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COVER

*Down Salmon Ponds Weir at the start
of the Exe Descent Long Distance Race.
Photo: Canoeing Magazine.*



Break-up of a K2 at Cowley chute.

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CanoeSport Comment

SLALOM FINANCE- JOHN DUDDERIDGE REPLIES

Following the publication of the article by Mr Smith-Hilliard on the present B.C.U. Slalom Finances in our last issue, the below article by Mr John Dudderidge, President of the British Canoe Union, was received in reply.

I do not consider it appropriate that Mr. Smith Hilliard's article entitled "Slalom Finance" should have appeared in a publication open to the general public, for it is concerned with the financial arrangements between one section of the British Canoe Union and the parent body, and, dealing as it does with people and policies of the Union, such a commentary should have been kept inside the organisation. The appearance of the same article in another quarterly was less open to objection since that paper is an official organ of the Slalom Committee. However, since it has appeared, I am asking the Editor to allow me, on behalf of the Council of the Union, to reply to the major criticisms of Union policies contained in it, and to supply some additional facts.

Some of the contents of the article surprised me, for one might have expected the author to have checked his facts and figures, rather than to have based his case on guesswork and prophesy.

I find myself in general agreement with the early part of the article, in which the writer looks at the financial situation facing the Slalom Committee as it approaches 1975, and when he, rightly, emphasises that this is largely the direct result of the action of the Slalom Executive in taking upon itself the responsibility for meeting 50% of the deficit of the New Zealand expedition, an expedition which was agreed on condition that none of the cost would fall on Slalom Funds. When on top of this unauthorised generosity the Executive finds difficulty in extracting the remaining 50% from the participants, one is left wondering whether the first need is for the slalom community to put its own house in order before seeking additional financial aid from the general funds of the Union. But for this self-imposed burden the slalom accounts for 1973/4 would have been in surplus, slalom balances substantial and the grants from the central funds would have appeared reasonable.

Looking at the outline forecast for 1975 I find myself

unable to make any useful comment on the expenditure figures since they are not broken down, but assuming them to be reasonable, I turn to the income position. First a small correction in the 1973/4 figures:— the Administration Grant from central funds was £300 not £200, and I believe the grant from the Competition Fund was £400 not £250, making a total of £700 instead of £450.

The number of slalomists is quoted as 1500/2000 and this I accept, but I do not regard them as a race apart and distinct from the other members of the Union. A recent questionnaire sent out to all BCU members and returned by over 2000 of them, indicated that the large majority participated in more than one branch of canoeing. The same return also demonstrated strong support for the publication of "Canoeing in Britain", as part of the service to members, and a wish for it to appear more frequently. This is in fact intended for 1974/5.

On a point of information, not known to Mr Smith Hilliard when he wrote his article, I can say that the Council of the Union has decided to increase all its grants to committees by 20% to help offset inflation, and I would expect the Slalom Levies to be similarly uplifted in the same cause.

Mr Smith Hilliard listed what he considered to be the benefits accruing to slalomists from their 'compulsory' membership of the B.C.U. and I thank him for his kind words concerning my own small contribution; but I notice he did not attempt to evaluate these benefits, leaving this impossible task to his readers. I too will provide a list of benefits, but I too will not attempt evaluation, nor must the list be taken to be in order of value:—

1. Benefits of B.C.U. Membership to Slalomists as Canoeists:

- a. Membership of the International Canoe Federation with its rights, privileges (and responsibilities)
- b. Representation on, and services of, the British Olympic Association, Central Council of Physical Recreation, Inland Waterways Association, Various Waterways Trusts, Regional Sports Councils and their Committees, Sundry Youth Organisations, and Various Sports Advisory Councils.
- c. Services of the National Sports Council and Grant Aid.
- d. Recognition by Department of the Environment and other Government Agencies.
- e. Representation of their interests before Government Commissions and in the Courts.
- f. Services of negotiators of access agreements for private waters and for maintenance of existing rights or claims for use of waterways; in the face of multiple pressures on water by angling and other sporting interests.
- g. Information on use of waters at home and abroad.
- h. Reduced charges for certain publications and services.
- i. Services of Headquarters Staff in general administration.
- j. Services of the National Coaching Scheme, with H.Q. Staff and wide regional network of instructors and coaches. This is a responsibility which falls on all governing bodies and constitutes the educational side of

their work. Until quite recently the competition aspects of the Coaching Scheme have been restricted by lack of people qualified and willing to undertake this work.

Benefits to Slalomists as Slalomists

a. From the involvement of the Union in the International administration of Slalom through the I.C.F. Board and its Slalom Committee, including control of rules and regulations, organization of championships at all levels, representation on World Congresses and Seminars, service on Board and the Slalom Committee.

b. From the work of the Hon. Officers, in particular the Chairman of the Competition Committee of the Council and the Hon. Treasurer in processing applications to the Sports Council for Grant Aid, including:—

1. Collecting information from committee treasurers.
2. Collating and checking this information and submitting an integrated application to the Sports Council.

3. Attending conferences with Sports Council Officers to answer questions on the applications.

4. On receipt of grant, allocating the money to the various committees and instructing them in its administration.

5. At the end of the season, extracting information from Committee treasurers and preparing a final account for the Sports Council.

6. Attending numerous national and regional conferences all of which improve the image of canoeing and give weight in our negotiations with Sports Council and other Government agencies.

c. Actual Grant Aid to the Slalom Committee from B.C.U. central funds, to aid with administration costs and major competition commitments. Actual Grant Aid through the Sports Council for travel costs in connection with international competition. Grant Aid for Preparation Training.

All this work in association with other bodies has to be attended to by H.Q. staff or by a multitude of honorary officers, and it involves the Union in a considerable amount of expenditure, in spite of the fact that many honorary officials never claim their expenses.

The interests of specialist branches, of which Slalom is but one of a number, is tied up with the interests of canoeists generally, for competition canoeists do not arise out of nothing. In no country in the world do the competitive branches of canoeing function outside or independent of the national canoeing body. Without such a governing body the various branches would be unrecognised nationally and internationally.

Those who have the honour and public spirit to lead the Union and its various branches also have a responsibility for avoiding words and policies aimed at, or which may result in, fomenting discord and disunion. The Council of the B.C.U. without claiming a monopoly of wisdom, seeks to serve all interests to the best of its ability. I was surprised to read Mr Smith Hilliard's remark about slalomists' subscriptions being used to finance 'various loss-making activities of the Union'. So far as I have been able to discover, the only loss made in 1974 was £200 in connection with the Crystal Palace Exhibition, and this was more than compensated for by a profit of £1,000 in 1973.

I too will produce a statement of accounts which I will base on the generous assumption that canoeists specialising in Slalom constitute 25% of the Individual Membership — 1974 figures.

Total Subscription Income:

Individuals	£9426
Clubs	1371
Other Income	
Grant, Shop etc.	14618
	£25415
Slalomists	£2360

Relevant Expenditure (excluding net cost of Coaching Scheme)

General Administration	15252	Slalom share	3813
Canoeing in Britain	5083	Slalom share	1270
Admin. Grant to Committees	1195	Slalom share	300
Competition Grant from Central Funds			
	1300	Slalom share	400
		Total Benefit	£5783

Add Sports Council International Grant aid	£9011
New Zealand Grant approx.	5000

say £1400

Total Benefit £19783 for subscription of £2360 or £8 for £1 or, *excluding international competition* a benefit of £5783 which is rather more than £2 for £1 subscribed.

I separate the two in this way since the actual benefit from the International Grant flows to a relatively small group, though of course the support of the peak performers is a responsibility of all in the branch.

I do agree with Mr Smith Hilliard that an effort should be made to divorce liability for international team expenditure from income which should be devoted to the service for slalomists in general, on a national basis.

