

# CANOEING IN BRITAIN

A photograph of two canoeists in a green kayak navigating white-water rapids. The canoeist in the foreground is wearing a black helmet with yellow stripes and a red life vest, paddling with a wooden paddle. The canoeist in the background is wearing a red helmet and a red life vest. The water is turbulent and white with foam.

September 1971

10p

THE MAGAZINE OF THE BRITISH CANOE UNION

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Canoeing in Britain is published in March, June, September and December, by the British Canoe Union. Comments, articles, photographs and reports are welcomed, and should arrive by the 10th of the month prior to publication. Advertisement copy should arrive by 1st of February, May, August and November for the March, June, September and December issues respectively. Opinions expressed in this magazine are those of individuals and do not necessarily reflect official B.C.U. policy.

## CANOEING IN BRITAIN

30

## EDITORIAL

## Have Award, Will Travel

The Winston Churchill Memorial Trust was established in 1965 as a unique form of National Memorial to Sir Winston. It enables men and women who might never otherwise have the chance, to travel abroad and widen their knowledge in their own field of activity, and as a result of the experience they gain, they are able to contribute more to their profession, community and country.

Every year a number of categories are chosen which reflect a broad cross section of life in the country: the arts, social and public service, industry, nature, sport and adventure. Within these categories, men and women of all ages, who are citizens of the United Kingdom, are eligible.

For details, send name and address only on postcard to The Winston Churchill Memorial Trust, 10 Queen Street, Mayfair, London, W1X 7PD.

## Swansong

Chris and I would like to thank, in this our final issue, all of the clubs, individuals and advertisers who have supported so consistently their magazine. Without this co-operation little development would have been possible. We hope that our successors in the hot seat will be equally fortunate. Good canoeing!

Jack Levison  
Chris Hare

Enquiries regarding our recent editorial magazine notification of changes of address and general enquiries should be sent, quoting your membership number, to The General Secretary

Names and addresses of the principal officers of the British Canoe Union can be found on the B.C.U. Calendar

The General Secretary,  
The British Canoe Union,  
Major G. E. Tomlinson,  
Room 315,  
26/29 Park Crescent,  
London, W1N 4DT.  
Tel: 01-580-4710.

## Fatal accident caused by bar footrest – Safety Committee

In the winter issue of "Canoeing in Britain", under the heading "At last it has happened" we reported an accident to a man at the National Surf Championships, whose feet somehow passed the bar footrest of his canoe, and he had a very difficult journey back to the shore through very heavy surf. In that report we wrote "Do we really have to wait for a fatal accident before anything is done about this?"

We have now to report that on the 20th March this year a fatal accident occurred to a member of the Leeds Polytechnic Canoe Club, when three members of that club were canoeing on the River Ure when it was in spate but not flooding badly. The report states that the victim ran into a tree on coming round a corner. It goes on to say "On impact the blow somehow or other forced his feet behind the footrest and the force of water turned the canoe around and simultaneously the canoe capsized. Since the front two feet of the canoe were lodged in the wedge of the tree, the canoe broke into two pieces, and Mr. Annis, whose feet were jammed in the wedge of the tree was unable therefore to escape from his canoe."

The report continues to say that, when there was no sign of Mr. Annis one of his companions continued back up the bank to find the smashed, and capsized canoe, with Mr. Annis still trapped inside. Eventually it took four people and rope to free Mr. Annis.

The report goes on to suggest what we have stressed for so long. That is that the feet should rest on a platform, and this should be so arranged that under no conditions whatsoever can the feet be forced past that platform. It must also be strong enough to withstand severe impact, should the bow of the canoe strike an object at speed. It further goes on to say that the writer is unhappily aware that such recommendations have been made to manufacturers before. However, nothing was done then about it and so another person is killed in similar circumstances – "How many more fatalities before the manufacturers learn?" We know of only one manufacturer who has learnt.

● The film "CANOE TO WIN" (16mm colour, optical sound, about 14½ minutes) is now available from the Wills Film Library, Sound Services Ltd., Kingston Road, Merton Park, London S.W.19, free of charge except for postage.

This is an excellent film portraying briefly the various branches of canoeing and instructional courses and won the Coppa del Ministero della Pubblica Istruzione, the second prize in over 100 entries from 21 countries at the International Sports Film Festival in Italy last year.

● Correction to our last issue: Cover photo and Powick Sluice pic were by John Andrews, and not Tim Jones as stated.

### Anglers attempt to close Stour and Little Ouse

The London Anglers' Association and certain riparian owners on the River Stour have decided to obstruct canoeists passing downriver in the region of Bures, in spite of the fact that the River Stour is a navigation and has been used by canoeists since the early days of our sport.

The River Stour Trust, which has as one of its objects, the protection of navigation rights on this river, is taking up cudgels over this challenge, and, in support of the rights of canoeists we have offered to give it our fullest support.

Another stream which has provided very enjoyable recreation over the years has been the Little Ouse which is a navigation up to Thetford. We hear that obstructions to passage have been placed upstream of the navigation, interfering with the canoe traveller making the journey from Knettishall. We are looking into this on behalf of all canoeists, both those who tour and the local paddlers of Thetford.

After the harbours, the BEACHES: and we have a report from the South West that the Parish Council of Charmouth in Dorset has instituted a charge of 25p for launching a canoe from the open beach.

The matter is being pursued, but it is ironical that whilst local authorities complain about the damage done to council property by young vandals, they proceed to sting the young people financially when they show initiative and responsibility and take up healthy recreations such as canoeing.

May I again urge members to keep us informed of any restrictions and impositions that come to their attention, so that we can take appropriate action. Local canoeists should remember that a protest sent to the local paper can often lead to action, for local authorities and elected representatives are sensitive to adverse criticism.

J. W. DUDDERIDGE  
Chairman  
B.C.U. Access Committee.

● We hear that Peter Pagnanelli, well-known Army D/W paddler, was canoeing at Henley when shouts were heard that a woman was in the water. He found her, apparently dead, kept afloat by her coat, and with the help of his companions brought her to shore and revived her after five minutes artificial respiration.

## BCU Medal Design Competition

### The BCU Council Competition

Committee has agreed to sponsor a competition for the design of a medal which would be suitable for presentation at important national and international events in sprint racing, LD, wild water racing and slalom. A £10 prize will be presented for the winning entry, and the closing date for the submission of designs is October 22nd. Designs submitted must be suitable for being struck or cast in metal or substitute materials.

Further details from and entries to: Chris McAllister, 62 Acton Avenue, Appleton, Warrington (Tel. 0925-66224).

### Council News

Council is due to hold its Third Meeting of the year on the 18th September 1971 at 26 Park Crescent, London, W1N 4DT. An important decision to be made at this meeting will be the appointment of an Editor and an Advertisement Manager for this magazine in accordance with the announcement made in the June issue.

The Fourth Meeting of Council in 1971 will take place on the 27th November and members are reminded that any motions for discussion at the Annual General Meeting should be in the hands of the General Secretary on or before the 26th November. This includes nominations of candidates for election to Council.

## SECRETARY'S NOTES

At the time of going to Press Individual Membership is showing a decrease of 4.2% as against the same date last year. This is a considerable improvement on our last report in June when the decrease was over 10% but there is still a lot of room for further improvement.

The decline is largely due to a falling off in both Youth and Family Membership as Full Membership shows an increase of 2.7%. Perhaps this is due to some extent in the lowering of the age qualification for Youth Membership from under 19 years to under 18 years.

Figures are as follows:—

	1970	1971	% Increase	% Decrease
Full	3869	3974	2.7	—
Youth	1299	1045	—	19.5
Family	491	400	—	18.4
	5659	5419	—	4.2

All members are specially requested to assist in recruiting new members. Numbers are important in order to carry weight in negotiations with other water users and the Department of the Environment. The membership fees, small as they are, are also necessary to help finance the work carried out by the Union on behalf of all Canoeists.

Competitive canoeists must be members of the Union in order to enter competitions but the ordinary non-competitor does not always apprec-

A canoe training course at the foot of Snowdon was irresistible. I had visions of clambering into the canoe in crampons with ice-axe, rucksack and climbing ropes, ready for a quick glissade down the nearest glacier. The weather on the afternoon of arrival was definitely impossible, the storm was whipping up white waves on the lake and the Snowdon Horseshoe was hidden by blinding snow. Little did we realise that we would be canoeing and capsizing through this weather for the entire week.



R. Dee photo: Vincent Loden

by Antony M. Segal

A slalom kayak is the product of a fiendish designer using every device to make his canoe unstable. The keel is saucer shaped and the edge of the deck is level with the waterline, so one drop of water — yes, one single drop of water — on the side of the deck and you capsize. Just to confirm the god-like instructors in their superiority, the keel is also curved from end to end so it is physically impossible to make the kayak travel in a straight line. The instructors manage because they have webbed feet.

