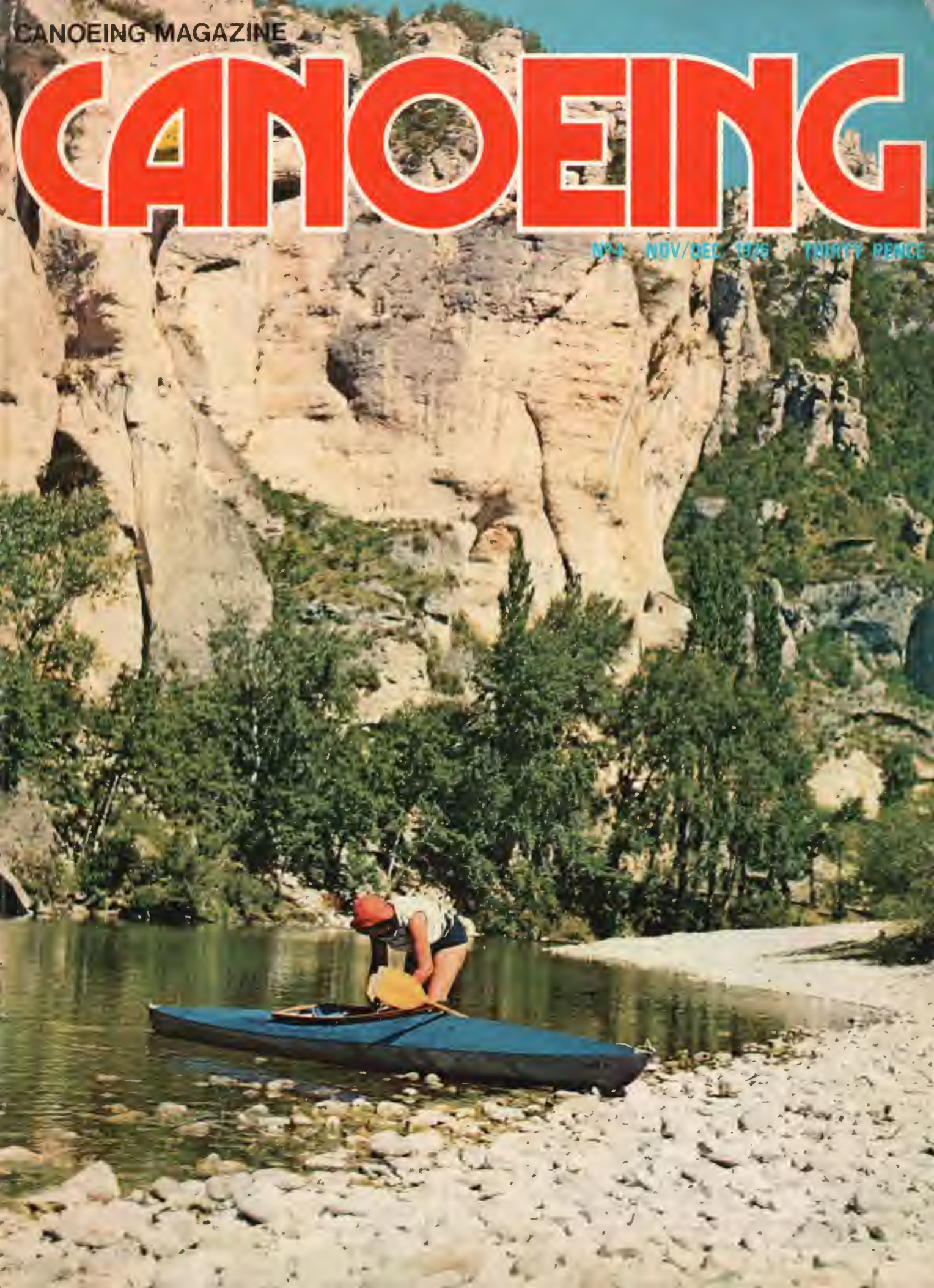


CANOEING MAGAZINE

# CANOEING

NO. 4 NOV/DEC 1976 THIRTY PENCE





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# CANOEING

INCORPORATING CANOEING IN BRITAIN AND CANOEING MAGAZINE

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## FRONT COVER

Still waters at les Detroits on the beautiful River Tarn, Southern France. Photo: Mike Clark.

## BACK COVER

Canoe slalom on the River Tryweryn, North Wales. Photo: Mike Clark.



Early morning start of canoe tour on the River Dordogne, France. Photo: Mike Clark

## Comment

Mike Clark

The International Canoe Federation Congress held in Montreal during the Olympic period has confirmed the granting of the World Championships in Sprint Racing, Slalom and Wild-water for 1981 to Britain. The Sprint Racing Championships will be held at Holme Pierrepont, the Slalom and Wildwater events will be held on the Tryweryn River in North Wales (the slalom events moved from Nottingham as previously proposed).

World Championships in three disciplines of our sport in the one year is going to take a darned sight more than just a little organisation, not to mention one heap of money! On the face of it there seems to be little action or concern from the British Canoe Union as to how we, the host nation, are going to run these events. Already we are approaching the new year and just five years to the World Championship — we are going to need every month of those five years to organise and make a success of the Championships.

The Sprint Racing Committee are heading exactly in the right direction with the announcement that all sprint events at Holme Pierrepont next season will be organised by a central competition committee. Such a central competition committee is surely even more important for the Slalom and Wildwater events that are in future held at any of the Tryweryn sites. If we are to have a competent and slick organisation for the World Slalom and Wildwater, organisation of major events in future years cannot be left to the enthusiastic clubs.

The Tryweryn is a pretty good site — whether it is good enough for a World Championship remains to be seen — but, apart from the ever-present problem of competent judges, the site itself is lacking in a number of basic amenities. A major problem is that there is not even a mains supply of drinking water in the area . . . not to mention car access and parking, spectator access, spectator amenities and toilet facilities, plus a host of others.

What is of immediate necessity is the formation of a World Championship Competition Committee with a five-year brief to follow through and co-ordinate all efforts towards 1981.

## JUST A BIT THICKER

Readers will note that with this issue we have increased the number of pages, going up from the previous 24 to 32. Part of this is intended to be taken up with advertising in future months and the increase depends on this. But for the present this increase represents better value for money and more space for copy and photographs.

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# NOTES & NEWS

## NEW CANOE CLUBS

With the continual growth in our sport — despite the drop in B.C.U. membership — new canoe clubs are constantly being formed. At the beginning of this year the Marlow Canoe Club was formed.

The Marlow Canoe Club is open to anyone over the age of 12-years and meets at its boathouse under Marlow Bridge every Tuesday and Thursday during the summer, and weekends all the year round. Members are coached towards the Proficiency and Instructor Awards of the B.C.U. and in Slalom and Long Distance Racing techniques by qualified instructors. Canoe-camping trips are also arranged. New members are welcome and full details are available from: *Mrs Sonia Taylor, Easter Lodge, Kingswood Road, Penn, High Wycombe, Bucks. HP10 8JL. Tel: Penn 4595.*

## WATERWAYS CALENDAR

The British Waterways Board has once again produced a calendar for the coming year. The 1977 Calendar features the artistic tradition of Britain's inland waterways and, with the increased interest in the traditional arts, it contains a great deal to attract everyone.

The Calendar has 12 colourful pages depicting Britain's inland waterways and their decorative arts — boat painting, canal costume, pottery and crafts. Photographs on each page illustrate contrasting aspects and are complemented by a watercolour or sketch of historical decoration.

The Calendar is available by post from: *British Waterways Board, Melbury House, Melbury Terrace, London NW1 6JX. Price £1.50 plus 30p postage and packing.*

## SCOUT AND GUIDE REGATTA

The National Scout Regatta was held at the National Watersports Centre, Holme Pierrepont over the weekend October 11th/12th.

Conditions for the event, which included Canoe Racing, Flat-water Slalom, Canoe Polo, Sailing, and Dinghy Sculling and pulling, were a little varied with rain and poor weather on the Saturday, while Sunday morning started in thick fog and dead-calm that did not please the sailors. Entries came from some 67 groups throughout the country with almost a thousand individuals taking

part. Prizes on the Sunday were presented by the Lord Mayor of Nottingham, and the regatta closed with some superb music and marching from the 1st Daybrook Scout and Guide Band.

## CANOEING LAUNCHES 'SPORT FOR ALL WEEK'

The 'Sport for All Week' campaign in the East Midlands (September 12th-19th) was launched as County Councillor Jim Catermole — Chairman of the Holme Pierrepont N.W.S.C. Management Committee — announced the start of the National K1 10,000-metre which was competed by some 140-paddlers.

The start was certainly a fine sight and included four members of the Honved Sports Club of Budapest as well as many young Espada paddlers eager to 'try their luck' against both the Hungarian paddlers and most of the British Olympic Team. Conditions for the race were far from ideal with a very strong wind blowing almost straight down the course.

The early leaders were Norman Mason, Brian Greenham, and Benko of Honved, Mason and Greenham having established their lead by starting on the unusual left hand side of the course which offered a little shelter from the relentless head-wind for the first 1500-metre. However, Mason was dropped at the end of the first lap, leaving Greenham to make the pace for virtually the rest of the race. The more experienced Benko pulled into the lead over the last 1000-metre to win from Greenham by some two lengths. Greenham thus took the British National title with Norman Mason and Brian Haynes in the following places. The Junior title went to Harding of Nottingham, with Chris Ballard of Lichfield taking Novice. The first woman was Heather Money of Nottingham in 34th place overall.

## BCU MEMBERSHIP

With the end of October, membership of the British Canoe Union becomes due. Paddlers who want to compete in events — slalom, sprint, long distance, wildwater — must have BCU membership. Full individual membership is now £3.50. If you pay by Bankers Standing Order, please remember to advise your bank as this is an increased fee over last year.

## FORMATION OF WELSH CANOE ASSOCIATION

At a meeting of interested parties, including Bernard Russell and Richard Daniels of the Welsh Sports Council, John Dudderidge the President of the British Canoe Union, BCU Director Gordon Richards, and BCU Treasurer Ted Owens, held at Agricultural College, Aberystwyth on Saturday September 18th, it was agreed to form a Welsh Canoe Association. The Association's first Chairman is to be David Wain of Llangollen.

In a speech commenting on the formation of the Association (in Welsh would you believe!) Gordon Richards said that we should look forward to a bigger and more important international role for Britain in canoesport. The way had been paved by the successes of its past officers and the current successes of its sprint and wild-water paddlers. To achieve this we had to have healthy nationalism without being nationalistic. This is best reached by sensible devolution and he hoped that the British Canoe Union would become a federation of strong divisions representing England, Scotland, Northern Ireland, and Wales, with regions within these to suit the individual requirements. It will be a great day when we can yell for individual divisions at home and yell for Great Britain abroad.

