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LEADERS IN THE BATTLE FOR A LOWER COST WET SUIT

As a team, we still have much to learn in binding paddlers from different clubs into 'national' paddlers. Preparation for championships in the final weeks is a difficult task. In East European countries, teams have been together in camps, I would think for British paddlers 'long weekend' camps could be arranged before such important championships. Again in travel many of our team made their own arrangements to get to Copenhagen, such an important journey just a few days before World Championships should not be disregarded - it could mean the difference of one or two seconds down a 1000m course.

Maybe medals in sprint racing is just a pipe-dream; maybe I am hoping for too much; I am certain that these continentals are no supermen and with the right approach, the right training, our paddlers will one day make real world class...

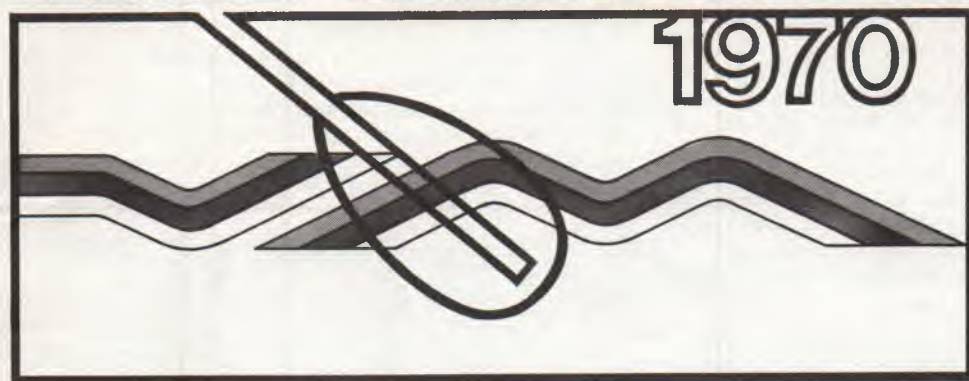


R. Avery and D. Parnham, with Rowland Lawler at the World Sprint Championships.

(Photos: CANOEING MAGAZINE)



WORLD CHAMPIONSHIP



WORLD CHAMPIONSHIPS 1970 - 26 nations, 352 competitors, an all time record entry in Championships that provided the fastest times ever.

The scene of the 8th World Championships in Sprint Canoe Racing was Lake Bagsvard. Surrounded by trees on low hills just a few miles outside Copenhagen, the lake was the perfect setting for the worlds' best to battle out 16 events. Throughout the whole of the championships, conditions on the water could not have been better, and thus the only thing the Danes could not guarantee - the weather - smiling on the Championships, the four days of competition proved as perfect as the setting.

Twenty-six nations competing - the largest number ever at any canoe championships. From across the world they came to prove themselves in kayak and canoe. Russians, Swiss, Italians, Canadians, Americans, Japanese, Australians, Poles, Belgians, and many more, certainly the greatest gathering we have seen in canoe sport.

The Championship opened with the usual parade of competitors, but the scene was not the traditional austere stadium, it took place in an amusement park decked with gay lights, flags, and water fountains. (For the official press - your editor included - there followed a trip around Tuborg and a sampling of their produce).

First events of the Championships were the heats of all the shorter sprint events, but with only four or five paddlers or crews to a heat with the first three going through to the semi-finals the racing proved a little unexciting or spectacular for those watching. In some heats there were only three competitors - this happened in over ten heats and is referred to in the I.C.F. Congress report - thus times varied a great deal depending on what paddlers were drawn against one another. Without the repercharge system being worked there were certainly plenty of 'hard-luck' stories. For instance in the Womens K1 Marcia Smoke of the U. S. A. was pushed into last place in a tight heat, making a time of 2min 12.79 sec that would have given her second place and through to the final in either of the other two heats. Dean Oldershaw of Canada was pushed

out of the first heat of the K1 1000 m, yet in the second heat there were only two starters, and only three starters in the third heat. The same happened in the K2 1000m, one heat having only two starters. The new I.C.F. ruling will eradicate this.

The second day of the Championships opened with the semi-finals of the 500m K1 and K2 events, followed in the afternoon by the finals of the 10,000m K2/C2 and K1/C1 events, and towards the evening the finals of K1 and K2 500m Men, K1 500m Women, and K4 100m.

K2 10,000m, the first final of the championships. From the first turn Kastenko/Konov of the U.S.S.R. led making a fine time of 41min 09.43 sec. As from the editorial, the British crew of Avery/Parnham were right up in the second three crews, holding on to the Poles and G.F.R. crew (West Germany). The Russian national anthem open the prize giving as it was to close the Championships.

In the K1 10,000, first to the turn was Erik Hanson of Denmark leading the Belgium Moens and the Russian Tsarev. The trio were some three lengths up on the Norwegian and Hungarian, and the position was unchanged by the third turn. However, Hanson could not hold off the Russian, likewise Moens could not the Hungarian and over the finish Tsarev took the win by six seconds from Hanson, Volgyi of Hungary taking the third. Laurance Oliver of Great Britain was in 8th place, two and three-quarter minutes down.

Later in the afternoon the K1 500m final produced a tremendous 1 min 47.19 sec win by the Russian Tichenko, Sledziewski of Poland gaining the second place and Jean Pierre Burny of Belgium taking the third with only tenths of seconds between them. Once again the Russian national anthem sounded across the lake, Tichenko standing proud - as he well might - while Jean Pierre was almost overcome with emotion, World Champion in Down River Racing and now tenths of a second away from a Sprint World Championship, certainly this man is a truly great canoeist.

Next down the 500m course was the Womens K1. Again the Russian paddler proved the superior,

Miss Ljudmilla Pinajeva producing a great 2min 03.71 sec to take the win. Making the second place was a paddler the British canoeists know well from regular trips to Zaanregatta. Miss Mieke Jaapies of the Nederland, after many years in canoe sport at last gained a coveted World Championship medal. Third place in the 500m went to a very pretty G. D. R. paddler, Miss Petra Setzkorn. Nineteen year old Miss Setzkorn was utterly overcome with emotion and tears streamed down her face. Even minutes later at the flag-raising she could still not control herself and her hand came to her face to wipe wet eyes. Over all the championships this young woman was one of the most outstanding paddlers. Although not gaining a gold medal she took away three medals - two bronze and one silver - certainly at nineteen she has a brilliant future in canoe sport.

Lars Andersson/Rolf Peterson of Sweden gained a popular win in the K2 500m, with the days events closing with yet another win for the Russian paddlers in the K4 1000m.

The final days competition started with the semi-finals of the K1 1000m, John Southwood of Australia gaining through to the final in the first heat, while Erik Hanson fell in a hard semi led by Shaparenko. In the same heat Lars Andersson gained through and 20 minutes later pushed through in the K1 1000m.

Late in the morning came what is certainly the most spectacular event of Championships the 10,000m K4. 16 K4s off the start and all racing hard for the first turn. What a sight right in front of the packed stands. First round the buoys was the Norwegian crew, cutting hard in on the G.F.R. (West Germany) four, with the Swedish crew on the outside. By the second turn the G.F.R. were making the lead, the Russian crew was out of the race with steering trouble, but the Norwegian were still well placed. By the last turn the lead was once again taken up by the Norwegian crew and at some hundred metres out from the finish the four put in the most sensational turn of speed one could wish to see. One second they were holding off the German crew, the next they were simply sprinting away at a fantastic rate...! Certainly it was the most exciting win one could see, and the West Germans had no answer to it. Soby/Amundsen/Berger/Johansen raised their paddles high above their heads in victory salute, a victory which seemed most popular amongst the crowd.

First race of the afternoon was yet again a sensational win. This was the K1 1000m. The win went to Alexander Shaparenko in a fantastic time of 3min 41.10 sec., the Russian being a clear second ahead of the Swede Lars Andersson. Sledziewski of Poland took the third place, while down in fifth - behind a West German, was Burny of Belgium.

The Womens K2 produced a fine win for the West German crew of Miss Renate Breuer/Miss Roswita Esser who were just clear of the Russian crew, while Petra Setzkorn/Petra Grabowsky of East Germany took the third place a second down from the winners. The mens K2 1000m gained the Austrian crew of Pfaff/Seibold the gold medal. Lars Andersson, with crewmate Rolf Petersson, gained his third medal of the Championships by taking the second place, closely followed by G.F.R. and U. S. S. R. crews.

11

After C events and the Womens K4, the 8th World Championships closed with the 4 x 500m relay. Here the Russians won very decisively from the Rumanian team. The strains of the Russian anthem echoed across the lake, the crowds withdrew, and the 8th World Championships came to a close....

The Danes can be well pleased with their arrangements for the Championships. "May the intention of our amateurs produce a professional result." the wish in the words of Allan Jonsen, president of the Danish Canoe Federation, certainly came to be....



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1. Alexander Shaparenko of U. S. S. R. with a fantastic time in the K1 1000m.
2. The K4 '10', first turn with the Norwegian crew leading.
3. A salute of victory from the Norwegian K4 crew.
4. Medal winners of the K1 10,000m, Tsarev, Hansen, Volgyi.
5. Tears from Petra Setzkorn after taking the third place in the K1 500m.
6. Jean Pierre Burny gets a pat from a clubmate after gaining third in the 500m.
7. Renate Breuer and Roswita Esser give a wave of victory after taking the K2 500m.

(Photos: CANOEING MAGAZINE).

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the month ahead

OCTOBER



SLALOM

4th/BUILTH WELLS SLALOM, (2nd DIV). Details: A.E. Smith, 81, Honiton Road, Wyken, Coventry. (WORCESTER/LEAMINGTON CC's).

