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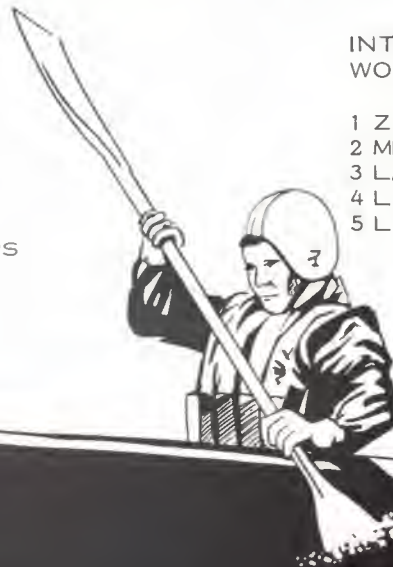
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AVONCRAFT

SPECIAL ANNOUNCEMENT OF DATES FOR THE 1971
AVONCRAFT YOUTH SERIES LONG DISTANCE RACES.

Due to the postal strike, it has been impossible to circulate the coming events by letter. The list below will assist organisers and competitors to obtain entries and information.

- 1st. L.D. BEDFORD. Sunday, 18th April, 1971.
Information/Entries to:- Mr. J. Greetham, 17, Days Lane, Biddenham, Bedford.
- 2nd. L.D. LEASIDE. Sunday, 23rd May, 1971.
Information/Entries to:- B. North, 66, Salop Road, Walthamstow, London, E. 17.
- 3rd. L.D. BOSTON. Sunday, 20th June, 1971.
Information/Entries to:- Mr. F. Royle, West End, Bennington, Boston, Lincs.
- 4th. L.D. ST. IVES. Sunday, 27th June, 1971.
Information/Entries to:- R. Lees, 13, Hazel Way, St. Ives, Huntingdon, Beds.
- 5th. L.D. NORWICH. Sunday, 18th July, 1971.
Information/Entries to:- L. Harmen, 12 Beakes Court, Sprowston Road, Norwich.
- 6th. L.D. GAILEY, Sunday, 19th September, 1971.
Information/Entries to:- E. Cotterill, 5, Wrekin View, Shire Oak, Brownhills, Nr. Walsall, Staffs.
- 7th. L.D. CHELMSFORD. Sunday, 3rd October, 1971.
Information/Entries to:- E. Boesch, 44, Longstumps Avenue, Chelmsford, Essex.
- 8th. L.D. HEYBRIDGE. Sunday, 17th October, 1971.
Information/Entries to:- D. Courtman, Fairplay House, Wickham Bishops, Witham, Essex.
- 9th. L.D. THE FINAL OF THE 1971 YOUTH CHAMPIONSHIPS.
BEDFORD, 31st October 1971.

CLASSES:- K1. K2. Class 3. Class 4. Open Slalom. AGE GROUPS. 12-13 years.
B 14-15 years. C 16-17 years 18th birthday not before, 1st January, 1971.

ENTRY FEES 25p per person. LAST DATE OF ENTRY MONDAY BEFORE EVENT. PLEASE FORWARD SELF STAMPED ADDRESSED ENVELOPE.

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LEADERS IN THE BATTLE FOR A LOWER COST WET SUIT

last year. The Sunday was a little less crowded and I did have a chance to wander round the many stands. From talk with manufacturers all seemed well pleased with the exhibition. The stands were generally of a higher quality than last year and I hear that for club stands a prize of £50 is to be given for the best next year.

There were constant displays in the swimming pool, but on this there are a few comments. While 'wriggle' tests may be of great interest to the expert who regards it as gate practice, to the many newcomers and touring paddlers once they have seen two or three paddlers perform, the display - although showing skill - becomes rather a 'yawn'. . . . For next year much greater thought must be put to these canoeing displays. As a thought I would like to see both our Olympic Teams training at the Crystal Palace over the weekend of next years exhibition. Agreed the Sprint Team would miss out on water training, but if billeted at Ham they could use the Thames on the Sunday. A exhibition of weight training, hand and basket ball being played by both Olympic Groups would surely be of greater interest to the public than



constant 'wriggle' tests. It would also be of good publicity value to the sport generally. While a series of eight or ten gates on the pool could be run by the slalomists. What about it managers? No doubt there will be an Olympic Appeal for cash, what better place to make a drive and show the 5000 odd canoeing minded public (around the number this year) both groups in action. (Purely as an attraction to the national press an Olympic Training weekend at Crystal Palace must be of news value.)

Although the attendance figures were only slightly up on last year, I am certain a contributing factor to the lack of a positive increase was the postal strike. Quite a number of our readers telephoned to ask when the exhibition was being held.

Certainly for next year the exhibition should be again over the two days. However any talk of it being moved to a venue in the north should be totally discouraged. It is only by having a regular site that the conference can progress and evolve, apart from the fact that it is doubtful if a place such as the Crystal Palace, where you have all amenities under one roof, could be found.



BCU ESPADA



YOUTH K1

Over the past months, the Espada Youth K1 has been given the go-ahead by the Executive Committees of Long Distance and Sprint canoe racing.

The L-D Committee has recommended the Espada to member clubs and those organising events who feel that their course and arrangements are suitable will be laying on facilities for the Espada. The L-D Committee have recommended that the class be started with either 1B or 1C (Junior and Womens K1) so that Hasler Trophy points may be recorded, and have asked that Espada results be recorded separately. Paddlers who wish their results to be recorded on the Espada result sheet should supply their date of birth and registered kayak number to organisers. Non-possession of a registered number will indicate that the Espada concerned has not 'joined' the class and will race as Class 1B or 1C.

The Sprint Racing Committee has approved the following distances for the Espada Youth K1 racing:

CLASS AND AGE	WOMEN	MEN
A (12-14)	250m and 3000m	250m and 3000m
B (14-16)	250m and 3000m	500m and 5000m
C (16-18)	500m and 3000m	500m and 10,000m

OTTER ESPADA

OTTERSPTS LTD, one of the four registered manufacturers of the BCU Espada Youth K1, now have their craft in production and was seen for the first time at the International Boat Show and Canoe Conference at Crystal Palace.

Ottersports, with its well-known interest in the younger canoeists, has given full backing to the scheme and offers a ready-built Kayak conforming to all requirements of the Class. The Espada has all the qualities and finish of other Ottersports craft.

The cockpit coaming is moulded in one integral piece with the deck; buoyancy is, of course, inbuilt; and all fittings are of Ottersports own design. Ottersports popular nylon rudder is ready fitted and the completed kayak is available in four translucent colours - green, blue, amber, or yellow. Price - £47-50.



AROUND & ABOUT AROUND & ABOUT

DEVIZES TO WESTMINSTER

With the postal strike causing a great loss in communication between canoeists, the Devizes to Westminster Race Committee has decided that entries for this year's race will be accepted on the day. However if paddlers can get entries in to the secretary, either by post or by hand at the Waterside Winter Series, this will greatly reduce the amount of work and general confusion that will result at Devizes on the Friday morning.

BCU AGM

This year's meeting was held in Leamington Spa, and as usual was preceded by the meetings of the various committees.

The main AGM commenced at 6.30 and with the President, John Dudderidge in the chair, a smooth and business like meeting followed. After the minutes of the previous meeting had formally been read and passed, John Woolley, Vice-President, moved the adoption of the Annual Report of the Union which had been previously circulated. The treasurer in presenting the accounts made reference to Council's decision to open a new competitive fund, which is being set up to assist with the financing of the competitive side of the sport - both at home and in relation to teams going abroad.