## GLENMORE LODGE

Glenmore Lodge National Outdoor Training Centre in the Cairngorms is where many persons have first learned the pleasures of countryside activities. The Lodge was one of the first purpose built outdoor activity centres in Great Britain and is within easy reach of good sailing, some of the best canoeing waters in the country, and superb mountains.

Courses are run throughout the year, but at this time the Centre is keyed for Winter Sports — Skiing, Winter Mountaineering, Snow and Ice Climbing. Details of the winter activities can be obtained from: *The Scottish Sports Council, 1 St. Colme Street, Edinburgh EH3 6AA.* (Winter activities continue through to the first weeks in May.)

## NEW ICF COMPETITION

Encouraged by the great success of the first ICF Photo Competition organised on the occasion of the 50th Jubilee of the International Canoe Federation, the Propaganda Committee has decided to arrange another similar competition. This will be restricted to the members of national associations belonging to the ICF.





'Canoe Marathon' photo by Mike Clark that took 3rd place in the first I.C.F. Photo Competition.

Entries are limited to black and white and also coloured prints of a size not less than 18 x 24 cm., high gloss and without borders. Each competitor is restricted to three prints only and all prints must have some connection with the sport of canoeing. Closing date is February 15th 1977. Each print must be marked on the back with the caption and with the name and full address of the sender. All entries will remain completely anonymous to the the members of the Jury. Prizes will be to the total of 1,000-DM.

Entries should be sent to: *Leopold Spitz, Teinfalstr . 4, A-1010 Vienna, Austria.*

#### ACCESS — RIVER WYE

In our September issue, we gave details of access on the River Wye and quoted Heritage Investments Ltd., as a source of access rights to the stretch Symonds Yat to below Biblins. While this was correct, it seems canoeists should first approach the riparian owners — who at present are the Forestry Commission, after which a free licence will be issued. Address

## NOTES

to write: *Forestry Commission, Crown Offices, Coleford, Gloucester GL16 8BA.*

#### GRAND CANYON— RIVER MANAGEMENT

The six Public Workshops held earlier this year, concerning the River Management Plan for Grand Canyon National Park, were attended by 365- persons representing just about every walk of life. Over 100-clubs and organisations were represented as well as many people who were just concerned. About 27 percent came from Arizona, California and Colorado; 14 percent from Utah; and 5 percent from eight other states.

The particulars listed some 1,300 most important items for discussion, plus another 600 odd individualised issues. The most important was how and to whom uses are allocated, followed by concern of the environment, motor v oars, methods of establishing permits, and wilderness designation.

**Allocation of use:** Most people were concerned with establishing a fair ratio or balance between private, commercial, and educational groups, basing it on demand figures. A recommendation came in for increasing the private allocations. Other suggestions presented were giving priority of use to the private sector, allowing an allocation for educational use, and for staying with the status quo.

**Environment:** Protection and conservation were the key words here. Issues included the necessity of fires, the impact of people on the environment, stopping aircraft flights over the canyon, sanitation, and keeping the water quality in the canyon.

**Motors v Oars:** This concerned many people, but views were mixed both for and against motors. A suggestion was presented to have motorless periods of the year, thus allowing for both experiences.

**Research:** Establishing an ongoing monitoring programme was considered important to make evident changes or problems as they occur.

The completion of these public workshops was the first step in the planning process. The identification of issues will allow the planning team to compare research results with public concerns in developing alternatives for a management plan.

## & NEWS



# SURF news

The National Canoe Surf Championships were once again held at Crooklets Beach, Bude, over the weekend of September 11th/12th. Organisation was under the Cornwall Canoeing Association Surf Committee and the event attracted just under 80 competitors.

In recent years Bude has only treated us to small surf for the championship events and paddlers always drive the miles to this venue hoping for something a little better. However, this year, after a super summer but with drought conditions on many of our rivers, there were atrocious conditions at Bude and even the small surf would have been preferred. Although there was large surfing pounding in, this was cut to pieces and ruined by a super-strong wind from the north-west. For the majority of heats and events, competitors could not even get out beyond the surf break and heaven knows what the judges found to judge on — at times it seems points were awarded for pure effort alone! Agonising decisions had to be made by paddlers as to what they should do — either to use the broken soup to best advantage or waste time trying to battle out beyond the break and possibly pick up a wave and have it break almost immediately without having made a single manoeuvre. Even when competitors did manage to get out past the break, many found that the very strong long-shore drift had pushed them well outside the judging area . . . As far as surfing went, the Championships proved to be a complete non-event. Ah well, there's always next year, and even if the beach was damned cold (apologies for the camera shake!) one could gain a little consolation with a Cornish Cream Tea.

## RESULTS

**SURF KAYAK (Open):** 1st A. Blackwell, Brighton: 2nd G. Jones, Royal Air Force: 3rd L. Reed, London. **SLALOM HANDLING (Open):** 1st S. Beeson, Bristol: 2nd R. Owen, London: 3rd E. Goodey, Taunton. **Junior Slalom Handling:** 1st N. Boulton, Penzance: 2nd A. Kerslake, Taunton: 3rd J. Goodey, Taunton. **Womens Slalom Handling:** 1st Sandra Beeson, Bristol. **Relay Events:** 1st National 10g: 2nd Bristol Polytechnic: 3rd Imperial College.

*Wild waves, but poor surfing conditions at Bude for the National Championships.  
Photos: Mike Clark.*









# LETTERS

**How are we doing you ask? Not bad . . .** now that I have got over being very cross at having my BCU magazine taken away from me, paying a subscription to a new product in order to get the news and then finding the BCU were to issue a news sheet and my *Canoeing Magazine*, had combined with the new product!

First can we keep the size constant, then it will be worth buying binders and keeping the back copies. Your old product and the BCU both managed to change format a number of times. Content is clearly as before and seems to strike a balance for all aspects of canoeing. I would like to see more information on new canoes given in sufficient detail to make the reader conversant with the product. Also I think it would be interesting to have the odd article on canoeing in general. For an example some of the leaders might review current changes such as the death of the Class 3 and Class 4 boats, or what is going on in the BCU. Being in your position you can be critical when it is needed.

*Colin Kempson,  
Bucks.*

**Your mag isn't too bad — but** please I only need one copy of each issue! I had a sub. to 'C in B' and 'Canoeing Magazine' so that's probably the reason — I'd rather have my sub. extended than two copies. However, I've used the second copy to pass around other canoeists I know who don't get any magazine, in a hope that they'll take a regular order.

I'm glad to see that competitions are being played down — by all means have them but, like the majority of canoeists, I'm not competition minded. I like expedition accounts, reviews on new equipment, books etc. I would also like to see sea touring featured — as you've promised and articles on the design and construction of kayaks, canoes and associated gear.

If you keep up the present standard and get the magazine out on time every time — you'll be doing fine!

*Alan Topp,  
Bournemouth.*

**'Canoeing' has been a very welcome** arrival through the post box recently, and well on time.

For my part, I am interested in river and sea touring and Long Distance Racing. Unfortunately, I have very little time to participate in any of these things, but with a reliable source of information as to events, weekend races and runs, I would be able to

compete. There are many canoeing school teachers who are good organisers and could be encouraged to use holiday time in this direction.

Each issue could have a programme of events for the following two months, along with names and addresses of organisers.

Technical articles would be appreciated on kayak design and also test reports. Tests depend entirely upon the strength and ability of the motive force, but well-written reports are always worth reading and help in making one's choice. For example, I am trying to decide which Eskimo kayak I would like to buy and would like to know the range, characteristics and performance of each. How about something?

Foreign canoe tours are always very interesting. But, contrary to the views expressed in the September issue, not all of us express special delight in finding out the hard way. If contributors have information then it would be worthwhile setting it out so that those of us who always seem to be pressed for time can make the most effective use of our all too short holidays.

How about all that for a start? I am sure other subscribers will have equally interesting ideas.

*H. S. Nicol,  
Purley, Surrey.*

*Well for sure there's a few ideas to follow up in the above letters. From this issue readers will see that we have increased the number of pages. This will continue, giving more space for articles and news. A steady flow of sea touring information is coming in to create a regular sea-canoeing column, while with this issue we introduce a 'Coming Events' page. This will become a regular feature, but after publication in January of the complete canoesport calendar, the column will only show dates of events and not organiser addresses (other than where there is a change). Glassfibre building is covered in this issue and we have similar articles on the building of other canoesport gear over the coming months, all going to make an interesting and readable magazine. (Ed.).*

**I write to express our dismay and** indignation at the unfair handling of the Surf Relay Race which was run at 10.00am on Sunday September 12th at the British Canoe Surfing Championships at Bude and held under the auspices of the British Canoe Union. The results were a travesty of justice and the methods employed by some teams to gain a placing were nothing short of gamesmanship and did nothing to improve the image of sportsmanship which is supposed to be at the heart of competitive canoe-sport.

Five teams competed, crossing the finishing line in this order: 1) National 10G: 2) Teddington Superstars: 3) Snoopy's Team: 4) Imperial College: 5) Bristol. However, National 10G were disqualified due to team members breaking beach start line rules, and Imperial College were disqualified due to one member rounding the marker the wrong way. Thus — Tedding 1st, Snoopy's Team 2nd, and Bristol 3rd.

Apparently a protest was lodged by a member of the 10G squad, but who did not compete in the race, against the Competition Committee due to the Start Rules being changed just prior to the start of the race. This involved every team member in running up and down the beach to the water-line instead of just the first and last men. This point and every other was clearly stated by Mr. Scott at the start, and all teams accepted the change in view of the very difficult surf conditions. No objections were made, the race was run as above and places were announced. Two hours later a P/A announcement was made stating that a protest had been made against the Committee and that a re-run would take place at 3.30p.m. after the rest of the competition was finished.

No team was keen to race again, with the exception of Bristol, who wanted to improve their 5th turned 3rd position, and 10G who wanted 1st place regardless.

Teddington conceded to accept 2nd place (as over the line placing) to settle the matter, which offer was accepted by 10G and Snoopy's (who would be relegated to 3rd, as over the line placing). This arrangement would have been acceptable to Mr. Scott, but Bristol held their right (?) to enforce a re-run.

In the event, Snoopy's Team were much weakened because two participants had gone home. Teddington, with all team members participating in individual semis and finals, and seeing no justification for losing a clearly-won 2nd, did not compete. Imperial College, having been very justly disqualified were allowed a re-run.

