

CANOEING MAGAZINE



July 1971 ten new pence

STREAMLYTE

ANNOUNCE

TARCA SL.

A NEW SLALOM
KAYAK AVAILABLE
SHORTLY

SCORPION 3 INTERNATIONAL SLALOM
KAYAK

SPRINTER 3 INTERNATIONAL
DOWNRIVER KAYAK

KREISEL INTERNATIONAL SLALOM
KAYAK

K.W.4. ROUGH WATER KAYAK

K.W.7. INTERNATIONAL SLALOM KAYAK

K.W. IMP JUNIOR KAYAK

OPTIMA TOURING DOUBLE

SEND FOR FULL DETAILS OF
OUR COMPLETE RANGE
OF KW KAYAKS - ALSO
RANGE OF GLASSFIBRE
MATERIALS FOR THE
AMATEUR BUILDER
& ACCESSORIES.



STREAMLYTE LTD.

LANCING. SUSSEX. U.K. TEL. LANCING 62431

GAYBO



**WORLD
CHAMPIONSHIPS
12
GOLD MEDALS**



**REAL CHAMPIONSHIP
PERFORMANCE FROM
CHAMPIONSHIP CANOES
AND KAYAKS**



INTERNATIONAL CANOES & KAYAKS



WRITE FOR DETAILED BROCHURE ON OUR PRIZE-WINNING BOATS H.P. AVAILABLE

GAYBO LIMITED

1, RINGMER ROAD, BRIGHTON, BN1 9JD

Tel: Brighton 684599

CONTRACTORS TO - MINISTRY OF DEFENCE - EDUCATION AUTHORITIES

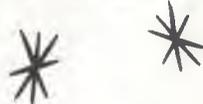
UK AGENTS AND MANUFACTURERS OF
PAVEL BONE, KLAUS LETTMANN,
& TONI PRIJON CRAFT

PLASCO *Shark 1*

A general purpose kayak suitable for Touring, Wild Water, Slalom and Sea work.

£29 complete

Built with seamless construction on the monocoque principle for strength.



Already proved in surf, Div 3 slalom, river Touring and Sea work.



Good directional stability for the beginner.



OPTIONAL EXTRAS

SPRAY COVER: - £2. 10. 0
KNEE BARS: - £1. 0. 0

SHARK 1 KITS

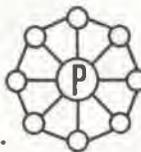
MONOCOQUE BOAT COMPLETE:
You fit the seat and trim.
£23 Complete with bonding Kit.

PADDLE KITS.



SPECIFICATION

Length: 13'6"
Beam : 24"
Height: 11"
Weight. 35 lbs approx.
Choice of colours, single or two-tone.



PLASCO
Blue Gates, Biddulph, Stoke on Trent.
tel: Biddulph 2342

**ALL TEN MATERIALS IN STOCK
BUILD YOUR OWN G/F CANOES
OUR EXPERIENCE OF OVER 1000
TRYLON CANOES AT YOUR
SERVICE**



Ox 1 showing Rear Deck Stiffeners

TRYLON LTD. PLEASE SEND ME:—

- T14 GUIDE AND PRICE LIST
- T29 HIRE OR SALE OF MOULDS
BAT 8ft. TRAINING and BAT POLO
OX1 13ft. 3in. LIGHTWEIGHT SLALOM
TIGER 14ft. FAST TOURING
ESPADA 17ft. BCU YOUTH K1
- T40 BOOKING FORM FOR FREE CANOE
BUILDING DEMONSTRATIONS
- "HOW TO BUILD A GLASSFIBRE CANOE"
2nd EDITION
5/- POST FREE

NAME

ADDRESS

.....

NS



TRYLON Ltd. WOLLASTON. NORTHANTS.

Telephone Wollaston 275 STD 093-363 275

SAFER CANOEING WITH V.C.P.

Tailored Air-bag Buoyancy

Over 200lbs positive buoyancy allows single-handed emptying and re-entry in deep water.

STANDARD FITTING IN B. S. C. A. CADET AND SURF-SHOE OPTIONAL EXTRA IN SOAR VALLEY SPECIAL Mk1 and 111

High-density polythene FLOATING TOGGLES

To B. C. U. recommended specification and on 560lb breaking strain line.

STANDARD FITTING ON ALL OUR CANOES Available separately for fitting to any canoe.

VALLEY CANOE PRODUCTS

WOODLEY STREET, RUDDINGTON,
NOTTINGHAM. Tels: Nottm. 69931 & 214092

P. S. Did you know

that you can HIRE A SURF-SHOE for your surfing holiday? Write for details.

WILDE

CRASH HELMETS

THE BEST-AS USED BY THE WORLD'S TOP CANOEISTS

'WILDE' (East German) crash helmets - giving full protection to the head and ears, and which are light, strong and comfortable - are now available from the address below - also from Major retailers.

PRICE £3-50 25p for post & packing

ALSO C.1 and C.2 moulds for hire. These are internationally renowned designs. Further Details:

A.C. IMPORTS
5 Walnut Close,
Upton by Chester.

Tel: 0244-25277



A sign of quality
Paddles made by
craftsmen



SLALOM

Constructed of 34 wood laminations

Shaft: Pine - Ash - Pine

Blade: Edges of Hardwood

Aluminium tip for protection

☆ £12-75

RACING

Shaft: Spruce - Hardwood - Spruce

Blade: Five-ply Moulded

Hardwood tip

☆ £6-00



TOURING

Shaft: Prime selected white-wood

Blade: Five-ply moulded blade

Hardwood tip

Ferrules: Brass, notched for positive connection

☆ £4-00

DELUXE

Shaft: Spruce - Hardwood - Spruce

Moulded Shaft

☆ £6-00



'MARK GEES'

PADDLE & VENEER KAYAK REPAIRS
PRICES ON REQUEST

21, Tower Road,
Twickenham,
Middlesex.
tel. 01-892 3635

☆ Recommended selling price

NEW K FROM
DECKS

CANOE-CAGS

THE IN JACKET FOR THE CANOEIST

- ★ 4oz NEOPRENE BACKED BRI-NYLON
- ★ MANDRIN STYLE COLLAR
- ★ VELCO NECK & WRIST ADJUSTMENT
- ★ COLOUR - ROYAL BLUE WITH YELLOW TRIM
 YELLOW WITH BLUE TRIM
- ★ ALTERNATIVE HOOD TO COLLAR + 25p
- ★ SIZES L.M.S. PRICE £4-50 + pp 30p

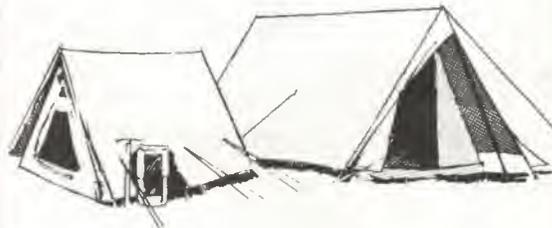


CANOE CAGS & SPRAYDECKS
 now used by members of GB
 Slalom and Sprint Squads

send for illustrated leaflet:
HOWARTH'S SPORTS, 27 LIMEFIELD ROAD,
Smithills, BOLTON.

AGENTS FOR:-
 PUMA KAYAKS · LENDAL PADDLES
 LENDAL ARE HOWARTH AGENTS
 FOR SCOTLAND & N. IRELAND
 CONTRACTORS TO HM FORCES · OUTDOOR PURSUIT CENTRE'S · ED AUTHORITIES

**Travel Light...
 Travel Right...
 Travel Centresport**



For the latest in lightweight tents and equipment... plus a complete selection of the finest Canoe Camping, Mountaineering, and Outdoor gear, look to Centresport.

CENTRESPORT
 40 Woodhouse Lane, Merrion
 Centre, Leeds 2. Tel: 31024

THE SOAR VALLEY KAYAK

**A TOP QUALITY GENERAL
 PURPOSE KAYAK** which comes
 complete with polystyrene
 buoyancy, footrest, rolling bars,
 stem and stern loops, plus a
 choice of seat widths -
for ONLY £32.00

The **BEST VALUE FOR MONEY KAYAK** -
 also in kit form for only £25.00 (joined)

SEND FOR ILLUSTRATED CATALOGUE



P & H FIBREGLASS PRODUCTS
 76 DALE ROAD, SPONDON, DERBY, DE2 7DF.

Tel: Derby 61108. Ilkeston 3155

AVONCRAFT

THE MOST COMPREHENSIVE RANGE OF
BRITISH RACING & TOURING KAYAKS

GLASSFIBRE RAW MATERIAL SERVICE

Resin from 12½p per lb
E Mat from 22 p per lb
Glass Cloth from 15p per yd

SUBA WET SUIT SERVICE

Materials and Kits

NEW CANOE TRAILERS,
'V' BARS, ROOF RACKS

NEW RANGE OF PADDLE
KITS, SLALOM, TOURING,
AND L·D

COMPLETE RANGE OF
ACCESSORIES, PADDLES,
LIFEJACKETS, CRASH HATS...

GNAT MK3 SLALOM AND GP KAYAK



ADVENTURER TOURING DOUBLE



BLIZZARD WHITE WATER KAYAK



MINNOW JUNIOR KAYAK



LIGHTNING RACING K1 KAYAK



ABOVE KAYAKS
AVAILABLE ON OUR
MOULD SERVICE

WRITE FOR THE AVONCRAFT 1971 BROCHURE OF KAYAKS, WET SUITS, LIFEJACKETS,
PADDLE KITS, LENDAL PADDLES, GLASSFIBRE SERVICES, BUILDING MATERIALS.

AGENTS FOR PADDLES
BY:

Lendal
SCOTLAND

AVONCRAFT

30 CAVAN ROAD, REDBOURN, Nr St ALBANS,
HERTFORDSHIRE. tel: Redbourn 2303

Would you believe AQUAQUIPMENT have a better way

Simple-to-follow assembly instructions enable the novice to produce a professional-looking wet suit first time—easily.

The extensive range of AQUAQUIPMENT low-cost kits is designed and produced to meet the need for a wet suit at a cost that all can afford.

Send for illustrated brochure/price list.



AQUAQUIPMENT

LEADERS IN THE BATTLE FOR A LOWER COST WET SUIT

(CM) 69 HATFIELD ROAD,
ST. ALBANS, HERTS.
Phone St. Albans 50662

CANOEING MAGAZINE

Vol. 11

Number 7

July 1971

EDITOR

Mike Clark

Circulation Manager

Ernest Clark

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

CONTENTS

| | |
|------------------------|----|
| Editorial | 8 |
| Around and About | 9 |
| Channel Fever | 11 |
| Canal Scene | 12 |
| The Month Ahead | 13 |
| Comment | 14 |
| Abercrombie Affair | 17 |
| Competitive Canoeing | 19 |
| National Championships | 21 |
| Sports Council | 22 |
| World Slalom | 23 |
| With Tent and Kayak | 27 |
| Champions Treatment | 29 |
| Small Ads | 33 |

COVER

Pauline Squires of the Leamington Spa Canoe Club - first woman single kayakist on the Colorado River. Here taking the easy side of Lava Falls. 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.

© Copyright Canoeing Press, 1971.

CANOEING MAG. PRICE RISE

As from the August issue of 'Canoeing Magazine' there will be a substantial all round increase of prices, covering advertising, subscriptions, and cost per individual copy.

The cost per subscription will rise to £2.20 per year for U.K. and to £2.65 for overseas subscribers (6.50 by U.S. dollars). These prices will come into effect upon renewal of your subscription, with all present subscriptions running for the contracted twelve issues. Subscribers having two and three year subscriptions will have an appropriate number of magazines reduced from second or third years. The cover price of the magazine will go up to fifteen pence for U.K. (.36c U.S.), and a corresponding increase in advertising rates will also take effect.

These price increases are due in the main to the continuing rise in costs of production but also to improvements in the magazine and the planned increase in the number of pages. From August the magazine will increase in size by four sides of copy, and a further four sides will be added in January '72 bringing the actual reading material in the publication up to 30 sides (at present 20 to 22 sides are usual). Earlier in the year I had planned to run a permanent colour cover. However at this present time the cost has risen to such an extent that this must be dropped for the time being.