The election of officers and new council members saw John Dudderidge returned for a further two year term unopposed and the following persons elected to council for the same period:- Jim Bright, Bob Castle, Alan Harber, Colin Manton, and Rodney Witter.

The next item on the agenda was the presentation of awards, and in addition to the presentation of various trophies, the Union's Award of Honour was presented to R.A. (Abdul) Sowman. At this time the President then informed the meeting that council had agreed to implement a new award in the form of an illuminated scroll under the title of 'Award of Merit' for services of outstanding merit to canoeing. The first six recipients are:- W.L. Saunders, Ken Rudram, Mrs. Marion Marriage, Jim Barbour, Alan Ryde and Les Gee.

With the conclusion of the formal part of the meeting and as time permitted, an open forum was held,

and several points of interest were raised from the floor. The most prominent of these were questions on the external publicity image of the Union, ranging from new eye-catching posters, through to a new and more meaningful emblem.

No doubt these and other points raised will give council food for thought over the coming months.

report from Mike Carvell.
Caterham CC.

WATER SAFETY

The aim of RoSPA's National Water Safety Campaign for 1971 is to stress the high number of drowning accidents caused every year by people ignoring or not recognising the danger of water, and to give practical advice on how these accidents can be prevented.

Over six hundred people drown in the United Kingdom every year, forty per cent of these tragedies happen in inland waters, and fifteen per cent at sea. As part of the campaign RoSPA has published a clearly illustrated informative booklet 'The Code for Water Safety', which highlights the hazards and how to deal with them. Copies of the code will be available from RoSPA, 52 Grosvenor Gardens, London S.W.1. price 7½p post paid.



"are we right for Southend?"

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- Know the rules of the road
- Be wary of currents
- Practise CAPSIZE DRILL

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Be able to swim

A section of the booklet is devoted to advice on boating especially aimed at the novice. According to the Royal Life Saving Society's analysis for 1969, 157 deaths resulted from boating accidents in which 96 craft were involved. This total includes 48 powered craft, 21 rowing boats, 10 canoes, and 7 sailing boats.

The campaign will be launched by Sir George Scott, RoSPA's Deputy President, at the Water Sports Safety Conference organised by the Central Council of Physical Recreation at the National Sailing Centre at Cowes, Isle of Wight on March 6.

FILM AWARD

Britain has won second prize in the International Sports Film Festival held at the beginning of March in Cortina, Italy. The film was "Canoe to Win", sponsored by W. D. & H. O. Wills and photographed and directed by Bob Lomax, of the firm's own film unit.

It was chosen from among more than 100 entries in the festival, the first prize going to a film on skiing entered by the United States, with Russia in third place. "Canoe to Win", which is now available on loan from the Wills Film Library, depicts the pleasure and excitement of canoeing in the seas, rivers and lakes of Britain.

A second Wills film, "The World 505 Championships" was awarded a diploma of honour; a third, "Water Ski to Win", won a silver medal in last year's Festival.



A scene from 'Canoe to Win'. One of Britain's top women canoeists, Pauline Squires, takes the 'camera kayak' through a slalom course in North Wales.

Canoeing Magazine March 1971

CONGRATULATIONS

Congratulations to two members of the Richmond Canoe Club who gained twenty-one years during January. First to Chris Tatum who celebrated it with one of the best parties seen at the Richmond Club, and secondly to John Handyside who gave an excellent party at the King Alfred School in North London.

24 HOUR RACE

The Reading Canoe Racing Club will be organising the World's first 24 hour Team Relay Canoe Race on 19th/20th June. The Race, which will be part of the Festival of Reading, will be held over a circuit course of Reading's waterways, using the Rivers Thames and Kennet, each lap being a distance of 7.4 miles.

The event is open to Senior and Junior Teams consisting of four canoeists, one team manager and an assistant. One double kayak of any class may be used. The teams may paddle in any order or pairing, the winners being those who have covered the greatest distance over the course during the 24 hour period from 4. pm. on the Saturday to 4. pm. on the Sunday. Entry fee for the event is £5 per team, but prizes to the value of £500 will be awarded and every competitor who completes the course will receive a presentation certificate or medallion. Full details of the race can be obtained from: Miss. M. Edmenson, 2 Collis Street, Reading, Berks.

The closing date for entries will be 29th May, but in view of the great interest already shown in this event you are advised to enter as soon as possible as it may be necessary to restrict the number of competitors.



**AROUND & ABOUT
AROUND & ABOUT**

A cloudless sky,
brilliant sun, and
warm clear water
gurgling over a rocky
river bed...



GORGES DU TARN

3 part series – story and photographs by
Mike Clark

Part 1

A cloudless sky, brilliant sun, and warm clear water gurgling over a rocky river bed... Yes the River Ardeche that we toured in 1969 was a superb trip and the memory of which called through the winter evenings as I considered another canoe trip for 1970, it just had to be France again.

Even before Christmas I had started planning for the trip and it took no more than a few glimpses through the French River Guide to find another river similar to the Ardeche. Thus it was that I wrote to my German friend Joe Gruning to ask if she would care to join me in a canoeing trip down the River Tarn on the west side of the 'Massif Central' and little more than 80 kilometres from the Ardeche. With a busy competitive canoe season during 1970 and the World Sprint Championships in Denmark to cover, I decided that our 'holiday' should be late in the year, beginning the second week in September after the International Liffey Descent. However before one can undertake such a trip there is a considerable amount of planning and research to be done. With kayak and tent you can surely travel free of care as to where you must stop each day; there is no booking of hotels or such, but it is nice to have a good campsite as an overnight stop rather than camp on the river bank wherever the evenings find you. Also while you make such a tour, it is well to plan at least a complete days stop in one of the villages to really see the type of country you are travelling through, or to make a car tour to some of the surrounding places of interest.

The winter turned to spring and soon the racing season was here in England. Letters from Joe confirmed that she would like to come on the Tarn and we agreed the campsite at the town of Millau should be our base and meeting place. As the weeks turned into months, our holiday drew nearer and at last it

Continued overleaf

GORGES DU TARN

was time to sort out and check all the needed camping equipment, go over the two kayaks (for I needed a second craft for a third member of the party who was to accompany us for the latter part of the trip), and select a variety of tinned and dehydrated food. Thus, in early September with the two kayaks on the roof rack and all gear packed into the car, I headed for Dover, France, and the warm south. Customs-men asked as to whether I was bringing the kayaks back, on board the ferry there were the usual cracks from seamen about my not having confidence in the ships' lifeboats. The ferry left just after mid-night. With a few years of experience of travelling to the Continent, I find that this is one of the best times to travel for one reaches the French coast just before dawn, thus giving clear roads on which to make a few mistakes before having to tackle a French city at peak travel time. It also gives a really full days driving and by the time there is any volume of traffic on the road the channel port is some 200 kilometres away.

