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May - June 1972 15p

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COVER PHOTO

The Dutch girls who dominated the Womens events at Holme Pierrepont International Match Regatta. Left to right: Jaapies, Blijlevens, and Lagrand.

Photo: Canoeing Magazine

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CANOE SPORT COMMENT

Mike Clark

HOLME PIERREPONT LANE VANTAGE

'There must be some serious doubt as to the effectiveness of the much-vaunted Holme Pierrepont Water Sports Centre, initially acclaimed as the only rival to that built in Munich for this year's Olympic Games.

'At a recent canoeing event, admittedly staged in high winds, all but one of 24 winners were placed in Lane One; the other in Lane Eight.

'The obvious conclusion to be drawn from these results is that only those lanes in the lee of the banks are sufficiently protected from wind; the six centre lanes being exposed to conditions which make fast times impossible.

'If this is the case, then it must make the Centre's future as an international venue somewhat doubtful to say the least. And which, when you consider the spiralling costs of the project, should be a cause of some concern at County Hall.'

Above is printed a somewhat disturbing statement from Henry Martin, editor of the *'Nottingham Topic'*, that appeared in its June issue.

On the face of things, the comment is well founded for anyone who does not have a knowledge of canoeing. Ask any of our canoeists which are the best lanes at Holme Pierrepont and you will come up with Lane One or Lane Eight.

There can be little doubt that over the first half of this year we have had very exceptional weather with strong winds almost constant over the whole country. Every event save one at Holme Pierrepont has been run under such conditions and you only have to look at the course to see that water con-

ditions are far better in the outside lanes than in the centre of the course. However, such comment as above, although well founded on facts, is just a little premature - even counting the whims of our paddlers! Judgement of the course at Holme Pierrepont cannot be made when it is not even finished...

One major fact overlooked by Mr Martin is that we do not yet have canoeing lanes at Holme Pierrepont (the sooner these are installed the better!), and what we have been racing on is the six lane rowing course with our Lane One and Lane Eight being outside the actual course! Thus in rough conditions it becomes obvious that there is an advantaged to be gained by hugging the banks, not only does the paddler gain shelter from the wind, but on the shallower water wave formation is not so pronounced. Between the outside of the course and the bank there is 27m of clear water, and it is this that has been producing the winning lanes. When full canoeing lanes are installed such lane advantage will disappear.

Mr Martin's comment *'the six centre lanes being exposed to conditions which make fast times impossible..'* can be totally discounted. From these *'six centre lanes'* will come the nine canoeing lanes and will provide equal conditions for all. The fact that slow times will be recorded in rough conditions applies to any course and is of no consequence. Times mean nothing in canoeing - it is only the winning that counts...

Holme Pierrepont is the best thing that has ever happened to British Canoeing, it will become the centre of our sport and I am certain, when the Centre is completed, we will have water second to none in the canoeing world.

Please Mr Martin, if you have further comments on Holme Pierrepont, at least take advice from the canoeists who are going to have to use it and who have every confidence that in Holme Pierrepont we have water among the best anywhere...

Holme Pierrepont is also likely to be the site for a British National Slalom Course, constructed in the same manner as at Augsburg. Proposed designs for such a course have already been submitted for consideration and I hear discussions at present going on among the authorities concerned with the finance of the scheme are progressing well.

At the beginning of June, pontoons for standing starts at both 1000m and 500m were delivered to the regatta course, while in Committee, the installation of the electronic score-board has been approved.

BCU ESPADA



SIXTEEN MANUFACTURERS - CRAZY

At a meeting on 26th April of the British Canoe Union's Standing Liaison Committee for Espada Racing, it was agreed that 16 firms should as of October hold a licence to build the class kayak.

Up to that point only four firms held a licence, these being The Canoe Centre, Northern Wild Water Centre (now Chris Hawkesworth Ltd.), Trylon Ltd, and Ottersports Ltd, the latter having suspended manufacture.

Quite frankly I feel that the Committee has gone from a moderate situation to an extreme. Surely a maximum of eight manufacturers would have been quite sufficient? The list now includes Nottingham Kayak Club as a manufacturer and two firms I have never heard of!

Although the Espada Class is going well in competition, right from the start the licence side of the scheme seems to have been badly managed. To start with there was some confusion as to whether all major canoesport manufacturers were in fact invited to apply for building licences - now it seems (after four manufacturers have done a great deal of ground work) all and sundry are able to build and reap whatever benefits going!

I say 'whatever benefits' for, with 16 manufacturers I doubt whether at present there is the market to support such a number. Thus the thinking behind this move may well have been to bring the price of the boat down - but who wants a badly produced second kayak, for this is the only way the price can come down. Over all canoesport prices have been rising, and will continue to rise. We just have to accept that a good quality kayak is only brought about by quality workmanship - and for this we must pay the price.

No, 16 manufacturers is just too much... and now it seems one or two of our top quality manufacturers are having second thoughts on Espada production.

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POOR ENTRY AT MATCH REGATTA

All Long Distance Events and Sprint Regattas now include classes for the BCU Espada and the number of competitors are increasing. However for the International Match and Open Regatta at Holme Pierrepont on 17th/18th June, the entry in Espada was very disappointing.

Maybe it was the fact that the regatta was classed as an 'international' that put off a number of our young paddlers, this being the first ever Match event in Britain. Here was an opportunity to see top paddlers in action as well as compete against the large Irish contingent who entered Espada Classes, yet the British entry was sadly lacking. The regatta was dated in the BCU Calendar as well as advertised in 'Canoeing Magazine', so what was the problem?

Next year it is hoped that the Holme Pierrepont International will be run as a full open international - lets see the Espada classes well supported for, with a fleet of twelve Espadas close by at Quorm Outdoor Centre, we may be able to persuade a number of young Dutch 'aspirant' paddlers to compete.



Irish Espada paddlers at the Holme Pierrepont International. In a number of events they took all first three places . . .



HOLME PIERREPONT INTERNATIONAL MATCH

report and photographs
by mike clark

HOLME PIERREPONT — 17th/18th June — the first *International Match Sprint Regatta* to be held in Britain, and for the first time in almost a decade the British Canoe Union Sprint Racing Committee was able to welcome top Continental sprinters to England.

This four sided match regatta was planned way back last year with invitations going to Belgium, Denmark, and Netherland, countries whose paddlers the Sprint Committee felt would give top class competition but not completely outclass our own paddlers. The invitation was accepted by Belgium and Netherland, the Danes regrettably unable to make the date, thus the match invitation was extended to Ireland who not only accepted but also sent a very large contingent of young paddlers.

Apart from the International Match Regatta, there was also run a complete Open Regatta programme for Senior, Junior, Novice, Youth, and all Espada classes (see comments in 'Canoeing Comment' on leader page). Not only was this our first International Regatta event, but with the full open programme, — a total of 61 races — it was the largest single regatta undertaken by the Sprint Committee.

For Holme Pierrepont National Watersports Centre, it was the first 'international' to be held there. But not only was Holme Pierrepont 'on trial', in many ways the BCU Sprint Committee was 'on trial' as to whether we could run a top class event to standards that our paddlers had come to expect at International Regattas in Europe. Although the weather was not too kind, I think both came through very well. (At least I hope so, for your correspondent was responsible in part for the organisation!)

For Match Events, the invitation was for 15 paddlers from each country, but only the Irish filled all places. The Belgians brought nine paddlers but no women, the Dutch brought twelve paddlers including four women. Among them were the names of Burny, Hoekstra, Moens, Naegels, Spoelstra, Bloem, Verhaard, Jaapies, Blijlevens, Lagrand, Stormink. . .

Friday afternoon and evening saw the arrival of the foreign teams, the Dutch arriving some two hours before expected, and by late evening two great trailer loads of kayaks were parked at Holme Pierrepont.

Unfortunately we had to share the regatta course with the rowing fraternity, but with some careful planning and programming (credit here to Mark Giddings and Rowland Lawler), this caused no great inconvenience. The Saturday morning saw the Womens Match K1 5,000m, the afternoon the Mens Match 1000m events for K1, K2, and K4. Sunday morning there was the 500m events for both men and women — K1, K2, K4, and the K1 4 x 500m Relay. During the afternoon the long distance events were run, K2 10,000m and K1 10,000m for men, and the Womens Match K2 5,000m. All the Match Events were of course straight finals, with a maximum of two crews per country in the short distance events, and two and four crews respectively in the long distance K2 and K1 events both for men and women.

Thus Saturday morning saw the first International canoeing race at Holme Pierrepont — the Womens K1 5,000m. From the start there was little doubt that the Dutch women would win quite convincingly. Jaapies, Blijlevens, and Lagrand went into the lead and slowly pulled away from our

British girls. The race developed into a battle between Jaapies and Blijlevens, the former leading for much of the course but being overtaken before the last turn by the latter, Blijlevens making a time of 27min 41.0 sec to win. For the Dutch, the regatta was being used as selection trials for their Olympic Team, so even between paddlers the racing was top class although as a match they could have taken it easy. Jaapies, Lagrand followed, with the first British girl being Helen Woodhouse in fourth place – her time was 29min 05.0 sec.

