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*January-February 1974 18p*



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## COVER PHOTO

*Llangollen Mill Rapid with  
very heavy water for the  
National Championships.  
Photo: Canoeing Magazine.*



*Over the top of the wave below the Serpent's Tail.*

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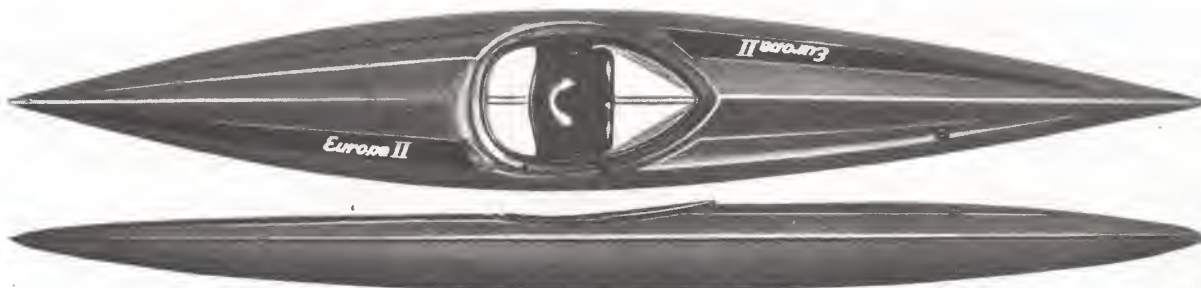
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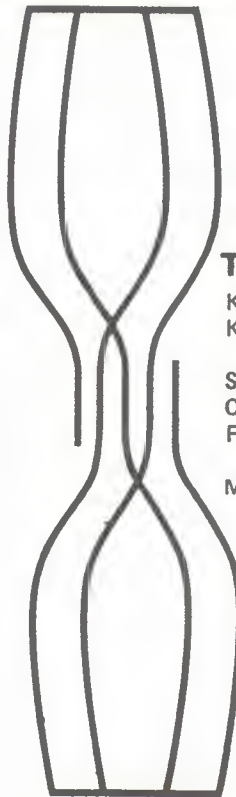


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# CANOE SPORT COMMENT

Mike Clark

## CRISIS-NO PETROL, NO RACING

**What with power cuts, lack of petrol, the miners baning overtime, the rail drivers working to rule and the winter budget, one does not have to know that our country is in a serious economic mess.**

For our rough water paddlers, the shortage of petrol had the immediate effect of the Usk River Race being cancelled at a week's notice, the event planned for the weekend 8th/9th December. However, I hear that most other winter events are now to go ahead, providing there is no actual rationing of petrol. During the course of a season, the competitive canoeist in Britain travels a very large number of miles and thus, if rationing does eventually come, our sport is going to be hard hit.

The shortage of oil seems to be one of the basic factors for the present state of the country. However, this shortage has hardly begun to be felt in its full effect and the position will undoubtedly be more far reaching than the cancellation of a couple of events...

### **Resin shortage**

Oil has a vast number of by-products and the shortage of one that is going to really hit our sport is the shortage of the polyester laminating resins. Almost 99% of the canoe and kayaks manufactured in Britain are produced in glassfibre. Talking with a number of the London and Home Counties based manufacturers, it is already clear that the shortage of laminating resins is beginning to be felt. For the coming year many manufacturers are going to be supplied with only some two-thirds of what they have used over the last twelve months. Thus, with already full order books and a waiting list for craft, it does not take a genius to know that with a constant demand and shortage of raw materials, prices are going to rise steeply.

### **Inevitable price increases**

Already firms have made increases in the price of their boats. But this is nothing to what is going to happen in

the near future. The situation seems so serious that I predict that within the next twelve months manufacturers will be asking anything upwards of £70.00 for a slalom kayak...! Indeed, most slalom craft on the Continent had reached this price during the summer of last year. However, I don't think we shall yet see the American boat prices — a slalom kayak of European design costs around the £130 mark in the States...!

### **The search for raw material**

The shortage of resins and the general shortage of glassfibre does not only hit the commercial manufacturer but will of course hit the amateur constructor. The price of glassfibre mat has increased by over 70% over the last year. To give an idea of just how serious things are, I don't think the Strand Glass Company will mind if I sight what has been happening to the firm over the last months.

Strand Glass now has some sixteen retail stores dotted around the country, each demanding a supply of resins and glassfibre. In the early summer of 1973, director Rod Paris was on the Continent buying up resins and glassfibre on cash terms to keep his stores supplied. But by the end of November the situation was far more serious than just prices increases and a mild shortage — costs were sky-high for the little raw material that was available in Europe. The Strand Glass advertising schedule accounting to some £60,000 for 1974 was cut to zero, with all available capital going towards buying every available supply of raw material. In the search for such material, Mr. Paris has travelled as far a field as South America...!

This present shortage could well last right through the coming year, but at the present time not helping the situation is the fact that one of the major firms processing the polyester resins are on strike. However, what is certain is that we have seen the last of the cheap canoes and kayaks...

## INTERNATIONAL BOAT SHOW

**Despite the power crisis, the railway drivers work-to-rule, and even bombings, the International Boat Show at the Earls Court in London over the first weeks of the new year went ahead and proved a great success.**

For the canoeist, there was quite a bit of interest around the show. Major firms like Avoncraft, Jaycee Glassfibre Products, Ottersports, P. & H. Fibreglass Products, Tyne Canoes, and our own Canoeing Magazine, had stands at the Exhibition and a very wide range of interesting craft.

Ottersports had a completely new range of glassfibre touring craft and wide range of paddles and accessories. However, their new 'Sportsman' paddle as featured in our Trade Page this issue, is not now going to be available until during the summer months. Tyne had a very wide range of their craft from rigid wood and canvas, to folding and glassfibre, for touring, racing and slalom. Avoncraft displayed their racing and slalom craft, and a new Eskimo—the Tern—that will appeal to many of the sea enthusiasts. On the Jaycee stand their was a good

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display of rough water and touring craft, including the new Match 2 and Contra. Also on display and creating great interest was their Voyageur Canadian Canoe as featured in the recent BBC 'Pathfinder' TV series. On the P. & H. stand, again a new model proved of great interest. This time it was the 'Surfblazer' surf kayak. (I hear there is some dispute over the name, it being the registered name of a power boat, so maybe Dave should now call it the 'Surflaser'...)

The first days of the Exhibition were very slow—although Avoncraft had a very good bulk order—but by the first weekend things had livened up. By the close, all seemed happy with trade, but of course it will be a few months before a real assessment can be made.



*International Boat Show — canoesport stands of P & H Fibreglass, Avoncraft, Ottersports, Jaycee.*

## NON-PUBLICITY

**Despite a number of requests for details of events** for the coming year, it is January and the only details I have are from a few zealous race secretaries who have sent in the odd dates. So far nothing from Sprint, Long Distance, or Slalom—however, I do have the International list of events from the International Canoe Federation and the championship dates for rough water and sprint events from Australia, New Zealand, South Africa, Canada, and the United States of America. As far as British sports goes—almost zero! Certainly our competitive side still has a great deal to learn as far as public relations goes.

Now, after that comment, one over-worked Technical Committee member is bound to jump on me and say that all committee members are just too busy to put out such information—but I would not think it too difficult for committees to appoint a committee member purely to deal with public relations and the passing on of information.

### **Non-publicity; for Slalom Team**

Well before Christmas, I had details of the New Zealand team to compete at the Invitation Slalom that coincides with the Commonwealth Games, yet no-one has bothered to put out information on the British Team that is travelling half way round the world to compete! Our team left for New Zealand on 19th January and will stay for just on a month. But I still do not have details on who has

gone or what events they will be competing in and, being easily available during working hours on the telephone in London, I am expected to be able to give comments on the team's prospects for an interested party considering some form of sponsorship for the team!

### **Non-publicity; for B.C.U.**

Another interesting piece of non-public relations comes from the B.C.U. Way back in September I had decided that the magazine would take a stand at the International Boat Show in London. In November I spoke with Geoff Sanders to offer to take a number of B.C.U. membership forms for the use of prospective members who would surely be around the show. Great, just write to B.C.U. Headquarters and get them to send you some. Duly a letter was sent to B.C.U. Headquarters around the second week in November, but alas no membership forms arrived—more pity being that I had some 80–100 persons asking for details of the B.C.U. and no doubt more would have asked if such forms had been on display. No cost was involved other than time and postage...

### **Non-publicity; for Llangollen Slalom**

Yet another piece of non-public relations comes again from the Slalom Committee. Yes, it's that Llangollen International again folks...! This time the International Canoe Federation lists the event as being held over the weekend 27/28th April, while the German magazine

*continued overleaf*



KanuSport lists it as being over 13th/14th April. However, both dates are incorrect, and I am assured from Mark Markham, Slalom Technical Committee Secretary, that the event is planned for the usual weekend in October—19th/20th. Certainly, the Slalom Committee should now take steps to see that these mistakes are corrected, otherwise we are once again going to look 'right Charlies' with persons turning up at Llangollen when no event is being held!