Finally, after much acrimony, 10G were declared winners of the Second Race, Bristol (5th to 2nd)! and Imperial College (disqualified to 3rd)!!

It was most regrettable that such an enjoyable, basically well-run event should have been marred in this fashion, and if a lesson is to be learned, we have learnt it. Hard work in training, combined with reasonable ability is not enough. The determination to win takes on a new dimension!

*J. C. Betts,  
Teddington, Middx.  
(On behalf of Teddington Superstars).*





# PHOTO EXTRA

*Exploring small stream in the great Canadian wilderness.  
Photo: Elmar Engel.*



# SPRINT RACING

## SPRINT RACING REGATTA OFFICIALS COURSE

Following the success of the first Regatta Official's Course held at the beginning of the year, the Sprint Racing Committee will be running a second course over the weekend of December 11th/12th. Again at the National Watersports Centre, Holme Pierrepont, Nottingham.

Now that the International Canoe Federation Congress in Montreal has confirmed that the 1981 World Sprint Championships will be competed at Nottingham, it is even more important that enough fully qualified and experienced Regatta Officials are available by then. Vacancies on the course will be strictly limited and eventually only those Regatta Officials entered on the SRC Register will be allowed to officiate at the National Watersports Centre. The course will be designed to give further training to those who have qualified this season (as below list) and to those newly interested who wish to become officials.

In addition, the SRC will be holding a Racing Coaches Symposium during the same weekend, to discuss the latest developments in coaching, to listen to lectures on coaching techniques and to formulate a valid racing coaching system for canoeing in Britain. Preference will be given to Competition Coaches and Assistant Competition Coaches, but anyone with a genuine interest in racing coaching is welcome to apply.

Both courses are residential (Sat. lunch - Sun. tea) and will cost in the region of £5.00 per head (cost is not yet finalised). Full details and application form from: *Mike Haslam, Work Study Dept., COC Chilwell, Beeston, Notts.*

## OFFICIAL REGISTER

The following trainee officials will be entered on the SRC Register of 'Regatta Officials', having successfully

completed practical training during the 1976 season. It should be hoped that by the end of the 1977 season some, if not all, will be ready to take the International Canoe Federation Officials Examination. Trainee officials: S. Balfour, K. Bowles, G. Beardall, M. Carvell, B. Collett, P. Collett, A. Duncan, A. Edwards, D. Fegent, E. Fegent, R. Fieldus, C. Foulds, R. Gray, D. Howie, J. Kidd, A. Manwell, M. McClure, W. McKinley, J. Rossiter, D. Samuel, D. Squire, J. Squire, D. Saxby, R. Wootton.

## NEW CLASSIFICATION FOR SPRINT PADDLERS

The Sprint Racing Committee have announced that from next season, paddlers will be racing under new classes. The classification, which still has to be confirmed by the full SRC Annual General Meeting to be held in January, is as follows:

### MEN (kayak)

**SENIOR 'A' CLASS** - comprising the present Senior Class

**SENIOR 'B' CLASS** - comprising the present Junior Class

**JUNIOR CLASS** - those paddlers under 18-years on 1st January each year, unless they have already been promoted to a Senior Class ('A' or 'B') on ability.

**NOVICE CLASS** - those paddlers over 18-years who have not been promoted

**VETERANS CLASS** - paddlers over 35-years of age

The SRC will consider at the end of the 1977 season the introduction of a Senior 'C' Class for paddlers in their second (or third) season of competition providing there are enough 'genuine' novices in their first (or second) season of competition to justify a split in the new proposed Novice Class.

Regarding the Veterans Class, this is seen as a serious attempt to involve more people in competition without causing them to be outclassed. Many

of the older paddlers involved in clubs may now find it worthwhile to bring youngsters to Holme Pierrepont and to compete themselves. Continental regattas have run such classes for a number of years with great success.

### WOMEN (kayak)

**SENIOR 'A' CLASS** - comprising those shown on promotion list.  
**NOVICE/JUNIOR CLASS** - remainder of paddlers.

The introduction of the full range of classes (as for Kayak Men) will be made as the demand arises. The SRC have also directed that Espada paddlers who have been classified as either Senior 'A' (men or women) or Senior 'B' (men only) will not be allowed to compete in Espada Class races. In addition, to make the Novice Class more competitive a paddler winning a K1 event will automatically be promoted to Senior 'B' status for the next regatta (this applies to Men Kayak only). The SRC hopes that the new classification will provide a good standard of competition within each class whilst stimulating an expansion in the sport.

## SPRINT PROMOTIONS

The following persons are promoted from 'old Junior' to Senior 'A' status: P. Lawler, Richmond: G. Bourne, Chelmsford: D. Cook, Riverside: S. Hancock, Richmond: R. Harding, Nottingham: R. Haynes, Riverside: P. Dimmock, Nottingham.

On the same basis as above the following are promoted from 'old Novice' to Senior 'B' status:

R. Belcher, Wey: C. Ballard, Lichfield: I. Freestone, Northampton: Jackson, Army: P. McAuliffe, Leighton Park: D. Smith, Harlow: J. West, Royal: T. Ralph, Navy: R. York, Chelmsford.

### SENIOR 'B' comprises:

P. Lewis, Chelmsford: S. Lewis, Wey: M. Harvey, Royal: P. Watson, Bradford/Avon: K. Owen, Bradford/Avon: S. Peake, Bradford/Avon: K. Topham, Leighton Park: T. Nelmes, Leamington: A. Higgins, Enniskillen.

### SENIOR 'A' WOMEN comprises:

C. Nadal, Nottingham: C. Haynes, Royal: L. Perrett, Leighton Park: S. Burnett, Nottingham: P. Goodwin, Wild Water: K. Chandler, Navy: H. Peacock, Wild Water: L. Smithers, Richmond: W. Clapham, Richmond: F. Wetherall, Richmond: M. McClure, Trossachs: H. Money, Nottingham.

**SENIOR 'A' (Men Canoe)** comprises: W. Richenstein, Irvine: B. Edom, Worcester: K. Pereira, Richmond: M. Bradford, St. Lukes.



**DEMOTIONS** — A. Morton, Forth Canoe Club is demoted at own request from Senior 'A' to Senior 'B'.

## REGIONAL TRAINING GROUPS

In conjunction with the Long Distance Race Committee, the SRC will again be running Winter Training Groups from now until the start of next season. Three training groups are to be run — one in the South, one South-West, and one in the Midlands — each comprising 40-paddlers and upwards depending upon regional facilities. Each group will include potential International Junior paddlers. In December 1976, a National Training Squad of 60-paddlers and upwards will be selected by the SRC on the basis of observed ability. Training weekends for the National Squad will be held at Holme Pierrepont during January, February and March.

Applications for membership of the Regional Training Squads should be sent at soonest date to respective area organiser as below.

**SOUTH:** B. Greenaway, *214a Battersea Park Road, London SW11*. Venue: Richmond and Royal Canoe Clubs.

**SOUTH-WEST:** B. Perrett, *4 South Drive, Leighton Park School, Reading, Berks*. Venue: Bradford-on-Avon Rowing and Canoe Club.

**MIDLANDS:** C. Gray, *128 Greythorne Drive, West Bridgford, Nottingham*. Venue: Nottingham Kayak Club.

## REGATTA ORGANISATION

The SPC has decided that for the 1977 season all canoe regattas at the National Watersports Centre will be run by a Regatta Committee under the Chairmanship of Mike Haslam, Secretary of the SRC. This will enable the SRC to provide a central administrative organisation for the whole season, make it easier to control and develop regatta format along popular lines, and to regulate regatta fees to the needs of the paddlers during the season. It will also enable the SRC to meet the Management of the N.W.S.C. on an even base. It is strongly hoped that this move will encourage clubs to organise 'lower key' regattas within their own regions, a trait which the SRC sees as vital in the development of Sprint Racing.

## INTERNATIONAL REGATTA '76

The final balance-sheet for the Pre-Olympic International Regatta is almost complete. The turn-over will top £12,500 and it looks as if generous sponsorship from the Nottingham

County Council will help balance the books for a regatta that has won acclaim throughout the world. So much so that approaches were made during the Montreal Olympics for Britain to bid for the vacant 1978 World Sprint Championships. However, we are not quite ready for that yet and the suggestion was declined (Belgrade won the vote over Montreal in a straight fight).

## SERVICES REGATTA

The last regatta of the sprint racing season was held at Holme Pierrepont over the weekend of September 11th/12th. The regatta incorporated the Inter-Services Championships which was keenly fought this year with the Army narrowly defeating the Royal Navy to retain the Team Trophy, and with the Royal Air Force a poor third.

The draw point of the regatta was the appearance of the Honved Sports Club, Budapest, who were here as guests of the Sprint Racing Committee and returning the trip made by the Olympic Training Squad earlier in the year to Hungary. They brought with them their Bronze medallists from the Montreal Olympics and their reigning World Champions, but even so they did not have things all their own way.

With the International Junior selection races and the National K1 10,000-metre Championships also being decided during the regatta, a large entry of paddlers was apparent throughout the weekend. The climax was reached with the Open K1 10,000-metre event on the Sunday afternoon when over 140-paddlers took the start line to complete the season on a high note (some 220-paddlers were entered for the event, but bad weather conditions discouraged most of the Espada and Women from racing).

B. Greenham of the Leighton Park Canoe Club took the National Title, although second to Benko of Honved in the race which also saw the start of the 'Sport for All Week' water activities in the East Midlands.

## INTER-SERVICE RESULTS

**TEAM EVENT (6 events):** 1st Army 86pts: 2nd Royal Navy 74pts: 3rd Royal Air Force 32pts.

**INDIVIDUAL EVENTS: K1 1000m** Williams, Army: **K1 500m** Alan-Williams, Royal Navy: **K2 1000m** Story/Jackson, Army: **K2 500m** Williams/Jackson, Army: **K4 1000m** Evans/Wheeler/Fielding/Haskey, Army: **K4 500m** Rowell/Barrell/Chandler/Waghorn, Royal Navy.

