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# CANOEING MAGAZINE

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## COVER

Tents, boats, paddle and drying clothes - the Dutch campsite at Bourg St. Maurice.  
'CANOEING MAGAZINE PHOTO'

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## ON SPRINT RACING

The Sprint Racing season once again opened with the Brent Regatta at the Welsh Harp in London over the Whitsun Holiday weekend of 23rd/25th May. However it was by far the worst regatta I have ever had the misfortune to attend, and unless there is some assurance from the organisers of an improvement in the running of events next season, I for one will not cover it, and from the comments of the canoeists it would seem that many of these will also not race next year. Around the London clubs there is talk of running a separate regatta at a different venue over the Whitsun weekend.

However let us look at the problems at Brent. First the co-ordination between the rowing, canoeing and power boat events seems to be almost non-existent. The rowing people, having the greatest number of events, naturally had the larger number of officials and they forced their events through almost regardless of the canoeists or the programme, and their whole attitude was one of utter contempt for the paddlers. It should be pointed out that the rowing events could not be classed more than a 3rd class regatta, while among the senior canoeists we had Olympic paddlers. As far as the rowing people were concerned the canoeists were a 'bloody nuisance' - this is not the attitude to take between sportsmen. While in the control tower, Peter Wells had more than a few arguments with the rowing officials in an effort to get our races under way.

On another point, the whole regatta ran later and later as time passed, although Don Mean was getting our canoeists on the water at the programme times. Many of our crews went down to the start only to have a wait of upwards of three quarters of an hour before getting on the start line. One race of K2s was sent down to the start only to be told by officials their race would not be run before the power boating. On reaching the raft the crews were sent back and told by canoeing officials to only come back RACING. What a way to run a regatta . . . Half way through the afternoon, a rowing official in the control tower proudly announced that the Brent Regatta had just broken a record - it was now running later than ever before . . .! Certainly a thing to be proud of. If the rowing fraternity want to run a fourth class regatta, I suggest we leave it to them and disassociate ourselves from this so-called regatta in future years, unless we can be assured of a better deal.

It's little good to criticize and offer no alternative and so as food for thought I would suggest that the canoeing events should be completely separate from the rowing. If the sailing events, usually run on the Saturday morning and all day on the Sunday, were restricted to the Saturday, the Sunday would then be free for canoeing events, with the rowing events on the Monday, power boating either with the canoeing or rowing. There is no question that Brent does not offer a good regatta course and it would be quite possible to run a full days canoeing events, even the possibility of an international. What about it Brent, do we run a regatta or another shambles next Whitsun?

## WOMENS CLASSES

While we are airing grievances, I would also make comments on the organisation of recent canoeing events. Last year we had the poorest season for some years in womens events, with the standards at an all-time low. (I am, of course, talking about L-D and Sprint, with no reference to Slalom or Wild Water.) This season we have a small number of young girls coming into the sport yet at Bedford L-D womens entries were returned, while at the National K2 10,000m Championships there is no class listed for 3000m womens K2. Now if we don't run races, or even put the events on the start sheet, just how do we encourage these girls to race when there are no classes? The standard may be low, but we are certainly not going to improve matters by cutting out the events. I do not agree that canoe sport is not a womens sport, just look at the womens classes at Zaanregatta - Aspirant class, 32 entries; Juniors and Seniors, 37 entries. If the Dutch and Germans can do it, what's wrong in England....

# AROUND & ABOUT AROUND & ABOUT

## WEALD SLALOM ASSOC.

The second event of the Weald Slalom Association was run by the Woking Adventure Group at Walsham Lock on the 9th/10th May. The slalom attracted nearly 70 entries and it was encouraging to note how much the general standard of canoeing has improved in the area over recent months. The inter-club trophy is stimulating considerable interest, particularly in the team event. With only two of the scheduled competitions run, Guildford Canoeists are already showing a clear lead, followed by Langley Park and Woking. Points are awarded for paddlers placed in the first five positions in each division, with double points being gained in the team event. It was interesting to note in the team event, that the much fancied Guildford team, which really distinguished themselves in the individual events, were pushed into third place purely due to better team organisation by Woking and Langley Park.