The route to the south was down the west side of the country, through Rouen and across the delta of the River Seine, on to Orleans across the River Loire, passing on through Vierzon, Chateauroux, and Limoges. It was well into the late evening by the time I reached Limoges and thus decided it was time for a break, stopping for a sleep well before Brive, the next large town. During the day I had driven across wide plains, through rolling hills and forests, and now I was in the low hills skirting the 'Massif Central'. Early morning mist hung over the road and countryside as I started once again on the drive south. Soon the sun was high in the sky and beating down from a clear heaven, the temperature well up in the eighties. Shortly after passing through Brive I crossed the River Dordogne, the road climbing hills on the other side. From the top there is a fine view to the east looking right up the Dordogne Valley. It is well worth a stop here. The river winds away and is visible for many miles. The high hills of the 'Massif Central' skirt the horizon and all around the rolling ground is covered with trees. Another forty kilometres and I was turning east off the main road and heading for the 'Cevennes', the southern most hills of the 'Massif Central'. Now the road winds through small villages which were built of local rock. On either side of the road there were numerous small vineyards but the general countryside was of poor soil scrub-land with little bushes dotted between the many rocks and boulders. All the car windows were open now, and the fan blowing cool air in my face. It was very hot - even so late in the season - and after the regular breaks for refreshment, you will find it almost impossible to rest against the seat backs if there is no shade to park under.

Shortly after lunch I turned off the N111 which led to Millau and made a detour to Carmaux to visit

the third member of the party who would travel the last days with us. After a short stay and agreement on time of pick-up, I was once again heading for Millau. Almost one thousand kilometres were behind me now and I was high in the hills of the 'Massif Central'. Towards late afternoon, the sun dipping towards the west horizon, I turned the brow of a hill and there, far below me, lay Millau, the meeting point for our trip. The town was quite big, sprawled across the valley with great granite cliffs towering behind, white-washed houses reflected the sun to contrast with the bright orange of the roofing tiles. The river could not be seen from so high up, but it was there springing out of the mountains, rushing through gorges, meandering across plains to join the River Garonne and eventually to dissipate into the Bay of Biscay out through the Gironde Channel below Bordeaux.

Soon I had descended to the town - which was busy with shoppers - and later I would have a chance to wander the streets of the old town and watch French housewives haggle over prices in the market place. Now however I was only interested in finding the campsite, which lay to the south east of the town right on the other river bank and some three kilometres from the centre; making contact with my touring partner; and seeing just what state the river was in after the very dry summer.

In all French towns the campsites are well marked and easy to find following the many signposts. Thus within a short time I was there, having made an easy drive across France in under two days. (I was travelling alone of course and this makes such a journey just a little harder, having to do all the driving and map reading.)

'Do you speak English?' I asked the camp warden. (I regret that after many trips to the Continent I still have little knowledge of any other language other than English, and even that's lacking at times!)

'A moment,' I came the reply, and soon I was chatting with the warden's wife.

'Do you have a Frau Gruning on the site? I was to meet her here.' 'Yes she was here and within minutes I was drinking a welcoming cup of tea with my friend. (The tea was made continental style - quite weak with only sugar added - and I have found it a total myth that Europeans only drink coffee for, on two long trips with friends, the coffee I have taken has hardly been used with a preference to tea!)

Beside our campsite the River Tarn flowed smoothly past. There seemed to be plenty of water but it was not clear as on the Ardeche. In the late evening sun the Tarn flowed a greeny white - it was not what I had hoped for. . . . However Joe had already been at Millau for two days and had paddled up-stream. She explained that the town was famous for leather goods

1. The Tarn just outside Millau.
2. A small rapid at the lower end of the gorge.
3. A confusion of rocks at the Pas De Soucy.
4. The Tarn just below Castelbouc.



1



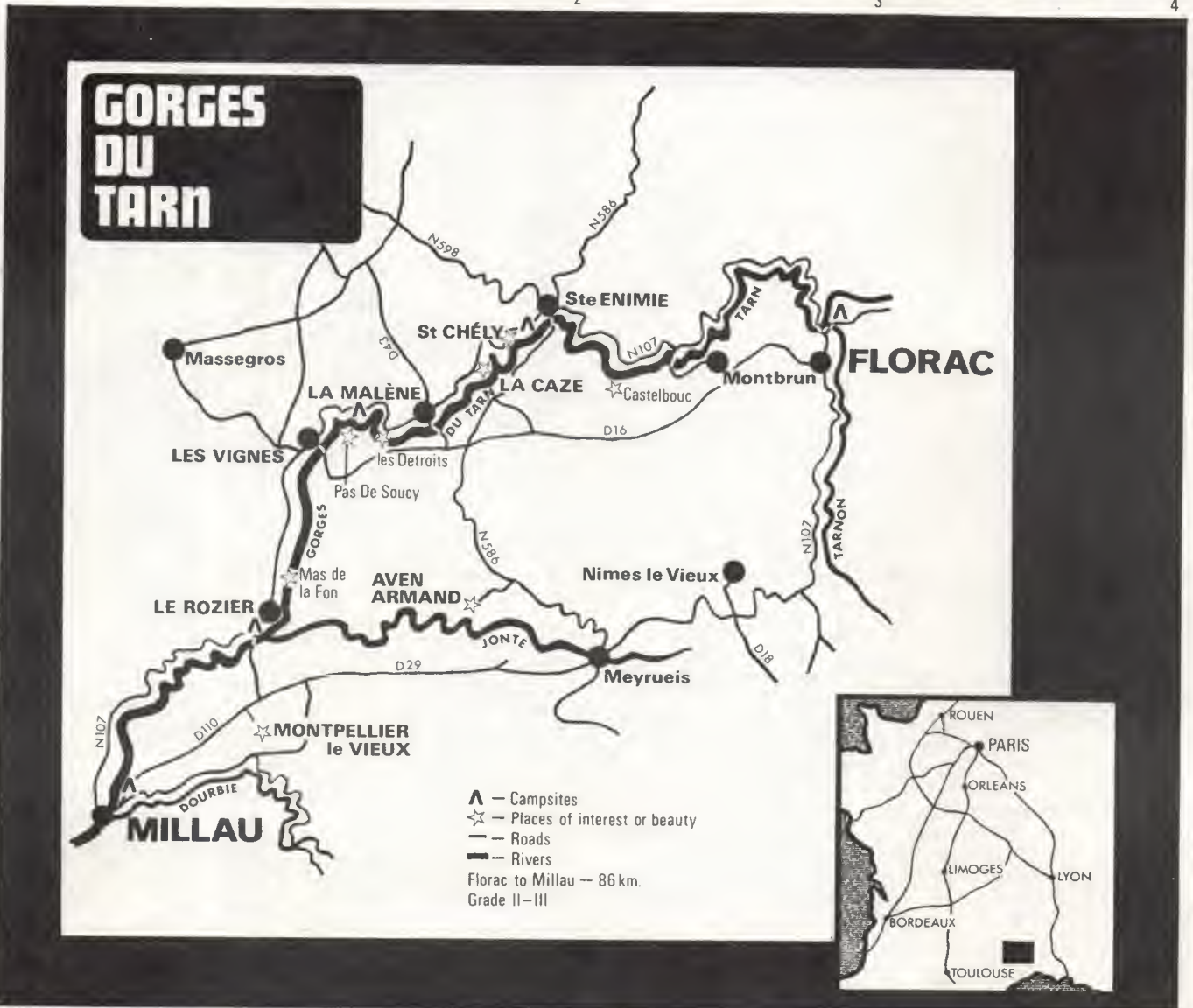
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3



4



GORGES DU TARN

and the colour of the water was due mainly to the tanneries on the outskirts, further up-stream the water was a little cleaner. The sun had soon disappeared below the western horizon, my tent was pitched and after a good meal we walked into the darkness... on the morrow we would pack all, loading Joe's folding kayak on the car and travel up to Florac - our starting point and the highest recommended launch-site in the French Guide - surveying the river from the road as we went.