## REGATTA RESULTS

**SENIOR EVENTS: K1 1000m:** 1st T. Benko, Honved 4.13.62: 2nd J. Herczeg, Honved 4.16:97: 3rd N. Mason, Nottingham 4.17:74: **K1 500m:** 1st J. Herczeg, Honved 1.54:60: 2nd A. Alan-Williams, Royal Navy 1.55:43: 3rd M. Juhacz, Honved 1.57:07: **K2 1000m:** 1st Czabo/Bako, Honved 3.44:68: 2nd Fowler/Williams, Royal 3.46:12: 3rd Hotoran/Benko, Honved 3.46:62: **K2 500m:** 1st Oliver/Alan-Williams, Royal Navy 1.46:33: 2nd Schaffauser/Juhasz, Honved 1.46:47: 3rd Farrell/Haynes, Royal 1.47:48: **K4 1000m:** 1st Williams/Haynes/Oliver/Alan-Williams, Olympic 3.36:63: 2nd Anygal/Schaffauser/Czibula/Benko, Honved 3.39:38: 3rd Fowler/Farrell/Hunter/Wetherall, Royal 3.40:13: **K4 500m:** 1st Anygal/Czibula/Schaffauser/Juhasz, Honved 1.36:57: 2nd Moore/Hambrey/Edwards/Gorman, Worcester 1.38:59: 3rd Brown/Mason/Nutting/Harding, Nottingham 1.44:89.

**WOMENS EVENTS: K1 500m:** 1st F. Wetherall, Richmond 2.24:83: 2nd L. Perrett, Leighton Park 2.25:08: 3rd S. Whitebrook, Riverside 2.25:51: **K2 500m:** 1st Wetherall/Haynes, Richmond 2.06:30: 2nd Smythers/Clapham, Richmond 2.09:02: 3rd Perrett/Lamb, Leighton Park 2.11:05: **K4 500m:** 1st Peacock/Goodwin/Whitebrook/McClure, Wildwater Racers 2.05:61: 2nd Smythers/Clapham/Wetherall/Haynes, Richmond 2.08:95: 3rd Perrett/Lamb/Chandler/Lovell, Leighton Park 2.09:56.

**CHAMPIONSHIP EVENTS: Mens K1 10,000m:** 1st T. Benko, Honved 47:30: 2nd B. Greenham, Leighton Park 47:34: 3rd N. Mason, Nottingham 49:27: 4th B. Haynes, Royal 49:40: 5th S. Brown, Nottingham 49:45: **Junior K1 10,000m:** 1st P. Nutting, Nottingham 45:46: 2nd G. Bourne, Chelmsford 45:51: 3rd R. Haynes, Riverside 45:59: **Novice K1 10,000m:** 1st C. Ballard, Lichfield 47:41: 2nd R. York, Chelmsford 47:46: 3rd J. West, Royal 47:48: **Womens K1 5,000m:** 1st P. Goodwin, Wildwater Racers 23:01: 2nd H. Money, Nottingham 23:02: 3rd K. Nadal, Nottingham 23.02.

# SPRINT RACING





# CANOESPORT DIARY

## WILD WATER SEASON

Well, we almost got away with a complete slalom season. Almost — with the exception of the two major River Dee events at Llangollen on the Tail and Town Rapids that had to be cancelled due to low conditions. As it happened, the weather was pretty rough around the published dates with storms over many parts of the country. However, on advice from the Water Authority the organising committees decided to cancel the events. It was understood that the river would certainly rise immediately after rain, but due to the fact that the ground water level was exceptionally low, the river would fall within a few hours and that almost two weeks of continuous rain would be necessary to restore normal conditions.

However, with the beginning of October, the Wild Water Racing season got under way. Below are listed the dates of events until the end of February.

A date for both slalomist and river racers is November 27th — the date of the Slalom and Wild Water Committee Annual General Meeting to be held at Nottingham.

Regarding River Racing, a thought for discussion could be the planning of events over an eighteen month period. With the River Racing season split over the winter of one year and the spring of the next and the publication of events though the Wild Water Racing Year Book in September, the winter events never appear on the full calendar of events published in the January of any year. Thus if planning was over an eighteen month period,

the first half of the following season could appear on the full calendar published at the beginning of the year and giving advance notice of events.

Copies of the Wild Water Racing Year Book are now available priced 25p plus s.a.e. from: *Jon Goodwin, Woodendale Cottage, Maer Hills, Baldwins Gate, Newcastle, Staffs.*

## TRENT MARATHON SERIES

The Nottingham Kayak Club are planning to organise a 'winter series' of four Long Distance Races to be held on the River Trent during November to February. Each race will finish at Trent Bridge, Nottingham but of a progressing distance starting at 10-miles to a marathon of 38-miles for

### November

7th Northumbrian, North Tyne. Details: T. M. Golightly, 17 Hallington Mews, Killingworth, Newcastle-upon-Tyne.  
14th Leven Wild Water Test (last of '76 series). Details: E. B. Totty, Craigmuir, High Knott Road, Arnside, Nr. Carnforth, Lancs.  
14th Upper Wharfe. Details: M. J. Markham, 22 Wrenbury Crescent, Leeds.  
21st River Dart. Details: S. Withers, Athletic Union Canoe Club, Queens Road, Bristol.  
21st River Eden. Details: A. E. Emmerson, 16 Vicarage Close, Burton, Carnforth, Lancs.  
28th River Swale. Details: D. T. Llewellyn, 3rd Squadron, 8th Signal Regt. Catterick Garrison, North Yorkshire DL9 3PS.

### December

5th River Usk. Details: John Handyside, 'Marston' 40 Parkside, Cricklewood, London NW2 6RJ.  
12th River Tees. Details: M. Butler, Milton House, Milton Avenue, Bishop Auckland, Co. Durham.  
19th Northumbrian, North Tyne. Details: T.M. Golightly, 17 Hallington Mews, Killingworth, Newcastle-upon-Tyne.

the fourth in the series. Dates are:

November 28th — Trent Lock to Nottingham 10-miles.

December 19th — Swarkestone to Nottingham 22-miles.

January 30th — Twyford Ferry to Nottingham 27-miles.

February 27th — Burton on Trent to Nottingham 38-miles.

A short canoe tour of approximately 10-miles will be organised for non-competitive paddlers on each of the above dates. Also on the Saturday evening prior to each race there will be a social at the Nottingham Kayak Club. Full details of the series and tours are available from: *Colin Gray, 128 Greythorne Drive, West Bridgford, Nottingham.*

## WATERSIDE WINTER SERIES

The well established Waterside Winter Series on the Kennet and Avon Canal and open to K2 crews only, will be held on the below dates during February and March. Race 1 — February 13th: Race 2 — February 27th: Race 3 — March 13th: Race 4 — March 27th.

The series, being held over the Kennet and Avon Canal — part of the Devizes to Westminster — will be of appeal to Easter Marathon enthusiasts and are competed over a progressing distance from 10 to 35-miles. Full details from: *K. Donkin, 47 Wendan Road, Newbury, Berks.*

## CALENDAR OF EVENTS

Club secretaries and Committee secretaries, please note that a Calendar of Events will be published in our February issue. Last copy date for this is December 24th. Race and event details should be sent to: *Canoeing Magazine, The Chapel, 19 Main Street, Hemington, Derby DE7 2RB.*

### January

2nd River Tees. Details: M. Butler, Milton House, Milton Avenue, Bishop Auckland, Co. Durham.  
9th River Dee. Details: F. Bennett, 22 Chaucer Avenue, Reddish, Stockport, Cheshire.  
16th River Usk. Details: John Handyside, 'Marston' 40 Parkside, Cricklewood, London NW2 6RJ.  
16th Leven Wild Water Test (first of '77 series). Details: E. B. Totty, Craigmuir, High Knott Road, Arnside, Nr. Carnforth, Lancs.  
30th Northumbrian, North Tyne. Details: T. M. Golightly, 17 Hallington Mews, Killingworth, Newcastle-upon-Tyne.

### February

6th River Tees. Details: M. Butler, Milton House, Milton Avenue, Bishop Auckland, Co. Durham.  
6th River Tay, Grandtully. Details: A. Morton, 34 Roselea Drive, Brightons, Falkirk, Scotland.  
13th River Dee. Details: F. Bennett, 22 Chaucer Avenue, Reddish, Stockport, Cheshire.  
13th Leven Wild Water Test. Details: E. B. Totty, Craigmuir, High Knott Road, Arnside, Nr. Carnforth, Lancs.



Take the massive rises in the price of oil over recent years and the consequent increase in resins and thus the price rise of commercial-built kayaks and canoes, add to this the availability of well designed kayak moulds for hire or sale, plus kits of materials and necessary tools, and it is easy to see why many more individuals, Canoe Clubs, Youth, Scout and School groups are jumping on the 'Do-it-Yourself' wagon and building their own glassfibre kayaks.

With the dark evenings and cold weekends upon us, the time is ideal for such amateur building and to see just how simple modern glassfibre kayak building techniques are, I approached the firm of Trylon.

Trylon Limited is one of the leading companies in the mould hire business, not only supplying a range of seven kayak moulds, but also supplying all the allied materials and tools for glassfibre building. The firm also organise a number of practical demonstrations, but I doubt if these are so personalised as the building demonstration put on for my benefit when I recently spent a day at their Wollaston factory to watch the construction of the Snipe, the latest Trylon kayak designed for competition slalom.

## BASICS

The basic principle of building in glassfibre — G.R.P. glass reinforced plastic — is the use of a reinforcement material (glassfibre) laid into a mould and then impregnated with a synthetic resin.

## GLASSFIBRE

The basic reinforcement material is glassfibre. This is finely stranded glass produced in various forms, the most usual being chopped strand mat. Lengths of stranded glassfibre of about two or three inches are thrown together in a haphazard manner to produce a uniform sheet of reinforcement, the strands held in place with a chemical binder. This mat is available in various weights — 1oz., 1½oz., and 2oz. — and used by laying-up laminations in the mould. By using combinations of weights or numbers of laminations, a light, medium or heavy structure can be formed.

Where great stress is to be placed on a kayak, such as in slalom, down river or long distance racing, yet the weight must be kept as low as possible, the use of chopped strand mat alone does not have sufficient overall strength. Thus it is advisable to use a second type of glassfibre in the lamination — glassfibre fabric.

Glassfibre fabric is a weave of glassfibre strands which are of continuous length. The resulting strength becomes obvious in a kayak where you have a



layer of glassfibre cloth with strands running the entire length of the craft, as opposed to the exclusive use of chopped strand mat where the longest single strand of glassfibre is around two inches. However, the sole use of chopped strand mat is suitable for the touring kayak and in no way must be classed as inferior — one is just using materials to the best advantage.

A recent advance in glassfibre techniques has been the introduction of woven fibres such as diolen and kevlar, giving greater strength and flexibility than pure woven glassfibre. However, these fibres are quite expensive and at present kevlar is not generally available to the amateur builder.