### **Possible invitation slalom for NorthWales**

Still on the slalom scene, I hear whispers that an 'invitation slalom' is to be held on a new site in North Wales. This is tentatively planned for the Spring Holiday. The site is one of three new ones on the River Tryweryn, near Lake Bala. (An interesting article on the hydrology of the Dee by Stuart Fisher is featured in this issue.) And for those who have not already guessed, the river of 'Somewhere in Wales' featured in our last issue, was in fact the Tryweryn. Now don't all go rushing up there, expecting to see great 'hairy' waves, the water is strictly controlled from the dam and the river is only good when 'turned-on'. I hope more details on this proposed event will be available when the British team returns from New Zealand. Organisation of the event is at present in the hands of Martin Bosher, British Team Manager.

### **Scottish events – lack of publicity**

Twice a year, the Scottish Sports Council issues a list of 'Forthcoming Sporting Events'. These of course, cover purely sporting fixtures in Scotland. Any publicity is good publicity, yet, although such odd events as curling, judo, hockey, kart racing, and archery are mentioned along with the more popular events, there is not a single entry under 'canoeing'. Surely between January to June there are canoeing events in Scotland—thus yet another piece of non-public relations... Let's make sure we get some publicity for the second half of the year—secretaries of Scottish events should send details to: *Press & Publicity Officer, Scottish Sports Council, 4 Queensferry Street, Edinburgh, EH2 4PB.*

## **ADDRESS CHANGE**

**The Sports Council moved to new offices at the beginning of December, the address now being: *The Sports Council, 70 Brompton Road, London SW3 1EX. Tel: 01-589 3411.*** As the British Canoe Union headquarters was located in the old Sports Council offices there seems to be a good chance that the B.C.U. have moved — although the magazine has not been notified of any address change..

## **MAGAZINE COVER**

**For the first time, our September/November number last year featured a 'topless' female kayaker on the front cover.** As with the majority of covers, the photograph was taken by your editor. I must admit I was just a little worried as to how the magazine would be accepted—a vast number of subscriptions come from schools and youth groups. However, not a single letter against the cover, and more than a few in praise!

From Jay Evans in America came: *'Congratulations on the Canoeing Magazine cover for the Sept./Oct. '73 issue. Aesthetic and tastefully done! Perfectly natural in every way and don't let any of the old fogies around give you grief about it.'*

From Neville Truran of South Africa: *'Thank you for the Sept./Oct. Canoeing Magazine. I am certain that, for its content and photographs, it will become a vintage edition. I must say there were some raised eyebrows with your cover, but of course, even 'Playboy' is banned in this country.'*



*'Topless' on the Ardeche . . .*

### **Return to Ardeche**

Later this year, I plan to return to the Ardeche for a couple of weeks, so we may get a few more prints similar to warm the cover for the next winter months... Sorry chaps, I'm not letting on who the young lady was, but if you want to see more, she is featured in the 'Canoesport Calendar'—copies still available..

### **Canoesport Calendar price reduction**

With a few weeks of the new year already past, you will see from the advert in this issue that the 'Canoesport Calendar' has been reduced slightly in price. Now only 55p including VAT and postage, the calendar is good value with some of the best photographs from my trips of recent years. The 24 photographs—pull-off every two weeks—cover all sides of our sport with touring, slalom, down river, long distance, and sprint racing... Available. *Canoeing Press, 25 Featherbed Lane, Croydon, CR0 9AE.*



# KEEP PADDLING

## says Jørgen Samson

**For canoeing, a lack of activity is felt harder than in any other sport.** Kayaks which are rarely or never used might fill the boat houses so that newcomers can not be admitted. To such stagnating or even dying clubs, training and competition is generally assumed to be the remedy, and this is one of the reasons why leaders and coaches very often persuade the paddlers to get racing kayaks. However, speaking from my experience, this will not stimulate the paddling activity.

To the big majority of the paddlers, the racing kayaks are much too unstable. They are designed to be raced on courses that are sheltered so well that the open Canadian canoes can also participate. Hence the kayaks are specialized to pure still water racers with only one good quality – namely that of speed. The lack of stability does not bother the elite sprint race competitor, but no federation should base its canoeing on solely these few paddlers.

Today the value of top competition is questioned all over the world. The pseudo-amateurism has been criticised, along with all the national anthems, the kisses, and the tears which are carefully closed up by the television. Furthermore, three to four hours training each day – of the hardest one can imagine – does not appeal to the majority of young or grown-up persons. Frequently it has been said, that the level of competition and technique is now so high that all pleasure has gone out of the sport.

However, paddling is just not for sprint racing, it encompasses the whole of our sport with the touring and pleasure canoeists forming the wide base for the very small tip at the top. But even at the base of this pyramid there is a need for some form of training to develop a degree of

watermanship and ability. Care must be taken not to take this training too far.

There is no doubt that many paddlers would like to compete occasionally, providing they can do it just for fun without big pretensions and the need for the purchasing of a special kayak. The latter is most important and makes the background of the touring classes in some federations.

Very early on it became such a nightmare to the Danish Kayak Federation that the racing kayaks kept their owners away from the clubs because members were afraid of using these unstable craft unless the weather was absolutely calm! And if someone happened to be out in a racer when the weather was bad, then the federation were afraid of accidents..

For Scandinavia, a touring class was first introduced 40-years ago, a racing class open only to the few high and beamy kayaks that had been designed for long cruises and heavy load carrying capability. This was wrong, again the kayak was too specialised, this time performing so bad in training and racing that it did not appeal, especially to the young paddlers.

In 1946, my federation asked me to produce the plans for a one-design kayak with the main dimensions equal to those of the racers, but being much more safe and seaworthy. This first model did not prove really satisfactory and the idea of a strict one-design was dropped. We decided that nothing should keep us from correcting defects, and as the kind of water could differ considerably from one place to another, we were prepared to admit a number of different models within the class. On the other hand, we concentrated on maintaining a certain degree of stability,

found by experience as suitable to the average paddler. This led to a waterline beam measurement, which also controls the speed. Over the years, the rules have been tightened in order to avoid harmful or peculiar shapes.

Other rules produced by the International Canoe Federation influenced the racing kayaks in a contrasting manner. The cross sections are now narrow and rounded below the waterline, while above it the freeboards are flat and flaring out in order to reach the minimum beam measurement at the gunwale. The result is the least stability possible and consequently we demand the opposite shape in the touring class kayaks – namely a flat 'V' below the waterline and a full curved form above. Here the stability is good, particularly in its final part, when the kayak is heeled to the gunwale. This is the main reason why the Espada K1 cannot be accepted as a youth kayak in Scandinavia and the U.S.A., the craft is too close to the present day racing design and thus lacks the required stability. Kayaks that now form this touring class are the Fenja 65 and the Menja, the latter for the very young paddlers. Both of these youth kayaks provide so much extra buoyancy that they can still be paddled even if totally swamped.

The touring kayaks of today look very racy, and in order to emphasize the contrast to the still water racers, they are now often called '*open water kayaks*' or '*coast kayaks*'. From a total of 11 models, equal or nearly equal in stability, it is possible to find just the right kayak suited to almost any paddler's particular needs, whether for competition or not. The interest in these kayaks is growing so rapidly, that in Norway and Denmark there are about three times more paddlers competing in the touring classes than in the international 'K' class. Accordingly more attention is drawn to the former, not for democratic reasons, but the leaders and coaches soon found that they could recruit top sprint competitors from the touring section. Hence the fastest and most ambitious paddlers are leaving the class, so that the atmosphere of fun without pretensions is still maintained..

# Down River Championships

Mike Clark

**With Force 9 and Force 10 gales all round the country during the second week in January, plus torrential rain almost across the whole of Britain, it seemed a reasonable chance that the River Dee in North Wales would produce high water for the National Down River Championships held over the weekend 12th/13th January...!**

Being at the International Boat Show all the week, Robin Witter came in on the Thursday to say that certainly the Dee was running hard and great water for the event. That settled it, although I had to pack up all the gear on the Canoeing Magazine and not vacate the Exhibition until 7.00 p.m. on the Saturday night, I just had to try and get up there. In fact, I had already booked in at the Bryn Derwen Hotel and indicated I expected to be late... Late was right, I cleared Earls Court by 8.00 and managed to crawl into the Bryn by 1.25 a.m....

With the race start not until 10.00 a.m. and the top Down River Class not until 12.00, there was time to look over the course and see what was going to be the best place for photographs. A long walk through thick mud and the occasional heavy shower of rain along the bank opposite the Chain Bridge Hotel gave the only reward of the Serpent's Tail being completely covered by flood water, with all the rocks on the left going downstream being covered. However, just one superb wave and stopper looked as if it would produce a few spectacular shots. Alas the only position below was too low to show the size of the water in any photograph, while above, although very good, one was only going to get canoeists' backs—unless some hapless canoeists went down backwards...! With the slalom class paddlers already coming down, I reeled off a few shots, but decided maybe the Town Bridge would give better prints. Indeed the bridge produced some good shots, but the TV cameras (recording for the Grandstand programme of the following weekend) had plugged for the rocks on the right of the Mill Rapid—it seemed like a good idea to join them..