4th/YORKSHIRE WILD WATER CHAMPIONSHIPS. Details: Miss W.E. Horne, 9, Castlefields Lane, Bingley, Yorks. (LEEDS CC).

4th/LEVEN WILD WATER TEST. Details: E.B. Totty, Craigmuir, High Knott Road, Arncliffe, Carnforth, Lancs. (LAKELAND CC).

11th/LLANGOLEN TOWN SLALOM. (1st DIV). Details: R. Witter, 5, Walnut Close, Upton-by-Chester, Cheshire. (CHESTER CC).

11th/POTARCH SLALOM, (3rd DIV/ON). Details: S. Fisher, Department of Physical Education, Butchart Recreation Centre, University Road, Aberdeen. (ABERDEEN UNIV. CC).

18th/INTERNATIONAL CANOE SLALOM, LLAG-OLLEN.

25th/ARMA THWAITE SLALOM, (2nd DIV). Details: G. Fletcher, 20 Kirkstead Road, Belle Vue, Carlisle, Cumberland. (CARLISLE CC).

NOVEMBER

1st/LUNE SLALOM, (1st DIV). Details: J. Icton, 153, Dale Road, Spondon, Derby, (MIDLAND CC).

1st/LUDLOW SLALOM, (3rd DIV). Details: R.B. Leadley, 1, Silver Birch Road, Streetly, Sutton Coldfield, Warks. (BIRMINGHAM CC).

15th/WELSH DEE WILD WATER RACE (IV). Details: F. Bennett, 22, Chaucer Avenue, Reddish, Stockport, Cheshire. (MANCHESTER CC).

15th/LEVEN WILD WATER TEST. Details: as above.

22nd/EDEN WILD WATER RACE. Details: R. Marsden, Primrose Hill Farm, St. Michael's Road, Bilsborrow, Preston, Lancs. (LAKELAND CC).

29th/ROYAL DEESIDE WILD WATER RACE. Details: S. Fisher, Department of Physical Education, Butchart Recreation Centre, University Road, Aberdeen. (ABERDEEN UNIV. CC).



LONG DISTANCE

4th/WEY LONG DISTANCE RACE (non-ranking). Details: M. Carvell, 120 Stafford Road, Caterham, Surrey. (CATERHAM CC).

18th/KENNET RIVER RACE. Details: B14. P16. M. Brown, 1, The Pentlands, Kintbury, Newbury, Berks. (KENNET VALLEY CC) CD 7th.

18th/YOUTH LONG DISTANCE RACE, final of the series. Details: D. Bennett, 18, Howbury Street, Bedford, Beds. (Sponsor Avoncraft) CD 12th.

25th/CAMBRIDGE LONG DISTANCE RACE, B14 P4. Details: P. Chanin, Flat 2, 116, Chesterton Road, Cambridge. (CAMBRIDGE UNIV. CC). CD 15th.

NOVEMBER

15th/EXE DESCENT CANOE RACE. B19 P10. Details: C. Leach, 41, Old Tiverton Road, Exeter, Devon. (EXETER CC).



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.

Always mention

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when answering
Advertisements

COACHING NEWS

BCU AREA TESTS

Area Organisers are finding it increasingly difficult to arrange casual dates on which to test or examine candidates for the various Proficiency Tests or Coaching Awards. To overcome these difficulties many are already arranging weekends at Centres to which candidates may come for examination. Some of these weekends are residential, and candidates are expected to stay for the whole period.

With the number of candidates ever increasing it may become necessary for such a system of Assessment Weekends to become compulsory, certainly for the higher awards such as the Advanced Tests of the Coaches' or Senior Instructors' Awards. Those wishing to take any of these are therefore advised to watch for announcements and apply to attend as early as possible.

COACHING & ASSESSMENT WEEKENDS

In the past 'Canoeing Magazine' has found it impossible to include dates of 'Coaching Weekends' in our 'Month Ahead' page. However we are constantly trying to widen the scope of the magazine and not devote all our pages to the competition side of the sport. Thus, providing enough material comes in, we will run a regular round-up of Coaching News.

October sees a number of Coaching Weekends and the first of the new Assessment Weekends. Dates are given below and course fee; details of the syllabus for the different awards can be found in the B. C. U. Handbook.

2nd/4th October.

SOUTHERN COUNTRIES COACHING WEEKEND at The Outward Bound School, Holne Park, Ashburton, Devon, Full course fee £3.15.0. Details: A. R. Beale, 9 Dean Terrace, Liskeard, Cornwall, PL14 4HG.

9th/11th October.

SENIOR INSTRUCTORS/ COACHES COURSE at Bisham Abbey, National Sports Centre, Marlow, Bucks. Full course fee £4.10.0. Details: CCPR (L & SE) 160 Great Portland Street, London, WIN 5TB.

20th/22nd November.

COACHES AND SENIOR INSTRUCTORS EXAMINATIONS (INLAND) - ASSESSMENT WEEKEND at Bisham Abbey National Sports Centre, Marlow, Bucks. Full course fee £4.10.0. Details: CCPR (L & SE), 160 Great Portland Street, London, WIN 5TB.

This is the first assessment weekend to be arranged by the London and South East Region on behalf of the British Canoe Union, and will be the pattern of the Senior Award Examinations in the future. Candidates should attend the whole weekend and will be assessed on their practical performance, theoretical knowledge, individual, and group teaching.

13th/15th November.

COACHES AND SENIOR INSTRUCTORS EXAMINATIONS (SEA CANOEING) ASSESSMENT WEEKEND at Calshot Activities Centre, Hampshire. Full course fee £7.0.0. Details: CCPR, Watlington house, Wallington Street, Reading, RG1 4RJ.

This is the first assessment weekend of sea canoeing and likely to be the prototype of courses in the future.

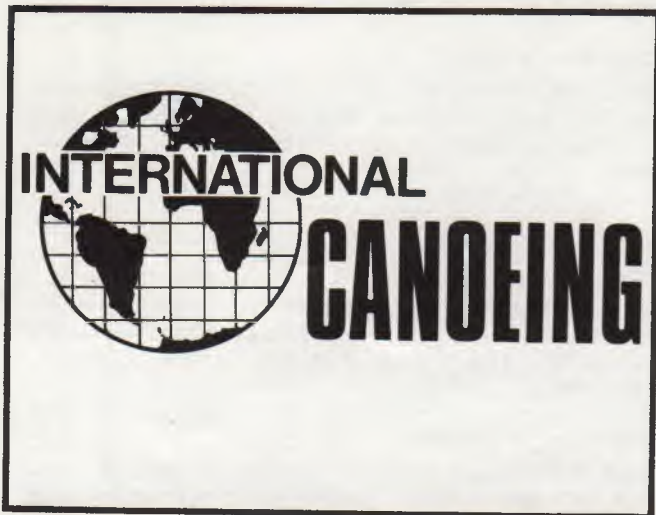
TOUR OF NATIONAL COACH

Oliver Cock will be in the London and South East Region from November 19th/25th and during this period he hopes to meet as many Coaches and Instructors as possible. The following events have been arranged, and it is hoped as many as possible will attend.

23rd November.

Crystal Palace National Sports Centre - Lecture Room, Discussion on the problems related to coaching and canoeing in general, including the changes in the coaching scheme. Fee 2/6.

Details of both above from: CCPR (L & SE), 160 Great Portland Street, London, WIN 5TB.



ENGLAND

CHANNEL CROSSING

The National Association of Boys' Clubs, following their 'Little D Day' crossing of the English Channel in 1967, organised a second crossing on 24th August. This year just under 70 paddlers made the attempt, including one young girl (Gillian Tarrant of Crawley Boys' Club). Crews started off in calm conditions but towards the French coast the sea became very choppy and many retired with exposure or sea-sickness. Of the 68 starters 36 paddled the entire course in a time of 7 hours. Captain Sammy Cole, N.A.B.C. Adviser for Physical Recreation, was organiser and leader of the attempt. Sammy Cole - now 63 years of age - certainly believes in instruction by example, he paddled the complete distance. Miss Tarrant also completed the course but had a change of six partners during the crossing - what now the superiority of the male?

AUSTRALIA

AUSSIES ON THE ARKANSAS

The first Australians to enter international slalom events have proved to be Peter and Eda Egger. They flew to Salida, Colorado in June to compete in the Salida Slalom, and the United States National Down River Race on the Feather River in California, and also the Creede Slalom on the Rio Grande.

Peter's performance will give all Australian white water canoeists great heart, as they now have a measuring stick on the international standard. Competing at Salida was the eight times German Champion and one time World Champion,

Bernd Kast. In addition, there were paddlers from Czechoslovakia (Stan and Ema Chaldek), Austria, Canada, as well as the U. S. A.

The Salida slalom course proved to be a half mile run over fast moving water, with 20 gates, passing under the railway and road bridge. Kast gained the first place. Peter Egger came 7th out of 45 starters, a great effort. He had moulded his kayak only the day before and it was still a little floppy. Eda finished 8th out of 13.

On the Rio Grande, Peter came 3rd to Kast in the Creede Slalom, while in the United States National Down River Race on the Feather River, he came 6th out of 20. This race was over 5 miles on quite boisterous water.

Salida, a town of only about 5,000 persons, has gained international fame because of its Arkansas River Race organised by the Fibark Boat Club. The race starts at Salida and finishes for women at Bear Creek, (such a picturesque name) about 5 miles from the start.