It certainly seems that the new association has got off to a good start with two well organised and enjoyable slaloms. The committee is already making ambitious plans to form an area training squad for young paddlers with BCU first division potential.

Bob Castle and Bob Gray have been appointed to run the squad and the first training weekend is the Spring Bank Holiday.

## BRITISH WATERWAYS

In their annual report, published Wednesday, 10th June, the British Waterways Board describe the 'task ahead' for both the commercial and amenity sides of their activities following the Transport Act 1968.

On leisure and amenity, the task was to provide for greater future demands on the cruising waterways a general study of the development potential of many canal-side sites was started in order to prepare a plan for the establishment of boatyards, hire-cruiser bases and mooring sites complete with comprehensive services - spread throughout the cruising waterways.

It is evident, says the report, from the number of new boats being built at yards on the Board's waterways and from the 21 per cent increase in the 'hire and reward supplements' to the Board's licence that the expansion of the hire-cruiser industry is keeping pace with the growing demand for canal holidays.

## WATER SAFETY

The West Midlands Water Safety Campaign - the first of its kind and organised by the C. C. P. R. - has and will be taking place over the summer months. Among the many demonstrations canoe sport is featured pretty regularly, with clubs from Walsall, Coventry, Warley, Tamworth, Worcester, and Stoke-on-Trent taking part.

## RAF L-D

The Royal Air Force Inter-Unit Spring Long Distance Championships were held at Abingdon on 26th April. The Thames was in a severe state of flood - a fact borne out by a slalom kayak winning the K1 event! The course for singles was  $7\frac{1}{2}$  miles, while for doubles it was 15 miles.

The K1 winner was Cpl. Brooks from RAF Lindholme, while in K2 the win went to Sgt. Downing/Cpl. Pierce of RAF Halton, the overall team win went also to RAF Halton.

## NATIONAL L-D

Exeter Canoe Club will be playing hosts to the National Long Distance Canoe Championships this year, held over the August holiday weekend 29th/31st August. The Championships are to be competed on two separate days, the singles being raced on the Saturday and the doubles on the Monday. The course is over 20 miles of the Exe River and Exe Estuary. The start will be from Exe Bridge, going down stream over Trew's Weir, Salmon Pool Weir, through Cou-

ntesy Bridge, past Topsham and out into Starcross Harbour, turning at a marker boat to race in with the tide. At Topsham the paddlers will portage onto the canal and race to Port Royal where they portage again onto the Exe to finish at Exe Bridge.

The K1 event (for Seniors, Juniors and Women) will start at 2.00p.m. on 29th August. The K2 event (for Seniors, Juniors and Women) will start at 11.00 a.m. on 31st August. Full details of the events, including a sprint regatta on the Sunday, can be obtained from: Mrs. M.H. Schnepf, 139 Monks Road, Exeter, EX4 7BQ.

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## EXETER L-D

Exeter Canoe Club point out that on B.U.C. details of their race the entry fee for junior paddlers was incorrect. The price should read 5/- per seat and this will be rectified on entry forms.

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## BAT POLO

The first Open Bat Polo Knock Out Competition was held at Abingdon on 30th/31st May.

Ten teams took part, five players to a team, and five minutes played each way. The 'pitch' was between an island and the bank just downstream of Abingdon Weir, on which an Open/Novice Slalom was taking place. Players had to fit their games in between runs on the slalom course, which made life a little difficult at times. More teams would have taken part had they not been paddling, judging, or just plain recovering.

The entry fee was 2/- each, and this went towards suitable prizes for the winners and runners up, plus some recompense for the battered Bats! The Bats were supplied by the Riverside Club, Oxford. Lifejackets of the BSS 3595 type were FORBIDDEN, while the buoyancy aid of the Flotherchoc type were acceptable. The reason for not allowing the bulky strapped lifejackets was the danger from hooking up with paddles, or players grabbing passing bodies by the lifejacket becket - the slalom waist coat type is less grabable...!

Refereeing was minimal, and done by use of a loud hailer. Whistle signals seem to be inaudible among the thrash of flying paddles, oaths, cries for help, and the black despair of drowning. The audience, which participated very well, did not help with its roars of encouragement, laughter, and shouts of 'offside!'. The ref., not knowing the offside rule from a flexible curve, ignored these. He was perched in a tree in order to see the course...!