Covering a Down River Race is very difficult. The Llangollen site is only short and it is not possible to follow a paddler down or see him at more than just one place, unlike an L-D, the race is over in a matter of minutes and, with paddlers following at minute intervals, it is impossible to say who is the winner until the results appear. Thus one goes on form and hopes that the right paddlers are captured on film... And when the race is over, what does one report? Joe Bloggs looked great on the water? Or, John Thomas certainly took a wrong line down the main fall? Neither, one reports that,

after almost ten years at the top of rough water sport in Britain, year after year winning the National Slalom Championship and the Down River Championship, Dave Mitchell of the Chester Canoe Club is still the best in the country...!

Your young Avery's, Dolan's and Hignall's, even the great Long Distance and Down River paddler in the shape of Jackson from Grappenhall, could not match the brilliance of Dave Mitchell. With a superb 9min 49sec, Dave took the K1 Championship, just 5sec clear of Jackson in second place. Chris Avery of Guildford took third with a time of 10min 11sec—17sec behind Dave... while less than a minute covered the first ten places. When the chips are down, and the event really counts, Dave still seems to be able to pull it off. Great Dave, just great...

In the Womens K1, it was yet another Championship win for Pauline Goodwin, holding off none other than Peggy Mitchell, while in the Mens C1 the name of Goodwin appears again in first place! Taking the Mens K1 and C1 and the Womens K1, the Championships proved what you might call a family affair with both the Mitchells and Goodwins taking home a 1st and 2nd place...

Sibley/Hewitt took the win in the C2, while in K1 'A' the win went to A. Edge of Manchester with team mate P. Mansell winning the class 'B'.

With the water high and spectacular, the rain holding off long enough to get good photographs, certainly the rush up to Llangollen was worth it...

## Mens K1

1. D. Mitchell, Chester, 9.49:/2. N. Jackson, Grappenhall, 9.54:/3. C. Avery, Guildford, 10.11:/4. B. Fraser, Leeds, 10.13:/5. J. Dolan, Edinburgh, 10.17:/6. R. Hignall, Manchester, 10.19:/7. D. Smith, Worcester, 10.20:/ 8. N. Timmins, Manchester, S. Fisher, Wirral, 10.21:/10. A. Campbell, 10.24.

## Womens K1

1. P. Goodwin, Staffs. 11.05:/2. P. Mitchell, Chester, 11.27:/3. B. Sattler, Chester, 11.37:/4. F. Roberts, Edinburgh, 11.50:/5. J. Clark, WYM, 12.25.

## Mens C1

1. J. Goodwin, Staffs. 11.33:/2. G. Goldsmith, Brighton, 11.35:/3. B. White, Army, 11.46:/4. A. Woods, Nottingham, 12.14:/5. D. Denton, Leeds, 12.48

## Mens C2

1. Sibley/Hewitt, Windsor, 9.44:/ 2. Parr/Cooper, Nottingham, 11.21:/3. Howarth/Farr, Chiver, 11.38:/4. Evans/Edwards, Gloucester, 12.05.

## Mens K1 'A'

1. A. Edge, Manchester, 10.32

## Mens K1 'B'

1. P. Mansell, Manchester, 10.58





1

- 1. Peggy Mitchell on the Town Rapids.
- 2. Dave Mitchell down the heavy Town Rapid.
- 3. Paddler through the bottom wave of the unrecognizable Serpent's Tail Rapid . . .
- 4. Gay Goldsmith at the top of the Mill Falls.
- 5. Richard Knight down the Mill Falls.
- 6. A swim for one K1 paddler . . .
- 7. C1 through the top of Mill Falls.

Photos: Canoeing Magazine.



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# GRAND CANYON

## SUMMER OF '73

*story and photographs by  
mike clark      part 3*

*Still waters as the group descend further into Grand Canyon.*





## Stanton's Cave

28th June. 31.5-mile to 36-mile. Our third day on the river was planned as something of a rest with only around five miles to be covered. Thus our start on the river was not quite so early.

There were no rapids on the agenda today but rather a couple of sights to look over. Stanton's Cave was a few hundred yards below our campsite: deep and high on the right cliff. Although the paddlers and other rafts decided to go on, Leon pulled our 10-man in below, and we walked up to have a look round. The cave was wired off, but Leon made sure no commercial trips were on the water below while Clarky's pliers opened the fencing. The cave stretched back a ways and opened out into a cavern. At its head a small tunnel led to yet another, bigger cavern. There was evidence of recent work by archeologists, so we took care not to disturb their digging areas or the abundant markers around the caves. The whole area was alive with bats, and as we shined our flash-light around the walls and roofing, bats swooped low over our heads. After half an hour we decided we had seen enough and returned to the sunlight and heat, wiring the fence carefully back in position behind us.

## Vasey's and Red Wall

Our next stop was another few hundred yards downstream, on the same side of the river. It was Vasey's Paradise, a spring showering down clear water from high on the cliff face, bouncing down over the red rocks and twinkling in the bright sunlight. Below, mosses and different plants covered the rocks. Powell had named this Vasey's Paradise after the botanist who accompanied him on the 1868 Expedition on the Grand River.

Our stay here was short, allowing for a few photographs, a clamber over the rocks, and a few cupfulls of the clear sweet water. But we didn't go too close

to the greenery because among them was the famed poison ivy. Also the peace of the place was disturbed by a dory party.

Our next stop was a mile downriver on the left bank at Red Wall Cavern. Here, with a sharp right bend on the river, the water had gouged out a great cavern under the left wall. This vast chamber, now partly filled with wind blown sand, would hold around 50,000 people if it were a concert hall. One could hardly imagine what the river looked like when it flooded to the top of this place.

We spent most of the day here, playing in the water or dozing in the cavern's cool shade. By mid-afternoon the water was rising again and so it was time to leave. After three miles of flat water we pulled in to shore for our proposed campsite at Modilite Canyon, but as we found it occupied by the dory party we met at Vasey's that morning, we moved on downriver to camp at the 36-mile point on rock ledges on the left side of the river.

## A day of 'water battles'

29th June. 36-mile to 49.5-mile. Morning brought another fine clear day, with the river still crystal clear and no trace of the red silt I had seen on the previous trip.

We had only President Harding Rapid to run today, which gave no difficulty in low water. The paddlers held together well on the water; the trip was settling down nicely. The water side was going well, and the work crew of boatmen, swampers, and cooks — all Americans — was great. We had no note of discord and all pulled together well.

We had hoped to make a good run this day but by late afternoon we were still some miles off the proposed Nankoweap site, so decided to land at the first good-looking site. This turned out to be on the right side of the river, on a sand bar that I judged to be some four miles above Nankoweap. (Mor-

ning brought us to Nankoweap within three miles, so my map reading was a little off!)

We had some 17 days in the Canyon. Our runs were on average about twelve to fifteen miles per day, with morning starts never later than 9.30. Yet we still seemed to be arriving late at campsites, often eating in the dark, and on one occasion had to use a flashlight to bring in one of the rafts. Without motors the big J-rigs moved slowly, often being caught by great eddies if the boatman was not watching constantly. And on some stretches of the river, strong upstream winds late in the afternoon almost totally stopped progress of the rafts — despite the 4-knot current throughout the river. Still, having experienced the motorised rafts on the '71 trip, there is no doubt in my mind that the craft we used on this trip were suitable and far better than having the constant drone and whine echoing off the Canyon walls.

On such days as this when the water ran smooth and we didn't have any great rapids to run, we started up super 'water battles'. Sometimes it would be the kayaks against the rafts, other times the 10-mans against the J-rigs (or rather Art's J-rig when he took to helping 'Streaker'...!) My choice of running most of the time with Leon was well rewarded, for when we had such water battles, our 10-man always seemed to come out the winner — at least, we thought so, since it is a bit difficult to judge when everyone involved is dripping wet! Everything was brought to hand for the battles: bailers, buckets from kitchen equipment, 'Tang' cans emptied at breakfast, in fact, anything that would scoop water. Leon was a brilliant 'war leader' and he would navigate the raft to make best use of the river for a 'hit and run' attack, working with Greg to hit both sides of a J-rig simultaneously. And he knew just when to break off an 'engagement'.

Such days will linger long in one's memory.

*continued overleaf*



# GRAND CANYON

## SUMMER OF '73

### **The Little Colorado**

*30th June. 49.5-mile to 62-mile.* With breakfast cleared and all gear packed on the rafts, we pushed off just after 8 a.m., the earliest we managed to leave during the trip. Our reason was to reach Nankoweap before the sun was high and the sand hot, so we could stop at this great sandbar and hike up to some small Indian storage caves high on the right wall of the Canyon.

Within a few miles we made the great sweep of the Nankoweap Rapid and landed on the sandy beach below. From the shadow of the caves we could look down on the river, our rafts appearing as specks on the sand far below. The view was reward for the pints of sweat lost in the climb. In such places as this, one tends to walk about half speed; the sun and heat are too great for normal exertion.

Back on the river, the morning passed with the running of Kwagunt Rapid and 60 Mile Rapid. Both were rated low and just fun water to our kayakists. Mid-afternoon brought us to the Little Colorado River entering on the left side of the Canyon. This is the boundary of Marble Canyon and the beginning of Grand Canyon.

We extended our already late lunch stop at the Little Colorado. Here on the side, the Little Colorado ran bright blue and gave a good chance to swim and bask in the warm waters or sunbathe on the rocks, slowly submerging to cool off in the water every so often. It was a great relief from the heat of Marble Canyon and the very cold waters of the Colorado.

