. Morley Lakeland CC	7.24
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SEA CADET CANOE RACE 7th March

SENIOR CLASS

Cap. A. Marfleet/IC S. Jeacock Aylesbury	8hr 03
---	--------

JUNIOR CLASS 'A'

LS A. Crossman/L/Cpl R. Parry Aylesbury	5hr 07
--	--------

JUNIOR CLASS 'B'

PO B. Rooney/LS D. Clark Maidenhead	5hr 24
--	--------

APPLETREEWICK SLALOM 15th March.

2nd Division

MENS K1

1. T. Rowntree Birmingham CC	199/198pts
2. D. Burkinshaw Birmingham CC	216/203pts
3. D. Smith Worcester CC	272/207pts
4. A. Williams Leeds Univ. CC	254/211pts
5. D. Woolf Lakeland CC	233/219pts

LADIES K1

1. J. Rowse Windsor CC	464/402pts
2. W. Horne Leeds CC	516/474pts
3. A. Evans Lakeland CC	587/480pts
4. S. Willis Don Valley CC	544/514pts

5. P. White Midland CC	880/673pts
---------------------------	------------

OPEN C1

1. J. Sibley Windsor CC	272/241pts
2. G. Goldsmith Brighton CC	270/248pts
3. G. Davis Chester CC	343/286pts

OPEN C2

1. Witter/Witter Chester CC	256/246pts
2. Allan/Williams Sheffield CC	451/255pts
3. Phillip/Allan Devas Boys CC	262/258pts

OPEN K1

1. K. Langford Manchester CC	---/161pts
2. R. Calverley Manchester CC	173/163pts
3. T. Young Leeds CC	178/178pts

RIVER ARUN L-D, WORTHING CC 5th April

CLASS 1A

1. E. Johnson Maria Grey Col CC	2:42.0sec
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CLASS 2A

1. T. Suckling/C. Brown 8th Worthing V. U.	2:42.30sec
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CLASS 4A

1. R. Rattle/A. Rattle Independent	4:15.0sec
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CLASS 1B

1. G. Martin Bourne Youth Wing	1:39.0sec
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CLASS 2B

1. C. Haskell/A. Walter 8th Worthing V. U.	1:38.0sec
---	-----------

CLASS 3B

1. J. Fowler 20th Bromley Scouts	1:50.0sec
-------------------------------------	-----------

CLASS 4B

1. M. Skinner/C. Kennett Sussex Const. CC	1:55.0sec
--	-----------

WOMENS OPEN

1. Miss J. Letchford Crawley B. C.	2:15.0sec
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LILLI PILLI CC SLALOM, AUSTRALIA Easter

OPEN K1

1. Peter Egger River CC	373/303pts
2. John Egger Rover CC	467/303pts
3. J. McGowan River CC	335pts

WOMENS K1

1. Jane Farrance Trinity CC (Vic)	293pts
2. Eda Sumegi Canobalas CC	428pts
3. Judy McCutcheon Trinity CC (Vic)	535pts

MENS C2

1. M. Denny/R. Farrance Trinity CC (Vic)	368pts
2. Egger/Egger River CC	393pts
3. Freeman/Freeman Lilli Pilli KC	442pts

MIXED C2

1. Jane Farrance/R. Farrance Trinity CC (Vic)	394pts
2. Julie Whitebrook/J. Egger Illawarra CC /River CC	485pts
3. Doreen Whitebrook/F. Whitebrook Illawarra CC	498pts

DOWN RIVER RACE

OPEN K1

1. P. Egger River CC	1:05.3sec
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NEW SOUTH WALES SPRINT CHAMPIONSHIPS - AUSTRALIA 7th/8th March

MENS EVENTS

K1 1000m

1. J. Southwood Canobalas CC	4:17.7sec
2. M. Raynor Victoria	4:18.5sec

K2 500m

1. J. Southwood/G. Johnson Canobalas/Maroubra CCs	1:50.8sec
--	-----------

K2 1000m

1. J. Southwood/G. Johnson Canobalas/Maroubra	3:47.0sec
2. D. Green/D. Maguire St George	3:50.0sec

WOMENS EVENTS

K1 500m

1. M. Buck Victoria	2:21.4sec
2. E. Sumegi Canobalas CC	2:25.6sec
3. S. Woods Central Coast	2:30.0sec

K1 1000m

1. M. Buck Victoria	5:13.1sec
2. E. Sumegi Canobalas CC	5:15.3sec



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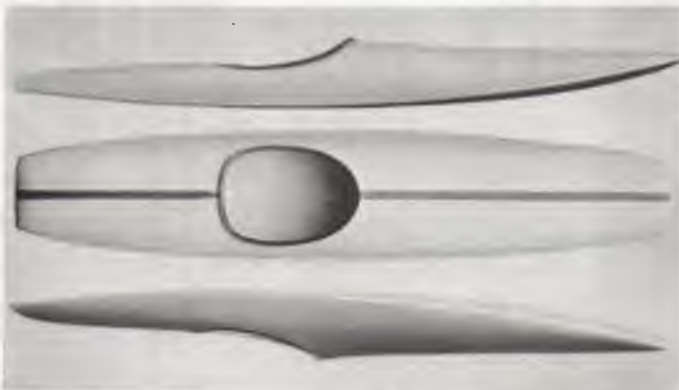


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