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MAGAZINE**

**BRITISH OLYMPIC TEAM
SNOWDONIA GUIDE**

July-August 1972 15p

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CANOEING MAGAZINE

Vol. 12
Number 6
August 1972

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COVER PHOTO

A spectacular shot of Bill Hallows on the Arkansas River in U.S.A. — taken at the famous Cotton-wood Rapid.

Photo: Canoeing Magazine

SUBSCRIPTION RATES: United Kingdom and Eire, £2-20: Australia and New Zealand, 5.60 Dollar: Austria, 165.50 Schilling: Belgium, 320.00 Franc: Canada, 7.00 Dollar: Denmark, 47.75 Krone: Finland, 27.50 Markka: France, 35.50 Franc: Germany, 23.25 D.mark: Italy, 4000. Lira: Netherlands, 23.00 Guilder: Norway, 45.50 Krone: Spain, 445.00 Peseta: Sweden, 33.00 Krone: Switzerland, 28.00 Franc. United States, 6.50 Dollar.

CANOEING MAGAZINE is published monthly by Canoeing Press, 25 Featherbed Lane, Croydon, CRO 9AE. and printed by Kingprint Ltd, Richmond, Middlesex.

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BRITISH OLYMPIC KAYAK TEAM

On the 26th August the XX Olympic Games open in Munich. The lighting of the Olympic flame in the main stadium will culminate six years of planning and building. Six years in which an airfield-cum-rubbish dump has been transformed into the most superb competition site anywhere in the World. Six years in which a new regatta course has been hacked out of the countryside on the northern outskirts of Munich. Six years in which the first totally artificial canoe slalom course has been built at Augsburg. The lighting of the Olympic flame in the main stadium will open the most expensive Olympic Games ever – sixteen days of sport in which 365 gold medals will be won from 150 individual events and 45 team events.

For all the competitors the hard training will be over, now as the hours pass, the tensions will build as each event draws near. In countries throughout the world, trials and eliminating events have decided the national teams and for the British canoeists the termination was the 10th July. Meeting in London, the Sprint Selectors decided the 11 person team to compete in Munich, while for our slalomists the date was the Spring Bank Holiday weekend. The full British Canoe and Kayak Team is as follows:

SLALOM TEAM

Mens Kayak

Raymond Calverley: Manchester Canoe Club.

John MacLeod: Manchester Canoe Club.

David Mitchell: Chester Canoe Club.

Ken Langford: Manchester Canoe Club (non-travelling reserve).

Mens Canadian Singles

John Albert: Chalfont Park Canoe Club.

Geoff Dinsdale: Chalfont Park Canoe Club.

Rowan Osborne: Edinburgh University Canoe Club.

Mens Canadian Doubles

John Court/Jon Goodwin: North Staffs Canoe Club.

Dave Allen/Lindsay Williams: Don Valley Canoe Club.

Womens Kayak

Vic Brown: Leeds Canoe Club.

Heather Goodman: Lakeland Canoe Club.

Pauline Goodwin: Leamington Spa Canoe Club.

SLALOM TEAM OFFICIALS

Team Manager – **Nigel Morley.**

Team Coach – **John Fazey.**

SPRINT TEAM

The 11 strong team will compete: Mens K1 1000m: K2 1000m: K4 1000m: Womens K1 500m: K2 500m. Crew make-up will come from the 11.

Robin Avery: Richmond Canoe Club.

Chris Baker: Richmond Canoe Club.

Howard Dyer: Richmond Canoe Club.

Peter Lawler: Richmond Canoe Club.

Graham Mackereth: Grappenhall Canoe Club.

Laurence Oliver: Lincoln Canoe Club.

Doug Parnham: Richmond Canoe Club.

Donald Smith: Worcester Canoe Club.

Women:

Pamela Renshaw: Richmond Canoe Club.

Jane Rowse: Richmond Canoe Club.

Helen Woodhouse: Richmond Canoe Club.

SPRINT TEAM OFFICIALS

Team Manager – **Ron Emes.**

Team Coach – **Rowland Lawler.**

OLYMPIC PROGRAMME

CANOE SLALOM at Augsburg is the first of the Olympic Canoe Events. This will be held on 28th and 30th August.

The first days competition on 28th will be for Mens Kayak Singles and Mens Canadian Singles. First run of the Kayak is at 13.00 hr: second run 16.00hr. First run of the Canadian is at 15.00hr: second run 18.00hr.

The second day of the competition on the 30th will be for Womens Kayak and Canadian Pairs. First run of the Womens Kayak is at 13.00hr: second run 15.00hr. First run of the Canadian Doubles is at 14.00hr: second run 16.00hr.

The regatta course some 12-miles north from the centre of Munich sees four days of Sprint Canoe

and Kayak Racing, the dates being 5th/6th/7th/8th September. The heats, repechages, and semi-finals, held over the first three days all start from 09.00hrs onwards. The finals on the fourth day are held as follows: Mens K1 at 10.00hr: Mens C1 at 10.30hr: Womens K1 at 11.00hr: Mens K2 at 11.30hr: Mens C2 at 12.00hr: Womens K2 at 12.30hr: Mens K4 at 13.00hr.

RICHMOND SEND-OFF

A small reception was held on 4th August at the Richmond Canoe Club for their eight members who have been selected for the British Olympic Kayak Team. Attending the reception were His Worship the Mayor Councillor, Dr. D.J. Neal Smith of Richmond, and the Right Hon. Frank Abbott, J.P., Chairman of the Greater London Council.

In his opening speech, Eric Allen, President of the Richmond Canoe Club, pointed out that since the Club was formed over 28-years ago, it had had its ups and downs, but since 1952 there had been Richmond members in every Olympic Games held, no matter where, and that this alone must rank as a great achievement for any club. (*An even greater achievement surely is that of the 11 members of the British Olympic Sprint Team to go to Munich, 8 are members of the Richmond Club. Ed.*)

Mr Allen went on to comment that in this Olympic year, the Club had received notice to quit its premises and for a time all was turmoil. Fortunately Messrs. Watneys came forward and offered a years option on the present clubhouse, but it was then that the problems really mounted. Time had to be taken out of the training programme to rebuild kayak racks and partitions, and the moving out from the old clubhouse after 28-years. Time that the Club could ill afford. However the Club succeeded. At the present time, the Club was fighting for its very existence and maybe next year there would be nowhere to go — except into history as the greatest Canoe Club in the country (that was).

His Worship the Mayor Councillor then spoke and proposed a toast to 'The Olympic Team' and at the same time unveiled the new amended honours board that bore nine new names — those of the Team Members and that of Rowland Lawler as Team Coach.

In his speech, His Worship the Mayor Councillor, stated that he would see that all of Richmond would know of the Clubs achievement. In the answering address, the Right Hon. Frank Abbott, J.P., commented that all London could be well proud of the Richmond canoeists.



OLYMPIC CANOESPORT

BY MIKE CLARK

**80-PAGE REPORT ON THE OLYMPIC
CANOESPORT EVENTS IN GERMANY**

'OLYMPIC CANOESPORT' — a special 80-page report, featuring the whole of the Olympic Canoesport events in Germany, will be published by Canoeing Press, England. 80-pages of canoesport commentary and photos by Mike Clark on the Olympic Slalom in Augsburg, the Olympic Sprint Canoe and Kayak Regatta in Munich, all the results from heats, repechages, and finals, plus results from past Olympics and all World Championships of both Slalom and Sprint Racing, will make this special souvenir report a publication not to be missed.

'OLYMPIC CANOESPORT' will be published in late October and the price, including postage, will be 75p U.K. (overseas 80p or as below). The report is separate from the normal subscription to 'Canoeing Magazine' so order your copy and be sure of getting this 'one-off' issue.

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CANOEING MAGAZINE

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AROUND & ABOUT AROUND & ABOUT

MORE ROLLING RECORDS

Back in March we thought a rolling record of 400 in just over 25-minutes was great going. However that record was truly smashed on 29th May, along with claims for hand roll and C1 records, by canoeists at Bedford.

The Bedford boys first off had great difficulty in finding what records stood at for:

- 1 C1 canoe rolls – nobody knew.
- 2 Kayak hand rolls – again nobody knew, but there was the suggestion it was 'around '30'.
- 3 Kayak roll – officially 400 earlier this year, but also unofficial claims of 511 by an unknown person, and 700 by a Mr Jones (?) of RAF Cranwell.