With the early morning mist quickly clearing from the river we were soon on our way, travelling out of Millau going east up the wide valley. Indeed as Joe had said, we were only a few kilometres up-stream and already the water was much clearer - but also a little less ! Our first stop was made at a small village called Boyne. It was not what you could call a village really, for it comprised only about four or five houses. However the purpose of the stop was to look at a weir marked on the guide, shoot to the left. Having parked the car we both walked the short distance to the river, the road being just a little above water level at this point. On the Tarn you will find the river (from Florac to Millau) very accessible from the road which runs along the north side, where only in the actual gorge does it run too high to pull out at any desired point. Running down the sandy bank, over the few rocks and through waist high reeds, we came out on top of the weir. The white water bounced over green weed-coated rocks, rushing down a four foot drop to end in a still pool. There was not much water, maybe it was possible to shoot but it would be better to portage here. On up the valley we travelled and the first disappointment of low water grew as we journeyed on. The summer had been very dry and it had not rained for three months in this area. Chris McAllister had returned from the Tarn two months earlier and even then he had said the river was very dry at the top and had not bothered to canoe it.

The valley closed in and now great cliffs rose on either side. The road winds parallel with the river and was hacked out of the cliff face varying from a hundred to four hundred feet above the water. Through Le Rozier, on to La Malene and a stop in this beautiful little village for lunch at a restaurant overlooking the river. Suitably fortified we once again proceeded up towards Florac but by now the water was desparately low and at such a time I would advise (on experience) that one should start the trip from Ste. Enimie. However I was determined to see the river from the highest point and towards evening we pitched camp on the open site just below Florac.

Over our evening meal, Joe and I discussed how we would run the river. With just one car there is the problem of leaving it at some point for the entire



trip and taking all gear in the kayaks (the right way to do a trip!), or if we had two cars it would have been possible to ferry one down to the first camp-site on the river, thus driving back in the evening to start site for the other. This would then enable one to run with empty kayaks. However, Joe had not been idle during her first two days in Millau and from the Syndicat d'Initiative (local tourist information office) had found that a bus ran every afternoon from Millau up to Florac. So it was possible for us to leave all gear in the car, paddle the river until late afternoon, then coming off the water at a suitable point to catch the bus back up-stream to collect the car. Great, we could tour the river with empty kayaks... I might add that it is possible to stop this bus at any point along the valley road, we found no familiar bus stops ! Also it appears not to run on Sundays. This I only found after I had picked up the car on the first Sunday - I had been waiting for the bus when a passing motorist offered a lift - and on the return had not seen the bus pass.



Above left: The road winds around the gorge wall, tunnels offering a little shade, high cliffs towering above.

Above: The open camp site at Florac, Joe beginning preparations for our evening meal.

Right: A small village just below Castelbouc reflecting the evening sun.



Above: Small villages cling to the side of the gorge, the river flowing peaceably below.



continued next month...

MIKE CLARK on competitive CANOEING

WATERSIDE SERIES

Despite the postal strike, the seasons competitive canoeing in Long Distance Racing, got under way in February with the Waterside Winter Series. Paddlers, already knowing the dates, just turned up on the day and entered before the start, having phoned through places or contacted the Centre in devious other ways.

The entry for the series has been very good – despite difficulties – with 74 crews racing the senior class, and just over 50 crews in the juniors. The series is of four races, progressing in length and competed on the Kennet and Avon Canal (the Devizes to Westminster course) with all four finishing at the Newbury Centre. The first race was held on 14th February, being from Great Bedwyn to Newbury and a distance of 15 miles. The morning was bright and clear, and although a very cold wind was blowing on the paddlers backs, there was no ice-ing of the canal. The scene of confusion, paddlers trying to find start numbers and their time, kayaks having last minute adjustments, cars cramming the small car park, was soon being sorted out and just after 11.30 the first crews were on their way down the canal to Newbury. As in past years this early start to the season has seen some pretty poor canoeing among both Service and civilian crews, and more than a few paddlers found themselves swimming in the icy waters. . . . However the series is an excellent training place for the Devizes paddlers and by the second race – held two weeks later – the standard was surprisingly better. Of course among top crews there is no comment on their paddling. Many of our competitors have been hard in training all winter and came to this first event in fine form.

With a look down the entry, there was no doubt who would take first in the senior class – Avery/Parnham of the Richmond Canoe Club. This crew





1. Waterside - an endless line of paddlers along the Kennet and Avon Canal.
2. Start of the first race at Bedwyn.
3. Bradford crew with 'Ted' Taddy puffing away in front !
4. Leander Scouts crew - Hunter/Hunter making one of the many portages.
5. Into a portage come senior and junior crews.
6. Newham crew - Courtman/Vesey - making a fast portage.
7. Food for a Police Cadet crew over the top of Crofton.
8. Almost certain winners of the senior event - Pagnanelli/Evans of 63 Para.

CANOEING MAGAZINE PHOTOGRAPHS



was without reservation our finest K2 crew of last year, both in Long Distance and Sprint, However, over 15 miles, their winning time of 1hr 51min 39sec was not as much ahead of second place as I would have expected. Vesey/Courtman of the Newham Canoe Club were only three minutes down to lead in another Richmond crew in third place, that of Lawler/Horton. (With some ten crews entered, the Richmond Canoe Club gained four places in the first five! The club plans a little blitz on the Devizes to Westminster this year and hopes to enter at least six crews.)

In the junior event the Longridge Scout crew of Cornish/Jackson gained the win with a time of 2hrs 08min 52sec over the Pangbourne crew of Bennett/Kirby, with a Royal crew of Tilford/Farrell making the third place.

In the second of the series, held on 28th February and over a distance of 20 miles from Newbury to Ufton and back, the race provided real excitement in the senior class with Pagnanelli/Evans of the 63rd Para 'running' into the lead from Avery/Parnham over the last few miles, the latter having been well ahead of time up to that point. I say 'running' into the lead, for by knowing where to run along the bank as opposed to making a short paddle between portages was what gained the Para crew much on time. However the Richmond crew was in quite a sorry way towards the finish, with Parnham hadrly managing to raise a smile. . . . The win for the Paras was, to them, something of a surprise for Pagnanelli had only returned from Malta at the beginning of the week and the pair had had only one training run. As Roy commented, 'I would have been content to have made the first five! With a win on the second event and the two longer ones still to go, the Para crew must be favourites to win the series (on the three best events) although with a first and second the Richmond crew should have a good chance, particularly if they can gain a win on the 24 mile third race.

Cornish/Jackson of Longridge gained a second win in this event to really put them in a commanding place for the series.

As in past years the organisations from the Waterside Youth Centre is first class with hot drinks and ample food for all competitors after the event - hot showers too!

OXFORD NON-EVENT

Not so commendable can be the action of the Oxford University Canoe Club in the cancellation of their L-D event, the first ranking of the season, just five days before the event. With the lack of communication many paddlers had been telephoning the magazine for information, but it was only a few who could be informed that Oxford was off at so short a notice. If the event was to be cancelled it should have been done so at least two weeks before to allow the information to filter through to the many who usually attend this race. The result was that on the Sunday morning of the published date more than a few canoeists turned up for the 'race'. At this the Pangbourne Canoe Club stepped in and organised an event on the spot - well done.

DEVIZES-WESTMINSTER RULES

The new rules of the Devizes to Westminster Canoe Marathon are now available. Of significant change is rule 7. :-

FEEDING - (a) All crews are permitted to receive food and drink at any point along the course. However, they are strongly advised to carry a reserve supply with them from the start.