Due to inflation the B.C.U. itself is having a difficult time, and, like the Slalom Committee and Executive, it has problems. When the 1974 Accounts are published and issued at the A.G.M. it will be seen that the Union is in considerable deficit. (I would inform Mr Smith Hilliard that copies of the Accounts can be obtained on application to H.Q. should a member fail to attend the A.G.M. : this has been general practice.)

The Council of the Union therefore has sympathy with the Specialist Committees and will do all in its power to help them, whilst expecting them to manage their own funds responsibility. I hope my remarks will help slalomists and members of other specialist branches to appreciate the financial situation more fully and remove some causes of disaffection.

It is important to bear in mind that the Union is made up of members taking part in a very wide range of activities, slalom, racing, sailing, whitewater, saltwater and flatwater touring, surf, polo, lifeguard work and general recreational canoeing at local level. Each has its own needs and problems, and the Council seeks to carry out its responsibilities so that each receives any help available. May we all go forward with unity in diversity.

NOTES NEWS

Leicester Exhibition

With over 30 trade stands taken by all the major kayak/canoe manufacturers in Britain and leading suppliers of canoeing accessories, the National Canoeing Exhibition at the Granby Halls, Leicester over the weekend 15th/16th February, will certainly be a show not to miss. ALL the new craft and everything new in accessories, showings of some of the best canoe-sport films, plus the competition for the National Wiggle Gate Champion, will make Leicester THE canoesport exhibition of the year. Make a date now to come along . . .

Our next issue will include a guide and preview to the Exhibition, plus details of how to get there.

Trossachs Festival

The first Trossachs Festival of Inland Water Sports, held during May and June of the last season, proved to be such a success that the organisers, Callander and District Tourist Association, are to stage the host of watersports activities during the same period for the coming year.

The main aim of the Festival is the promotion of natural water resources in the area for the benefit of sporting enthusiasts and the general public alike, in such a manner as to complement both Tourism and Conservation in this designated National Park area.

The waters involved are Lochs Achray, Ard, Lubnaig, and Venachar, and the Rivers Balvaig Lenny, and Teith. Sports include Canoeing, Fishing, Hovercraft-racing, Rowing, Sailing, Water Skiing, and Sub-aqua, and, where possible, these are organized in sections to cater for all those interested, from complete beginners to experienced sportsmen and women.

The success of the first Festival was demonstrated by the fact that it attracted some 1,000 competitors to the various sports, as well as large numbers of spectators to the various activity points. Plans for the second Festival in 1975 are now well ad-

vanced and the organisers have the support of the Scottish Tourist Board, the Scottish Sports Council, and many of the national sporting bodies. Full details of the Festival can be obtained from: *The Tourist Officer, Callander and District Tourist Association, 2 Ancester Square, Perthshire, Scotland.*

Slalom Ranking List

The 1974 Slalom Ranking list for 1st Division has just been published, giving Raymond Calverley top position. The first ten placings as follows: 1st/ Raymond Calverley, Manchester, 178 pts: 2nd/ Melvin Swallow, Chester, 174: 3rd/Nicky Wain, Chester, 173: 4th/Martyn Peters, Manchester, 171: 5th/Dave Mitchell, Chester, 168: 6th/Jim Dolan, Edinburgh Schools, 167: 7th/Alan Edge, Manchester, 164: 8th/Chris Lovelock, Lee Valley, 162: 9th/Robert Campbell, Viking, 161: 10th/John MacLeod, Leeds, 159.

Slalom Master Class

From the new 1974 Ranking List of 1st Division, the top 20 paddlers form the 'Master Class' for competition. All

these paddlers (listed below), will compete the 'Master Class' and must wear the 'M' bibs at all ranking events.

A paddler who misses a slalom or falls below 20th place in any ranking competition, ceases to be entitled to wear the bib until he re-qualifies, while for paddlers not in the 'Master Class', qualification during the season can be gained by a placing in the first 10 at any 1st Division event. Publicity will be given to this attainment by presenting new 'M' bibs at the prize distribution. For those paddlers who have retained 'M' Class status for a full year, a badge will be presented by the B.C.U. Slalom Committee.

In order to conserve and maintain the 'M' bibs, such will in future be issued and collected at each slalom by Ray Calverley, Harry Calverley, or Mrs Calverley. In order to clean and refurbish the bibs for next season, all holders of bibs are requested to return them to: *R. Calverley c/o 22 Schools Road, Abbey Hey, Gorton, Manchester M18 8RF.*

MASTER CLASS PADDLERS

1975: R. Calverley, M. Swallow, N. Wain, M. Peters, D. Mitchell, J. Dolan, A. Edge, C. Lovelock, R. Campbell, J. MacLeod, M. Thomas, A. Kerr, J. Shackleton, J. Young, N. Midgley, L. Wilbraham, C. Ralph, M. Halaby, P. Wood, R. Hignall.



Raymond Calverley — top of 1st Division for 1974.

Waterways Calendar

The European Architectural Heritage Year is the theme of the British Waterways Board's calendar for 1975, published during November.

In full colour, spread over 12 pages size 11½" x 16½", the calendar unfolds a panorama of the architectural heritage of Britain's inland waterways. Aqueducts, bridges, waterside pubs and lock cottages, together with historical pumping houses and clock towers, are superbly illustrated and set into the context of the engineering revolution which brought the canals into being. Copies available by post from: *British Waterways Board, Melbury House, Melbury Terrace, London NW1 6JX. Price £1.00 plus 20p postage.*

Canoesport Calendar

Also still available are copies of our own 'Canoeing Magazine' Canoesport Calendar, price 90p including postage from: Canoeing Press, 25 Featherbed Lane, Croydon CRO 9AE.

New Grand Canyon Regulation

In an effort to prevent even further damage to the environment of the Grand Canyon in America, the U.S. Parks Service has recently issued new regulations regarding the private party trips that will come into operation for the 1975 season.

Among new regulations it is proposed to cut the private party from the present maximum of 25-persons to just 15-persons. This cut in numbers per trip will of course allow a greater number of individual trips to make this spectacular run through the Canyon, but for European kayak enthusiasts the new regulation comes as a blow to the possibility of trips to the Canyon organised from outside the States.

From an organisers point of view, this cut in numbers virtually excludes further kayak trips in the Canyon by Europeans, the costing now becomes very restrictive. For kayak trips, at least five non-paddling members are required to run the support rafts and thus what would have been a healthy number of 20-paddlers supported by 5-raftmen, now becomes just 10 members from Europe or elsewhere. With overall costing remaining just

Canoeing Magazine December 1974



The unique Grand Canyon wilderness.

about the same for a 20 or 10-paddler group, the effect will be to push up the cost per person by well over 75%, making it unreasonable for such future trips.

Plans for a full 25-person trip to Grand Canyon this coming summer, organised by your editor, are still going ahead, but whether the trip will come to fruition depends very much on the U.S. Parks Service making an exception for European trips to the Canyon. An appeal against the new ruling has already been made and some pressure is to be put on the Parks Service from two Congressmen. At the present time no outcome to these approaches has been received by the magazine.

Licence Dodgers

If a proposal by the British Waterways Board is approved by the Secretary of State for the Environment, it is likely that all craft using the nationwide network of Cruising Waterways (under control of the Board), will have to display their licences so that they are visible at all times.

Sir Frank Price, Board Chairman, stated that he was opposed to regimentation on the waterways where people take their craft for relaxation, but all that the Board was asking was that boat owners do what they already do if they own a car,

namely to show their disc where it can be seen. As and when this proposal comes into force, person who contravene the Byelaw shall be liable, on summary conviction, to a penalty not exceeding £25 for each offence.

Explicit Exactitude!