However, undeterred by the lack of information, the Bedford group set the venue for attempts on all records as Robinson Pool, Bedford, at a Gala in aid of Spastics on the 29th May, 1972.

Witnesses present were: R. M. Palamarezak (Sen. Inst.); A. E. Hulatt (Research Engineer – counting); D. H. Harper (Sen. Inst. – counting); Mrs Hulatt (Teacher – timekeeping and counting); Miss B. Price (Secretary, Bedford P.E. College Canoe Club); H. Winterburn (Pool Superintendent); plus other pool staff, Town Councillors and an audience of some 300 of the general public.

In the C1 canoe, Dave Brown, aged 17-years, an Engineering Apprentice and paddling a Jaycee Piranha, made 31 rolls in 3min 19sec. In the absence of an official record, this is offered as a starting point to get the ball rolling (sorry about the pun!).

Robert Campbell, aged 15-years, still at school and paddling a Jaycee Merano, made 101 hand rolls in 8mins 53sec. A truly great effort here.

In the kayak roll with paddle, Dave Ausell, aged 19-years, a Telecommunications Engineering Apprentice and in a Jaycee Merano, reached the fantastic total of 1004 rolls in just 1hr 47min 12sec. . . . David used a right-handed screw roll throughout.

All three boys live in the same village and attended the same school – Lincroft School, Oakley. They also all learnt their canoeing at County Youth Service Course held during the last three years and now belong to the Bedfordshire Young Canoeists Association, via Viking Kayak Club, and are members of the canoe polo team 'Chaos'.

Taken from a report by D. H. Harper.

COLORADO FILM

The premier of Chris Hawkesworth film 'Colorado', taken on the First British Kayak Expedition to the Colorado and Grand Canyon in 1971, took place at Leamington Spa on 3rd July. The event was very well attended and among the dignitaries were the civic heads of Warwick, Leamington Spa, and Stoke. The film showing had been donated by Mr Hawkesworth, and all money raised – a total of around £250 – was put towards the British Olympic Appeal Fund.

From over four hours of original film, 'Colorado' has been edited down to just over 45-mins running time, with a sound track expertly added by two of the Leeds Television boys, also a number of rostrum camera shots taken from the colour slides of your editor. The whole is a superb record of British canoeists taking on some of the most terrifying water anywhere, and I cannot give Chris and all concerned too much credit for a really worthwhile film.

For the many members of the Expedition, it was an evening that brought back to life memories of those exciting and expectant days in the Canyon; the apprehension as we headed down into what was for us the unknown; the tension as we stood above massive rapids, waves of 20ft exploding skywards; the thrill as kayaks raced through the tremendous water, and rafts bucked over great stoppers. It also brought back memories of Canyon life; not only the torturing heat of the days and idealic nights, but of the comradeship as we all bound together with one cause...

'Colorado' is now available for hire or sale and is on 16mm colour with optical sound. Also at some time in the future 8mm copies with a magnetic sound will be made available for sale. Details from: Chris Hawkesworth Ltd., The Mill, Glasshouses, Pateley Bridge, Via Harrogate, Yorks. HG3 5QH.

Since the premier of 'Colorado', I have now learnt that the film has been bought by Leeds Television and will be screened for all the commercial net-

works at some time during the first weeks of September – watch out for it, you will find the film very spectacular...

LIFFEY BOOB

First details supplied by the Irish for their Liffey Week (see advert Canoeing Magazine issue 5), were incorrect from fuller details now recieved.

Correct date for the International Liffey Descent is Saturday 2nd September. Correct date for the Liffey Marathon is 9th/10th September. Maybe the person who supplied the details (and shall remain unnamed) was knocking on the potheen a little too much the night before..!

Full details and race entries to: *Frank Lee, 18 Cypress Road, Mount Merrion, Co. Dublin, Ireland.* Closing date 29th August.

ABINGDON SLALOM

The Reading Kayak Club offer their apologies for the cancellation of the Abingdon Slalom. Considerable difficulty had been experienced in obtaining access permission from the local council who own the surrounding land and, after careful consideration Reading Kayak Club decided that they could not go ahead with such an uncertain event.

The Club now has arranged for an event to be held at Cookham Weir on 28th/29th October. This site has excellent facilities with weirs side camping and interesting water. The event will be a ranking novice, open and team event, with a special scout event run in conjunction (separate prizes).

Full details can be obtained from: *P.L. Turner, 24 Roundhead Road, Theale, Reading.* (Closing date for entries 18th October.) Scout entries to: *Peter Lee, Ass. Warden, National Scout Boating Centre, Longridge, Quarrywood Lane, Marlow, Bucks.*

THREE HARBOURS RACE

The rain and increasing winds during the afternoon put a severe strain on the organisation of the Three Harbours Long Distance Race, held on 2nd July. Despite the conditions, some 57-crews completed this new course, 14-crews retiring.

The safety boats were provided by volunteers from a local Sailing Club and did their best in a difficult situation. These were also supplemented by the local Inshore Rescue and another fast inflatable boat on receipt of alarming, but in the event



LATEST KAYAK FROM KLEPPER WERKE

exaggerated, reports. For next year a number of improvements are to be made, including radio-communication with rescue boats and the turning points, as well as the laying of marker buoys across Langstone Harbour to indicate the more difficult parts of the course and give fair competition to those unfamiliar with the local waters. Also a Slalom Class is to be added.

The Race Committee were impressed by the great majority of paddlers and look forward to seeing them again next year.

BEDFORD MARATHON

The Viking Kayak Club of Bedford, are planning for a Marathon Race towards the end of this season. Provisional date is 28th/29th October, the course being of 73-miles from Bedford to Kings Lynn. Further details will be published nearer this date.

EXHIBITIONS GALORE

It seems as if we are to be inundated with exhibitions during the latter part of the year and the beginning of next year. Not only do we have the new Midland Canoe Exhibition at Leamington during the autumn and of course the established Crystal Palace National Canoe Exhibition in February, but now comes news that there is to be a North West Regional Canoe Exhibition at Bury on 27th/28th January to coincide with the British Canoe Union Annual General Meeting.

Stands for the Bury effort are now being advertised at £5.00 for approx. 16 x 8 ft – which can't be bad when there will be an expected 1000 visitors over the two days. However I feel there may be quite a large amount of space going begging – especially when you consider that every major manufacturer is going to be working like mad for the National Exhibition that will be only a few weeks away...

Mike Fennessy runs the

RIVER SPEAN

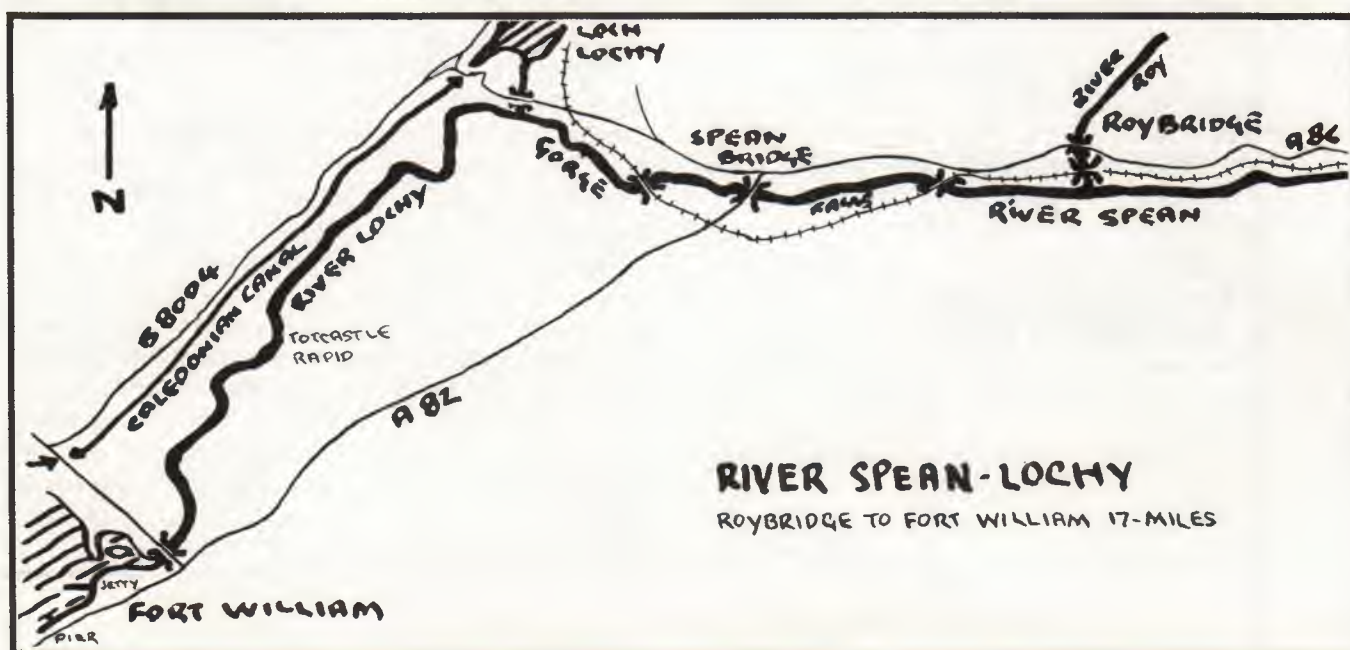
From the present trend in canoeing access it does seem that one of the contributory factors to the increasing difficulties of getting on British rivers is that a growing number of canoeists are using the same few rivers