## RESINS

The general purpose resins used in glassfibre construction are of a polyester base. The substance looks like treacle and of slight milky or pinkish colour. The resin will not set or 'go-off' when exposed to the air until an accelerator, and hardener or catalyst are added in the correct proportions — most resins available to the amateur already have the accelerator added. The addition of 2% hardener will cause gelling of the resin within about 15-minutes depending on the workshop temperature — the hotter the temperature, the faster the gelling. (Minimum hardener required is 1½%). It should be noted that the resin will not cure or gel correctly below 60°F. For the beginner, do not make up more than about two kilo of resin at any one time. If gelling starts before you have applied all the resin, discard and make up a new mix.

Remember that your kayak will not be fully 'cured' for at least a week after construction. During this period

the boat should not be exposed to stress — such as being strapped tightly on a roof rack — otherwise permanent deformation of the hull may take place.

## GELCOAT RESIN

The gelcoat resin is a much thicker substance than that used for impregnating the glassfibre. The gelcoat forms the exterior finish of the kayak and is the first to be applied to the mould. The exposed surface remaining slightly 'tacky' after it has set, while the surface to the mould sets hard to give the kayak a really high gloss skin. As with the lamination resin, hardener or catalyst must be added in a suitable proportion.

## COLOUR PIGMENT

Glassfibre alone will produce an almost translucent kayak, but with the addition of colour pigment paste it is possible to produce attractive solid coloured or translucent coloured craft.

## BUILDING THE SNIPE

The Snipe, newest of the Trylon mould range, is designed for competition slalom. Thus the boat has to be as light as possible, yet have strength and be flexible enough to take the rough treatment to be expected on a slalom course.

Having arrived at Trylon just before 9am., John Franklow — who was to build the boat — had already been hard at work, having polished the hull mould and applied the clear gelcoat. Between us we hoped to have the hull and deck joined and ready to take from the mould by the late afternoon. The hull would have a lamination of one layer of 1½oz chopped strand mat and one layer of



diolen cloth (diolen is not standard to the material kit and is available as an optional extra). The deck would be one layer of 1½oz chopped strand mat with strengthening strips and overlap of the total cockpit area.

With the hull gelcoat 'going-off', John finished polishing the deck mould (of course, the three piece mould – hull, deck, and seat/cockpit mould – should be polished at the same time, checking for any damage and making good if necessary). Wax polish (non-siliconed) is used on the moulds and should be applied both to mould surface and flange, one coat on used moulds, three coats on a new mould.

The gelcoat resin was now made up with red colour pigment and appropriate hardener, stirred well and applied liberally with a brush to the deck mould. With a solid colour do not worry too much about brush marks – these will not show on the finished outside surface – the important thing is to make sure the entire deck surface is covered.

With the hull and deck moulds gelcoated, John turned to cutting the chopped strand mat to patterns of the hull and deck – one pattern for the hull, two patterns for the deck with overlap over the length of the cockpit area – and also cutting some six strengthening strips of about four inches wide and three/four feet long. There was also time to look at the footrest, laying up a couple of laminations of 1½oz chopped strand mat on a pre-formed pattern, before downing tools and taking a break for tea.

A little later, with the gelcoat on the hull just tacky to the touch, it was ready for the first lamination of chopped strand mat. John filled to threequarters full a small polythene bucket (about eight inches deep and six inches diameter ½gal container) with laying-up resin and the appropriate catalyst, stirring well. Then with a 3 inch brush a liberal amount was brushed over all the hull mould. The single length of glassfibre mat was laid in the mould and, using the brush, was positioned to allow an even overlap around the gunwale line. John then quickly went over the whole layer with a mohair roller to allow the resin to draw through, taking care that the glassfibre on the upper edges of the mould was wetted through. Using mohair, paddle roller and brush the whole surface was gone over to draw through the excess resin, ensuring there was no dry patches or air bubbles. Immediately the second lamination – a complete covering of diolen – was placed over the hull and again quickly rolled through using the mohair roller. With this in position, John went over the whole hull surface with a paddle roller and the resin



Trylon material kit for kayak



Wax polishing of deck mould



Brushing upper edges of hull mould



Laying-up strengthening panel



Laying-up strengthening strip on deck



Trimming footrest lamination



Positioning joining strip on baton



Glassing gunwale joint





Gelcoating deck mould



Cutting chopped strand mat to patterns



Mohair roller used on initial lay-up



Wetting out diolene lamination



Using paddle roller on diolene



Deck lay-up showing cockpit overlap



Trimming deck mould at 'green-stage'



Glassing keel dowel in position



Footrests glassed in using template



Seat/cockpit lamination completed



Deck mould removed from completed hull



Popping kayak from hull mould



pulled through to wet out the second lamination. Care was taken to ensure all air bubbles were pressed out and the glassfibre correctly wetted on the upper edges of the mould.

On touring or non-competitive craft the keel line of the hull can be strengthened with chopped strand mat strips and also strips across the hull under the seat and cockpit area. However, on this competition Snipe we were going to place a wooden 'D' shaped dowel along the whole keel line and glass with a four inch strip.

With the lamination of the hull complete, John turned to the deck lay-up. Here he used just one layer of 1½oz chopped strand mat with the addition of strengthening strips along the centre deck line. However, the lay-up was done with two lengths and overlapping the cockpit area. With the deck being of solid colour, the make-up of the resin required the addition of colour pigment to the correct proportion. The lamination was made in the same manner as the hull, but with care taken particularly around the cockpit rim to ensure that the glassfibre was laying hard to the mould. While the hull and deck laminations were beginning to 'go-off' there was time to turn again to the footrest and also the moulding of the seat/cockpit.

The laminations of the footrest had gone off enough for it to be trimmed to shape but not yet taken from the pattern. Lamination of the seat/cockpit followed, using three layers of 1½oz chopped strand mat and a strengthening strip over centre of the seat. The make-up of the seat/cockpit is a little messy, requiring a number of small strips of material and patience in forming.

John soon had this completed and by this time the hull and deck laminations were reaching the 'green-stage' — when the resin has gelled dry enough to touch without leaving marks — and was ready for trimming off the protruding glassfibre around the mould edges. Great care must be taken here, not only with regard to the lamination, but also to yourself. Cutting should be done with the knife blade towards you and pointing from inside mould to outside, trimming flush to mould edge. The lamination should cut cleanly and without pulling or disturbing the glassfibre. The best time will be about 30-minutes after laying-up, but this really depends on the workshop temperature. The boat could now be left for our lunch break.

Later, with both the hull and deck trimmed, plus the dowel glassed in place along the keel, and the footrest cut in two, drilled and glassed into the hull, it was time to bolt both halves of our kayak together to make the

gunwale joint — a tricky part for the amateur.

The Trylon moulds have a keyed flange that ensures an accurate register, and the bolts at intervals around the flange should be tightened by hand only. The mould is then laid on its side in the 'X' trestles. John now cut six lengths of 1½oz chopped strand mat about four inches wide and just over four feet long — enough to make the joint on both gunwales. Resin for one side was prepared and, using a brush fixed to the end of a baton some three feet long, the inside gunwale area was wetted with resin (some small amount of this will drip through the flange). Next, one strip was wetted out on a wetting-out board laid on the floor under the kayak. The procedure for positioning the joining strip was to lie the wetted glassfibre along the brush baton with eight or nine inches overlapping the end and then carefully position along the inside gunwale joint setting the first strip at either bow or stern, using the brush to stipple in position and make a neat joint. John worked from both ends, leaving the centre section until last. Ensure that the lamination has well started to gel before turning the kayak over to make the opposite joint. If the resin is still wet, the lamination may fall away from the joint.

Just before 3p.m. both joints were finished and the kayak was all but complete. In between laminations the seat/cockpit section had been trimmed clean and made ready for glassing into the kayak.

Although a little early, John removed the deck mould just after 4p.m., revealing a brilliant red high gloss deck. By applying pressure on both sides of the flanges, the kayak was popped from the hull mould with ease and the completed boat lifted clear. It now only needed the seat/cockpit fitted, block buoyancy in bow and stern, and safety loops for completion — we had constructed the Snipe in well under eight hours. However, the glassfibre was still very soft and John decided to return the kayak to the hull mould and leave overnight to harden. Without support, the hull could have deformed.

Fitting the seat/cockpit is relatively simple. First the lamination of the deck must be trimmed back to the fine line round the cockpit (this is to ensure adequate strength round cockpit), trimming is also required in similar manner around the actual cockpit rim. The seat/cockpit should be fitted firmly into the cockpit area and some filing may be necessary. Once you have a good fit the seat/cockpit must be clamped lightly in position and the kayak turned upside down at working height on 'X' trestles. A glassfibre

# GLASS



Just brush on a little gelcoat....



join the two halves together, and....

dough, using glassfibres, calcium carbonate and resin, is used to fill the gap between cockpit and inner deck edge. This is later covered with a mix of calcium carbonate and resin to ensure a watertight fit and for strength.

## MATERIALS

Trylon Limited offer complete kits of materials for the production of kayaks, and including some of the basic tools (knife, rollers, brushes etc). Materials can be supplied for just one or up to six kayaks. Prices here range from just over £20.00 for the Bat polo craft, £23.00 for the Wombat Trainer, and just over £30.00 for the standard slalom, sea kayak or Espada model, for single off, to £99.00, £114.00 and £144.00 respectively for six off kayaks. Kits exclude block buoyancy and spraydeck, but



# FIBRE THE V.C.P. WAY



roll the mat down....



gently ease the kayak from mould!

the price works out at roughly one third that of a commercial built kayak. An excellent instructional booklet 'How to Build a Glassfibre Canoe', now in 4th edition, is available from Trycom @ 40p.

## MOULD HIRE

Trylon mould hire is at present priced at £1.50 per day with customer collecting the mould. Moulds for sale range from £55.00 to £95.00, an ideal investment for any Canoe Club, Scout or School group where there is a steady turn-over of members.

## RANGE OF CRAFT

The Trylon range of craft comprises seven designs: Bat Mk.V — canoe polo kayak: Wombat — bath trainer: Panther — general purpose slalom: Tiger Mk.IV — general purpose slalom: Seahawk — sea touring kayak: Espada

— class K1 racing kayak: Snipe — competition slalom kayak.

## OTHER CRAFT

A number of other firms also supply moulds and materials. These include Prima Glassfibre Materials with four designs and a price range of £23.00 to £30.00 for single off and £75.00 to £100.00 for five off; Valley Canoe Products with a range of six craft and price range from £22.00 to £25.00 for single off and £108.00 to £130.00 for six off. Prices are only a guide and do not include VAT. The moulds from Valley are for sale only and not for hire. Prices range from around £80.00 to £120.00. Full details of moulds and materials from Trylon, Prima, and Valley can be obtained in brochures from the firms. Addresses as per adverts in this issue of 'Canoeing'.