First Match Event of the afternoon was the Mens K1 1000m. A good clean start was made by Mark Giddings (starter of all events of the weekend), although a strong headwind was blowing up the course making for some choppy conditions. From the word go, Burny of Belgium was out in front in lane 8. However well up with him was Laurence Oliver – paddling lane 1 – and by the 500m mark the pair were almost level. From here on in Oliver slowly pulled in front and over the finish – much to the delight of all the British paddlers, – Oliver was clear by over a length to take our first win with a time of 4min 29.3sec. Burny was just 3sec down. Hoekstra in a rough centre lane was in third place.

Over an hour later it was the turn of the Mens K2 1000m. Here the battle was between the two Belgium crews. Winning the event in lane 5 were Burny/Hoekstra, a great time of 3min 58.9sec considering the conditions. Moens/Naegels were some 4sec down (lane 1), with the Dutch crew of

Spaelstra/Jacobs in lane 6 taking third less than a second behind.

Undoubtedly the most impressive race of the day was the Mens Match K4 1000m event. Here we scored our second win, the superb Richmond crew of Avery/Lawler/Parnham/Baker holding off the Belgians – Burny/Hoekstra/Dethise/Lupcin – to make 3min 33.6sec just a second clear. (At this I got so excited, I almost fell off my bike!) Here we had four crews with less than a couple of seconds between them all the way down and what a finish to the first days racing.

During the evening, the wind slowly built up and I hoped it would blow itself out during the night. However there was no such luck. Sunday morning was a little overcast but quite bright for photographs, if only the wind would drop, racing would be just perfect...

First of the Match Events on the water was again the Women. This time it was Womens Match K1 500m., the British paddlers being Jane Rowse and Helen Woodhouse. Throughout all the womens events, I thought there was little chance of catching the fine Dutch paddlers, but of course we must try. First and second - Jaapies, Blijlevens. Pretty much to form... However in third place was young Jane and only seven seconds down from Jaapies. Starting almost half a length down she could well have been closer (Improve your starting a little bit, Jane...), however a very good effort.

Continued overleaf

The K4 1000m – most exciting race of Saturday. The top Richmond crew out in front in lane 4. Right: British and Belgian crews at the finish raft.





1. First three crews in the K2 1000m — winners Burny/Hoekstra on the right.
2. Start of the K2 500m. Winners again Burny/Hoekstra in lane 2.
3. All smiles from the Womens winning K4 crew — the Dutch of course . . .
4. Leading group in the K2 10000m race. Lawler/Avery on left being forded to outside of turn.
5. The K1 10000m off the start. Winner Moens is in top group, Oliver placed 3rd wearing 4 in lower group.



1



2



3



4



5

In the Men's Match K1 500m, Hoekstra totally outstripped all other competitors making it seem like two separate races! Bloem of the Netherland was second in lane 3, but some 15sec down from Paul's 2min 11.3sec. Parnham took third place for Britain in lane 2.

The Women's Match K2 500m then followed, and it was again a case of our girls following the Dutch! Jaapies/Blijlevens produced a 2min 22.9 sec to win, Stormink/Lagrand second, while in third place Di Lawler/Francis Brereton took the place from our second British crew of Helen Woodhouse/Pam Renshaw.

The Men's Match K2 500m gained a win for Burny/Hoekstra, while in the Women's Match K4 500m it was again the Dutch who led all the way. The morning's racing closed with the Men's Match K1 4 x 500m Relay. Here there was just one team per country. Having seen Hoekstra go in the K1 and again with Burny in the K2, there seemed little chance that the British team could hold off such opposition. As it turned out we were within striking distance and finished less than two seconds down. Yet another exciting race to keep the British supporters shouting and to close the racing.

Last events of the Match Regatta were for long distance. Men's K2 and K1 10,000m and the Women's K2 5,000m. First off was the Men's K2, quickly followed by the Women's K2 making it impossible to follow both races - I chose the Men's Event. Lawler/Avery was our hope here, and certainly we could not have asked more of the crew. The pair were right up with the leaders all the way, but with the two Belgium crews - Burny/Hoekstra and T'Joncke/D'Haese - working together, they forced our boys onto the outside of every turn... Time and again Lawler/Avery were dropped on the turns only to come back on the straights. Such effort as this could not be sustained and over the finish it was the two Belgian crews followed by the Richmond pair with Phelps/Pawlow making fourth. However all was not well with the race and we saw the first disqualification. The second Belgian pair of T'Joncke/D'Haese lost their placing after a protest from the top turning judge, but more important the failure to take individual lanes at the last 1000m mark. In view of this the disqualification seemed reasonable. The Women's K2 finished as usual with the Dutch taking the win, Jaapies/Blijlevens almost a minute clear of Helen Woodhouse/Pam Renshaw.

The last Match Event of the regatta was the Mens K1 10,000m. Here again we saw a really exciting top class race (four paddlers from each

country). A great battle was produced among the leading five - Verhaard, Netherland: Moens and Naegels, Belgium: Runamen, Netherland: and Parnham, Britain - with all wash-hanging each other, making breaks at the turns and closing up again. Laurence Oliver got dropped shortly after the start and for part of the time was paddling with great effort between the leading group and the back group. In the end he just had to drop back and gain what he could from the latter group. Over the last 1000m Verhraad pulled clear of the leading bunch to race over the finish with 46min 42.8sec, but he had done so from the same lane as Moens who had choice of lanes at the 1000 mark. The result was a disqualification with Moens taking the win. Other disqualifications followed for the same reason, Runeman, also of the Netherland, and Parnham, losing their placings. The final result gave Moens first, Naegels second, and Oliver third. A pity such things as this have to happen, but its no good having rules if we are not going to inforce them...

The overall Match resulted in a tie, Netherland and Britain with 81pts each, Belgium were second with 106pts, and Ireland third with 160pts. Taken as a separate Womens or Mens Match, the Dutch Women came out top (of course!) with 14pts, second Britain with 20pts, third Ireland with 51pts, fourth Belgium with 68pts. The Mens Match gave Belgium first with 38pts, Britain second with 52 pts, Netherland third with 67pts, and Ireland fourth with 109pts. Match prizes were presented to Netherland for the Womens Team, and Belgium for the Mens Team.

The Open Regatta seemed to go very well with one of the most interesting events being the Senior K1 10,000m. Here the win was taken by Mean - paddling under Ayrshire colours - but not before he had been pushed all the way round the course by young Mason of Nottingham, not only pushed but overtaken at one point..! This from a Junior

Regatta pennants were presented as won to first three places in every event, both Match and Open, the prizes being donated by 'Canoeing Magazine' - as were the Match prizes.

'Not only Holme Pierrepont, but the Sprint Committee was on trial...' Both Team Managers - Elly de Jong-Muller for the Netherland, and Marcel T'Joncke for Belgium - thought the regatta course was first class and the organisation as good as any European Regatta. They also indicated that the Match should become an Annual event with each country being the host in turn... The Irish, of course were also highly impressed with Holme Pierrepont, but were not visiting for the first time.

COMPETITIVE ROUND UP

RICHMOND SPRINT

The Annual Richmond Canoe Club Sprint Regatta was held on the Thames over the weekend 13th/14th May. As usual it was raced only over 500m., but with K1 and K2 10,000m on the Saturday evening and Sunday morning. In true 'Richmond' spirit, the regatta was run for the racing only, no times taken – the course is on tidal water which changed direction mid-way through - and of course no prizes were given.

On home water, the Richmond paddlers were in fine form and took the winning places in all Senior and Womens events. In the Junior events it was Royal Canoe Club members who took most events.

FROM GENT TO BRENT

The SpringBank Holiday proved to be particularly busy for our top Sprinters with two major regattas being competed. On the Saturday and Sunday a National Team was sent to Gent in Belgium to race at the International there, and then were rushed back to England on the Sunday evening in time to arrive on the Monday morning to race at Brent Regatta on the Welsh Harp in North London.

Conditions at Gent were, by all accounts pretty rough, a strong wind and gales in the Channel whipping up the water to provide great surfing!

In the long distance events held on the Saturday, Lawler/Avery gained the 3rd place in the Senior K2 10,000m making a time of 49min 50.00sec., some 45sec down on the winners – Austrians Pfaff/Seibold – but only 6sec away from the Belgians Burny/Hoekstra in second place. In the Senior K1 10,000m Phelps was entered as top man and took 4th place with 53min 51.81sec behind two Belgians and a Dane.

Our paddlers were a little outclassed in the 500m events, but here we did not use top crews. Lawler/Avery were put in the K2 1000m to take 5th place, two Austrian crews gaining first and second, the Danes third, Burny/Hoekstra fourth. However, it was in the Senior K1 1000m that came our best per-

formance. Here Parnham of Richmond took second place less than two seconds down of Burny. Oliver took fourth place behind Kohn of Slavia.

Of the Womens events, there proved to be little competition for our girls other than Olsen of Denmark – the Dutch did not compete the regatta. Rowse took second place in the K1, while Renshaw/Woodhouse gained first in the K2. In the 4000m Miss Woodhouse took second to the Belgian Mel. Alexis.

In the Senior K4 the Austrians took first, the Belgians second and British crew taking third, fourth, fifth. In the regatta overall, the Belgians took 40pts, with Austria and Britain equal in second with 24pts.