The current B.C.U. Guide to the British Waterways, although useful, is not meant to be an exhaustive authority on our rivers. Much of the pioneering work of the publication was done when the construction of our kayaks was not always suitable for certain types of rough rivers. Now with the non-chined kayak designs and GRP construction, the canoeist has been able to take to the more technical aspect of rough rivers. It is sometimes difficult to find other rivers which offer a good standard

of continuous rough water over respectable distances - but by no means impossible. We have very many fine rivers in Britain, but not all of them are sustained throughout their length.

The rivers of Scotland still hold a few surprises - one of them that has probably not been extensively canoed is the River Spean in Inverness-shire. This river flows to the West Coast at Fort William, collecting its water from the wettest mountain range in Britain - the Ben Nevis group and other parts of the Western Grampians. The wettest months in this area are January, February, and March (but with an overriding factor of snow melting), and September to December. The river is quite large even by Scottish standards and has a good gradient throughout, providing a fast flow with continual rapids and very few slack parts.

The trip that I recently made was from Roybridge (see map) to Fort William - a distance of just on 17-miles. Regret no photographs. The river was moderately high for winter, but certainly not in flood. However, even in quite low water there is enough flow for practical canoeing. A description with approximate gradings is given below but I would not like to put an upper limit on some parts of the gorge.



KEPPER *Loisach*

NEW TOP COMPETITION SLALOM KAYAK

0	Roybridge village	- first few hundred yards are tricky] III
1/2	Confluence with River Spean	- interesting, but safe rapids	
3	Railway bridge		
3 1/4	Long rapid leads to top of 5-foot fall	- inspect after careful breakout to the right] IV
4 1/4	Spean Bridge - village	- interesting and tricky rapids commence] III
5 1/4	Old high railway bridge	- valley develops into a rocky gorge - from hereafter portages tend to be frequent until about 1-mile below railway bridge. One is forced to climb out to the right and portage along the disused railway line high above. After about 1/2-mile the river comes into view again. Descend steep bank and re-enter. No difficulties from here on.] IV
7 1/4	Gairloch - confluence with River Lochy	- large flood gates on the right with falls. River becomes easier but consistent. (The Falls of Mucomir which are marked on the O.S. Map do not occur on the section concerned but on the tributary.] II
12	Torcastle Rapid	- river swings left through narrow rock channel, preferable to inspect.] III
14 3/4	Lochy Road Bridge] II
15 1/4	Railway bridge	- island just beyond - left channel is the quickest and passes H.E.P. outlet sluice.] II
17	Fort William Pier and Railway Station] II

The description is not designed to be too detailed as I wouldn't wish to remove the adventurous aspect of a trip. The points I have emphasized are largely related to the hazards. The parts in the gorge after the high bridge should be approached with extreme caution as the river is exceptionally narrow in many places and very turbulent. In flood conditions the gorge would most certainly be highly dangerous.

The River Spean is one of the largest river groups in the Wester Highlands, but sections have been dammed for water supply and power. Above Roybridge the River Spean maybe canoeable from Tulloch but it is much rockier and the Laggan Dam

restricts the flow of water. The River Roy would be possible above Roybridge but its upper parts soon become rocky and rather small.

References to the river below Gairloch do occur in older publications but it is dismissed as being unsuitable to canoeing. I think this comment can only apply to a very dry summer as this lower section is comparable to the better parts of the Spey and would make a fine L-D course!

Most of the river is covered by the Ben Nevis 1" O.S. Tourist Map and Sheet 36 provides the missing section. Commercial campsites can be found in Glen Nevis near Fort William.

SLALOM SCENE

Susan Witter

AUGSBURG TRAINING

June has seen tremendous activity on the part of our Olympic team which travelled out to Augsburg for yet another training session on the Olympic course. This time the squad was reduced to the final thirteen members who have actually been chosen to compete at the Games.

Manager Nigel Morley reported very good progress, with the paddlers gaining in confidence all the time and losing the fear of the water which was very evident on the previous visit to Augsburg in the Spring. In fact, so at home are our paddlers now, that they are happily leaping into the torrent to swim down the course! This confidence with the water at Augsburg will be one of the key factors in deciding where the slalom medals will go. Already the West Germans are losing the natural advantage they had some months ago, of being thoroughly at home on the course whilst our paddlers started the year somewhat nervous of the artificial conditions. And now, with our team out there in July and again for a final session just before the events themselves in the last week of August, this should enable them to compete in the Olympic event on the same footing, with the same con-

fidence in their abilities on this peculiar water, as with the West Germans.

Some of the team have been spending most of the summer on the continent – notably Vic Brown and Ray Calverley, now freed from academic commitments, doing the rounds of the slalom circus and meeting up again with the British team for the July training at Augsburg. Dave Mitchell is also touring the events with Peggy Nutt of the



USA Women's team and should be on peak form by the end of August. With all this intensive training going on, there will be quite an anti-climax and reaction setting in after the Games, amongst our top men. I doubt if we can look forward to much scintillating and aggressive competition at the top when the end of season Serpent's Tail and Llangollen Slaloms come round.

One man with more than enough on his plate at the

moment is team trainer, John Fazey. As well as driving the team as hard as he can, John has recently taken a new job at the Pangbourne Youth Centre.

Amongst the members of the slalom team a unique distinction must go to John and Pauline Goodwin who are, as far as it is known, the only husband and wife pair representing Great Britain in this year's Olympics. Pauline, of course, is competing with Heather Goodman and Vic

Brown in the Ladies' event, whilst husband Jon pairs up with John Court for the Canadian Doubles event.

After all this high powered excitement on the continent it is good to see some of the smaller competitions providing fine sport for the rank and file slalomists during the summer months in this country. The Royal Air Force Championships took place during June at Llandyssul and were very much enjoyed by all



Excellent photographs — taken by Janet Harber — of the Canadian paddlers of the British Olympic Slalom Team in training on the Augsburg course.

concerned. The river had been at an exceptionally high flood level at the beginning of the week preceding the event, covering the lower corner of the usual camping field. Fortunately for the many novices competing, the water dropped off before the start of the contest. The level of competition in the Services is such that the RAF now has five paddlers in First Division and hence the standard of the organisation and the course design was far better than previous years. An imaginative 30 gate course was in position for practice the whole of the previous week – the work of Danny Broadhurst, a First Division paddler currently serving at RAF Thorney Island.

Danny's hope of winning the championship was dashed however by Vic Hartley, also First Division and a newcomer to the RAF, who went round the long course with only 10 penalties in a total of 348. The best Danny could manage was 351 and so he had to be content with second

place on the course he designed himself. The RAF had enticed civilian judges down for the competition by offering them their own event. In this, British International John Wilde showed everybody up by clearing the course in his C1 in the fantastic time of 334.