The only easy thing in canoeing is capsizing. We learnt to do this in comfort in the heated swimming pool, in a cool, calm, methodical manner. It was all very pleasant, a gentle roll under the warm water, a leisurely look round, a tap tap on the side of the hull and a quick Eskimo rescue. For the sake of truth, escape from a capsize in the icy lake involved a frantic squirm and push out of the canoe, losing a plimsoll in the process, surfacing gasping like a gaffed salmon, to see the paddle disappearing rapidly downstream.

We were meant to spend a day surfing at Rhosneigr but the sea was a flat calm. Instead we packed sandwiches and a football and paddled leisurely down the coast, exploring the caves at the foot of the high cliffs, dodging the swell as it swept us up the cliff face. We had been vaguely aware of a dull booming sound that had suddenly ceased. We looked up and saw several figures in Khaki waving from the cliff top. Being friendly souls, we waved back, until we suddenly saw they were pointing at guns in their hands and at warning flags flying on the cliff. We left the area of the firing range as rapidly as possible.

The River Dee is sacred to fish, and guarded by strong men who rush around in Land Rovers intercepting intruders. Our credentials were in order and we were allowed onto the magical water. The river was in spate, and the current bore us towards the first rapid. The noise rose to a crescendo, white irregular waves washed across the boulders. Memories of "Last of the Mohicans" passed through my mind, I paddled at full power into the torrent. My strokes were uneven, the canoe turned sideways, one flick of a wave top and I was rushing upside down the Dee hanging inverted from my canoe, banging my crash helmet on the passing rocks. I surfaced, grabbed the paddle and canoe and tried to stand up — the rushing water snatched my feet from under me. Above the roar the instructor shouted to me just to hang on to the canoe. A few hundred feet of rapid and boulders tore by, then I passed through the waves at the bottom of the rapid, struggled ashore to empty the canoe and paddled on. There, still upright, with a slightly worried expression was my frail wife who had come safely through the wild water undisturbed. Marriages have ended in divorce for lesser reason.

### ● BOOKSHELF

**Canoeing for Beginners** — P. Mytton-Davies (Elek Books Ltd., 75p)

This is a clear and concise introduction to the sport with a number of diagrams and drawings. It contains the amended Proficiency tests and a glossary of terms, plus useful addresses. At its price it is good value, though a few more details on sea surfing would have been desirable to complete the picture. And why, when it is described in such glowing terms, is there no illustration of a 10 sq.m. sailing canoe, although a drawing of a coracle is included?

Rating \*\*\*

### Lifejackets

Members are reminded that all orders for Lifejackets at the Concessionary Rates must be sent through Headquarters Office at 26 Park Crescent, London, W1N 4DT. Orders which have not been certified by the General Secretary or his nominated representative will not be complied with by the Manufacturers.



Chris Hare, 9 Tynebrooke Avenue, Hartlepool, Co. Durham.

## Coaching News

The National Coaching Committee have announced that the following officers have been appointed part time National Coaches with effect from the 1st July 1971.

Mr Chris Hare, 9 Tynebrooke Avenue, Hartlepool, Co. Durham.

Mr C. E. Quaife, 70 Coopers Road, Handsworth Wood, Birmingham 20.

Mr Colin Gray, 26 The Poplars, Rectory Road, West Bridgford, Nottingham.

They will work under the Director of Coaching at Area level. All have done sterling work for the Coaching Scheme in the past and their appointments will undoubtedly prove of immense value to the scheme.

Since the new tests and awards came into operation on the 1st January 1971 Messrs G. C. Good and G. Davis have obtained the Award of B.C.U. Coach and we offer our congratulations. In addition 55 Senior Instructors have been added to the Coaching Register.

Advanced Proficiency and Proficiency Certifi-

## Sennab wins First Corps of Canoe Lifeguards Championships

The Corps' first National Championships were run at Weymouth in a blaze of local publicity and welcome during July.

Saturday morning saw the start of the heats, between nine teams coming from as far afield as Northumberland and Penzance. The weather was appalling — almost as bad as was had at Bude last year for the Surf Championships — but it cleared in the afternoon, and in any case one cannot damp the enthusiasm of those who enjoy being

cates obtained since the 1st January are as follows:—

Advanced Inland	14
Advanced Sea	4
Proficiency Inland	505
Proficiency Sea	164
Proficiency Canadian	1

Considerable numbers are undoubtedly still in the pipe line so we expect to be able to report more impressive figures in the December issue.

The National Coaching Committee are due to meet at Holthorpe Hall on the weekend 23rd/24th October 1971. Agenda and full details will be issued in due course.

wet and in rough seas anyway.

There were "fun and games" events, such as those that we use in the full training of a lifeguard for alertness, understanding of the water and confidence in their own ability; but the three major events, counting for the ultimate championship and the Edgar J. Wallis Trophy, presented by Alderman Wallis of Weymouth, were the Single Patient Rescue, The Signal Competition (ensuring that the lifeguard receives and passes on instructions accurately, when he is out of earshot of the lookout man) and the Three-Man Incident. These were run off on Sunday afternoon in brilliant sunshine, light winds and a very slight chop over a sand bar running parallel with the beach. In some very close competition the results were:—

1 Sennab Beach Rescue Unit (A)	131 points
2 Northumberland Beach Rescue Training Unit (A)	125½ points
3 Gosport and Fareham (A)	112 points
4 Northumberland (B)	111 points
5 Sennab Beach Rescue Unit (B)	107 points
6 Gosport and Fareham (B)	94 points

AND we were on the box!

# OPEN FORUM

## No Scooters

Dear Mr. Levison,

It has recently come to my notice that a powered water scooter is being offered for sale in this country and that the sales promotion literature suggests that this might be used on rapids and at canoeing events and by canoeing organisations. Advantageous terms are offered to some of these groups.

Your readers will be aware that Angling interests are afraid that if canoes are allowed access, which they agree are fairly inoffensive, this concession may lead to use by other types of craft. Power boats are the type least wanted. The present tendency is to restrict the use of power boats even on water where previously they have been used freely. The reasons are well known, unnecessary noise, danger due to speed and stupid drivers, unnecessary atmospheric and water pollution.

I realise that it is not in the power of the B.C.U. Council to limit the use of power boats in general on any water. I suggest, however, that in the interests of furtherance of the Access Scheme in particular, and canoe access to private waters in general, the B.C.U. Council should direct that power boats of this type are not to be used in connection with any B.C.U. event, whether competitive or touring.

I sympathise with those who are trying to sell this craft but would suggest that instead of attempting to invade one of the few remaining havens of peace they would find a more ready market amongst the large and apparently wealthy body of people who appear to like to spend their leisure time in the noisy, smelly, and usually dangerous environment created by the internal combustion engine.

D. Rushfirth  
Staining. River Adviser, Lake District,  
Lune and Eden.

*(David Rushfirth has also pointed out that, in his opinion, the article "Proposals for Regionalisation" in our last issue represents incipient dictation under the cloak of democracy, as the "Regionalisation sub-committee" (which was to have consisted of nine people) in fact boiled down to Chris McAllister, Ken Langford and himself. As Mr. Rushfirth disagreed with the proposals, they are, he says, only the views of the other two members present, and cannot be properly representative.)*

*Chris McAllister comments that the proposals were drafted only as a basis for discussion and required wide distribution for criticism before the Slalom Committee meeting in winter. He rejects completely the intimations of dictatorship.—Ed.)*

## Amateur Status and Sponsorship

Dear Sir,

I refer to an article in June issue of 'Canoeing in Britain' regarding Amateur Status. Unfortunately, Mr. Dudderidge is about thirty years behind the times. Before the last war and, possibly, in the immediate post war years, amateur sportsmen may have existed but it is not possible to turn back the clock and even if it were one suspects that the 'amateur' was synonymous with 'gentleman'.

To participate over a number of years in any sport is expensive. To reach for the top is very expensive in both time and money and anyone who reaches the top makes considerable financial sacrifices. Is it unreasonable, therefore, to accept some direct or indirect help and therefore where does amateur end and professional begin?

Perhaps the following points would be pertinent:

How many canoeists are paddling boats or using equipment provided free or at reduced cost by manufacturers? One notes the advertisements in which the photographs or comments of top class canoeists appear.

How many canoeists hold posts which allow them time for practice or training and where boats and equipment are provided by Education Authorities, because they are engaged in School or Youth Service etc., or in the Services?

Recently, one of our world class athletes gave up his job and now lives off Social Security benefits. Is he a professional?

How do we reconcile 'amateur' tennis players and skiers who make a living at the sport?

If my son or daughter is outstandingly promising at a sport, I would pay for him or her to be coached, pay the expenses of competing and provide sufficient financial aid for training etc. I could even provide a nominal job within my company, but would he or she be amateur or professional?

No, Mr. Dudderidge, there is no dividing line between amateur and professional so let's not pretend that there is. In Britain we tend to think that we are the only ones who play according to the rules. Certainly the rules need reviewing, but good luck to those who can get back a little of what they put in!

Bedford.

John R. Mathers

*(There will be many who will agree with Mr. Mathers, but it should be made clear that John Dudderidge was merely interpreting the rulings of the International Olympic Committee and the International Canoe Federation for the guidance of those who do not wish to endanger their amateur status as far as these bodies are concerned—Ed.)*

The Sports Council in conjunction with the Greater London and South East Sports Council Research Unit, are carrying out a detailed Minority Water Sports Study, initially through a questionnaire, which will be sent round to all BCU Affiliated Club Secretaries in England and Wales; and also to other known Canoe Clubs in the South East.

