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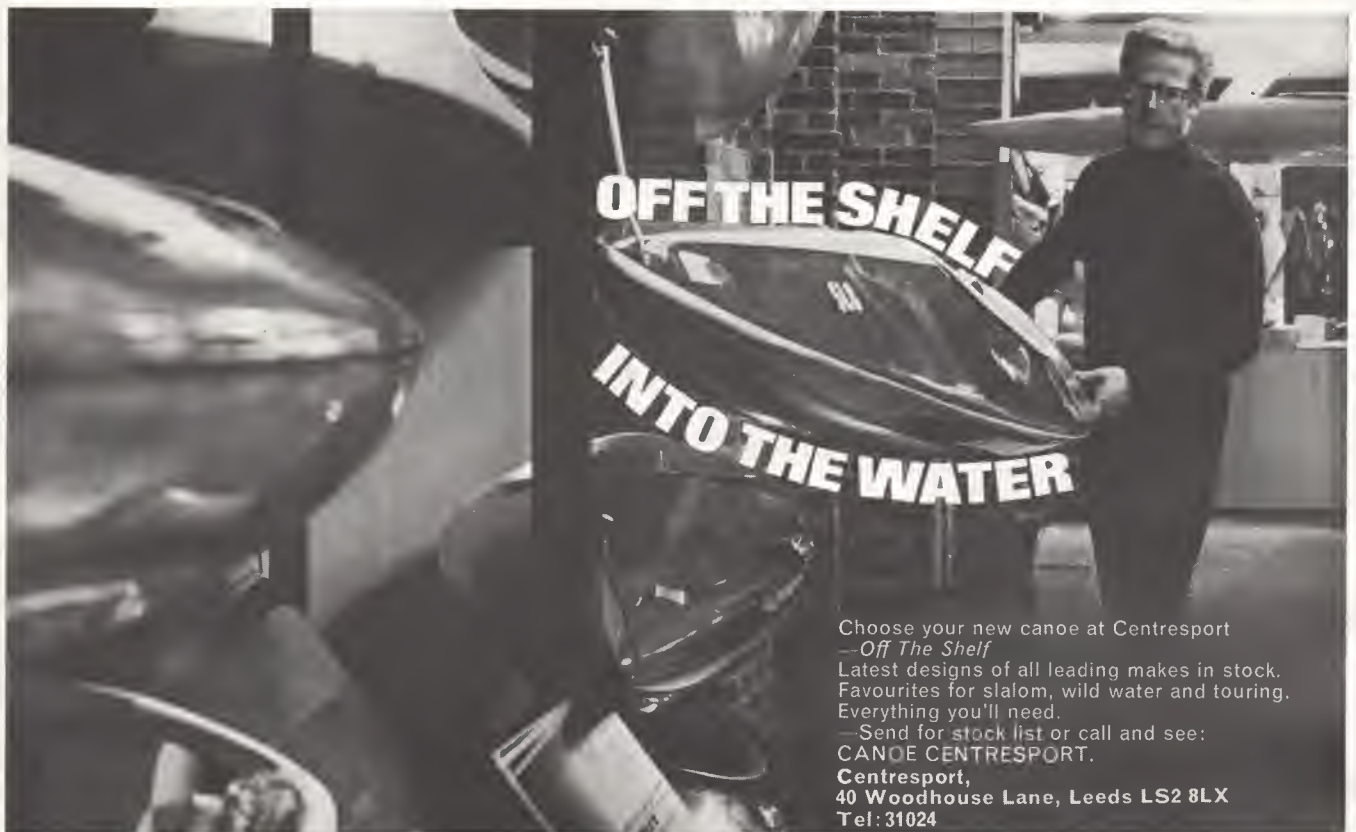
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CANOEING MAGAZINE

Vol. 11

Number 5

May 1971

EDITOR

Circulation Manager

Mike Clark

Ernest Clark

Editorial Office: 25 Featherbed Lane, Croydon,
CR0 9AE. Tel.: 01-657 6986

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COVER

Off to a good start, Senior Singles paddlers competing in the Annual Thames Long Distance Canoe Race.

(Photo: CANOEING MAGAZINE)

CANOEING MAGAZINE is published monthly by Canoeing Press, 25 Featherbed Lane, Croydon, CR0 9AE. and printed by Kingprint Ltd., Middlesex.

SUBSCRIPTION RATES: United Kingdom and Eire, 150 pence: Australia and New Zealand, 3.50 Dollar: Austria, 97.00 Schilling: Belgium, 190.00 Franc: Canada, 4.00 Dollar: Denmark, 29.00 Krone: Finland, 16.00 Markka: France, 20.00 Franc: Germany, 13.50 D.mark: Italy, 2500 Lira: Nederland, 13.50 Guilder: Norway, 26.00 Krone: Spain, 260.00 Pesta: Sweden, 19.50 Krone: Switzerland, 16.50 Franc: United States, 4.00 Dollar.

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DEAR SIR...

Much time is spent in all canoeing circles discussing safety. Any organiser of any event must have a good conception of the dangers to which his competitors will be exposed. Presumably an event does not become 'Ranking' unless the organisers prove that they understand this responsibility.

For the sake of the safety of the competitors taking part in the Thames race, I feel that the negligence or perhaps thoughtlessness of the organisers should be reported. The river was flowing dangerously fast, particularly for canoeists unused to flood conditions on the Thames.

The organisers had obviously not given any special thought to this matter. Junior paddlers were instructed to turn round the suspension bridge above Teddington lock. However, on reaching the lock, the marshall shouted to competitors to turn early. The position he chose to turn them was particularly dangerous. They were turned across the front of a bank of moored motor cruisers, in the fastest part of the current. One K2 was swept under the moored boats and smashed, others narrowly escaped.

The fact that no-one was drowned was pure luck, three experienced rowers were drowned on the Thames on the same day. It would not have taken very much time or effort for the organisers to inspect what was likely to be a dangerous turn, to change the course slightly and to brief the competitors accordingly. Luckily the marshalls had seen the danger, and by the time the juniors turned for the second time, they had moved the turn to a safer position downstream.

I prefer not to give my name. No personal slight is meant to the organisers of this race, but even so I feel the complaint is valid.

Yours faithfully,

The above unsigned letter, bearing a London postmark, was received by 'Canoeing Magazine' a few days after the Thames Long Distance Race and refers to an incident that happened on the Junior turn below Teddington Weir.

I myself was at this spot, but arrived just a few minutes after the K2 had come to grief. Certainly the turn at the point level with the Teddington Lock Rollers was a dangerous point - although from the marshalls I understand it had been suggested by the Lock Keeper. Making the turn from the left hand bank, paddlers came out of slack water into a racing current that was four foot above normal, and with three banks of moored craft on the right bank some twenty yards below the Rollers and restricting the width of the river, there was barely safe distance for a K1 to turn let alone a K2. The turn was eventually moved down still further to level with the lock gates which was a much safer point.

While the marshalls at this point may have been right in following the Lock Keepers advice in moving the turn, I feel in such cases, when conditions are obviously going to be difficult, an EXPERIENCED canoeist of the organisers should have inspected

Continued overleaf

the turn. My own opinion is that the turn at the Rollers was more dangerous than at the original point. The weir at Teddington has the main flow on the right bank with a generous flow on a curve from the left bank. Thus the water is moving from left to right across the river. Had the paddlers turned, coming up the slack water inside moored craft of the left and the Lock Island, to a buoy five yards above the Teddington Lock Bridge, the water would then have pushed them mid-stream and giving some eighty yards of clear water before coming on moored craft on the right bank.

Thank goodness we do not have many accidents in canoesport. Certainly over the last few years the standard of paddling has gone up considerably, but this should not make us complacent or unaware of the dangers of our sport. The Thames Race, being early in the year and on a big river, is one of the few that can produce very dangerous conditions, and other than the Thames Clubs, few Junior paddlers are experienced at paddling on such fast flowing water.