Peter and Eda were looked after by the Fibark Boat Club, allowed to stay in the club house which was a two story hotel purchased by the club itself and decorated by various groups in the town. They were taken to TV interviews at Pueblo and made very welcome by the townsfolk.

Australian white water canoeists are grateful for the Egger's enterprise in venturing forth in this way and offer their sincere congratulations. It is to be hoped it proves to be just the curtain raiser for many more Australian international starts in slalom, including a fair share of the Olympic Team places....

SOUTH AFRICA

SOUTH AFRICAN L-D

The ten mile long distance race for K1s held at Pienaarsriver Dam on 22nd August, was won by I. Brachley of the Pretoria CC making a time of 1hr 20sec. Second in the event was Brian Brockie - many of the British paddlers may remember him from days when he raced for the Ayrshire Kayak Club - who gained a time of 1hr 22min 17sec.

KEEP UP TO DATE WITH

**CANOEING
MAGAZINE**

EVERY MONTH

touring

part 1

the BARROW

by T.F. O'Sullivan.

"There he goes, men; into the castle!"

The sheriff's men spurred their horses through the ruined gateway into the castle ward, the clatter of their hooves echoing from the crumbling walls. Up the narrow stairway in the ancient keep the fugitive galloped until he and the stolen horse he rode were silhouetted on the battlements high above.

"Confound the fellow! He'll turn into a bird next!"

The sheriff brought his sweating horse to a halt and slid to the ground. He hated to get off his horse, for he was very fat and it would take two men to get him on again. Besides that, the gout was at him.

"Up here, Your Honour," came a cheerful call from the top of the tower. "

The sheriff growled with exasperation, "You sharn't escape me this time, me lad. Descend, in the name of the King!"

A derisive laugh floated down from the battlements, "A fig for the King, and half a fig for three, Master Sheriff. "

Cautiously the sheriff and his men edged their way up the ancient stone stairs. They had him this time for sure. Cahir of the Horses, darling of the Barrow folk, Irish Robin Hood who stole from the rich to feed the poor; the sheriff has sought him for many a year, but the rascal led a charmed life. Whenever he stole a horse he turned the shoes back to front on it so that the sheriff thought he had gone east when in fact he had gone west, so he usually chased him in the opposite direction. It was enough to give a man the Ague.

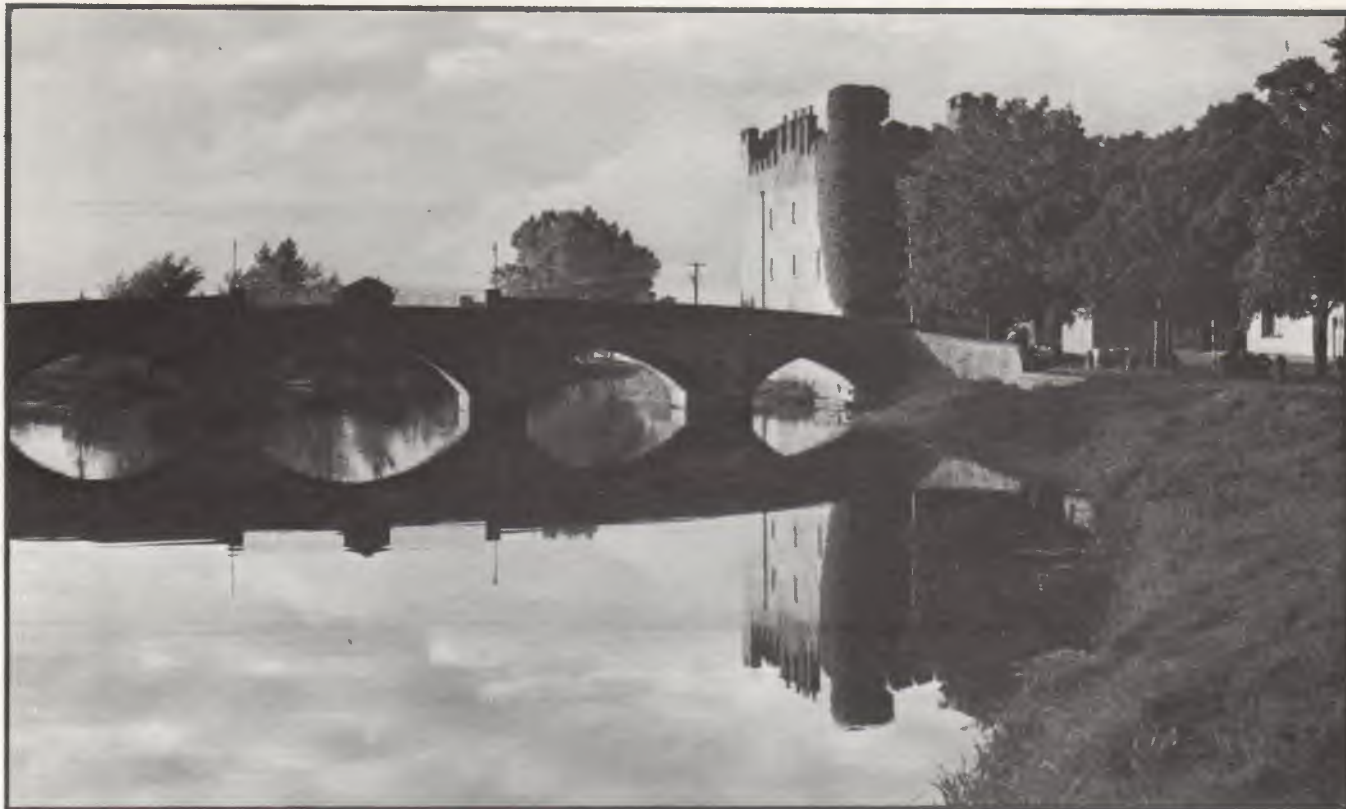
They didn't catch him this time either. For as soon as the sheriff's men set foot on the platform at the top of the tower Cahir rode his horse straight for the battlements and leaped them, landing with a crash in the moat below. When the sheriff and his men got to the bottom of the stairs again they found the horse

dead in the moat, but no sign of Cahir, who managed to drag himself to the river bank and let the current carry him gently away. . . .

Very early one morning last Easter, I lifted the tent flap and looked out at the river where it flowed quietly under the grey walls of the castle. The level sward between the river bank and the ruined gatehouse was white with hoarfrost and a heavy mist hung over the surface of the water. Pity the man; horse-thief or not, who would have to drag himself over that frosty ground and into the water on a chilly morning such as this! But the sun would soon rise from behind the ancient keep to soak up the river mist and make diamond of the frozen dew. It would be another fine day. Meanwhile the tent was cosy and my sleeping bag was warm, there was no mad rush about getting up.

If you are a river-bank rambler, one of the small but intrepid band, you can search out the source of the Barrow in that magic well on the Barne Mountain that overflows if you gaze too rudely into it, and you can tramp all the 119 miles from there to Hook Head, through the Quaker towns and Huguenot towns, and past many a marcher fortress of the Pale. This is Ireland's second longest river, and one of the few to be a navigation. Pleasure cruisers from Dublin reach it, as the canal boats once did, by turning left at Lowtown, which is neither low or is it a town: just a cottage at the summit level of the Grand Canal. Canoeists can launch as high on the Barrow as Mountmellick, but there is better water at Porterlington, which is also well served by rail.

We had launched the previous evening six bridges above Porterlington. I remember the distance in bridges rather than miles, because those bridges caused us a good deal of trouble. We were using Brian's new Kaye! Touring Double, built in the garage with love, care, and curses, during the Chris-



Ivy-clad castles that have seen their last battle - The Barrow at Athy.

tmaholidays, and this was to be our first long trip. Our departure was attended by a good deal of ceremony, with a family picnic on the river bank in brilliant Easter sunshine and, after launching, a short trip upstream so that we could be photographed as we paddled back down again at our full cruising speed, as dignified as a square-rigged three-master under full canvas. Alas, the bridge just below our launching point proved to be silted up; we ran our nose full-tilt into a gravel bank, the current swept our stern around and we were carried ignominiously backwards through the bridge, followed by the anxious farewells of the family, who were not to see us again for a week - if they were to see us at all!

We camped that night on the flat grassy river bank beside Lea Castle, from the tower of which Cahir of the Horses made his legendary leap. We had survived four or five more vicious bridges, all choked with trees and flood debris, and were feeling slightly legendary ourselves, although we still had eighty miles of river ahead of us.

Next morning we climbed the same stone stairs where Cahir had galloped his unfortunate horse, and peered giddily into the moat, deciding that we would have tried our luck with the sheriff rather than take THAT dive. The view from the tower over the flat wooded Kildare plain was superb. The mists had lifted completely and the countryside beneath us was flooded with the clear light of a spring morning. Away to westward the little town of Porterlington huddled under the cooling tower of its power station that sat in the flat landscape like an ugly lampshade. To the north was the brown blanket of Clonsast bog,

and behind us in the east the Barrow wound away through marshy river meadows, reminding us that we had many miles to paddle and that it was time to be getting down river.

If you are a white water canoeist, who insists on his rivers being sown with rocks, rapids and other hazards for all their length, then the Barrow is not for you. This is a deep river, navigable by barges and cruisers for most of its course. It has its rocks and rapids, and all the excitement one could desire, in the short stretches below the weirs, but the general character of this waterway is that of a broad, placid stream, winding through rich, wooded countryside, past quaint old-world towns and fairytale castle ruins, and under many ancient graceful bridges. We paddled eighteen miles that day, stopping only at the interesting village of Monasterevin for milk and eggs, until we reach Athy, one of the most pleasant riverside towns anywhere.