A disturbing trend recently has been in the number of slaloms which have had to be cancelled for one reason or another. First to go was the popular Bevere Slalom on the Severn weir four miles up from Worcester. Apparently the farmers' requests for compensation plus the then worsening relations with local fishermen over proposals for the National L. D. Championships to be held from Worcester later in the year, caused the organisers to call a halt to the arrangements. On the purely selfish level I feel the cancellation of Bevere far more deeply than I ever could the loss of such a place as Grandtully or Llangollen: to have sat on a summer's evening in the garden of

the Camp Inn with a draught cider in one's hand, looking out over the murmuring Severn and watching a brilliant red sun sinking over Elgar's Malvern hills, is one of the pleasantest memories to be gained from this sport of ours which takes us to many beauty spots up and down the country.

Another cancellation has been the Holne Park event – apparently owing to confusion over the question of the permissions required – a fairly basic problem which should not be too difficult to resolve. Further disappointment is the cancellation of the ever popular Abingdon Slalom, due to have been run by Reading on July 16th. Seemingly the story here is that the Town Council objects to more than one event per year (Riverside held theirs on June 4th). If this is the case, it is a pity that slalomists' hopes were raised by two Abingdon slaloms appearing on the calendar in the first place.



KLEPPER *Coisach*

NEW TOP COMPETITION SLALOM KAYAK



CATCHING 'EM YOUNG – wild water training organised by the Illawarra Canoe Club of Australia for the very young paddlers.

Above: Peter Lyell assists a juvenile into the midget back eddy after a telemark.

Right: Sister Meg White and Hugh Fowler issue the eggs and sausages to training members.

Photos: Alan Mackey.



the **YOUNG** ones

COMING EVENTS

LONG DISTANCE

SEPTEMBER

2nd/

INTERNATIONAL LIFFEY DESCENT. Details: Frank Lee, 18 Cypress Road, Mount Merrion, Co. Dublin, Ireland.

9th - 10th/

LIFFEY MARATHON. Details: Frank Lee, 18 Cypress Road, Mount Merrion, Co. Dublin, Ireland.

10th/

KENNET VALLEY. Jun. 11mils/P11: Sen. 15mils/P15. Details: M. P. Brown, 1 The Pentlands, Kintbury, Newbury, Berks. Clos. 2nd Sept.

17th/

BOSTON, Jun. 8mils/P3: Sen. 14mils/P4. Details: Frank Royle, West End, Benington, Boston, Lincs. Clos. 11th Sept.

17th/

ROYAL MARATHON, Open K1/35mils. Details: Paddling Mate, Royal Canoe Club, 1 Trowlock Island, Teddington, Middx.



24th/

WINDERMERE RACE, Scout Race. Details: J. Cannon, c/o Education Dept., County Hall, Kendal, Westmorland.

24th/

CATERHAM, Jun. 8mils/P5: Sen. 12mils/P8. Details: Mike Carvell, 120 Stafford Road, Caterham, Surrey. Clos. 16th Sept.

OCTOBER

1st/

PANGBOURNE, Jun. 12mils/P2: Sen. 12mils/P2. Details: L. D. Race Sec., Dolphin House, Whitchurch Road, Pangbourne, Berks. Clos. 25th Sept.

1st/

CUCKMERE HAVEN, L-D, Sprints, Slalom, Canoe Polo. Details: A. Duncan, 3 Namrik Mews, St. Aubyns, Hove, BN3 2TF.

8th/

LONGRIDGE, Jun. 10mils/P6: Sen. 10mils/P6. Details Assist. Warden, N.S.B.A.C. Longridge, Quarry Wood Road, Marlow, Bucks. Clos. 1st Oct.

22nd/

CAMBRIDGE, Jun. 8mils/P4: Sen. 12mils/P4. Details: F. Hammond, Clare College, Cambridge. Clos. 13th Oct.

SLALOM

SEPTEMBER

3rd/

MARPLE, NJ. Details: P. Mansell, 282 Withington Road, Chorlton-cum-Hardy, Manchester, M21 1XZ.

10th/

STRAGERTHWAITE, 2J. Details: Mrs. A. Evans, Nuns Cottage, Gib Lane, Hoghton, Preston, PR5 0RS.

WEST TANFIELD, 3N. Details: J. White, Ash Lea, Ferry Lane, Stanley, Wakefield, Yorks.



17th/

GUILDFORD, ON. Details: P. J. Potter, Derwent, Mapledrakes Road, Ewehurst, Cranleigh, Surrey.

HOWSHAM, 3.0. Details: D. Jordan, 7 Lathkill Close, Sheffield 13.

SCOTTISH OPEN SLALOM & W.W. CHAMPIONSHIPS. Grandtully. Details: G. Smith, Boroughmuir School, Viewforth, Edinburgh 10.

24th/

SERPENT'S TAIL, 1,J. Details: A. Hardisty, 8 Muirfield Close, Prestwich, Manchester.

IRONBRIDGE, N,J,Y. Details: Shrewsbury Youth Centre, 5 Belmont, Shrewsbury, SY1 1TE.

OCTOBER

1st/

SYMOND'S YAT, 3.0. Details: J. B. Richards, Buckstone Lodge, Staunton, Coleford, Glos.

YORKSHIRE CHAMPIONSHIPS, Appletreewick. Details: M. J. Markham, 22 Wrenbury Crescent, Leeds, LS16 7EG.

ASHIESTEEL, 3. ON. Details: G. Smith, Boroughmuir School, Viewforth, Edinburgh 10.

LEVEN WILD WATER TEST. Details: E. Totty, 'Craigmuir', High Knott Road, Arnside.

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EUROPE

SEPTEMBER

23rd - 24th/

TWENTSE WATERSPORT VERENIGING, Sprint events, 10,000 to 300m. Dutch national event open to all countries or clubs. (Espada races Dutch SK Class). Details: Jan Steenberg, Willem Pijperstraat 7, Hengelo (0), Holland, Nederland.

OCTOBER

7th - 8th/

EINDHOVEN, Canoe Slalom, (Gennep Molen). Dutch National Championship, open to all countries or clubs. Details: Bas van Stokkom, Eyckerstokweg 84, Heythuysen, Holland, Nederland.



SENIOR INSTRUCTORS and Coaches Training. Also Senior Instructors Ass. Proficiency Tests. Inland. Resid. Raven's Ait. Details: R. V. Spence, Raven's Ait, Portsmouth Road, Surbiton, Surrey.

23rd - 24th/

SENIOR INSTRUCTORS Training Course. Inland. Camping, Laneham. Details: R. Hatton, County Hall, West Bridgford, Notts.



COURSES

SEPTEMBER

4th - 5th/

ASSIST. INSTRUCTORS ASSESSMENT. Longridge National Scout Boating Centre, Marlow, Bucks. Details: P. Lee, Longridge, Quarry Wood Road, Marlow, Bucks.

9th - 10th/

SENIOR INSTRUCTORS Ass. Inland. Resid. Nottingham. Details: C. Gray, 128 Greythorne Drive, West Bridgford, Notts.

ELEMENTARY/PROFICIENCY TESTS. Leicester. Details: The Warden, Outdoor Pursuits Centre, Loughborough Road, Leicester.

LIFFEY DESCENT

2nd September

Details and Entries
Frank Lee,
18 Cypress Road,
MOUNT MERRION,
Co. Dublin.



LONGRIDGE L-D

8th October -

BCU Ranking

12-mile P4.

COOKHAM LOCK SLALOM

28th/29th October

Novice/Open

Details: Peter Lee,
Ass. Warden, Longridge,
Quarry Wood Lane,
Marlow, Bucks.

THE L-D WITH A DIFFERENCE

EXE DESCENT

19th November 1972



Closing date for entries
12th November.

Details: Mrs M.H. Schnepf,
139 Monks Road,
EXETER, EX4 7BQ.

WEY LONG DISTANCE
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SEPT. 24th '72
PRIZES & TROPHIES

Details: M. Carvell,
120 Stafford Rd, Caterham,
Surrey.

ROYAL MARATHON
Sunday 17th September

35-miles Open K1
Marlow - Teddington.

Details: Paddling Mate,
Royal Canoe Club,
1, Trowlock Island,
Teddington, Middx.

SNOWDONIA COASTLINE

D.T. Roscoe continues a canoeing guide to the coast of North Wales

The Conway Estuary. O.S. Sheet 107.