Although these increases may seem very high, I am sure readers would rather a bigger and better magazine than a decrease in size for the old price.

GRAND CANYON 'FIRSTS'

The end of July saw the return to England of the First British Kayak Expedition to the Grand Canyon after having made a successful run of the Colorado River from Lees Ferry to Diamond Creek - a distance of 224 miles.

The Colorado certainly lived up to expectation and canoeists paddled unbelievable water - standing waves upwards of twenty feet! From the first 'mild' Badger Creek Rapids to the spectacular Lava Falls at 179 miles, a number of our paddlers canoed the entire; Pauline Squires - first single woman canoeist on the Colorado, and Jon Court/Albert Woods - first C2 canoe on the Colorado.

Although we damaged a number of kayaks on the run-up on the Arkansas River, the only damage in the Canyons was to the C2. This was almost written-off on Unkar Rapid, but repaired in the evening to continue for the rest of the trip. It was fortunate we had no accidents of any kind, although a number of minor cuts and grazes. All on the trip had a great time and I am sure would want to return to the Canyons tomorrow if it were possible... A special 'Canyon Report' issue of 'Canoeing Magazine' is being prepared and should be in print by September. (This will make up the loss of the February issue.)

AROUND & ABOUT AROUND & ABOUT

AWARD FOR SLALOMIST

Ian White of the Sunderland Canoe Club, was one of nine very talented young persons who, on the 15th July, were at the National Recreation Centre, Crystal Palace in London for the judging of the Robinson's Sporting Award Scheme.

The nine, each with an area award to the value of £50 to their credit, represented outstanding achievement in CANOEING, Horse Riding, Skating, Athletics, Swimming, and Discus. Due to the extremely close competition, there were three National Winners at the end of the day, the first of this year's National Finals. In the past, each National Award has been to the value of £500, but, on this occasion, Robinson's decided to raise it by £100 in order to provide the winners with larger indivi-

PART-TIME COACHES

The NATIONAL COACHING COMMITTEE take pleasure in announcing that the following three gentlemen have been appointed under the terms given to them by the Council of the British Canoe Union, as Part-Time National Coaches.

Mr. C.A. Gray, of 26, The Poplars, Rectory Road, West Bridgford, Nottingham, will work in the North Midlands Area.

Mr. C.H. Hare, of 9, Tynebrook Avenue, Hartlepool, County Durham will work in the Northern Area of England.

Mr. C.E. Quaife, of 70, Coopers Road, Handsworth Wood, Birmingham, B20 2JX will work in the South-West Midlands Area.

These appointments commenced on the 1st July, 1971.

dual awards. Thus the judges decided to award £200 each to Ian White (Canoeist), Peter Francis (Athlete), and June Green (Swimmer).

The Robinson's Barley Water Sporting Award Scheme is for the promotion of amateur sport and each award is paid to the winners respective national governingbody to be used to cover equipment, coaching, and travel to competitive events of the individual.



Pictured from Left; Peter Francis, athlete from Addlestone in Surrey; Ron Wills, sporting journalist with the Daily Mirror (judge); Ann Jones, Captain of the Wightman Cup Tennis Team (judge); June Green, swimmer of Moxley; Emlyn Jones, Director of the Centre (judge); and Ian White, Canoeist of Roker in Sunderland.

LLANGOLLEN INTERNATIONAL

Arrangements for the Llangollen International Slalom on the 16th-17th October are progressing satisfactorily, reports the Chairman of the BCU Organising Committee, Rodney Witter. Now is the time, however, when all volunteers are being recruited to help out with the arrangements for the slalom.

In particular it has been noticeable in the past that the organisers have not been able to devote as much time as they would like to the actual hosting, or personal looking after, of the teams. Each nation this year will be allocated to a club who will be responsible for hosting and entertaining that nation's entrants. Any club wishing to undertake such hosting duties (for which it may be possible to grant some expenses) is asked to get in touch with the Organising Secretary:

Robin Witter, 5 Walnut Close, Upton-by Chester.

Similarly those wishing to help with judging should contact Mark Markham of Leeds C.C.

It is unfortunate that the East German team will not be entering this year after their success at the World Championships. Efforts are being made to entice club teams from the D.D.R. however. It is to be hoped that a larger West German team will come over this year to sample Llangollen and our hospitality.

Once again the event is scheduled for live television presentation from 15.15 to 15.30 on the Saturday afternoon 'World of Sport' programme.

Advertising space for the programme is now being taken. Those interested should get in touch with the secretary as above.



Canoeing Magazine July 1971

SLALOM COMMITTEE

At a meeting of the Slalom Executive Committee on 3rd July at Chester, it was resolved that only current BCU membership numbers should be quoted on entry forms for ranking slaloms and river races in future. No entry can be accepted from an entrant who cannot claim BCU membership.

Rothman's, the cigarette manufacturers, have agreed to sponsorship of the Llangollen International Slalom in October. A large proportion of the money made available will be used to help defray the travelling expenses of foreign teams. Offers to help with running of the event should be addressed to Rodney Witter, 15 Sycamore Crescent, Bawtry, Doncaster, Yorks.

The next meeting of the Regionalisation Committee will be held at Marple on 4th September. This meeting will be open to any interested person who wishes to attend, and those who are planning to do so should advise the Slalom Secretary, Chris McAllister, 62 Acton Avenue, Appleton, Warrington, Lancs. (tel:0925 66224), so that he will have some idea of the numbers to expect. A good representative attendance is hoped for so that the whole question of Regionalisation can be properly discussed by those whom it will most concern.

STOUR CANCELLED

The River Stour L-D Race, planned for 26th September, has been cancelled. This is due to the fact that London Anglers Association are in dispute with the River Stour Trust over the public right of navigation on the river, which, in the opinion of the latter has existed for centuries.

However the Trust feels that L-D paddlers should not be presented with the possibility of being physically prevented by anglers from proceeding over a section of the river. The matter is now in the hands of the Trust's solicitors.

SCOUT SLALOM

A Novice Slalom event, open to Scouts and Guides, will be held at Cookham Lock on the Thames, over the weekend 25th/26th September. Details and entry forms can be obtained from: The Warden, National Boating Activity Centre, Longridge, Quarrywood Lane, Marlow, Bucks.

AROUND & ABOUT
AROUND & ABOUT

CHANNEL FEVER

by Gillian Crow

The name of the Canoe Camping Club may sound rather tame and unadventurous but of recent years some of its members under the supervision of Denis Fastnedge have been going through various stages of channel fever. This disease, a milder form of madness according to their friends, means that a series of weekends are spent practising sea-canoeing as a small troop prior to a week-end when tents are pitched near Dover, an experienced escort vessel is chartered and prayers are said to whatever deity is in charge of the weather. The omens being favourable, that is no fives in the wind as forecast, an early morning start from St. Margarets Bay is made preferably about one and a half hours after High Water on a Neap Tide. All being well, approximately 6 hours later the canoeists land on or are capsized onto French soil or rather sand, then take a hasty look round (rumour has it that an early party once went to a cafe for coffee and brandy but this has not been repeated of late) before re-embarking through the surf to haul the canoes aboard the Invieter for a dreaded and probably seasick-making return to Dover. Variations do occur, as in 1969 when the trip took some $7\frac{3}{4}$ hours in rough conditions off the French coast and it is of course possible that gale warnings cover the whole area and no canoeing is possible at all.

However for some time a few souls have been trying to avoid the return in the escort boat and have suggested that a two-way crossing be attempted. This was in fact planned in 1970 but there was not enough support. The 1971 trip was planned as a one-way trip with the possibility of some members trying for the double if conditions were really favourable. In my ignorance when we left St. Margarets Bay at 10.06, I had assumed that we were too late in the day to try for the double but when our seven canoes got near the French coast about 3.30, Bill, the boatman, asked whether we wished to try the double crossing as it made a difference where we should plan our first landfall. Three voices said yes and I repeated my previous days view expressed over a comfortable drink, that if I wasn't too tired and holding the party back I would go some of the way to give them a fourth in the water. At 16.15 the party landed at Wissant; two canoes came to grief at the very edge of the surf so their occupants had a chance to use a different

set of muscles emptying out and deciding whether or not to change into dry clothes. We also gobbled the fastest picnic on record. Brian maintaining that he had planned to eat another boiled egg and at least one more sandwich before we left the beach to the sand-yachts at 16.39. Getting the unwanted canoes back on the escort vessel is not the least exciting part of the project as a rule, though this time with only one Sea-Otter and one Ottersports T1 to haul up it was not too bad. Colin who had planned to canoe in a double but whose partner was absent, decided to use the other T1 and join one Cresta, one North Sea and two Cygnets for the return trip. However the seas were rather troubled and after capsizing he changed his mind and that canoe too had to be stowed on deck.

Time seemed to be passing all too quickly, it was already an hour since we had left the beach. Someone maintained that as no one would let us canoe after dark in any case we might just as well enjoy the rest of the daylight and not think about what canoeing in the dark would be like. The weather though



far from calm had not been as bad as forecast on the outward trip - probably a force 3-4 wind from the northeast, which, if it continued would give interesting conditions for the return trip.

Unfortunately John's rudder had been damaged when righting Colin so we had to cut it off. In the course of these repairs he had an unfortunate capsize when, lacking manoeuvrability, he charged the bows of the escort boat. Our time spent practising capsize drills off East Head paid full dividends and he was speedily righted, though in the conditions prevailing a lot of water was left in his boat, so that

afterwards he was rather more dependent on slap support strokes than he would have desired. He returned to his course, which was a real relief to Jo who had been wondering whether, if the leader cried enough, she would feel morally obliged to give up too.

I am told that the first 2-3 hours were an accomplishment at a fine speed of about $3\frac{3}{4}$ knots, this being the speed below which the motor boat was to throttle back or something and it didn't have to do it. We continued with our five minute "sweetie" breaks at $1\frac{1}{2}$ hour intervals and also kept in our preferred line abreast formation in which it is easiest to keep track of each other. The escort boat keeps ahead, hopefully far enough for the paddlers to be out of range of the exhaust fumes. Its main purpose being to set the course and act as a warning of our presence for passing shipping.

No one told me when we were halfway back so all four canoes continued on, dusk fell, the first star appeared in an unwaterable position over my left shoulder and we practised estimating ship's courses by their navigation lights while keeping as close as was safe to our own vessel. I developed a system of hooking over the top of invisible waves and we were all delighted to discover phosphorescence in the water which made us feel as if we were sprinkling diamonds with every stroke.

We entered Dover Harbour at 12.20 and had to chase the Customs before landing at the western steps. Brian was most indignant to find himself in the water when he tried standing up in his canoe to

land without thinking that he had been sitting down for around $7\frac{1}{2}$ hours. Collecting canoes somewhat later, we were not to get to bed till 3.30 a.m., Jo and I were asked whether we were with the lads who had just been to France and back and were hardly believed when we said that we were two of the 'lads'.

I should perhaps add that we saw no jellyfish, no oil-slicks, not much rubbish and no sharks.

We understand that the Army stationed at Dover may at some time have done the two way crossing and if so that they probably used double canoes but does anyone know of it being done in singles? We were not trying to beat any records but have we perhaps established one?

One-way crossing:

Ann-Marie Evans in a T.I.

Richard Evans in a T.I.

Tony Bunce in a Sea Otter

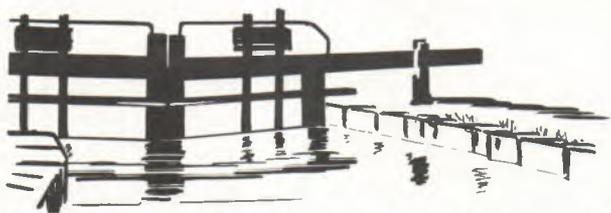
Two-way crossing:

Gillian Crow in a Cygnet

Jo Ledger in a Cresta

Brian Cowburn in a Cygnet

John McCann in a North Sea.