Ireland's towns are not her greatest asset, for urban life came late to the Irish and even today some of our country towns look as though they might have possibilities when they are finished - if they don't fall down first! Put an Irish town on a river and it will promptly turn its back on it and use it as a sewer and a rubbish dump. But the little towns along the Barrow face out towards the water and smile on their river as it glides by, and they stretch long, graceful cut-stone bridges over it, decorated with niches as though for riverine gods, while guarding each bridge is the ivy-clad ruin of a castle that has long since seen its last battle. For this river in the Middle Ages was the border of the Pale, and

those who lived beyond it 'dwelt by west of the English law! The Norman invaders, pushing northwards from their bridgehead at Waterford, built castles on the east bank to defend the river crossings, and the towns grew up in the protective shadow of these fortresses, facing out towards the river and the untamed territory beyond.

Such a town is Athy - you pronounce it 'a thigh' - with the ancient keep of White Castle guarding the bridge, and a quiet orderliness about its squares and houses that bespeaks its Anglo-Norman origins. The Celtic contribution can be discerned in such things as the use of the beautiful eighteen-century Court and Market House for a firestation. There are two churches by the river, both of modern construction. The parish church is a featureless affair of redbrick, but Saint Dominic's, below the bridge is a striking example of contemporary architecture. There have been Dominicans in Athy since mediaeval times - probably as long as the town itself - but Saint Dominic's is aggressively of the Johannine Age. The perfect approach to it is the way we came by water. Its great, swooping concrete roof - technically a hyperbolic paraboloid - stood poised for flight on the river bank like some gigantic swan. We landed where its lawns swept down into the river, guarded by a few sparse poplar trees, and had a look at the interior, with its interesting examples of modern sculpture and stained glass.

Below Athy a fine old towpath bridge, called the 'Horse Bridge', crosses the river. At this point the Grand Canal comes in on the right bank after its twenty-eight mile journey from Lowtown Junction, and in the days when horse-drawn barges used the

navigation, the horses crossed over here to the trackline (canal lanuage for towpath) on the left bank. A little lower down the river we heard a sound that was to become very familiar in the next few days; a sound such as you hear when you hold a seashell to your ear: the rush of water over our first weir.



TO BE CONTINUED....



The Barrow at Carlow - our next stop on the river. Irish Tourist Board photos.

BEGINNING CANOESPORT

STANTON/CLARK

part 9

ROUGH WATER

When running through rough or turbulent water the boat may tend to capsize so frequently, that one or other of the lifting strokes before mentioned has to be used after every second or third stroke. The result being that little or no headway can be made against a fast stream. The solution to the problem is to incorporate in the paddling the following items, which are used to check a capsize before it has really got going, while reducing interference with the paddling to a minimum.

1. FLAT CATCH

If the boat heels toward the paddle blade that is about to begin a stroke, begin the stroke with a bent far arm. (fig. 110) shows the extreme position with the blade as flat as possible to the water surface. The catch or beginning of the stroke is also made somewhat further from the boat (fig. 111).

2. HOOK FINISH

This is used when the boat heels away from the immersed blade just before the finish of a stroke. With the normal finish the blade is taken from the water edgewise. In this case it is brought out flat like the paddle blade of a paddle steamer. In (fig. 112) the blade may be seen below the surface. Pulling it up will obviously roll the kayak towards it and counteract the capsize. Once you get the hang of this try for a hook effect early in the strike when required.

3. LIFT FINISH

If the boat is rolling towards the immersed paddle blade just before the end of the stroke, the blade is brought out edgewise but the back of it is pressed down on the water before the near hand is raised to eye level. (fig. 113) shows this, note the angle of attack. (fig. 114) shows how the blade may be swung forward and away from the kayak into the low tele-mark position if the capsizing tendency persists.

4. SHORT STROKE

When driving hard against a fast or turbulent

stream, the unstable flow of water may exert turning forces on the kayak. Such involuntary turns can be quite sharp, and with the paddlers weight moving in one direction and the kayak heading in another we have every chance of a capsize. The effect of such turning forces can be reduced by making each stroke shorter and faster.

As these measures can only be indulged in at the expense of paddling efficiency, they should be kept to a minimum.

PORTAGING

If you are to carry the kayak any distance on your own, the shoulder carry is the best method.

If the boat is to be carried bow first, put the paddle into the cockpit toward the bow end of the kayak as far as it will go. Stand beside the cockpit and move the paddle toward you. Turn the hands palm upwards and grasp the far side of the cockpit. This position is shown in (fig. 115). Lift the kayak and stand up so that the hands are brought near to the shoulders (fig. 116). Turn to face the bow putting one shoulder in the cockpit to support the kayak (fig. 117). The elbow inside the boat should press against the bottom of the craft. The lower edge of the cockpit should be supported by the back rather than the side (fig. 118). The paddle is so placed that it is trapped between the body and the boat, and so that it sticks out behind - if it sticks out in front it may become caught in bushes. The hand that is not supporting the kayak, may grasp the front or rear of the cockpit to steady it if conditions are windy, or used to assist ascending or descending steep or slippery banks (fig. 119).

In windy conditions arrange things so that the kayak is between yourself and the wind. In this way the boat is blown onto you and there is every chance of controlling it. Have it the other way round and things get out of hand!



(fig. 110)



(fig. 111)



(fig. 112)



(fig. 116)



(fig. 113)



(fig. 117)



(fig. 114)



(fig. 118)



(fig. 115)



(fig. 119)

AGE-TRADE PAGE-TRADE PAGE-TR/

THE NEW K1s

The past few months have brought a number of new K1 kayaks onto the market, not only the Nottingham K1 reported last month. In Denmark for the World Sprint Championships, I was able to see the new 'Ranger' K1 from Struer. Of course, being a Struer boat, the craftsmanship was exceptional, while on the water it performed as one would expect from a boat of this class. The kayak is very low, being designed for the lighter paddler, yet the lines are similar to that of the 'Lancer'. However, being such a low kayak it will be interesting to see how it performs rough or choppy.

Along with the 'Ranger', the 'Lancer' will still continue to be produced. The 'Ranger' is recommended for heavier paddlers. The 'Ranger' will shortly be available in Britain from The Canoe Centre.

Again from the drawing board of Jorgen Samson comes the 'Zepher' K1, a touring kayak originally available from Struer in wood-veneer but now produced in Britain by J. L. Gmach & Co. Ltd., of glassfibre construction. A fast roomy touring kayak yet carrying traditional K1 lines, the craft is ideal for inland or sea touring. The stability has been obtained by means of the full shape, which is above the waterline, and thus giving a large carrying capacity. Below the waterline the 'Zepher' is more v-shaped with a sharp keel which keeps the kayak on course and counteracts skidding of the stern in a following sea, while on rivers it proves a high degree of manoeuvrability.

First in production with the BCU Espada Youth K1 is The Northern Wild Water Centre. I recently picked up number three off the mould and have had it at the Royal Canoe Club with a number of paddlers trying it out. Certainly I think here we have a winner with a youth boat. Just on 27lbs, the 'Espada' reacts quite lively in the water yet with a large degree of stability. At speed the kayak runs smoothly - racing a racing kayak should.

The Northern Wild Water boat is built from one hull mould and four deck moulds - each manufacturer producing the kayak is allowed to build the kayak in which every way he sees fit. The cost - without fittings - is £36.0.0., while moulds are £80.0.0. each. The hull of this kayak is of a good standard and in no way floppy. However in the cockpit I would like to see a greater care taken in finishing, I found one or two rather sharp pieces of glassfibre left where fittings had been glassed in.

Of the three other manufacturers who at present will produce the Espada - moulds or boats - Trylon Ltd. are well advanced with the production of their moulds and will be available within a short time. Both Ottersports and The Canoe Centre do not expect to have boats off for some time yet. The Canoe

Centre has given no date yet, while Ottersports expect to be in production by the end of the year.



RANGER



ESPADA

AROUND & ABOUT AROUND & ABOUT

WORTHING REGATTA

Having read your scathing comments upon the Brent Regatta and concurring with you to the full your remarks about other members of the boating community regarding us canoeists as a "bloody nuisance", perhaps it is comforting to know that here in Worthing, the Canoe Club has amalgamated with the Rowing Club on most amicable terms and together we have had an extremely successful Worthing Regatta, (the 21st), that attracted large entries, was blessed with fine weather and an off-shore wind, went off without a hitch (except for a breakdown of the P. A. system on the pier that caused the Shoreham Lifeboat demonstration to delay the start of the Class 1 B 500 m. by some ten minutes) and all races ran to programme time. It can be done, but only, I think, with good organisation and full co-operation between the various clubs organising the event. (We had, at the Worthing Regatta, Rowing and Canoeing Sprints, two handicap yacht races, swimming events and frogmen displays, a Publicans boat race in fancy dress and Lifeboat displays by the R.N.L.I., but nobody clashed with each other and the day was a great success.

Yours sincerely,
N.J. Tricker.

The 21st Worthing Regatta was held on Saturday 8th August and for the first time, Canoe Sprint Races were held, (organised by the Worthing Canoe Club), which drew a disappointingly small entry of only just over 100 competitors in the 14 classes. However, the racing was keen and close, the weather perfect and the sea calm, with a result that Worthing C. C. walked away with the "Top Club" Trophy, (presented by Worthing Rowing Club,) by a margin of 29 points. Seven clubs competed but all avowed to return next year on the 26th June, 1971 with renewed vigour to get the major award. Perhaps the earlier date on next year's racing calendar will attract more of our National Paddlers to this well-organised Regatta that slotted-in so well with the rowing and sailing events of the day and culminated in a grand ball in the Clubhouse during the evening.