YOUTH SLALOM GROUPS

report by **Chris McAllister**

There has been no shortage of keen young newcomers to the twin sports of slalom and wild water racing in recent years. In fact with the development of canoeing in schools and the home-made glassfibre slalom kayak, the influx of young talent has been tremendous. It would be sad to think that much of this talent could be wasted and lost through lack of suitable training facilities, means of travelling to rough water, and the right atmosphere for training and coaching. Eighteen months ago an idea was conceived of setting up youth training squads. The "top boys" (and girls too) in First Division Slalom were beginning to benefit from membership of the National Training Squad, and it seemed that the benefits of squad training might be shared to great advantage



Young German paddlers who took part in a training course on the Ammer in 1970. No doubt among these there is a future champion....

if they were offered to young paddlers throughout the country. When John Fazey and Alan Harber took on the job of training the 1972 Olympic Slalom Team, the time seemed just right to start looking out for the young paddlers who would form the backbone of the 1976 Olympic Slalom Team. However, the sophisticated thinking behind the idea of youth training squads took a long time to catch on, and to date only three of these squads have been approved by the slalom committee as efficient and eligible for grant aid. These are the Hampshire Squad, the Weald Squad, and the Bradford Squad.

Each squad should be open to selected young paddlers who live within easy reach of the squad's base. The Squad should be run by a committee of competent and responsible adults, one of whom will handle the squad's finances and the other, responsible for the squad's training programme, should hold the BCU Award of Slalom Coach. Each squad should have the means of providing transport for squad members and should be in touch with local authorities as a source of grant aid.

In the autumn of 1970 the Slalom Committee took the next step, in announcing that a youth team would be sent to at least one International abroad in 1971. Mick Colgan was invited to become manager of a

national junior team. A junior paddler is one who is 15 or over and has not yet reached the end of the year in which his eighteenth birthday falls. It was recommended that at First Division Slaloms and ranking River Races a prize be made available for the top junior, in each class, and paddlers who were juniors should be noted on entry cards and results sheets. It would now be readily obvious who the up-and-coming juniors were, the Selection Committee and the Youth Team Manager could watch and assess their progress.

It has now been decided that the event to which the junior team will be sent will be the Vir Slalom in Czechoslovakia in July 3rd. and 4th. Any boy or girl interested in being selected should write to the Team Manager, M. H. Colgan, 252 Leeds Road, Fagley, Bradford BD2 3JU (Tel. 639253).

A Youth Training Camp is being held in Derbyshire between July 18th. and 25th., under the supervision of John Fazey, and the National Youth Slalom Championship will be held at Grandtully on August 30th. Entrants must belong to First or Second Division.

The Slalom Committee hopes that the response to the Youth Programme will be enthusiastic.



The two Sues - Sue Sumegi (left) from Canobalas Canoe Club and Sue Whitebrook of Illawarra Canoe Club have both just turned 11-years of age. They are competing in the Uriarra Slalom organised by the Lilli Pilli Club at Easter. In Flat Water Racing they pair together and at present hold the under 11-years title.

Photo: Frank Whitebrook.

the month ahead



LONG DISTANCE

JULY

- 11th ORWELL RACE SA13PO/JA8PO Details: M. Lane Esq., Hazeldell, Elton Park, Ipswich, Suffolk. (ORWELL CC)
- 17th TRENT RIVER, SB10P2/JB10P2 Details: C. Gray, Esq., 26 The Poplars, Rectory Road, West Bridgford, Nottingham. (NOTTINGHAM CC).
- 25th BOSTON RACE, SB15P4/JB9P3 Details: F. Royle, Esq., Westend, Benington, Boston, Lincs. (BOSTON CC)

AUGUST

- 1st EXE ESTUARY RACE, SAB11P2/JAB11P2 Details: C.J. Leach, Esq., 41 Old Tiverton Road, Exeter, Devon. (EXETER CC).



SLALOM

JUNE

- 27th WOMENS TRAINING WEEKEND (intermediate). Details: Miss P. Maynard, 44 Billy Burns Lane, Wombourne, Wolverhampton.
- 27th WALSHAM LOCK, O/N. Details: B. Ingram, Esq., Flat 2, Hindover, Marlborough Road, Woking, Surrey. (WOKING CC)

JULY

- 4th CHESTER WEIR, O/N, Details: E. P. Jones, Esq., 43 Morton Road, Blacon, Chester. (CHESTER CC)
- 11th READING FESTIVAL, O/N. Details: D.W. Riley Esq., Reading Youth Comm. 21 Cra-ver Road, Reading. (WARREN CC)

18th MATLOCK, 3rd/O. Details: J. Fazey Esq., 3 Park Road, Buxton, Derbyshire. (BUXTON CC)

27th THISTLEBRIG, 3rd/N. Details: D. Cut-hill, Esq., 2 Merchiston Bank Avenue, Edinburgh, EH10 5ED. (FORTHCC)



SPRINT

JUNE

26th WORTHING REGATTA. Details: N. J. Tricker, Esq., 59 Twitten Way, Worthing. (WORTHING CC)

JULY

- 17th WORLD CHAMPIONSHIP TRIALS, Nottingham. Details: Sprint Racing Com.
- 18th NOTTINGHAM REGATTA. Details: C. Grey, Esq., 26 The Poplars, Rectory Road, West Bridgford, Nottingham. (NOTTINGHAM CC).
- 24th BOSTON REGATTA. Details: F. Royle, Esq., Westend, Benington, Boston, Lincs. (BOSTON CC).
- 25th NATIONAL CHAMPIONSHIPS, K4 10,000m. Details: Sprint Racing Com.



YOUTH EVENTS

JULY

18th NORWICH. Details: L. Harmen, Esq., 12 Blakes Court, Sprowston Road, Norwich. (AVONCRAFT YOUTH SERIES)



COURSES

SCOUT/VS and GUIDE CANOE COURSES at the Longridge Centre and covering all aspects of the sport. Full details: Ass. Warden, NSBC Longridge, Quarrywood Lane, Marlow, Bucks.

CANOE COURSES, both for beginners and advanced paddlers, organised by CCPR/BCU at Bisham Abbey, Marlow, and Plas y Brenin, Snowdonia. Details: CCPR 26 Park Crescent, London, W. 1.

CANOE COURSES, basic, sea, and canoe camping, at Bowles Outdoor Pursuits Centre, Eridge, Nr Tunbridge Wells, Kent.

AROUND & ABOUT AROUND & ABOUT

ROYAL LEAMINGTON SPA CC

When the club was formed at Leamington and Percy Blandford spoke of the 'Leamington Canoe Club' at the inaugural meeting, the mayor of those days put him in his place by saying it was to be the 'Royal Leamington Spa Canoe Club', making it only the second canoe club with 'Royal' in its title. Now, 18 years after, the present mayor has declared open their third clubhouse, converted by their own labour from a derelict fire station near their last headquarters in Adelaide Road, with lawn and launching ramp into the River Leam.

Most other clubs would regard this as real luxury, with a main clubroom large enough for a dance, and changing rooms, boat house and other facilities all under one roof.

The club has always been rather more than just another provincial club, having produced many leading paddlers and three BCU officials are from Leamington. They have always benefited from close co-operation with the authorities. The local council has always treated the club as one of the amenities of the town, and this has been reflected in the responsible attitude adopted by the club.

WATER RECREATION

There is now a "tidal wave" of demand for water recreation facilities, said Mr Eldon Griffiths, Parliamentary Under-Secretary of State, Department of the Environment, when he visited the Cotswold Water Park in Gloucestershire during May.

Mr Griffiths, who was unveiling plaques at Fairford and South Cerney for the winners of Sand and Gravel Association Brewis Trophy Restoration Awards, said: "Water sports of all kinds are enjoying a great boom at the moment. Take sailing as one example. The Royal Yachting Association had under 900 affiliated clubs in 1959. Today they list 1,550. And they reckon that a 1970 census shows that 1,800,000 people now take part in sailing or recreational boating. Compare this with 225,000 in 1959".

He added: "Other water sports paint a similar picture. Since 1948, canoe clubs have leaped from a mere dozen to over 350 with about 100,000 devotees. Rowing clubs have doubled. Water skiers total nearly 70,000. Sub Aqua counts 40,000. And then there is angling - almost certainly entitled to claim

Canoeing Magazine May 1971

the biggest following of all - about 2.8 million people, of whom at least half are reckoned to be regular, weekly participants."