For the canoeist there are many problems of access and right of navigation on many rivers, but even where such a right of navigation exists - such as on the River Severn - there are still the local byelaws to contend with i.e., - *'When a launch or vessel being rowed or propelled by paddle and a sailing vessel are proceeding in such directions as to involve risk of collision the launch or vessel being rowed or propelled by paddle shall keep out of the way of the sailing vessel provided that every vessel overtaking any other vessel shall keep out of the way of the vessel overtaken and provided that all vessels not engaged in fishing shall when under way keep out of the way of vessels engaged in fishing except that no vessel engaged in fishing shall have the right to obstruct a fairway used by vessels other than fishing vessels . . .'* A quote from the new Shrewsbury and Atcham Borough Council River Severn Byelaws, as published in the Shrewsbury Canoe Club Newsletter.

NOTES NEWS



The 3rd Annual Bedford to Kings Lynn Race

, organised by the Viking Kayak Club, took place on Sunday December 1st. The start from Bedford Town Bridge was at 2.40 am and the course covered a distance of 72-miles to finish at the ferry steps near Kings Lynn dock entrance. The first 15-miles to St. Neots is over the same course as the Bedford-St. Neots L-D Race and includes several broken locks and weirs to shoot. At Earith, near St. Ives, the river becomes tidal via the Hundred Foot Drain or New Bedford Cut, and this section contains a number of long straight sections which are exceptionally demoralizing and where it is difficult to disembark.

This year the race attracted eleven entries with the Services strongly represented by three crews from the RAF and three from the Royal Navy, plus club crews from Reading, Worcester, Birmingham, and Huntingdon.

Near perfect conditions prevailed for the race; the night was mild, there was a bright moon, following wind and the river, which had been in flood all the previous week, had fallen to just within its banks. Right from the start, Perrett/Greenham of Leighton Park, set an incredible pace, closely pursued by Train/Freeman of Worcester/Birmingham and the Royal Navy crew of Chandler/Rowell. At Castle Lock, Goldington, the RAF crew of Carroll/Edmunds broke both

their paddles and capsized, but struggled on to Willington where they retired. Underhill/Finch, also of the RAF, spent some time swimming at Willington here after they capsized below the weir, but re-embarked before retiring at the half-way mark. Most crews had difficulty in shooting the new weir at Roxton, and most took a ducking except for the leaders.

By the time the leading crews reached Paxton Mill, just below St. Neots, it was obvious that the existing record of 12 hrs. 17 mins. was in danger of falling. The four leading crews were all in close contention and they wasted little time taking refreshments from their bank teams (each crew had a vehicle and support crew on the bank to render assistance and refreshments).

As dawn broke, the leading paddlers reached St. Ives and the first three crews all stopped at the quay within two minutes, led by Perrett/Greenham — who were already over an hour ahead of the previous best time to this stage. Train/Freeman and Chandler/Rowell all took refreshments and left simultaneously. The RAF crew of Dale/Felts then appeared in fourth place and passed St. Ives without stopping in an effort to catch the leading group.

At Earith, where the river becomes tidal, Perrett/Greenham had established a lead over the Royal

Navy crew, while Train/Freeman had dropped back into third. Dave Train was suffering from sickness and the pair were forced to retire after another 7-miles at Welney Railway Bridge. Flynn/Waugh and Owen/Kirshner of the Royal Navy, and Underhill/Finch, all retired at Earith or soon after, suffering from cold and tiredness after capsizes. Although the leaders were early on the tide which had not started to ebb, the effect of the flood water and following wind, overcame the adverse tide on the higher reaches. At Denver Sluice, the leaders were some six minutes ahead of the Navy crew and reached the finish at 12.30 pm., setting a new record of 9 hrs. 50 mins. 23 sec. which could well stand for a few years. Chandler/Rowell returned a time of 9 hrs. 56 mins. 30 sec.

There was a close battle for third place between Dale/Felts and the Leighton Park boys of Davis/Kinch. In the last few miles, the Reading crew were unfortunate to hole their boat in the bows and had to be content with fourth place. Ramwell/Catchlove from Huntingdon — who finished fourth in 1973 — capsized in the early stages near Great Barford, but continued to paddle steadily to gain fifth place and a time of 11 hrs. 52 min., well over 2½-hrs. faster than their previous time.

canoe tour

Running the RIVER TAY

with
Noel McNaught

In July 1974 the Tay looked very low, therefore our 40-mile journey took longer than usual. We spent 2½ days canoeing from Kenmore in Perthshire. By walking a total of 21 miles when fetching the car we enjoyed additional exercise and saved the cost of public transport.

We started with a short but pleasant paddle around Loch Tay, placid except when disturbed by noisy water-skiers. This trip gave us a chance to explore the ruins on a romantic island, not named by our map. Apparently the priory became a nunnery then a fortified castle owned by the Campbells of Glenorchy.

Start down river

Our descent of the Tay began at a fine old 5-arched bridge constructed in 1774 to replace a ferry. Close by there is a big camp site convenient for canoeists. Alternatively, non-campers can stay at a youth hostel called Garth situated the other side of Drummond Hill — up Glen Lyon; while anyone starting at the head of Loch Tay is recommended to use Killin hostel. Another hostel is available at Perth for those finishing there.

On this occasion we were navigating a 2-seater folding kayak. Its length prevented quick manoeuvring in the lively rapids by Taymouth Castle, a mile from Kenmore. Sharp turns had to be made



Aberfeldy Bridge.

to dodge midstream rocks, for it is tricky here at any time.

Just above the footbridge we stopped to prospect the awkward stretch ahead. An appreciable drop in the river's level forced the main current to surge beneath trees overhanging from the left bank. Having satisfied ourselves that it was safe to proceed, we re-embarked, nevertheless not without some apprehension as to what would happen. But we paddled a zigzag

course without too much bumping and scraping. We did hit one unseen rock really hard — it struck the starboard quarter as we were turning — so violently that I felt the kayak's framework shudder and expected to hear the sound of splintering wood. Surprisingly, no serious damage resulted, nor were any leaks apparent when soon afterwards we pulled up to investigate the hull.

Notwithstanding occasional
continued overleaf

shallows, especially adjacent to islands, canoeing the next 5½ miles was easy. We noticed on the left the entry of the tributary Lyon. After three hours, including delays to take photos and eat refreshments, we reached Aberfeldy and dragged our craft up a grassy slope near the Black Watch monument. Having booked 'bed and breakfast', we strolled the 6 miles back to Kenmore in two hours to collect the car containing kit.

Perfect weather - sparkling water

Next day the programme was to canoe 18 miles downstream to Dunkeld and sleep at the Birnam youth hostel, utilising a bus service to recover the car. Perfect weather favoured us so we did not hurry. We spent nine hours on this glorious summer day's cruise through the best part of Strathspey. This 'Queen of

Scottish Rivers' was entirely our own with not a single other boat upon its sparkling waters and no angling being done since it was a Sunday.