And rule 11. :-

OUTSIDE ASSISTANCE - (a) Crews are permitted to obtain assistance from any source in the repair of canoes, paddles, or equipment sustaining damage during the race. However, canoes undergoing repair shall not be moved away from, nor along, the tow-path unless carried by its crew, and by no other persons.

(b) Paddles, rudders, and clothing may be replaced if necessary.

(c) Medical assistance is permitted.

(d) In addition to food and drink mentioned in Rule 7. (a), the foregoing constitute the only forms of open assistance to competitors in the race. ANY OTHER FORM OR MANNER OF ASSISTANCE GIVEN TO, OR ACCEPTED BY A CREW SHALL RENDER THE CREW LIABLE TO DISQUALIFICATION.

Rule 12.

FOUL PLAY - If it be established by the committee that during the race, substitution of canoes or personnel has taken place, or that transport overland, or by water, for the purposes of shortening the course has been effected, the offending crew shall be disqualified and may be permanently barred from entering any future race. Also, the British Canoe Union will be informed of such action. Furthermore, should it be established that any Organisation has condoned such foul play, that Organisation may be barred from entering any personnel in future races.



The new rule book includes a route plan of the course and is now available from the D-W secretary, D.W. Keane, 118, Glebe Avenue, Ickenham, Middx., at a price of 25p. (Your editor notes that the front cover of the rule book owes a great deal to one of his photographs - it looks like Hollier and Baker on the canal !)

the month ahead

APRIL



LONG DISTANCE

- 11th/ DEVIZES TO WESTMINSTER CANOE MARATHON - entries on day.
- 18th/ LEE & STORT, SB12 P9, JB9 P7. Details: J. Bond, 24 Buckthorne House, Yellow, Pine Way, Chigwell, Essex. (Harlow Canoe Club)
- 25th/ THAMES, SB13 P2, JB8. Details: S. Pluthero, 9 Clarendon Road, Ashford, Middx. (Thames Canoe Club)



SLALOM

- 11th/ GRANDTULLY, 1. Details: H. Calverley, 22 Schools Road, Manchester M18 8RF.
- 18th/ LEVEN WILD WATER TEST. Details: E. B. Totty, Craigmuir, High Knott Road, Arnside, Carnforth, Lancs. (Lakeland Canoe Club)

E-TRADE PAGE

'FIRST' FOR LENDAL

LENDAL have recently added an asymmetric shape blade to both their 'Standard' and 'Superior' range of replaceable kit blades. This blade has been modelled on their very popular racing range and the extremely efficient shape makes this an ideal cheap introductory competition blade.

The 'Standard' range also includes a flat, and curved blade, both mahogany faced, while the 'Superior' range with the same models, are birch faced making an extremely robust blade. Either 4' or 5' yellow PVC covered tubes can be supplied ex-stock.

Canoeing Magazine March 1971

THE CANOE CENTRE

The CANOE CENTRE has recently gained the right to produce the Struer Winner K4 in glassfibre. It is hoped that the first models will be ready for racing at the Welsh Harp Regatta over the Whitsun. The Winner K4 will be of exact lines to the veneer kayak and will be produced in one piece. Although a K4 of glassfibre is produced in Germany, the Canoe Centre craft will be the longest glassfibre kayak to ever be produced in Britain.

Also from the CANOE CENTRE we hear that a new slalom kayak, designed under the Kirton banner for the heavier paddler, is at present being tried by members of the Chalfont Park Canoe Club and will shortly be available on the market.

CLUB 4

When I saw the 'Club 4' for the first time it was on the Northern Wild Water stand at Crystal Palace in two pieces. Now before you become alarmed at this, let me add that this is how it is constructed. Another unique feature of this K4 is that it is the first to be produced in glass fibre in this country.

The following morning saw the same two pieces being bolted together, the rudder lines fitted, and the boat being made ready for its first ever outing. Once on the water, all the members of the crew had to admit that its performance some what surprised them, although there were several little things that it is suggested be altered before any further models are purchased. The one thing that it was not possible to determine was just how the boat would compare in performance to one of the current wooden boats, but no doubt it will not be long before this question is answered.

In general terms the 'Club 4' needs little in the way of alteration. However, when a sprint start was attempted, every one felt that the boat flexed at the centre joint, and as a result it was agreed that perhaps the addition of two more bolts, bringing the total to eight would probably solve this. The steering controls need some adjustment, as control is not too good, and a few alterations to the seat fixings could be made, reducing the tendency to slip under pressure will be appreciated by most.

With reference to the construction, the general standard is good, and the one or two minor points that were found to be at fault will no doubt be adjusted in the production model.

SPECIFICATIONS

Length	1100cm.
Beam	60cm.
Weight	30Kg.

Choice of colours - single or two tone
Available from: Northern Wild Water Centre.
report by M. Carvell

AUSTRALIAN CANOE SPORT



INUNDATION OF THE KANGAROO

With Sydney's rapidly diminishing water supply relative to its growing population, every canoeist knew it wouldn't be long before the Shoalhaven and Kangaroo Rivers came under the scrutiny of water supply authorities. The days are numbered for the Kangaroo below Hampden Bridge and accordingly that delightful trip down to the junction of the Shoalhaven will be eliminated under many feet of water.

One could hammer one's way down to Burrier from under the bridge in two days if the water allowed it, or leisurely amble down and withdraw almost at any time up to Yarrunga Creek on to the Bendeela Track. Camp spots are ubiquitous and as the name

implies, the friendly wild life of the Australian bush abounds.

The illustration does more to describe the type of river it is, than a page of words

Already, however, the great gashes which gelignite and bulldozers inflict are in evidence and canoeists who have not already slaked their touring thirst, should place it early on their itinerary . . .

As the dam will be placed in the area of the Morton National Park, canoeists should be asking the Metropolitan Water, Sewerage and Drainage Board whether it intends prohibiting access to all parts of the watershed for bushwalkers and canoeists. They did this to the Warragamba watershed, where hundreds of square miles of beautiful bushland has now been denied to those who are willing to use legs or arms to enjoy nature's contribution. The enquiry directed by this writer brought an evasive answer, a danger sign in itself

The usual cry of no money for treatment plants is specious. This especially so when the Commonwealth Government has revealed, when approached for a loan by the MWS and DB, that the Board had over one hundred million dollars in reserves! The West Germans in the Harz Mountains have done wonders for the recreation needs of the people as well as their thirsts, in the complex water supply scheme in Lower Saxony. They have shown that the two interests - the need of water and recreation - are not incompatible.



Maurie Sharf on a collision course with his beamy camping-touring Canadian. The Kangaroo River is an intimate stream about 100 miles south of Sydney. Both the boat and Maurie weathered the impact . . . !
Photo: Ian Muir.



Robert and Albert Elzer besporting themselves in the estuary surf at Bundeena, Port Hacking.

The canoe is a fairly standard club built 15 foot Canadian. Photo: Ian Muir.

CANOE SURFING

Canoe surfing in New South Wales is growing in popularity, even when competing against the enormous attraction which the surf-board has. Clubs quite often spend weekends at places which are less populated than the main beaches. All type of craft participate, even open Canadians. They have to be open to allow the bow hand to move to the rear once the canoe is 'on' the wave.

Sure, there is a lot of emptying out to be done, but this does not detract from the enjoyment which the normal touring canoeist experiences from an interlude with a permissive surf.

The precise slalomists are also beginning to astound the 'surfies' in the more belligerent surf, with their looping and rolling.

The interest in this form of canoeing is growing so much that there are industrious mutterings being heard about special surfkayaks. It shouldn't be long before something finds its way off a drawing board. The same thing happened many years ago, to result in the surf ski, but it will be different now because well, have you ever tried looping or rolling a surf ski?