This is not a sea trip but worthy of inclusion as it provided an easy tour for inexperienced paddlers, and there is an abundance of bird life to be seen on the mud flats through which the river winds its way at low tide. The river is tidal to the village of Trefriw, ref: 7863, and if the tides are calculated correctly it is possible to go down the river with the ebb and back up with the flood. However the tides are notoriously unpredictable, complications arising from the amount of water in the river and the height of the expected tide. If the river is in high flood it will continue to flow out even at high tide but the level will rise considerably often causing flooding in the Conway valley. As a general guide in normal conditions the high water at Tal y Cafn, ref: 787717, will be about an hour later than that at Conway but it is no uncommon thing for even local experts to make mistakes on this trip and many an hour has been spent in Conway by canoeists waiting for the tide to turn and sweep them up the river!

Access to the river is fairly difficult but places can be found to launch around Trefriw. At Dolgarrog the British Aluminium Co. will occasionally give permission for parties to launch from the end of their private road at 780668, and at Tal y Cafn the Ferry Hotel proprietors will usually give permission to launch from their grounds. At the mouth access may be had at Conway or, more easily, from the beach at Deganwy. The stretch between Conway bridge and Deganwy can be very choppy on windy days and the tide races strongly. In these conditions inexperienced parties are well advised to land or embark at Conway.

Anglesey. O.S. Sheet 106.

Anglesey has been circumnavigated by kayak in a journey of about one and a half days and has many miles of interesting coastline to delight the tourist. The two trips below are fair samples of what the island has to offer in the way of easy and more difficult excursions.

Puffin Island.

Puffin Island is a bird sanctuary lying just off the North East tip of the island and separated from it by a strait less than half a mile wide. One can launch in the bay at Penmon, ref: 6380, or one can continue past the interesting ruins of the old priory with its fine dovecote, along the private toll road which leads to Penmon point, ref: 641812, and put in on the small, gravelly beach just West of the lighthouse. The journey to and round the island does not pose any problems, although the strait can be quite choppy at times, but it is well worth making to see the bird life on and around the cliffs. Despite the name, Puffins are not common on the island but are seen occasionally along with many other sea birds: gulls, shearwaters, razorbills and cormorants to name but a few. The noise when they take to the wing if disturbed is deafening and a crash helmet without holes an asset!

The round journey from Penmon Point is a popular introductory sea trip. It is short, reasonably safe and has the added advantage in this respect that there is a coastguard watch at the Point, and, if the coastguard is notified, he is able to keep the party in view for much of the journey. If a longer journey is desired, due to the nature of the tides which flood up the Menai Straits from both the North Easterly and South Easterly ends meeting in an area between Bangor and Gallows Point, it is possible to go round the island to Port Dinorwic or Caernarvon with the ebb.

The Stacks.

The cliffs around North and South Stack, the two small islands off the tip of Holy Island, are most spectacular due to the tremendous folding which has taken place in these very ancient rocks. For this reason alone they are well worth a visit, but one also has the added attraction that these cliffs are a popular haunt of climbers and the scene of several T.V. epics. Depending on the desired length of outing one has in mind, a start may be made in several places from Rhoscolyn onward, but the best start for a round trip of reasonable length and maximum interest is at Porth Rhufydd, a tiny well hidden cove at ref: 217798. Immediately beyond the cove is the headland of Penrhyn Mawr which can usually be depended upon to have quite an interesting tide race. From here on the coastline is continually interesting with much to explore in the way of small inlets and caves until one reaches South Stack. A very powerful race runs off the Stack and should be avoided by all but experienced parties. It is possible around slack water to paddle through into Gogarth Bay quite easily between the stack and the mainland. The cliff scenery of Gogarth Bay is superb, and again there are several caves worthy of attention. It is rumoured that one can find a cave which cuts completely through the headland by North Stack giving a route which avoids the tide race, equal in difficulty to that of South Stack, if one wishes to make the journey round to Holyhead.

SURFING AREAS

So far we have only considered the touring prospects of the coast but surf beaches abound and, given the right conditions, the best of these can produce surf to compare favourably with that of Cornwall. Due to the shape of the coastline, it is possible to find surf somewhere in most wind conditions, but the best surf is to be found on the storm beaches which face the South Westerlies. Only the more popular beaches are listed here, many more exist and a study of the map will reveal the possibilities.

Black Rock Sands. O.S. Sheet 116, ref: 5237

Access to this very popular beach is very easy as one can, for a fee, park right on the beach itself. There is also a good campsite to be found on the



POOL KAYAK FOR AUGSBURG SLALOM

dunes at the North West end. Surfing here is seldom good but the beach owes its popularity to the fact that it is very safe and a good spot at which to introduce beginners, as the area of shallow water extends out to sea for a considerable distance at most states of the tide. There are no dangerous currents, rips or undertows, although there is a longshore drift to the South East when the wind is strong. The best chance of good conditions is in the days immediately following a South Westerly gale. During the gales the surf is extremely broken and just rough rather than good.

Porth Ceiriad and Hell's Mouth. O.S. Sheet 115, ref:3124

Porth Ceiriad is without doubt the best beach in North Wales for canoe surfing, the difficulties of location and access being amply repaid by this splendid beach with good camping above in a superb position on the headland at Pant and Nant y Big farms. The beach faces straight into the open Atlantic and produces surf on all but the calmest of days. The wave is short and often hollow, ideal for looping and other surf gymnastics, though not as good as its next door neighbour, Hell's Mouth, for long runs. A feature of the beach is a wedge which forms at the East corner due to a deflection of the cliff, thus it often comes as surprise to newcomers to be passed by a man riding a six to eight foot wall while they are only on a three foot wave! At Whitsun canoeists from several Midland and Northern clubs gather here and were out in such force last year that the scene was reminiscent of Bude.

Hell's Mouth is much bigger than Porth Ceiriad but not nearly so attractive a spot. The surf however is almost as good, it is similar on any given day but very well formed and picks up well out giving good, long runs. The access is not easy, involving quite a long carry, and is described earlier.

Porth Towyn. O.S. Sheet 115, ref: 230375

When the wind is strongly offshore at Porth Ceiriad, if the sea is calm, surf may be found at Porth Towyn which works in a North West wind. The beach is pleasant and has been known to produce good surf from time to time but a fairly long carry is necessary to get down to it.

SOUTH AFRICAN REPORT

Rory Lynsky

The Umkomaas River in Natal was the venue for two important South African canoeing championships during the 1972 summer river season. These races were held in February - the 1972 South African White Water Championships and the South African Doubles Championships.

Rising high in the flank of the Drakensberg Mountains of Natal - and separating the province from the neighbouring independent African state of Lesotho - the Umkomaas sweeps a narrow and deep course eastwards the midlands of Natal.

The river is ideal for White Water racing. In the upper part of its long journey to the sea the young river flows through high sheltered valleys. Here the most important tributaries join the Umkomaas - rivers with typically Zulu names, *the Usani*, *Ncwadi* and *the Umkoben*i. Further downstream the river flows through magnificent forested gorges and valleys. For the most part the river is completely isolated from civilisation. On some stretches, the nearest roads are more than 20-miles away. It is not uncommon for a canoeist, stranded in the Umkomaas valley, to take more than four hours to

climb out of the steep valley. For the most part the river flows through African reserves.

S.A. WHITE WATER CHAMPS

The White Water Championship was staged on a 10-mile stretch from a point called Hella-Hella to finish at No. 8 Rapid. Hella-Hella was also the starting point for the Umkomaas Canoe Marathon, this year the venue for the South African Doubles Championships. The three day race ended 125-miles downstream at Umkomaas mouth (where the river joins the Indian Ocean).

The Umkomaas had received good rains during the South African summer season and conditions were expected to be good for both races. The White Water Championships were held on the Saturday (19th February), before the Doubles Championships. Therefore when more than 26 leading canoeists from the Transvaal, the Western Cape and Natal assembled at the start of the White Water Championships, the river conditions were ideal.

Leading contenders for the S.A. White Water title were two Springbok canoeists, Paul Chalupsky from Natal and Willem van Riet, holder for 6 years, from the Western Province. Both men have previously competed in Britain and on the continent during Springbok canoe tours.

Between Hella-Hella and No. 8 Rapid on the Umkomaas are 10-miles of the fastest, biggest and toughest White Water rapids in South Africa. Canoeists faced a set of eight major rapids and the toughness of the section can only be gauged by



the small field. Compared with the famous Umsindusi Canoe Marathon from Pietermaritzburg to Durban which attracted more than 222 entrants.