CANAL SCENE

OPERATION CLEAN-UP

Conservation experts at a major Civic Trust Conference being held at London's Festival Hall last month, were told by Mr. Peter White, the British Waterways Board's architect/planner, of a plan to improve the look of over 70 spots on the canal at very little cost.

The board say they hope this lead will now be followed by industry and commerce.

Mr. White explained that by synchronising routine maintenance, preparing carefully considered guidelines for painting and treatment of brickwork so that the 'character' of the canal is enhanced, a great deal was being achieved.

He told the conference that not since Nash imaginatively used the Regent's Canal in the 19th

century until the more recent work in the city of Birmingham had the exciting possibilities of the canals in the urban scene become apparent.

"These environmental possibilities are now being widely discovered particularly in the urban context where the presence of water can contribute to townscape and provide a new focus and sparkle to urban life," he said in his paper.

He briefly outlined an important part of his task with the Board - liaison with local authorities. The British Waterways Board have become increasingly involved in consultative schemes with local authorities, canalside industrialists and other waterside landowners and voluntary societies.

The Board encourage everyone to seek advice on all types of schemes from a new hire cruiser to perhaps a lunch-time retreat at a factory beside a canal. Through sketches and outline proposals which Mr. White prepares, local authorities and others may be interested in the possibilities of creating a new canal-escape.

Mr. White pointed out to the Civic Trust conference that this approach is important because the Board own very little of the land adjoining the waterways. "Therefore the quality of the canal scene depends enormously on imaginative development control by local authority and liaison with the Board, developers, civic societies, and others to ensure that housing layouts, schools, offices and factories are pleasantly towards the water".

the month ahead



LONG DISTANCE

SEPTEMBER

4th/LIFFEY DESCENT, International L-D. Details: F. Lee, Esq., 18 Cypress Road, Mount Merion, Co. Dublin, Ireland.

19th/ROYAL MARATHON, Thames, SJ35P11. Details: Paddling Mate, Royal Canoe Club, Trowlock Island, Teddington, Middx. (ROYAL CANOE CLUB).

19th/TAY L-D, SJB11PO. Details: A. Morton, 1st Ronans, Strachur, Argyll.



SLALOM

5th/WOMENS SLALOM TRAINING WEEKEND (Advanced). Details: Miss. P. Maynard, 44 Billy Buns Lane, Wombourne, Wolverhampton, Staffs.

12th/STANGERWAITHE SLALOM, 2nd. Details: T. Emmerson, 16 Vicarage Close, Burton, Cheshire, Lancashire. (LAKELAND CC)

19th/GUILDFORD SLALOM, ON. Details: Miss. B. Pigdon, 2 Willow Way, Bellfield, Guildford, Surrey. (GUILDFORD CANOEISTS)

19th/HOWSHAM SLALOM, 3rd/O. Details: D. Allen, 143 Revey Crescent, Sheffield.

26th/SERPENT'S TAIL SLALOM, 1st/3rd. Details: P. J. Mansell, 282 Withington Road, Chorlton-cum-Hardy, Manchester. (MANCHESTER CC)

26th/WETS TANFIELD SLALOM, 3rd/N. Details: K. Harrap, 25 Elmwood Grove, Horbury, Wakefield, Yorks. (WEST YORKSCC)

26th/ASHIESTEEL SLALOM, 3rd/ON. Details: G. Smith, Boroughmin School, Viewforth, Edinburgh.



SPRINT

11th-12th/NATIONAL CHAMPIONSHIPS, Holme Pierrepont. Details: C. A. Gray, 26 The Poplars, Rectory Road, West Bridgford, Nottingham.

11th/HAILSHAM REGATTA. Details: D. Wells, New Youth Centre, Battle Road, Hailsham. (HAILSHAM YC)



YOUTH EVENTS

YOUTH/SCOUTS

11th-12th/NATIONAL YOUTH CHAMPIONSHIPS, Holme Pierrepont. Details: C. A. Gray, 26 The Poplars, Rectory Road, West Bridgford, Nottingham.

22nd/NATIONAL SCOUT L-D Details: K. Suckling, Little Coran, Willingdon Road, Eastbourne.

19/AVONCRAFT YOUTH SERIES, Failey. Details: E. Cotterill, 5 Wrekin View, Shire Oak, Brownhills, Staffs. (SPONSOR AVONCRAFT)

ASSESSMENT

18th-19th/SENIOR INSTRUCTOR ASSESSMENT, Walsham Lock, Details: P. Kawerau, 44 Balaclava Road, Surbiton, Surrey. (WOKING KAYAK CLUB).

KEEP UP TO DATE WITH

**CANOEING
MAGAZINE**

EVERY MONTH

Canoe Polo - rubbish...!

No doubt canoe polo is an excellent fun sport, but to be recognised as a competitive sport by the B.C.U. is just plain laughable. It would be far better for the Council to get its priorities right before attempting to inaugurate a new sport. Slalom, Sprint, L.D. and sailing encompass the true competitive sports of canoeing the world over. Surely it would be better to put the above in order before further diversification with a sport, which I, and many others, give about as much importance as cycle football and tiddlywinks. I feel it is a sport for those who have been unable to gain any prominence in the four canoe sports and therefore invent a new one. There is also the monetary aspect of various people pushing the sport, who have an interest in producing those horrible so called canoes, for their own gain.

If the game of canoe polo is recognised by the B.C.U. Council as a competitive sport on par with the four main categories, it will very shortly be asking for support from the B.C.U.'s sadly depleted funds, which at the present provide only a very small proportion of what is really necessary for the four true canoe sports.

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

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

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

won't get anybody foolish enough to do the job properly).

If you are drawn away from the above 5 points by attaching too much importance to such fun sports as canoe polo and surfing, the status of canoeing in this country will rapidly deteriorate in competition with countries who put the proper accent on their best prestige export, namely the ability to produce Gold Medal winners. The sooner the Government is persuaded of this fact by the major sporting bodies (that sport is an excellent export) the sooner we shall gain more respect in the world. Professionalism is here to stay, lets join it, and show that given equal opportunity we are able to produce competitors of the same standard. Without a shadow of a doubt it will happen one day, and from my own point of view the sooner the better.

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

N.R. Morley.
Team Manager, Slalom.

Thames comment

I was disturbed to see that someone found it necessary to write an anonymous letter concerning the organisation of the Thames Race. If you have a valid complaint to make about a race, the person to complain to is the race organiser, and if you feel the matter should be taken further, the L.D.R. Committee. As both race organiser and L.D.R. Secretary, I received no such complaints and I feel it is backhanded to make your complaint in this way (Canoeing Magazine, May issue).

However, the reason for the change of the junior turn at Teddington was this: we had intended that the juniors should turn as usual round the suspension bridge which leads to the Lock Island, but after junior classes had been started we received a message from our marshalls at the lock to say that the Lock-keeper had insisted that no canoeists should

Continued overleaf

COMMENT

go up the weir-stream. It was in fact the Lock-keeper who was turning them in a position which was dangerous, which was later changed to a safer position down-stream.

I hope that this explains the confusion caused and we shall ensure that this does not happen in future years. Incidentally, no mention of this was made to the organisers by any competitor or supporter either verbally or in writing after the race.

Yours sincerely,
(Mrs) S.E. Pluthero,
Hon. Sec. Thames C.C.

Draft proposals

I refer to your article, "Draft Proposals for Regionalisation", in your June issue of Canoeing Magazine. The writer, Chris McAllister, an Hon. Official of the B.C.U., Attempts to attire the proposals in the cloak of Democratic respectability by claiming that they are the result of a Regionalisation Sub-Committee held at Barnard Castle on April 24th. 1971. The true facts, which are as follows, suggest that this cloak is quite decidedly of the "see through", variety.

A notice was sent out by Chris McAllister convening a meeting of a Regionalisation Sub-Committee at Barnard Castle on April 24th 1971. The Committee was to consist of nine people, including official representatives from each proposed region, with the possible addition of any members of the Executive who could attend.

In the event only Chris McAllister, (Secretary and Convener), Ken Langford, (apparently invited in an advisory capacity), and myself, (Regional Slalom Officer North West Region), attended. The other four regions were not represented either by Regional Officers or Conveners.

This was not therefore, a proper representative meeting.

Some time was spent in discussion and views were expressed. At the end of this discussion the Hon. Secretary made notes of a proposed scheme. At this time I pointed out that I could not give my support to these proposals as they did not coincide with the views of the Clubs and Individuals in my Region who had instructed me and whose opinions I thought it my duty to represent.

The proposals appearing in Canoeing Magazine are, therefore, those of Chris McAllister and Ken Langford only and it is incorrect to say that they are the result of a properly constituted committee meeting.

I must now express my great disquiet that this misrepresentation has found its way into the pages of your magazine. Many of your readers who have no other source of information may be misled by this article and I must ask, therefore, that you should set this matter to rights in your publication at the earliest opportunity.

Yours Sincerely,
David Rushfirth,
Regional Slalom Officer,
North West Region.

I am astonished to find David Rushfirth writing in this vein when he was himself present at the meeting to which he refers and at the time raised no objection to the drafting of proposals concerning regionalisation **AS BASIS FOR DISCUSSION**. The meeting also agreed that these proposals should be widely publicised, likewise criticised, before the Slalom Committee meets again in the winter. The Slalom Committee is democratically constituted, with officers democratically elected, and decisions on matters of policy, such as regionalisation, which are placed before it must be fully discussed before they are given effect. In the circumstances I find his imitations of incipient dictatorship ludicrous.

Chris McAllister

A ribbing from Oliver...

I hope you will allow me space in your magazine to explain further my letter which you printed in the June issue of your magazine and on which you wrote a good deal underneath, in an attempt to prove that the rib on a paddle blade was not a necessary part of its design.

I had good reasons for making my observation. Perhaps I may now be allowed to give these.

Some eight or so years ago a gentleman in Macclesfield made a number of scientific experiments to discover what was the most efficient shape and construction for a kayak paddle blade, to pull a kayak directly through the water. He chose blades all of exactly the same area, and his experiments proved conclusively that a spoon blade with a rib on it grasped the water the most efficiently.

Many years ago the National Physical Laboratory carried out a similar set of experiments; but this time it was for oars, and their tests suggested that the most efficient blade was a low aspect blade, spooned and with a rib on it. These tests of the N.P.L. made the Oxford University Eight race in the Oxford v. Cambridge Race one year with this type of blade. Unfortunately an important additional fact appears to have slipped people at that time; this is that the racing oar does not enter the water anything like vertically but far more horizontally. Thus, in the case of the Eight an added factor came into play, in that the water spilled over the top of the blade, without the resistance of surrounding water to keep it at play. In practice this type of blade

proved not so successful for the oarsman, although it remained the most efficient machine.

One further piece of evidence in this chain is given in the Pelton Wheel. I learnt about Pelton Wheels when I was an apprentice engineer, studying turbines. A Pelton Wheel is a glorified water wheel only instead of having ordinary boards for the water to strike it has double cups joined together, for all the world like a highly exaggerated spoon blade to a paddle. Why? Because this is the most efficient method of getting hold of the water.

Now let us look at the kayak paddle blade. If we can find the most efficient method of getting hold of the water, we know that anything else will be less efficient. Thus, by using the most efficient method we can cut down on area (because to get the same 'grab' out of any other shape will require a bigger area), and hence we can also cut down on weight. This last is most important, even to a touring canoeist, since it results in less fatigue.

When it comes to 'flutter', even the least force can cause it to begin. If you put a coin on the surface of the water it will immediately start to flutter as it sinks. Therefore, if one puts any force at all into paddling a sign of fluttering can start. This brings in the use of muscles which one need not use if the flutter can be avoided. Again - less fatigue - and I, personally, am all for not doing unnecessary work!

And, by the way, there are moments when even the touring canoeist turns it on for a short time - at least there were when I did a lot of touring, from 1937 to about 1960 !