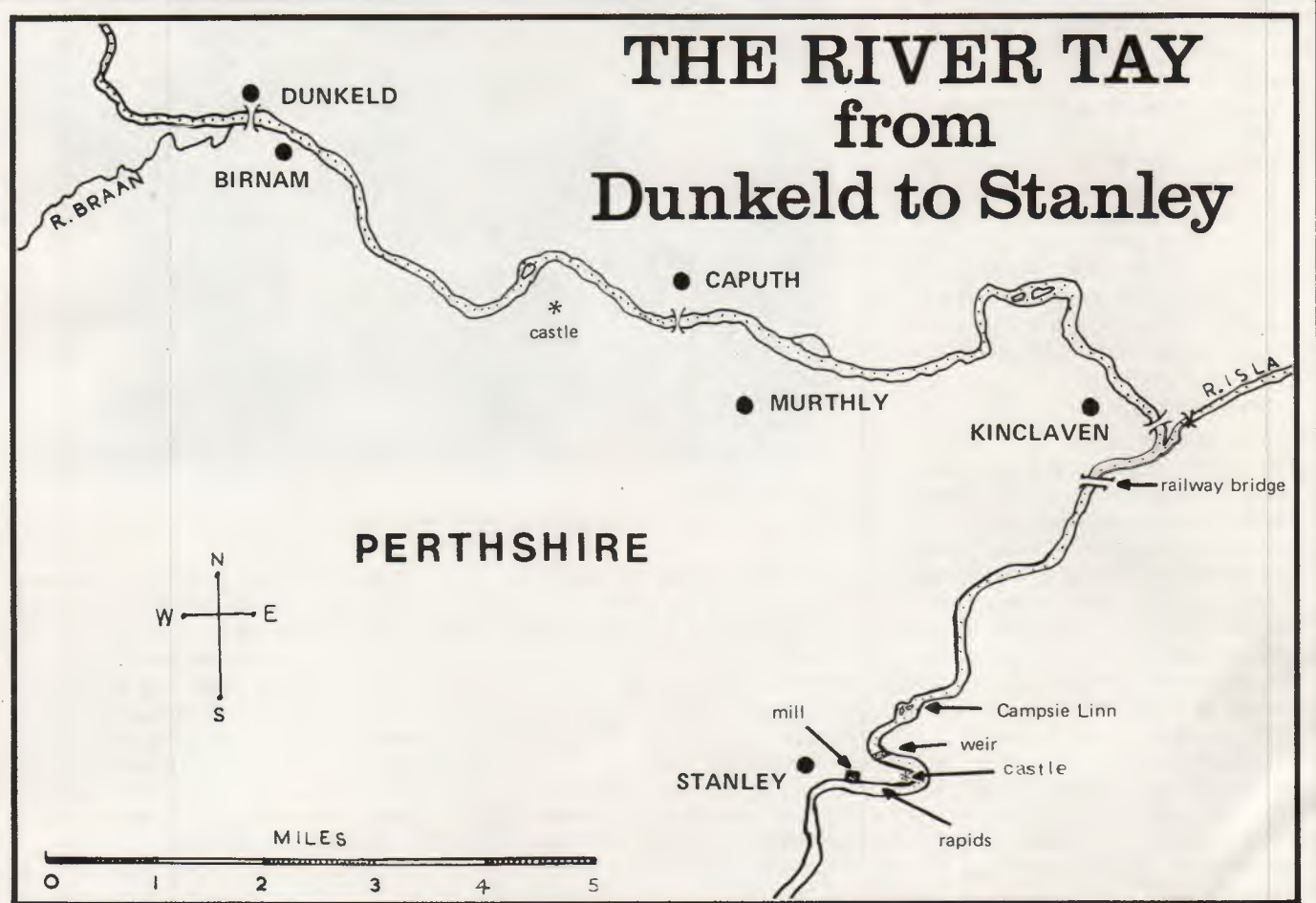
After launching that morning beside Aberfeldy's famous bridge (completed in 1733), we drifted past a distillery and covered mile after mile with the current always helpful and the scenery absolutely delightful. Both banks are well wooded, with the river's twists and turns constantly making you wonder what is round the next corner. We needed to keep alert because there are two or three quite interesting rapids (probably caused by old dam dykes) in this 5-mile section of the Tay which leads to Grandtully.

Grandtully incident

Usually these 'good' rapids just mentioned are straightforward to

negotiate, each having an obvious channel and an adequate depth of water. But in drought conditions such as we found, things were different. The first rapid gave no trouble — rushing water bounced the boat up and down as we paddled vigorously to avoid getting broadside to the waves. When we came upon the second rapid, however, we were confronted by a lot of rocks rearing up irregularly all over the river. This was definitely the moment to do a little reconnoitring from the bank.

"Let's get out," I said, jumping ashore to hurry along and have a look. My son Donald quickly followed and we stood pointing to the obstructing rocks and discussing which way to go. Neither of us had secured the kayak which, of course, stayed afloat. Within seconds the current had whipped it away from the





Rapids below the main fall at Grandtully.



Kinclaven Bridge where the Tay is wide and deep.



Donald McNaught shooting Campsie Linn Rapid.

bank and out of reach. Dismayed, we watched it being carried into midstream, gripped by the fast-flowing Tay and being swung towards the rapids without a crew aboard! The pennant fluttered gallantly at the bows as we awaited a spectacular shipwreck, wondering how difficult a salvage operation would be. The kayak, gathering speed and grazing against boulders as it went by, drew near the drop. To our amazement it shot the steepish main rapid and remained upright. Eddies and currents brought it quickly towards me as I plunged in waist-deep to grasp the towline. Ship and cargo saved! This experience taught us to make a rule that in future the last person to leave the kayak must be responsible for mooring.

After picnic lunch we portaged past the notorious Grandtully rapids. This meant quitting the river where it bends sharp left, and going along a track under an old railway bridge to reach the road. Wheels are necessary for the $\frac{1}{2}$ -mile portage which takes you right round the most dangerous part of the Tay. It is preferable to refloat below the big fall beyond the bridge upon which, incidentally, is an inscription to the memory of a drowned canoeist. So be warned! I remember the fun of once tackling these Grandtully rapids with Manchester C.C. when others were at hand to help in case of capsizing, but nobody upset. As evidence of a recent mishap here, Donald recovered a smashed paddle from a deep pool further downstream.

Tummel junction

Five more miles on a less swift current brought us through more open countryside to Logeriat and then the junction with the Tummel. The combined waters of the two sizeable rivers indeed flow fast, and if you have a following wind in this district you can really canoe at fantastic speed. Roads lie well away from the river and there are picturesque views of surrounding islands, mostly shingle banks crowded with gulls and oyster-catchers.

Again a sluggish current became

continued overleaf

noticeable as we drew near the dark but lovely woods of Dunkeld. We saw the ancient cathedral (dating from 1318) on the left before halting immediately above the great stone bridge built by Telford in 1809. Our kayak was conveyed upon its trolley almost a mile to Birnam hostel. As there was no transport on a Sunday, I caught an early bus next morning and so recovered the car from Aberfeldy.

We continued canoeing for another 15 miles. The first five from Dunkeld to Caputh took us through a rather narrow tree-clad valley, then in a huge sweeping curve of rippling river, clear-flowing and stiff with salmon, past the enormous and attractive Murthly Castle estates on the right. Later, we rested for a picnic snack on a large grassy island known as 'The Inch', near some old Roman earthworks.

Campsie Linn Rapid

That afternoon we traversed Tay's gigantic U-loop which shortened our walking distance back to the car by 5 miles. Beyond Kinclaven Bridge and the tributary Isla, currents began to accelerate and we encountered splashy rapids at frequent intervals. Eventually we saw Campsie Linn, where a dolerite dyke stretching across the Tay provides a notable rapid sometimes risky to run. It held no terrors that day. We landed upon midstream rocks and then shot it several times, since getting the boat back upstream was quite feasible. Last time I had seen the Linn it had looked a seething cauldron of boiling foam so we portaged without hesitation.

This proved to be the last rapid of the highly successful cruise, for we

stopped a quarter of a mile ahead at a spot marked Burnmouth on the map — upstream of the weir at Stanley. Leaving the kayak upturned upon the grass outside some bungalows, we hiked 10 miles back to the car.

I hope my brief article arouses interest in one of Britain's best canoeing rivers and will inspire many paddlers from the south to make an unforgettable trip down 'Highland Tay' which is no ordinary river. Shooting its rapids can often be real adventure, yet they are generally safe enough for those with moderate experience. But it might be as well to remember an opinion expressed in an old book. It said that the 5 miles of Tay between Stobhall and Stormontfield contain "a succession of heavy rapids to satisfy if not to daunt the most inveterate enthusiast in canoeing."



Above: Stanley Weir in good water and being shoot during the Tay Long Distance Race.