Recipients of this questionnaire are urgently requested by the British Canoe Union to fill in as much as they possibly can and return to the address given without delay. Even if they can't complete all the answers, they are still asked to return. If any Secretary wants advice, write or phone Peter Rogers, 52 Cascade Ave., London. N.10 3PU (Phones 01-486 6339 office or 01-444 8591 home).

The purpose of this survey is to find out our requirements for water facilities, so please help out, or you will have no cause to moan afterwards.

## Appreciation

The Editor & Staff,

As one of your regular readers for the eight years of your labours (and a little before) I wish to take this opportunity of thanking you all for the excellent work that you have carried out on behalf of all the membership of the B.C.U. From time to time tales have filtered down to the membership of the hard work involved in producing our magazine and I am sure that you have earned both our gratitude and a rest.

Canoeing in Britain is a fitting publication for our organisation and the standard that you have set is a tribute to your combined efforts.

I hope that the Council, in appointing (or blackmailing), a new editorial group may consider adding the following to their brief:

- 1 Mechanisation of as much work as possible, and certainly distribution.
- 2 Creating a balance between competition and the other half of our membership within the magazine.
- 3 Making publication bi-monthly.

Many thanks and may I wish both you and your wives many years of happy canoeing.

Bletchley.

Colin M. W. Kempson

## Canoe Polo and disconnected jottings.

No doubt an excellent fun sport, but to be recognised as a competitive sport by the B.C.U. is just plain laughable.

Slalom, Sprint, L.D. and sailing encompass the true competitive sports of canoeing the world over. Surely it would be better to put the above in order before further diversification with a sport, which I, and many others, give about as much importance as cycle football and tiddlywinks. I feel it is a sport for those who have been unable to gain any prominence in the four canoe sports and therefore invent a new one.

There is also the monetary aspect of various people pushing the sport, who have an interest in producing those horrible so called canoes, for their own gain.

Keep Canoe Polo on its correct level please, a fun hobby for those who enjoy it. As for being a true competitive sport — utter rubbish.

I beg the B.C.U. Council and Competitive committee to concentrate its efforts on the following:—

- 1 Access for Touring, Slalom and L.D.
- 2 The producing of more trainers and coaches for the main branches of the sport, and I don't mean well meaning school teachers and youth club organisers who like to mess about in boats. We need people with a far higher professional approach than that.
- 3 The creation of better facilities such as the correct development of Holme Pierrepont and Llangollen, and more permanent slalom sites and full and permanent training areas, where the truly dedicated athlete can concentrate on training.
- 4 The creation of more money for sending teams abroad for true competition, by raising the ridiculously low subscriptions and entry fees. Also put your minds to the problem of transport for the teams.
- 5 The creation of a contingency in the future for full-time Team Managers and Trainers (or you won't get anybody foolish enough to do the job properly).

If you are drawn away from the above 5 points by attaching too much importance to such fun sports as canoe polo and surfing, the status of canoeing in this country will rapidly deteriorate in competition with countries who put the proper accent on a country's best prestige export, namely the ability to produce Gold Medal winners.

The sooner the Government is persuaded of this fact by the major sporting bodies, that sport is an excellent export, the sooner we shall gain more respect in the world. Professionalism is here to stay, let's join it, and show that given equal opportunity, we are able to produce competitors of the same standard. Without a shadow of doubt it will happen one day, and from my own point of view the sooner the better.

As for such things as canoe polo, surfing championships, uninformed coaching schemes that produce coaches but do not raise the standard of canoeing, the formation of more and yet more committees and the constant bickering in canoeing magazines from people who would rather use a pen than paddle — forget it all, and concentrate on the bettering of the sport of canoeing in the eyes of not only this country, but Internationally as well.

Appleby.

N. R. Morley  
Team Manager, Slalom.





**CHAMPELAIN CHALLENGE L.D. RACE** 4 June  
**CHELSEA CANOE DASH** 12 June

<b>Class 1</b> 1. S. Pluthere, Thames 1.40.55 2. U. Anderson, Howe 1.50.15 <b>Class 2</b> 1. M. Byrne, Halifax 2.01.35 <b>Class 3</b> 1. Balbek/Watson, Southwick Range Venture Unit 2.11.44 <b>Class 4</b> 1. A. Hunter, Leander Scouts 1.29.35 2. B. A. Smith, Thames 1.29.35 3. R. Oates, Crawley Boys C. 1.41.55 <b>Class 5</b> 1. P. Gorman, Worthing 1.30.40 2. J. Noble, 1st Bangor Se 1.42.00 3. J. D. Butler, Leander Se 1.44.17 <b>Class 6</b> 1. A. Taylor, Thames 1.47.15 <b>Class 7</b> 1. Langford/Halt, Halifax 1.27.15 2. Woodgate/Herring, Sussex Conventuality 1.07.20 3. Walter/Haskell, Worthing 1.33.28 <b>Class 8</b> 1. Harrison/Harrison, Leighton Park School 1.25.15 2. Walton/Whaling, Halifax 1.32.58 3. Walstenholm/O'Griffiths, Leighton Park School 1.35.59 <b>Class 9</b> 1. S. Blackwell, 2nd Worthing 1.43.57 2. J. Freeman, Thames 1.46.59 3. D. Hill, Halifax 1.47.35 <b>Class 10</b> 1. Perrett/Croft, Leighton 1.33.50 2. Plathore/Gray, Thames 1.35.06 3. Lang/Pyne, 4th Worthing 1.39.27 <b>Class 11</b> 1. Green/Austin, 6th Shoreham See Venture Scouts 1.42.45 2. Thors/Minslanley, Crawley 1.42.53 3. Phipney/O'Donnell, 2 Worthing 1.45.97 <b>Class 12</b> 1. D. Gatten, Worthing 1.51.33 2. R. Shoulters, Worthing 1.52.05 3. D. Lane, Royal Navy 1.54.00 <b>Class 13</b> 1. S. Marshall, 2nd Begon 1.55.42 2. P. Oatner, 1st Broadbridge Heath & Blifield 1.56.39 3. T. Tweat, " " 1.57.47	<b>Head Memorial Cup</b> <b>Class 1</b> 1. D. Phipps, Newham 1.40.20 2. Blacker, " " 1.43.15 <b>Class 2</b> 1. Jerome/Helpe, Newham 1.40.20 2. Weaver/Saunders, Police Cadets 1.40.20 <b>Class 3</b> 1. Fleming, Sheffield Scouts 1.40.20 2. Jackson, Chelmsford 1.40.20 3. Springett, Brentwood School 1.40.20 <b>Class 4</b> 1. Nissen, Sheffield Scouts 1.40.20 2. Reed, Chelmsford 1.40.20 3. Archerly, Sheffield Scouts 1.40.20 <b>Class 5</b> 1. G. Turner, Brentwood School 1.40.20 2. Leach, Sheffield Scouts 1.40.20 3. Selvaese, Essex Home School 1.40.20 <b>Class 6</b> 1. M. White/Head, Brentwood School 1.40.20 <b>Class 7</b> 1. Lewis/Sponer, Chelmsford 1.40.20 2. Beard/Brown, Brentwood School 1.40.20
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<b>SEE ESTUARY L.D. RACE</b> 1 Aug <b>Class 1</b> 1. R. Davis, Ithaca Valley 1.31.42 2. C. Tatum, Richmond 1.35.00 3. G. Gray, Exeter 1.37.54 <b>Class 2</b> 1. J. J. Fowler, 20th Bromley Se. 1.39.17 2. P. Lavare, " " 1.41.56 3. D. Barrett, Exeter 1.54.46 <b>Class 3</b> 1. Alan/Williams/Blackmore, " " 1.24.40 2. Harris/Paake, Rytha Venture 1.29.40 3. Green/Stokey, Viting 1.31.34 <b>Class 4</b> 1. M. Harris/Worth, Exeter 1.29.50 2. Clarke/Gorman, Pangbourne/Worthing 1.34.56 <b>Class 5</b> 1. M. Whitlock, Ithaca Valley 1.39.15 2. R. Fisher, Reading 1.42.04 3. R. Teates, Independent 1.46.29 <b>Class 6</b> 1. C. Aylett, Southampton 1.52.16 2. C. Allen, Penance 1.53.16 3. R. Herrit, Ithaca Valley 2.05.09 <b>Class 7</b> 1. Gailop/Pillinger, Griffon 1.40.39 2. Lee/Lovry, Longridge/R.A.C. 1.49.37 3. Train/Parnhill, Viking 1.52.07 <b>Class 8</b> 1. G. Tompkins, H.M. Lymington 2.10.44 2. S. Amea, Exter Sea Scouts 2.15.56 <b>Class 9</b> 1. W. Giffiths, Penance 1.52.15 2. C. Hyater, Worthing 2.11.00	<b>Class 14</b> 1. M. Jones, Grappenhall 1.56.35 2. C. Tatum, Richmond 1.36.40 3. V. Mahis, Gullay 1.41.15 <b>Class 15</b> 1. D. Smith, Verecoster 1.41.30 2. R. Stronbridge, Vauxey V. 1.54.20 3. M. Ailes, " " 1.56.55 <b>Class 16</b> 1. Train/Parnhill, Viking 1.54.40 <b>Class 17</b> 1. Bland/Mcree, Viking 1.10.20 2. Bagley/Clarke, Boston 1.13.30 3. A. Marston 1.21.20
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**BERRY SLALOM** 22/23 May