With the sun already beginning to fall in the late afternoon sky, Art decided to make an early start for our night's campsite. But this turned out to be rock ledges within a mile of the Little Colorado; we could have spent much more time at such a delightful and refreshing place. Still, at least we ate in daylight for a change!

Our campsite was on the left side of the river, again of rock ledges. A waterfall from high on the Canyon

walls had scooped out a great rock bowl with different levels, providing ledges and flat terraces. The place was fine for our small group. However, the rock bowl held the heat in from the rock, so I chose to find a small ledge on the outside of the bowl rather than sleep in the heat. Although we camped in a number of these water bowls during the coming days, most of the members never seemed to realise that the inside of the bowl was some 10-20 degrees higher than outside it. Still, the site was far better than the sandbars we used occasionally.

### **An evening hike**

After the evening meal it was still an hour before dusk would begin so I decided to venture a hike over the nearby ridges. The walk was quite easy, being over soft gravel with only a few boulders to clamber around. Up past two gullies I came across grim reminders of an air crash that happened here in 1956. Pieces of wreckage lay among the rocks with hardly any evidence of deterioration: here a jagged piece of aluminium fuselage, a piece of perspex, here a length of control wire. As with everything in Grand Canyon, the only way out is the far end some 200-miles away. On the far side of the river, hidden from view by a huge outcrop, lay the main bulk of the debris, where surely it will lie to time immemorial.

## **Into Grand Canyon**

*19th July, 1869*

*'Wherever we look there is but a wilderness of rocks, — deep gorges where the rivers are lost below cliffs and towers and pinnacles, and ten thousand strangely carved forms in every direction, and beyond them mountains blending with the clouds.'*

*John Wesley Powell*

*1st July. 62-mile to 75-mile.* Sun reflecting from the far canyon wall awoke me around 5a.m. It was time to move and awaken the group; we had some 13-

miles to cover this day, with one major rapid to run.

Breakfast was taken in the cliff's cool shadow on the eastern side of the Canyon. The sun would not bear down on this place until well into the morning.

The run began easily enough with the Lava Canyon Rapid at the 65.5-mile mark. This was only a grade 2-4, but, as with all these 'small' rapids, the 10-mans and the kayaks gave spectacular and exciting rides. In another couple of miles we came to Tanner Rapid, of the same grading. Here the ride was longer with slightly bigger waves.

All down the Marble Canyon, the walls had been increasing in height, sometimes sheer from the river, at other times broken down with great buttresses of boulders. This morning the immediate canyon walls began to grow smaller, and after Lava Canyon Rapid, the Canyon opened out, the walls falling back and we could see to the distant South Rim where just a few days before we had gazed over in wonder.

### **Unkar Rapid**

The river now turned sharply round great buttes for a couple of miles until a wide left hand curve brought us to the top of Unkar Rapid.

Sheer, deep red walls rose from the river on the left bank, while the right had a large gravel bar lined with tremendous boulders and trimmed with narrow band of mesquite trees. The rapid was located on a long right hand curve, the main current sweeping under the left wall. Great waves exploded skyward and deep holes with immense foaming masses below them defied the bravest of our paddlers to draw near. Noise from racing, thundering water deafened the ear as we landed above to survey the rapid. This was the place our Canadian double had almost been wrecked on the 1971 trip.

Leon in the 10-man was the first to

*continued overleaf*

*Canoeing Magazine January 1974*





*Still waters and a day to laze or take part in the many 'Water battles'. But even the many small 'ripples' still produced excitement for the 10-mans . . .*

*Below: The hike up to Indian ruins at Nankoweap and a sunny laze for one of our cooks, Carol Johnson.*





# GRAND CANYON

## SUMMER OF '73



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run, and we bounced through the best of the water for a first-class run, without mishap. He quickly pulled clear of the main current and into an eddy that beached us just past the really big waves, almost half a mile above the rapid's tail. After tying the raft we raced back over the boulders to watch the others make the run.

The kayakers took the rapid in great form, racing off the top of great waves, the boys still aiming for the big holes. Tomorrow they would try to avoid the big holes! But today they showed grand confidence on this water, bigger than most of them had ever tackled before. Well over half were taking the big side; Robbie Stewart just simply revelled in this water, pushing his Loisach into all the big holes. This blonde, big South African was certainly at home in such water, always among the first to attempt the biggest rapids and certainly one of the finest down river men I have seen on my two Colorado trips. Others making it great were Chris Rawlings, Bob Smith, big Pete Knowles, and our 'walking calamity' Richard Knight. Around the campsite this guy was a one-man demolition squad! (Sorry Richard...) It started with his destruction of our portable loo and went on to even better things like accidentally knocking a beached kayak into the top of Dubendorf Rapid! However, once on the water he was sublime perfection,



1. *John Toder skips by a great wave on Ukar Rapid.*
2. *Dave Biggs taking the best of Unkar.*
3. *Bob Hastings into the top of Unkar.*
4. *Mike Fennessey over the top of the first falls of Unkar.*
5. *Chris Rawlings, really enjoying the run of Unkar Rapid.*

diving into the biggest holes, looping in every possible wave, and playing on every small ripple along the flat stretches. And hell, in our water battles he reigned supreme! This was the guy who wanted to back out of the trip just three weeks before we were to leave... But poor Jorgen was having greater difficulty with every mile that passed. The water had just become too much. Although he could follow another paddler down most of the big stuff, he did not seem to possess the confidence to tackle the big waves once separated from his partner. However, he was not the only one to take the 'chicken shoots'.

Unkar slipped behind us, and I was well pleased with the paddlers, and even more pleased with the photographs I was getting.

### **75-mile Rapid**

Another two miles down we approached 75-mile Rapid. This was to be our campsite for the night, and the rafts just had to make it into the eddy below this time; there was no other suitable campsite between here and the top of Hance Rapid, one of the big 'super rapids'.

The two 10-mans dropped into the current, hard on the left side of 75-mile, the bows pointed toward the right wall but boatman pulling toward the left shore all the time. In fact, in Leon's raft it was a bit of 'bump and scrape' as

we ran almost on top of the shore! Both craft made it to the beach at the bottom with all the kayaks following and remaining on the water in case they were required to help the big J-rigs. It seems strange that our supposed support rafts which were intended for the safety of the kayakists found themselves relying on the paddlers to get them in... However, after a few worrying moments the J-rigs caught the eddies and safely beached below 75-mile Rapid.

### **Afternoon laze**

This campsite was quite good, with a large sandy beach, but little shade. We had made good time for the day's run; it was still mid-afternoon as we sweated under the blazing sun to unload the rafts. When the work was done there was time to seek shade of the rocks, or to laze on the rafts by the river and wait for the first real shade from the far cliff to slowly fall across the water. Although the rafts were in the sun it was a better place as one could take a quick cooling dip in the river and was away from the boiling heat given off from the rocks.

For Rob Hastings it was a chance to repair his kayak, the heavy water of previous rapids having forced in the top of his deck. Our repair kit – supplied by Strand Glass – was almost used up at this stage, after one of the NWW Olympia's was greatly damaged during the first full day at House Rock. Further down the river we were going to have to rely upon having only small damage and doing repairs with boat-tape! And we still had the biggest rapids to come...

On my first trip, it was at 75-mile that we found a very large scorpion, just over six inches in length and bright green in colour. Also on that trip we saw two rattlesnakes, one of great length. Now five days down and we had seen no such creatures. Try as I might to find a rattlesnake, they did not just seem to be around. Almost at every stop down the river, whether it

was just for lunch or the call of nature, I was out and looking in all the likely places in pursuit of my quarry. Alas, throughout the whole trip, I was not to see a rattlesnake or what you could call a scorpion (one of the paddlers found a baby scorpion about ¾" long, but this was hardly worth photographing!).

### **Massive campfire**

With the evening meal over and all the chores done, there was time to relax and talk round the campfire. Most times the campfire was used for the cooking and thus of necessity had to be kept to a reasonable size and offered little light to the early darkness of the nights. However, here at 75-mile I decided we should have the biggest campfire in Grand Canyon this night, proceeding to pile on drift wood.

Soon the whole area was lit up as the dry timber burst into flame. An eerie glow spread over the site, the far wall reflecting the brightness. While this great fire would keep our paddlers from their beds for a little while, the heat generated was such that we all soon had to move back into the shadows – the fire was certainly big enough now, for me at least, but not for John Talbot! He went on piling logs on the fire, flames now reaching some twenty foot in to the night sky.

'John, that's enough...' but not for John, he still went on bringing more wood from the shoreline. 'Hell, John, you'll have half the rescue services in here if you go on building that fire!'

Surely, with the flames now some twenty-five foot, we had the biggest fire in Grand Canyon and the glow must have been seen from South Rim – if anyone had been around at that time. At last John stopped piling on the wood, and our fire began to fade. Darkness once again closed its curtain around us, the talk began to dwindle and one by one the paddlers were swallowed by the night as they crept away to their chosen sleeping place.

***continued next month...***

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# LONG DISTANCE

Mike Clark

## EXE DESCENT

The last major Long Distance event of the 1973 season was the Exe Descent held on 18th November. Although non-ranking, the event attracted over 300 crews – what must surely be an all-time record for any L-D held in Britain!