# LONG DISTANCE

## GUDENA INTERNATIONAL

British crews take top placings. .  
report from Colin Gray

The Gudena International Canoe Marathon, held in Denmark over September 18th/19th once again proved to be the premier event of the long distance racing season. The race of 120-kilometres for seniors and juniors, is split into five stages. The first day from Skanderborg to Silkeborg is raced in two stages, and, after an overnight stop, the race continues down river to Randers via means of a further three stages. The women, Canadian and Under-16 paddlers race a shorter course which omits the first and most gruelling stage on each day, giving a total distance of 56-kilometres.

The course has two main elements; the River Gudena which is twisty, narrow and often quite shallow, although with usually enough water to be paddled with an under-stern rudder; and the lakes. In past races the latter have proved to be the main problem since they are wide and open, and Denmark is a very wind-swept country — it's not uncommon for crews to sink in the rough conditions that can quickly appear on these lakes! This year it was almost a dead-flat calm. The event has tremendous atmosphere and excitement and is totally unparalleled by any other race of its type. Its character is more like a series of 10,000-metre races.

This year's event attracted a fantastic entry of over 600-paddlers from some ten nations, including all the Scandinavian countries, Britain, Belgium, Holland, Austria, and West Germany.

## THE K2 BATTLE

The Senior K2 event proved to be one of the most interesting races that we have ever seen. Throughout the race there were five crews in with a chance of winning, right until well on in the second days racing. The most fancied crew were the Danish pair of Pape/Brix, winners of the race for the last two years and holders of the course record (8hrs 11min). Thus it was no



# LONG DISTANCE

surprise when soon after the start of the first days racing Pape/Brix made a clear break. However, they were soon joined by the Belgian pair of Biggs/Penningfather and both managed to pull clear during the first five or six kilometres of the race. They were followed by Collins/Du Toit another Belgian pair, and the Royal Canoe Club pair of Brian Greenaway/Brian Haynes.

The water was a little shallow in places and, while crossing from one lake to another, Papa/Brix damaged their rudder, but managed to carry on until the first portage where they stopped and spent some five minutes fitting a new rudder. This left the pair of Biggs/Penningfather some two minutes clear of following crews as they came out onto the first of the really big lakes — the Mosso. The Belgian pair worked honestly across the lake and gradually increased their lead but still followed by team mates Collins/Du Toit, plus Greenaway/Haynes and now a couple of Dutch crews. Towards the end of the lake Pape/Brix were some three minutes down on these and were obviously struggling hard to catch up with the leaders. As they came off the lake and onto the river section down the Gudena and then out onto a smaller lake, the leading pair made a slight error and instead of turning towards the left at the end of the lake they went straight on into a dead-end arm, but costing them little more than a minute of their hard-earned lead. At the end of this first 28-kilometre stage at Ry, the Belgian lead had been reduced to just over two minutes. In the following group were Greenaway/Haynes and Collins/Du Toit, but catching up fast and now only some ten seconds down were Pape/Brix (a superb performance here to pull so much back on this stage). The British International entry of White/Fieldus had missed the start and completed the first stage some five minutes down on the leaders.

After a thirty-minute rest, the race was under way again. Shortly after the start the 2nd and 3rd crews were joined by Pape/Brix and now the British pair and the Danes worked together to try and pull back time on Biggs/Penningfather. However, at the end of the stage the Belgians were still

out in front but with only a slender lead of just over a minute. Greenaway/Haynes won the sprint into second place and a valuable five-second lead over Collins/Du Toit, the latter pushing Pape/Brix another three-seconds down. Thus the scene was set for some interesting racing on the second day — but at this stage few people would have predicted a British win...

At the start of the second day Pape/Brix made a valiant effort to break the field right from the start.

They raced away from all crews and quickly established a forty or fifty-metre lead. The following group again contained the 2nd, 3rd, and 4th overall crews with the two Belgian crews doing most of the work, Greenaway/Haynes hanging on to the wash. For the first 25-kilometres on this third stage, Pape/Brix tried everything they knew to escape the following bunch, while the Belgians threw everything into closing the gap and getting up with the Danes. But just before entering the big lake of Tange the following group had closed the gap and made

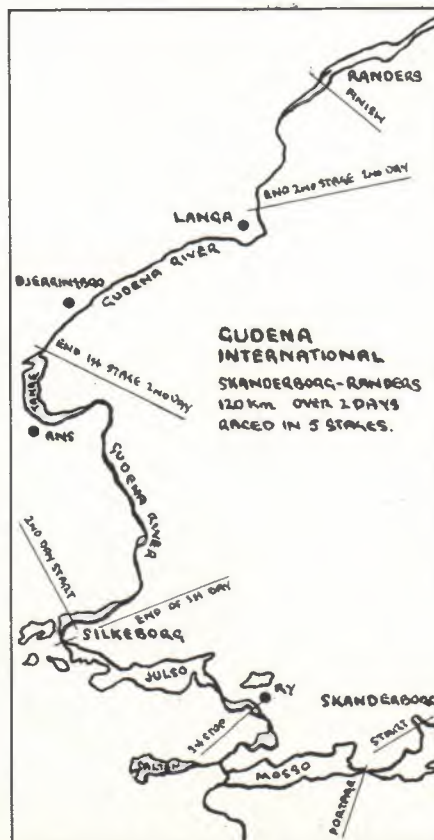
contact with the leaders — Pape/Brix looked broken and the pace slowed dramatically, providing the opportunity for a stroke of good fortune that was instrumental in bringing about a British win. White/Fieldus who were only some hundred-metres behind the leading group, began to close rapidly and half way across the lake put in a tremendous sprint, dropping the two crews they were with and pulled up to the leading group.

With two crews in the leading group, Britain was in a strong position, but with the Belgians having a clear lead from the first day, it still had to be a Belgian victory. However White/Fieldus were going extremely well and were able to take up the pace and some of the pressure off Greenaway/Haynes. Thus at the end of this stage, a large and concerted sprint into the finish gained the British crews first and second over the stage, with Pape/Brix just hanging on to their wash, and with the Belgian crew dropped by some twelve to fifteen seconds. This later proved to be the crucial move of the race.

At the start of the second stage on the second day, the two British crews knew that they had to immediately consolidate the lead and with White/Fieldus doing the bulk of the work, they stormed away from Biggs/Penningfather and it was obvious that Pape/Brix were also having great difficulty in staying with them.

After a further 16-kilometres Pape/Brix were in real trouble and Brian Greenaway — an experienced campaigner in previous years at this race — recognised the time had come to make the final move. Urging on both the British crews and with Pape/Brix on the outside of a bend struggling to stay on the wash, they sprinted away leaving the Danes completely broken. Over the next eight-kilometres the British pairs were able to establish a five-minute lead on the Danes and a four-minute lead over the two Belgian crews. So at last Greenaway/Haynes were in the lead overall by two-minutes and only had to keep going for another 10-kilometres.

As they raced down onto the estuary sharing the work between them, the two British crews further extended their lead and gained the finish at Randers some six-minutes clear of the opposition. Both the Belgian crews and the Danish pair came in together six-minutes down and giving Greenaway/Haynes the overall win by five-minutes. But between the 1st and 5th placings there was just two-and-a-half minutes — this over a 120-kilometre race! (White/Fieldus managed fifth place and had paid dearly for missing the start on the first day's racing.)





## SENIOR K1 EVENT

In the Senior K1 the Dane Fleming Andersson started clear favourite, making most of the pace right from the early stages. Only two paddlers seemed to be any match for him — Britain's Brian Greenham and Belgium's Stephan Hugo. Andersson went off at the start and managed to drop Hugo within the first 25-kilometres and it looked as if the race would develop between the Dane and Greenham. Alas, on the second stage Greenham was also dropped and Andersson finished the first day with an overall four-minute lead. On the second day Andersson again set the pace virtually from the start to finish, but this time both Hugo and Greenham stayed with Andersson without too much trouble, Greenham looking very much the strongest of the trio towards the end of the second stage. On the final section, we were treated to a very dramatic turn of events — with only 3-kilometres to go the Dane completely blew-up! Greenham took off, leaving the Dane utterly shattered and almost unable to paddle, and even managed to drop Hugo to cross the line well clear and some three-and-a-half minutes ahead of Andersson. Unfortunately, Andersson's four-minute win on the first day proved to be the decisive factor — Greenham having to be content with second place and unlucky not to have made a clean sweep for Britain.

## OTHER CLASSES AND WINS

In the Junior event, another superb performance came from Chris Ballard of Britain. On the first day he performed well in coming seventh overall alongside British Senior team mates of Truelove and Wetherall. On the second day he came into his own — off the start and right alongside Andersson, in no way did he look like a Junior. Although being dropped by Andersson, he settled into the main following bunch and hung on determined. The longer the race went on the stronger Ballard seemed to get, even over-taking Senior paddler Andersson towards the finish and making a third place overall on the second days racing. As a Junior he was in a class of his own and took the win some 17-minutes clear of a second British Junior paddler, Jeremy West.

British K1 paddlers performed well overall, with Greenham, Cornish, Ballard, and Truelove all finishing in the first ten and only Wetherall with a broken boat, and Belcher who just didn't seem to be able to cope with the conditions of his first International, both finishing well down in the field.

In the women's events it was Great Britain all the way. Pauline Goodwin

in the Womens K1 had a very hard race on the first day but was just able to establish a four-second lead on the sprint in at the finish. On the second day, Goodwin and Kath Nadal, the latter placed third on the first day, worked well as a team and Goodwin was able to break clear just after the start of the second stage to win by some two-minutes. Kath Nadal dropped the Danish girl, Charlotte Ardal, to cross the finish at Randers in second place. However, she was unable to pull back sufficient time to claim second overall and had to be content with third place.

In the Womens K2, Christine Haynes/Lucy Perrett went into a clear lead right off the start and, although pushed hard, managed to come home on the first day some forty-seconds up on the second place crew. It proved a very valuable lead and on the second day they started well in establishing a clear lead. Just before the end of the second day's racing the British girls were caught up by the following crew from Sweden and both crossed the finish line together. But the first-day lead was more than enough to give them the win.

*(British Long Distance and Sprint paddlers may well have recognised the names of some of the Belgian paddlers racing under the Mechelen club colours. Names such as Biggs, Penningfather, Collins, Hugo, seem more suited to warmer climates!)*

## RESULTS

**MENS K1:** 1st Fleming Andersson, Denmark 8hrs 51min 55sec: 2nd Brian Greenham, Great Britain 8hrs 52min 40sec: 3rd Stefan Hugo, Belgium 8hrs 56min 44sec: 4th Stefan Ferm, Sweden 9hrs 00min 56sec: 5th David Packness, Denmark 9hrs 02min 58sec.