<b>Class 1</b> 1. T. Byss, Vauxey Valley 1.04.10 2. A. Bennett, Pangbourne 1.05.20 3. K. Bailly, Bourne V.V. 1.08.10 <b>Class 2</b> 1. M. Collins, Gullay 1.14.40 2. K. Pance, Grappenhall 1.15.00 3. R. Gribaldy, Boston 1.29.18 <b>Class 3</b> 1. R. Bennett, Deedes 1.24.10 2. J. Thorpe, Vauxey Valley 1.40.40 <b>Class 4</b> 1. M. Clapham, Richmond 1.21.40 2. K. Sargent, " " 1.21.40	<b>Class 18</b> 1. M. Avery, Richmond 1.34.55 2. D. Parham, " " 1.35.15 3. M. Huan, Royal 1.35.23 <b>Class 19</b> 1. Oliver/Edwards, Linc/Vauxey 1.29.56 2. Giddings, Royal 1.29.57 3. Lawrence/Tilford, Royal 1.30.23 <b>Class 20</b> 1. R. Smith, Thames 1.57.03 2. R. James, Grappenhall 2.00.27 3. G. Beady, Clippenham 2.02.29 <b>Class 21</b> 1. Reavitt/Pinch, Carterham 1.54.09 2. M. Perrett/M. Croft, Leighton Park School 2.00.21 3. M. Nashall/Page, Pangbourne 2.25.50 <b>Class 22</b> 1. S. Farrell, Royal 1.12.48 2. T. Cornish, Longridge 1.14.50 3. G. Jackson, " " 1.16.54 <b>Class 23</b> 1. Bennett/Kirby, Pangbourne 1.11.54 2. Vallery/Bunter, Royal 1.12.52 3. Brown/Splight, Nottingham 1.13.53 <b>Class 24</b> 1. J. Postlethwaite, Pangbourne 1.30.52 2. M. Walsh, Gullay 1.31.56 3. R. Martin, Windsor 1.41.11 <b>Class 25</b> 1. Pearcey/Simons, Isleworth 1.12.06 2. Davy/Reilly, Pangbourne 1.30.50 3. Burrows/Pearson, Thames 1.33.59 <b>Class 26</b> 1. H. Woodhouse, Richmond 1.10.14 2. J. Rowe, Longridge 1.18.19 3. C. Battie, Royal 1.27.57 <b>Class 27</b> 1. Rowland/Lawler, Southampton 1.17.47 2. Clapham/Sargent, Richmond 1.28.50 3. Wallace/Oatridge/Pangbourne 1.49.35 <b>Class 28</b> 1. C. Poole, Voking 2.04.43
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<b>THAMES RACE</b> 25 April <b>Class 1</b> 1. R. Avery, Richmond 1.34.55 2. D. Parham, " " 1.35.15 3. M. Huan, Royal 1.35.23 <b>Class 2</b> 1. Oliver/Edwards, Linc/Vauxey 1.29.56 2. Giddings, Royal 1.29.57 3. Lawrence/Tilford, Royal 1.30.23 <b>Class 3</b> 1. R. Smith, Thames 1.57.03 2. R. James, Grappenhall 2.00.27 3. G. Beady, Clippenham 2.02.29 <b>Class 4</b> 1. Reavitt/Pinch, Carterham 1.54.09 2. M. Perrett/M. Croft, Leighton Park School 2.00.21 3. M. Nashall/Page, Pangbourne 2.25.50 <b>Class 5</b> 1. S. Farrell, Royal 1.12.48 2. T. Cornish, Longridge 1.14.50 3. G. Jackson, " " 1.16.54 <b>Class 6</b> 1. Bennett/Kirby, Pangbourne 1.11.54 2. Vallery/Bunter, Royal 1.12.52 3. Brown/Splight, Nottingham 1.13.53 <b>Class 7</b> 1. J. Postlethwaite, Pangbourne 1.30.52 2. M. Walsh, Gullay 1.31.56 3. R. Martin, Windsor 1.41.11 <b>Class 8</b> 1. Pearcey/Simons, Isleworth 1.12.06 2. Davy/Reilly, Pangbourne 1.30.50 3. Burrows/Pearson, Thames 1.33.59 <b>Class 9</b> 1. H. Woodhouse, Richmond 1.10.14 2. J. Rowe, Longridge 1.18.19 3. C. Battie, Royal 1.27.57 <b>Class 10</b> 1. Rowland/Lawler, Southampton 1.17.47 2. Clapham/Sargent, Richmond 1.28.50 3. Wallace/Oatridge/Pangbourne 1.49.35 <b>Class 11</b> 1. C. Poole, Voking 2.04.43	<b>THAMES RACE</b> 25 April <b>Class 1</b> 1. R. Avery, Richmond 1.34.55 2. D. Parham, " " 1.35.15 3. M. Huan, Royal 1.35.23 <b>Class 2</b> 1. Oliver/Edwards, Linc/Vauxey 1.29.56 2. Giddings, Royal 1.29.57 3. Lawrence/Tilford, Royal 1.30.23 <b>Class 3</b> 1. R. Smith, Thames 1.57.03 2. R. James, Grappenhall 2.00.27 3. G. Beady, Clippenham 2.02.29 <b>Class 4</b> 1. Reavitt/Pinch, Carterham 1.54.09 2. M. Perrett/M. Croft, Leighton Park School 2.00.21 3. M. Nashall/Page, Pangbourne 2.25.50 <b>Class 5</b> 1. S. Farrell, Royal 1.12.48 2. T. Cornish, Longridge 1.14.50 3. G. Jackson, " " 1.16.54 <b>Class 6</b> 1. Bennett/Kirby, Pangbourne 1.11.54 2. Vallery/Bunter, Royal 1.12.52 3. Brown/Splight, Nottingham 1.13.53 <b>Class 7</b> 1. J. Postlethwaite, Pangbourne 1.30.52 2. M. Walsh, Gullay 1.31.56 3. R. Martin, Windsor 1.41.11 <b>Class 8</b> 1. Pearcey/Simons, Isleworth 1.12.06 2. Davy/Reilly, Pangbourne 1.30.50 3. Burrows/Pearson, Thames 1.33.59 <b>Class 9</b> 1. H. Woodhouse, Richmond 1.10.14 2. J. Rowe, Longridge 1.18.19 3. C. Battie, Royal 1.27.57 <b>Class 10</b> 1. Rowland/Lawler, Southampton 1.17.47 2. Clapham/Sargent, Richmond 1.28.50 3. Wallace/Oatridge/Pangbourne 1.49.35 <b>Class 11</b> 1. C. Poole, Voking 2.04.43
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**FIFTH BOSTON L.D. RACE** 25 July

<b>Class 1</b> 1. Alan/Williams/Blackmore, Richmond 1.28.20 2. Courtonne/Cook, Newham 1.36.50 <b>Class 2</b> 1. W. Jackson, Grappenhall 1.36.35 2. C. Tatum, Richmond 1.36.40 3. V. Mahis, Gullay 1.41.15 <b>Class 3</b> 1. D. Smith, Verecoster 1.41.30 2. R. Stronbridge, Vauxey V. 1.54.20 3. M. Ailes, " " 1.56.55 <b>Class 4</b> 1. Train/Parnhill, Viking 1.54.40 <b>Class 5</b> 1. Bland/Mcree, Viking 1.10.20 2. Bagley/Clarke, Boston 1.13.30 3. A. Marston 1.21.20	<b>Class 12</b> 1. H. Clarke, Independent 1.09.29 2. D. Armstrong, Veleb Harp 1.18.47 3. K. Davies, Longlands Sch. 1.23.04 <b>Class 13</b> 1. M. Mayhew, Veleb Harp 1.18.31 <b>Class 14</b> 1. C. Clements/Pattar, Eagle 1.09.39 2. Cooper/Down, RAF Halton 1.14.10 3. Riechly/Dupis, " " 1.18.04 <b>Class 15</b> 1. D. Spence, Chelmsford 1.29.08 2. M. Cooke, 1st Millip School 1.30.06 3. P. Lewis, Chelmsford 1.31.13 <b>Class 16</b> 1. S. Fleming, 1st Sheffield 1.18.47 3. G. Prince, 1st Hemingfords 1.24.58
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**Class 3 Group C**