Since its conception in 1968, the race has attracted an ever growing number of competitors, with the greatest increases coming in the slalom and touring classes. For this year, one of the organisers indicated that he had turned down very many postal entries and the race number could have been up by 25% if all had been accepted!

The Exe Descent was fashioned after the International Liffey Descent and certainly, when the water is high, is by far a greater challenge than the Irish event. The massive weirs down the course provide superb sport for the rough water classes, while in the 'K' classes a number are better to portage and avoid altogether... For the '68 race there were good water conditions, but it was not until the autumn of 1970 that we saw what the Exe could really do in high water! For this year's race, the water conditions were only moderate but nevertheless provided some fine sport.

### The course

The course starts just above Tiverton to finish some 20-miles downstream in Exeter at the Exeter Canoe Club boathouse opposite the quay that is often featured in the Onedin Line T.V. series. First obstacle down the course is the Salmon Pond Weir – just 500m from the start line. After this comes Tiverton Weir, followed by a broken weir and then on to Bickleigh Bridge and weir. A few miles down stream from here, competitors tackle

the biggest weir on the course – Thorverton. This is a tremendous double weir with an overall drop of some 20-feet... very spectacular in a K2! After taking Four Pynes Weir, the crews then have the infamous Cowley Steps. Here there is the choice of shooting the steps or taking the side shoot three drops, but for many of the wiser 'K' paddlers, Cowley is a definite portage! This was one of the vantage points I took out for photographs. Needless to say I got all the spectacular breaks I wanted. At times the sub-aqua boys providing the rescue here really had their work cut out with anything up to six or seven crews out in the water. I saw three K2s come down one after the other, only to break or flex on the first of the drops. The scene was very reminiscent of the first 'Liffey' race I followed (that particular year there was severe flood conditions!) The boat of Para boys Evans/Kidston completely broke in two on Cowley... while even the wild water boats were having trouble. Young Jill Clark in her new Match almost came to grief and badly damaged her kayak when it flexed some four feet.

### Fantastic entry

As already mentioned, the entry was an all-time record. The Senior K1 class took a total of 25 entries, while in K2 there were 32 crews competing. In both of the Junior classes there was only a small entry. Over 50 paddlers competed the Senior Touring and White Water singles, but again in the Juniors there was only a small entry of around 20 paddlers. By far the largest classes were the Senior and Junior Slalom singles. In the Seniors there was a fantastic almost 150 paddlers, while in the Junior there was almost a hundred...!

### Senior classes

The win in the Senior K1 went to Norman Mason of the Nottingham Kayak Club. Mason led almost from the start and once through Bickleigh there was no catching him. Topham of the Viking Kayak Club was some five minutes down on Mason with Davis of Itchen Valley taking the third place another four minutes down – the winning time was 2hrs 19min 58sec. Paddlers from the Nottingham

Kayak Club also gained the win in the Senior K2 with Brown/Hubbard out in front to finish with a time of 2hrs 06mins 08secs. Bauer/Anderson of St. Lukes Old Boys took second place just five minutes down, but here there was only 17 finishers from the 32 starters. Down the course top crews such as Evans/Kidston, Story/Clark, and Fieldus/Haynes had pulled out with damaged craft... Respective winners in the Junior classes was Hughes of Southampton and Powell/Wynter of Worthing Canoe Club.

### Other classes

In other classes, Capps of Windsor took the Senior Touring Singles; Ralph of Itchem Valley took the Junior class; the Senior Touring Doubles went to Stainer/Milford of Outward Bound Devon; in the slalom classes the Seniors was won by Crossman of Reading and in the Juniors Carnell of Exeter was out in front; the Women's Open singles went to Jill Clark of Deptford Swimmers.

Considering the number of competitors, the organisation coped reasonably well although results took some time to sort out. If such numbers of competitors are going to be seen at future events, there is certainly a need for an accurate system of timing – any ideas?

## HASLER TROPHY

With the close of the 1973 Long Distance Racing season, the Hasler Trophy has been finally resolved. Right through the season, it was a battle between just two clubs – Nottingham Kayak Club, and the Wey Kayak Club.

From the first four races – Oxford, Durham, Sheffield, Huntingdon – the Nottingham Kayak Club took the lead with a very fine 115pts. The Wey Club only competed two of the races but managed to gain a good 68pts. With the following four races – Lincoln, Thames, Bedford, Leamington – Nottingham went further ahead with a total of 199pts to Wey's 123pts. With another four – Bath, Reading, Chelmer, Burgess Hill – Nottingham pulled out to 217pts with Wey gaining 152pts, but the Grappenhams Canoe

*continued overleaf*

*Canoeing Magazine January 1974*





*Norman Mason down through Bickleigh Bridge Weir.*



*C2 and others down the double drop of Thorverton Weir.*



*K2 crew taking a ducking on Cowley Bridge Steps.*



*Kitson/Evans with broken K2 on Cowley Steps.*



*Slalomist running for trouble on Cowley Steps.*



*Even a Tyne touring Canadian on the course . . .*

*Photos: Canoeing Magazine*

# LONG DISTANCE

Club was only 10pts down on Wey in third place. After sixteen races – Poole, Nottingham, Tewkesbury, Exe – the Nottingham Club were in an unassailable position with 288pts, Wey over a hundred down with 174pts and Grappenhall closing a little to 168pts.

After all twenty-four races – Wolverhampton, Worthing, Boston, Wey, Pangbourne, Longridge, Kennet and Cambridge – Nottingham gained a grand total of 535pts to take the Hasler win with 384pts from the best eight races. Wey Kayak Club took second with an eight best of 249pts, and Grappenhall took third. The highest single score was made by Nottingham with 88pts from the Boston Long Distance. The Rhodes-White Trophy was won by K. Topham of the Viking Kayak Club, and the David Shankland Trophy went to S. Wright of Grappenhall. Below is the top 20 clubs in the Hasler Trophy:

CLUB	TOTAL POINTS	BEST 8 RACES
NOTTINGHAM	535	384
WEY	385	249
GRAPPENHALL	210	178
PANGBOURNE	299	177
NEWHAM	172	147
ROYAL ENGINEERS	191	134
BRADFORD-ON-AVON	183	132
ROYAL	165	128
RICHMOND	145	117
HOVE	159	104
LEIGHTON PARK SCHOOL	135	99
VIKING	184	95
WORTHING	121	93
LICHFIELD	113	92
ARBORFIELD	94	89
R.A.F. HALTON	79	79
ROYAL SIGNALS	110	78
THAMES	88	75
WORCESTER	91	73
AYLESBURY	113	71

## DEVIZES-WESTMINSTER

With the beginning of a new year, many of the Long Distance paddlers are already starting to think about the Easter Devizes to Westminster Canoe Marathon.

Published just before Christmas is the new Devizes-Westminster Rule Book (available at 50p from: D. W. Keane, 12 Swakeleys Drive, Ickenham, Uxbridge, Middx. UB10 8QB). If you are interested in racing in this year's Devizes-Westminster, the Rule Book is a definite must. A number of alterations have been made that affect both Senior and Junior classes.

### Radical rule changes

One of the most radical changes is in the start time of the Seniors. The Senior crews may now start at any time within a 30-hour bracket from 10.00 hrs. on the Good Friday to 18.00 hrs. on the Saturday but, no finishing times will be recorded at Westminster before 01.00 hrs. on the Sunday. Thus all the fast Senior crews are now forced to make a Saturday start time.

Changes in the Junior class now ban any outside assistance to crews other than in the repair of craft or the

replacement of broken paddles or rudders. Junior crews are NOT allowed to be given food, water or clothing—food and clothing must be carried in the kayak, while water will be available at official water points along the course.

Other rule changes cover the medical assistance permitted, new requirements for carried kit, and the banning of crews taking any form of assistance from kayaks or vessels not in the race—i.e. pace taking, washing hanging, or other form of assistance.

Entries for the Devizes-Westminster should be made to D. W. Keane—address as above. Entry fee is £5.00 per crew and closing date is 22nd March.

For many Devizes-Westminster crews, a prelude to the race is the Waterside Winter Series. This series of four events for K2 crews only, is run over progressing distances on the Kennet and Avon Canal. Dates and courses are: 17th February—Great Bedwyn to Newbury; 3rd March—Newbury Circuit; 17th March—Pewsey Wharf to Newbury; 31st March—Devizes to Newbury.



*The Rhodes-White Trophy awarded each year to the best Men's Singles Paddler in L-D Racing and who has not previously been 'placed' in the L-D National Championship.*

**The RHODES-WHITE Trophy, commemorates two British canoeists tragically killed in motorcycle accidents in 1962. Ronald Rhodes was fourth in the K1 1000m of the Rome Olympics—the nearest Great Britain has ever come to winning an Olympic medal; Peter White was a Long Distance and Sprint paddler who featured in the winning place of many British events, both were from the Canoe Touring Club, now the Thames Canoe Club at Hampton.**





# NEWS FROM SPORTS COUNCIL

**Dr. Roger Bannister, chairman of the Sports Council, today (Wednesday, 12th December) welcomed the proposed increased Government grant to the Council, but warned that sport still needed more money and a higher priority within the British economy.**

Subject to approval by Parliament, it is hoped that the Government grant to the Sports Council will be about £6.5 million in 1974-5. In 1973-4 the grant was £5 million and in 1972-3 it was £3.5 million.