"To meet this tidal wave of demand for water amenities, we need to expand the facilities. That is what the Government is now seeking to do - by opening up the reservoirs and the canals and the rivers to more recreation. And here at Fairford, you're helping."

Mr Griffiths said he was delighted that the Cotswold Motor Boat Racing Club were buying the lake with the help of a grant from the Department of the Environment, thus ensuring that it goes on being used for recreational purposes. He was pleased, too, that the range of activities on the lake was being extended to include water skiing and angling.

The two Brewis Trophy Award winners are Messrs Hills of Swindon and Kingston Minerals. The Awards are given by the Sand and Gravel Association for the best examples of restoration and after use of worked out gravel pits.

LEADER WANTED

The Old Town Boys' Club in Croydon, Surrey, is after a voluntary instructor to run their canoeing section. The club has a number of craft including 2 Klepper Jets, 1 SL 7, 1 Sports Dipper, and 1 Kayak two-seater. Among other assets is a mini-bus with boat rack and towing bar, use of a trailer and 6 other single kayaks, and an Outdoor Centre at Storrington, Sussex, with one-acre lake.

Any offers to get this canoeing section going should be sent to Tony Harris, Old Town Boys' Club, 'The Lab', Duppas Hill Terrace, Croydon, Surrey.

DENSTONE WIN TRYLON BAT

At the Boarding Schools Physical Education Association Conference, held at Uppingham School on 15th April, the Riverside Canoe Club of Oxford played a Canoe Polo match against Denstone College, Uttoxeter. The game was refereed by Alan Bye - designer of the Bat. All the kayakers had been built by the boys themselves at a cost of around £7.00 each, using material supplied by Trylon Ltd. Denstone, trained by Keith Clark, beat the Riverside Team by 5 goals to 4 and won the prize of a new Bat kayak presented by Trylon. The photograph shows both teams and their Bats after the match.



The new morning brought another fine day, in fact in the whole of the two weeks we were to see only two clouds in the sky – a very poor day that! This fourth day was to bring us once again to Millau, our base site, and the guide indicated that no difficult rapids would be encountered. Little did we know that our only capsized awaited Joe before lunch! The river was now getting quite wide and again shallows appeared with gravel bars, the cliffs were falling to a wide valley of vineyards. Gently leading down, the roar of racing water fell upon the still air. I could not see the rapid, but they always sound far more difficult than they actually are. Turning a slight bend I could at last see the white water turning away with a right bend. From above, it did not seem too difficult and I signalled to Joe that we would run, but it was not until I was well down the first drop that I saw an unsurmountable hazard ahead. . . . The river indeed turned to the right with just a few white waves breaking over well covered rocks, but the main stream swept right into the left bank, rushing over a fallen tree trunk across the river, a few metres on hitting a great mud bank seemingly at right angles to the stream. Surely I could have gotten over the tree trunk, but with the full stream behind and only a metre to manoeuvre, not even a top slalomist could have avoided ahead long run straight into the bank! There was nothing for it but to bail out. With almost one movement I was out of the cockpit, had the grab-line, was pulling my kayak to safety shallows, and waving Joe to make a portage.

Later in the morning we came upon another rapid, well hardly a rapid but a very shallow place where the water trickled over a gravel bar and the main stream was blocked by another fallen tree. Here I decided to portage just a couple of metres over the bar and drop into the deep water leaving the tree to the left. I indicated to Joe to portage and was just pushing off when I heard a shout behind me. I turned to find Joe up to her waist in water and pulling her capsized kayak past the tree. . . .

Within a few minutes I was helping her grab one or two articles from the river and righting the kayak in the shallows. Joe carried all the food on the trip – we were going to have a wet lunch! However nothing was lost and odd articles were soon drying in the hot sun.

'What happened? It was a straight forward portage.' Joe explained that she had not capsized but the kayak was caught by the stream and turned over by an underwater bough of the tree. Still, no damage done and we were soon on our way again. The noise of another rapid echoed across the water and, turning a slight bend there was a broken weir across the river. The main current was to the left and made an easy shoot although I hit a couple of rocks. Joe portaged, and on the still water below said that this was the weir we first looked at and had decided not to shoot! The morning wore on and soon we were basking on the bank after eating lunch. The day had so far been quite exciting. But gone were the high cliffs and signs of civilisation became more apparent.

Early after lunch we were off again down the clear blue river. We passed small villages and then down a long stretch where either bank was thickly wooded. Every so often small rapids appeared in which we

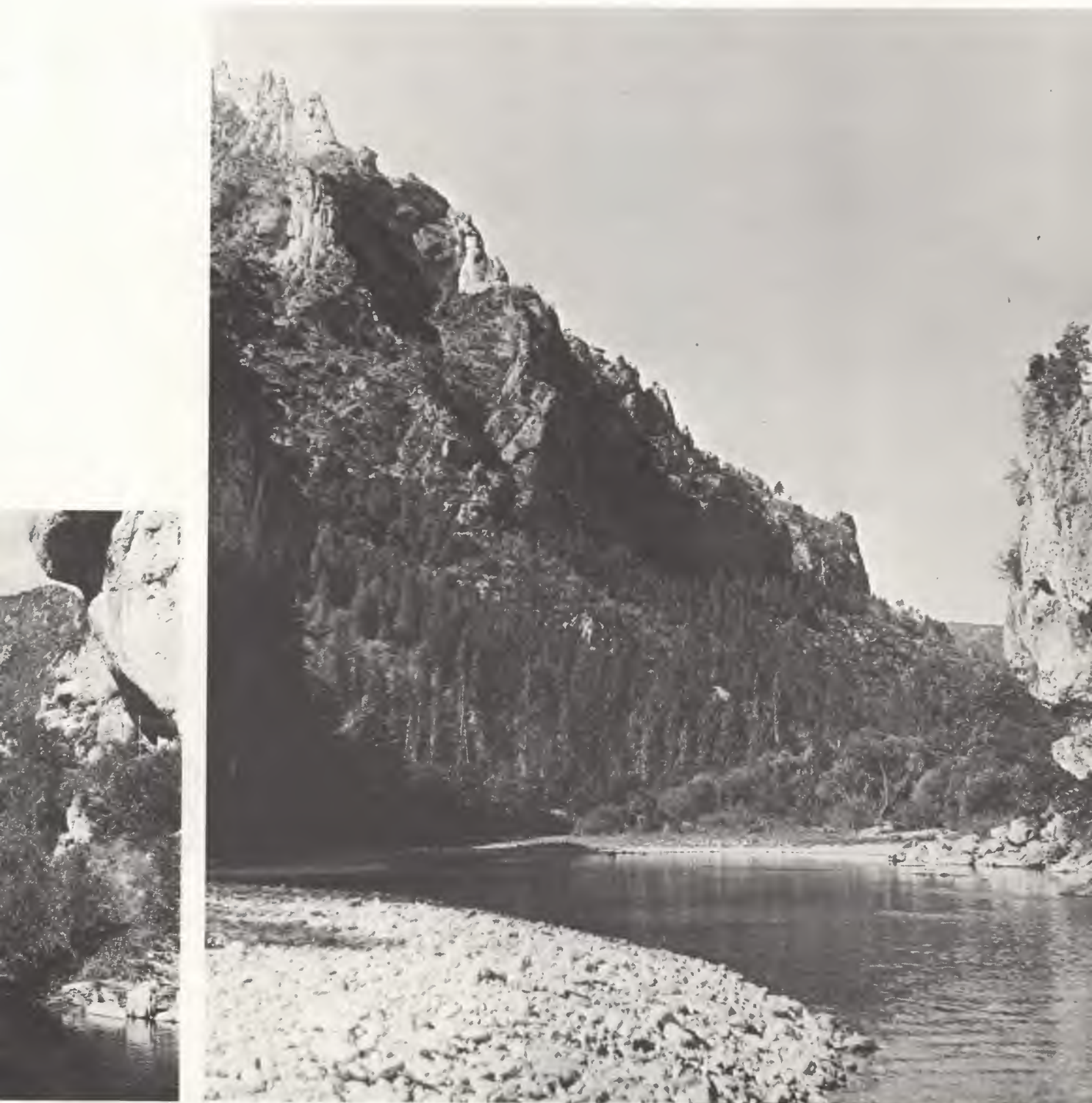
Part 3

GORGES DU TARN

3 part series – story and photographs by
Mike Clark



On down the river, the scenery as spectacular as ever, but now the great cliffs begin to lower and we are nearing Millau.