THAMES MUDDLE

In 'Canoeing Magazine', in the 'B.C.U. Calendar', on the 'Long Distance Racing List', all gave the Royal Canoe Club Marathon as being 13th September. Now we hear, too late for last month's magazine, that the date has been changed to 27th September. There seems no reason for the change other than a mistake in the dates by the organiser. However the original date did have a race competed on the Thames, a marathon for K2s run by the Richmond Canoe Club. By the time our magazine is printed this of course will be past.

Club Secretaries are asked to give at least eight weeks notice of date changes if altered from the lists made out at the beginning of the season.

TEAM BATS



Two teams of 5 Trylon Bats for Bat Polo have recently been made and delivered to The Scout Association Boating and Adventure Centre, Lochgoilhead, Scotland.

No doubt with the interest sparked off at the 'Little Venice Boat Show' in London, other teams will be appearing in different parts of the country. I hear that the Worthing Canoe Club are at present constructing Bat trainers and hope to raise a Polo team in the near future.

HALTON SLALOM

The Halton-on-Lune Canoe Slalom, by the Bolton Canoe Club for 20th September has had to be cancelled owing to difficulties with the river authorities.

AROUND & ABOUT AROUND & ABOUT



ICF NEWS - ICF NEWS

INTERNATIONAL CANOE FEDERATION NEWS

reprinted from ICF BULLETIN

CONGRESS REPORT

THE ICF CONGRESS

Not less than 30 national federations were represented at the 1970 Congress of the ICF held 3rd and 4th August in the Hotel Lyngby in Copenhagen. These were days of hard work and often unnecessarily long and sometimes heated discussions.

National federations will receive the minutes of the Congress in due course, but in the meantime we wish to put on record here some of the more important decisions.

1). The report from the Board of Management as well as the accounts for the last two years' period were accepted. Following the resignation - for health reasons - of Mr. Otto Vorberg whose terms of office would have expired in 1972, the election of a 1st Vice-President was added to the agenda.

2). Article 2 last sentence of paragraph 2 of the Statutes shall in future read as follows:-

"Meetings of the Congress, Board of Management, Standing Committees and World and Continental Championships shall be held only in countries which guarantee unhindered, equal access to all officials, competitors and officers of the ICF under the correct denomination of their country."

"At international championships and competitions of the ICF care shall be taken that the Statutes and competition rules of the ICF are being observed and that the flags of the participating nations are being hoisted. The prize giving ceremony shall be carried out according to the protocol of the International Olympic Committee."

3). Paragraph 2 and 3 of article 7 of the Statutes shall read as follows:-

"Organisers of Continental and World Championships shall pay to the ICF the following levies:-

Senior Racing Championships	US Dollars	200.-
Junior Championships	" "	150.-
Slalom Championships	" "	100.-
Wild Water Championships	" "	100.-
Sailing Championships	" "	50.-
International Competitions And Cruises	" "	3.-

4). Article 21 of the Statutes reads now as follows:-

"English, French and German are the official languages which shall be used at Congresses, other meetings and in correspondence with the ICF. - Official documents from the ICF for issue to national federations and for Congress shall be produced in all three official languages. Internal documents between the Board of Management, the Technical Committees and national federations can be in one of the three languages. Translations of competition rules are valid only if they have been authorised by the ICF. In meetings of the ICF each delegate is entitled to speak in the language of his country, provided his speech is translated into one of the official languages by a competent interpreter."

5). A proposal that the members of the Board of Management shall be elected only by the delegates of the respective continents represented on the Board was withdrawn.

6). A proposal to establish a separate technical committee for wild water racing was rejected.

7). Congress accepted the general rules in future applicable to all branches of competitive canoeing relating to the right of participation Competition organisation, entries, protests etc. The protest fee is 5 US Dollars. Also in future a competitor who changes his country of residence can participate in international competitions for a period of two years on behalf of the federation of this country only with the permission of the federation of the country of his origin, but in the case of a (female) competitor through marriage obtaining the nationality of the country of residence such prior authorisation will not be required. Boats, equipment, clothing etc. must be used for advertising purposes; the name of a manufacturer must not be larger than in normal commercial use and in any case not larger than 20 x 5cm on boats, 10 x 3 cm on paddles, and the name may appear only once.

8). Much time was devoted to the discussion of the proposals for changes in the ICF Racing Rules. The proposal for the abolishment of the beam restrictions was rejected. A supple-

mentary motion was submitted to Congress by one of the national federations to abolish also the weight restrictions, and Congress was asked first to vote on whether the measurements rules should be changed or not. After Congress with a vote of 17: 12 with one abstention had decided to leave the present rules unaltered, both motions could not be put to the vote. Likewise the proposal for the abolishment of the K1.4 x 500 m Relay race was rejected with a vote of 23: 2 and four abstentions. The motion to abolish the 10,000 m races and to replace them with 2000m races was withdrawn after all speakers had spoken against it. New races in the championships programme will be races for C1 and CII 500m which were accepted by 28 votes.

Congress clarified the decision of the 1968 Congress for holding World Championships annually - except in Olympic year. These and Continental Championships will be held as one event.

The Championships timetable was established as follows:-

1st day Morning	Heats for all Olympic events: 1000 m Men KI, KII, KIV, CI, CII.
	500 m Women KI, KII.
Afternoon	Repechages for morning's races
2nd day Morning	Heats 500m Men KI, CI, KII, CII.
	Women KIV.
	Men 4 x 500 m Relay.
Afternoon	Repechages for morning's races.
3rd day Morning	Semi-finals for Olympic events
Afternoon	Finals for morning's races
4th day Morning	Semi-finals for Friday's races.
Afternoon	Finals for 500 m races. 10,000 m finals for KI, KII, KIV, CI, CII.

This timetable was adopted against the strong opposition from members of the Propaganda Committee who pleaded for holding the finals of the most popular Olympic events on Sunday afternoon in order to obtain the maximum coverage by press, radio and television.

As can be seen, in future the repechage system will be adopted in all championships which will provide for a more interesting, and from the competitors' point of view, fairer racing programme. Congress also accepted an ad hoc motion that any competitor or crew who, after their entry has been confirmed, withdraw, without valid, as for instance medical reasons, from a race or do not turn up at the start, shall be barred from participating in all other events of the competition.

As far as Junior Championships are concerned, Congress accepted the new definition of a Junior who shall be at least 15 years and maximum 18 years of age and shall be allowed to compete in Junior events till the end of year during which he reaches the age of 18. A new event will be the C VII (6 plus 1) race. The proposal to make the Junior Championships World Championships was rejected, but they shall be open events with competitors from other continents having the right to participate.

9). The amended slalom and wild water rules were accepted without discussion. For details of the changes we refer to the December 1969 issue of the Bulletin.

10). Congress accepted without discussion the proposals for the new ICF one design sailing canoe.

11). The motion from the USSR to expel the federation of South Africa did not get the required two third majority of the total voting strength of the ICF, but a proposal to suspend for the time being the membership of the South African Federation was accepted by simple majority of 17: 9 and three abstentions.



TOWARDS MUNICH

THE WORLD'S FIRST CANOE SLALOM STADIUM

The first canoe slalom stadium in the world is to be built for the 1972 Olympiad. It will be situated at a distance of little over 30 minutes' train journey from the Munich Olympic grounds. Here, on 29th August, 1972, the first Olympic medals for men's and women's kayak Singles and men's Canadian Singles and Pairs are to be contested.

Along the course of approximately 600 metres there will be accommodation for about 30,000 spectators. Of the 10,000 grandstand seats 4,000 will be under cover. Further plans provide for competitors' quarters at the start and finish, buildings for organizational and competition officials, for hostesses, the jury and the results service, a press centre, boathouses, massage and medical facilities, and a restaurant.

The first third of the course will be flat, and will include artificial rapids and backwaters. At the beginning of this section, which is to be constructed specially, a sluice will regulate water availability. The middle section will be fairly choppy, and in the last third of the course rapids will alternate with backwaters. For the award of points competitors will have to pass through 30 obstacles.

For the first time in the history of aquatic sports extensive small-scale experiments have been carried out. The model of the canoe slalom course, on a scale of 1:22, is made of plasticine and is about 23 metres long. It has proved ideal for experiments on the bed of the watercourse and on existing and projected structural details. Accurate measurements by current meter have shown the water to have a mean velocity of 3 to 5 metres per second.

For the constructional work on the water course tender specifications have been sent out; the plans for the buildings are in a preliminary stage. Work is to commence in August 1970. Munich (Olympia Press).

1200 JUDGES FOR OLYMPIC CONTESTS

During the 1972 Olympiad in Munich there will be about 1200 judges, umpires and referees, as well as 265 members of juries, to officiate at the various events. They are to be prepared for their

tasks by the competent sports organizations and are to be "tested" in international competition before the Games.

The largest number of judges will be required for the swimming events: 205. 184 will be needed for the Modern Pentathlon, 141 for the equestrian contests and 119 for the canoe and canoe slalom races.

In 1972 all judges are to be accommodated in single and double rooms close to the Olympic Village. Buses will ply between their quarters and the Olympic stadium.

About 3,400 persons will be entrusted with the technical staging of the Games. They will be in charge of the care, erection and removal of sports equipment, and will work in the competition bureaux. Munich (Olympia Press).