1. K. Walker, Harrow & W/stone 1.18.17 2. A. Bryant, Veleb Harp 1.18.48 3. R. Byrne, Norton 1.23.32 <b>Class 4 Group B</b> 1. Kirby/Cliffen, 1st R/ferds 1.24.55 2. Thomas/Pearson, 1st Millip 1.47.51 <b>Class 4 Group C</b> 1. Bondy/Lambourne, Norton 1.11.15 2. Alford/West, " " 1.14.59 3. Trim/Trim, RAF Halton 1.15.47 <b>Class 5</b> 1. D. Smith, 1st Hemingfords 1.16.04 2. K. Rank, " " 1.16.30 3. G. Clarke, Independent 1.43.01 2. J. Patchley, Sheffield Sc. 1.19.53 <b>Class 6</b> 1. C. Lewtas/Pattar, Norwich 0.54.04 <b>Class 7</b> 1. D. Smith, Boston 1.01.01 2. R. Gardner, Boston 1.05.40 <b>Class 8</b> 1. P. Wright, Spalding Y.C. 1.11.43 2. G. Clarke, Sheffield Sc. 1.19.53 <b>Class 9</b> 1. G. Clarke, Boston 1.08.42 2. S. Bagley, " " 1.15.03 3. D. Overton, " " 1.35.00 <b>Class 10</b> 1. S. Fleming, Sheffield Sc. 1.06.20 2. D. Smith, " " 1.07.28 3. P. Weiner, " " 1.08.28 <b>Class 11</b> 1. D. Atterby, Boston Sea Sc. 1.07.28 2. D. Gann, " " 1.08.18 3. N. Baker, Exeter 1.21.45 <b>Class 12</b> 1. D. Goodliff, Boston Sea Sc. 1.05.42 2. G. Chester, " " 1.05.55 3. R. Harrison, Boston 1.20.35	<b>Class 17</b> 1. J. Oliver, Lincoln 3.41.05 2. P. Lawrence, Royal 3.47.00 3. D. Parham, Richmond 3.47.00 <b>Class 18</b> 1. Chester/Wetherall, Richmond 1.46.08 2. Waks/Taylor, Richmond 1.47.05 3. Oliver/Grant, Lincoln 1.47.05 <b>Class 19</b> 1. Mckereth/Dyer, Grappenhall 1.43.05 2. Lawley/Whitby, Richmond 1.44.00 3. Handyside/Parlor, Richmond 1.47.00 <b>Class 20</b> 1. Curlew/Parrill, Royal 1.47.00 2. Brown/Splight, Nottingham 1.47.00 3. Oliver/Marsh, " " 1.47.00 <b>Class 21</b> 1. M. Giggitt/Howe, Grappenhall 2.14.05 2. Collett/Mcneesh, Richmond 2.20.00 3. M. Giggitt, Richmond 2.27.00 <b>Class 22</b> 1. Lawley/Bushaw, Richmond 2.10.00 2. Clapham/Bereton, " " 2.12.00 3. Woodhouse/Bowen, " " 2.13.00 <b>Class 23</b> 1. P. Kenshaw, Richmond 2.16.00 2. G. Woodhouse, " " 2.18.00 3. N. Lawler, " " 2.18.00
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**CRAGGLOUGH POND MINI SLALOM** 2 May

<b>Under 14</b> 1. A. Thomas, George Heriot 459 2. D. Keoz, Forth 160 3. J. C. Purvis, Northburgh 170 <b>Under 16</b> 1. R. Foley, Liberton 172 2. J. Dolas, Craigmount 177 3. G. Beag, " " 185 <b>Under 18</b> 1. S. Range, Northburgh 155 2. G. Outhill, " " 166 3. A. Jeffrey, " " 177	<b>Overall points.</b> (Midgley Trophy) 1. Belle Vue 51 pts 2. Langley Park 49 pts 3. St. Bedes 33 pts <b>LIVIN WILD WATER TEST</b> 21 Mar <b>Class 1</b> 1. W. J. Thomas, Manchester 6.20 2. J. A. Davies, Chester 6.39 3. B. G. Wilkinson, Halifax 7.08
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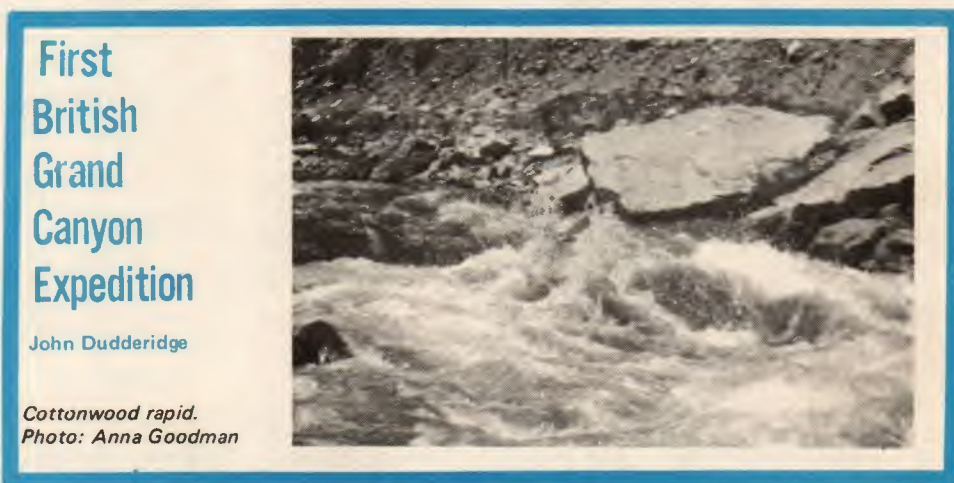
Two years ago a B.B.C. film unit made a film of a canoe and raft journey through the Grand Canyon of the Colorado River, organised as part of the celebration of the Centenary of the first passage of the Grand Canyon in 1869 by John Wesley Powell and his party.

The film was shown on both B.B.C. Channels and aroused great interest and enthusiasm in this country, particularly amongst canoeists, and Chris Hawkesworth, the sole British paddler in the party in 1969, suggested the organisation of a British Grand Canyon Expedition.

In spite of the high cost, a considerable number of canoeists expressed an interest, and on June 30th a party of 28 people assembled from all parts of Britain, were joined by three members of the Irish Canoe Union, and set off from Dublin for the Grand Canyon. The party were to use 24 canoes or kayaks and some members would be travelling on the inflated rubber rafts used as safety boats and for carrying all the equipment and stores for the ten days in the Canyon. The journey included an overnight stop in Chicago as guests of the Illinois Paddlers, and several days at Salida as guests of the organising body of the Arkansas River Races.

After running the course of the River Race and experiencing the notorious Cottonwood Rapid, the party set off on the morning of Independence Day, July 4th for the South Rim of the Grand Canyon, a distance of 500 miles across the desert lands of Arizona. After surveying the canyon from the rim the caravan consisting of one large car (carrying nine people and six kayaks) and one high-walled cattle truck (with the rest of the party, its baggage and canoes) made for the only point with road approach to the Canyon, a place called Lee's Ferry, and prepared for the journey down river. The drivers of the vehicles, Chris and Mike, drove on another 200 miles to leave the transports near the finishing point, and returned on a light plane next morning.

On Tuesday morning we set out on our 230 miles journey, with rapids in quick succession



**First British Grand Canyon Expedition**  
John Dudderidge

*Cottonwood rapid.*  
Photo: Anna Goodman

and through magnificent scenery of towering cliffs coloured red, green and black, and every shade between, rising terrace upon terrace a mile high on both sides, and extending to the limits of vision in all directions. Mounted as I was on the bucking raft I had perhaps more time to observe the scenery than the paddlers battling with high waves, deep holes, mountainous stoppers, whirlpools and eddies.

I was tremendously impressed with the technical competence of our paddlers; outstanding was Pauline Squires, the first girl canoeist to brave the canyon; the Canadian pair John Goodwin and Albert Woods, Allan Donnelly paddling a Canadian Single, and Fred Doody in kayak, but it is invidious to name some when all were so good.

Nights were spent sleeping under the stars on sandpits, and evenings and midday breaks were used for exploring side canyons or visiting deserted Indian cave dwellings or other objects of

interest. Fauna met included rattlesnakes, scorpions, buzzards and ravens, lizards of every colour and size, humming birds, squirrels, wild asses and wild goats or sheep.

The run of the canyon ended on an Indian Reservation a few miles upstream of Lake Mead, formed by the Hoover Dam. Here we were met by trucks driven by Indians and taken with all our gear up a dried-up river bed, a track and finally a highway to the motel where Chris had left our transport. Then came another journey of 400 miles across mostly desert to the Pacific Coast of South California, where several days were spent surfing and sight-seeing before flying home from Los Angeles International Airport.

The cost of the expedition was higher than anticipated, and few were able to accept offers of sponsorship because of advertising demands of possible sponsors, demands which would have imperilled amateur status. However, time will pass, and temporary financial embarrassment

# FIRE IN THE WORKSHOP

Alan Byde

*This happened, seven months ago, in the workshop of a local authority youth centre used for building glass fibre canoes . . .*

He lit his cigarette, and the lighter closed. He intended to slip the lighter into his pocket, but it missed the pocket and fell to the floor. The trigger struck first and the lighter operated at once. Then it fell over into the puddle of water, quarter of an inch deep, and went out as it closed again.