Brent Regatta on Monday morning – once again we had all the canoeing events together and ran exactly to time throughout – showed some of the top boys as having done too much in the one weekend. For instance in the Senior K2 Lawler/Avery were unplaced, Batchelor/Mean taking the win. In the Senior K1 Parnham managed to hold on to a slender lead to win from Mean, with Oliver taking third place. The K4 went to the Richmond 'B' crew (their top crew), with the Argonauts gaining second from Royal Canoe Club.

21st CHELMER

The 21st Chelmer Long Distance Race was organised by the Chelmsford Boating Club and held over the usual course on 11th June.

With poor weather conditions, the event attracted just over 80-crews, some 140 paddlers. The following wind gave good finishing times, but no records were broken although many of the classes were hotly competed with close and exciting finishes.

CHANDY L-D – THE GREATEST YET!

Three years ago it was just another paddle for boys of the local Scout groups; this year The Chandy Long Distance Race from Pulborough to Arundel on the River Arun, held on 21st May, broke all entry records for any British Ranking LD event. Total entry was 313 crews of which 280 actually started.

Racing started at 11.30 am first off being the Senior 'A' K2. Here Story/Bull of the Royal Signals went into a commanding lead to win by over 5-minutes from a Wey crew. In Senior 'A' K1 another clear win was recorded by Crossman of Aylesbury. However, it was in the Open Senior K1 and K2 that the real battles took place, both classes producing

faster times than the nominated paddlers. Fieldus of Wey club took the K1 but only after a real ding-dong battle with Norin, the Swedish paddler who was guesting for the Richmond club. Richmond again feature in the K2 with Taylor/Leach just holding off the Royal Engineers crew of Haskey/Collins to win the class by 4sec.

The Junior K1 went to Gorman of Worthing, while in Junior K2, Walters/Sherriff of Wey had a comfortable win from Munn/Lapley of the Sussex Police Cadets.

Despite low water conditions and an unhelpful breeze, the Chandy Course Class records were broken in Senior K1 and K2, Classes 3A and 3C, while new records were set Senior 'A' K1 and K2, Espada B,C, and 2C. As a pointer to 1973 and the continued growth of Long Distance Racing, the race organisers have tentively decided to limit future races to the first 500 paid entries..!



Story/Bull of the Royal Signals Canoe Club, receive the Chandy Trophy for Senior A K2 from T. Rourke of the Brighton Depot.

KIEPPER *Tramp*

THE IDEAL FOR RIVER, LAKE, OR ESTUARY

PROFESSIONAL CANOESPORT 1972 International Aquatennial Canoe Classic!



- over \$4,000 in cash prizes
- 100 miles on the Mississippi

America is the real place of professional canoe racing, and this Aquatennial sounds to be a real 'classic'. First place prize is 1000 dollars – around £420 – not too bad at £4.00 a mile! Money prizes go down to 22nd place.

I will see if a report on the race can be run in the magazine, along with details of next years race for anyone interested. (Those wishing to remain amateurs must sign an affidavit prior to the race stating that they are racing as amateurs and will not accept any prize money – trophies are awarded to top amateur teams and crews.)

COMING EVENTS

LONG DISTANCE

AUGUST

20th

RICHMOND MARATHON, K2 Runnymede to Richmond. Details: D. Lawler, 41 Simplemarsh Road, Addlestone, Surrey.

27th/29th

NATIONAL CHAMPIONSHIPS, Worcester. Details: J. A. Parker, 36c Newton Road, Worcester.

SEPTEMBER

3rd

LIFFEY DESCENT. Details: F. Lee, 18 Cypres Road, Mount Merrion, Co. Dublin, Ireland.



SLALOM

AUGUST

6th

SWARKSTONE, N. Details: A. Woods, 27 Millicent Road, West Bridgeford, Nottingham.



COURSES

August

5th/9th

ADVANCED PROFICIENCY Expedition and Assessment (Round the Isle of Wight). Details: The Warden, Calshot Activities Centre, Calshot Spit, Southampton, Hants

5th/12th

COACHES' TRAINING; also Assessment; Advanced Tests; Inland Tests;

COACHES' TRAINING; also Assessment; Advanced Tests; INLAND AND Sea Kayaks, also Canadians. Resid. Plas y Brenin. Details: The Sport Council, 26 Park Crescent, London, W1N 4AJ.

7th/14th

SENIOR INSTRUCTORS and Coaches Training and Assessment, Scotland. Details: A. Manzie, 2a High Road, Castlehead, Paisley.

12th/19th

YOUNG PEOPLES' Elementary Course. Resid. Bisham Abbey. Details: The Sports Council, 26 Park Crescent, London, W1N 4AJ.

12th/20th

SEA TRAINING, Pendine, South Wales. Details: K. Robinson, 6 Cumbria Close, Maidenhead, Berks. SL6 3DD.

27th/2nd Sept.

SENIOR INSTRUCTOR Assessment. Proficiency Test, Sea, possibly Advanced, also Introductory C course. Camping, Wareham. Details: T. Newman, 54 Littlemoor Road, Weymouth, Dorset.



SPRINT

AUGUST

12th

WORTHING REGATTA. Open Sea-Sprint Races, national entries. Details: N. J. Tricker, 59 Twiten Way, Worthing, Sussex.



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LIFFEY WEEK

TWO IRISH CLASSIC
LONG DISTANCE EVENTS –

THE THIRTEENTH
INTERNATIONAL LIFFEY DESCENT
and THE THIRD
LIFFEY MARATHON . . .

LIFFEY DESCENT

Date: 3rd September
Distance: 17.5 miles
Start: Straffan
Finish: Islandbridge

SOCIAL EVENTS INCLUDE THE DESCENT DINNER,
WILD WATER KAYAK CLUB BARBECUE, AND THE
TRADITIONAL EVENING IN LEXLIP.



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



LIFFEY MARATHON

Date:
10th-11th September
Stage marathon
of 70 miles
Start: Liffey Head
Bridge-Blessington
Finish: Islandbridge

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

SLALOM SCENE

Susan Witter

OLYMPIC SELECTION

The main Maytime event for the British slalom world was the *BBC Grandstand Slalom Championships* held at Grandtully over the Spring Bank Holiday weekend. Originally it seemed that this first division slalom was doomed to be a non-starter, owing to the lack of any club to run the event. At short notice, however, Tony Young and Mike Thomas volunteered to move in and take on their shoulders the difficult task of staging the slalom. This competition was a vital one for many since it was the last chance to improve on past performance, and impress the Olympic selectors before final choice of the team on the Sunday night.

With the growing national interest in the sport, the Slalom Committee's publicity agents, Slalom Promotions, were able to attract the BBC to film the event for transmission in the 'Grandstand' programme the following Saturday. To give better publicity impact to the competition, the whole weekend was designated the 'BBC Grandstand Slalom Championships'. This was the first time that the BBC has been closely interested in a slalom and, judging by the unofficial reactions, we may well see more canoe slalom on the non-commercial channel in the future.

The Saturday saw the usual team events. It was fortunate for everybody that the BBC unit did not arrive until the Sunday since Saturday's proceedings were a full three hours late in getting under way. Owing to the haphazard, albeit highly enthusiastic, organisation and the resignation of the judges' organiser at short notice, everybody was not in position, ready to start until quite late in the afternoon. Fortunately the light evening enabled practice runs to be taken by everybody and ensured a full programme of two runs for all of the 34 teams taking part.

The team results from Easter were repeated once again at this event, as if to prove that that competition was no flash in the pan, with Chester coming in 1st and 3rd with Manchester in 2nd place. It was unfortunate that Ray Calverley was not present to help Manchester out (busy studying for important exams back at Cambridge). However it is doubtful whether, even with his expertise, Manchester could have come close to Chester, so convincing was their win. The final results for the team event were: first *Chester All Stars* (Dave Mitchell, Melvin Swallow, Mike Thomas) 308.9, 2nd *Manchester* (Langford, Macloed, Wickham) 351.5, and 3rd *Chester A* (Tony Young, Nick Wain,

Robert Hignell) 540.0. Two points of interest were that out of the 34 teams taking part a CI team (Albert Woods, John Wilde, Rowan Osborne) came fourth, whilst sixth was the Forth Canoe Club team and seventh the Scottish juniors. These latter results must be very pleasing for the Scots who have been improving their standard of slalom considerably over the past couple of years.

The camera crews arrived and set up their gear to record the events of Sunday. Because of the short time available for the transmission they decided to confine themselves to only two classes, the men's kayaks and the C2s, being the events most likely to have the greatest appeal.

Once again the runs were late in getting started, owing to difficulties with judges, telephones and course maintenance. In fact so short of manpower was the organisation that two gates which collapsed overnight could not be repaired, and the competition went ahead, omitting them!

The tension in all the individual events was quite tangible with the selectors studying closely the runs of all Olympic possibles, before finally making their minds up for the selection meeting that night.

In the men's K1 event the figure of the day was undoubtedly Dave Mitchell. Dave has given some cause for concern over the past year by not quite hitting the form he used to. Here at Grandtully, however, he showed what it was that has made him eight times National Champion, World Silver medallist and a legend in British slalom, and dispelled any doubts the selectors may have had, to clinch his place in the Olympic team. In the morning he recorded an untouchable time of 203.0 with no penalties and improved on that in the afternoon with a clear round of 202.4 The nearest to that was

John MacLeod, 2nd, with 205.0 then Melvin Swallow with 207.1. Fourth was Ken Longford 208.2.