FOUR OLYMPIC BUILDINGS IN MUNICH

July 24 a combined topping-out ceremony was held in Munich's Olympic Stadium to celebrate the end of the primary construction phase of the stadium itself, the indoor athletics centre, the swimming pool and the radio and television centre. Many other sites in and near Munich are at present still in various stages of construction and some objects have not yet been started but all are to be ready by the end of 1971. Present estimates of the total cost of the various projects amount to about £130 million.

It is expected that detailed information about prices of entrance tickets and booking procedure will not be ready for distribution until early 1971.

TEST REPORT HELD OVER

THROUGH LACK OF SPACE.

Canoeing Magazine September 1970

JOHN WESLEY POWELL

Through our letterbox recently came the above envelope from America bearing the rather interesting 'John Wesley Powell 1869 Expedition' stamps. Early this year were treated to a very fine film on B. B. C. Television of 12 canoeists retracing the Powell Expedition journey in 1969. Now a British expedition down the Grand Canyon is to be mounted next year. With all this 'Powell interest' around it prompted me to find out more about the original expedition and reprint here by courtesy of 'Duell, Sloan & Pearce, New York.' an account of the Powell expedition from the book 'The Story of the Grand Canyon.' One point of note before reading on: if you look closely at the stamps you will see that the person in the rear of the first boat (standing) has only one arm, this is Powell who lost his arm at the battle of Shiloh in 1862, a handicap that he more than overcame in his expedition down the Colorado.



THE STORY OF THE GRAND CANYON

Mustered out of the service when he was twenty-eight, he married his cousin, Emma Dean, and the couple went to Colorado where Powell, wanted to study the geological history of the West. At the headwaters of the Colorado he became fascinated by this stream.

By 1869, the general course of the river was known, but there were huge gaps that white men had still not seen. There were stories of all kinds that it plunged over cliffs and created falls like Niagara, that it went into a cave and never came out, that it went underground and left boats high and dry, that it disappeared into the interior of the earth, and such poppycock. This was just the thing to appeal to the scientist. He would find out, traverse the river throughout its unknown portions, and publish the facts.

Toward this goal Powell gave the upper tributaries careful study. He understood at once the hazards of the undertaking, and he was, no doubt, the first man to challenge the Colorado properly equipped and with an appreciation of the power of his opponent.

The financing of an expedition of this type was not easy. Powell was unable to provide the funds himself but he made a trip to Illinois and secured the backing of the Chicago Academy of Science and won contributions from lesser state institutions. In Chicago he had four boats built under his supervision. Three were twenty-one feet long and made of oak, and one was sixteen feet long and made of pine. This last was to be the scout, the advance

boat, and was more manoeuvrable than the others. All had watertight compartments to make them unsinkable and to hold and protect scientific instruments. Ten men including Powell, were enlisted for the adventure, and the Union Pacific Railroad, interested in the project, provided complimentary transportation for boats and men to the starting point, Green River, Wyoming.

At the start on May 24, 1869, the party was organised thus:-

The small advance boat, Emma Dean, held Powell, John C. Sumner, and William H. Dunn. Sumner had been a soldier in the recent war and Dunn was trapper.

The second boat, called Kitty Clyd's Sister carried Walter H. Powell, a young brother of the one-armed leader; and G. W. Bardley, a sergeant from the Union Army.

The third boat, No-Name, carried O. G. Howland, who had been a printer; Seneca Howland, his younger brother; and Frank Goodman; an Englishman who had never been West before.

The fourth boat, Maid of the Canyon, carried William R. Hawkins, the cook; and Andrew Hall, a Scotch lad of nineteen.

All four boats were loaded with supplies in such a way that if any one of them were lost the others would still have a variety of all necessities intact.

The town of Green River, Wyoming, was a cluster of shacks beside the railroad in 1869, and there was little fanfare for the start of this expedition. The boats were cut loose and in a few minutes they

drifted downstream and were out of sight. Unfortunately, the explorers had nobody appointed to the job of daily chronicler. Powell made notes but most of his story was written later from memory. Jack Sumner kept some notes on foolscap but these have never been published.

After incidental vicissitudes of the first few days, they came to a bad place which was more waterfall than rapids. On a rock overhanging the torrent they found that somebody had preceded them. Clearly somebody had painted the name "Ashley" and beneath it a date which time and the elements had obscured. It was 18-5, and they surmised that it was 1835, missing the correct date by ten years. None of the party had ever heard of Ashley, which is not odd when it is understood that the trip of the ex-governor of Missouri, made forty-six years earlier, had never been recorded. Later on, the party found traces of wreckage and decided this was the remains of Ashley's attempt. Powell wrote it up later with a pinch of imagination and describes poor Ashley struggling overland all the way to Salt Lake City and being aided by the Mormons and given work on the construction of their tabernacle. He never knew Ashley had been a man of means and a congressman. A pinch of imagination is sometimes more dangerous than none at all.

As most of the country through which they were to pass was unknown and many of its features unnamed, Powell showed a remarkable aptitude for nomenclature. Dozens of his names of canyons, creeks, rivers, buttes, mountains, and peaks were colourful, and arresting and have remained permanent. Early in the trip Powell named the Canyon of Lodore for Robert Southey's poem "The Cataract of Lodore" and here the party had its first real taste of what lay ahead.

Powell in advance in the Emma Dean, noted bad rapids downstream and signaled to the following boats to pull in for shore until they could investigate the danger. The two Howland brothers and Frank Goodman in the No-Name were a second late in obeying the signal. This was just what the river had been waiting for. Those in the No-Name, traveling at two or three miles an hour, suddenly found their craft sucked into a swift current and drawn by the unsuspected rush of water downstream at ten or twelve miles an hour straight toward the rapids.

Nobody could do a thing but watch while the men in the No-Name were shocked by the suddenness with which the river reached out and clutched them. Faster they went, turning sideways, then rear-end-to, and were slammed against a rock. The boat rebounded, careened, shipped water, hesitated, and then was swept again downstream through rapids at a rate of twenty miles or more an hour. A few seconds later, the No-Name hit a second rock broadside, and the impact smashed the boat in two halves as if it had been struck by a giant cleaver. The three men were tossed into the air and then plunged into the roaring, swirling torrent. They clung to pieces of the boat and were carried on for a hundred yards. Here more rocks and rapids smashed to kindling all that was left of the No-Name, and a bend in the river carried the survivors from the view of their

electrified companions upstream. That was that, said the river. Would they like to play some more.

Fortunately, at this spot in delightful and poetic Lodore Canyon it was possible to scramble downstream over the rocks along the shore. By this means Powell managed to reach a point on the bank where he could see his three men. Goodman was clinging to a rock in midstream and the two Howlands had been thrown onto a tiny island. They were lucky to be alive. Of the No-Name there wasn't a splinter in sight. The problem was to rescue the men and not lose another boat doing it. The answer was found by the others controlling a boat from shore by ropes, and it took the combined strength of all to get the marooned men to safety. Of this, Powell wrote, "We were as glad to shake hands with them as though they had been on a voyage around the world and wrecked on a distant coast."

That was the end of boating for that day, and the next morning Sumner and Dunn went downstream to see if there was anything left of the No-Name worth salvaging. Their return was greeted with cheers for they had salvaged a three-gallon keg of whiskey which had miraculously escaped destruction and lodged between two rocks half a mile below. It had been smuggled into the boat and up to that moment Powell hadn't known there was any whiskey along. Powell named the place Disaster Falls, and by overcrowding the three remaining boats the party proceeded downstream. The Howland brothers, battered and buffeted, weren't any too happy, and Goodman chilled by his experience in the water, was morose.

They advanced for several days without major difficulties and reached the mouth of the Uinta River. Here it was possible, by means of a forty-mile walk, to reach the Ute Indian agency. This hike looked extremely attractive to Frank Goodman and he quit on the spot. No more rapids for him. What had been four boats and ten men was now three boats and nine men. And on they went into the unknown.

Their experiences followed the general events of those in Lodore Canyon. The river was always unpredictable and they had to be ever on guard. It drenched them with waves and soaked their food and spilled them overboard and slammed the boats in to rocks and broke oars and gave them a constant battle. There were clear stretches of fair water but there was never any way to tell what was around the next bend. For all they knew they might come to a Niagara at any time. But on they went, naming their surrounding-Desolation Canyon, Gray Canyon, Labyrinth Canyon, Stillwater Canyon, Cataract Canyon.

Just below Stillwater Canyon, the Green River is joined by the Grand, and on early maps these two streams formed the Colorado. This is confusing strangers to the Colorado who can't tell why there should be several names or which is which. It is a situation like that created by the joining of the Allegheny and the Monongahela to form the Ohio. In later years the name Grand was dropped, and it now appears on most maps that the Colorado River begins in the Rocky Mountains of Colorado and flows to the sea. The Green is one of its tributaries.

Thus all the early river parties, except one, have had their beginnings on the Green and have joined the Colorado proper below Stillwater Canyon. It is all very arbitrary and manmade terminology. The Powell party was thinking up more specific names such as Hell's Half Mile.

After battling rapids and rising tempers and discovering a new prank of the river - to become so muddy that it is unfit for drinking - they noted a new stream coming in from the right. Sumner was ahead in the Emma Dean, and one of those following called to him, "How is she, Jack?" hoping that the new stream might be fresh and clear. She's a dirty devil! Sumner yelled back. And thus the river was named. Subsequent attempts to change it to the more dignified name of the Fremont River have failed. A dirty Devil it was and a Dirty Devil it remains, and it is an excellent and proper name indeed. In passing, it is worth noting that the Dirty Devil breaks up at its headwaters into three tributaries, and these are known as the Muddy, the Stinking and the Starvation.