And again you seem to have got muddled between a spoon blade and a curved blade. If a spoon blade is the most efficient, a curved blade is the next most efficient and a flat blade is the least efficient. If it is knifed through the water, a spoon blade will do its best to follow its own tracks, round in a circle. If a curved blade is thrust sideways through the water it also will try to follow its own path, but this one is straight, since that is the shape of the blade in that plane. The spine does not have to be so big to stop flutter that it will not be counteracted by the similar spine on the back of the blade, which is the part of the loom running down the back of the blade until it is absorbed into the shape of the blade. Are you still with me? The spine on the back of the blade which is the loom and the spine on the face of it, about which we are talking, counterbalance one another and cause no change in the course of the blade from the straight path which it wants to take.

You suggest the cause of flutter is that the paddler is too strong for the blade he is using. How can he overcome it? By enlarging the blade area? That adds weight! By adding a small rib? That adds weight too, but nothing like so much. Thus, by the addition of a small amount of weight the paddler can use all of his great strength without the worry of overcoming flutter.

Then, as a sort of Parthian Thrust, you bring in the information that a number of World Class paddlers - particularly from East Europe - still use square ended spooned blades - without the centre rib.

Canoeing Magazine July 1971

I am aware that the Eastern European countries produce better paddlers than we have got; but I suggest that this is not necessarily because they know more about the technicalities of paddle design, but rather that they spend many more hours in training than our people - that is, training on the water. All right, it is their luck that they can. I am not denying this. But I stick to my guns and my scientific knowledge: that they would go even better if they put a spine on the face of their spoon blades .

Yours sincerely,
O. J. Cock.
(Director of Coaching)

Shore metre maids?

Some of us from Bristol University Canoe Club recently spent a week in the Poole Harbour area and were horrified to find that we had to pay 25p to put our kayaks in the sea at Studlands Bay. Needless to say, we turned round and went home without paying!

British Waterways Board are also toughening up on licences - which are £3-00 (£2-50 through the BCU); while I have some sympathy for them, I feel this is a wholly excessive amount to pay, both in terms of actual use and wear on the canals, and as a proportion of the cost of a kayak.

I can think of no justification for the charge at Studlands Bay at all !

Yours sincerely,
Nigel Briggs.

With charges like those at Studlands coming into being, it would seem that at some time in the future even sunbathers will be charged for using the beach! Thus must be one of the best reasons for touring abroad.

While in America with the Grand Canyon Expedition, we managed to get a few days surfing off the best Californian beaches. Not only was there no charge for using these famous beaches, but the local authorities cleaned the beaches each morning, provided permanent lifeguards, rescue launches and aircraft, surfing off any beach until 11 am surfing off specified beaches all day. With such amenities one would not mind paying a small charge - can such be claimed at Studlands?

CANOEING MAGAZINE - OVER THE COUNTER

For those who wish to take the magazine but not a subscription, 'Canoeing Magazine' is available over the counter from: The Canoe Centre, Twickenham; Centresport, Leeds; Jackson, Belfast; Craft Centre, Dublin; Venture Sports, Dublin; Agents - Peter Lee, Scout Centre, Longridge; Alan Duncan, Hove; Overseas Sales: Eastern Mountain Sports, Boston, USA; W. F. van Riet, Bellville, South Africa; Robert Orchard, Albion, Australia; Mike Orchard, Carrum, Australia.

ABERCROMBIE AFFAIR

by Julie & Frank Whitebrook

Rivers that have never been canoed still exist in Australia. Now, with the enormous growth in the sport, more and more canoeists are looking for further paddling areas. Touring trips with easy access and egress are not always easy to find; slalom sites with more turbulent water are still scarce where roads are found.

With the formation of the Southern Tablelands Canoe Club, centred in Goulburn in New South Wales, the search was on for a new river as a contribution to the healthy touring and slalom spirit which has developed in the sport.

The Abercrombie River, short (little over 100 miles in length), not well known and not on popular highways, oozes out of embryo on the western slopes of Mount Armstrong in the Great Dividing Range, about 30 miles north of Goulburn. It has three sections; the Upper between the Oberon Road and Fullerton Crossing; the Middle from Fullerton and the Tuena Bridge, and the Lower from the Tuena area to the back-up of Wyangala Dam on the Lachlan River. There were no large scale maps of the area; the best we could find was the Bathurst 1:250,000, so we worked from aerial photographs.

We decided to attempt the Lower section first and as we did not have unlimited time or four wheel drive vehicles, it was necessary to make a short paddling reconnaissance first from the Tuena Bridge crossing. We had heard rumours of abortive attempts by locals in improvised craft to negotiate the river, but could pin nothing down.

To the best of our knowledge, we were the first to set off down this virgin river, with little chance of getting out with boats if anything went wrong. It's quite a thrill to be the first to leave the canoeist's trade mark of coloured gel coat on shallow rocks which as yet have not made contact with a hull. For one to have the feeling that the bow of your boat is cutting previously untravellered water; that you are the first to see banks, cliffs and gorge scarps from a new vantage point, the middle of the river, gives one satisfactions which only those who experience it can understand.

The purpose of the trip was to find out whether the river was in fact, canoeable and whether it could lend itself to a weekend trip. To obtain an affirmative answer to this, some point within one and a half day's paddling had to be found which two wheel cars could get to. The aerial photos showed trails but not their condition. It was also part of the Silver Expedition of the Duke of Edinburgh's Award for one of the paddlers.

The gauge under the bridge at the start point read 2'0" and the conditions had been dry for a long

period. Mrs. Carney whose phone number is Tuena 12D, is the gauge reader who will gladly give the height for those who wish to enjoy the pleasantness of this river. We took a large decked C2 and a slalom K1 and just the three of us, Greg, Julie and Frank headed off complete with cameras and mapping gear.

It soon became evident that this river had a personality of its own. Semi gorge conditions existed mostly; rapids were formed by limestone which fortunately wears smoothly as distinct from granite which can gradually tear the bottom out of a glass boat if rocks are too close to the surface. Casurina pines lined the quiet pools as if they had been planted by French park experts and not a sign of a camp spot, beer cans, rubbish and the other pollution symbols of our civilisation.

We shot every rapid with the realisation that another foot of water on the gauge would have made it a very different story.

Then came the limestone caves at water level. The kayak could disappear completely into shallow caves on the river bank and from the roof hung small stalactites. Beautiful colours revealed themselves in the cliffs where the blue and white limestones were stained with the red of ferric sedimentation and the black of carbon. One cave on the outside bend of an 'L' rapid could be a danger with more water and inexperienced paddlers; it was located about half a mile before Trunkey Creek junction where we camped for the night.

Here we found three shooters who had come over the Sounder Fire Trail from Tuena; the ruins of an early settler's hut, blackberry bushes, limestone caves in the hills, fly-blown sheep, a wild horse or two and rabbits in plenty. The difficulties of the farmers were epitomised in this beautiful but deserted area.

As we expected temperatures lower than ice that night, we bedded ourselves down well in our super-down bags and used up all 10 hours of sleep. (The billy was boiling shortly after 6.30 a.m. with the sun still not shining into the gorge. The dried fruits we had soaked overnight adorned the cereals and then bacon and eggs made the traditional meal complete.

Not to be caught like John Sumegi on the Macquarie River some time ago, we used some of the hot water to melt the ice on the slalom seat before moving off again on the river.

This time it was upstream, as obviously in the time we had available we were not going to make an egress point in time to get back to work on Monday. We paddled or lined up all the rapids except two. These we had to portage.

The group arrived back at the bridge in good time to fetch the car from the Carney's, thank them for their looking after it, load the trailer and be on our way back through the old Tuena gold diggings, just after dark fell. The Abercrombie Affair is certainly going to lead to more trysts with this delightful stream.



Top: Peace and repose reflected in this scene on a Casuarina lined pool on the Abercrombie. Below: The end of a 100 yard rapid that we had just run.

COMPETITIVE CANOEING

*edited reports from
correspondents*

NOTTINGHAM - SPRINT & L-D

The return of John Player and Son to canoeing sponsorship saw two very successful events organised in Nottingham on 17th/18th July. Although some of the top paddlers were competing in time trials on Holme Pierrepont on the Saturday, the 10 mile Long Distance Race still attracted a good quality entry of over 100 paddlers. The two outstanding performances of the day were both produced by local lads; N. Mason winning the Senior K1 by nearly six minutes, and S. Brown winning the Class 1B by three minutes. In a good K1 entry the Royal and Richmond paddlers had a particularly poor day (it should be pointed out that there were only two Richmond entries and no Royal for K1), with Purchase of Bradford and Gray of Nottingham taking 1st and 2nd, while Cornish of Longridge and Speaight of Nottingham in 1B gained 2nd and 3rd respectively.

The quality of Mason's performance is underlined by the fact that he finished level with Blackmore/Alun-Williams - who were third in the Senior K2 - being actually only beaten home by Giddings/Perrin and Story/Wink of Royal Canoe Club who were 1st and 2nd in the Senior K2. The Junior K2 class also resulted in an easy win for Nottingham crew of Hubbard/Marsh, but in the Womens K1, Frances Brereton of Richmond paddled to victory - using a Nottingham Kayak Club 'Avenger' Kayak to make it a clean sweep in the singles K classes for this home built boat, and with another two third placings it showed that success can still be achieved in amateur built kayaks costing as little as £15.

Another fine day on the Sunday produced the largest crowd for years at a Sprint Regatta with rowing and canoeing events alternating every four minutes from 11 am to 6 pm, and producing some very fine racing. With over 300 entries in the canoeing events and some 250 entries in the rowing involving over 250 individual competitors the efficiency of the organisation speaks for itself in that no canoeing event started less than three minutes

later than the time advertised in the programme! The Nottingham Rowing and Canoeing Clubs had really pulled out all the stops to make this regatta a success. The printed programme and public address kept both spectators and competitors fully informed of all events, results boards were updated immediately an event had finished, and a beauty queen presented prizes (and kisses) to competitors from a floating jetty moored halfway up the course as soon as each final was decided.

In the Senior K1 event L. Oliver of Lincoln was just able to come past Parnham of Richmond in the last 100m to produce one of the most exciting finishes of the day. Parnham however paired with Avery to take the Senior K2 event by a clear length, while the Senior K4 event was won by just one foot, Richmond 'A' crew gaining the decision over Richmond 'B' crew. The junior events were as usual dominated by Royal and Richmond Canoe Clubs. Pawlow (Royal) took the Junior K1 while Duke/Taylor (Richmond) just inched ahead of all five other finalists to win the K2. Richmond also took the Junior K4 event.

In the Novice events young E. Farrel of Royal had a most successful day, winning the K1 event and pairing with Carvell to complete the double. Nottingham showed their depth of paddling in this class with 1st and 2nd in the K4 event and by providing four out of the six finalists in the Novice K2 event. Richmond again dominated the Womens events and were only really challenged by Jane Rowse of Longridge who just failed to beat Helen Woodhouse in the K1 event.

Youth events were held with K2 and K1 events for each of the Espada age groups. The organisers provided Espada kayaks for any competitor not possessing their own craft and this produced a very good entry with 8 in Class A, 18 in Class B, and 13 in Class C.

In all this regatta, made possible by generous sponsorship of John Players, was an unqualified credit to canoeing in almost every respect, and the Nottingham Kayak Club are to be congratulated on their fine efforts to bring canoeing into the public eye.

ESPADA CLASS

One of the great benefits of our sport is that in most events, all classes and ages race on the same day over the same stretch of water. At the middle distance championships this year, the Espada A class was actually on the course at the same time as the senior 10,000 metre championship was being contested. It should be counted an important experience for a young paddler in a race to be passed by Olympic finalist, Alastair Wilson of Ayrshire Kayak Club and young Jonathan West of Royal Canoe Club, who in coming first and second in the senior championship 10,000 metres were confirming their selection for the first International regatta of the season in Poland the following week.

Middle distances in the Espada Classes that were contested were the Boys A and B classes. It is in-

interesting to note that some of the paddlers who have trained and raced in Espada classes this season are already with success contesting the open singles classes. The Youth K. 1. 10, 000 metre championship was won by John Burr of Gailey Kayak Racing Club and Stafford Grammar School. John, partnered by clubmate David Squire of Willenhall Comprehensive School won the Youth K. 2. 10, 000 metre championship on the Saturday.