The thin skin of spilled acetone, solvent used for cleaning brushes, took fire. Wherever the water spread, so did the solvent, as did the flames. The flames appeared blue, yellow, and they gained height, to a foot or so. The boy

stamped in the puddle to splash the water about and smother the flames. Burning solvent splashed up his leg inside his tight trousers, and he ran fifty yards to the river and plunged in. His leg healed eventually, having lost a lot of skin, but that was six weeks later.

Meanwhile the lower end of resin-stained clothes hanging on the pegs by the door took fire. A cinder about four inches long and an inch across was found where they had been. Flames climbed up the clothes and made a choking stink. The flames went on, and surrounded the plastic bottle which contained two or three pints of solvent, and the jars of dirty solvent with brushes soaking in them. An attempt to remove the solvent jar failed, because the cap had been removed and it had not been replaced. The jar flared up and spilled fire onto the other lad's hand. He dropped it, it all spilled and burned. Flames hit the ceiling of the big workshop next door.

He with the burns re-entered, carrying two water type extinguishers. One of these was partially exhausted, the young lads from the youth centre had been having fun finding out. His attempts to put out the fire were partly successful. He stopped the bubbling and burning paint on the plywood walls from spreading. Flames now were mounting behind the steel shelves which held the colour pastes, paint cans, odds and ends, and two polythene catalyst dispensers. Catalyst is the same stuff that was used in early rocket fuels. There was about quarter of a pound in the two bottles. Over a gallon was in the large 5 gallon drum standing on the floor amidst the flames. This was removed but the plastic cap had been scorched and melted, the liquid surface exposed. Catalyst attacks metals, so polythene must be used.

At some stage the rocket fuel launched its bottles, because they were not found. Flames now had reached paintwork on beams more than thirty feet away, there had been a 'flash-over' in the roof space. Flames had licked the paint on the front door through which came two men carrying three extinguishers, water, foam, and powder. This door is twenty-four feet from the heart of the fire. They crept in under the smoke and flames.

The water was ' . . . . .useless' The foam stopped the burning in the shelves, the powder finished off the fire on the puddle. Out of the heart of this chemical fire, out of the foul reek and fierce heat tottered two men and a young member of the club, nursing a very sore leg. Had it not been for his Duke of Edinburgh Award Training in fire fighting, he would not have known what to do.

From the building came the tinkle and crash of falling glass. Outside the 'inquest' began as I arrived. What would YOU say to the Coroner?

● In England and Wales the domestic and industrial sewage from a population of about six million — about one-eighth of the total — is discharged into the sea with little or no treatment. You may have noticed.

Most often the difficulty is cost: authorities, however much they realize the need for improving treatment and disposal arrangements, hesitate to undertake schemes because of anticipated initial and running costs. The Cement and Concrete Association has published a leaflet — available free — showing how relatively inexpensive schemes to avoid pollution work. The address: 52 Grosvenor Gardens, London, S.W.1.

# Our first two-way Channel Crossing

John McCann



Four C.C.C. members who did the double Channel crossing in single kayaks (left to right): Gillian Crow, Jo Ledger, John McCann, Brian Cowburn.

Every year The Canoe Camping Club runs a Channel Crossing, under the experienced eye of Denis Fastnedge, the current Chairman. The proposal to try a two-way crossing arose from the experience of September 1969, when nine of us had an exceptionally rough crossing, full of incident and lasting 7½ hours, and at the end some members felt they could have gone on longer.

On 16 July we re-assembled near Dover. Saturday was a frustrating day. On the basis of an adverse forecast our escort pilot, Captain Hutchinson, had advised against going, although as it happened the conditions proved to be good, with the wind rising again on Saturday evening. One half of the double had to go home, leaving seven singles and one unattached man without a canoe.

On Sunday the alternatives were to start at 4.30 a.m. or 10.0 a.m., and again on the basis of the forecast Captain Hutchinson advised against the earlier and otherwise preferable start. However we did get away later, leaving St. Margaret's Bay at 10.6 a.m. with seven singles in the water and the one unattached man in the escort boat "Invictor".

The first crossing was uneventful. Conditions were good, wind Force 2 northerly with a three-foot swell, just enough to keep it interesting, clear skies after the first hour, and excellent visibility. We passed close to South Goodwin lightship at 11.8 a.m. and were able to thank the crew for some mackerel they had given us the previous day during a short practice run.

Halfway over, the white cliffs of England and of France, at Blanc Nez, were both clearly in view, and soon afterwards the towers and structures of Calais became visible also. The party maintained perfect line abreast formation throughout, stopping only for very short refreshment breaks at ninety-minute intervals. Approaching France we swung well to the south to obtain a landing more favourable for the return trip, and landed at the southern side of Wissant at 4.15 p.m. on an almost flat beach on the edge of a sand-yachting race.

The natives proved friendly. Gillian and Tony spoke competent French and the others did their best; only one person addressed us in English. We stayed 24 minutes, inspected canoes and gear, and left amid a lot of "Bon voyages" at 4.39 p.m. The wind had freshened to Force 3-4 northerly and going through 4-5 foot surf we got quite wet.

An ingenious arrangement had been suggested whereby Colin Simmonds, the unattached crew of the double, would take over Ann-Marie's T.I. for the return crossing, but there were snags — Colin was not at all familiar with the T.I., and 6½ hours aboard the escort had done terrible things

## B.C.U. REGISTER OF CLUB COLOURS

Additions to the club colours register should be sent to the B.C.U. Secretary. Please avoid duplicating an existing design.



**CHARNWOOD KAYAK CLUB**  
Bottle green vest with Clubs badge mounted in centre of chest.



**SHEFFIELD CANOE CLUB**  
Maroon vest. Paddles with maroon blade.



**GAILEY CANOE CLUB**  
White vest with red V sloping down from shoulders.



**WORTHING CANOE CLUB**  
Red vest with royal blue hoop.



**1 (B.R.) CORPS OUTWARD BOUND C.C.**  
White vest with two navy blue hoops.

with it, but the memory of those weeks will remain. Incidents on Lava Falls, and on a score of other rapids and cataracts will provide bar-room and camp-fire tales for years to come.

Doubtless there will be inquests on the expedition and discussions on how this or that part of it might have been arranged differently, but the party achieved what it set out to do, and those who took part are indebted to Chris Hawkesworth for his initiative in promoting it and working so hard at the organisation to those members who volunteered to drive the vehicles so many weary miles; and to our American friends in Chicago, Salida and California for their warm hospitality.

to his sense of equilibrium.

Colin said that he felt unstable from the first, and about a quarter of an hour later he capsized. Brian and I executed the rafted X rescue we had practised so thoroughly during training, and in next to no time Colin was back in his canoe — but amid all the pounding and over-riding my rudder was severely damaged. Colin decided that to proceed in a strange canoe and a worsening sea was not sensible, and at 5.37 p.m. he went aboard "Envictor".

Of the four who continued Brian had participated in two previous years, Gillian and I in one. Gillian made it clear throughout that she was not intending to finish the second crossing, only to go on until she got tired. She persisted in this intention, and if the English mainland had not got in her way I think she would be paddling still.

Jo had not done a Channel crossing before. We had all told her lurid stories of the sufferings endured aboard "Envictor" on the return trip, and she had decided that it would be less harrowing to return by canoe.

Brian tried to straighten the rudder but there was no strength left in the metal and it flopped about uselessly. Later it broke off and trailed from the lifting wire, so Brian had to cut it away. Visibility remained excellent, and as the darkness intensified we could see the shore lights in tantalising detail, though it would be more than two hours before we got there.

About an hour after dusk, phosphorescence started. Specks of greenish-blue incandescence tumbled over our decks and spraycovers, and the bow waves of other canoes glowed eerily in the darkness. It was weird, it was delightful, but we were too tired to enjoy it. Even Jo's habitual effervescence faded, and she admitted she would be glad when it was all over. Watching the shore I saw the lights of a car apparently driving across the sky to the right of Dover Castle.

Suddenly I realised exactly where it was, a stretch of the Deal road where Tony and I had stopped the car only the previous evening to stare gloomily out to sea, then covered with white crests and looking not at all auspicious for the crossing. I found that immensely encouraging.

I tightened up my paddling action which had become careless through fatigue, called the party into closer formation, and began keeping a stern eye on Jo, who likewise through fatigue was developing a tendency to run ahead too close to the stern of the escort.

Then I began to feel horribly empty and definitely flagging in effort. I took a block of chocolate from its rubber bands on the aft deck and ate it complete with tinfoil wrapping. Jo asked if I was all right. I said "Not really" and she rafted on me and stuffed a lot of her glucose into my mouth — I had eaten or lost all mine. My main worry was that I would capsize within a mile or two of our destination, not through sea conditions, which were easing all the time as we came under the shelter of the shore, but because of the slopping water in my canoe. I knew also that if the others were as tired as I was it would be unfair even to ask for a deep-water rescue, so that I would end up on the escort.