By this time the Powell expedition had lost all contact with civilization. The event had attracted national interest and as stories of calamity are always more sensational than prosaic progress, a few newspapers printed unwarranted accounts of the expeditions' collapse.

But the best racket of all occurred on a Union Pacific train. A weary and disheveled man boarded an eastbound express at Green River, Wyoming. Almost at once he started talking and he explained that he was the sole survivor of the ill-fated Powell expedition. Fellow passengers were interested and sympathetic. And the "Survivor" explained how all the brave men except himself had been caught in a gigantic whirlpool in an awful canyon. The river spun them until they were dizzy and then a yawning hole swallowed the entire party, boats and all. The "Survivor" had been on shore to investigate a side cleft, and had witnessed the horrible fate of his companions as they were sucked screaming to death before his eyes. He preferred not to talk about it any more; it was all too awful. He himself had lost everything, of course-but at least he had his life. The passengers commiserated, and one of the more magnanimous canvassed the train and took up a collection for this poor brave man. He didn't want to take the money, but at last he was prevailed upon to do so. And with that he quietly slipped off the train at the very next stop and was never heard of again.

An indignation meeting was held but it could do nothing more than express indignity. Where had this so-and-so said the awful whirlpool had drowned the men? At a place called Brown's Hole. But when the victimized got in touch with Mrs. Powell, they discovered that the party was far below Brown's Hole, for she had heard from them after they passed that spot, and that Brown's Hole was a small green park and the water there was the safest on the river. It is, in fact, the place where Ashley escaped. So some opportunist

had made the most of his opportunity; and he was not, incidentally, Frank Goodman, who was the only man who had quit the party at that time.

The long stretch of peaceful water in Glen Canyon was a welcome respite. The three boats passed the Crossing of the Fathers without knowing it and at last reached the confluence of the Paria River. Two years later this was the site selected by John Doyle Lee as his hideaway. Lee called his place Lonely Dell, but it was even more lonely when the Powell expedition arrived in 1869 just ahead of him.

It was rough going from there through Marble Canyon, past the mouth of the Little Colorado and on into the mighty depths of the Grand Canyon. The loss of the No-Name and numerous upsets had played havoc with the food supply. And now they were locked in the granite Vise of Grand Canyon and conditions were serious. They came to a small beach deep in the rocky fastness one mile below the rim. Here they rested and tried to dry their food. An inventory revealed that all that was left for nine men for what must be a journey of at least another two weeks to the tiny Mormon town of Callville far below Grand Canyon, was musty flour, some dried apples, and plenty of coffee. It was a grim prospect.

Rippling down from a huge side canyon, itself a scenic attraction had it not been dwarfed by the magnificent Grand Canyon, came a clear blue sparkling creek. Its clear waters poured into the muddy Colorado and were quickly absorbed. Powell was far more worried than he allowed his Men to know. He was, in fact, almost ready for prayer, and he recalled his methodist father who had tried in vain to make a preacher out of a son born to science. Yet here was a situation that called for faith. While his men explored signs of former Indian settlements in cliffs adjacent to this pleasant little creek, John Wesley Powell gave a thought to his pious father and to his religious-minded namesake, and he called the little creek the Bright Angel. Standing beside its clear blue water, he said aloud, "And if this expedition has any right to success or survival, then listen to a scientist's prayer, O Bright Angel of Immortality."

On they went into country more forbidding than any they had yet encountered and the river, as if sensing their exhaustion, became more vicious than ever. The Emma Dean was thrown over a rock and landed upside down, and Powell Sumner, and Dunn were tossed into the churning mess and battered and punched through rapids, half drowned in the muddy waters, and finally thrown onto sharp rocks. They managed to save the boat, bailed it out, and went on. It was all in the days work, and that Powell, a one-armed man could survive this speaks well for his endurance and nerve.

This was the heart of the Grand Canyon deep in the Granite Gorge of Archaean rock. In later days Powell wrote vividly of the scene in a style somewhat flamboyant but nonetheless accurate. He describes it thus:-

There are cliffs and ledges of rock—not such ledges as you may have seen where the quarryman splits his blocks, but ledges from which the gods might quarry mountains...and not such cliffs as you may have seen where the swallow builds its nest, but cliffs where the soaring eagle is lost to view ere he reaches the summit... wherever we look there is but a wilderness of rocks; deep gorges, where the rivers are lost below the cliffs, and towers and pinnacles; and ten thousand strangely carved forms in every direction; and beyond them mountains blending with the clouds.

This is second-thought description. At the moment there was no time for literary musing. The whole party was too busy fighting a river which had only played before and now was really getting rough. Some rapids were impossible to run. The boats had to be carried—portaged—over—the boulders on the shore. Where the canyon walls were sheer and there was no beach, as is often the case in the Granite gorge, the boats had to be "lined" that is, paid out on ropes controlled by those who remained at the last vantage point and these men would have to climb as much as a thousand feet in order to get over the granite and down to another beach just to do it all over again. Conditions of this kind plus lack of food brought tempers to the breaking point.

And then they reached a place that seemed to be utterly impassable. They made one portage and found that there was no way to make another. To run the furious river at this point looked suicidal. The drop was over a fall of eighteen or twenty feet, and immediately after that there was a second drop with jagged rocks below. They camped for the night and to some in the party it was the end. All that remained was to abandon the boats, try to climb out of the depths of the canyon, and walk toward the nearest settlements, Mormon towns which might be forty, or sixty miles away, provided they could live long enough to make such a hike.

Powell, however, would not give up, and he determined to explore the river until he reached the known lower section or die in the attempt. This meant another eighty or ninety miles. He outlined a plan for lowering the boats down the fall. O.G. Howland and Seneca Howland said it was foolhardy. For several days they had thought that Powell had been "touched" by the journey. Plainly, now, they regarded him as insane. They said flatly that they would go no farther down this terrible river. To do so was sure death, and they preferred to gamble on their chances of getting out somehow by climbing overland. Arguments were of no avail. And the mutiny gained a convert when William Dunn joined the insurrectionists. They were split six to three.

There was no sleep for Powell that night. He awakened O.G. Howland about two in the morning and they talked again. It was plain talk in the dark of that canyon bottom. Powell was counting on the Bright Angel; Howland could see only the Dirty Devil. The schism was final.

At dawn there was a tense and sullen breakfast of mildewed flour, dried apples, and black coffee. With three men quitting, a boat had to be abandoned by the remaining six. So they left the Emma Dean which had taken a bad pounding. The deserters took rifles and a shotgun but refused their share of the food, saying they could kill game on their journey. And with that they separated. What had started as four boats and ten men was now two boats and six men.

Miraculously, Powell and his men did get through what they called Separation Rapids and lived to tell of it. Bradley was nearly drowned and they all had hairbreadth escapes, but thirty-six hours after the schism, the six who chose to see it though were out of danger. They had emerged from the west end of the two hundred and seventeen miles of Grand Canyon, and they were in the comparative safety of Grand Wash. They were the first men to pass through the Grand Canyon and credit for this heroism is justly theirs. Some days later they passed the confluence of the Virgin River and just below that was the Mormon town of Callville. Captain Johnson and other men of the lower Colorado had ascended the river this far and now Powell had completed his journey through the unknown. It was August 30, 1869, just ninety-nine days from the time they left Green River, Wyoming. Brigham Young had advised the residents of Callville to be on the lookout for the party, but the Mormons had long since given them up for dead.

"The relief from danger and the joy of success are great," wrote Powell. "Ever before us has been an unknown danger heavier than immediate peril. Every waking hour passed in the Grand Canyon has been one of toil".

Callville is no more, and it is not possible to visit the spot where the expedition met civilization because the Boulder Dam has backed up Lake Mead and many feet of water now cover the site of the former Mormon town.

John Wesley Powell was not through with the Colorado River and the Grand Canyon. In fact, he devoted the rest of his life to it. In May, 1871, he made a second trip from Wyoming to the Grand Canyon. It was more leisurely and included many side trips and layovers, and was not completed until September, 1872.



The interest in John Wesley Powell and his exploits has, in America, been fostered by 'The Powell Society' which was formed as a limited company in 1969. Its aims are the study of the canyons of the West, their history and natural; publication preservation of documents concerning the canyons; and commemoration of the work of John Wesley Powell. Further details of the society can be obtained from our editorial office.

RESULT ROUND-UP



ROYAL CANOE CLUB REGATTA 25th July.

OPEN EVENTS

K1 1000m
1. L. Oliver
Lincoln CC 3. 43. 2

K2 1000m
1. L. Oliver/M. Mean
Lincoln/Royal CC 3. 22. 5

K4 100m
1. Richmond CC 3. 4. 6

SENIOR K1 250m
1. P. Lawler
Richmond CC 58. 0
2. G. Chedder
Boston CC 60. 1
3. M. Mean
Royal CC 60. 5

JUNIOR K1 250m
1. J. West
Royal CC 57. 5
2. J. Handiside
Richmond CC 57. 6
3. G. Chester
Boston CC 58. 0

SENIOR K2 250 m
1. L. Oliver/M. Mean
Lincoln/Royal CC 54. 0
2. G. Mackereth/C. Leah
Grappenhall ACC 57. 5
3. C. Evan/Alum-Williams
Royal Marine CC 58. 1

JUNIOR K2 250m
1. J. West/J. Phelps
Royal CC 58. 0

LADIES K2 250m
1. P. Renshaw/F. Brereton
Richmond CC 1. 13. 8

LADIES K4 250m
1. Richmond CC 1. 4. 2

WORTHING SPRINT REGATTA

SENIOR EVENTS

K1 500m
1. C. Haskell
Worthing CC 2. 08. 2

K2 500m
1. C. Haskell/A. Walter
Worthing CC 2. 32. 0

JUNIOR EVENTS

K1 500m
1. A. Bennett
Pangbourne CC 2. 45. 3

K2 500m
1. P. Woodgate/R. Brown
Worthing CC 2. 30. 3

JOHN CHASE TROPHY CANOE RACE 16th August.