TASMANIA MOULDING

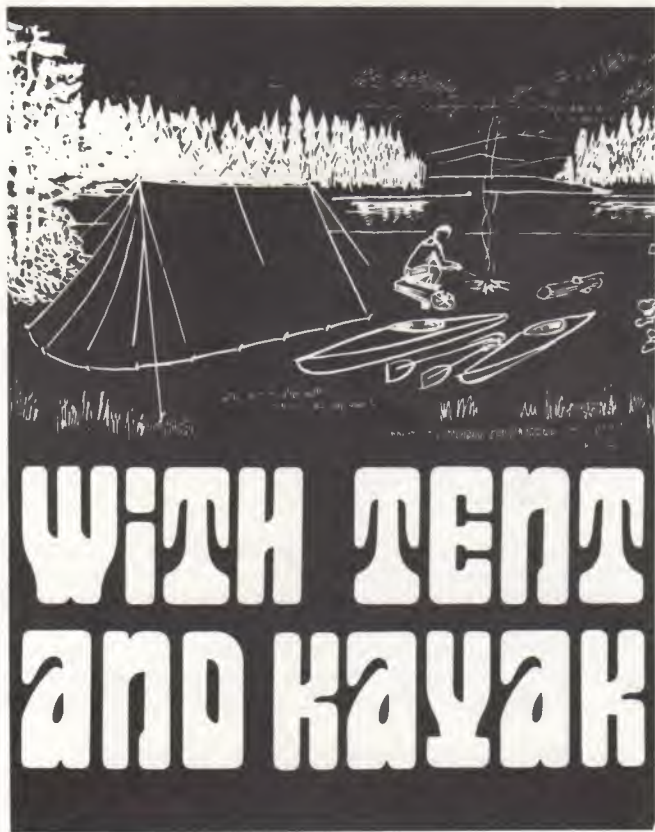
Tasmania, our island state, has commenced moulding craft and quite a strong group of canoeists has now formed at Ulverstone under the guidance of Ed Clayton. This state could well be the best endowed with white water rivers. The rest of the country is looking forward to their development.



Father and schoolgirl daughter delight in the ravishment of the Uriarra Rapid. A feature of the sport in Australia is the family approach, and when you think about it, canoeing has certain attributes which lend itself to this.

from FRANK WHITEBROOK
'Canoeing Magazine' correspondent -
AUSTRALIA.

Photo: Frank Whitebrook.



Glide across the still waters, float peaceably along with the river current, pass quickly through lush green pastures or deep valleys where the banks are clad with dense trees. Race down the wild rapids, steep falls, boiling water, the thunder of the river blotting out all other sounds, travel far with canoe or kayak - but travel with canoe or kayak and a tent, then you go where ever you please. Stop where ever the evenings find you. No hotels to find, no schedule to keep. You are free; free to do as you please; free to travel at your own pace; free, a wanderer with tent and kayak.....

SELECTION OF A KAYAK

If you are interested in touring and touring alone, don't be persuaded to buy a slalom, down river, or long distance touring class kayak. While you can canoe-camp in almost any type of craft, the sport is as much an art as slalom or racing and, as you improve with experience your demand will be for a kayak designed for the sport. One would not take an L-D kayak down a slalom course, so why settle for anything other than a touring kayak for touring?

The features to look for in a good touring kayak are easy to recognise. First the length should be between 14 to 15 feet with a beam of at least 25 inches but no more than 28 inches. The cockpit should be long with room to raise the knees above the deck line without hitting the front of the cockpit coaming.

However the coaming should be of a type suitable to take a spraydeck that will keep water out of the kayak when running rapids. The actual seat should be of a comfortable bucket type giving gentle support to the hips at the sides, but the rear should not rise so high as to restrict access to under the rear deck. Much of your camping gear must go under the rear deck and its a little pointless to have a seat that allows only the smallest articles to pass. The rear of the seat can however be fitted with a back strap. The deck should be quite high to the cockpit falling to bow and stern, while the actual hull must have deep bow and stern with a pronounced 'v' running for two or three feet to the centre of the kayak. Remember you will not have a rudder and this 'v' will give the kayak a really good directional stability. (One of the big disadvantages with the slalom type kayak being used for touring is that on flat water it tends to yaw a great deal, and although the expert may take a straight line he is still working harder than necessary.) Lines of the kayak should be rounded and buoyant rather than sleek and cut for maximum speed. Buoyancy in the kayak should be of inflatable type that can be pushed right to the extreme bow and stern. Block buoyancy of polystyrene foam should be avoided as it takes far too much space.

The above features of course apply to a kayak built in glassfibre. From experience, my own preference of kayak has been the Jaycee Eau-Vive, a really first class touring kayak of Belgium design. However there are equally as good kayaks from other manufacturers. The Canoe Centre offers two in the Cresta (an original Pavel Bone design) and the Klepper Tramp. A new design to Britain is the Klaus Lettmann Trailer, and this looks a highly suited kayak that I hope to try later in the season. Tyne Canoes Ltd., offer good value in the Sportsman or Senior singles, while from the Ottersports range there is the T1. All these kayaks are manufactured in glassfibre and around the £40 mark. They have all been especially designed for touring and are thus not cramped for space. All have a full bow and greatest directional stability is shown by Eau-Vive, Sportsman, and Trailer. I have deliberately left out reference to folding kayaks, for, while these are of touring design and very excellent craft, the price is rather restrictive to many paddlers. In the lower price bracket there are a number of kits available both for frame and ply construction.

The selection of a suitable paddle should be made just as carefully as the kayak. The blade should be square ended with slight spooning but no centre rib, the loom of wood or alloy. It is advisable also to have a second paddle of the jointed type to carry as a spare in case of accidents down a river.

Next month....

The selection of a suitable tent for canoe touring is of major consideration and my article next month devotes the whole to tents.



JAYCEE
EAU-VIVE

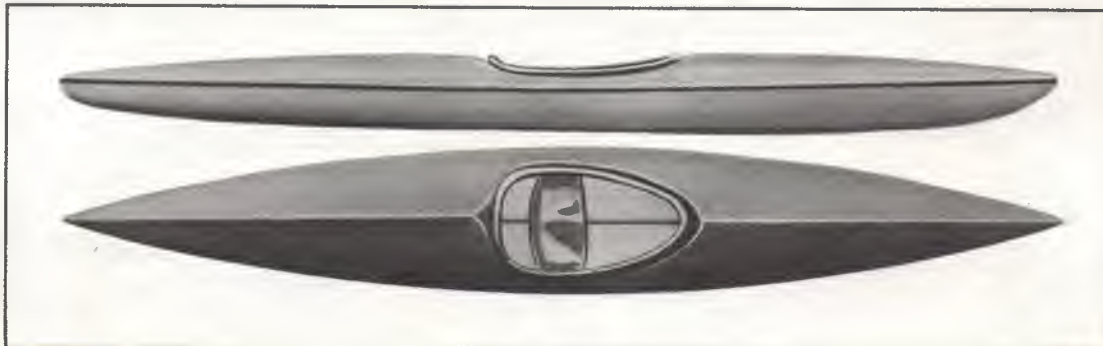


KLEPPER TRAMP



TYNE SPORTSMAN

LETTMANN
TRAILER





No, we do not have the print upside down! The photograph is in fact a shot of a canoeist under water executing the downward strike of the screw-roll. An excellent print taken by P. Barnett.