GORGES DU TARN

could take fun but now nothing was difficult. The River Tarn meandered on its way, the sun turned our skins brown, and life seemed very pleasant. We had not gone more than a kilometre before the familiar sound of a rapid came over the water. Slowly approaching the top to have a look - by this time we shot almost anything on sight and did not bother to get out to have a look, as the guide indicated nothing of importance - I waved to Joe for a shoot. The rapid was on a right turn for the first drop and then went sharply to the left, disappearing around some high bushes on the centre island. As I shot off the first fall I let the current take the kayak round in the eddy to face upstream to watch Joe take the fall. Just as I turned up-stream I caught a quick glimpse of a fallen tree round the bend and decided before continuing to have a look. Joe took the rapid and swept down beside me... That quick glimpse was certainly very fortunate for, just after the bend a great tree was right across the stream and impossible to pass! Had one continued at full tilt from the first fall, it would almost certainly

have resulted in a badly damaged kayak. The portage was back up the first fall and across the great gravel bar between the island and the left bank. On the River Tarn we did not see another single canoeist touring the river (although a number of paddlers were on the river just above Ste. Enimie at a French training centre) and thus such obstacles as these fallen trees were not cleared or marked. Also it would seem that the river undergoes severe flooding during the winter months, for we saw evidence of flood debris at many places and some forty feet above the water level...

The water was now beginning to cloud a little and soon we were running small rapids on the outskirts of Millau. These small rapids taken in the afternoon on the Tarn were a little difficult, not due to the degree of water, but to the sun. The river runs east to west and once the sun had reached its highest point we were then paddling into it. Thus the white water turned to a sheet of bright reflection and to spot the best route down or even avoid the many rocks, was



Montpellier-le-Vieux, high on the plateau we looked down on a fantastic landscape of rock pinacles jutting above thickly wooded slopes of canyons and gorges. The place is certainly worth a visit.

almost impossible, while actually getting out to have a look at each piece of broken water was just not worthwhile. I just left a few flakes of glassfibre on the rocks!

The water turned to a milky green in colour and the day finished with the usual car collection from the previous nights campsite. We were at Millau once again and on the following day we planned a break from paddling and visit some of the interesting sites surrounding the Tarn Valley.

For our sightseeing tour the morning was again bright, but was the first and only day of the holiday that we were to see clouds. After a late breakfast and a short shopping expedition into Millau, we took the D110 road to the south of the town and climbed the high cliffs heading for Montpellier-le-Vieux, a high plateau area from which we could look over a number of valleys. This plateau has landscape almost beyond description and is a famous tourist attraction. Great formations of rock jutt into the sky amid densely

wooded slopes and canyons. Rock arches and bridges honeycombe the plateau and a trip to this place is certainly worthwhile. There is a well worn path around this moon-like scape and the whole tour takes about 1½ hours of steady walking (female members of a party should not take high heel shoes!). Before we started out on the walk we took advantage of the lonely restaurant where we obtained a fine meal at very low cost, washed down with a litre of local wine. It was well that I did not have to drive for some time! After this walk we took to the car again and headed east along the N596 to L'Aven Armand. This is a very spectacular cavern deep in the hills where great stalagmites reach from the cave floor and many small stalactites hung from the walls and roof. While on the Ardeche we also visited such a cave but this Aven Armand was far superior to it. The cavern is some 196 metres at the deepest point and the authorities have put in colour lights to give an effect of a wonderland. The cave, first discovered in 1883 by E.A.



GORGES DU TARN



Above: Chateau le Brousse above the village that holds its name.

Right: Monique, our pretty third member on the trip, making her first efforts at canoeing — a little serious at first but later really enjoying it.



Martel who considered a descent too dangerous without assistance, was not fully explored until 1897 when Louis Armand descended into the unknown depths to declare to Martel, 'Superbe! Magnifique! Plus beau que Dargilan!' (Dargilan is another cave in the area of the Tarn discovered in 1880.) Aven Armand is entered by lift through an excavated tunnel and is open each day during the summer season until 19.00 hrs. at an admission price of 6 Francs. It's well worth it.

After these visits we made our way back to Millau taking the gorge road from Ste. Enimie. Later in the evening we returned up-stream in a hope of seeing some of the beautiful villages illuminated as stated in the guide. However we were disappointed, for all was darkness....

Another day and we left the gorge for the last time. Now we transported the kayaks far down river by car as the next 70 kilometres were dotted with many weirs and barrages causing much dead water.

We decided to re-start at Brousse and I left Joe with the two kayaks below the bridge there, taking the car down to a suitable campsite. This area was deserted and, having found a site, it was only with much walking that I at last managed to hitch a lift back, there being no buses to help with transport on this stretch. During the day we made good progress — I only hoped I could remember where I left the car — and the river ran quite fast in places. There were many small rapids but now out of the gorges they were of minor difficulty. However at one spot, the bridge at Lincou, there was marked rocks and waves. The roar of falling water came across the river and I could just not understand, there was no rapid here....? Taking a near centre arch of the bridge at some speed I was very surprised to find my kayak dropping over a steep rocky fall onto racing water and dangerous boulders below. I waved frantically to Joe to take a near bank arch which offered a safer shoot. It would seem that in low water un-marked rapids appear on the lower stretches of the Tarn.

The early morning sun streaming through trees that were fast losing their leaves, the rush of water echoed around this our last campsite on the Tarn.



The evenings' campsite was at Trebas and the morning would bring our last day on the River Tarn. I was up and about very early for once. We had to again transport the kayaks first by car to below Ambialet, for at this point there is a big dam and even at Trebas the water was beginning to slow. Also for this day, we had a third member and she had to be picked up from Carmaux. This was Monique, a young girl I had met in England and promised one day to take her canoeing - what better than on her home water!

By mid-morning I had finished with the car, parked it at our take-out point - Les Avalats - and had managed a lift back to Ambialet in a French van. After some half-hour of showing Monique the basics of canoeing, we were off and paddling down an easy flowing stream. Of course our 'student' had difficulty in keeping the kayak straight but made good progress if on a rather erratic line.

'The river is very kind,' I explained, 'it really does show you the way to go. See here where there

are small waves, see how they break and form a 'v' pointing down stream. That's what you must follow. Now see where you have a 'v' pointing up towards you, there must be a rock and so avoid it.'

Soon we were to take our first small rapid of the day, and now it was Joe's turn to do the leading, my concern being for Monique on her first experience of fun canoeing. In fine style we all took the small falls and white waves. More paddling and later a break for lunch on the grassy river bank, the water running still past us and only the sound of birds singing in the silence. At last it was time to move on, but still Monique seemed to have difficulty in making a straight line. Maybe it was the kayak!

Joe was leading some hundred metres ahead when she stopped, the sound of racing water coming across the river. Yes, a big rapid. Joe took a good look from the kayak and off she went bumping down the white water, really enjoying the bucking waves - the experience of the days in the gorge was beginning to show. I indicated to Monique to close up behind me and follow exactly where I led. Okey? And off we went. The lead in to the first fall was quite clear, a great rock on the right taken close, as in the middle of the main stream a white 'v' up-stream showed a slab of rock just breaking the surface. The 'Wild-Cat' I was now using bounced down the fall, now a hard turn to the left to avoid rocks in front when, from behind me, came a surprised cry followed by a splash. Yes, Monique had found that slab of rock, the kayak had turned broadside, and the river had decided she was to swim!

I turned my kayak up-stream and stepped out onto a large rock pulling the kayak high and dry. Within a short time I had emptied the Eau-Vive that Monique was using and she came smiling from the water, a little wiser and ready to take on the river again.