Paddling skills were not much in evidence, but I swear I have seen a small boy running across the water on his hands, the Bat bobbing along behind, as he went for the ball! No heads actually left shoulders, but several attempts were made to execute this manoeuvre. Hand rolling is expected, as some players seem to go about collecting bundles of paddles.

*Canoeing Magazine July 1970*

Competing teams were from: Shepperton, Bromley Scouts, Leamington, Gloucester, Dallimore, Magdalen College, Army Canoe Union, Basingstoke Adventure Club, and Walsall Canoe Club. The overall winners were Leamington.

Several groups from Schools and Youth Centres were determined to have ten Bats each forthwith, and I forecast a big demand by 1972 for Polo leagues - it seems likely that growth centres will be Thames side and the North East, to say nothing of the Penine Dwellers and the Brummie Hordes.

ALAN BYDE.

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## CANOE-KAYAK MAGAZINE

'Canoe-Kayak Magazine est ne...!' This month we welcome a new canoe sport magazine published in France. Printed letterpress on glossy paper, the magazine is exceptionally well produced and is of international A4 size.

The first issue is dated April and will appear six times during the year. However the cost is a little high at 5 francs a copy - around 8s. 6d. - if Canoeing Magazine was this price we would go to full colour. Annual overseas subscription is 30 francs and anyone interested and able to read French can obtain details from Canoeing Press Editorial Office.

As a magazine, independent of the French Federation, long may it live...!

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## CONSERVATION

European Conservation Year 1970 could well go down as one of the blackest years ever for deaths of seabirds from oil pollution. In the first three months of 1970 at least 22,000 birds are known to have been washed up on our coasts.

This figure is the highest ever recorded during a single three-month period in the United Kingdom. During the International Beached Birds Survey, organised by the Royal Society for the Protection of Birds and the Seabird Group, over 13,000 miles of coast were covered by 250 observers. Returns from 950 miles showed 3,059 dead birds, which is approximately three birds per mile. On the east coast of Scotland there were 13 birds per mile...!

**AROUND & ABOUT**  
**AROUND & ABOUT**

People join clubs for a variety of reasons. They range from extremely selfish motives, to purposes that could only be described as altruistic. At any rate, one usually finds those who are in them for what they can get out of it and those who realise they get out of a club only in relation to what is put into it. A club which is comprised solely of competitors who compete to compete, usually has little chance of protracted success. The successful clubs are those whose members compete to cooperate.

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# COMPETING *to* CO-OPERATE

by Frank WHITEBROOK

---

What follows is what a group of persons did whose main thought was just how much could be done by each member. The result has been most encouraging, not only in what it has meant in developing knowledge and skills in boat manufacture and management, but also in the fellowship which has grown between a wide variety of people and families. When a sport can bring together families from all walks of life there is a great deal to be gained from this alone. When truck drivers, clerks, draughtsmen, teachers, chemists, engineers, carpenters, plasterers, lecturers, photographers, directors, nurses, students, pupils, local government officials and their spouses get together with the intention of putting all their skills together for canoeing, the sky is the limit.

With a previous background of open Canadian and single kayak experiences, the opinion was formed that we needed a large Canadian canoe capable of carrying ten days rations with camping gear (even in winter when our rivers run best). The gear needed to be readily accessible and yet kept dry. The craft needed to be able to turn quickly, even with a heavy load because our rivers are rock studded. Then, if we used a base camp and used side trips, we wanted to be able to carry a few children instead of the gear.