In the past I have some times inexcusably omitted the women's event so will record it now. First was PAULINE GOODWIN (Leamington Spa) in 269.7 followed by Heather Goodman (Lakeland) with 328.4. In third place was Vic Brown of Leeds in 361.0.

The Canadian singles produced no great surprises with John Albert (Chalfont Park) confirming his recently improved form with a win in 281.6, 2nd was Rowan Osborne (Edinburgh University) 287.9 with John Wilde (Wark-

wichshire) 3rd in 314.1. In the Canadian doubles the winners were John Court/Jon Goodwin (North Staffs) in 263 with Dave Allen/Lindsay Williams (Don Valley) behind them with 275. In 3rd place were Robin Witter/Dave Swift (Chester) with 333. The pair James Bradley/Ken Jackson delighted the camera crews by capsizing and performing an Eskimo roll right on the main fall.

The prizes were kindly presented by the producer of the BBC programme and then the Selection Committee got down to the important business of the day. They emerged some hours later with the names of the proud few chosen to

represent Great Britain in the slalom events at the 1972 Olympic Games. They are as follows: Men's kayak (full entry of three) Dave Mitchell, John MacLeod, Ray Calverley, (Reserve Ken Langford). Women's kayak - full entry of three - Heather Goodman, Pauline Goodwin, Vic Brown (No reserve nominated). Canadian singles - full team of three - John Albert, Geoff Dinsdale, Rowan Osborne (no reserve nominated). Canadian doubles - reduced entry of two crews - Dave Allen/Lindsay Williams, John Court/Jon Goodwin (no reserve boat nominated). We wish them well.

ON SEA CANOESPORT

CHANNEL CROSSING

On Saturday May 6th 1972, five members of *The Advanced Sea Kayak Club* left Dover to canoe across the English Channel to Wissant in France. Just five kayaks without an escort boat. The five canoeists were John Bell, Dave Ellmore, Kevin Buxton, Dave Birch and Martyn Barker.

The weather forecast was for winds of force 3 to 4. However outside Dover harbour the group experienced very large waves and very rough conditions. The journey took 7½ hours and the group landed safely and very fit at the sandy beaches of Wissant in France. They were welcomed by an old man (wearing a beret!) who asked the group from where they had come. He raised his eyebrows in surprise and offered cigarettes all round. Saturday evening the group had a very good meal at a local restaurant (owned by a Welshman) and numerous glasses of wine.

The forecast and conditions for Sunday were winds of force 4 to 5 with local storms and winds rising in those areas to force 6 (French Coastguard). After a further check with the English Coastguard, who gave the conditions as force 4 to 5 with sunny likely conditions and **no** storms, the group left Wissant at 11.00 hours for Dover, arriving fit and very well at Dover after 7½ hours after some 'interesting' sea canoeing.

The only difficulty that may have occurred was the 'buzzing' and nearness to the group by the large and very fast hovercraft. These came very close on more than one occasion. But of course we had informed the hovercraft company of the journey and course.

The Club now plans to canoe to Steep Holm and Flat Holm in the Bristol Channel, Lundy and another cross the Channel Trip in the near future, as well as other Advanced Sea Trips.

Martin Barker

SEA GROUP

SKEG - not something you attach to a slalom kayak for sea work, but very relevant to the sea - SKEG is the initials that stand for Sea Kayak Expeditionary Group, a group of sea canoeing enthusiasts combining their efforts under the guidance of Alan Byde. Anyone interested in joining the group should write: Alan W. Byde, 51 Ramsay Road, Headington, Oxford. (Enclosing 50p for regular newsheet.)

it helps to mention

CANOEING when writing
MAGAZINE to advertisers

SNOWDONIA COASTLINE

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

Black Rock Sands - Abersoch. O.S. sheets 116 & 115.

This section of coast has little to offer the touring canoeist, the coastline is mainly sandy beach with the occasional rocky headland. Its only merit is that it is reasonably safe as one can land almost anywhere. The most common trip hereabouts is Black Rock to Criccieth Castle and back, normally made to relieve the monotony when there is no surf. This is a very safe introductory trip for novices in calm conditions. The tides are not strong, the rocky headland of Craig Ddu, ref:5237, has no noticeable rip and one or two small caves to explore.

St. Tudwal's Islands. O.S. Sheet 115.

These small islands are situated on the tip of the Llyn Peninsula South East of Abersoch and make a pleasant outing. They are normally approached in one of two ways, either from Abersoch or from Porth Ceiriad, the former giving the longest trip. Canoes may be launched at the mouth of the Avon Soch just beyond the boatyard although, in the height of summer, parking may be a problem. The coast between Abersoch and the Islands is rocky from Penrhyn Du with interesting formations and caves. The islands themselves are private, rocky and interesting. St. Tudwal's West boasts a lighthouse and St. Tudwal's East has some fine caves and is one of the likeliest places to meet with seals in this area. The tides in the St. Tudwal's Road (The strait between the islands and the mainland.) are not strong but calm conditions at Abersoch do not necessarily mean the same at the island which are exposed to the South Westerly wind.

The second approach is much shorter, and, gives a pleasant paddle on the rare occasions when surf is not to be found at Porth Ceiriad. Both approaches

have an unavoidable, though relatively safe, open sea crossing so some previous sea canoeing experience is desirable. If transport can be organised it is more pleasant to start at Abersoch and finish at Porth Ceiriad, or even Hells Mouth, or vice-versa. Unless the party is used to handling heavy surf however, the journey should not be made from the Abersoch direction without previously finding out the conditions at the other end.

Porth Ceiriad - Hell's Mouth. O.S. Sheet 115.

Although relatively short, this journey around Cilan Head is well worth doing for the magnificent cliff scenery hereabouts. The cliffs abound with sea birds and in several of the many caves a headtorch will be found useful. The best access point to Hell's Mouth beach is by the track leading down from the bend in the road at 283266. Limited parking is to be had at the roadside. If the surf is down at the two beaches, this is a very pleasant trip but should be avoided in South Westerly storm conditions as one would be canoeing off a lee shore in very heavy seas with no safe landing between the two beaches.

Hell's Mouth - Aberdaron. O.S. Sheet 115.

Unless very calm this is not a trip to be undertaken by the inexperienced. As with the last mentioned journey one is exposed directly to the Atlantic fetch and huge seas can be expected if south Westerly winds are strong. 12 to 18 foot waves are by no means uncommon once clear of the sheltering headlands and, if one goes around the Ynws Gwylan islands off Aberdaron Bay, these waves will probably have breaking tops due to the shelving of the sea around the islands - which makes for very exciting canoeing!.

Bardsey Island. O.S. Sheet 115.

The paddle to this Island, situated off the very tip of the Llyn, is definitely for experts only. The Bardsey Sound is notorious for its strong tides and rough seas, and the shortest feasible crossing of this entails over two miles of open water - which is seldom calm. The North Wales and Anglesey Coast Pilot issues a warning that small craft should only attempt the sound in good weather and at or near slack water, nor did the author have kayaks in mind when he said, '**Small craft**'. A strong tide race is to be expected at Pen y Cil, the Westerly headland of Aberdaron Bay, and the island itself is well guarded by overfalls. Very few crossings have been made by kayak, the first was not lacking in excitement, being made in a force six wind and culminating in a commando type cliff landing on Braich y Pwll followed by a 100 foot moderate rock climb with kayaks! This was due to a slight tidal miscalculation which made it impossible to regain the starting point at Aberdaron. Tidal conditions in the sound and around the island are tricky and, any trip in this area, should be very carefully planned. One general point should be borne in mind; if a return to Aberdaron is planned the crossing should be timed to take place around high water slack so that the ebb tide will aid the return. Any miscalculation on a trip planned around low water slack would mean the party being drawn into the Bardsey Sound by the very strong current, which flows up to six knots during spring tides, and committed to the large overfalls around Braich y Pwll and four miles of inhospitable, rocky coast, before the first safe landing at Porth Oer (Whistling Sands).

The North West Coast of the Llyn Peninsula. O.S. Sheet 115.