After many more smaller rapids and quiet stretches, the water really slowed and we were nearing the dam at Les Avalets, the end of our trip on the River Tarn. Soon the kayaks were out of the water, the tents pitched, and tea on the boil. Our evening was to be spent at Monique's home where her parents gave us a splendid dinner - French style of course - making a superb ending to a highly recommended canoe tour. Late in the night Joe and I crawled into our tents well pleased with life, and fell asleep to the sound of water pouring over the dam and resounding around the site.

The early morning saw us busy packing all our gear. A heavy mist hung over the river and around our tents. Sun streamed through the trees that were fast losing their leaves. Within a short time I took one last look at the river, the Tarn on which we had paddled some 170 kilometres. I hoped some day I would return to this pleasant and beautiful part of France....

MIKE CLARK on competitive CANOEING

LONG DISTANCE

With the Devizes to Westminster over for another year, the latter part of April and through the month of May our Long Distance paddlers were having a busy time with one event after another.

The Lee and Stort Race held on 18th April attracted only a modest entry although the Womens Singles class saw a larger entry than for some time. Ten paddlers here with Helen Woodhouse of the Richmond Canoe Club out in front to win by just five minutes from Miss Staden of the Exeter Canoe Club. The London girls - Kathy Smith, Di Lawler, and Miss Woodhouse - all seemed to run into trouble on one of the portages, turning kayaks upside down for the re-launch and taking a swim the same time! Surely not the way to do it...? Mick Mean of Royal took a close win from Jonnathan West in the Senior Singles, while in the Senior Doubles Oliver/Edwards of Lincoln took an easy win from the Royal Canoe Club and Royal Signals crews. In the Junior Singles 14-year old Eric Farrel of Royal produced a win, and in the Doubles event Junior Devizes winners were out in front by over four minutes of a Southampton crew.

The following weekend saw the Thames Race. Here the entry in the Senior Singles was exceptional with 36 paddlers, but to some extent this was at a cost to the Senior Doubles class where only 13 crews competed. However the event as a whole produced some fine racing, despite the difficult water conditions - commented on in our Editorial.

As might be expected, both the London Clubs of Royal and Richmond did well in competing on their home water. The Thames Race is a distance of 12 miles for Seniors and 8 miles for Juniors. As usual it was organised by the Thames Canoe Club (previously the Canoe Touring Club of Twickenham and who have now moved to headquarters at Hampton).

In the Senior Singles there was a splendid race, Richmond paddler Robin Avery taking the win with a time of 1hr 29min 53sec from club-mate Doug Parnham only seconds behind. Third went to Mick Mean of Royal and this trio had battled together over much of the course. Certainly Mick Mean seemed well pleased with the event... The Senior Doubles event - just as last year - produced a really fine race between Royal Canoe Club crews Mark Giddings/Mick

Perrin and David Lawrence/Geoff Tilford, and the Lincoln paddlers of Laurence Oliver/Alan Edwards. The three crews closely contested the lead for almost the whole of the course and, at the last portage over Teddington Lock, just three-quarters of a mile from the finish, both Giddings/Perrin and Oliver/Edwards came in at once. The Royal crew made a first class portage and jumped into the lead by some twenty yards - it seemed they would certainly be able to hold that over the Lincoln paddlers. However it was not so, they could not hold off the finishing challenge of the vastly more experienced crew and over the finish just a second separated the two pairs, Lincoln taking the exciting win with a time of 1hr 29min 56sec.

In the Womens Singles, Helen Woodhouse of Richmond was out proving she was going to be top woman this year with another fine win in the class and taking a time of 1hr 18min 14sec to complete the 8 miles. Although Jane Rowse of the Longridge Scout and Guide Canoe Club tried to put in a strong challenge she at no stage looked like gaining the win from the Richmond girl.

The following weekend - 2nd May - again took Long Distance paddlers to another event, this time the venue was at Bedford for the Bedford-St Neots race. The entry here was very well balanced over all classes and weather conditions were at their very best. The Senior Doubles made a win for the Richmond crew of Avery/Parnham over the Lincoln pair. However it was really only a win on paper for Oliver/Edwards had broken a paddle down the course and took some four minutes in finding a replacement. It would certainly have been interesting racing had they not had this enforced stop. A great surprise of the day here was the win in the Senior Singles class on R. Pawlow of the Royal Signals Canoe Club. He stormed ahead of all the favourites - Lawler, Boshier, Mean, Greenaway, Taylor - taking the win with a very easy style... Watch out for the Royal Signals boys this year, they are training hard with the Richmond and Royal Canoe Clubs, and going very well both over Long Distance and Sprint Racing...

SLALOM

On the Slalom front our paddlers have not been inactive - a World Championship fast approaching and just over a year away the first Olympic Slalom. The National Team have had regular training meets throughout the winter and the results of this training took its first severe test at the invitation Zwickau International Slalom in East Germany on 1st/2nd May.

Team Manager Nigel Morley reports...

The reason for the trip to Zwickau was to find out if the standard of this years competition had been realised. We should have done better, but to beat the D.D.R. Team anytime is a tremendous task, not forgetting the fact that at Zwickau they were competing on their home training water. For the few weeks leading up to the World Championships in Merano we must certainly concentrate on gate work and



1. Start of the Junior Singles event at the Thames Race.
 2. Glyn Horton of the Richmond Canoe Club, who gained 4th place on the Thames Race.
 3. The two leading Senior Doubles crews coming into Teddington Lock for the last portage.
 4. Helen Woodhouse of Richmond, winner of the Womens Class and leader throughout the race.
 5. Avery/Parnham through Old Mills on the Bedford Race.
 6. Pawlow of the Royal Signals and Royal Canoe Club - winner of the Senior Singles at Bedford.
- Photos - CANOEING MAGAZINE.

speed. But I feel we are still in a good position for Merano, even though we did not bring back enough metal from Zwickau. Our haul was 6 Bronze medals - won in both the Mens and Womens K1 Team Event.

I feel we would have been more successful if we had been able to spend a couple more days training on the water at Zwickau. If we go again next year we will try to accomplish this. The water this year was not particularly difficult, but the course was very severe. There were no easy gates, and any slight error of positioning or entry was magnified as the run progressed.

Our team tactics were well thought out and went good, but we were just not hitting the gates in the centre, in fact the finish was sloppy....

As usual the reception by the D.D.R. was good. All accommodation was provided, but we had to pay for a large proportion of it. No doubt a reflection on how we treat their team when they come to our Llangollen International.

Points to note were that the Russians now have paddlers in all classes and greatly improved from last year. They will be at Merano. Also the Poles and Hungarians are putting a great effort into their canoeing and, within a couple of years, they will all be a force to be reckoned with. The Russians reported that they have a number of slalom sites, and as soon as they have built the facilities... we shall be invited. (Edited from Nigel Morley's report).

Nine International Teams competed the event. Win in the major classes:-K1 men - Horn, DDR

250.9: Team Event - DDR 'A', 328.8: C1 men For-
ester, DDR 298.9: C1 Team DDR 'B' 415.0: C2 men
DDR 284.6: C2 Team Event - DDR 'A' 362.5:

K1 women - Bahmann, DDR 325.5: K1 Womens
Team Event - DDR 'B' 486.6.

MIXED D-W CREW

With the exceptional effort of the Richmond Canoe Club crews over the Devizes to Westminster course this year, the fact that a mixed crew was racing was over-looked in last months report.

The mixed crew - that of Sheila Burnett and Colin Dickens of Cambridge University Canoe Club - not only competed but finished the course. However you will not find them on the official result sheet, for, even after accepting this crews entry fee and knowing it to be mixed, the Devizes to Westminster Committee enforced their Eligibility Rule 'The race is open to all MALE amateur crews.. ' and disqualified the pair.

The pair set off from Devizes at 08.30 on the Friday, camped overnight at Marsh Lock, and finished at Westminster at 17.20 on the Saturday - the time 46hrs 50mins

It is felt on the D-W Committee that the problems are big enough already with an ever increasing number of competitors, let alone to introduce females into the Race. However this year has shown that (didn't we know it!) a woman is quite capable of covering the 125 miles in a kayak.....