Left: Stanley Weir in low water.



Report and photos - Mike Clark

River Swale · Army Champs

The weekend of November 23rd/24th saw the Army Down River Championships held over a course on the River Swale at Richmond in Yorkshire.

With well over 200 competitors, both from the Services and Civilian Canoe Clubs, plus some superb organisation by the Army, there seemed to be a good chance of some fine photographs to be had from the events. During the week prior (as with the Exe), there had been plenty of rain and I expected to find a racing river and plenty of top class rapids. However, I had not been to the Swale before, and did not know really what to expect. Alas, there were few rapids to take inspiration from, but at least there was always to spectacular shoot of the famous Richmond Falls in the town centre after the race (this is an eight foot sheer drop just below the finish and certificates are awarded to all those who attempt it — or should that be all those who shoot it are certified . . . !)

The course is of five miles, starting from just above Marske Bridge to the top of the Richmond Falls. It is supposedly continuous grade II-III but, although the Swale runs through a really beautiful valley and has a drop of over 150-feet in the five miles, there were few rapids that could have

been classed above Grade II.

The weather for the event started out as a bright overcast day and by the time the first paddlers were racing down the course, it began to drizzle. With such conditions, I followed the first paddlers right down to the finish, shooting a couple of reels at the best rapids accessible from the road. However, by the time we reached Richmond and those famous Falls, the drizzle had turned to quite heavy rain . . . and, with the light fallen well below that suitable for even fast film, I decided to leave a very wet and miserable Championship well before the majority of the competitors had reached the finish . . . As the saying goes in surfing 'You should have been here yesterday, it was just great!'

The Open K1 was won by N. Morley of Cumbria with 37 min. 55 sec. Slalom Class by E. Pickett of Riversdale College with 46 min. 33 sec. The Army K1 was taken by Capt. Crawford of 16/5th Lancers with 39 min. 47 sec., and the Slalom class by Pte. Summerbell of 16th Bn. RAOC with 42 min. 51 sec. A good performance was put in by Lt. A. Gillespie of Cambridge Mil. Hospital, winning the Womens Army K1 with 44 min. 14 sec. The Army won the Inter-service Championship with 91pts to 80 pts of the RAF.

Doug Parnham reviews the World Sprint Championships

The course, which was built for the 1968 Olympic Games, is dominated by a range of extinct volcanoes, and it was here in the heat of the Mexican sun, that I saw the staging of the XIV World Sprint Canoe Championships.

When Mexico was selected as the venue for these Championships, three main objections were raised. Firstly, the rarified atmosphere due to high altitude; secondly, the excessive heat; and third, the feeling that the ability of the resident organising committee would be insufficient to cope with the competitions.

Shock results

The rarified atmosphere and excessive heat may perhaps have been the reasons for some of the shock results of the Championships. The Russian, Alexander Shaparenko, failed to qualify for the final of the Mens K1 1,000 metre; similarly, the Swede, Lars Andersson — a medal winner from Duisburg this year — lost his place in the Mens K1 500 metre to Max Broennimann from Switzerland, a great achievement for the latter.

However, Geza Csapo, the Hungarian and last years World Champion, convincingly won the Mens K1 1,000 metre, while the Hungarian crew of Istva Szabo/Zoltan Bako took the K2 event over this distance, proving that not all Europeans were affected by the climate and altitude.

The C1 and C2 events were won by the Russians in both 500 and 1,000 metre, but they were not as successful elsewhere. One of the closest and most exciting of races was the Mens K2 500 metre. Here the Poles, Ryszard Oborski/Grzegorz Sledziewski took the first place, but only one second covered the first five crews . . . !

In contrast to this, but equally exciting, was the womens events. Here the East German girls dominated the racing. Anke Ohde won by a clear two lengths in the K1, while the K2 of Anke Ohde/Barbel Koster produced a further memorable result by being a fantastic 7-seconds ahead of the Rumanian crew in second place. I cannot help thinking that it may be some time before another nation produces paddlers to beat these supreme athletes.

French medal in C2

The Eastern Block countries took the first two places in the C2 10,000 metre event, but the French managed to gain the bronze medal after disqualifications had been made. The Hungarian K2 crew of Szabo/Bako was also disqualified for interfering with the Russian crew as they crossed the line of an extremely taxing 10,000 metres, thus placing the Rumanians, Antrop Varabiov/Ion Terente, first, with the Belgians Jos Broekx/Paul Stinkens in second and the Russians third. The K4 for the same distance was won by Russia.

Italian medals in K1

Further surprises came from the Western Europeans. The Italian, Oreste Perri, not only had a fine race in the Mens K1 1,000 metre to take the bronze medal, but fought through the gruelling heat over 10,000 metre. Here he was forced to battle with the Russian over the last 15,000 metre in order to win the event.

Similarly, Dean Oldershaw became the first Canadian in twenty years to qualify for a final in 500 metres and the French produced a fabulous performance in the K2 1,000 metre where they only just missed the bronze medal.

For my part, after an extremely severe semi-final, I was fortunate enough to make the final of the Mens K1 500 metre. The race was won by the Rumanian, Vasile Diba, and I finished in 7th place.

The early fears regarding the organisation in Mexico proved groundless. The competition was well run, although the competitors experienced long delays in transportation to and from the course due to heavy traffic in the Mexican towns.

While all but two events were won by paddlers from the Eastern Block, Western canoeists can, however, take heart from the fact that French, Belgium, and Italian crews gained medals at these intense Championships.

RESULTS

MENS EVENTS

K1 500m: 1st/ V. Diba, Rumania, 1.48:93. 2nd/ G. Csapo, Hungary, 1.49:25. 3rd/ G. Sledzieski, Poland, 1.50:50. **K1 1,000m:** 1st/ G. Csapo, Hungary, 4.03:25. 2nd/ G. Sledzieski, Poland, 4.04:3. 3rd/ O. Perri, Italy, 4.05:98. **K1 10,000m:** 1st/ O. Perri, Italy, 47.02:02. 2nd/ A. Shaparenko, Russia, 47.04:95. 3rd/ P. Volgyi, Hungary, 47.07:21. **K1 4 x 500m Relay:** 1st/ Diba/Zafiu/Pavel/Sciotnic, Rumania, 7.24:56. 2nd/ Trukshin/Chukharai/Kobrisev/Astapoko, Russia, 7.25:36. 3rd/ Oborski/Sledziewski/Gorecki/Matysiak, Poland, 7.29:83.

K2 500m: 1st/ R. Oborski/G. Sledziewski, Poland, 1.39:11. 2nd/ J. Deme/J. Ratkai, Hungary, 1.39:15. 3rd/ H. Laabs/U. Hellige, East Germany, 1.39:22. **K2 1,000m:** 1st/ I. Szabo/Z. Bako, Hungary, 3.39:24. 2nd/ V. Kozubin/M. Afanasiev, Russia, 3.41:95. 3rd/ R. Helm/V. Thiede, East Germany, 3.43:25. **K2 10,000m:** 1st/ A. Varabiov/I. Terente, Rumania. 2nd/ J. Broekx/P. Stinkens, Belgium, 42.29:87. 3rd/ K. Kostenko/V. Kononov, Russia 43.07:34.

K4 1,000m: 1st/ Laars/Hellige/Lehnert/Duvignea, East Germany, 3.16:38. 2nd/ Filatov/Degtiaerv/Kuprokov/Astapkovich, Russia, 3.16:90. 3rd/ Deme/Ratka/Vargha/Giczi, Hungary, 3.22:98. **K4 10,000m:** 1st/ Derevianko/Gorbachev/Schurga/Scharykin, Russia, 38.01:89. 2nd Giczi/Vargha/Szabo/Pomhanyi, Hungary, 38.33:55. 3rd/ Oborski/Gorecki/Koltan/Matysiak, Poland, 38.42:73.