The coastline from the tip of the Llyn to Porth Dinllaen, ref: 276415, is rocky, interesting and beautiful, offering a great variety of expeditions from the various bays, nearly all of which are easily accessible. Once clear of the Bardsey Sound tides are not very strong, but still need to be taken into account when planning. Canoeists finishing a journey at Porth Dinllaen will find a welcome inn built right on the water's edge in this sheltered and picturesque bay. From Porth Dinllaen to Caernarvon the coast tends to be less interesting though a trip by sea to the deserted village of Porth y Nant, ref: 349447, nestling under the splendid, conical summit of Yr Eifl, is well worthwhile. The journey may be made from Trefor or Nefyn according to the state of the tide, the headland of Penrhyn Glas a

KIRTON *Vega* — **DESIGNED IN DEVON FOR DEVON SURF**

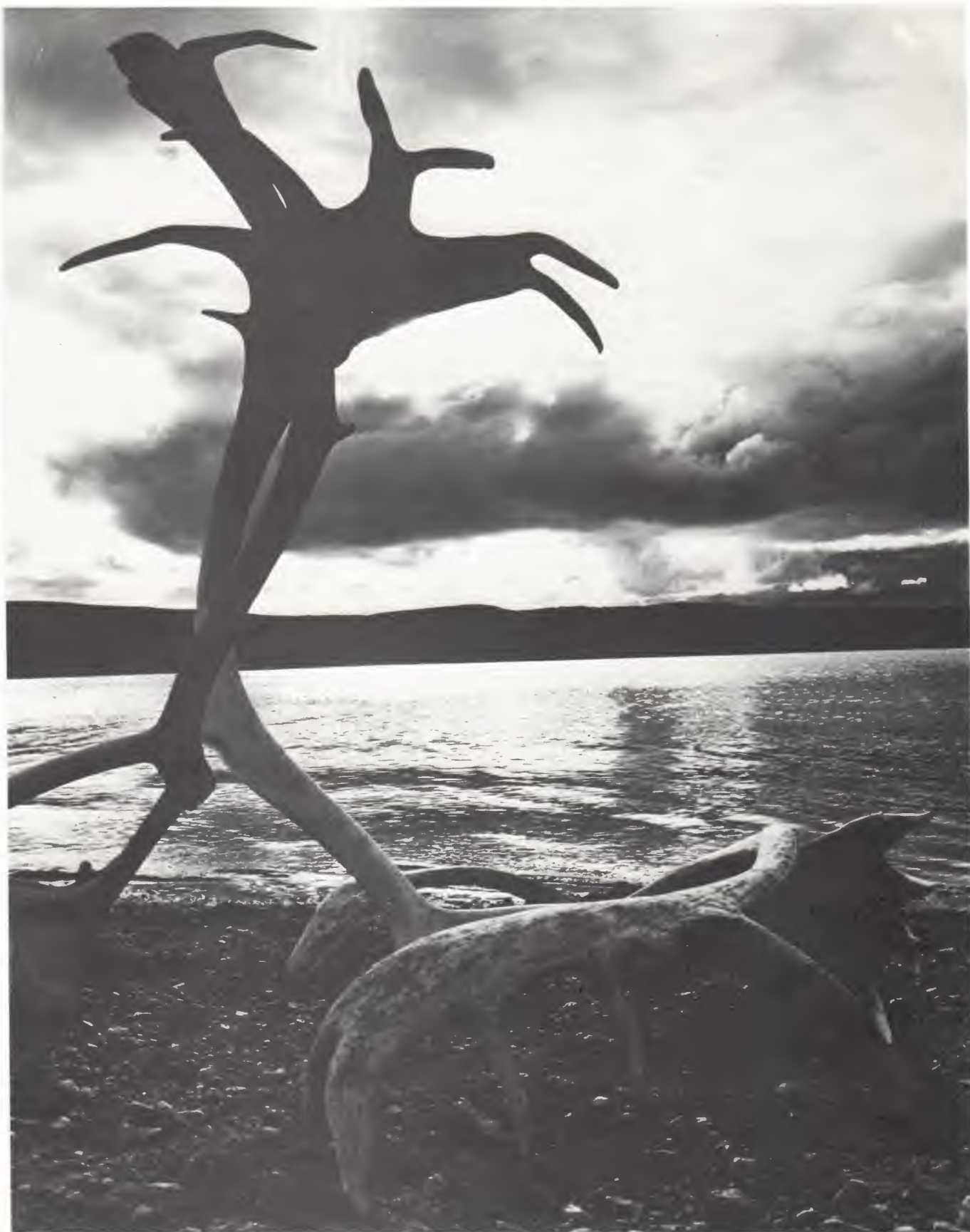
mile to the South West of Porth y Nant offering impressive cliff scenery, caves, a thriving colony of razorbills, gulls and the ubiquitous cormorant.

The Menai Straits. O.S. Sheet 106 or 107.

The traverse of the straits may be made in either direction between Caernarvon and Bangor or Port Dinorwic and Bangor, the stretch between Caernarvon and Port Dinorwic having little to recommend it. The interest in the straits is really concentrated in the mile between the road and rail bridges linking Anglesey and the mainland. The stretch of water is known as the Swellies and consists in effect of a number of sea rapids which are at their best when the tide is flowing most strongly, i.e. three hours before or after high water. The Swellies are at their most powerful and impressive during spring tides and run most fiercely around the small island of Ynws Gored Goch, ref: 545713, where the water can reach grade three with a speed of seven to nine knots. The island, site of an old abbey, is private and the owner discourages landing thereon. It is surrounded by fish traps, constructed to supply the monks and now in disuse, which cause a lot of the whitewater and can be a hazard at some stages of the tide. The rough sections, although the main attraction, may be avoided quite easily making the trip a safe introductory one as one is never more than half a mile from the shore anywhere between Bangor and Caernarvon. Calculating the correct time to reach the Swellies at their best is rather tricky but, a good rule of thumb is that, if one launches at a convenient spot by Bangor pier three quarters of an hour after high tide, they should be running strongly on arrival.

Great Ormes Head. O.S. Sheet 107.

This is a classic sea traverse around the impressive limestone headland forming the West arm of Llandudno Bay and, according to tide, may be started from the West beach by the boating pool, ref: 771820, or from the main beach just East of the pier. The round trip takes about two hours in good conditions and this is a good introductory tour in calm weather. A useful feature of this area is that start and finish are separated only by a narrow neck of land making it unnecessary to ferry a vehicle to the finish.



ADVENTURE IN LABRADOR

KIRTON *Vega*

A SURF KAYAK TO RIDE THE BIG ONES

Brigitte and Elmar Engel return to their beloved Northern Wilderness to bring us another story from the Canadian wilds.

Part 3: Out of the wilderness.

Disaster in the wilderness... Here we were very many miles from the nearest settlement, one kayak smashed and lost along with all our food - save for two pounds of oates - no cooking utensils or eating irons, while clothes for Brigitte were all that she stood up in. The situation was certainly desparate, but we decided the best was to go on down river, trying to gain the fishing camp where maybe we would find tinned food. However, we still had one kayak, fishing rod and hooks, our gun and shells, while most important of all - we had matches with which to light fires.

Brigitte now paddled my kayak, and fortunately for the next miles the De Pas was peaceful with smooth water, the going easy. But for me things are very different - the Labrador-bush really shows me who is boss out here and who the intruder is.

Within minutes of setting off I am already soaked trying to push my way through great willows whose leafs are still wet from the rain during the night and now, with the warming of the sun, this sticky dampness is alive with moskitoes. Half a bottle of repellent - I should save that...

Only seldom do I find trails of the beaver or muskrats to follow. Most of the time I must fight my way through grass and young willows that reach up to my hip and chest. This made the going difficult and the pace slow, but even worse was the thicket at the mouth of every small creek and brook that dotted the banks of the De Pas. Standing side by side, swinging back like an elastic wall, it was almost impossible to pass through. I chop my way free, sometimes preferring to take to the water rather than waste energy - as it is I am already soaked, so no matter.

The morning wears on and soon it is time to be thinking of lunch. I try to catch fish - without success. Formerly when we had ample food, fish were abundant - this river the De Pas seems to be bewitched!

Going on...always on down the river. I drink water, the intervals between always becoming shorter. Not all is black though, the weather is at least with us. The slight wind and warm sun has now dried the grass and willows, the going becoming a little easier. Up on a high slope I catch sight of porcupine tracks, maybe food. On nearby spruces the bark is gnawed off. I shake the trees, poke into all the hideaways - but alas nothing... Going on, going on, always on - we must make as many miles as possible in these first days. A partridge breaks from the grass in front of me, disappearing into a group of firs before I have time to pull the gun from my shoulder. Searching in the bush, I scratch my face, tear my pants - but find no trace of that grouse.

Brigitte, who's travelling much faster in the kayak, continually stops and trys to catch fish - nothing! I hear her murmuring: 'Go to hell, De Pas!'

The afternoon passes, we set up camp on a flat and sandy bank, make the fire, and watch another of these unbelievable Labrador sunsets burning from light pink to deep scarlet before darkness covers the landscape.

After the long day of battleing through the bush, I am totally exhausted. I sleep long and well without dreams, to awake this second morning feeling in good spirits. Both Brigitte and I drink a little of the crystal clear river water instead of making a breakfast. We want to keep the oates as a final emergency, and in any case it is better to eat nothing the first days, letting the body use up existing reserves. But surely this day we will catch maybe some fish or small animal...

Once again we start down the river, again the battle through the bush, the constant discomfort of the moskitoe. Going on... I reproach myself for not having distributed the provisions in both kayaks, and why did not take along a fishing net?

Continued overleaf

BRIGITTE ONCE AGAIN TAKES UP THE STORY...

Going on... Paddling on... Elmar is high up on the river bank where he has found a caribou trail. I am fishing from the kayak and now a 'yearling' nibbles at the spinner of the rod - a salmon no longer than my little finger. Sure he would make a very fine meal!

The third day of our ordeal. It is raining hard and the strong wind beats at the canvas of our tent. Elmar is still sleeping as I take the rod and crawl out of the tent to try yet again to catch fish.