Paul Chalupsky led the small field from start to finish. Second was another Natal canoeist, Anthony Scott - who was to partner Paul Chalupsky in the South African Doubles Championships the following week. Springbok Willem van Riet was unplaced.

UMKOMAAS MARATHON

From the Saturday after the race until the following Thursday heavy rains in the Drakensberg Mountains and the Natal Midlands turned the Umkomaas into a surging mass of brown, silt laden water. The position of the Umkomaas Canoe Marathon in South African canoeing is unique. The river was first raced by Natal canoeists as late as 1966. Before this date it was only explored by individuals and the Kingfisher Canoe Club from Durban.

Conditions during the marathon are normally hazardous. This year however the continuous rains turned the river into a near flood. Farmers in the Umkomaas Valley said that the river was in its highest level since the 1960 floods which struck Natal. The Umkomaas rose more than six feet above its normal height. Recognised rapids changed their course. The river broke its banks, flooding fields and damaging crops. The swollen river conditions turned average rapids into nightmarish cascades. Waves up to eight feet with huge holes appeared. This was the highest the river had

KEPPER Coisach

AS SUPPLIED TO OLYMPIC ORGANISERS

ever been for a marathon. Submerged trees and vegetation, floating logs and dead animals were the order of the day.

Lifejackets and helmets are not compulsory on the Umkomaas. For the first time all the teams entering - with the exception of one doubles pair - wore lifejackets!

A small entry was received for the three day race. Although it was the venue for the South African Doubles Championships, only 11-doubles entered, together with 12-singles...

After the strong rains and resulting high river the favourites were two doubles teams. Springbok Paul Chalupsky and Anthony Scott (a Springbok lifesaver) both from Natal, and Robbie Stewart and Rowan Rasmussen (also from Natal). The winners for the 1972 Umgeni Marathon, Graham Pope-Ellis and Eric Clarke were also favoured. The singles entry was considered open. With the exception of one Transvaal entrant, all were from Natal clubs. The start at Hella-Hella bridge - doubles first followed by singles - saw the canoeists into the White Water section. (Doubles were the Accord K2 class, while most singles were the all-rounder Limfjorden K1 class).

The first day was a 25-mile stretch from Hella-



Left: Chalupsky/Scott (second from left) heading down one of the massive rapids shortly after the start of the Marathon. Above: Over the big drop. Right: Chalupsky/Scott again. Over: Rod Stewart taking a rapid in fine style during the W/W Champs.



Photos: Dave Valentine

Hella to Josephine's Bridge - where the main national road between the Cape and Natal crosses the Umkomaas. From the start the race was a constant tussle between Scott/Chalupsky and Stewart/Rasmussen. At the overnight stop Stewart/Rasmussen came through first in record time of 1 hr 35 mins 45 secs - only 26 secs in front of Chalupsky/Scott. Nine singles and seven doubles finished the first day.

On the second day the canoeists faced the longest and most remote section of the Umkomaas - from Josephine's bridge to a set of Rapids called Mpompomani more than 50-miles further downstream. Overnight the river had risen more than three feet (one kayak was swept away from the bank during the night!). The rain continued incessantly. The turbulent and unpredictable conditions made the outcome difficult to assess. The few roads in the area had turned into a quagmire from the rains.

Officials were forced to move the overnight stop further down the river as the normal checkpoint could not be reached.

Stewart/Rasmussen increased their slender lead to four minutes over Chalupsky/Scott, completing the second day in 3 hrs 33 mins and 24 secs. Twelve kayaks finished the second day - seven singles and five doubles. By this stage veterans of the race considered the level the most hazardous since the start.

Continuous rain - all day and all night - made conditions very unpleasant for both officials and entrants. Very muddy roads hampered time-keepers and only one man managed to reach the second overnight check point to clock in the leading kayaks. It is interesting to remember that the previous year - 1971 - the canoeists sweltered through a three day heat wave in the valley. Temperatures can easily reach 100 degrees F.

The third and final day from Mpompomani to the sea, provided some of the most exciting canoeing of the whole race. Within five miles from the start a leading single and a doubles pair broke their kayaks near the notorious Waterfall and were forced to withdraw. The remainder of the field canoed through rapids that had never existed before. The drama of the race took place less than 12-miles from the finish when Scott/Chalupsky overtook the leading doubles pair, Stewart/Rasmussen at the last obstacle on the river - Goodenough's Weir.

Pushing ahead Scott/Chalupsky went on to win the Umkomaas Marathon and take the South African Doubles title - completing the race in the record time of 7 hr 10 mins 46 secs.

Only four doubles kayaks finished the 125 mile race - although the race was a national championship. Five singles finished. The 1972 Marathon was Scott's first win, but for Chalupsky - alone or with a partner - this was his sixth successive win.



Through your columns I would like to bring to notice a problem which we at Exeter Canoe Club as organisers of two Long Distance Events – The Exe Estuary and Exe Descent – are very concerned about.

As you will appreciate, safety is one of the paramount considerations of any race organiser. It is of the greatest importance that we can account for all paddlers during and after the event in case someone has become lost, retired, or requires

LETTERS TO THE EDITOR



assistance. If it were possible to rely on all retiring competitors to check in at the finish we would have no problems, but, in our experience, some competitors just do not bother and this causes panic in case an accident has occurred.

On 19th November we are holding our annual Exe Descent and proposing to charge a 50p entry fee plus a 50p deposit that is returnable on checking in at the finish. This we hope will solve the problem.

I would be grateful if other organisers or competitors would write to me with their comments or suggestions on this proposal.

Yours faithfully,
C.J. Leach

Any comment or suggestions – C.J. Leach, 41 Old Tiverton Road, Exeter, Devon.

I found Geoff Blackford's article 'The Anas Acuta Story' (Canoeing Magazine issue 3), very interesting. He has found the same problem we in the West of Scotland have had for years. That is, no commercially available kayaks which fulfill our requirements for sea touring.

As a result, it has been the practice for people to build their own kayaks to suit the conditions. Naturally those with craft which performed well got requests for information to allow others to build a similar craft. So Joe Reid and I have produced working drawings for some of our more popular designs.

KEPPER Coisach

PRODUCED IN UK BY THE CANOE CENTRE

Like Geoff Blackford, we liked the Greenland variety of Eskimo Kayak and were fortunate in being able to try out the Iqolorssuit Kayak brought to Scotland in 1959 by Ken Taylor. We found the kayak performed well but it was a specialized hunting machine and would have to be adapted for use in sea touring.

Shortly after this, I designed the 'KEMPOCK' single and 'CLOCH' double, sea touring kayaks both of which were distributed by the old 'Canoeing Plans Service', albeit under different titles. These boats were built in traditional style and proved good for the job. There must be well over 100 of them about.

As we found room to spare in the 'KEMPOCK', Mr Reid built a canvas covered boat very close to the sealskin kayak, complete with upturned bow and stern, and very like 'ANAS ACUTA'. However, he found the ends only caused unnecessary spray and so cut them off. This boat was then copied in plywood by Andrew Carnduff of Irvine and called 'SKUA'. The 'SKUA' is now produced in glassfibre by a number of Scottish education authorities and used a great deal in youth work.

Around this time, Ken Taylor's sealskin kayak became available for more detailed study, Ken having gone to stay in the U.S.A. We carefully measured it and I produced the drawing referred to in 'The Anas Acuta Story'. Quite a few people were given copies of this drawing and at least three of them produced designs based on it at the time.

With this new drawing of Ken's boat coupled with the experience from the 'KEMPOCK', 'CLOCH', and other designs, I went back to the drawing board to design a new sea touring kayak for my own use. Joe decided to build one the same and we ended up with all plywood kayaks (4mm ply), with hulls jointed by the glass tape method. Panel shapes were derived from accurate 1/5 the scale half model. This new design we called the 'GANTOCK SINGLE' (all these names were taken from navigational features on the Firth of Clyde, mostly being lighthouses). Between them these prototype 'GANTOCKS' have covered a 'few thousand' miles of sea touring from the Mull of Kintyre in the south, to the Shetlands in the north, and also including about 300-miles of the Norwegian coast.

After many requests for building information, working drawings were prepared for a canvas decked version and these plans have since ended up in such unlikely places as the Solomon Islands and, we believe, Greenland!