DOUBLE 'A'

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

The Singles race was hotly contested by Worthing C.C.'s Peter Gorman against last year's winner and record holder, Gerald Martin of Bourne Youth Wing. Martin led Gorman by a total of 10 minutes until Bury when he unfortunately developed stomach cramp and finally had to retire just before Houghton, leaving Peter Gorman to race home in a time of 6 hrs. 47 min, 40 sec, winning the Singles Trophy (The Shoreham & Southwick Scouts Council Trophy) and the Geoff Tricker Trophy for the youngest competitor to complete the course.

In the Team Singles event, (two paddlers to a single craft), Christopher Polwin and John Cox of 2nd Durrington Sea Scouts won in a very creditable time of 6 hrs. 48 mins., 25 mins ahead of the Sussex Police Crew who came second.

The Doubles event, (who race non-stop), was won by Worthing's Police Cadet, Philip Woodgate. Paddling with his partner from Bexhill, Phil Herring in a very fast time of 6 hrs. 22 min. 45 sec. after having trolley-trouble on the portage section.

Next the Doubles Team event, (four paddlers to a double craft) this was a most exciting ding-dong battle between the Sussex police crews and Worthing Canoe Club crew where places were changed every half hour with the result that the very fast crew of B. Sole/M. Newton/G. Lakin/A. Carter came first in an identical time of 6 hrs. 22 min. 45 sec. to the "solo doubles" with the Worthing C.C. crew of David Woodgate/John Corden/Colin Haskell/Nigel Pedersen coming 2nd only 42 secs ahead of the third Police crew. This was a most exciting tussle between top local Long-Distance canoeists who are very experienced over the two rivers but all found the 6½-mile overland run more than they wanted owing to the heat and roads of molten tar!

SINGLE 'A'

This event is run concurrently with the Double-A Race but is for West Sussex Youth between the ages of 14 and 16 over a 10-mile course from Pulborough to Houghton. The weather took its toll and many of the competitors were forced to drop-out. The Singles event was narrowly missed by Nicholas Walter, (8th Worthing Sea Scouts), who was only 1½ mins down on the 1st South Berstead Winner, G. Mann. David Powell of the 3rd. Shoreham Sea Scouts came a close 3rd.

The Doubles event was convincingly won by the crack 2nd. Worthing Scouts crew of Stephen Blackwell and Alan O'Donnell in an exceptionally fast time of 1 hr. 15 mins. with a Bognor crew second and another 2nd. Worthing Crew 3rd., S. Pinkney and R. Tasker at 1 hr. 32 mins 30 secs. The Girls Doubles event was won by Lesley Watson and Christine Bulbeck of the 1st Southwick Ranger Unit in 1 hr. 55 min.

LIFEGUARDS CHAMPS

The Corps of Canoe Lifeguards first National Championships were run at Weymouth on 24th/25th July in a blaze of local publicity and welcome. The Mayor and Mayoress, Councillor and Mrs. A. D. W. Biles, gave a reception in the Pavilion, and the Corporation invited us to the Starnite Spectacular in the Pavilion Theatre afterwards - one of the best summer variety shows I have ever seen, with Denny Willis, the comedian and Margo Henderson as the leading lady.

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

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

1. Sennan Beach Rescue Unit (A) 131 points
 2. Northumberland Beach Rescue Training Unit (A) 125½ points
 3. Sennan Beach Rescue Unit (B) 107 points
- AND we were on The box!



NATIONAL CHAMPION- SHIPS

TIM JONES

By now most paddlers will have heard that the 1971 L.D. Nationals are being held in Worcester at the end of this month. If you have read June's 'Canoeing in Britain' or been at the club when the mail arrived you will realise there are moves afoot to make this year's Nationals substantially different to those that have gone before.

Many canoeists' reactions will undoubtedly be 'why bother with expensive publicity campaigns and the hoo-ha that goes with them?'

Goodpoint. This year's Nationals, being organised by Worcester Canoe Club, will probably have a total turnover well in excess of £2,000. Because of the lack of significant sponsorship since John Players pulled out, this all has to be re-couped by using business methods. Full-cover posters, car stickers, Press releases, a glossy programme, admission tickets, portable lavatories, prizes, refreshment facilities and all the other paraphernalia that make up a canoe race, let alone administration—

all cost MONEY. Hence the heavy stress on commercialism this year.

'Why bother', some may insist. 'Just do the minimum necessary and get on with the sport.' O.K. but you have to let canoeists know what's happening or you don't get any competitors. You have to send them entry forms, start lists and information. 200 or 300 stamps cost money. Even that number of duplicated sheets cost money. The costs start mounting. Even basic facilities for the race itself could cost several hundred pounds by the time it has all been added up.

If you increase the scale of your operation and reach more paddlers, the racing is better and the finances sounder. If you publicise the races to attract the public and potential sponsors, the money starts coming in and the sport benefits still more. Once the ball starts rolling, the mass media get interested and your task is further simplified. Before you know where you are, canoeing is nationally recognised sport in Britain, competition and facilities improve beyond measure and everyone benefits.

THAT IS NOT THE CASE AT THE MOMENT. This is why Worcester Canoe Club are trying to put this year's Nationals on a sound footing.

SPORTS COUNCIL

NEW SPORTS COUNCIL TO CONTINUE GRANTS

The new Sports Council is to concentrate its grant-making activities on assistance towards national sports organisations, national and regional facilities, while purely local projects should be financed locally.

This was announced in Parliament to-day in a written reply by Mr. Eldon Griffiths, Parliamentary Under Secretary of State for the Environment with special responsibility for sport.

Mr. Griffiths said: "The Government's policy is that the Sports Council should concentrate its grant-making activities on assistance towards national sports organisations, national and regional facilities and multi-purpose schemes to serve larger than local areas. Additionally, the Sports Council will be able to grant-aid specialist facilities, including those for the disabled, and multi-purpose projects where pump-priming would enable local clubs, local authorities and private enterprise to co-operate in providing facilities giving better overall value for money than piecemeal efforts. The Sports Council will also consider grants for projects of purely local significance where special circumstances make this appropriate; but it is for the Sports Council itself to determine its own criteria of making such exceptions within the Government's general policy that projects of purely local significance should normally be financed locally rather than nationally.

They take place during the last weekend in August (28th, 29th and 30th). The 14 mile course should provide some good sport, with deep and shallow water and three weirs to negotiate. As well as singles and doubles events, including Espada classes, there is a sprint regatta over 500 metre course.

Teams from Spain, Denmark, Ireland and Austria have already said they will come and a record entry of up to 400 British paddlers is expected.

For the first time this will be a mass spectator event. The championships take place during the final weekend of Worcester's unique Charter Festival of culture and sport and the city will be full of visitors from Britain and abroad. It is also very likely the races will be covered by television, as well as the national and regional Press.

For the first time a cabinet minister, the Rt. Hon. Peter Walker, Secretary of State for the Environment, will be opening the championships and giving the prizes.

The 1971 Nationals will be a vintage year for L.D. racing. Why don't YOU come along and make sure it's a success.

Discussions with the Chairman-designate took into account that these areas of the Sports Council's work will take time to build up, as will adequate participation of local sources in the financing of local clubs. The following arrangements for the transition period have therefore been agreed.

1. When the new Council meets this autumn, it will consider what share of its first year's budget to make available for grants towards the cost of local capital projects; that is, grants broadly of the kind hitherto made by the Department to local clubs.
2. Within these limits, a further round of grant making will begin, on behalf of the new Council, in anticipation of its assumption of full executive responsibility, the target date for which is the beginning of the financial year 1972/73. This new round will be based, according to the established practice, on advice obtained from the regional sports councils.
3. Applications now in the pipeline will first be so dealt with (meanwhile, the processing of cases on which commitments have already been made by the Department will, of course, proceed). Later the same process will be applied to submission which clubs will be able to send in during coming months; but the phasing-out will continue and it must be envisaged that the provision for grants to local clubs will progressively decline until they are the exception to the general rule."

BUILDING IN GLASSFIBRE

The Espada building article held over until next month through lack of space.

WORLD SLALOM & DOWNRIVER

reported by Susan Witter

Those who suspected that the 1969, Bourg St. Maurice, World Championships were an unrepresentative affair (after the forced withdrawal of the German Democratic Republic team) will have had their suspicions confirmed by the results from Merano this year. Not only did the French lose all their titles but they failed to gain a single medal in any of the slalom events. The GDR team demonstrated their complete professionalism by making an almost clean sweep of the slalom medals. West Germany took most of what was left by their eastern compatriots whilst Czechoslovakia and Austria gained a few of the remainder. Great Britain took not a single slalom medal.

To start at the beginning; the British team went to the Muota slalom in Switzerland a fortnight before the World Championships, for a warm up and to get used to the alpine canoeing conditions. Water conditions in the Alps this year were nothing like as good as in 1970, although the Swiss made good use of what was available and designed a very technical course on the Grade 111 river.

The weather for the weekend was very poor with storms and rain most of the time. On the Friday one vicious storm caused a sizeable landslide which washed away the one and only bridge leading to the West German team's hotel. The team was at the hotel at the time, with its transport and boats, and it was thought for some time that they would not be able to

get out for the competition. The Swiss, however, were able to throw a temporary bridge of pine trees over the 30 foot gap in fine style, as if they were quite used to such set backs.

On Saturday the white water race was held in rather thin conditions although surprisingly the times were little different from last year's flood level. The West German, Uli Petsch unexpectedly won from Jean-Pierre Burny with Berndt Kast third. Our own positions were Mitchell 6th, Fawcett 14th, Skellern 20th, Smith 24th, Dawson 29th, Woodhouse 30th.

For the slalom the following day it rained continuously from early morning. Fortunately this did not raise the level of the river significantly until the very final runs of the afternoon. The main points of interest from the results were the tremendous improvement of the Poles (who figured nowhere 2 years ago but who are now training hard for the Olympics) and the fantastic run of Maccari (France) who won the men's K. 1. His effort must be classed as a flash in the pan for his second run was very poor, nor did he display similar form subsequently at Merano. His first run, however, was really something stupendous with him sprinting clean over the course as if it were a mere five gates long. I have never seen anything like that run and his win (more than 10 seconds clear of the West German Gerlach in a 150 sec. course!) was well deserved. The West

Germans took the top places as expected whilst Ken Langford was 7th, John Macleod 9th, Ray Calverley 11th, Mitchell 15th, Swallow 16th and Young 17th. The Australian John Eggar who was travelling with the British team, finished in 47th place. In the C1 class West Germany took the first three places with its official World Championships team - a good omen for Merano - the popular "Footsi", Reinhold Kauder being first. Our omens were not so propitious, the first man being a non-World Championship entrant, John Wilde at 11th, with Sibley 15th, Albert 17th, Woods 21st, Goldsmith 22nd, and Hillyard 27th. The same tale unfolded in the C2s with the West Germans taking all the medals. The new Devas crew of Dawson/Elliott, taking part in their first international, put up a splendid show to come only one place behind Court/Goodwin who were 10th. Witter/Witter were 13th with the Army pair Cooper/Hewitt 18th and Jenkinson/Slater 20th.

The women had a similar story to tell in that newcomer Vic Brown beat them all to 6th place with Squires 7th, Goodman 9th and Wickham 13th. The Poles who had been getting high results in all the classes, broke into the medals in the Ladies' events and split up the West Germans to take the silver and bronze. In the team events our women were 4th out of 4, the C1 teams 7th and 8th out of 8, the C2s 5th out of 5 and the men's kayaks 4th and 7th out of 14. In both events where we had two teams (viz C1 and men's K1) out second teams were the ones who did best.

Altogether the Muota results were not very heartening and it was a fairly dejected team which set out the following day determined to start afresh at Merano.

On arrival the management lost no time in making the position perfectly clear - the team was not there for a holiday but maximum effort was required from all during the fortnight leading up to the World Championship. For its part, the new management of Nigel Morley (manager) and John Fazey and Alan Harber (trainers) had done a splendid job in arranging an exclusive campsite in a cool orchard with swimming pool. A communal meal was laid on in the local inn to save evening cooking and a notice board and briefings in camp completed the air of efficiency and made sure that everyone knew exactly what was going on.