Presenting the Sports Council's annual report, Dr. Bannister said: "We welcome this increase at a time when the national economy faces very real problems, but it is no use pretending the grant is enough to do the job that needs to be done for sport in Britain.

"While sport must take account of present difficulties, we believe it

should have a much higher priority within the British economy. Our present grant of £5 million needs to be trebled over the next three or four years to support essential developments needed in the second half of the seventies."

Dr. Bannister added: "In times of economic stress, successive governments have had to restrict growth in sports development by local government, and the expansion of sports facilities has been repeatedly slowed down.

"This might be accepted as fair treatment if the level of expenditure has been reasonably high in the first place, but local authority investment in sport and physical recreation has been a very small proportion - only one half of one per cent in 1971 - of the total public capital expenditure programme."

Dr. Bannister said that increased Government grants to the Sports Council were much less in real terms when set against the effects of inflation and higher costs.

He said: "We are disappointed that we are still unable to finance more schemes for the governing bodies of sport and to push ahead faster with developments of national facilities and national sports centres. Also to

support more pioneering projects and a rolling programme of major sports facilities.

"Progress has to be judged according to needs met and not just on the basis of an advance from a previous low level of grant. The rate of expansion hinges on the attitude of Government, but is there yet a real conviction that an economically sensible investment now will help to avert social and medical ills of the future? It would be an investment in people's happiness."

The Council's report refers to the arguments for and against raising money for sport from a levy on gambling, adding the comment: "If the Government is unable to allocate to sport a bigger proportion of the budget, then the Sports Council believes there is a good reason to reconsider a levy on gambling to benefit sport."

The Sports Council report makes it clear that, despite the limited funds available, high priority is being given to the development of the governing bodies of sport. Sixty-five of them are grant-aided in various ways, including coaching, administration, development, training and international events. Total grants in 1973-4 will be twice those made two years ago.

## NOTES NEWS

### Canoe Polo 'knockout' at Bristol

**Bristol is celebrating the 600th anniversary of the granting of a Royal Charter declaring it to be a city.** Celebrations have been taking place through the year, and Bristol Canoe Club and the Public Works Committee, decided to organise an invitation Canoe Polo competition, held at Filwood Baths, Bristol on Saturday 24th November.

Eight teams competed in the 1st round of the "knockout competition". Bristol 'A' & 'B', Denstone, Hants 'A' & 'B', Millfield, Gloucester, and Birmingham. Denstone beat Bristol 'A' by 4 goals to 3 after a very good match. Denstone are the National Champions but the Bristol team was very strong,

containing Simon Beeson and Andy Knight, National Canoe Surfing Champion and Youth Surfing Champion, respectively, as well as Div 1 Slalom paddlers.

Hants 'A' romped home to beat Millfield by 7 goals to 0 and Hants 'B' tried to do the same to Gloucester, beating them by 5 goals to 0.

Bristol 'B' after a close game beat Birmingham by 2 goals to 1.

In the semi-finals, Hants 'A' kept Denstone under considerable pressure and won by 3 goals to 2, despite some beautiful positional play which has made Denstone famous. Hants 'B' were determined to beat Bristol 'B' and make the final an all

Hants affair. Bristol 'B' captained by the well known Div. 1 paddler Shaun Grieves, were equally determined to see that this did not happen. When the final whistle went the score was 4 all. The winners were to be decided by a "sudden death" play off. Bristol scored first after 1½ minutes to go through to the Final.

The Final, between Bristol 'B' and Hants was closely fought until the last few minutes, when Hants showed their strength to score 3 quick goals in succession and win by 4 goals to 1.

The prizes were presented by the Sherriff of Bristol, and were engraved pewter Tankards for each member of the winning team, and a special plaque donated by the Public Works Committee.

Outstanding among the players were Andy Knight, Shaun Grieves, Steve Street, and Nigel Midgley. Some of the games were filmed by Rediffusion Cablevision Ltd.

# Hydrology of the WELSH DEE and TRYWERYN

*This is the first of a short series of articles by Stuart Fisher on the hydrology of a few of the British rough water rivers.*

**Llangollen, something of a Mecca** for white water canoeists, seems to suffer too often from low water levels. Most people are aware that the Dee is controlled to a certain extent somewhere upstream: this article attempts to throw more light on the matter.

The River Dee catchment is controlled from three reservoirs up in the hills. The largest, Llyn Tegid, is a natural glacial lake with a maximum depth of about 40m. The outlet of the lake was lowered by some 4m in the mid '50's to provide control over the top 4m of water level in the lake and to prevent floods in the town of Bala – which it has failed to do only once since then.

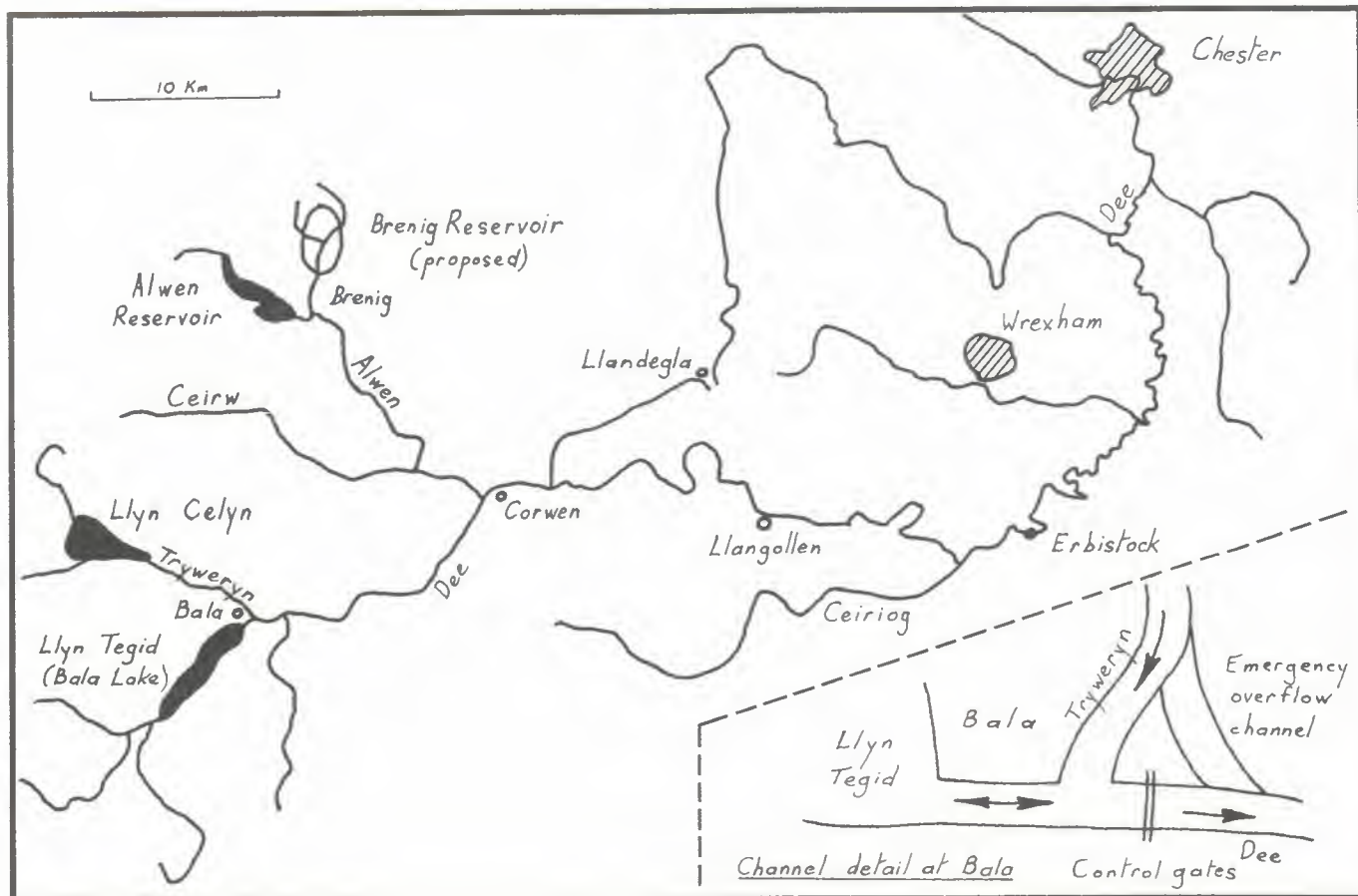
Llyn Celyn was built for Liverpool Corporation in 1965 and is also around 40m in depth, but in this case the reservoir can be completely drained. It has exceptionally good refill characteristics and is used to generate hydro-electric power at certain times during the winter months, bringing useful revenue which more than pays for the running costs and dam control.

The Alwen Reservoir is connected by pipeline directly to Birkenhead and very little water is ever let out into the River Alwen. A further reservoir is planned for the Brenig but this is to be a long term storage reservoir and will

be used only to supplement the River Dee in periods of drought – perhaps one summer in five.

Thus, it is Llyn Tegid and Llyn Celyn that are the two reservoirs which have significant control over the water levels in the River Dee.