C1 500m: 1st/ S. Petrenko, Russia, 2.03:23. 2nd/ K. Zeisler, East Germany, 2.04:25. 3rd/ I. Patzaichin, Rumania, 2.04:31. **C1 1,000m:** 1st/ V. Yourchenko, Russia, 4.33:23. 2nd/ K. Zeisler, East Germany, 4.34:68. 3rd/ I. Patzaichin, Rumania, 4.39:39. **C1 10,000m:** 1st/ T. Wichmann, Hungary, 49.48:47. 2nd/ V. Yourchenko, Russia, 50.04:24. 3rd/ I. Patzaichen, Rumania, 51.29:91.

C2 500m: 1st/ A. Vinogradov/M. Lobanov, Russia, 1.48:68. 2nd/ G. Danielov/G. Simionv, Rumania, 1.50:05. 3rd/ T. Sach/J. Ctrvrtecka, Czechoslovakia, 1.50:73. **C2 1,000m:** 1st/ V. Chesiunas/J. Lobanov, Russia, 4.02:85. 2nd/ J. Opara/A. Gronowicz, Poland, 4.05:29. 3rd/ G. Munteano/V. Serghei, Rumania, 4.06:92. **C2 10,000m:** 1st/ V. Chesiunas/Y. Lobanov, Russia, 47.12:07. 2nd/ T. Buday/G. Haraszti, Hungary, 47.39:16. 3rd/ A. Acart/J. Cezard, France, 47.45:86.

WOMENS EVENTS

K1 500m: 1st/ A. Ohde, East Germany, 2.09:64. 2nd/ N. Gopova, Russia, 2.13:33. 3rd/ M. Cozma, Rumania, 2.15:80. **K2 500m:** 1st/ A. Ohde/B. Koster, East Germany, 1.56:37. 2nd/ V. Dumitru/M. Nichiforov, Rumania, 2.03:63. 3rd/ M. Zacarias/I. Tozser, Hungary, 2.03:69. **K4 500m:** 1st/ Ohde/Koster/Kaschube/Zirzow, East Germany, 1.40:46. 2nd/ Gopova/Kbakova/Korschunova/Kreft, Russia, 1.42:61. 3rd/ Dumitru/Nichiforov/Cozma/Oriov, Rumania, 1.43:41.



*Shaparenko
of U.S.S.R.*



*Dumitru/Nichiforov of
Rumania — a second
place in the Womens K2.*



*Csapo of Hungary —
first place in the
K1 1000m.*

ALMANAC FOR 1972

January

B.C.U. announces Chelsea Pensioner as new Director at Headquarters - Annual General Meeting cancelled due to lack of quorum - only three members turned up -

February

The 'second largest canoe firm' makes take-over bid for Yorkshire Television - a certain amount of programme changes made to feature canoe sport films at peak viewing time - New book on glassfibre canoe construction by Alan Bude is published.



March

International Olympic Committee decides that Bat Polo should be included for Moscow Olympics - B.C.U. installs giant computer at headquarters to sort out membership and accounts - not yet working as some modifications are required -

April

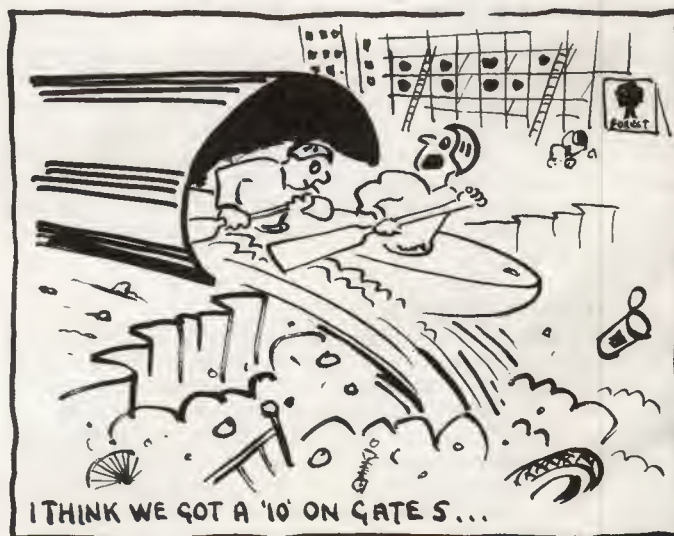
New book on repairing home built glass-fibre canoes by Alan Bude published. B.C.U. computer not working - more modifications -

May

Long Distance Committee introduces 10-tier racing system - Sponsorship of top tier is undertaken by glassfibre firm, but all craft competing must carry catchphrase 'STRANDED GLASS IS BEST' in twelve inch letters stretching from bow to stern -

June

South Yorke Firm of 'Forest Developments' has brought up Llangollen Slalom Site and plans to pipe the Dee, building 354 town houses on the dry river bed - The Slalom Committee feels this will not hinder the Llangollen International - B.C.U. computer still not working - more mods -



75

July

Sprint Committee announces substantial profit from British Team trip to Holme Pierrepont. Grant application was for Team flying London-Nottingham via Hawaii, but of course went direct London-Nottingham - Another book by Bude on repairs to repairs!

August

Third British Grand Canyon Trip returns after successful Colorado run - Organiser Mike Clark has written 76,000 word article on trip and plans to run it as a 40-part series in Canoeing Magazine -

September

New surfing record set by paddler Pram Colwick, surfing 21-miles down the Trent on a wave set up by another local paddler in a 'phantastic' new Dutch kayak lightly disguised as British original. B.C.U. computer goes into operation -



October

Slalom Committee incurs minor financial loss of £5,000 on travel for British Team to Llangollen - flying from Manchester to North Wales, the Team Manager took them via Hawaii -



November

Post Office computer breaks down and approach is made to B.C.U. for use of H.Q. computer for the determining of premium bond winners. B.C.U. Exhibitions Committee decides on 2 Exhibitions at Crystal Palace For 1976. These to be a week before and a week after B.C.M.C. Exhibition at Leics.

December

B.C.U. computer blows a fuse and is completely destroyed. A spokesman for the manufacturers said the cause was not mechanical but due to some 'cock-up' in programming -

LEVEN WILD WATER TEST

report from
ERIC TOTTY



Melvin Swallow – Gold Dipper Award for 1974.

Record entry for 21st year

The 21st year of the Leven Wild Water Test attracted a record number of entries with a total of 464 paddlers drawn from some 46 canoe clubs throughout the country.

The 'Gold Dipper' award was taken by Melvin Swallow with a fastest time in the Mens Down River class of 5 mins. 36 secs. — not a record, but a very creditable performance nevertheless. In the Mens Slalom class, only two seconds separated the first four paddlers with Albert Kerr taking the win just one second clear. In the Womens Down River class, Pauline Goodwin was well ahead of the field with a time of 6 mins. 26 secs., whilst Barbara Springell led the Womens Slalom class. The Leven Paddle Trophy went to Jon Goodwin with the fastest time in the Mens C1 Down River class, with the previous holder, David Denton, in second place. Anderton/Oliver were the best of the C2 Teams competing, while the Leven Trophy, awarded for the fastest run by a member of the organising club, was retained by Nigel Morley with a time of 5 mins. 54 secs.

The limitation of entries to a

maximum of 60 for any one fixture, has resulted in a more pleasureable event for those taking part. Moreover, the postal entry has eased the problems of organisation on the actual day by enabling much of the paper work to be dealt with in advance. It should be noted that entries should be made by post, at least a week before the event, as in Slalom and Wild Water Racing. Whilst it is sometimes possible to accept one or two late entries in place or cancellations, or when postal entry has not taken up the allotted quota, this should not be relied upon. Entries are accepted on a 'first-come' basis on properly completed entry cards accompanied by the entry fee of 20p per head. If more than 60 entries are received for a certain race, those that are incomplete in any way are liable to be placed at the end of the queue.