I make for the uttermost part of a great gravel bar that has been pushed out into the De Pas by and incoming creek. Rain beats against my face, the wind whips over the river banks and take my breath away. Still in such conditions I must try. I cast out the spinner - the line sinks... nothing. Another cast, once again nothing... I reel in the line, must try again. The spinner flies, hits the water then - a bite..! The reel spins like crazy, cautiously I must brake. Now he jumps from the water, maybe five or six feet, and I see 'my fish' for the first time. A salmon! And oh boy he's a dandy one! I keep contact, knowing I have a strong test line, I bite on my lip; of course I am excited, here is our first food in two days... I pull on the line, let it out, brake, pull in line, let it out again, brake and pull in. The salmon is making desparate bids to escape, but still I have him and am winning. The flash of water as he jumps clear from the river begin to decrease and I now pull in hard. At last he is clear from the water, safe from his element and I reel in far enough to leave only a few inches between the rod tip and the hooked salmon. Now I grab behind the gills and kill him, stabbing my knife into his spine. I break a small willow branch, whittle the end and pierce through the gills and mouth of the fish. Uff! I have made it, 10-pounds of fish...

Now I try again for more fish. Again the reel spins, another salmon of around 8-pounds, and within more minutes I have two grey lake trouts of 4-pounds, now I have a good meal! With an Indian-warcry, I rush to the tent and wake Elmar.

Part of the salmon we eat raw, another part I boil in our one remaining frying-pan and with such luxury as this we almost burst! Alas the only thing that spoiled a good meal was the lack of salt!

The rain has now turned to a light drizzle and we must move on. During the afternoon Elmar shoots a partridge - a pity that his aim was a little low and we ended up with something like mincemeat. But still it was good food, and weren't we hungry? Just in time it seems our fortune has changed. Towards

evening, Elmar catches a northern pike of about 4-pounds, not only have we eaten well this day, but also made great progress down the river.

Another day and we are hunting again. Elmar is now some way inland from the river. The ground is drier there and also he is following porcupine tracks again. After a while I hear a shot and Elmar comes running to the river with a big animal.

'I hesitated a moment before I was able to shoot it,' he tells, 'But I couldn't take the chance and let 15-pounds of meal run away! It was not too easy to butcher, you have to be dammed careful with the quills!'

Under the skin was an enormous layer of fat - I melt it in the frying-pan and pour it into an empty tobacco tin that Elmar used to keep his angling worms when we were down in the south.

Evening again, and now we have the 'big dinner' - just candle light and clean napkins are missing. And of course, salt! Our meal of fresh pike cutlets and porcupine meal, fried in fresh fat, would have been even better with just a little salt...

I clean the 'dishes' and hear another shot in the bush - Elmar again, he has shot a muskrat! Muskrats are highly estimated delicacies in the Canadian North both for the Eskimoes and the white man. This little animal lives in fantastically clear water, eating only young willow shoots, grasses, and roots, with the only thing it having in common with a true rat being its features. The meat tastes like rabbit and makes a delicious stew with onions, garlic, potatoes, and salt pork. But even without these latter ingredients, we lived now like kings...

Darkness once again crept over the Labrador wilderness, but now it did not seem so daunting, at last we had regained our self-confidence, me on the water, Elmar as far as hunting and fishing was concerned. Now there was no need to stay hungry, we proved to ourselves our ability to 'live off the land'... Now we only looked for the fishing camp that maybe lay around the next bend in the river.

ELMAR AGAIN...

It sounds unbelievable - but we are happy. Brigitte has got her good humour back, and she even makes plans for our next summer's kayak trip down the George with more men in the party..!

Once more with our ability to 'live off the land' we did not worry so much. Always we moved on down river, partly paddling, partly walking. The days slipped by and we did not count there passing, it mattered not which day this was of our involuntary trip. If we economised on our matches

we could wait in the safety of the fish camp until September when the caribou hunters would fly in...

Then, on a clear and sunny day, Brigitte as usual paddling, and I walking along the river bank, we hear a well-known noise, a noise from the modern world that did not belong to such a wilderness as this... That should be, that could be, that can only be - AN AIRCRAFT!

It was the tubo-prop-Beaver that had brought us into Jamin Lake, with bush pilot Tim Cole at the controls! Unfortunately I was stuck in the willows again, but managed somehow to free myself to race down to a clear stretch of water. Both Brigitte and I are shouting and waving - surely he must see us? Tim flies low over the river, the wings wave from side to side - yes, he has seen us.

It was good luck that at this point, the De Pas was wide and still. I run into the water as Tim dives once again low over the surface, no doubt looking for any rocks. Another circle and he is sending up clouds of spray as the pontoons of the aircraft race over the water. Cautiously, Tim brings the 'plane to rest in shallows just a few yards away, still a little breathless I grab the pontoon.

Tim opens the cockpit door, *'Ran out of luck, eh? I've seen you from the air - only one kayak, and I knew exactly that I brought two of those crazy things to Jamin! Everything else okay?'*

Brigitte giggles, and in some short words I describe the wrecking. *'Well, I've got a load now, but I'll come back tonight and pick you up. Just in case you want...'*

For heaven's sake - yes, we wanted!

Thus we survived a wrecking in the wilderness and are able to paddle another day, but still Labrador seemed loaded against us. When we flew north with Tim to reach the Eskimo village of Akisakudluk-George River, we hit a snow storm. Tim had to follow a deep-cut valley in the George, tried an emergency landing, but this proved impossible due to the narrow valley and rock-strewn stretches of the river. Finally we arrived at the settlement, and here we had to land far out in the bay so as not to drift against the rock cliffs. The 'plane bounced like a ball on the water for almost half an hour until a small Eskimo boat arrived to take us off. Again, this was almost swamped on the run to shore!

What followed was an incredible Indian Summer on the tundra; some marvellous weeks with the Eskimos, and an Eskimo-wedding the day before we left this wonderful land. Norther lights, Eskimo songs and dances, and as compensation for *'Little Brigitte'*, an original Eskimo parka lined with wolf-

KIRTON *cygnet*

STABLE FUN KAYAK FOR NOVICE OR EXPERT



Above: At the mouth of the George River, our adventure over, but some time still to spend with the Eskimos.

fur (traded for the kayak which we had to leave anyhow).

Always there was the question from our new-found friends, 'Coming back?' Always the answer, *'Imacha'* - *Maybe...* This the most important expression in a country where *'mother nature is still the boss'*, where you can't promise 'yes' or say 'no'. Who knows if a storm is blowing tomorrow, if the ice is safe enough to come by sled, if the sea will allow you to take the boat?

'Imacha' - *Maybe...*

SOUTH AFRICAN REPORT

W.F. van Riet

PIETERMARITZBURG MARATHON

One of the largest and toughest races known is that of the *Pietermaritzburg-Durban Canoe Marathon*. This year was the occasion of the 21st race and some 222 competitors entered in the singles and doubles. The race stretches on the Umzinduzi river through hilly country, native territory until the confluence with the Umgeni river on the 2nd day and finishes on the 3rd day in Durban. Conditions can vary from very dry to raging torrents. This year saw conditions near perfect with ample water, good canoeing and exciting rapids.

The winners for the last 3 years, Willem and Roelof van Riet, who have both competed in England and won the Liffey in 1969, were again the favourites but competition was expected to be keen. From the start on the 1st day, Collins and Peacock took the lead and kept it until the overnight stop, with a lead of a few minutes over Pope-Ellis and Clarke, and Stewart and Rusmussen. The Van Riet brothers with Roelof suffering from the infamous Duzi-guts, were well behind and had to withdraw the next morning with ptomain poisoning. The 2nd day developed into a keen struggle between these three K2's with Collins and Peacock increasing the lead. On the 3rd day however, with their greater local knowledge of the country and portaging, Pope-Ellis and Clarke

passed the leaders to win an extremely exciting race in a close finish.

SOUTH AFRICAN SPRINTS

The South African Sprint Championships are held annually in rotation in the various Provinces. This year it was the turn of the Western Province for the first time ever on a new course on the Breede river. The Championships stretched over 2-days with all the usual senior events and a full programme for novices, juniors of all ages and ladies.

It is the intention of the S.A.C.F. to assist 6 canoeists to Britain in August and September of this year. All top canoeists in line for this tour competed, but with the different racing seasons in the various Provinces, the W.P. contestants were conspicuous in their lack of fitness which should be rectified in their own season and at the trials to be held on the 1st July. Top canoeist of the event was certainly Anthony Scott, a Springbok lifesaver who won the senior K1. 500 m., 1000m. and 10 000 m., together with Paul Chalupsky the senior K2. 1000 m. and 10 000m. Conditions varied because of an afternoon breeze, but competition was very keen, especially in the heats and repechages for positions in the finals. A large number of juniors competed in the under 13, 15, 17 and 19-years and the results augur well for the future of canoe sprinting in South Africa. The standard reaches a new high everytime an overseas tour is contemplated and this year is no exception. Previous Springboks like Willem van Riet, Paul Chalupsky, Hennie Greeff, Kevin Culverwell and Roelof van Riet will have to look to their laurels in order to make the team. The trial on the 1st July over 30 km. and 16 km. with a 30-min. break, will certainly prove to be one of the keenest and most exciting races ever held in this country.



Sprint Championships — K2 10,000m
Scott/Chalupski, winners, round the buoys.



K1 10,000m — Scott of Natal, on
the left, rounds the buoy with E. van Riet who finished 3rd.

LETTERS TO THE EDITOR



RIVER TAY APPEAL

You may have heard that The Cairngorm Canoeing and Sailing School, directed by Mr. Clive Freshwater, is to be sued for trespass on the River Spey and damage to salmon fishing by the Knockando Estates (H.D.H. Wills), a member of the Spey Fishery Trust, Ltd.