AMATEUR STATUS AND SPONSORSHIP

Several enquiries have been received from members wishing to join expeditions, of which the Grand Canyon Expedition is an example, and seeking guidance on their position if they accept assistance with expenses from commercial sources.

The problem arises from the fact that a sponsor usually wants something in return for his financial support. It may be the display of his name and motif on the canoe or track suit, it may be exclusive rights on articles, press interviews bringing out the sponsors name, news stories and photographs with credits, and so on.

The relevant Article 26 on Olympic Eligibility is very long and covers a wide field, but one clause 2a, states:-

"He must not have directly or indirectly allowed his name, his photograph or his sports performance to be used individually for advertising purposes."

In the March 1970 issue of Canoeing in Britain I reviewed the Amateur Status situation quite fully, and members are referred to this article. It is my view of the British Olympic Association, that sponsor-

ship with strings attached violate the Article 26, and as this article also covers the I.C.F. and B.C.U. anyone accepting aid on such terms would automatically lose the right to compete at home or abroad.

However, we do not wish to discourage individuals and firms from giving their support to canoeists. All that is necessary is that they send their donation to the B.C.U. saying what it is to be applied to, and the B.C.U. will administer it and make public acknowledgement of the assistance. But it must not carry strings implicating the recipient in advertising. I am quite prepared to act as the channel through which sponsors can give their assistance.

Members who ignore this advice and accept assistance with strings, violating the rule must realise that they are finishing their career as amateur sportsmen. It may be argued that an expedition is not a competition. It is not possible to separate the two, for it is all part of the sport of canoeing. I hope the public spirited sponsors will accept this advice and agree to go forward with their sponsorship even though the only return will be a public acknowledgment from the British Canoe Union.

J. W. Dudderidge.
President of the B.C.U.
Member of the Council of the B.O.A.

BUILDING IN GLASSFIBRE

GLASSFIBRE FOR ALL

Canoeing in Britain owes much of its present popularity and exciting growth rate to the do-it-yourself canoeist. Many canoe clubs have built around a backbone fleet of lath and canvas kayaks, and the boom in canoeing after the last world war – from which many of our clubs started – was almost totally in this type of craft. From Canoe Clubs to Scout Groups, Youth groups and Outdoor Activity Centres, all had this great little boat – the lath and canvas kayak. Not only were they designed for the touring paddler, but in Long Distance Racing the soft-skinned singles and doubles really got the classes going.

Now of course, the lath and canvas craft is on its way out and being fast re-placed with the sleek-

lined glassfibre kayaks. The first years of this 'glassfibre revolution' saw only the production of these boats by commercial manufacture, but within the last few years, the glassfibre trend has been taken up by the amateur and now many of the British canoe and kayak manufacturers offer a service in the way of moulds and materials, especially for the home builder and many youth groups who are beginning to realise that quite a reasonable kayak can be produced at a fraction of the cost of commercial models – providing of course that a number are produced from the mould. Glassfibre in amateur building is taking on as big as the old lath and canvas – let's look at a few of the basic principles, a few of the things that can go wrong, and some tips for the newcomer to glass fibre kayak construction.



Glassfibre kit for building an Espada K1 supplied by Strand Glass Ltd. Building of the kayak will be featured in part three of this series.



BUILDING IN GLASSFIBRE

1. Glassfibre Cloth - example of close and open weave.
2. Glassfibre Cloth tapes - close weave.
3. Glassfibre Mat - examples of varying weights.
4. Glassfibre Cloth tapes - open weaves.

Basic principle

The basic principle is the use of reinforcement material (glassfibre) laid into a mould and impregnated with resins. When dry the resulting material is both strong and resilient, being flexible but holding the mould shape.

Glassfibre

The basic reinforcement is glassfibre. This is finely stranded glass produced in various lays of material. The most usual is 'chopped strand mat'. Lengths of stranded glassfibre about two or three inches are thrown together in a haphazard manner to produce a sheet of reinforcement. This mat is available in various weights - 1oz., 2oz., 1½oz., and 2oz. - and is used by laying-up laminates in the mould, a light structure - such as kayak deck - using two laminates of 1oz. chopped strand mat; medium structure for lightweight kayak hull - using two laminates of 1½oz. chopped strand mat; heavy structure - for rough duty kayak such as for use in surf - using laminates of 2oz. and 1½oz. chopped strand mat. Chopped strand mat is available in rolls up to 70yds and weight is by the square foot.

Where great stress is to be placed on the kayak, such as in slalom or down river racing, or in long distance racing over the rougher descent courses, the chopped strand mat laminate alone does not have sufficient overall strength, particularly if the weight of the kayak is to be kept down, thus it is advisable to use a second type of glassfibre in the laminate. This is glassfibre fabric.

Glassfabric or glassfibre cloth, is a weave of glassfibre strands which are of continuous length. The resulting strength becomes obvious in a kayak where you have a layer of glassfibre cloth, with strands of glassfibre running the entire length of the craft, as opposed to the exclusive use of chopped strand mat where the longest single strand of glassfibre is around two inches. A typical laminate of the kayak hull would be the use of two layers of 1oz. chopped strand mat under one layer of 5oz. cloth (glassfibre cloth is in weight by the square yard). The use of the glassfibre cloth as the top laminate gives the interior of the kayaks a smooth finish. Various weaves of glassfibre cloth, both in close or open, are available (as illustrated) and come in rolls up to 60yds. Weights are of 2oz., 5oz., and 8oz., per square yard, but the most suitable for kayak hulls is the 5oz. open weave.

Where butt joint of the deck and hull is required, the joint should be made by using a woven ribbon. This is material as the glassfibre cloth of open weave but from ½ inch to 4 inches wide, all other material are supplied at 36 inches wide.

Resins

The general purpose resins used in glassfibre construction and suitable for use in kayak building are of a polyester base. The substance looks like

treacle and is of a slight milky colour. Most resins are now supplied pre-accelerated (the usual accelerator being cobalt naphthenate solution) but will not set or 'go off' when exposed to the air until the hardener is added. The hardener can be either in liquid or paste form. It must be added 1 part to 150 parts of resin immediately prior to using.

The setting of the resin is directly proportionate to the temperature of the work-shop. The glassfibre will not 'cure' (set or harden) correctly below 60°F., and the higher the temperature the quicker the setting time. Setting can also be increased by adding 1% extra of the hardener to the mix, but this should not be done until you have gained experience in working for, the resin will usually only take about half an hour before beginning to set, even with a normal mix. To begin with never make up more than about 1 lb of resin at any one time and, if the setting begins before you have applied all the resin, discard that not used and make up a fresh mix.

The kayak or article being produced in glassfibre will not fully cure for about a week after construction. During this period the kayak is termed as 'soft' and it should not be exposed to long periods of high stress (such as being strapped very tightly on car roof racks) otherwise permanent deformation of the hull may take place.

In the working procedure that follows, this resin will be termed as 'resin A'.

Gel coat resin

The Gel Coat resin is a much thicker substance than that used for impregnating the glassfibre. The Gel Coat is the first to be painted onto the mould and thus it is that which will be seen when the kayak is complete. The exposed surface remains slightly tacky after it has set, while the surface to the mould sets hard to give the outside of the kayak a really gloss skin, again the resin is usually supplied pre-accelerated and hardener must be added before using in the same proportions as for resin A.

In the working procedure that follows this resin will be termed 'resin B'.

Colouring pigment

Glassfibre and resin, when dry, will produce an almost translucent finish but by the use of pigments it is possible to produce an attractive or distinctive coloured kayak. Colouring pigment - which are available in a wide range - can be added to the Gel Coat and laying-up resins at a proportion of 1 to 14.

next month...

The glassfibre feature next month will be devoted to the principles of working in this medium.

EXERCISE WHITE WATER

by Ken Robinson
part 3



For our next days sport we canoed from just below MAYRHOFEN down to ZELL AM ZILLER once again, but this time we walked all the way down the river bank first. After all the Itinerary said that it was grade V and that we knew was extremely difficult water. This time all went well, either Dave HAZELL or myself took the lead and canoed down each stretch one at a time, keeping within sight and watching each other down. The water level had dropped, and when eventually we came to the broken C2 fall we all got out and stood watching it for a while. Now all the rocks were exposed and one had to pick a way through carefully or open up the bottom of the boat. Dave HAZELL and I took it successfully but no one else wanted to try; so we paddled on back to camp.