For the first three days the formula was work, work and more work, getting used to the slalom and white water courses with a target, for the slalomists, of six runs down the course per day. This in itself was not difficult, the problem for the paddlers was the $\frac{1}{2}$ mile trudge back to the top, carrying the boats. The water level for these early practice days was superb without being as dangerously high as last

year. Capsizes did occur however; Albert Woods badly damaging his C1 on the W. W. course and Vic Brown having a nasty time on the slalom course when she nearly followed her boat over the 5 foot vertical weir on the course (the correct line being over the specially constructed chute with Monschau style break out at the bottom). Goodwin/Court in their C2 appeared to have overdone the training during the winter as they were snapping Kober paddles like so much matchwood through pure paddling, and were soon hunting around for replacement blades.

At the end of three days a rest day was granted and the team took off in different directions to pursue as diverse as visiting museums and skiing on top of the Stelvio pass. Next day saw the team back at work and training on the gates which the East Germans had very thoughtfully put up. The trainers pushed hard and expressed themselves satisfied with the results.

And so it went on until the Thursday before the competition when no paddling was allowed. Just to prove that it could never be labelled incompetent the management organised a booze up in a brewery for the team; or to be more precise, a tour round the local brewery with a sampling session afterwards. Many of the team were seen to be sleeping the effects of this off in the afternoon before the evening's opening ceremony!

From here on the slalom organisation should itself at its true worth. Gone was the indecision of last year - everything was taken care of down to the last detail. Clearly someone had spent many months mulling over the whole show and whoever it was certainly deserves the highest praise. A programme of entertainment and dinners was laid on for the managers from which much international goodwill ensued. The course layout, timing and judging communications, and information feedback to the commentator were first class and, in the case of the latter, almost instantaneous. One knew a competitor's score as he was getting off the water. The prize giving ceremonies were conducted in very precise fashion, although they were a little tedious with everything announced in four languages. The final touch was that the medals presented were already engraved with the recipient's name only 2 hours after the end of the competition!

For the first day of the World Championships, Saturday, the opening event was the men's K1 team, in which 18 nations competed. A surprise result ensued when the East Germans hit a large number of gates and could only manage second place. The Austrians took the gold led by that evergreen competitor Kurt Presslmayr (surely the holder of the most World Championship medals) with Schlecht and new

man Norbert Sattler. The West Germans took the bronze whilst Britain finished 8th, beating France by 5 seconds. This was a sad start for those who had put their faith in Prussian professionalism by betting money on the East German team. The C1 event followed and again the best the East Germans could manage was second place (Wulf Reinicke) whilst the gold went to the popular West German Reinhold, 'Footsi' Kauder from Grevenbroich. Third place went to another popular figure - the enormous Petr Sodomka from Czechoslovakia. Our own people finishing 18th (Goldsmith), 21st (Dinsdale) and about 25th and 27th.

The women's individual event followed this and here the D.D.R. got into the real medals with Bahmann taking the gold and Stampe the bronze. For a time it looked as if Polesna (Czechoslovakia), the 1967 and 1969 gold medalist, would win but she was just pushed into second place. Hot favourite, Ulricke Deppe from West Germany finished 4th. Our girls managed 11th (Squires), 15th (Wickham), 16th (Brown) and 19th (Goodman) out of 32.

The C2 team event was next, following the normal pattern of mixing up some team with some individual events on each day (presumably both to add interest for the spectators and make it fairer for the competitors). Here the winning team from the D.D.R. whom we saw in action last year at Llangollen, completely trounced the field with superb runs to take the gold 90 seconds clear of the West Germans. The Czechs were only another 6 sec. behind whilst Britain had to be content with 6th place, only 1 second behind the Poles. Williams/Allen were unlucky enough to capsize on their second run, executing a difficult turn in a stopper to achieve a reverse gate, so this result was achieved with only one run counting.

Saturday's final competition was for the mixed C2s which attracted an entry of 8 despite the exclusion from next year's Olympics. In the absence of any better competition the Czechs took first 3 places whilst our old friends Josef and Kirina Sedivec, now paddling for the USA, following their voluntary exile from their native Czechoslovakia, were 4th.

The medals were distributed at the Saturday evening ceremony from which the French were conspicuous by their absence.

Sunday started with the premier event, the men's K.1. Here a lot of money had been put on Jurgen Bremer, the 1967 World Champion, who had not been able to defend his title in 1969. However this was misplaced cash as it soon became evident that his younger D.D.R. compatriots were superior on the easy water conditions of Merano. His teammates

Siegfried Horn and Christian Doring took gold and silver whilst Bremer had to be content with 4th, ceding the bronze to Uli Peters of West Germany. Our own results were not discreditable; Swallow 12th, Mitchell 14th, Langford 19th, Macleod 27th out of 70 starters.

The C1 team event followed and here the result was another predictable win for the East Germans Reinicke, Kohler, Forster, with Peters, Cypers and Kauder of West Germany taking the silver. The Czechs came 3rd with our own team a creditable 5th out of 11 - so no surprises here.

The women's team event produced an identical result for the first three places with our own team 4th out of 7. Again easy money for those who had been backing certainties.

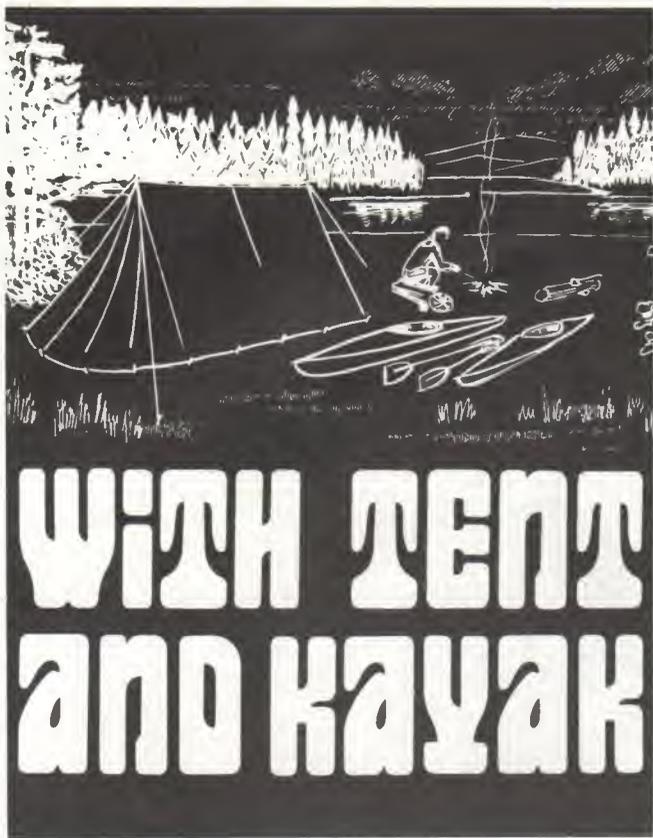
The closing slalom event was for the C2s. Here the East Germans, Kretchmer/Trummer, Hofmann/Amend and Opelt/Franz confirmed their team event win by taking the first three places. Our own crews finished 20th Court/Goodwin, 22nd Williams/Allen, 26th Witter/Witter and 33rd Swift/Bradley, out of a field of 37.

The most interesting slalom news broke after the prize giving when Wulf Reinicke of East Germany, after receiving his C1 team gold medal, quite literally fled. It is understood that he has obtained political asylum in Austria though how temporary this is, no-one can yet say. His defection certainly caused quite a stir in the DDR camp and will be a useful fillip for the standard of Canadian paddling in the west.

I did not remain for the down river racing championships two days later but judging from the Daily Telegraph reports, the results were fairly predictable; i.e. Kast of West Germany won the kayak singles with Presslmayr second. In the kayak team event Britain was 5th, West Germany taking the gold. The one bright spot of the whole championships and the result which deserves the greatest applause, was the bronze medal of our downriver C2s in the team event. The achievement of Court/Goodwin, Williams/Allen and Swift/Bradley in gaining the only British medals at the 1971 World Championships should not go unnoticed.



A familiar face to British paddlers was Bob Orchard of the Southampton Canoe Club - that was until he decided to emigrate to Australia.... Bob is still in canoeing and is here seen winning the Yarra Slalom at Warburton, Australia. Not content with just competing, he has recently formed a new canoe club at Albion.....



camping chaos

observations by pat robinson

Well, I never thought I would be one of those people who seem to enjoy packing everything but the kitchen sink into a mini-car, piling two or even three boats on the top and then driving for miles on a Friday night to get to an almost inaccessible camp site next to some "really good water"! But it happened, mostly because, as they say "if you can't beat em,

join em", and I must admit it has its compensations. When the weather is good in the summer, autumn, or even winter its nice to be out and about and I have certainly seen a lot more of England, Scotland and Wales (not Ireland yet, but there's time) than I would have done if my husband wasn't a keen canoeist.

My first serious camping was down to Bude (Honey-moon! Ken started as he meant to carry on), where the camp site was well laid out, had good facilities, a laundry, shop and club, and there was no chaos there at all, even the weather was good for my first 10 days of the open air life.

From there on we spent many weekends away canoeing, up and down the country, in all kinds of weather at all kinds of sites, some with good facilities, or placed near good public facilities, others not quite so nice. Even if the sites were variable the people were always the same, cheerful, keen and friendly. And nearly always there was the same 'chaos'. The lucky few who were able to arrive at the chosen site early on in the evening had their pick of the best spots, but as time went on the higgledy-piggledy appearance of the camp sites seemed to grow. Tents of all shapes and sizes seemed to mushroom everywhere and if you weren't lucky, on getting up one was quite likely to trip over a guy and either pull someone's tent down on top of them or fall in an ungainly heap over another guy, placed very close to your tent. (I sometimes suspect that the little tents were tied to the big tents to stop them blowing away in the night). As the first day of practice wore on there would be lines of dripping clothes strung from tent to tent and boats placed strategically over the camp site. Saturdays would come and go in a flurry of practice and on Sunday there would be long faces about the camp site as so-and-so did a shocking run, but by the middle of Sunday afternoon the tents would begin to disappear as quickly as they appeared and the field would be almost back to normal.

From this chaos there have been two notable exceptions in my two and a half years of Camping. During the summer of 1970 we went to the U.S. for a holiday and during our time over there we spent a week touring in a Camper (small caravan mounted on the back of a truck) and using camping sites to stay on. On all but one night - when we stayed in the parking lot of a Casino in Lake Tahoe - we stayed in special camping areas which were available, on either lake sides or in National Parks. These were well laid out and the camping/parking area was usually defined by either logs or bushes and in some places a tarmac area was laid specifically for campers to park. Either in the camping/parking area or close by there was usually some form of barbeque and plenty of wood for it. Toilet and washing facilities ranged from adequate to very good and quite often there was a shop fairly close at hand. These places were so different from England. Our stays were pleasant and relatively uneventful. I say relatively because in National Park areas there were

many animals which roamed about. An example of this was our first evening. As there were four of us travelling in the Camper we thought it might be a bit crowded so Ken and I had said we would sleep in a tent. However, I very soon decided that however hot and cramped it was I would be IN the camper and not out that night. What changed my view so quickly was the arrival on the scene of a large brown bear who unconcernedly rooted through the little bins, took bread from the table and ambled away to find some more goodies !

From one side of the world to another. Our next stop was Austria where I was having a semi-working holiday, where with the help of one other girl I was cook (but luckily not bottle washer) on a camping/canoeing trip which my husband was leading. This gave me an opportunity of experiencing yet another sort of camp site. Our first stop was in Landeck, where there was an international Slalom (won by John McLeod). The facilities at this site included warm showers (free), hot and cold running water, gas, a covered eating area with tables and benches and concrete channels of running fresh mountain

water (you could chill your wine before drinking it !). The other 3 sites we stayed on had showers and a variety of facilities on a list as long as your arm - which of course meant that one had to pay a little more than 1/- per night (the normal Slalom camp charge).

Above all else they had one thing that cost little or nothing - tents erected in a neat fashion with room to walk between them along laned "clearways". Honestly at times it might be worth putting wheels on a certain C2 and having Rodney and Robin clear some lanes through. Although it might be easier if not everyone wanted to be as near as possible to the control tent or water.