SINGLE KAYAK
1. C. Ormandy

1st Kendell Scouts 1. 3. 05
2. S. Sharpe 1. 9. 20
1st Kendal Scouts
3. P. Laycock 1. 11. 51
1st Kendall Scouts

DOUBLE KAYAK

1. Wilson/Blackwell 57. 47
1st Kendal Scouts
2. Byram/Williams 1. 8. 16
1st Kendal Scouts
3. Anderson/Woodhouse 1. 13. 27
1st Kendal Scouts

WORLD SPRINT CHAMPIONSHIPS

Copenhagen, Denmark,
31st July/2nd August.

K1 1000m MEN

1. Alexander Shaparenko
U. S. S. R. 3. 41. 10
1. Lars Anderson
Sweden 3. 42. 81
3. Gregorz Sledziewski
Poland 3. 43. 24

K2 1000m MEN

1. G. Pfaff/G. Seibold
Austria 3. 19. 47
2. L. Andersson/R. Petersson
Sweden 3. 20. 94
3. P. Ebeling/J. Mattern
G. D. R. 3. 21. 35

K4 1000m MEN

1. Y. Filstov/V. Didenko/Y. Stacenko/
V. Morosov - U. S. S. R. 3. 06. 37
2. K. Will/E. Augustin/P. Ebeling/
J. Mattern - G. D. R. 3. 07. 26
3. I. Szabo/P. Varhelyi/C. Giczyl/
I. Timar - Hungary. 3. 08. 41

C1 1000m MEN

1. Tibor Tatai
Hungary 4. 05. 75
2. Jerzy Opara
Poland 4. 10. 12
3. Jiri Cvrtecka
C. S. S. R. 4. 10. 21

C2 1000m MEN

1. S. Cavaliov/I. Patrikovics
Rumania Patsaichin 3. 42. 12
2. T. Wichmann
Hungary 3. 44. 01
3. B. Lubenov/S. Iliev
Bulgaria 3. 44. 61

K1 500m MEN

1. Antoli Tichenko
U. S. S. R. 1. 47. 19
2. Grzegorz Sledziewski
Poland 1. 47. 84
3. Jean Pierre Burny
Belguim 1. 48. 13

K2 500m MEN

1. L. Andersson/R. Petersson
Sweden 1. 37. 54
2. A. Vernescu/A. Sciotnic
Rumania 1. 37. 72

3. G. Pfaff/G. Seibold
Austria 1. 38. 17

K1 4 x 500 m RELAY

1. N. Khokol/A. Tichenko/A. Kobrisev/
A. Sedashev - U. S. S. R. 7. 15. 96
2. E. Botez/M. Zafiu/I. Iacob/
A. Vernescu - Rumania. 7. 21. 19
3. I. Csizmadia/J. Svidro/M. Hesz/
G. Csapo-Hungary 7. 22. 81

K1 10,000m MEN

1. Victor Tsarev.
U. S. S. R. 44. 21. 95
2. Erik Hanson
Denmark. 44. 26. 60
3. Peter Volgyi
Hungary 44. 29. 13

K2 10,000m MEN

1. K. Kastenko/W. Kononov
U. S. S. R. 41. 09. 43
2. I. Szollosi/V. Nagy
Hungary 41. 16. 24
3. C. Cosnita/V. Simioceno
Rumania 41. 36. 99

K5 10,000m MEN

1. E. Soby/S. Amundsen/T. Berger/
J. Johansen - Norway 36. 35. 32
2. H. Mattern/T. Geesmann/J. Schneider/
E. Kennitz - G. F. R. 36. 41. 43
3. G. Utterberg/P. Larsson/A. Sadin/
H. Nilsson - Sweden 36. 58. 62

C1 10,000m MEN

1. Tamas Wichmann
Hungary 50. 03. 17
2. Afanase Butelchin
Rumania 50. 09. 19
3. Nikolaj Fedulov
U. S. S. R. 50. 40. 70

C2 10,000 MEN

1. P. Maxim/A. Simionov
Rumania 45. 30. 72
2. V. Kaljagin/V. Dribac
U. S. S. R. 45. 51. 03
3. B. Lindeloft/E. Zeidilitz
Sweden 45. 52. 35

WOMENS EVENTS

K1 500m

1. Ljudmila Pinajeva
U. S. S. R. 2. 03. 71
2. Mieke Jaapies
Nederland 2. 04. 08
3. Petra Setzkorn
G. D. R. 2. 04. 60

K2 500m

1. R. Breuer/R. Esser
G. F. R. 1. 47. 30
2. L. Bezrukova/T. Shimanskja
U. S. S. R. 1. 47. 89
3. P. Setzkorn/P. Grabowsky
G. D. R. 1. 48. 30

K4 500m

1. L. Bezrukova/T. Shimanskja/
N. Boiko/N. Vakula - U. S. S. R. 1. 40. 52
2. P. Setzkorn/P. Grabowsky/G. Loesch/
A. Kobuss - G. D. R. 1. 40. 73
3. R. Esser/I. Pepinghege/R. Breuer/
H. Walibaum - G. F. R. 1. 41. 14

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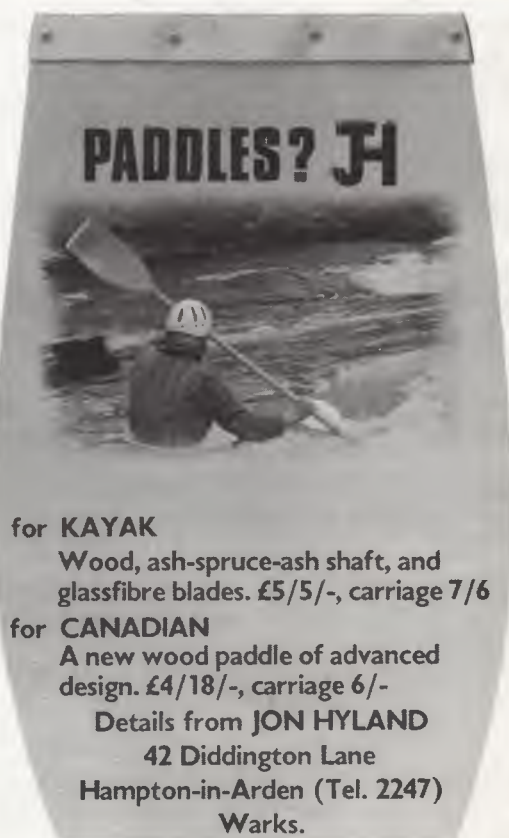
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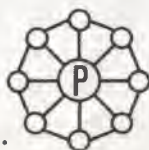
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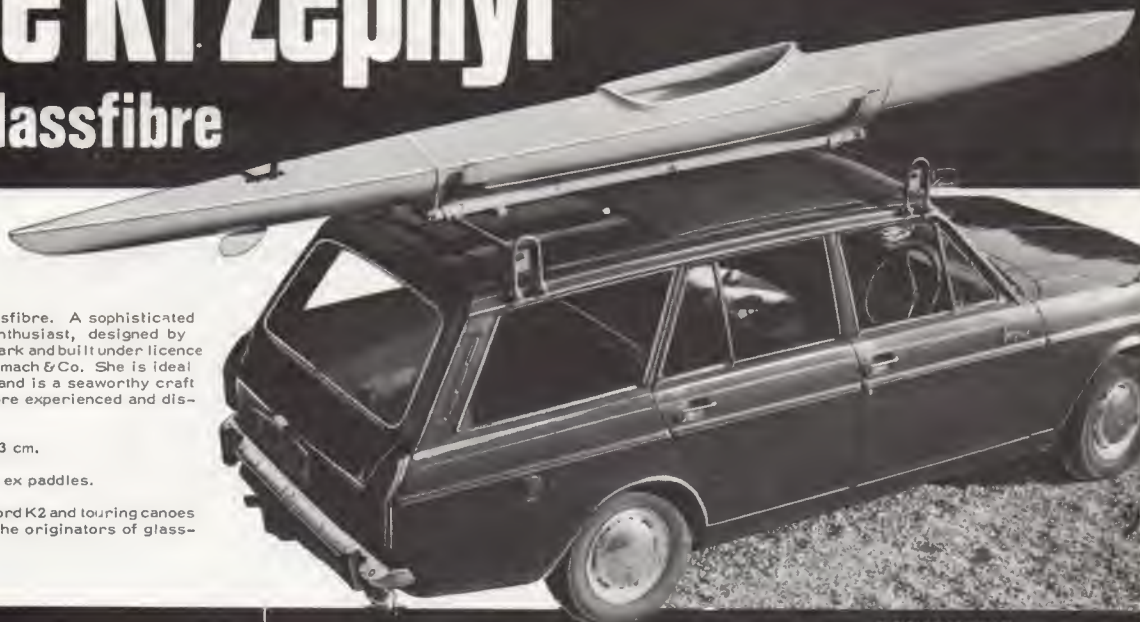
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