COMMENT

CANOEING IN EDUCATION

I am gathering material for a long education essay on the subject of 'Canoeing in Education'. Unfortunately much less has been written on this subject than about certain other outdoor pursuits and I would appreciate readers' views on this subject and any book references, photographs, instructional schemes, etc., that would assist in the writing of the essay.

In view of the rapid expansion of the sport over the last five years and the introduction of canoeing in schools, clubs, and outdoor pursuits centres, it is surprising that the educative value of our sport has received so little attention.

R. A. Knight,
Culham College,
ABINGDON,
Berks.

'LOVE LETTER'

First I would like to congratulate you on having the only good, up-to-date magazine on canoeing around. I was also pleased to see your article 'Love Letter to a River', because last summer four of us took kayaks to central Ontario and spent 10 days and 150 miles living out of the boats.

Steve Schmitt,
Colombus,
OHIO, U. S. A.

My friends Brigitte and Elmar Engel are once again heading for the Northern Wastes, but another article from them is already being prepared for publication in the coming months. It will certainly be as interesting as the last.

To readers throughout the world I would add that 'Canoeing Magazine' is particularly interested in accounts of canoeing trips to the more 'outlandish' rivers and are always welcome for publication.

EXERCISE WHITE WATER

by Ken Robinson



'KEEP PADDLING!', 'GET BACK ON THE LILO!', 'LOOK OUT FOR THE BIG ONE!', were the shouts that echoed through the LUF TENSTEIN PASS on the river SALAACH as one by one seven of our party fought their way down through Grade V rapids astride (or clinging onto) a rubber air bed.

It was the last day of our canoeing trip to AUSTRIA, the majority of the party had canoed down through the pass, and the last ounce of excitement was being extracted by going down through the water instead of over it!

After 21 years service in the Army I will be one of the first to recognise that being a soldier has many advantages over being a civilian. Being fairly quick to recognise that sport was one of them I have joined in and played many sports; taking advantage of the means of keeping fit and healthy, as well as travelling around from my service station to run in Cross Country, play Basket Ball, Hockey, Squash, and more latterly Rowing, Sculling, and Canoeing. Not the least of them canoeing, for in this following I have travelled all over ENGLAND, SCOTLAND, and WALES, to enjoy breathtaking rides down mountain streams and rivers; competing against the swirling waters to stay upright, and matching my skill against others in Canoe Slalom. Because of my interest in canoeing and its adventurous element I was caused to lead the trip that we called "White Water" to AUSTRIA and GERMANY in August of 1970. It is about this that I now write....

Fourteen of us in all, twelve soldiers and two wives, set out from BARTON STACEY on 13th August to travel to AUSTRIA, and match our skill against the turbulent waters of the INN and its tributaries. We had projected such a trip in 1969 when our adventurous canoeing had consisted of canoe surfing in the sea off BUDE Cornwall, and at that time had asked for £120 from Adventure Training Funds towards the cost of this trip. Actual expenses I outline at the end to give a guide to anyone else wishing to make such a trip

Two of us, Lcpl (Gerry) COOPER and myself had canoed for 3 years; Cpl (Charles) WEBB and Spr (Dave) HAZELL had canoed for 2 years; Lcpl (John) ANDREW, Lcpl (Dave) RABBITTS, and Spr (Neil) SMITH for one year; Sgt (Jim) HYDE, Sgt (Chris) CLEETON, Spr (Brian) RAYNOR, and Spr (Roger) SUTTON were recruited for the trip with the bait of a continental holiday and had done three to six months training. Lcpl (Hank) STEPHENS came along as party photographer and my wife Pat, and Zoe CLEETON came along as cooks.

Our equipment I list at the end for anyone interested in those details. Essentially it consisted of camping equipment, food, canoeing equipment and personal effects.

For reconnaissance we used two canoeing guides and camping information provided by the German and Austrian Tourist Boards.

Enough introduction, we packed ourselves into Jim HYDES converted MERCEDES van at 1100 am on 13th August, with suitcases on the roof and two tons of food and equipment in, on, and behind in a canoe trailer and off we went to DOVER. The afternoon ferry took us to ZEEBRUGGE by 2140 and twenty three hours and two new tyres later we were in LANDECK (see map). At least eight in the party vowed never to drive on for such a distance again, but the camp site was good, and after hot showers, we woke fresh the following day to watch an International Slalom on the river SANNA.

It was quite a frightening introduction to the kind of water that we were to canoe - for the SANNA flowed at (my estimate of) eight to ten knots. Canoeists of International standard were obviously having trouble making their way over the course. One fall was about two metres, and at another point unwary paddlers were up ended, bow up, stern under, end over end. There were kayaks 13 feet long, just tossed about like so much matchwood. Of course the better paddlers simply rolled up by levering their paddles against the water and paddled on muttering about the time penalty (50 extra seconds) they had incurred

Continued overleaf



for capsizing in one of the gates; but our merry band who had sung songs for quite a bit of the journey, were very quite.

Hank STEPHENS and Chris CLEETON took a few snaps of the canoeists in action but not a single member of our party took me up on my offer of a paddle over the course. Seven of us did paddle down two kilometres of the SANNA on Sunday 16th - below the Slalom course. This distance, with standing waves coming over ones head as the Slalom kayak

ploughed downstream, was quite enough for five of the party that day. Dave HAZELL and myself decided to join a group from CHALFONT PARK and SHEPPERTON Canoe Clubs (who were also touring), in a trip down eight kilometres of the SANNA above the Slalom Course. This was wild water almost on the limit of our paddling ability - twice I found myself upside down, to roll spluttering up before the next big wave - one of the party lost his kayak, and Dave wisely retired about halfway to canoe another day. Plain water obstacles, apart from rocks, come

in two main forms. When the water is descending fast down a fairly even slope it forms into **STANDING WAVES** that vary in height from a few inches to several feet causing the canoeist to disappear from the view of a following paddler. These waves are slightly concave upstream of the peak and are a lot of fun for the bucking ride that one gets; but they are no real obstacle to the passage of a proficient canoeist. The other form of wave is next up in size, and canoeists call them **STOPPERS**. This is when the waves become so big that they curl and break back upstream. The main cause of them is where there is a steeper fall in the river level, and slightly faster water hits relatively still water. The top wave curls back, quite a large percentage of the surface water runs upstream as a very foamy liquid, and depending on the size of the fall and wave, a kayak travelling down stream is checked, stopped, or looped bow over stern upstream. This is a thrill to the experienced paddler and is one of the main objects in canoe surfing; but a less experienced canoeists who sees the rocks jutting out of the water here and there really feels the adrenalin surge. There are other water forms we call **ROLLERS** where a stopper forms diagonal to the direction of flow, and **HAYSTACKS** where a large underwater rock causes a constant upsurge of water; but generally all one has to do is keep the kayak moving downstream and avoid the rocks.

On this stretch of **SANNA** we found no stoppers large enough to loop on; but there were many that would have stopped progress, turned the kayak slowly sideways, and then rolled it as if it were in a washing machine. There were rollers, haystacks, standing waves of over 4 feet, and much enjoyable paddling; but it wasn't the water for our party to start on. One of the Great Britain paddlers, John **MACLEOD** of **MANCHESTER** won first prize at the Slalom incidentally; so we all went up to form a crowd at the prize giving and ended up collecting the prize for him - he'd got the time wrong. Pity, for he missed the **TYROLEAN** Band, Grand Master of Ceremonies, and very colourful crowd that turned out to clap and cheer.