The qualification rule requiring the competitor to be accustomed to Grade III standard of rivers will be strictly adhered to as a minimum requirement of ability. Entry cards and rules of the Leven Wild Water Test series of races can be obtained from the organiser, in return for S.A.E. (not miniature size!): *Eric B. Totty, Craigmuir, High Knott Road, Arnside, Near Carnforth, Lancs. LA5 0AW.*

RESULTS: Down River Class, Mens K1: Gold Dipper Award, Melvin Swallow, 5 mins. 36 sec: Silver Award, First Class, D. Arundale, 5 mins. 51 sec: N. Morley, 5 mins. 54 sec: N. Clarke, 5 mins. 56 sec: D. Jackson, 6 mins. 01 sec.

Womens Down River Class K1: Silver Award, First Class, Pauline Goodwin, 6 mins. 26 sec: Bronze Award, First Class, Sarah Wain, 7 mins. 50 sec.

Down River Class, Mens C1: Silver Award, First Class, Pauline Goodwin, 6 mins. 26 sec: Bronze Award, First Class, Sarah Wain, 7 mins. 50 sec.

Down River Class, Mens C1: Silver Award, First Class, Jon Goodwin, 7 mins. 10 sec: D. Denton, 7 mins. 22 sec: J. Hooley, 7 mins. 29 sec.

Slalom Class, Mens K1: Silver Award, First Class, A. Kerr, 6 mins. 48 sec: J. Shackleton, 6 mins. 49 sec: P. Mansell, 6 mins. 50 sec: N. Timmins, 6 mins. 50 sec: P. Woof, 6 mins. 57 sec.

Slalom Class, Womens K1: Silver Award, Second Class, Barbara Springell, 7 mins. 40 sec: Jean Bradley, 7 mins. 55 sec: Bronze Award, First Class, Felicity Martin, 8 mins. 12 sec.

Slalom Class, Mens C1: Silver Award, Second Class, A. Sargeant, 8 mins. 58 sec.

Slalom Class, Mens C2: Bronze Award, First Class, Anderton/Oliver, 7 mins. 31 sec: Hepworth/Morris, 7 mins. 49 sec:

Canoeing Magazine December 1974



A dramatic against the light photograph by Alan Kimber of surfing at Machrihanish on the Mull of Kintyre in Scotland.

THE EXE DESCENT

Report and photographs by Mike Clark

Below: Scenes at the start of the Exe Descent at Salmon Ponds Weir.

Right top: K2s making the shoot of Thorverton Weir.

Right below: Shoot of Thorverton — in foreground the mixed Nottingham crew just about to capsize . . .





Organised by the Exeter Canoe Club and held on Sunday, November 17th, the annual Exe Descent Long Distance Canoe Race attracted yet another tremendous record entry of competitors. On the start list were well over 400 paddlers — the majority of top Long Distance paddlers, plus a very large number of the slalomists and rough water boys, and for the first time an official Long Distance Team from Ireland.

Wild flood

Throughout the week prior to the race, much of Britain had a real deluge of rain, and thus there was little doubt that the Exe would not produce a good course — in fact, for once there was almost too much water! Just four days before the race, the River Exe was in wild flood with water hammering down and producing conditions that would have been too dangerous for the event. However, by the Sunday the river level had dropped a little to give almost ideal water for this spectacular and arduous descent. Although race day was overcast, further rain held off until after the event and light conditions were just enough to give decent photographs.

As in past years, there was a very large following of spectators, and the local police really had their work cut out in keeping the road clear at the major vantage points down the course (despite 'No Parking' signs, many parked on the approach roads and quite a few were booked with tickets!) Even with all the rain, conditions under foot were quite reasonable, with the exception of the start field . . . Here it looked as if the farmer had left his cows in the field for the past month, the result being a superb quagmire to daunt even the most enthusiastic supporter, but even with this the banks below the Slalom Pool Weir were thickly crowded.

20-mile course

The Exe Descent course is of 20-miles starting just above Tiverton to finish at the Exeter Canoe Club adjacent to the Maritime Museum in the centre of Exeter. Down the course there are 9-weirs to be shot or portaged, plus a number of rapids with a grading I—III. The very large entry caused a number of problems for the organisers, not the least being at the start. However, Exeter made a wise move in making the massed classes race upstream for a few hundred metres before turning downstream to take the weir, thus preventing almighty collisions and jams down the weir sills. But even in spite of this, there were exciting moments, it needing only one or two crews to misjudge their run to cause chaos!

Cowley Steps - real killer

With the flow of water, all the favourite vantage points were well crowded and produced exciting sport. Thorverton, with its fine double drop weir of twenty feet was a real crowd drawer, but, as in past years, the real 'killer' of the Descent was the infamous Cowley Steps and Chute.

continued overleaf

In the high water conditions, plus a fallen tree partly blocking the side of the chute, Cowley was a formidable shoot for the Down River classes, let alone the International K1s and K2s. The first K2 through here decided on a run of the chute on the right of the river (paddlers view), and somehow managed to misjudge the run to take the massive 'hole' at the bottom slightly side on. The pair were the only K2 to get away with a clear run of Cowley! The second K2 took the steps to the left, shooting the first two steps in fine form, but their bow hit the third step and the kayak broke its back. After this, all the following K2s to shoot took to the chute and that massive 'hole' — all broke up, either completely in two or so badly damaged as to prevent completion of the race. Really they were like Leemings, heading for certain disaster as they turned to the chute. I just cannot understand how all these crews thought they could get away with it (around ten crews), surely at least a couple of the crews had looked at Cowley on the morning of the race and seen it was obvious that first 'hole' was just too big for a K2 to run? If the run of Cowley was inevitable, I would have thought the K2s had more chance on the steps — even though the first and only K2 to attempt this broke up — at least there was a slight chance of a crew getting away with it.

Rescue service

At all the big weirs, local sub-aqua boys undertook the rescue, and certainly at Cowley they were very much overworked. At one time, with the K2s, K1s and Down River boats all coming through, the river and stoppers were littered with broken kayaks, blades and buoyancy . . . it was a veritable canoeists graveyard and those who undertook rescue were almost undertakers! Excuse the pun . . .

The starting was by massed classes, first off being the Open and Junior K2, Classes 4a and 4b, followed at 10-minute intervals by the Open and Junior K1s, then Classes 3a, 3b, 3c, and Womens Slalom, then Junior Slalom, and lastly Senior Slalom and Cs classes.

'K' Classes - Nottingham win

In the K2 Open Class, the Nottingham crew of Brown/Hubbard took out the lead and at no stage looked like being beaten (*this was the crew that got away with the run of Cowley chute — more by luck than skill on my reckoning, although no doubt the pair would have you think otherwise*). Nash/Sadler of Reading were in second place, although some 4-minutes down. In the Open K1, there was no problem of the shoot of Cowley for Norman Mason — again from Nottingham — for he had built up an early lead and there was just no chance of anyone catching him. Thus with almost a clear 10-minutes, Mason made a portage at Cowley and in fact portaged the following two weirs. For the fourth year he took the K1 win of the Descent to make a fine double win for the Nottingham club.





All photos left and above: Just a few of the K2 craft almost totally wrecked at Cowley chute.
Below: Jill Clark making a fine shoot of Cowley to win the Womens Open Class.



Touring and Open Classes

In the rather small Senior Touring Doubles Class, the win went to Harrison/Broadhurst of the Midland Canoe Club, and again the pair were well clear of second place with some 12-minutes to spare. In another very small class — Womens Open Singles with only 6-paddlers competing — Jill Clark of the Deptford Swimmers, easily won the class with a very fine performance that would have given her second place in the Senior Mens K1 class! Not bad for a woman . . . At Cowley she shot the chute rather than the steps and, although caught in the stopper for a few seconds, paddled clear to make a very creditable run of this obstacle. Again for the second year, Mike Crossman of Reading Kayak Club won the Senior Slalom Class in a field of over 40 paddlers, but here less than 2-minutes separated the first three placings.