**JUNIOR K1:** 1st Chris Ballard, Great Britain 9hrs 05min 45sec: 2nd Jeremy West, Great Britain 9hrs 22min 24sec: 3rd Peer Holmgreen, Sweden 9hrs 40min 45sec.

**MENS K2:** 1st Brian Greenaway/Brian Haynes, Great Britain 8hrs 22min 17sec: 2nd P. Biggs/R. Penningfather, Belgium 8hrs 26min 02 sec: 3rd Fleming Brix/Hans Pape, Denmark 8hrs 27min 10sec: 4th Andre Collins/S. Du Toit, Belgium 8hrs 27min 20sec: 5th Ian White/Allan Fieldus, Great Britain 8hrs 29min 34sec.

**JUNIOR K2:** 1st Michael Thers/Mikael Pingén, Denmark 9hrs 10min 19sec: 2nd Niels Diderichsen/Finn Pape, Denmark 9hrs 17min 27sec: 3rd K. Petterson/Jorgen Astrand, Sweden 9hrs 29min 06sec.

**WOMENS K1:** 1st Pauline Goodwin, Great Britain 4hrs 25min 42sec: 2nd Charlotte Ardal, Denmark 4hrs 27min 58sec: 3rd Kath Nadal, Great Britain 4hrs 30min 45sec: 4th Jytte Dunn, Denmark 4hrs

34min 14sec: 5th Hanne Sprøtte, Denmark 4hrs 36min 14sec.

**WOMENS K2:** 1st Christine Haynes/Lucy Perrett, Great Britain 4hrs 17min 22sec: 2nd Monika Thormann/Gudrun Hoglund, Sweden 4hrs 18min 02sec: 3rd Christel Ekelund/Annika Persson, Sweden 4hrs 35min 01sec: 4th Gertrud Hven/Agnes Christensen, Denmark 4hrs 47min 43sec: 5th Marianne Johansen/Ghita Hansen, Denmark 4hrs 49min 20 sec.

## ROYAL K1 MARATHON

Conditions for the Royal Canoe Club K1 Marathon, raced down the Thames and held on August 21st, were a little slower than in previous years with low water (after the summer drought) and a head-wind for most of the 35-miles, the overall winning time being some 25-minutes down of the record.

Brian Greenham of the Leighton Park Canoe Club broke away from a large group of paddlers (including A. Williams, B. Haynes, J. Fowler, G. Bourne — all of whom later retired — T. Wetherall, G. Truelove), and by Staines held a lead of nearly 10-minutes. Greenham went on to win the event for the second year, but by the finish Wetherall of the Richmond Canoe Club had pulled up to within 3-minutes. Belcher of the Wey Kayak Club paddled well to finish in 3rd place, despite racing some 6-miles without a rudder until he managed to change his kayak.

The Womens K1 proved very exciting with both Pauline Goodwin of the Wildwater Racers and Kath Nadal of Nottingham being together at Cookham when Pauline caught someone's blade and smartly hooked herself in for a capsized. By the time she was under way again, she had lost some five-minutes on Nadal and it was not until Shepperton that Pauline managed to close the gap and catch up. She overhauled Kath and went on to win by 9-minutes. Pauline's time of 5hrs 41min was an excellent performance, breaking the womens record on what was supposedly a slow year!

**RESULTS:** 1st B. Greenham, Leighton Park 5hrs 10min (1st Sen. 'A'): 2nd T. Wetherall, Richmond C.C. 5hrs 13min: 3rd: R. Belcher, Wey K.C. 5hrs 14min (1st Sen.): 4th G. Truelove, Lichfield C.C. 5hrs 15min: 5th T. Cornish, Richmond C.C. 5hrs 20min: 15th P. Goodwin, Wildwater Racers 5hrs 41min (1st Women): 17th K. Nadal, Nottingham K.C. 5hrs 50min (2nd Women): 25th F. Wetherall, Richmond C.C. 6hrs 10min (3rd Women).

*Report from Brian Greenaway.*

# LONG DISTANCE



# SEA CANOEING

## RADAR REFLECTIVE KAYAKS

As reported recently in our magazine, tests to determine whether a kayak could be made radar reflective were to be carried out early in September by Valley Canoe Products and the British Canoe Union in collaboration with the Royal Navy.

Oliver Cock, Director of Coaching for the B.C.U. will later be publishing a full report, but it will be of interest to canoeists to know that after a number of tests carried out in perfect weather conditions in Falmouth Bay, all parties were unanimous in stating that there was no way that a kayak could be made visible on a radar screen (should be a comforting thought to members of the Special Boat Service of the Royal Marines!) to the point where the signal produced was at a level high enough to be noticed by either a searching ship or helicopter.

Basically the tests used a kayak made with a special metallized gel-coat which was compared with a standard boat. Several false decks were then tried, made up in various radar reflective mixes, followed by metallized paddles and crash helmets. Finally a 10" radar reflector mounted with its centre 9" above the fore-deck again gave negative results.

So we're sorry chaps — visible signals, either by bright boats, paddles, or flares are the only way you're going to be picked up!

*(Valley Canoe Products have a metallized Nordkapp SS, used once only, that they might sell you if your interested — there might even be a bit off the price!).*

The laugh of the day came at the end of the tests when it was decided to see what the down-draught of a Sea-King Naval Helicopter felt like

*Down-draught test in progress*



to a canoeist. These heavy and powerful machines are rated with a 120 m.p.h. wind at 50' above sea-level!

Frank Goodman of V.C.P. was stupidly on the water at the time, so became the guinea-pig. He found that paddling directly into the down-draught was very hard due to the tremendous turbulence on the paddle blades. A sudden disappearance occurred when the kayak was broad-side on to the circle of disturbance and the paddle-brace was attempted on the down-wind side — the result was a super-fast capsizel! (This was due to the fact that the kayak was moving sideways so quickly that it moved over the paddle-blade in the water and the canoeist hooked himself in.) Frank rolled up again immediately (without any problems he says), and found that a paddle-brace leaning into the wind was the most stable position.

So...if you're unfortunate enough to be rescued by a helicopter, but are fortunate enough to still be paddling, turn broadside to the approaching helicopter and brace into the wind as it hits you. Frank states it was somewhat uncomfortable but in no way desperate.

## CRUISING TO TOBERMORY

*John R. Turcon*

*Strathkelvin Kayak Club*

At the end of June four members of the Strathkelvin Kayak Club set off from Ardfern in Loch Craignish, on a two weeks camping and canoeing cruise, a cruise that was to take us over 125 miles of sea, out to Tobermory and back to Oban via numerous islands. All members of the party had some years of experience of canoeing on Loch Lomond, and on a number of Scottish rivers, but not very much on the sea. Apart from one weekend expedition this was our first experience of canoe camping.

*Oliver fixing radar reflector to bow deck of Frank's kayak*



Our equipment consisted of two g.r.p. Terns and two Kayel-Otters. In addition to the usual tents, sleeping bags, clothes, flares etc. we carried two spare paddles on deck, one of which was an old split paddle which nobody would want to use for long, and the other was a half assembled paddle which could have been used Canadian style in an emergency. As well as 1" O.S. maps and Admiralty charts for the area we carried a copy of the C.C.C. Sailing Directions for the West Coast of Scotland, an invaluable source of information for canoeists as well as sailors.

Luckily the weather was fine whilst we struggled to load the canoes for the first time and a few less essential items were left behind when we set off fully loaded to paddle just three miles out into the loch to spend the night on an uninhabited island. Throughout the trip there was no difficulty in finding superb camp sites on small islands or stretches of coast uninhabited except by seals, sea birds and midges. Ample supplies of driftwood were used for the evening bonfires.

The first few days of the journey were made in light winds and warm sunshine and progress was quicker than expected. The Dorus Mor was the first major obstacle en route, but this proved to be only slightly disturbed in the light southerly winds at H.W. slack, and by hugging the Craignish shore we were able to reach Loch Mel-fort even though the ebb stream was gathering strength against us. Our intention had been to proceed north via Seil Sound and only to look at the whirlpools and eddies of the Cuan Sound from a safe distance. The weather was so good however, that we went through Cuan with the full strength of the ebb stream beneath us (6 knots plus) and found only slightly disturbed water at the northern exit. This is a place to avoid if there is a strong wind from the west or north. After a brief stop in Easdale we paddled close to the magnificent cliffs to

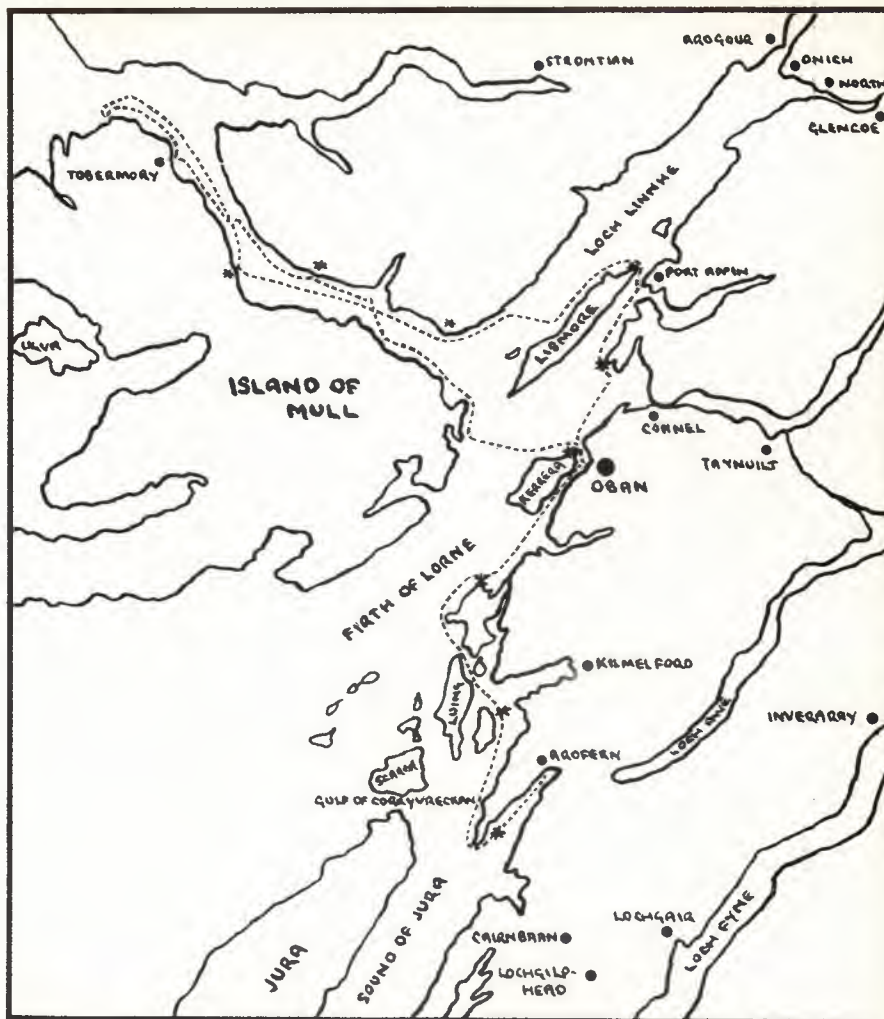


Puilladobhrain, and on the next day to Oban and Kerrera.