We reached the floodlit entrance of Dover Harbour at 12.20 a.m. Jo landed first; two strong men leaned over from the escort and plucked her vertically from her cockpit like pulling a rabbit from a hat. Gillian landed well. Brian attempted to stand in his cockpit, his legs buckled under him, and he subsided into the dock. My canoe was so full of water that four people could not carry it up the steps.

A number of people who ought to know have said that the two-way crossing has not been done before. I have always been convinced that Army units have done it in doubles, and have told this to others, but at the time of writing even this is difficult to establish in detail. We would welcome information on any previous two-way Channel crossing. Write to John McCann, Greenhill, Hatfield, Broad Oak, Bishop's Stortford, Herts.

#### One-way crossing:

Ann-Marie Evans in a T.I.

Richard Evans in a T.I.

#### Why the Cadet?

The Council of the B.S.C.A. have for a long time felt that there remains a need in the educational field for a fast, not too stable nor too unstable canoe, with good directional stability, in which young people can:—

- learn a good paddling stroke;
- master the basic strokes;
- undertake journeys — carrying camping equipment if necessary;
- enjoy paddling on calm and rough water, inland and at sea;
- eskimo roll;
- race informally against each other within their own localities and groups.

This need has been constantly highlighted by the large number of enquiries received by the Association seeking advice on a canoe suitable for general work with young people who have not yet specialised in a particular aspect of the sport. An important feature of the B.S.C.A. 'Cadet' — originally conceived as a white water racer — is the number of safety requirements which as condition of sale must be incorporated into the finished boats; in particular, buoyancy, must be included within the total price of the canoe.

#### Espada Time-Trials

A Time-Trials day for Espadas only is to be held on the Staffordshire and Worcestershire Canal on 26th September under the auspices of the Gailey Kayak Racing Club, at their clubhouse, which is half a mile from the intersection of the A5 and the M6. David Cook, the Espada Director, will be there to facilitate registration of your Kayaks on the day.

	Class A	12-14 yr	3000m.
Girls	Class B	14-16 yr	3000m.
	Class C	16-18 yr	3000m.
	Class A	12-14 yr	3000m.
Boys	Class B	14-16 yr	5000m.
	Class C	16-18 yr	10000m.

### Fine weather for Nottingham Festival Events Players sponsor Regatta and L.D. Race

The return of John Player and Son to canoeing sponsorship saw two very successful events organised in Nottingham on July 17th and 18th. Although some of the top sprint paddlers were competing in time trials on Holme Pierrepont on Saturday, the 10 mile long distance race attracted a good quality entry of over 100 paddlers almost exclusively in the K boat classes.

The two outstanding performances of the day were both produced by local lads, Norman Mason winning the Senior K.1 by nearly six minutes and Steven Brown winning Class 1B by three and a half minutes. In the ladies K.1 Class, Frances Bereton of Richmond paddled to victory in a Nottingham Kayak Club "Avenger" to make it a clean sweep in the K.1 Classes for this home-built boat. The Junior K.2 also resulted in a Nottingham victory with a win for Hubbard and Marsh while the Senior K.2 was won by Giddings and Perrin of Royle.

● The 7th Annual Worthing C.C. "Double-A" canoe race was held on Sunday, July 11, in tropical weather and it was a wonder that so many of the competitors finished owing to the racing conditions for this very gruelling race which starts at Shoreham and continues up the Adur against the still-outrunning tide for a distance of 18 miles with three portages over locks and sluices to West Grinstead. Here, the competitors' time is stopped when they arrive to re-start (after being transported to Thakeham), as they commence the hellish 6½-mile run with their canoes on trolleys from Rydon School, Thakeham, to Pulborough where they dismantle trolleys, don lifejackets and set off down the Arun to finish 20½ miles further on at Littlehampton.

A great race which calls for the utmost in stamina for the entrants who are all Sussex Youth between 16 and 21 years, and it is considered by most County Canoe Clubs a pity that the organisers do not open the event Nationally as it contains the longest distance for a single canoeist to race (45 miles) in the world.

Tony Bruce in a Sea Otter.

#### Two-way crossing:

Gillian Crow in a Cygnet.

Jo Ledger in a Cresta.

Brian Cowburn in a Cygnet.

John McCann in a North Sea.

Dover high water 8.15 a.m. and 8.45 p.m.

Dover low water 3.19 p.m.



#### National Competition to find an Emblem for the B.S.C.A.

A wide variety of designs have been received by the Council and are now under consideration — the name of the winning designer will be announced at the A.G.M.

**First National Schools Slalom Championship** was well supported and contested in glorious sunshine on Saturday, 17th July. Despite the very low water conditions, Bob Castle the organiser, managed to provide an interesting and varied course, which started just above the weir at Matlock.

● Suggestions for those interested in racing, from David Cook — Are you wondering if you have enough speed or stamina to enable you to enjoy a regatta? On your favourite stretch of training water measure a course somewhere between one and three miles long. If, on a timetrial, you can cover that distance averaging 70 to 80 seconds for each 200 metres, you should not hesitate to enter a race; if you can bring it down to 60 seconds for each 200 metres you are liable to bring a prize home — anything better and you can honestly set your sights on the Olympic Team for 1976.

Another fine day on Sunday produced the largest crowd for some years at a Sprint Regatta with rowing and canoeing races alternating every four minutes from 11 a.m. to 6 p.m. and producing some very fine racing. The Nottingham rowing and canoe clubs who had combined to organise this event had really pulled out all the stops to make the regatta a success. A printed programme and public address kept both spectators and competitors fully informed of all events, results boards were updated immediately following each event and a beauty queen presented prizes (and kisses) to competitors from a floating jetty moored half way up the course as soon as each final was decided.

In the Senior K.1 event, Lawrence Oliver of Lincoln was just able to come past Parnham of Richmond in the last 100m to produce one of the most exciting finishes of the day. Parnham, however, paired with Avery to win the Senior K.2 final by a clear length, while the Senior K.4 was won by only 1 foot, Richmond A gaining the decision over Richmond B. The Junior events were as usual dominated by Royal and Richmond. Pawlow of Royal took the Junior K.1 prize, while Duke and Taylor of Richmond just inched ahead of all five other finalists to take the K.2 event. Richmond also won the Junior K.4 event.

In the novice events young Farrell of Royal had a most successful day, winning the K.1 event and then pairing with Carval to also carry off the K.2 prize.



*Canoeists in the River Arun, at Rowley, North Sussex.*

### All records smashed in Chandy Challenge

On Sunday, 6th June, 1971, 122 starters from an original list of 129 entries set out on the 11½ miles CHANDY CHALLENGE OPEN L.D. CANOE RACE on the River Arun from Pullborough Public Hard to the Duke of Norfolk's Estate, Arundel. This was the second largest entry ever for a long distance race held in the South of England and attracted a very large crowd who thoroughly enjoyed the thrills and spills of the river canoe polo match prior to the start. The result of the polo was a 3-1 victory

for the Sussex All Stars over the Crawley team. Capsizes, Eskimo rolls, duckings and splashings kept the spectators in good humour.

The race, which was organised by the 1st Burgess Hill Scout Group and sponsored by the soft drink bottling division of Whitbread, Chandy attracted entries from all over the South of England. Several of the canoeists taking part have been winners of national races, including A. Hunter of Leander Scouts who prior to winning the Chandy Class 1a, had last year won the gruelling 125 mile Junior Devizes to Westminster.

The Chandy course record was broken in all classes with the overall Chandy winners P. Harrison and F. Harrison of Leighton Park

School smashing 10 minutes off the previous Class 2b record, with a time of 1 hour 25 minutes 15 seconds.

The Scout Under 16 Singles winner was Stephen Blackwell of 2nd Worthing Scout Group, winner of class 3b in a time of 1-43-57 and the Scout Under 16 doubles winners were A. Soper and G. Cottle of the 1st Findon Valley Scout Group in a time of 1-40-50.

Sue Pluthero, British Canoe Union long distance racing secretary who also won the Ladies Class 1c, presented the Chandy cups, trophies, pennants and finishing certificates with Ken Suckling, Assistant County Commissioner for Scout Sea Activities.

## Little Progress on Access

In the June issue I referred to the opening of discussions between representatives of canoeists, anglers, riparian owners and other bodies under the aegis of the Regional Sports Councils, and promised to report progress. I regret there has been little progress to report.

In some regions preliminary meetings have been held and future meetings arranged, but in others the Regional Sports Councils have met difficulties in finding people able to represent the large numbers of riparian and angling interests involved in even one river.

We have accepted the owners' demand for some form of registration as a prior condition of any programming agreement, and indeed have agreed to administer such a scheme on a voluntary basis. Below we give an outline of the proposals for a voluntary registration of canoes to be administered by the B.C.U. as part of an arrangement with riparian and angling interests under which certain designated private waters will be open for use by canoeists in accordance with an agreed programme.

REGISTRATION will be open to all who are prepared to sign a document committing them to abide by the arrangements and conditions which have been agreed between the B.C.U. and the representatives of the riparian and angling interests, and by the Rules of Conduct laid down in the Water Sports Code.