This years Exe Descent proved to be a really first class event that is attracting greater numbers with each season. In just six years, the race has gone from a first entry of just 70-paddlers to now well over 400. It can be regarded as one of the finest and toughest events in Britain — if not in Europe — and a measure of the races success must surely be the very high standard of skill and watermanship required to complete the course.

SENIOR K1: 1st/ N. Mason, Nottingham Kayak Club, 2hrs 10min 20sec. 2nd/ I. Maclean, Irish Canoe Union, 2.20:24. 3rd/ K. Topham, Viking Kayak Club, 2.21:10. **JUNIOR K1:** 1st/ N. Wolstenholme, Oxford Polytechnic, 2.28:04. 2nd/ R. Hughes, 25th Southampton Ven. Scouts, 2.50:08. 3rd/ J. Pott, Dover Scout Association, 3.40:40. **SENIOR K2:** 1st/ S. Brown/J. Hubbard, Nottingham Kayak Club, 2.18:05. **JUNIOR K2:** 1st/ G. Beardall/A. Fieldus, Wey Kayak Club, 2.29:52. 2nd/ J. Blake/P. Kennedy, Irish Canoe Union, 2.29:52. 3rd/ R. Harding/P. Nutting, Nottingham Kayak Club, 2.46:00.

SENIOR TOURING SINGLES & WW: 1st/ D. Capps, Windsor Canoe Club, 2.17:30. 2nd/ P. Henderson, Eastham Bridge, 2.18:30. 3rd/ C. Ralph, Itchen Valley Canoe Club, 2.18:52. **JUNIOR TOURING SINGLES & WW:** 1st/ M. Fletcher, Itchen Valley Canoe Club, 2.18:08. 2nd/ M. Mitchell, Gloucester Canoe Club, 2.19:15. 3rd/ L. Noonan, Irish Canoe Union, 2.20:08. **SENIOR TOURING DOUBLES:** 1st/ I. Harrison/D. Broadhurst, Midland Canoe Club, 2.26:40. 2nd/ J. Doble/D. Baker, Exeter Canoe Club, 2.38:34. 3rd/ P. Richardson/D. Rowe, Outward Bound Devon, 2.46:12. **JUNIOR TOURING DOUBLES:** 1st/ H. Watson/S. James, Devon & Cornwall Police, 2.50:54.

SENIOR SLALOM: 1st/ M. Crossman, Reading Kayak Club, 2.28:32. 2nd/ K. Robinson, Adur Centre, 2.29:40. 3rd/ J. Bell, Independant, 2.30:;2. **JUNIOR SLALOM:** 1st/ T. Franklin, Exeter Canoe Club, 2.29:00. 2nd/ A. Carnell, Exeter Canoe Club, 2.29:04. 3rd/ J. Jayes, Leaside Canoe Club, 2.34:10. **C2 CLASS:** 1st/ Bond/Meades, Colville House, 2.40:25.

WOMENS OPEN SINGLES & WW: 1st/ Miss J. Clark, Deptford Swimmers, 2.20:00. 2nd/ Miss S. Burnett, Longridge Canoe Club, 2.35:31. 3rd/ Miss H. McCoy, Irish Canoe Union, 2.59:30. **WOMENS SLALOM:** 1st/ Miss S. Trotter, W.S.S.C. 2.50:00. 2nd/ Miss J. Elphicke, Frobisher Canoe Club, 2.51:35. 3rd/ Miss S. Templeton, Itchen Valley, 2.55:40.

LETTER TO P & H PHIBREGGLASS

Over the past year, the firm of P. & H. Fibreglass Products have introduced a number of highly successful new models, the names of these kayaks incorporating the firms initials. Thus we find such boat names as the PHazer, PHighter, ALPHa, SurPHski, and the PHinePHit range of spraydecks and wetsuits. All clever stuff, but canoeists, being what we are, the use of such a trademark could only lead to some lighthearted 'ribbing', as proved by the below letter received by P. & H. (*the letter did not really come from a canoeist, but from one of two brothers - who shall remain nameless - and also propert to run a very excellent kayak or canoe manufacturing business in roughly the same Valley!*):

Mr D. Phatrick,
P. & H. Phibreglass Phroducts,
76 Dale Road, Sphondon,
Derby.

Phiphth Oct. Seventy phour

Dear Mr Phatrick,

It will soon be my phiphteenth birthday and my phather has phromised to give me phifty pounds as a present to help me phor a new canoe. Could you phlease send me your phrice lists and fotografs. I wish to buy a general phurphose canoe, complete with, phlastic toggles, phail-saple phootrest and pholystryene philler buoyancy, about phourteen phoot long if phossible. I shall also be phurchasing a phroofed nylon sphraycover, phaddles and liphe jacket to completely phit me out for canoeing. Aphter seeing your phrice lists I will phorward the phull amount including VAT and phreight.

I have phreviously dealt with Valley Canoe Phroducts but they are a phair of phrats who tried to phorce me into phurchasing an Eshpada phor phlat racing. This was phar too expensiphe and I phind that phaddling a KI phails to phill me with satisfaction.

Yours phaitphully,
etc.

Above right: The superb Surfer as designed by P & H Fibreglass Products.



SALE OF HIRE MOULDS AT VALLEY

Almost exactly six years ago, the firm of Valley Canoe Products opened doors for its first days trading. Apart from the one and only design, the Soar Valley Special MkI (the MkII was developed during those early months), V.C.P. offered for the first time in this country, a canoe mould hire service and backed it up with the sale of tools and materials for use in G.R.P. construction.

Operating from a cellar whose only access was along the towpath of a canal, meant that there was no postal address - or at least the postman never found it! Thus, as the business grew, it was clear that rolling barrels of resin along a canal towpath was not good for efficiency, or the proprietors back, and in 1970 the move was made to Ruddington. From here the mould hire service continued to flourish and just 12-months ago Valley moved to their present custom-built premises at Colwick.

Here at last was an efficient building, but V.C.P. has continued to expand to the point where once again it is bursting at the seams. Workshop space and storage is just not able to cope with the demand for the fine canoe designs that spring to mind when V.C.P. is mentioned.

Reluctantly, the brothers Goodman have had to look down their list of products and services offered to the canoeist and see where space could be gained for their continuing increase in turnover. It was clear that the inordinate amount of room allocated to the hire mould storage could be better used for production, and it has been now decided to phase out canoe mould hire in the

new year. It's an ill wind, however, and the various moulds that have been used in the hire fleet will be sold off to canoe-builders at a price that will be in keeping with the amount of usage the moulds have already received.

The sale of New Moulds for building will, of course continue, together with the excellent, by return service in resin, glass and all other materials and tools needed by the amateur canoe-builder.

Canoeists keen to purchase a canoe mould can get a bargain if they contact Valley Canoe Products and take advantage of this superb offer.



The new Viking lowline – incorrectly given as the Venom last issue.

NEW BOOKS GUIDES AND PUBLICATIONS

THE SCIENCE OF SURFING by Rick Abbott, published by John Jones Cardiff Ltd. Price 80p. Following the publication of our Surf Special issue of Canoeing Magazine, we received quite a large amount of correspondence on the subject. Among this was the above highly interesting soft cover book.

The Science of Surfing is written for the board rider of course, but the author does make mention of kayaks and the new surf-kayaks in the last paragraphs of the book. What is of real interest is the detailed information on wave formation and characteristics — these are of as much importance to the board surfer as to the kayak-surfer. The book is well-written with many illustrations and certainly worth the asking price. If you can't find this book in regular bookshops, it is available through our Canoeing Magazine Stock List at 85p including postage.



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