After all this, I expect I will continue to camp as long as my husband continues to canoe and anyway there may be a chance of another continental holiday next year. With Slalom included in the Olympic games and the venue being relatively near, what's to stop a keen follower of Slalom (with tent) from seeing the best in the world.



CHAMPION TREATMENT

by John Lloyd
Windsor Canoe Club

What exactly do you have to do as a canoe champion to be recognised as such by the sports governing bodies and other authorities? Apparently you have to rush round and see that other people do their jobs properly, or run the risk of being treated in a scurvy fashion, if our experience in Windsor is in any way typical – and I suspect it is.

We in Windsor are fortunate to number among our membership, for the first time in fourteen years, two paddlers who have achieved International status in the last year – Jim Sibley and Jane Rowse. They have got to the top by dogged perseverance, hard training, and dedication to their chosen branch of the sport. Neither has had the encouragement of a band of similar class paddlers on their home water, to act as pacemakers and give them competition; an environment which more fortunate paddlers in bigger more specialist clubs enjoy. Indeed, Jane's success had been gained not only after a lone struggle, but despite considerable physical handicap and ill health. However, instead of a ready acceptance and the laurels of victory, which I know these paddlers deserve, they have met with derogatory criticism, a failure to be notified of International selection, and the deprivation of a National award due to 'forgetfulness'. Because they are easygoing canoeists, they don't feel like complaining; but I do! What has gone wrong exactly?

There are three wrongs: a lack of sportsmanship among some racing paddlers; a lack of professionalism among canoe officials; and a failure to take seriously and conscientiously their duties by administrators of the B. C. U. – including some who sit on Council.

No doubt Jane's rapid rise through the ranks of lady paddlers last season, left behind quite a few red faces, and some canoeists spitting blood on each others spectacles! Even so her win in the National L. D. Championships hardly seems to justify Mike Clark's comment in last October's issue of Canoeing Magazine, when he wrote "I feel it was only the damaged craft of Miss Squires and Di Lawler that gave her (Jane) the win." Now, all us slalomists love Pauline Squires dearly, but I am sure she would be the first to admit that a failure of judgement or luck is no reason to begrudge a winner her (or his) due. After an unlucky '50' in a slalom, do you rush up to the organisers and wail "It wasn't

my fault the pole was swinging, I should really have the first prize!" – of course you don't.

Due to muzzy-headed forgetfulness, the National Slalom Committee did not tell Jane Rowse that she had been picked for the White Water race in last years Llangollen International. No apology was forthcoming (they forgot about that as well!), until the Windsor Club asked for one. You might have thought that after such bungling they would be on their metal to prevent future inefficiencies – if so, you would have been wrong! At the Union's A. G. M. in January, the Slalom Secretary forgot to present Jim Sibley with his award as National C1 Champion; it was left lying about apparently in someone's brief case, until too late. Jim has worked tremendously hard for seven years to reach the top in C1. He has shown an amazing single-mindedness in his dedication to canoeing and deserves success. It would have given all of us in the Windsor Club great pleasure and satisfaction to see this success Nationally recognised; but we were doomed to disappointment. Of course, no apology has been sent.

The failure to present many National Awards at the A. G. M. is now a major scandal in the British Canoe Union. Some paddlers thought it a joke this year; it's not, it's a damning disgrace. This pathetic situation will not be changed until National Technical Committee have the power to discipline their own paddlers. It is the duty of officials of these Committees to see that National trophies are returned for presentation: using whatever means they consider fit.

WORTHING REGATTA

One of the biggest drawbacks in running a sea regatta is that at the last the sea conditions may be such as to cancel the whole event. This is just what happened at the Worthing Regatta this year. Owing to rough seas and a forecast of Force 6 and 7 for the day, the regatta had to be cancelled at 07.00 hrs on race day.

Worthing Canoe Club would like it to be known that great efforts were made to contact all those who had entered and regret that the large contingent from Pangbourne was already on their way at the time of cancellation.

NEW ADDRESSES

McALLISTER – Yet again Chris McAllister, the Slalom Secretary, has moved. The new address, which is to be more permanent than the 13 of the past 10 years, is: 60 Acton Avenue, APPLETON, Warrington, Lancs. Tel: 0925 6624.

GAILEY AQUA YOUTH KAYAK RACING CLUB – All future correspondence regarding races etc. organised by the club should be sent: Race Organiser, Gailey Aqua Youth Kayak Racing Club, Croft Lane, GAILEY, Nr. Stafford, Staffs.

THE TWELFTH INTERNATIONAL

LIFFEY DESCENT



4th SEPTEMBER

DISTANCE: 17.5 miles

STARTING TIME: 13.30hrs

GRADE: II-III

CAMPING: Leixlip

**entries by 1st Sept. to:
Frank Lee,
18 Cypress Road,
MOUNT MERRION,
Co. Dublin.**

(IRISH OPEN LONG DISTANCE CANOE RACING CHAMPIONSHIPS)
(Organised by the Racing Committee of the Irish Canoe Union)

BUILDING YOUR OWN CANOE?

Then you will need the comprehensive range of fibreglass materials that we stock.

RESINS

ALL our resins are of the very highest quality and fully comply with Lloyds, Admiralty & BISS.

FIBREGLASS

Every fibreglass requirement stocked. Mats from 4/6lb; cloths from 5d. ft.; tape from 1/- yd. Genuine top marine quality resins (proprietary brands from 4/6 lb). Complete kits, carr. free 15/-, 30/- . Big discounts for quantity - 10 lbs resin and over 3/6; 50 lbs and over 3/-; 100 lbs and over 2/6; all incl. hardners; over 10 lbs mat 3/9; over 50 lbs 3/6. All orders same date dispatch. Add 4d (old pence) per lb for carr. Min 3/6 per order.

POST THIS COUPON TODAY

to **GLASPLIES**
68 Park Road,
Southport, Lancs.

Rush me your literature & prices.

name _____

address _____

3N.P. SAE encl.

GLASPLIES

68 PARK ROAD, SOUTHPORT,
LANCS. TEL: Southport 55460 & 87317



CANOE & KAYAKS



BEAVER CANADIAN CANOE

These Canadian-type canoes combine the smooth sleek lines of the traditional birchbark with the construction methods of modern technology. Tough, resilient, and needing scarcely any maintenance these are canoes to be proud of. The hull is a shell of glass fibre with integrally moulded gunwales and keel to give maximum strength and rigidity.

PRICE £54-00

ALSO TOURING KAYAKS, SPORTS AND SLALOM,
IN GLASSFIBRE, FOLDING KAYAKS AND CANOES,
D.I.Y. KITS, DESIGNS, PADDLES, FITTINGS,
MATERIALS AND ACCESSORIES.

To: **TYNE CANOES LTD.** (Dept. CM)
206 Amyand Park Rd., St. Margaret's,
Twickenham, Middlesex. Tel.: 01-892 4033.

Please send me your FREE catalogue.

NAME..... ADDRESS.....

.....

WILSON (Prestwick) Ltd
167 AYR ROAD, PRESTWICK, Ayrshire

SUPERIOR PADDLE KITS WITH REPLACEABLE BLADES

rely on *Lendal* paddles

LIGHT · STRONG · FLEXIBLE

Sprint/Long Distance/Slalom/Touring Models

Special terms on quantity orders to Schools, Clubs, Universities, etc.

re-introducing

Former Wooden Range—Plus Slalom Paddle

MOORCRAFT TWO SEAT KAYAK



PRICE £45·00 or
£40·00 as joined
kit

CHOICE OF COLOURS
SINGLE OR TWO-TONE
TWIN COCKPIT
SPRAY COVER AVAILABLE

TOURING OR SEA WORK

Length..... 15' 6"
Beam above deck..... 34"
Beam below deck..... 32½"
Height..... 12½"
Weight..... 45-50 lbs.

MOORCRAFT 9 The Parklands,
Biddulph Moor, Stoke-
on-Trent ST8 7JL.
Phone Biddulph 8739

CANOEING MAGAZINE

Classified Advertisements
2 1/2p per word prepaid
(minimum 40p)

small ads.

CANOES & KAYAKS

FOR SALE - TWO-SEATER 16' ply Touring Kayak, Paddles, Buoyancy Bag, etc. Excellent condition. £24 o.n.o. Tel: 01-459 2548.

CANOE PLANS

BUILD-YOURSELF PLANS for canoes and other craft in PLYWOOD MOULDED VENEER FABRIC

Cheapest and simplest plans, with full-size drawings. Thousands of satisfied P. B. K. owners.

Stamp for list of fully detailed plans etc.

PERCY W. BLANDFORD
NEWBOLD-ON-STOUR, STRATFORD-ON-AVON

EQUIPMENT

CRASH HELMETS - 'Wildel' (East German) £3.25 plus 25p postage. Robin Witter, 5 Walnut Close, Upton by Chester. Tel: Chester 25277.

DRY SUITS

DRY SUITS: Made to measure at £14.00. KITS: From £7.00. Send for samples and measuring forms from: P & H FIBREGLASS PRODUCTS, 76 Dale Road, Spondon, Derby DE2 7DF. Tel: Derby 61108.

BADGES

CLOTH BADGES - made to your own design, in quantities from 10 upwards. Low prices and swift delivery. Full information from S. A. CORY & COMPANY, 35b Tooting Bec Gardens, London, S. W. 16.

33

WET SUITS

DOLPHIN

The NEW name in top quality
WET SUITS

DOLPHIN (Wet Suits) Ltd., (CM) 69 HATFIELD ROAD,
ST. ALBANS, HERTS. Phone St. Albans 50662

FIBREGLASS

NEW FIBREGLASS MOULDS: Top quality fibreglass moulds with positive locating flange for 'DEFIANT' Mk2 and SOAR VALLEY Slalom Kayaks for sale: Price £65.00. Further details: P & H FIBREGLASS PRODUCTS, 76 Dale Road, Spondon, Derby DE2 7DF. Tel: Derby 61108.

BUOYANCY

HARISHOK BUOYANCY JACKETS as worn by members of THE BRITISH SLALOM TEAM, I.C.F. standard. Price £5.60 del. free. Also KITS £3.85 measurements and cash with order. KANURAK to match in proofed 4oz nylon with velcro adjusted neck and wrist bands. Medium up to 40" chest. Large up to 48" chest. £3.50. From: 22 Schools Road, Manchester M18 8RF.

HARISHOK 'B' MODEL personal Buoyancy. Designed to fit over dry suits easily. In all sizes, yellow or orange. Small 28" to 36" chest/medium up to 40" chest/large up to 44" chest. Other sizes to measure. Price for all sizes £6.00.

FILMS

THE LIFFEY DESCENT. Film sponsored by Messrs Coca-Cola. Now available for Hire. No. 16/8. Other titles available: Arkansas River Race U. S. A. 16/1, World Slalom, France 16/3 and 16/4, Llangollen International 16/7, plus others in 16mm and 8mm. Send foolscap S.A.E. for Leaflets to: CHRISFILM, 4 Victoria Street, Wetherby, Yorks. LS22 4RE. Tel: Wetherby 3220.

Definitive Instructional Films (8mm) of C1 and C2 technique. Demonstrated by East German and Czech experts. Complete with duplicated explanation. For sale or hire. Details: Robin Witter, 5 Walnut Close, Upton by Chester. Tel: Chester 25277.

Always mention

**CANOEING
MAGAZINE**

when answering
Advertisements

HOLIDAYS

FOR SCHOOLS AND YOUTH ORGANISATIONS our River Wye Centre, Tan Troed Adventure Centre, Brecon Beacons National Park and our River Ardèche Centre provide an inexpensive introduction to CANOEING for school party groups. Write now for our 1971 colour brochure: P.G.L. ADVENTURE HOLIDAYS, Ross-on-Wye, Herefordshire. Tel: ROSS 3311.