Having thus far spent ten of our eighteen days, and wishing to shorten the long journey back, we moved on towards SALZBURG and the Autobahn, to camp at ST. MARTIN by LOFER on the banks of the SAALACH. This was another beautiful spot, and at last we had three days almost constant sunshine. When breakfasting each morning I noticed, as the early morning mist cleared and the mountains became evident, a peculiar feeling of being surrounded. The valley bottom was fairly flat and wide, and all around the mountains stood up like sentries on guard.

From here Dave HAZELL, Dave RABBITTS, Neil, Gerry, Roger and I canoed down into Germany, picking up on the way the cockpit combing of a Canadian canoe. Someone had undoubtedly come out in a hurry and lost his boat, for the spray deck elastic was still intact and the canoe and remaining spray-deck just torn off! We had noticed that there was a slalom course in LOFER for the wires that normally hold poles for Slalom Gates were still up, complete with finish board. It was beyond our ability to canoe down through it, and actually marked in the Itinerary as Grade VI or impossible to canoe without extreme danger and risk of life. That, the look of the rocky falls, and the Canadian cockpit that we found, kept us well clear of that stretch (approximately one kilometre). Most of the SAALACH offered excellent sport however, and varied in grading from II to VI.

We covered about 15 kilometres of grade III to IV and then found a delightful kilometre (graded V) that fell 10 metres. (Equivalent to 52 feet per mile). Alongside this a pathway through the rocks and trees on the bank had been made, and this stretch of river provided two full days excellent sport. Falls of a foot or two were continuous for the kilometre, with one of over a metre in the middle and one of two metres at the end over a man made weir.

This was the LUFTENSTEIN pass, through which a local farmer told us they ran white water races down to the Slalom site 5 kilometres down stream.

Neil, Dave HAZELL, Dave RABBITTS, Charles Gerry, and I canoed through in kayaks, all very well I thought. Neil capsized above the middle fall and kept his paddle but couldn't keep hold of his rapidly filling kayak. This floated down and wedged above the metre fall, firmly held by the water pushing it onto a large rock. Much to my delight and with cheers from the bank I managed to float down to the rock with a spare paddle, empty the canoe, get in and take the fall - very exhilarating. Dave HAZELL and I went through in white water racing boats, I paddled a Canadian single down, Dave RABBITTS and I paddled the repaired Canadian double through, there were more kayak runs by those who had done them earlier, it was wonderful water. Dave HAZELL was delighted when he successfully rolled his kayak back up in the very rough water just below the centre fall and the only mishap was when Charles lost his kayak and it was crushed badly against a rock. It folded in two and was not usable without a new seat and cockpit complete, besides repairs to the deck and hull. All the canoeists who didn't swim out were pulled out by use of mooring buoy on the end of a very strong nylon rope that Gerry had brought along.

All this time Jim HYDE who wasn't too happy confined in a kayak was muttering that he wished he had a rubber boat - he'd go down then. This prompted Dave HAZELL to suggest rubber air beds, LILOS! and without further ado the race was on.

We entered the water and paddled against the clock over about 600 metres riding or hanging onto our Lilos, trying desperately to get back on and paddle again whenever we fell off. Secure in the knowledge that each helmeted, life jacketed, competitor could come to no more harm than bruises and grazes from passing rocks, it was loads of fun. Gerry and I managed it in about 4 minutes (9 kilometres per hour approximately!) with Dave HAZELL, Dave RABBITTS, John, Neil and Jim getting caught in eddies here and there and taking up to 7 minutes. Jim had only just jumped in at the start when he was washed straight up against a huge rock to spend the next minute levering himself and his Lilo off again - frustration all over his face. It was truly a splendid end to a very enjoyable trip, and may have contributed together with the oppressive heat during the day to us motoring through the night to DUSSELDORF on our return (Despite what everyone had earlier said).

This year the Adventure Training Canoe trip is to canoe the SPEY, and then move West, and by inspection and canoeing provide an Itinerary for the as yet unwritten FINDHORN. I'd love to go; but my service has come to an end.

Good luck and good paddling to the party that go.

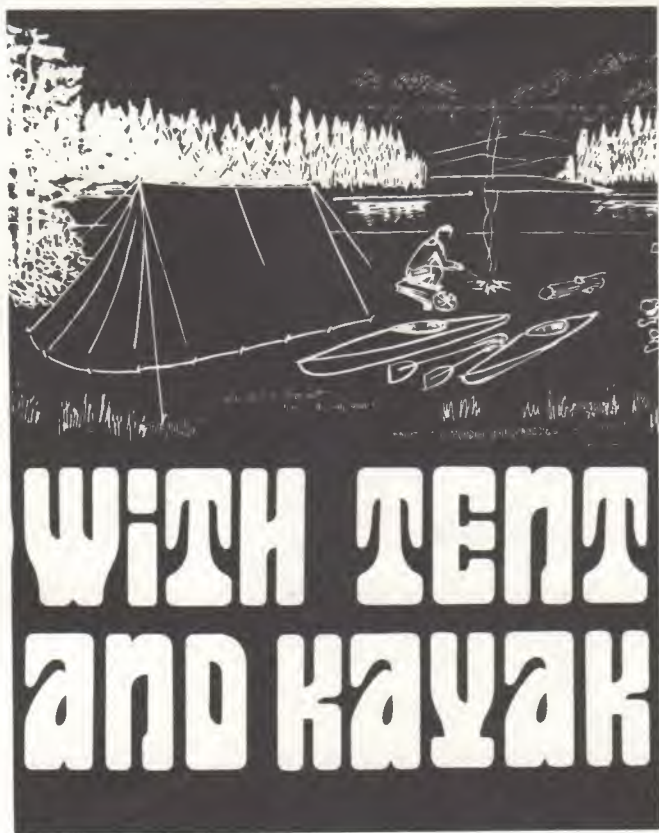


The total cost of the trip was £261 to be divided between twelve persons, this included a sum of £20 for new tyres.

The craft used were: C2 - KW Strike; C1 Jay-cee Cobra; 10 slalom kayaks - all Klepper SL7s; 2 Klepper Fighter White Water Kayaks. Various paddles and crash helmets, life lines and lifejackets including Harishok and Lifemaster.

The camping equipment include: 3 - 6 man Single tents; 1 Blacks Family tent; 1 Blacks Auto Tourer; 1 small Ridge tent.

Being a Service trip the food rations can not be detailed other than as 54 - 4 man Compo packs (all Y) supplemented by the purchase of local eggs and bread.



WITH TENT AND KAYAK

PITCHING TENTS

Last month we looked at a selection of lightweight tents that were particularly suited to the canoe camper. Among the six were three distinct designs: The Ridge Tent - PCA 10, Tyrol, Escort, and Low-Slope Ridge Klepper Nanga Parbat; The Single Pole Tent - Good Companion; The Mountain Tent - Vango Force Ten. While each tent has its own peculiarities of pitching, there are a number of basic principles in the pitching of any tents.

SUITABLE SITE

First let us look at the site. For good pitching this should be as level as possible, although a slight slope - if of even nature - is quite acceptable. Try and avoid pitching in a dip for, particularly in Britain or a country where you are liable to have adverse weather conditions, any rain will lay here and you may find your tent sitting in four inches of water! Also avoid pitching directly under trees. In such places as Southern France or where the weather is very hot, trees may offer a cool tent during the day, but where rain can be expected the steady dripping long after any shower has stopped will keep you awake half the night. Carefully go over the ground of your site, removing all rocks, stones or dead twigs or branches. Such things can easily puncture the ground sheet when you are constantly moving around inside the tent. Also they are very uncomfortable to sleep on!