As far as I can find out 'ANAS ACUTA' is the ninth distinct design which is based on Ken Taylor's kayak. All of them have been good sea boats, although they all have different characteristics – the Eskimos do know what they are doing! However, even with all these designs there is still no commercially available kayak for our type of sea touring. 'ANAS ACUTA' I am sure fills a gap, but, with respect, I do not think it fills our particular gap...

I do not know much about the finer points of glassfibre construction but I have been told that a hard chine hull does not make the best use of the materials properties. With this in mind we are now working on a round bilge sea kayak, touring of course, and have one prototype on test. Maybe that gap will be plugged yet!

Yours faithfully,
Duncan R. Winning.

My thanks to Duncan Winning for an interesting run down on the number of kayaks that have their origins in Ken Taylor's kayak. Anyone wishing to contact Duncan for details and information on his

sea touring kayak plans should write: Duncan R. Winning, 'Common Craig', Inverkip, Renfrewshire PA16 0AX. I trust you will not be inundated with letters, Duncan...!

In the last issue of 'Canoeing' you published a piece about the 1972 professional canoe race on the Mississippi – the Aquatennial Canoe Classic – in which the first 22 finalists collect \$4,000 – in prize money – \$1,000 – to go to the winner.

You say that you will try to obtain 'for anyone interested' details of the 1973 race – adding that 'those wishing to remain amateurs must sign an affidavit that they are racing as amateurs and will not accept any prize money'.

I do not think that according to the ICF amateur rule it is relevant whether or not competitors will accept prize moneys. The rule says that canoeists are not allowed 'to participate in competitions in which money prizes are given', and in my view this stipulation will prevent any canoeists who do not wish to lose their amateur status from taking part in mixed amateur-professional competitions.

Yours sincerely,
Hein Thelen,
Chairman, ICF Committee for
Information and Propaganda.

TRADE PAGE

REVIEW OF NEW KAYAKS, CANOES, AND EQUIPMENT.

GLASS WINNER K4



THE CANOE CENTRE have a real 'winner' in their glassfibre 'Winner K4'. Last year, the *Struer Winner K4* was produced by The Canoe Centre for the first time as an all-glassfibre moulding. However, a few weeks back, the first *Winner K4* sectional boat was produced and is now being raced by a German club.

The latest version is built in two sections for easy transport, yet when bolted together proves to be a boat of equal rigidity to the one-piece glassfibre craft. From reports, I hear the boat highly impresses the Danes at the Copenhagen Regatta, the K4 then in transit for Germany.

The sectional *Winner K4* is priced at £202.00: as a one piece moulding it is priced at £192.00. Details from: *The Canoe Centre, 18 Beauchamp Road, Twickenham, Middx.*

SURF MANIA

SURF MANIA — it has a language of its own:

'Hey man, let's crack a few waves, get pumped up and show that goofy-foot some real hot dog. . .' Anyone who can translate this can take ten points and go to the top of the surfing class!

With the number of surfers and surf kayakers increasing each year, such language as the above was bound at some time to rub off on the ad-men. A recent press release from the Old Town Canoe Company of America makes for interesting reading if you can translate it. . .

Whether you're locked in a curl at Steamer Lane or Nauset, this is the year of the Surfer. You can't even hang one on the Old Town Surfer but when the surf's up (and you've mastered the Eskimo Roll), the newest member of the Old Town family of superbly crafted sporting boats will give you

KEPPER *Coisach*

AS SUPPLIED TO OLYMPIC ORGANISERS

more and wilder rides than any board you can name. A shovel nose, spiked tail, stink bug, no Eskimo would acknowledge — it won't lose its cool, it seldom pearls, and it can give you the longest rides even on the smallest of waves. Once you've learned the Eskimo Roll you and Surfer are in the curl together, and we mean together. The Surf kayakers, and their numbers are growing, say that their sport is the step beyond in surfing for thrills.

A little less than two fathoms long weighing a bit over 30 pounds equipped with molded seat, foam knee braces, five position adjustable foot brace

Continued overleaf



and grab loop. Rugged fibreglass end grain balsa sandwich construction. A boat that is handsome to look at and a joy to use. Many surf kayakers start by using white water slalom boats. These are still fun boats to use but Surfer is it!

Even if you're not up to the lingo, the photos

really show you what the Old Town Surfer can do! Further information on this and other Old Town craft can be obtained: *Old Town Canoe Company, 13535 Beaver Street, Old Town, Maine 04468, U.S.A.*



Photos: The Old Town Surfer at Steamer Lane.

GLASSFIBRE BREAKTHROUGH

JAYCEE GLASSFIBRE PRODUCTS have certainly scored something of a breakthrough in glassfibre techniques with the introduction of their new 'Slipstreamer' glassfibre paddler blade.

Of course glassfibre blades are nothing new, being produced by a number of manufacturers throughout the country. However what is new in the 'Slipstreamer' is that the blade is of smooth finish both on the front and back of the blade. Even a smooth all round was produced a couple of years ago by one British manufacturer, but this was achieved by two mouldings and the result jointed together. In the 'Slipstreamer' an entirely original technique involving partial injection is used, thus producing a solid all smooth blade. This technique evolved by John Critchley, is so good that at first glance the blade appears to be an ABS moulding, certainly in this new blade Jaycee Glassfibre Products have scored a real 'first'.

'Slipstreamer' is a curved blade suitable for slalom or general purpose and at £3.80 comes complete with alloy tube loom. The blade is also available with an alloy tip – price £4.05. Full details from: *Jaycee Glassfibre Products, 69 Knights Hill, West Norwood, London, SE27.*



**THE JAYCEE
SLIPSTREAMER
PADDLE**

jorgen hansen talks about and with ERIK HANSEN

KLEPPER *Coisach*
POOL KAYAK FOR AUGSBURG SLALOM



The first time the canoesport world heard about Erik Hansen was in 1960 when he sensationally won the Olympic Gold Medal for Mens K1 1000m. At the beautiful volcanic Lake Albano, just east of the Apian Way and a few miles south of Rome, Erik Hansen with one stroke became the top name in Danish and International Sprint Canoesport. In 1972 it is still Erik Hansen who is the top name in Denmark, setting both National and International levels.

In the 12-years between Rome and Munich, Erik Hansen has competed 21 International Championship finals, taking home to his self-built house on the edge of the Vandkraft Lake in Holstebro some 15 medals – 4-gold, 8-silver, and 3-bronze. Of course there are other paddlers who have won more medals than this. One only has to think of such names as Aurel Verescu of Rumania, Schaparenko of the Soviet Union, and that all-time great Gert Frederickson (6-gold in Olympic competition, 3-gold at World Championships). However, it is only Erik Hansen who has won so many championship medals within 12-years, and in that time it was only at the Tokyo Olympics that he came away empty-handed.

Throughout the twelve years, Hansen has achieved a number of peaks from that first Olympic Gold Medal in 1960; the Gold Medal in the 1000m at the European Championships in 1963; the same year a dramatic win at the World Championships in a final where the winning margin from Vernescu was 2/100sec; and in 1965 with the win at the European Championships. His last superb performance came on home waters at the 1969 World

Championships where he gained the Silver Medal in K1 10,000m after leading the field for over 9000m.

What is the secret behind his success? Part of the credit must go to his wife. Erik was married in 1962 and now has two children. However his wife is more than just a mother. It would be hard to find another sportsman whose wife has devoted so much time to the success of her husband. Erik trains alone, and it is his wife who drives the following motorboat, stopwatch in hand, twice a day, summer and winter, year in and year out, as Erik pushes his kayaks over thousands of kilometres. Each day there is 20-kilometres to be covered on the water, while this is followed by running.

However, Erik Hansen is not famous for his results alone, but also his unique style of paddling and way of sitting the kayak. His upright position enables the paddle stroke to be as near 100% effective as possible, his blades feathered at only 70° as opposed to the more traditional 85-90°. He has no coach who should say what training has to be done, and thus he alone has the responsibility to bring himself to top form when required. And also 'alone' is how he trains, for where he lives there are no other canoeists, but maybe nearer the truth would be that there is no equal to him in Denmark. Time after time in National competitions he has out-classed all others, a situation which does not make for the best international results. However, Hansen always seems to be able to find the right performance when it matters most!

ERIK HANSEN:

Nationality	– Danish
Age	– 32 years
Occupation	– Electrician
Club	– Pagaj, Holstebro
First Start	– 1957

Continued overleaf

Erik Hansen has been to three Olympics, what now about Munich?