PHOTOGRAPHY

CANOE SPORT PHOTOGRAPHS published in this magazine and credited to 'Canoeing Magazine' are available for sale. Halfplate ($6\frac{1}{2} \times 4\frac{3}{4}$) @ 15p; whole ($8\frac{1}{2} \times 6\frac{1}{2}$) @ 25p; 10 x 8 @ 40p; 12 x 10 @ 65p. 15 x 12 @ 80p; 20 x 16 @ £1.10. Plus 10p postage on sizes over whole plate. Available from Canoeing Press, 25 Featherbed Lane, Croydon, CRO 9AE.

BOOKS & MAGAZINES

SUBSCRIBE to Canoe Camper the specialist magazine for those who canoe for relaxation and pleasure. Send 60p for annual subscription to: Canoe Camper, Dept C., Bulls Green, Knebworth, Herts.

INSTRUCTIONAL BOOKS

WEIGHT TRAINING FOR SPORT AND FITNESS by M. Fallon. 95p

CIRCUIT TRAINING by R.E. Morgan and G.T. Adamson. 75p

CANOEING COMPLETE by B. Skilling and D. Sutcliffe. £1.60

LIVING CANOEING by A. Byde. £1.95

MODERN CANOEING by C. Sutherland. £1.35

HOW TO BUILD A GLASSFIBRE CANOE by J. Crane. 30p

☆ PRICE INCLUDES POSTAGE

CANOEING BOOK MAGAZINE SHELF

Canoeing Press 25 Featherbed Lane, Croydon.

FIBREGLASS MATERIALS

LAY-UP RESIN - Lloyds and BS approved

3lbs @ 20p. lb 110lbs @ 13p. lb

10lbs @ 18p. lb 275lbs @ 12p. lb

55lbs @ 15p. lb 507lbs @ 11p. lb

FIRE RETARDANT RESINS - 5p. per lb extra

GEL COAT RESINS - Lloyds and BS approved

Prices as for Lay-up Resins plus 3p per lb.

GLASSFIBRE MAT - 1st grade 'E' type Lloyds and BS approved

1oz Mat @ 18p. s/yd 1½oz Mat @ 27p. s/yd

2oz Mat @ 36p. s/yd Discounts on larger quantities

2nd Grade Mat - 60lbs @ 24p. per lb.

SURFACE TISSUE - 7p. per s/yd.

ALL RESINS SUPPLIED WITH HARDENER FREE OF CHARGE

Carriage charges - 2p per lb, min. 17p. FREE on £35 or over

MOULDING DEMONSTRATIONS DAILY

SEND FOR FREE BROCHURE

CALLERS WELCOME MON-FRI 9-5 SAT 9-12

PRIMA GLASSFIBRE MATERIALS LTD
Lower Sunbury Rd. Hampton, Middx.
tel: 01-979 0164

ADMIRALTY and LLOYDS APPROVED FACTORY



JH
TYPE K
£3-90
carriage 40p

A medium priced paddle featuring glassfibre blades on a shaped alloy shaft.

Details of this and other paddles from:

JON HYLAND
42 DIDDINGTON LANE,
HAMPTON-IN-ARDEN,
WARWICKSHIRE.
tel:(workshop) 021-772 7146

THE NORTHERN WILD WATER CENTRE

THE UNBEATABLE INN SPEZIAL



The Unbeaten 'INN-SPEZIAL', used by the 1969 National Champion. The best Slalom Kayak available. Weighs from 18lbs. Complete £47.50



Over 200 paddles in stock - SCHAFFER, J. H. KOBER, Slalom or Racing.



The 'LIFFEY LIFEY' DE-LUX now added to the Liffey Liffey range. Used by top canoeists. To Scout, I.C.F. and B.C.U. requirements. Standard £5.50 De-Lux with alloy zip £6.30 Small, Medium, Large. Please give chest size when ordering. p.p. 20p

A new Canoeing helmet for the '70s - The 'CHRISLID'. Stronger, Brighter, Lighter. Two sizes Price:- 2.60 p.p. 15p.



The ESPADA YOUTH K1

KAYAKS from £34.00
MOULDS from £70.00

plus: seats, rudders, tiller bars, spraycovers, buoyancy blocks, glassfibre, resins, and pigments, etc.

PLEASE WRITE OR CALL FOR LITERATURE ENCLOSING STAMP



THE NORTHERN WILD WATER CENTRE

4, VICTORIA STREET, WETHERBY, YORKSHIRE.
Tel: WETHERBY, 3220 or COLLINGHAM BRIDGE, 3198



Contractors to: Education Authorities, and forces both at home and abroad.



NOW BUILD YOUR OWN CANOE FOR £14.00

the strand glass "Apache"

A slalom Kayak to international specifications that provides the best of both worlds, a boat for the young slalomist who wants to get to the top or a boat that is rugged enough for general purpose, sea, estuary or white water use.

MOULD HIRE

A specially designed mould is available for purchase or hire consisting of three parts one piece deck, one piece hull and bucket seat.

HIRE PRICE £1.00 per day

PURCHASE PRICE £50.00

For £14.00 you can buy from Strand Glass the following materials (39 lbs) that are sufficient to build your boat (27-30 lbs)

12 yds 1½ oz chopped strand mat
20 lbs Resin A
1 lbs Release agent no.2
2 x 3" Brushes
1 Tube Cleansing Cream
2 Polythene Buckets
1 lb Pigment (for boat)
3 lbs Putty for fixing seat

6 lbs Resin B including hardener
1 lb Wax release agent
2 x 3" Rollers
1 Tube Barrier Cream
1 Gallon Brush Cleaner
1 Tube Pigment (for seat)
12 yds Open Weave 3"

STRAND GLASS CAN MAKE UP THE MATERIALS YOU REQUIRE AS A KIT IF YOU WANT THE MATERIALS LISTED TICK THE APPROPRIATE BOX ON THE REPLY COUPON AND ENCLOSE A CHEQUE OR POSTAL ORDER FOR £14.00



strand glass

Strand Glass Company Limited

109 High Street Brentford Middx. 01 568 7191

980 Stockport Rd. Manchester 19. 061 224 5458

72 London Rd. Southampton 0703 31391



Please send me the material listed in your advertisement
 I enclose a cheque for £14.00 Please send me details of your mould hire service
 Please send me your full colour brochure on glassfibre and its uses

name

address

Ottersports LTD



the SEA OTTER by

Ottersports LTD

BRUNSWICK PLACE, NORTHAMPTON
phones 39405 & 39161

**FOR ALL THAT'S BEST IN GLASSFIBRE
CANOES · KAYEL-OTTER PLYWOOD
KITS · PADDLES - TRADITION & ABS ·
SLIM-LINE LIFEJACKETS · JOFA HATS**

KAYAKS - PADDLES - KITS - LIFEJACKETS - AND ACCESSORIES

OTTERSPTS Ltd., Brunswick Place, Northampton.
Please send me FREE, your Illustrated Catalogue.

NAME

ADDRESS

C. M.

the K1 Zephyr

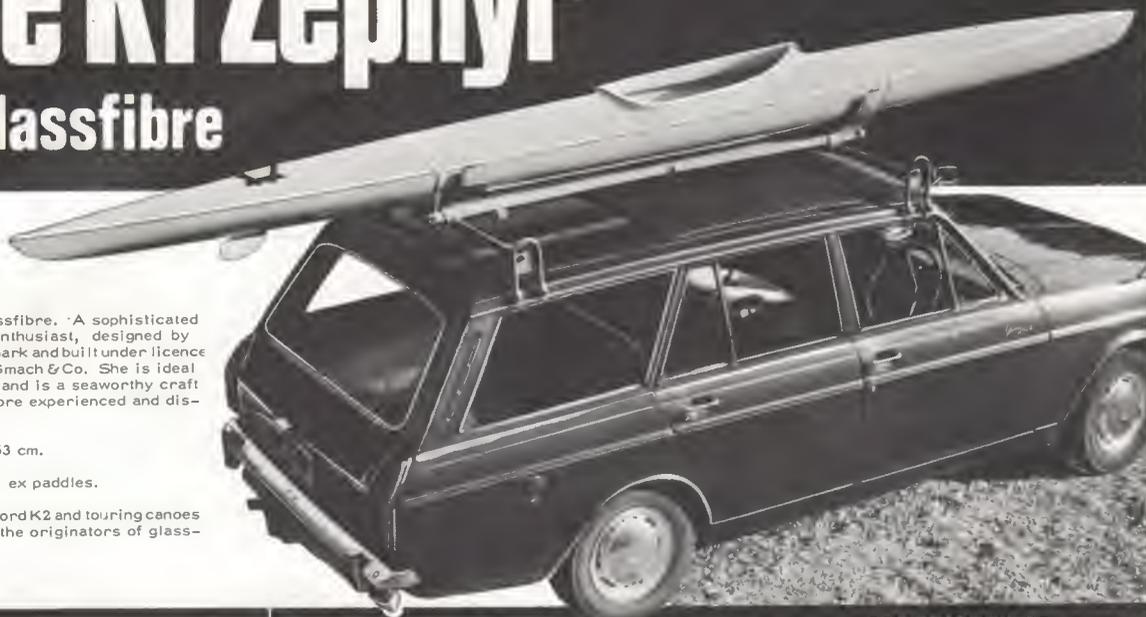
in glassfibre

The K1 Zephyr in Glassfibre. A sophisticated single canoe for the enthusiast, designed by Jørgen Samson of Denmark and built under licence in this country by J. L. Gmach & Co. She is ideal for training or touring and is a seaworthy craft in the hands of the more experienced and discriminating canoeist.

Length 520 cm. Beam 53 cm.

PRICE £48. ex works, ex paddles.

Also builders of the Accord K2 and touring canoes in glassfibre. Built by the originators of glassfibre canoes.



J. L. GMACH & CO. LTD

FORDINGBRIDGE
9 ASHFORD ROAD,
HANTS · Tel: 2422



'GRANTA TROPHY' SLALOM KAYAK

also
RANGE OF TOURING KAYAKS

GLASSFIBRE: WAYFARER, WANDERER, WIPPET
FOLDING: SPRITE, SILVER AIRFLOW, LIGHTWEIGHT
KITS: KITTYWAKE, KINGFISHER, KESTREL, KIWI

SEND FOR 1971 CATALOGUE



**GRANTA
BOATS
LIMITED**

RAMSEY, HUNTINGDON,
PE17 1HG. ENGLAND.
Ramsey 3777 (STD 04-872)

GRANTA FOR
QUALITY &
RELIABILITY

WORLD CHAMPIONSHIP CRAFT



PIRANHA AND MERANO

PIRANHA C1 & MERANO K1 AS USED BY MEMBERS OF THE BRITISH & DUTCH TEAMS

JC

JAYCEE GLASSFIBRE PRODUCTS

69 Knights Hill, West Norwood, London, S.E.27

tel: 01-670 1234 SUPPLIER TO H.M. FORCES & EDUCATION AUTHORITIES

send for illustrated leaflets

TOURING ENTHUSIAST OR JUST POTTERING

YOU'LL BE PROUD TO OWN A CANOE CENTRE KAYAK



KLEPPER COMRADE S

Fast, stable touring two seater with ample stowage space. Suspended slalom bucket seats in large rim housing for maximum control.

LENGTH 15' 11" BEAM 30½" WEIGHT 60lbs.

KLEPPER COMRADE W

For complete comfort afloat, armchair seating. Big open cockpit.

LENGTH 15' 11" BEAM 30½" WEIGHT 60lbs.

KLEPPER TRAMP

This well established touring kayak offers plenty of storage with slalom boat manoeuvrability.

LENGTH 14' 1" BEAM 24½" WEIGHT 36lbs.

SPORT CRESTA

Another fine single seater with slightly vee'd cross section which gives good directional stability.

LENGTH 14' 1" BEAM 24½" WEIGHT 36lbs.



STRUER · KIRTON · KLEPPER

SEND TODAY FOR ILLUSTRATED CATALOGUE OF COMPLETE RANGE

THE

CANOE

CENTRE (Twickenham) LTD

18 BEAUCHAMP RD. TWICKENHAM, MIDDX.
TEL. 01-892 8979

MARSH LANE. CREDITON, DEVON.
TEL. 0363-2 3295