For most canoeists, a campsite is used mostly as an overnight stop or at competitions for two nights at the most. Wind direction is a big factor when pitching your tent, particularly if you are using an open-ended fly-sheet. Try to pitch with the wind ideally hitting the back of the tent or three quarters on either side of the back. Shelter from wind can be gained from a line of trees or low wall of fields, while in wild places where there is no campsite, select the sheltered side of a hill or valley. With just an overnight stay or two days there is no need to pitch on the prevailing wind but rather wet the finger to determine which way the wind is blowing at the present time. (On one trip in France, I was camped in a fine spot under trees. Real cool man, until the Mistral started to blow up straight into the front of the tent! This wind blew two days non-stop and I had to rig the bell end from my big Klepper on to the front of the open fly Good Companions I was using...) Thus having selected the site, gone over the ground and removed obstacles, and decided on which way you intend to face the tent, we are ready for the actual pitching.

Carefully unfold the tent, removing to one side the poles and pegs. Keep it on the ground and try not to lift the actual tent material - any wind will catch this and only cause difficulties - but spread out the area of the ground sheet. Now take your first pegs and secure through ground sheet eyes working first at each corner and pulling outwards on each to lay the ground sheet as flat as possible. A securely fixed ground sheet gives a secure tent even if you should lose a couple of guys in strong wind conditions. Push pegs in to full length and then go round all other ground sheet eyes - again pulling outwards before pushing in peg. From here we go to our individual tents... It is taken that erection of the tents will be carried out by only one person and I have always found that a girlfriend or too many 'helpers' only cause confusion!

THE RIDGE TENT

First the Ridge Tents - PCA 10, Tyrol, Escort and the Klepper (although this is of slightly different design, the pitching is the same, save for the special note). All these are of two pole type and so put together both sections of the poles. These may be of the nesting type or attached with cord. (My own Klepper Trapper has very many pole sections and have found it a good idea to code each with colours for ease in sorting of which goes where). Take your first pole and also peg for main front guy, unzip the tent entrance and erect the pole in position. Now holding the main guy-line run the adjustment right down to within a foot of total, pull out from the tent and push home the peg, making sure that it is a straight line with the centre of the tent. Any adjustment of the line should be left until later when all pegs are in. Now taking the rear pole and peg for rear guy-line, carefully place in position inside the tent. With such small two-man tents it should be



carefully unfold tent



spread out the area of the ground sheet



secure through ground sheet eyes



pulling outwards before pushing in peg



take your first pole



and erect the pole in position



pulling to tension that will take out any dip



adjustment made over all the guys



small separators on top of the tent

quite possible to do this without putting your body more than half-way inside the tent - boots or shoes on the interior of the ground sheet do not help the wear of the tent! Around to the rear now and pull out the back guy - again to within a foot of total adjustment - making sure it is in line with the centre line of the tent. A line through the rear and front pegs and the ridge of the tent should be dead straight.

Adjustment should now be made of the front guy, pulling to a tension that will take any dip out of the ridge of the tent.

The four corner guys can now be pulled out. On this the guy adjustment should be at around the middle, for where a fly-sheet is being used the same peg for tent and fly-sheet is employed and the full length of adjustment would overstrain fly material. The corner pegs should be pulled out centre of the corner - diagonally from corner to corner. All other tent guys can now be pulled out and pegs pushed home.

Adjustment should now be made over all the guys, pulling and tensioning until it gives a nice smooth appearance to the material. In some cases you may find it necessary to remove a peg or slightly change its position. In high wind conditions any play on the tent material should be avoided, while if rain can be expected during the night it is wise to slightly slacken off the tent guys, but not the main guys.

Where a fly-sheet is used (PCA 10) small separators are placed on top of the tent poles along with rubber washer or ridge pole. The fly-sheet should then be thrown over and the front guys attached, then rear and bell end pulled out, completing with the side guys. On the PCA 10 these guys were of rubber and some adjustment of the tent pegs was necessary.

KLEPPER NOTE

The Klepper Nanga Parbat incorporates a ridge pole and thus when putting in the first pole it is necessary to position also this ridge. As can be seen from the photograph, any slight ridge dip is lost with this construction and gives a really firm tent.

Next month....

Next month my article will deal with the erection of the Good Companions and the Vango Force Ten, plus the packing and storing of tents.

The Klepper tent was supplied by The Canoe Centre, 18 Beauchamp Road, Twickenham, Middx. All other tents were supplied by YHA Sales, 29 John Adam Street, London, WC2.



fly sheet should then be thrown over



any play on the tent material should be avoided



any slight ridge dip is lost

BCU ESPADA



YOUTH K1

It may seem that Valley Canoe Products have now joined the Espada scheme and that they are manufacturing Espadas. This is not the case as those who buy an Espada from them will find out. The kayaks are made by the Canoe Centre and bear their trade mark. Valley Canoe are acting as agents in this matter for the Southern Firm.

Registration of Espadas is now going well but there are two points that need be made. Registration forms are obtainable only from the manufacturer who made the purchaser's mould or boat. Stickers are now being circulated to those who register boats and should be glassed into the boat according to the instructions sent with them.

Espadas are not easy to make. Manufacturers and the Director have been emphasising to all they meet who enquire about making Espadas that if you are new to glass fibre canoe making, you should not start with an Espada unless you are able to contact and get the help of people who have made racing kayaks before. The Director has put several people in touch with racing clubs for this purpose. He would be pleased to find you an expert if you have problems in making your Espada. The Director was in Exeter a few weeks ago and saw a pair of really excellent amateur built Espadas at the Exeter Clubhouse. These were up to professional standard and down to racing weight. Watch out for them, they are maroon in colour.

Each of the manufacturers has supplied the Director with an Espada. The Director does not consider these to be a private fleet but is making full use of them to promote the scheme. Examples:

(a) Two have been lent to the Chester YMCA canoe club for a month to start an interest there on their marvellous K1 water. It worked, see below.

(b) Two more have been lent to the Shrewsbury Youth Club for a while to promote their interest. The Shropshire Schools Canoe Association also have

access to these through Wyn Sheryn, their P.E. inspector. Things should be moving here too soon. All four Espadas have had notable public success lately.

1. The Espada that Trylon made from their own mould, a bright orange one was paddled in a demonstration shown on Midland ITV on March 26th. This by all accounts was an excellent film, the Director was the only one who missed it. It showed David Cook in the Trylon Espada trying to catch up Alan Edwards in the Canoe Centre Espada and succeeding only in just keeping pace with Pauline Squires in the Northern White Water Centre Espada. The Director found that the Trylon Espada performed well in the wash made by Alan Edwards and anyone who was experienced the sort of wash that Alan leaves behind when he puts his foot on the loud pedal will know what that means!

2. Paddled by a 12 year old boy from the Chester YMCA Canoe Club, the Ottersports Espada won the under 16 class in the Annual Chester to Ellesmere Port Canoe Trial. He had only been paddling a K.1. for a month!

BSCA

Since the formation of the British Schools Canoeing Association in the February of 1970, the membership has been steadily increasing and there are now 118 affiliated groups. This total is made up of 23 Local Associations, 34 Individual Groups, and 61 Associate members. Details of membership can be obtained from: Hon. General Secretary, John E. Saunder, Education Department, County Hall, Glenfield, Leicester, LE3 8RF.

ANY IDEAS?

The Association is launching a National Competition to find a suitable emblem. Entries are invited from individuals, or groups of young people, who are members of an affiliated body of the Association, and who have not reached their 18th birthday. The design is required to represent the Association and may be carried out in any media. Entries should be sent to the Publicity Secretary not later than 31st July. The address: Mrs Ann Colins, 86 London Road, Cadby, Leicester, LE2 5DJ.

The winner will receive a prize of an Espada K1 and a pair of paddles.

BSCA NATIONAL RALLY

The Association National Rally, planned for the Whitsun weekend had unfortunately to be postponed, but will now be held over the weekend 10th/12th September at Quorn, Leicestershire. It promises to be exciting and energetic residential weekend which will include various canoeing activities and competitions on the River Soar; canoeing films and lectures; a visit to the National Sprint Regatta at Holmpierrepont and an opportunity to watch or paddle in the Espada K1 Youth Championships.

BSCA SLALOM

An Association Slalom is being planned for early summer and details of this event can be obtained from: Bob Castle, 68 Heathfield Road, Croydon, Surrey.



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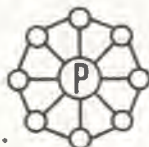
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