As I am sure you will appreciate, this is not just a private matter between the local Proprietors and Mr. Freshwater. It is a matter which is of urgent concern to all canoeists, the outcome of which will affect access to our inland waters for years to come.

After consultation with Senior Counsel, Mr. Freshwater has decided to contest the case. As you know, litigation is expensive, and if the case goes against him, his School would almost certainly have to be liquidated to pay off the legal fees and expenses.

He is fighting for you and your right to canoe on Scottish rivers, and I feel that all canoeists and authorities connected with the development of canoeing should contribute towards the cost of the case.

I appeal to you to give generously to the "River Spey Canoe Appeal". Please send cash or cheques, made payable to "River Spey Canoe Appeal", to The Manager, Bank of Scotland, Aviemore, Inverness-shire.

When the case is concluded any remaining monies will be divided equally between the S.C.A. and the B.C.U. to be used in future actions in defence of the right to canoe.

Yours sincerely,
E.D.G. Langmuir.

NATIONAL L-D STARTS

The start of the 1971 National Long Distance Championships at Worcester last year was no doubt a spectacle for those knowing little about the sport. However, though I appreciate the need for

KIRTON *cygnet*

HARD CHINE KAYAK FOR SAFE CANOESPORT

publicity, I feel very strongly that the Championships of a sport should stay within the conventions of that sport. Therefore the Seniors and Juniors should start separately. One is not racing unless one can see the opposition - how other Juniors in last years race were placed I could not tell, just that there were boats in front and behind. I have not spoken to a single supporter or paddler who was there who was impressed. The rest of the organisation being so good, it would be a pity if again this year the same occurs, and a good race is spoiled - so starting gate or not - please can we start separately...

Yours faithfully,
Christopher Baillie.

The start at Worcester last year was no doubt a spectacle, but I am right behind the above correspondent in asking for separate starts. The river at Worcester is quite wide but, with an expected even bigger entry this year, there is bound to be a certain amount of congestion - last year it will be remembered that some five Senior crews were put out of the race within the first 500m when they collided on approach to the railbridge, among these being the American crew that went on to win the Liffey Descent just a week later. Had we started Seniors and Juniors separately this collision may not have happened.

AT EASBY SLALOM

It may be of interest that at Manchester's Easby Slalom our 3rd Division scratch Team had an age difference of 41-years between two of its members, David Gregory, age 7, of Sheffield, competing in his first 3rd Div Slalom, and myself.

I suspect this may be a record!

Yours sincerely,
Frank Lofthouse.

BEVERE WEIR

So Bevere Weir Slalom has been cancelled due to canoeists trespassing. Perhaps I don't read the right journals, but I've never heard of an angling match being cancelled due to unauthorised

Continued overleaf

anglers previously poaching and trespassing...

Or perhaps they don't. Or perhaps it's not relevant...

*Yours faithfully,
Geoff Good,
Calshot Activities Centre.*

Certainly I also have never heard of an angling match being cancelled due to unauthorised anglers previously poaching - but there, to the majority of landowners we no more than 'bloody canoeists'...

TRADE PAGE

REVIEW OF NEW KAYAKS,
CANOES, AND EQUIPMENT.

MOUNTAIN CENTRE CANOE DEPT.

A new canoeing department, to cater for the many rivers and sea canoeists in the North East of Britain, is to be opened by the L.D. Mountain Centre.

There can be little doubt that the demand for specialists canoeing and canoe-camping equipment is fast growing throughout the country, and the L.D. Mountain Centre feel that in their area this demand is not at present being fulfilled. The firm aims to provide the canoeist with the same good service which the climber and skier at present receive from the Centre.

Initially, the firm will stock a limited range of good accessories and clothing that is in greatest demand. To achieve this they have taken note of advice given by some of the leading canoeists in the North East. Many people who ski in winter go canoeing or rock climbing in the summer. Thus in the future, whether you ski, climb, or canoe, your requirements will be well catered for by the L.D. Mountain Centre.

NEW CORNWALL FIRM

WEST COAST MARINE is a new firm on the kayak manufacturing scene but building a comprehensive range of low priced kayaks, both singles and double, in glassfibre.

The range includes the Volante, a slalom kayak to ICF specifications; the Volante Surfer, a specially strengthened version for beach and surf work; the Tamar, a touring single; Exe, a touring double; and a polo kayak.

Full details of the range can be obtained from: *West Coast Marine, Siloam Works, Fore Street, Marazion, Cornwall.*

REGATTA SUPPLIES

With the emergence of Holme Pierrepont as our major venue for Sprint Regattas where conditions for racing are among the best anywhere, the BCU Sprint Racing Committee has to produce a regatta organisation to match the amenities. Your editor sitting in on Committee meetings was responsible for the organisation of the International Match Event, along with Rowland Lawler and Mark Giddings forming the Competition Committee.

One of the major problems with organising a regatta is the recording of results and the making of draws. In the past I had seen a very efficient system thought up by Colin Gray and used for a number of Nottingham Kayak Club events. This involved the making up of small four-up sets of results cards with duplicating paper inbetween - a job and a half when you have something like 50 events not counting heats! It seemed to me that this system could be far more streamlined and work for organisers cut to a minimum if such four-up pads could be printed commercially. Thus, in consultation with Colin and Rowland Lawler, I produced a few rough layouts of results pads that could be used for the recording of heats, lane draws, and finals. With a few alterations the resulting layout - as illustrated - was put into print.

The form is 5" x 7" in four-up sets (top copy white, second red, third blue, and bottom sheet yellow). It is printed on NCR paper (no-carbon-repeat), anything written on the top copy being carried through all sheets.

The system was used for the Holme Pierrepont International Match with great success, the secretary in the finish tower being highly pleased with the ease of recording results. With the four-up pads, results could be sent to control, pinned up on results board, or passed to a commentator within



Regatta score cards in use at Holme Pierrepont.

minutes of an event taking place, giving a professional approach to regatta organisation.

An initial run of 1000 books was undertaken by 'Canoeing Magazine' and these are available in lots of 110 (what was thought to be enough for one regatta). The price has yet to be calculated but the 110-lots should be around £4.00 to £4.75 including postage. Organisers interested in the system should write to 'Canoeing Magazine' for sample pad.

U.S.A. MANUFACTURE ADVANCE

SNAPPER - a new slalom kayak from the American firm of *Old Town Canoe Company*. From the photos it looks like a normal slalom boat from reports of paddlers it reacts as a normal boat - yet the Snapper is anything but a normal slalom kayak. The Snapper is one of the greatest breakthroughs in canoesport manufacture since the introduction of glassfibre, being produced from the most modern material for small-boat production - foamed ABS plastic.

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There isn't a more rugged or serviceable kayak than *Old Town's new Snapper*. This reliable and stable all purpose craft is vacuum formed from two sheets of an amazing ABS plastic and foam sandwich that not only laughs at rocks and snags, but also provides its own positive buoyancy. Old Town has created the Snapper for the kayakist who needs a craft that can really take abuse. When struck with a sharp object, the Snapper hull may dent by it won't break (and dents can be removed by heating). One user liked it because it was quiet when he hit rocks! The Snapper is built to ICF rules for slalom competition and available with white hull only but red, blue, or yellow deck.

The ABS plastic/foam sandwich (*trade named Royalex*) in its raw state is a compressed laminate sheet, designed to Old Town's specifications so that strength can be placed where needed. The laminate is heated in ovens, then placed on a vacuum-moulding platform, the kayak being literally sucked into shape by the vacuum. (As sheet is heated, the core of expandable foam enlarges to form buoyancy within the hull and deck of the craft itself.) When cooled and removed from the mould, the excess is trimmed and fittings added to finish the kayak. With the foam core of the material being closed-cellular, it will not absorb water should outer ABS shell be damaged, and thus the craft will float indefinitely.

Further details of the Snapper are available from: *Old Town Canoe Company, Old Town, Maine 04468, U.S.A.*



The Old Town SNAPPER Slalom Kayak.



AUSTRALIAN CANOESPORT



Frank Whitebrook

QUEENSLAND CHAMPS

The first North Queensland Slalom Championships were held on the Tully River near Cardstone during the weekend 13/14th May. The event was organised by the *Townsville Canoe Club* and all who participated voted the water the grandest yet.

The river was swollen by rains and it provided the heaviest water yet experienced in Australian Slalom. In addition, it was warm, that is compared to the usual 50/55 degrees of Wyangala!

The Farrances from Melbourne, journeyed a total of nearly 6,000 miles from about 38 degrees South Latitude to about 18 in the sub-tropics. They took a group of Victorians with them and as usual they left their mark.

The Wild Water Race was held on a 5-miles stretch of the River and it was won by Peter Egger of NSW from John Sumegi of the same state in 27 minutes. Queensland gained third place with R. Laun in 28 minutes. Eda Egger and Jane Farrance paddled a folksey ladies event to cross the line together in 43 minutes.

In the Slalom, Barry Parsons of the Hunter Valley Club in NSW won with 213 points, and Jane Farrance won the ladies with a pulchritudinous 216. It was the juniors, however, who once again showed where the competitive strength is developing. Gary Nelson won the K1 with 187, John Sumegi came second with 200 and

M. Whiteside of Queensland was third with 209.

It will be a long time before the talking stops about the fantastic water which the Tully can provide.