Two nights were spent at a beautiful spot on the west coast of Kerrera waiting for the right conditions for a crossing to Mull over the exposed waters of the Firth of Lorne. Early on the morning of the 2nd July conditions were perfect, the boys were roused and had eaten breakfast before it was revealed that the time was 04.15. Although packing gear took a long time, practice had made great improvements and the party was able to leave Kerrera at 05.30 to arrive at Grass Point on Mull before 07.00. After entering the Sound of Mull and using favourable eddy currents close inshore we called at Craignure and Lochaline before stopping, the total distance covered during the day being 20 miles, the longest days paddle.

Progress up the Sound of Mull the next day was made more difficult by the strong wind blowing against the tidal stream producing rough water conditions. Opposite Salen we encountered a wave pattern from the west overlapping the main pattern from the north, occasionally supplemented by a reflected wave from the eastern shore. All the canoes behaved well though the Kayels were noticeably wetter than the Terns. Torrential rain on the crossing to the Mull shore encouraged us to stay the night at Tobermory Youth Hostel. In view of the now unsettled weather it was decided unwise to venture far around the N.W. Coast of Mull as good landing places for canoes are few and far between. We looked at the impressive cliffs of Ardnamurchan from a distance and then headed a few miles south to a pleasant camp site by the shores of the Sound. This site proved less hospitable after a day of persistent rain followed by a gale which blew down one of the tents and thoroughly soaked the sleeping bags and gear of all the party. The following morning was spent drying out the sleeping bags and clothing around a camp fire, a practice continued almost every day from that time. (The smell of woodsmoke continues to pervade our clothing although it has since been washed several times). The site was left finally in the afternoon and several hours were spent surfing down the Sound with a moderate following wind, and we camped for the night at Inninmore Bay near the entrance to Loch Linnhe.

Fortunately the sea was calm for the journey along the rugged Morven shore and for the crossing to Lismore Island. We rounded Rubha an Ridire about one hour before the change from an ebb to a flood stream, and despite the calm we could see the "ripple on the ebb" stretching across to Lismore. For the first four miles



along the Morven shore there were only three small beaches between the cliffs which were possible landing places and two of these would disappear at about half tide, and the third would be a dumper. Crossing to Lismore took only an hour in the calm and we found the west coast of Lismore almost as rugged as the Morven shore, and enjoyed exploring some of the caves and clefts in the cliffs in the prevailing calm conditions.

During the day one member of the party developed severe toothache and the next morning it was necessary to visit a doctor at Port Appin on the mainland, who recommended that he should return home. This was quickly arranged with the help of local people and holiday makers.

The last three days were wet and windy and the canoes contained bags of soaking, damp and moderately dry clothes. Wet clothing put on at the start of the day was a small hardship as it did not take long to warm up paddling against the strong wind. A S.W. (Force 4/5) gave us a hard paddle down the Lynn of Lorne. Although the tidal stream was only about 1 knot and in our favour, the ebb coming out of Loch Creran was considerably stronger and gave us a rough half mile across the mouth of the loch. The sea was too rough to proceed near Rubha

Carbh-aird and most of the day was spent in a fruitless wait for an improvement. Despite a poor forecast (SE5) the sea was calm early the following morning and we arrived in Oban for breakfast at 08.15. This was the end of our cruise.

We learned a lot about sea canoeing and camping on this trip. Our canoes behaved well but, as might be expected the Terns were better than the Kayels in rough water and crosswinds. If we use the Kayels again on such a trip they will be fitted with knee bars and rudders. At no time did a capsizing appear likely though the rescue procedure to be adopted if this happened did exercise our minds for we were sure that the usual HI or TX methods would not have worked with our heavily loaded canoes. In the event of a capsizing we would have righted the canoe and baled out, and in readiness for this we carried balers on deck. We would be interested to hear of the experiences of those who have had to deal with a capsized heavily loaded canoe in rough water conditions.

For our future planning we learned that a distance of about 10–15 miles per day is about right for us unless conditions are very difficult, and that the most useful guide to these waters for canoeists is the Clyde Cruising Club Sailing Directions.



# MISS SPORTSWORLD

**Annette Ramage** — our girl who paddles her own canoe — is back from Jamaica as runner-up in the Miss Sportsworld contest. Once again she follows in the steps of canoe girls Helen Woodhouse of the Richmond Canoe Club and Susan Allen of Enniskillen who have previously taken the second place in this competition. Canoesport might not have yet captured the Miss Sportsworld crown — but at least our girls are consistent!

Annette, who delayed her marriage to Scotland's British international high-jumper Gus McKenzie, to take part in the contest — designed to find Britain's most personable sportsgirl — was unanimously voted in second place by celebrity judges Jim Fox, John H. Stracey, David Wilkie, and Jamaican

cricketer Michael Holding.

The winner in the competition, held at the Jamaica Hilton, in the resort of Ocho Rios, was 27-year-old judo black belt Christine Wildman, a stunning blonde from Nottingham.

Annette, who comes from Edinburgh and has previously competed rough water events under Heriot-Watt University Canoe Club and Edinburgh Wild Water Canoe Club colours, now works in the town planning department of Preston Borough Council. She wins the free Sports Council residential coaching course for two. *"I haven't made up my mind whether to take the sailing course or the skiing course,"* she said. *"Probably the sailing course is safer — the World Canoe Slalom and Wildwater Championships are coming*



*up in Austria next year, and I don't want to risk getting injured."*

She and Gus McKenzie now hope to marry in December, and live in Preston where he works for the Fulwood Recreation Centre. Annette is also hoping to start a canoe club in the area and also work with local sea cadets in her spare time.

The Miss Sportsworld competition, which featured six of Britain's most glamorous sportsgirls, was filmed by London Weekend Television in Jamaica and shown on *'World of Sport'* on Saturday October 16th. *"I had a really fabulous time and made so many new friends,"* said Annette, who has gained a University degree in town planning.

She celebrated her 24th birthday in Jamaica just two days before the finals, and of course has represented Great Britain at a number of overseas international rough water canoe events.

The Miss Sportsworld contest was organised by the international swimwear company of Speedo (Europe) Limited.



# TRADE NOTES

## P & H – EXTRASPORT LINK-UP

P. & H. Fibreglass Products of Spondon, Derby, have now extended their range of surf kayaks even further. They have entered into an agreement with Extrasport U.K. Ltd., of Brighton, to manufacture their complete range, including the Ripper and Stripper surf kayaks. This now enables P. & H. Fibreglass Products to offer four top class surf kayaks – Surfer Mk. II and Mk. III, plus the Ripper and Stripper. The latter won this year's National Surf Championships at Bude.

Order and enquiries for the boats can be sent to either Extrasport U.K. Ltd., at Brighton or to P. & H. Fibreglass Products at Derby.

## NEW LENDAL PADDLE

Lendal Products of Scotland, whose racing and touring paddles are second to none for quality and design, have now introduced a new contoured back racing paddle into their range. The name 'Pacemaster' for the fibreglass shafted model and 'Sprintmaster' for the wood shafted model are to be retained. The blade is asymmetric in shape and the face has a centre rib for blade stability in the water. The new contoured back is designed to shed water extremely efficiently and

also presents a more aerodynamic shape when paddling into a headwind. The blade is strongly constructed of multi-ply veneers, laminated up to give a balanced, lightweight, dimensionally accurate, blade. These factors all being most important for maximum performance.

The two new models – Pacemaster or Sprintmaster – can also now be supplied with a slightly heavier, more robust blade for use in down river and wildwater racing – and at the same price. If ordering, please ask for the Pacemaster or Sprintmaster for use in wildwater.

For further details, contact your nearest stockist or write direct to: *Lendal Products Limited, 18/20 Boyd Street, Prestwick, Ayrshire, Scotland. Tel: 0292 78558.* (The Canoe Centre (Twickenham) Ltd., already have a stock of the new Lendal paddles).

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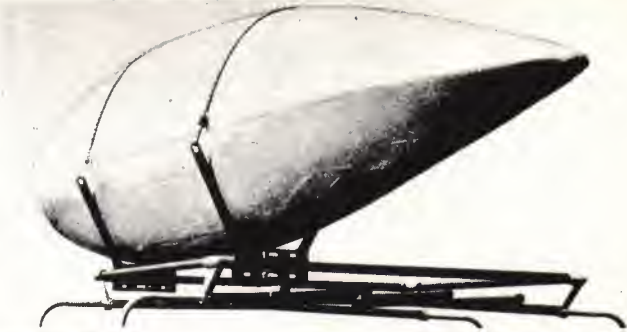
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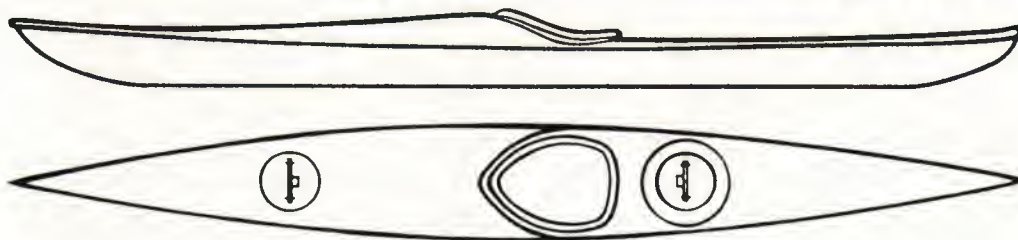
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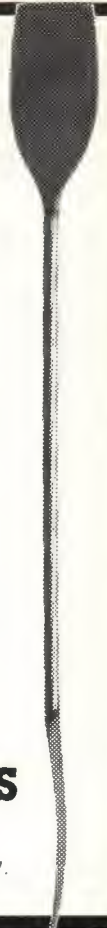
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