Applications for registration will be accepted from individuals irrespective of membership in any organisation. It is proposed to make special arrangements for the registration of canoes belonging to organisations such as Schools, L.E.A. Watersport Centres, Adventure Centres, Youth Organisations, the Services and so on. In these cases the craft will be registered in the name of the organisation or unit on the responsibility of a senior officer.

The Registrar will issue to accepted applicants the following equipment:

1. A numbered Identity Card in a waterproof case.
2. A self-adhesive number plate to be attached to the canoe in such a manner that it is visible from the bank. (For ease of reading it is likely that numbers not exceeding 3 figures will be used, with prefix letter, e.g. B489, and the colour of card and plate will be changed annually).
3. A booklet giving full details of the Scheme and of the current arrangements for each river or other water covered by it. Such details will include the timetable or programme of use, the stretches of river available, any special conditions to be observed, information on access points and procedures to be taken when making portages at mills, weirs and other obstructions to navigation.
4. A copy of the Water Sports Code.

CONTRAVENTIONS: Any canoeists using a stretch of water outside the programmed times will be regarded as a trespasser, whether registered or not, unless there exists a right of way, which it will be for him to claim. Should such a trespasser prove to be a member of the Scheme, he will be reported to the Registrar who will take appropriate action. Canoeists who misbehave will also be reported.

This is where the matter stands at present. We are ready, but there will be no attempt to proceed with the implementation of these proposals until worthwhile programmes have been negotiated.

J. Dudderidge.

● The River Stour LD Race planned for September 26th has been cancelled for this year, due to the fact that the London Anglers' Association is in dispute with the River Stour Trust over the public right of navigation on the river, which in the opinion of the Trust has existed for centuries.

The matter is now in the hands of the Trust's solicitors.

## Success for canoeists

Earlier this year, John MacLeod and Audrey Wickham were presented with the Vaux Breweries Awards for canoeing, these awards being restricted to the northern counties. We now hear that Ian White, also of Sunderland C.C., has received £200 as joint national winner of the Robinson's Barley Water Sporting Awards Scheme, along with swimmer June Green and athlete Peter Francis.

Nine contestants, each with an area award to the value of £50 to their credit, faced the judges at the Crystal Palace National Recreation Centre, on Thursday, July 15.

The unenviable task of selecting the winners was in the hands of Emyln Jones, Director of the Centre, Ann Jones, Captain of



Audrey Wickham receives her Vaux Award

the Wightman Cup Tennis Team, and Ron Wills, well-known sporting journalist with the Daily Mirror.

## CLUB CHAT

WALSALL CANOE CLUB has become affiliated to the Royal Life Saving Society, and has run a lifesaving course. Twelve awards were gained, mostly Bronze Medallions, with a couple of Intermediate awards.

Two bat polo matches were played at Canoeing displays, the first being put on for the Walsall Sports Advisory Council's Festival of Sports.

BRADFORD-ON-AVON ROWING CLUB'S magazine "Phoenix" tells the story of this organisation, which has twice revived after a disastrous fire, and is now a highly successful social centre and multi-sport venture. Rowing, canoeing, weightlifting, skittles, model railways and dramatic society activities all come together in the centre and meet in the club bar with the local Angling Association.



10 mph doubles team Pawlow & Wink.

Photo: D. Lewis

It was a cold day with occasional drizzle for the 20th annual CHELMER CANOE RACE on Sunday June 6th, organised by the CHELMSFORD BOATING CLUB assisted by BENTALL APPRENTICES CLUB. Over 120 canoeists in about 80 canoes stormed down the 13 mile

canalised River Chelmer from Kings Head Meadow, Chelmsford to Heybridge, Maldon.

Although there were no overall records set up the racing doubles (2A) achieved the best time since 1964, when Watkin & Evans of Royal set up a standing record of 2 hours 16 minutes. On Sunday Pawlow and Wink also of Royal took 1 hour 28 minutes 41 seconds to complete the course, achieving a speed of roughly 10 miles per hour.

The race had its usual crop of incidents, two capsizes occurred at the start of the massive 2A, when 22 canoes started together on a restricted width, making the still water surge and waves leap.

Attracting a staggering entry list of 127 paddlers all under 16, the popular Arun Junior Canoe race was held in brilliant weather in May, and records flew in all directions. This was the first event in Sussex to cater for the new Espada class, and attracted a good entry. The 'Home-built' Trophy was won by M. Parratt (14th Tonbridge Scouts) in his home-built Espada, which really puts this class on the map in the South.

Since the beginning of this year, LEEDS CANOE CLUB has been acquiring and setting up an excellent training site in Leeds on the River Aire which even has fish in it. This site has a 1,000 metre training section and a permanent twenty gate (fully adjustable) slalom course. They have subsequently found most encouraging progress amongst members, especially the juniors.

On the 8th May at Welford upon Avon, the newly formed WEST MIDLANDS SCHOOLS CANOE ASSOCIATION, together with the BIRMINGHAM SCHOOLS CANOE ASSOCIATION, held a Slalom which attracted 70 competitors from 8 schools in the Region.

This may well be the last time the site is used as the Avon is being cleared for navigation, but what may be the swansong was the most successful event held there. A noteworthy feature of the event was the support from 'Old Boys' who turned up in force to officiate, considerably easing the job of the organisers, the only difficulty being to restrain their demands for a 'Judges' event + several 'demonstration' runs, as the course was much more interesting than it had been in their day!

## Calendar—additions and amendments

### October

- 1-3 Senior Instructors' Assessment Course, Bisham Abbey, Fee £5 C.C.P.R., 160 Gt. Portland Street, London, W1N 5TB.  
 10 Potarch Slalom, Div. 3, O, N (from 3rd October).  
 31 Swale W.W. Race, Swaledale Outdoor Centre, J. Cooper, 73 Teesway, Neasham, Nr. Darlington.

### November

- 7 R. Allen, W.W. Race, Mid-Northumberland C.C., C. Brown, 27, The Turn, Loansdean, Morpeth, Northumberland.

### 1972

#### January

- 2 R. Allen, W.W. Race, Mid-Northumberland C.C., C. Brown, 27, The Turn, Loansdean, Morpeth, Northumberland.

#### February

- 28 R. Allen, W. W. Race, Mid-Northumberland C.C., C. Brown, 27, The Turn, Loansdean, Morpeth, Northumberland.

#### March

- 28 Swale W.W. Race, Swaledale Outdoor Centre, J. Cooper, 73, Teesway, Neasham, Nr. Darlington.

#### April

- 7-9 Senior Instructors' Assessment Course, Bisham Abbey, Fee £5 C.C.P.R., 160 Gt. Portland Street, London, W1N 5TB.

## Obituary

We regret to announce the death on June 21st 1971 after a long illness, of USTVAN GRANEK, leading Coach of the Hungarian national kayak-canoe team, Board Member of the Hungarian Kayak-Canoe Federation and Member of the Paddling Racing Committee of the International Canoe Federation.

Istvan Granek who was aged 45, was an outstanding personality in Hungarian sport and his warm friendliness and willingness to share his knowledge and experience with canoeists of every nation, endeared him to every team that came to know him. His profound technical knowledge won for him worldwide admiration and respect. Canoe Racing will long be in debt to Istvan Granek for his book "Kajakozas—Kenuzas" and his death is a loss to us all. A message of sympathy has been sent on behalf of the B.C.U. to his family and to the Hungarian Canoe Federation. John Dudderidge, President.

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### FILMS

NEW for 1971-72. 16mm Instructional Film, 'Wild Water' — An Introduction, No. 16/5, and, also in Colour 'Monschau 70!' No. 16/9. Other Titles available: — Liffey Descent No. 16/8, Arkansas River Race U.S.A. 16/1, World Slalom France 16/3 and 16/4, Llangollen International 16/7 plus others in 16 mm. and 8 mm. Send foolscap S.A.E. for Leaflets to: Chrisfilm, 4 Victoria Street, Wetherby, Yorkshire. LS22 4RE. Tel. Wetherby 3220.

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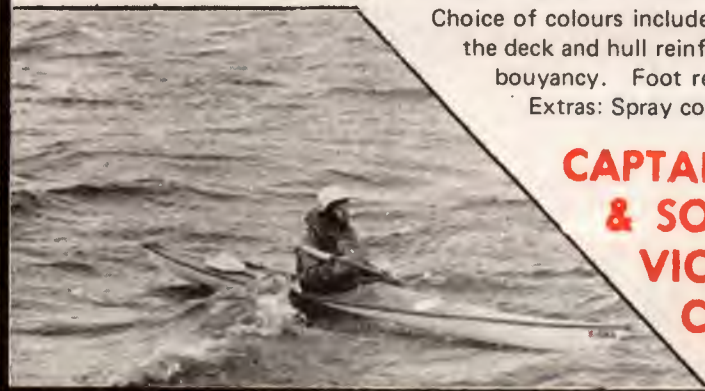


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**PHOTO:** One of our customers at Trent Lock Weir. He and a friend built two S.V.S. Mk. 1 canoes when we first began the Mould Hire Service in 1969. Practice on water like this has taken him and his canoe into 1st Div. slalom.

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