'This time I take things quite easy. Many say I am the top man for our team, but as yet I have not qualified. Of course I would like once more to compete in the Olympics, but it does not mean the same for me as that first time in Rome.'(With the result of the Copenhagen Regatta, there can be little doubt that Erik will be in the Danish Team.)

What about your chances in Munich?

'It is very difficult to say much about that. I have not had an International 1000m final placing since 1968, this event is the hardest. You must be at a peak of fitness to race, and even then everything has to go just right on the day.'

But you have had success at 10,000m in the last years?

'Yes, that's a funny distance. In 10,000m you can make a poor start and yet still win. In such a long distance you are always sure that the best man will win, but unfortunately it is not in the Olympic programme.'

And your training preparations?

'Like always, I am training every day. It's necessary if you are to keep on an international level.'

When are you going to retire from the sport?

'That I don't know yet. But when I do stop, I will not be telling, the name of Erik Hansen will just not be on the programme...'

WORLD TALK

COPENHAGEN REGATTA

report from Jorgen Hansen

The Copenhagen International Sprint Regatta, held on 29th/30th July, was the last major international event before the Olympic Regatta in Munich. As might be expected, the majority of top sprint nations competed the event – 20 national teams – including the top teams of Russia, Hungary, and Rumania. At a cost of around £5,700, the supplying of some 4,600 meals, 250 beds, and with the help of over 100 organisers, officials, and assistants, the Danish Federation put on a superb event that fitted the climax of sprint training.

The Mens K1 1000m produced a final that could well have been the Olympic final had Petersson of Sweden and Matern of East Germany been com-

peting. However, from the start it was Schaparenko of Russia out in front, some 2 sec clear of Hansen (Denmark) and Soucek (Czech.), Volgyi (Hungary), Macarencu (Rumania), and Sledziewski (Poland), contending the following places. There was little doubt Schaparenko would take the win, but over the last 250m Erik Hansen had to produce a fantastic final sprint to hold on to second. Schaparenko made 3min 52.6sec to win, with Hansen taking second at 3min 54.9sec., Soucek was third just 6/10sec down on the Dane.

For Britain, Avery, Parnham, and Oliver competed the K1. Our trio came through the heats – Parnham drawing a place between Schaparenko and Hansen and in this heat won through over Hansen to force him to take the repêche. A very good performance here from Parnham in an extremely hard heat. However, our three paddlers all drew the same semi-final and took the last three places. Again in the K2 we had three crews. Here Avery/Parnham gained the final to take ninth place. In K4 we entered two crews, one stopped in the repêche, with our top K4 only getting as far as the semi-final. Of the Womens events, our two K1 girls – Jane Rowse and Helen Woodhouse – were stopped in the semi-final, but Helen Woodhouse/Pam Renshaw made a great effort in the K2 to win through to last place in the final – in such fantastic competition (Sov. Rum. GFR. Pol. Ned. Czech. Hun.) – the pair can be well pleased with themselves...

The Mens K2 made a win for Gorbatschow/Kratoskuk of Russia, with the Norwegians in second place, followed by the Swedish boys. Winning time was 3min 35.9sec. The K4 event produced a fabulous final with an exciting showdown between the Russian and Norwegian crews. The Russian led out from the start, but over the last 200m the Norwegian crew put in their famous final sprint to try for the win. However it was not to be, the Russian crew took the win by just 1/5-sec. (3min 15.4sec.) Of just as great an interest was the Italian crew who gained third place in front of other top East European crews.

Both the Womens events made wins for the Russians, Rjabtshinakaja leading out from Pinayeva in the K1 and Pinayeva/Kuryschko taking the K2.

Over all the regatta the Russian Team dominated – from seven Olympic disciplines their crews took six gold medals...

An interesting statistic for British supporters is that both Avery and Parnham competed all three disciplines (K1, K2, K4), and over the two days made nine starts in top class racing – far too many if we expect these paddlers to take medals..!

WHAT'S WITH DUTCH CANOESPORT?

Over the last two seasons, Dutch canoesport has taken one great tumble. Within the Nederlandsche Kano Bond political upheavals have displaced one Secretary and one National Sprint Trainer. Such upheaval is now reflected in the lowering standard of their men sprint paddlers and the even gloomier future for their womens sprint scene with no-one coming up to take the places of Mieke Jaapies and Maria v.d. Host (Biljlevens), when their rumoured retirement comes about after the Munich Olympics.

Only a few years ago it would have been their National 'B' Team that competed against the British at Holme Pierpont (see Canoeing Magazine issue 5), their National 'A' going elsewhere for higher competition. Gone it seems, at least for the present, are the days when Nederland produced such fine canoeists as the Olympic Silver Medalist pair of Geurts/Hoekstra as at the Tokyo Olympiad.

Unrest within the National body can only be resolved from within and it is not for us here to discuss what should be done. However, now in Olympic year, the Dutch National Olympic Committee have delivered a further blow, not only to their canoesport, but to all sports in Nederland by their tight policy of Olympic Selection. In canoesport only two persons go to Munich – Mieke Jaapies and Maria v.d. Host – these chosen on a policy that dictated only those capable of attaining the final of any event should go. No men for the Sprint Regatta, no slalom competitors – although they have a very capable kayaker in Bas van Stokkom...

Every Olympiad culminates four years of training by sportsmen from every part of the globe. At each selected site, the elite of every country compete in what is without doubt the greatest show on earth. For the cream of this elite there are medals, but for the vast majority there is only the honour of having represented their country at an Olympic Games... an honour that will be remembered for the rest of their lives.

While many countries feel their international prestige hangs on how many medals their athletes bring home, surely the greatest result of the Games is in the inspiration and example it sets to youth to strive for the top. The very fact that a National Team was sent to compete – no matter that they did not gain through to a final – will boost that particular sport. A child learns from example – just what example and aim are the Dutch Selectors setting for their youth – not just in canoesport, but all sports?

Taking the Dutch Olympic policy to the ultimate,



PRODUCED IN UK BY THE CANOE CENTRE

maybe countries should consider in future only to send those persons capable of gaining a medal; thus leaving only the Russians to compete the Sprint Regatta, the Germans to compete the Canoe Slalom, or the Americans to compete the Athletics and Swimming events!

Maybe we should remind them of the Olympic maxim – 'It is not the winning that counts, but the taking part'.....

DUTCH INVITATIONS

Two invitations for British paddlers to compete events in Nederland have recently come into our editorial office.

The first is for Sprint paddlers, and is an invitation to the *Twentse Watersport Vereniging Open National Regatta* on 23rd/24th September. Races are over 10,000m, 3000m, 1000m, 500m, and 300m. Classes being K1, K2, and K4 for senior, junior, novice, and adspiranten paddlers. Espada paddlers are invited to compete in the Dutch equivilant. Also competing the regatta will be German and Belgian paddlers. Full details can be obtained from: The Secretariaat: Jan Steenberg, Willem Pijperstraat 7, HENGELLO (0) Holland, Nederland.

The second invitation comes from the Eindhoven Canoe Club and is for slalom paddlers. British paddlers are invited to compete at the *Eindhoven (Genneper Molen) Canoe Slalom* that is also part of the Dutch National Championship. The date is 7th/8th October, and, although this clashes with our own Llangollen Town 1st Div event (the International is a week later), the Dutch event will see some 8 countries competing and will no doubt be the better event for anyone after top competition. (Many of those competing at Eindhoven will also be coming to the Llangollen International.) Countries competing at Eindhoven include Switzerland, France, Luxemborg, Belgium, Sweden, and Austria, apart from the West Germans among whom will be Fuzzy Kauder.

The event has sponsorship and paddlers will have accommodation and meals at a Youth Hostel. Prizes will be presented to the first ten places. Full details can be obtained from: Bas van Stokkom, Eyckerstokweg 84, HEYTHUYSEN, Nederland.

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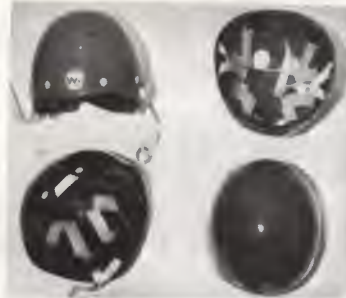


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