The River Dee itself has three distinct characteristics over its length. Above the town of Corwen water flow is rather unpredictable. Rainfall in the hills can be very localised and can flow into the Dee at many points. The hydrograph (graphical plot of rate of water flow against time) of water leaving Llyn Tegid may bear no resemblance to that of the same water when it reaches Corwen. A hydrograph taken at Corwen, however, is usually very similar to one taken just above the junction with the Ceiriog some five hours later, whatever the weather conditions inbetween. Below Erbistock, the River Dee has considerable storage capacity – a peak flow of 120-cusecs at Erbistock may peak at 80-cusecs at Chester,







*Top: The Tryweryn — below: Serpent's Tail, and Llangollen Town Rapids.*

although the flood will last much longer at the latter point.

The section of the River Dee most likely to flood is therefore the section between Corwen and Erbistock, particularly after the flow from the Ceiriog has been added into the Dee when rainfall is widespread. It is desirable to keep the reservoirs drawn down as far as possible to absorb water from a heavy rainfall to prevent floods. (The Llangollen Canal was originally built as a flood prevention scheme.) It is also necessary to keep a minimum flow in the river for animal life, to dilute treated effluent, to dilute the untreated sewage that no doubt finds its way in, and to supply water for extraction for industrial and household use. Thus it is necessary to also keep the reservoirs full to supply ample water in times of low rainfall... On the one hand it is

necessary to keep the reservoirs low to prevent flood, while on the other the water has to be high to provide ample supply if needed — these two uses of the reservoirs are obviously incompatible and some compromise has to be arrived at. Superimposed on these, Llyn Tegid has to be kept fairly full in the summer for sailing requirements (the other reservoirs are too exposed for sailing).

The general pattern adopted is to fill the reservoirs in the spring and lower them in the autumn. Continuous watch is kept on the weather and when increased flows of water into the reservoirs are expected, water has to be let out at a controlled rate in advance in order to contain the extra water. Conversely, the flow from the reservoirs has to be cut down if flood water is expected from tributaries further upstream.

The complex calculations required to control these water flows are undertaken by a computer continuously monitoring a small number of rain gauges and intermittently monitoring a large number of rain gauges spread all over the catchment area. Experiments are in hand for the use of a radar scanner at Llandegla which can scan the whole catchment area and report back directly to the computer. By measuring the intensity of the reflected beam, it is possible to tell where and how much rain is falling — even before it hits the ground! This system may eventually replace all the rain gauges.

The importance of all this to the canoeist is that the more confident the Dee and Clwyd River Board are in being able to calculate their floods quickly and accurately, the more happy they will be to hold back a quantity of water in a reservoir to be released when needed for a canoeing competition. A member of the Dee and Clwyd River Board told me that this is already done for the Llangollen International, although this has been denied by the organisers of the event. However, there seems to be no real reason why this could not be done for other events such as the river race series.

It may also be significant that Llyn Celyn has much closer control over the Tryweryn River than the various reservoirs have over the River Dee, and that because of the channel arrangement at the exit to Llyn Tegid it is possible to send a reasonable flow down the Tryweryn without any of it being let out into the Dee itself, both useful points if the Tryweryn is ever used as a river race course...

Given all the details of this complex set-up, the canoeist may be surprised to know that floods still occur from time to time at Llangollen. This is because shutting of the reservoirs completely may not compensate for a flood coming from an uncontrolled tributary. The reservoirs themselves do not have unlimited capacities; Llyn Tegid, even when initially drawn down the full 4m can only take the not exceptional rainfall of 25mm over its catchment. Beyond that, all flood water is passed unchecked into the River Dee.



# LEVEN WILD WATER TEST

report from  
**ERIC TOTTY**



*Chris Avery of the Wey Kayak Club, overall winner of the K1 Men Gold Dipper Award.*

**The twentieth year of the Leven Wild Water Test** was notable for the low levels in the river due to a lower than average rainfall. Yet on four of the dates selected, the level rose to the occasion enabling the competitors to produce several new records. During the year there were 294 timed runs made by paddlers from 45-clubs.

The 'Gold Dipper' was won by Chris Avery of the Wey Kayak Club, with a time of exactly 5-minutes – a new record, and one which will surely stand for some years. Don Smith, of the Grappenhall Canoe Club, was hard on his heels, whilst Nigel Morely, of the host club Lakeland, beat Norman Jackson of Grappenhall into third place. In the class for slalom kayaks, N. Timmins headed the list with 6-minutes 47-seconds; but closely followed by P. J. Mansell. Heather Goodman, Lakeland, was the clear leader of the women's K1, with Vivienne Blythe as runner up. The 'Sliver Paddle' trophy for the C1 class is retained for the time being by David Denton – no other paddler was able to challenge his record run of 7-mins 23-sec. of last season. It should be noted that this handsome trophy is to be held by the current holder in the C1 class. The 'Leven' trophy, that ancient

and battered pewter jug with a unique history, awarded for the fastest run by a member of the home club, was won by Nigel Morely with a time of 5-mins. 10-sec. proof – if any were needed – that he is still in training and a force to be reckoned with!

As this event grows in popularity each year, it has become necessary to limit the number of entries. Postal entries, in accordance with the rules, are always given precedence. A few entries on the day may be accepted between 10.00 a.m. and 11.00 a.m. if the postal entry is not too heavy. These will be limited on a first come first served basis. It should be noted that the qualification rule requiring the competitors to be accustomed to Grade 111 standard of river will be strictly adhered to as a minimum requirement of ability.

Anyone requiring a copy of the rules and notes regarding the Leven Wild Water Test should send an s.a.e. to the organiser: *Eric B. Totty, Craigmuir, High Knott Road, Arnside, Westmorland, via Carnforth, Lancs.*

This was the twentieth year of the Leven Wild Water Test and of course this event was the foundation of British Wild Water Racing – a fact not generally acknowledged by the paddlers of today...

## RESULTS:

**K1 MEN:** Gold Dipper Award (16 winners)/1. Chris Avery, 5-min. 00-sec:/2. Don Smith, 5-min. 04-sec:/3. Nigel Morely, 5-min. 10-sec:/4. Norman Jackson, 5-min. 13-sec:/5. Robert Hignall, 5-min. 16-sec.

**K1 Slalom MEN:** Silver Dipper First Class -/1. N. Timmins, 6-min. 47-sec:/2. P. Mansell, 6-min. 54-sec:/3. B. Wilkinson, 6-min. 57-sec:/4. A. Hedley, 6-min. 59-sec.

**K1 WOMENS:** Vivienne Blythe, 7-min. 40-sec.

**K1 Slalom WOMENS:** Heather Goodman, 7-min. 16-sec:/2. Vivienne Blythe, 7-min. 27-sec:/3. Barbara Dowson, 7-min. 46-sec:/4. Louise Roberts, 7-min. 47-sec:/5. Pat Parker, 8-min. 07-sec.

**C1 Slalom MEN:** Kenneth Rooker, 9-min. 40-sec.

**C2 Slalom MEN:** Anderton/Oliver, 8-min. 41-sec.



### TYNE CANOES BUY STREAMLYTE

**TYNE CANOES LTD.**, one of the oldest and most distinguished canoe manufacturers, has acquired the manufacturing division of Streamlyte Mouldings (Marine) Ltd. of Lancing, Sussex.

In the past, Tyne Canoes were considered to be No. 1 designers and manufacturers of rough water kayaks, and have now decided to re-enter the competitive field, adding to their excellent touring range the range of rough water and slalom craft of Streamlyte.

Mr. Richard Peacock has been appointed as U.K. Sales Executive and will be available at all major slalom competitions for discussion. All manufacturing of the Streamlyte KW kayaks and canoes will be transferred to 20 Amyand Park Road, St. Margarets, Twickenham, Middx. TW1 3HZ. Tel: 01-891 0244/7 as from February 1974.



*Mr. Richard Peacock, who will become a familiar figure around British Slalom events.*



*Boatman, Leon Montapert, taking 10-man down Grand Canyon.*

Falls, with the main party leaving Los Angeles from 6th July. Cost of the trip (from Los Angeles) will be around 250.00 dollars per person. Full details from: *Leon Montapert, 910 West Balboa Blvd., Newport Beach, Calif. 92660, U.S.A.*

### Possible Canadian trip

A note from Dave Green in Canada gives dates of the Canadian White Water Championships. These are planned for 29th June/1st July, the venue being in British Columbia. The championships are followed a week later by the American Nationals to be held in nearby Washington State. Entry of both the Canadian and American Championships could make a worthwhile trip for British or European rough water paddlers. Anyone interested in more details should write to: *Dave Green, c/o Ocean Chemistry, 211 Harbour Road, Victoria, B.C. Canada.*

### CANOESPORT PHOTOGRAPHS

Quite regularly I get requests from Canoe Clubs, Schools and Youth Groups for spectacular canoesport photographs, or requests from individuals for a particular photograph published in my magazine. Printing off such single prints is very time consuming and really not worth the effort involved—my print prices are far below those you have to pay for enlargements of your own negatives! After the 1971 Grand Canyon Expedition, I offered a series of 16 x 20 enlargements. The response for these prints

*continued overleaf*

### GRAND CANYON PLACES

Three or four places still remain available for the proposed Grand Canyon Trip in late August. Anyone interested in pitting their skill against the might of the Colorado River should apply at soonest date to: *Mike Clark, 25 Featherbed Lane, Croydon, CR0 9AE.*

### Salmon River trip

Another trip that is available is one being run by Leon Montapert. This is the Salmon River. A 14-day trip for kayakist or raft passenger on the main and middle fork of the Salmon River in the Chalis National Forest of Idaho.