For the Illawara Canoe Club's recent weekend on the Shoalhaven River at Oallen's Ford, they were joined by members of the Southern Tablelands Club. Here Gary Nelson slides down a small waterfall . . .

Photo: Frank Whitebrook.

The Tully trist is on the books permanently as an annual event. Colin Coleman was the master mind, and his efforts were much appreciated by the New South Welshmen and the Victorians.

CANOE ROUND-UP

In West Australia, 'Paddle', the official journal of the Swan Canoe Club, reports that canoeing is now entering the High Schools in that state. Sixty two students from *Scarboro High School* dotted themselves over the Swan River

under the supervision of White their P.E. master and three member of the Swan CC. Once it can become established in the schools, the die is cast for more improved performances in competitions as well as touring. J. Trail is also reported as having established the fastest time ever for the Fremantle to Perth LDR on 7th May with a time of 1 hour 2 mins and 48 secs.

The *Hunter Valley CC* of NSW is, amongst other things, preparing for the Dungog to Clarencetown LDR on 5th August. It should be a really fine show, judging from the amount of preparation which is going into it. The River Canoe CClub of NSW has two of its members overseas. Peter Griffiths, who is on his way to compete in the Arkansas Slalom and River Race, will then go on to Munich to observe. In

addition, Helen Brownlee is in Germany, doing a Goethe Institute course before presenting herself as an official for the slalom at Augsburg.

The *Illwarra Club*, now 300 members strong, held a social weekend at Oallens Ford during the Queen's Birthday weekend in June. They were joined by some paddlers from the *Southern Tablelands Club* and a mixed bunch paddled down the beginning end of the Shoalhaven River to a new egress point known as Sailors Gap. This was made possible through a prospector who had forced his wheeled entry to the river bank with a small dredge. Frank Whitebrook is an official in both Racing and Slalom at Munich and Augsburg.

The hyperactive *Trinity Club* in Victoria is getting right behind the Australian Slalom Championships

to be held during the Xmas-New Year period on the Mitchell River. All are looking forward to the new venue. Trinity recently held a club slalom which had over 60 entries! No wonder they reap harvests of medal and trophies wherever they go, and they are so darned pleasant about it too!

Another Grand Canyon trip is being planned for next year. This time Australians as well as many other nationals are being invited. The cost from a pick up point in Los Angeles is \$400 US. If you are interested, you should write to Mike Clark.

All Australians will congratulate the two Tasmanians who paddled from Sydney to Hobart, across Bass Strait in about 7 weeks. They used touring K1s with rudders. This means the Strait has been now crossed by five canoeists, all journeys from North to South.

NEW BOOKS GUIDES AND PUBLICATIONS

CANOE EDUCATION SURVEY

CANOEING IN EDUCATION : No. 1. A Survey: Edited by G. Sanders. Number one of occasional papers to be published on canoeing by the British Schools' Canoeing Association.

A number of experienced people engaged in different aspects of educational canoeing have been asked to write about their work — its past development, details of present structure and facilities, and possible future lines of development. Such a survey enables one to assess progress so far and, by giving us a better understanding of patterns of

developments, allows us to plan for the future.

Approx 48-pages (onA4). Price 50p incl. postage. Obtainable from: 'Canoeing in Education' 4 Barston Lane, Solihull, Warwicks. (Cheques made payable to British Schools Canoeing Association.

U.S. TOUR GUIDE

MAKENS' GUIDE TO U.S. CANOE TRAILS: Author James C. Makens, Ph.D. : Published by Le Voyageur Publishing Company, 1319 Wentwood Drive, Irving, Texas 75061, U.S.A.

A guide listing nearly 900 canoe trails throughout the U.S.A. Brief descriptions are given for the trails with information such as access points, dangerous portages, distances and other data of interest to the canoeist. Every State, with the exception of Hawaii is represented with an alphabetical index and State by State listing for easy reference.

This book is designed to be used as a 'first' reference so that canoeists can select a trail equal to their paddling ability. Additional information can be obtained by checking with references listed in the extensive bibliography.

86-pages : Price 4.95 dollars: Obtainable from — Le Voyageur Publishing Company.

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FOR SALE - SOAR VALLEY SPECIAL Mk IV. £27.00 Complete with buoyancy, kneebars, footrest. SVCC. 247 Catherine Street, Leicester LE4 6GE.

FOR SALE - JAYCEE CORVETTE 13'4" glassfibre Touring Kayak - REDUCED FROM £44 - £33. Used four times. Owner taking up slalom. Tel: Downland 53163 evenings (Surrey).

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QUALITY PADDLES - Kits £2.45; Touring £4.00; Slalom £9.50 and £12.75; Racing £6.50 and £10.50. Brochure from - Mark Gees, 21 Tower Road, Twickenham, Middx. TW1 4PD.

MOULDS

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.

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

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INSTRUCTORS

TEMPORARY CANOEING INSTRUCTORS required U.K. and France short/long periods March - October. Details: P.G.L. Adventure Ltd., Ross-on-Wye, Herefordshire.

YHA requires Leaders for week long canoeing trips on the Lower River Wye - July to September. Maximum group size 6 doubles and 2 leaders. Food and accomodation all found, and remuneration. Details from - Davis, YHA Adventure Holidays, 'Trevelyan House', St. Albans, Herts.

HOLIDAYS

ADVENTURE HOLIDAYS with YHA. If you would like to lead a canoeing holiday on the Wye or in Cornwall July-September for 1 or 2 weeks, write for application form and details to: R. V. Davis (LC), YHA, St. Albans, Herts.

FOR SCHOOLS AND YOUTH ORGANISATIONS our River Wye Centre, Tan Troed Adventure Centre, Brecon Beacons National Park and our River Ardeche Centre provide an inexpensive introduction to CANOEING for school party groups. Write now for our 1972 colour brochure: P.G.L. ADVENTURE HOLIDAYS, Ross-on-Wye, Herefordshire. Tel: Ross 3311.

PERSONAL

Help, accommodation etc., in Augsburg August-October - kayaks available. Write: B. Walkley, Poste Resante, 89 Augsburg, West Germany.

PHOTOGRAPHY

CANOESPORT PHOTOGRAPHS published in this magazine and credited to 'Canoeing Magazine' are available for sale. Half plate (6½ x 4¾) 15p: Whole plate (8½ x 6½) 25p: 10 x 8 40p: 12 x 10 65p: 15 x 12 80p: 20 x 16 £1.10. Plus 5p on sizes up to whole plate, 10p on sizes over whole plate to cover postage. Available from: Canoeing Press, 25 Featherbed Lane, Croydon, CR0 9AE.

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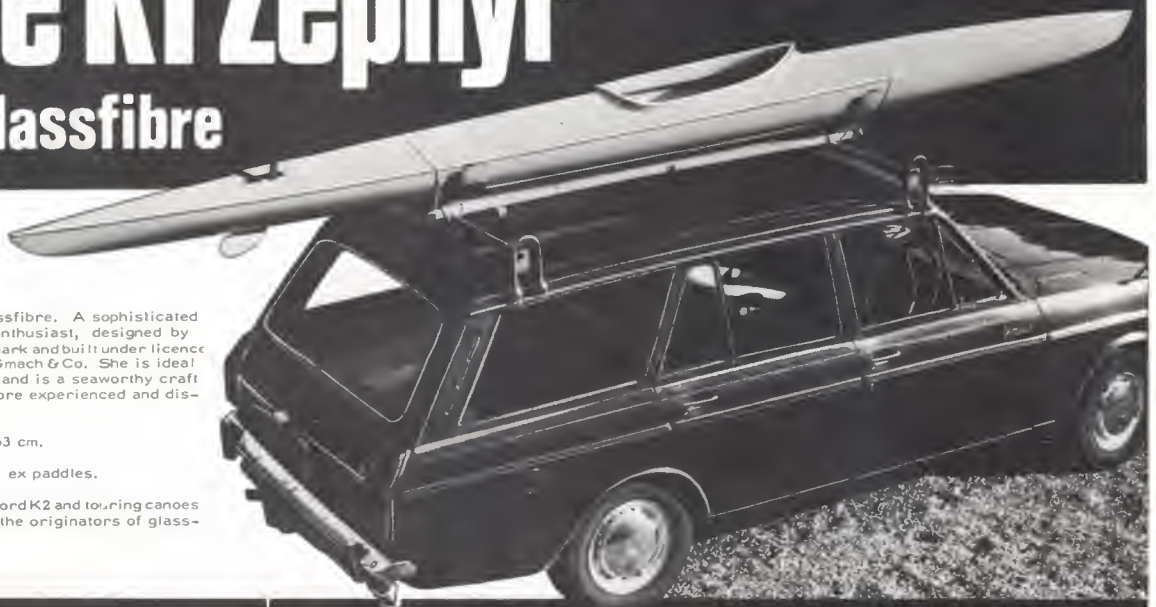
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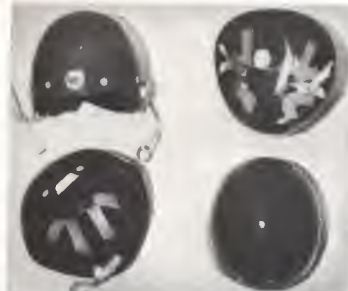


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