The following day we moved on to look for quieter water to build up some confidence; for not only was this river fast but the water was also very cold as the rivers were all glacier fed. Quite an interesting point of this is that more water comes down in the afternoon when the sun gets to work on the snow and ice. We moved down to **INNSBRUCK** and we were able to have a look at the river **INN** on our way down planning trips for the next two days. Here, where the valley opened up a little, the scenery was more obviously beautiful.

Prior to arriving at **LANDECK** we had motored through the night (less hard on tyres during the cool of night), and the area was rather misty for the first two days, preventing us from observing our surroundings clearly. Now, as we moved down the valley worn by glaciation and the **INN** through countless ages, the scenery opened up. On either side the snow capped mountains stepped down to the tree line, and then tumbled through the dark green of the pines to the rich green of the grassy lower slopes. Everywhere you looked in the valley was

this luscious grass, the greenness of which was further accentuated by the houses. All of them seemed massive, sparkingly whitewashed, with wooden verandahs overflowing with bright red flowers all the more marvellous to me as I had just returned from five weeks in the United States where the grass goes brown almost as soon as you turn the lawn sprinkler off. Here and there were large mounds that may have been moraine deposits in years gone by, these were usually clothed in green with a typical Tyrolean dwelling atop.

It disappointed me to have to camp in **INNSBRUCK**; for the best camp site to suit our purpose was obviously on the side of the river, and where we camped at **TEICHENAU** was almost as visually polluted with bill boards and neon lights as parts of old **SEATTLE**. We enjoyed very much looking round parts of the old town however, most of the party took the chance of taking a cable car or ski lift up to some splendid mountain peaks where the views were breathtaking. The **WIENERWALD** Beer Garden on **MARIE THERESA** Strasse was also a popular attraction, with the stocky tyrolean waitresses, beer in Litre Steins, a small band and typically **GERMAN** drinking songs, I even forgot myself and ordered Chicken for Supper. (Our main meals for the eighteen days were all Chicken Supreme, Pom Potato and Peas. **ALL Y! issue** Compo rations! Curried, stewed, with Peppers, we somehow got it down).

All this time of course was extra to our main purpose of canoeing. We made daily trips down stretches of the **INN** between **TELF**s and **SCHWAZ** with the bank supporters in the **MERCEDES** following us along and preparing lunch etc. Each day we completed about 25 to 30 kilometres in two sessions; not hurrying but stopping whenever there was a slight fall and standing waves or eddies to play in. All the way down the river flowed at about eight knots and it was only possible to cross in a kayak by paddling hard up stream and slightly pointing to the other bank - losing ground all the time. The river was two to three times the width of the **THAMES** at **MAIDENHEAD** or **WINDSOR** and muddy brown in colour. This was quite a contrast to the **SANNA** which had had a milky white consistency and the **ZILLER**, we canoed next, which was clear except after rain. All were very cold as I know to my cost. It was so warm in the sun that I paddled in my trunks, life jacket (waistcoat type) and crash helmet. After one morning paddling a Canadian single, Dave **RABBITS** and I were to paddle the Double Canadian in the afternoon; but he hadn't done capsizing drill in this canoe to make sure that he could get out in an emergency - so this we did. Oh, the shock as I went below into the muddy water, with only temporary relief before my left arm was seized in cramp from the mornings exercise and shocking cold of the water! This apart we found no real hazards on the **INN** although Brian **RAYNOR** took one too many duckings and retired to a less active role in bank support. Oh yes, and the occasion when Neil **SMITH** capsized for apparently no reason - until we noticed the nude on one bank and must have been passing a nudist colony. Needless to say there was a fair ribbing when we got back to camp. (Fancy capsizing on flat water!)

continued next month...



FESTIVAL OF READING

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**BIG PRIZES
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2nd MAY 1971 Start 12 noon

An exciting course with broken
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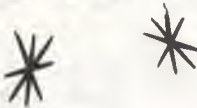
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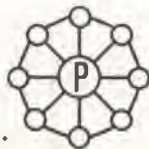
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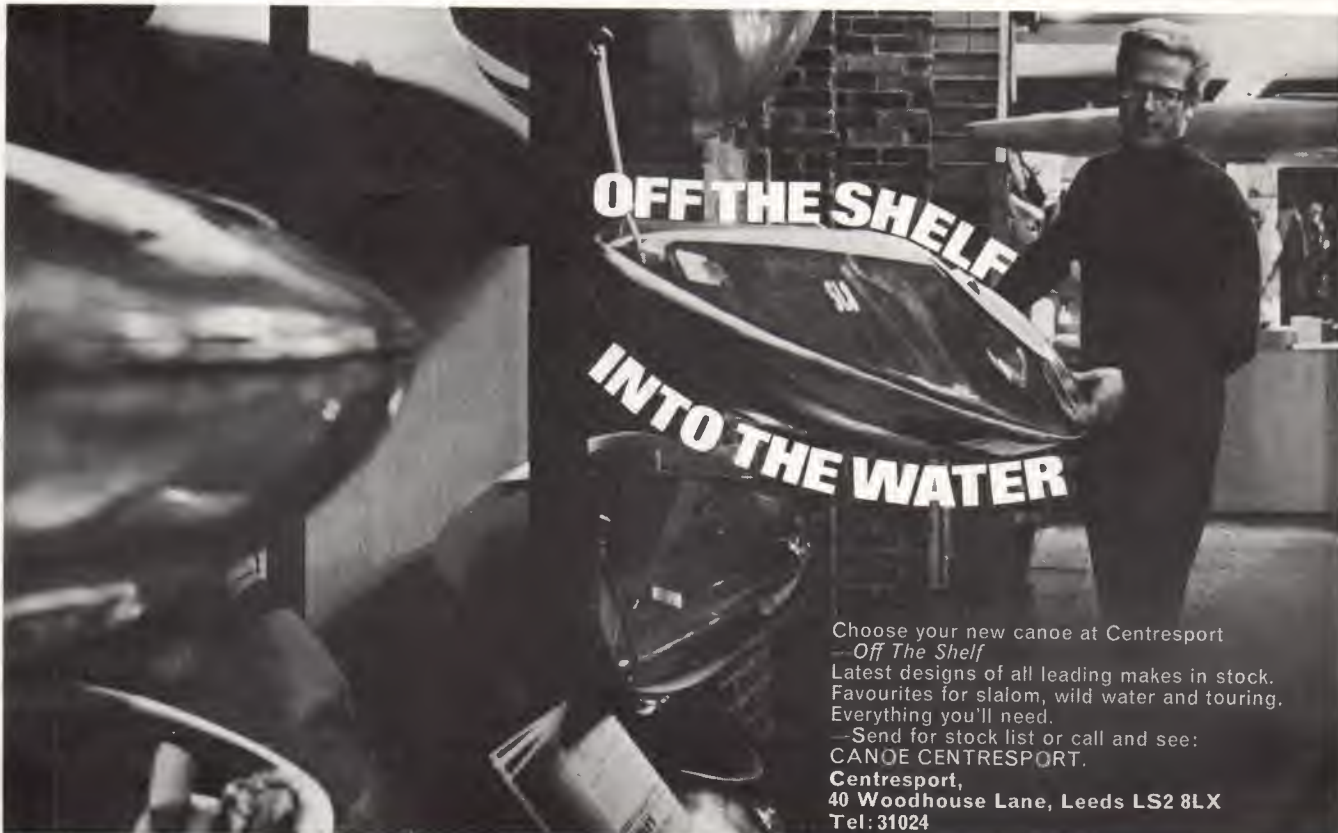
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