This river is highly technical, being grade III to IV. The scenery consists of dense forest, hot springs, with a profusion of wild life. The climate is warm with cool nights. Departure for the trip is 10th July from Dagger

was so great that it took me literally months to clear orders and the advert had to be withdrawn after two issues—I just could not keep up with demand.

However, now I have put together a selection of 18 prints from the Augsburg Olympic Slalom and the Grand Canyon Trip 1973 (see advert in this issue). At the present time 10 prints of each photograph have been run off—almost 200 photographs! Prints are of 10"x 12" size, either landscape or portrait, and dry-mounted on board with overall size of 12"x 15". The series of three prints 'Bob Smith, Grand Canyon', is available as a complete set only at £3.30, but all others are available as individual prints at £1.10. Price includes postage and VAT (U.K. or overseas). A second series will be introduced during the coming months. Prints available by return of post—while they last!—from: *Canoeing Press, 25 Featherbed Lane, Croydon, CR09 AE.*

## STRUCTURAL FOAM PADDLES

A couple of issues back we featured the new structural foam paddles available from A.C. Products (Chester) Ltd. These paddles are produced by Pearplas Ltd. of Runcorn, using a technique developed for the structural foam moulding of coupled glass-reinforced polypropylene. It is interesting to note that the firm of Ottersports has also produced a range of paddles using the same technique...



The new Ottersports 'Sportsman' paddles.

'Sportsman' paddles for serious canoeing, offered at a considerably lower price than that of the best timber paddles, yet providing high performance with strength and durability.

The paddles are produced in the three most popular lengths – 208, 212 and 216cm – and all are offered at £8 exclusive of VAT. Bright orange 8in (20cm) wide polypropylene blades shaped for high efficiency, are riveted to a tubular aluminium shaft covered with black PVC and filled with foamed polystyrene to exclude water. Oval handgrips are provided and paddles are supplied with left or right-hand control.

Produced by the ICI Sandwich Moulding Process, each blade has a hard, strong skin in one grade of polypropylene and a closed cell foam core in another, for maximum rigidity with minimum weight. For a high performance blade, this process cannot be matched by ordinary injection moulding. The smooth, high-gloss surface needs no painting or varnishing, so maintenance is not required. The blades will not absorb water, and the paddle always floats.

The strength of the skin comes from the polypropylene chosen – a coupled glass reinforced grade of 'Propathene', ICI's polypropylene – which also provides a durable, weather-resistant surface. A drawn seamless aluminium tube moulded in the blade gives additional strength where it enters the shaft. The blades are produced by Rolinx Limited, Wythenshawe, Manchester, who were the first moulders in the United Kingdom to manufacture articles by the ICI Sandwich Moulding Process. A Bone Cravens 800 ton 1X130/60 machine is used.



The A.C. Products 'Ace' paddles.

# TRADE PAGE

REVIEW OF NEW KAYAKS,  
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**CANOEING INSTRUCTORS** required U.K. (Kayak) and France (Canadian) for short/long periods March-September. Details and App. form from Christopher Greene, P.G.L. Adventure Ltd., Ross-on-Wye, Herefordshire. Tel: Ross-on-Wye (0989) 4211.

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## VACANCIES

**B.C.U. HEAD OFFICE** are looking for more clerical staff.

1. A1 clerk-typist is required to assist the Director of Coaching. An experience of record-keeping and preparation of statistics is desirable, together with accuracy and initiative. A knowledge of canoeing and the Coaching Scheme would be helpful.

2. ALSO required is a junior clerk for general office duties.

Both positions are interesting and progressive. The new Head Offices of the B.C.U. are situated in the heart of the West End of London, within 20-yards of Knightsbridge tube station and in a modern building. Luncheon Vouchers are provided. Salary will be decided according to age and experience. Applicants can either write to the B.C.U. at 70 Brompton Road, London, SW3 1DT or telephone 01-584 9229 for an appointment.

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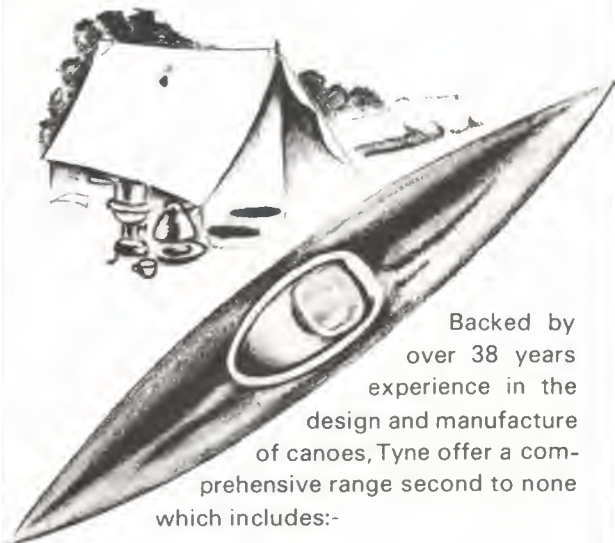


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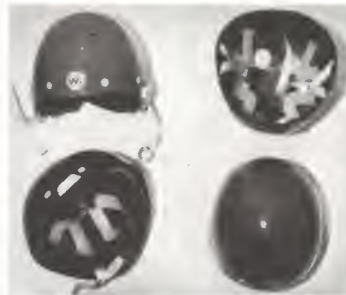
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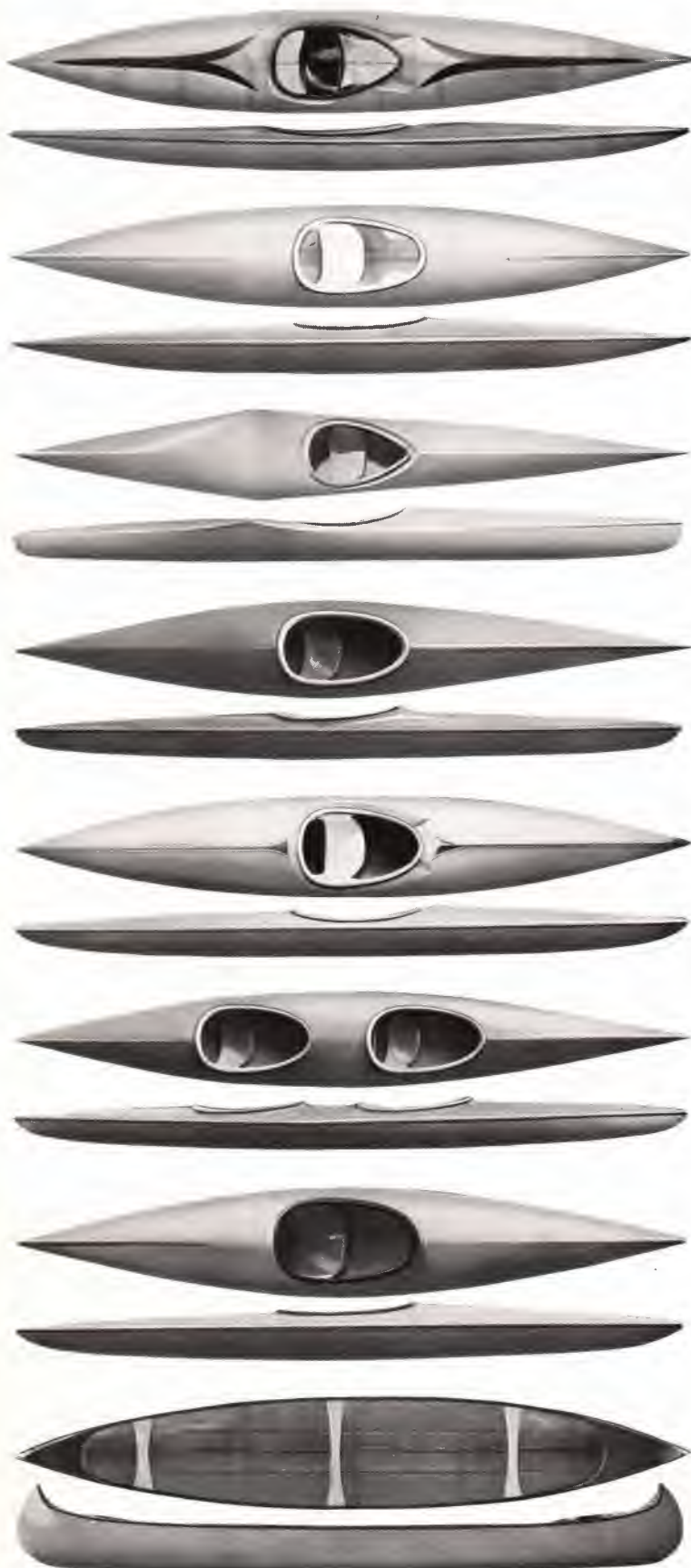
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