All this led to 16' being chosen as the length. This is about one foot longer than the usual New South Wales Canadian canoe. We took the beam to 36" and gave the hull slalom lines but left the trad-

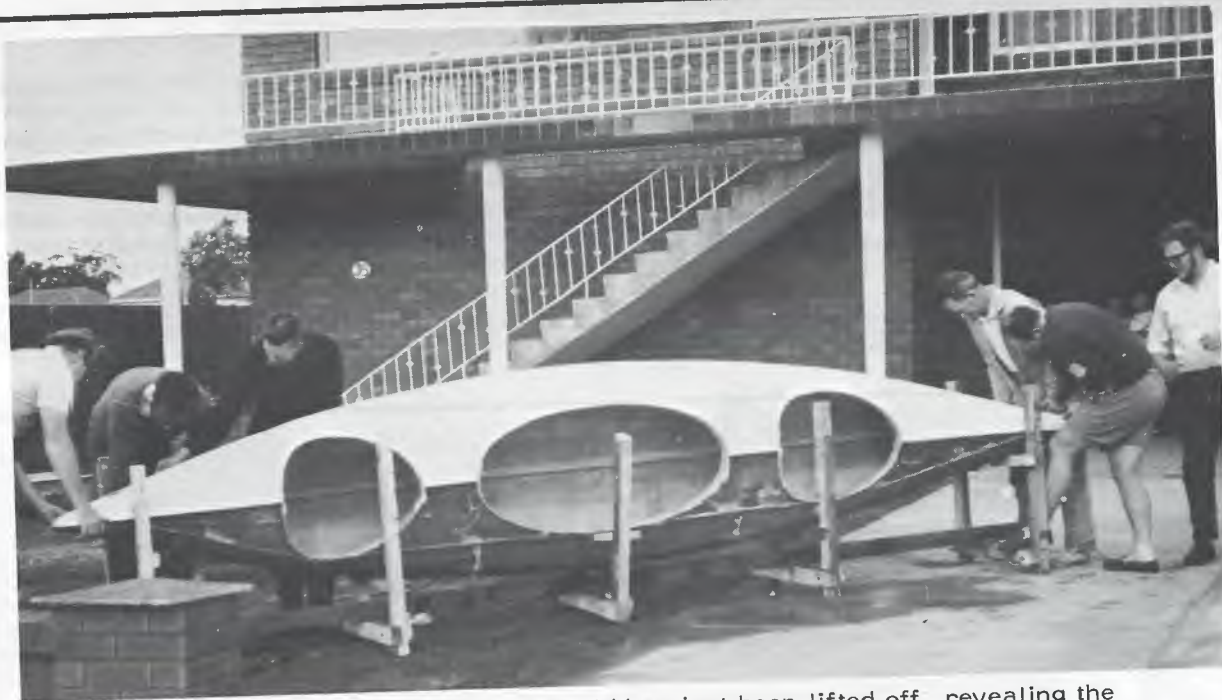
itional bow and stern. Full decking was insisted upon for a dry ride, but a centre hatch with cockpits fore and aft allowed quick and easy access.

Then to the drawing boards. Our draughtsmen did their job well. Bill, the carpenter, translated these drawings into the pattern or plug. The platform was set up on rigid trestles and slowly the coordinates were plotted into formers and the wire netting was stretched between them on stringers. We were going to make two identical halves longitudinally. Therefore, accuracy was essential because the halves would have to be reversed for joining when they were completed. This meant, of course, that the craft was symmetrical in plan view.

Keith and Ginger, our professional plasterers then moved in smartly. Always the experts were surrounded by a horde of submissive labourers, each



The pattern of the Cargo Slalom, ready for laying up the first half mould.



The moment of truth. The top frame and mould has just been lifted off, revealing the flawless surface of the canoe. Now the canoe is about to be lifted from the bottom mould.

anxious to be told what he had to do. The pattern took shape slowly; a little more here, a little less there, adding - taking away - adding again until the moment when President Dave with the square and compasses pronounced that the symmetry and lines were identical.

We had to make removable cockpit patterns because we didn't want circular holes. Each shape had to be identical with its mate to the nearest millimetre. Bill made sure this was so.

Then began the finishing. Our research section, working on test pieces had found that plastic finishes on plaster lifted after a few days, so we finished the plaster off with a coat of resin and used wet and dry on that until it gleamed. Three coats of plastic finish (we call it Estapol) brought up a mirror like finish.

This had taken a couple of months of one night a week and a few hours at weekends. However, at last came the day to lay up the mould. Although we were all fairly experienced in fibre glass, one item had given us trouble because of its unpredictable nature. We called it tripping. It was a mysterious crinkling which occurred now and then for no apparent reason in the gel coat. Even the professionals didn't seem to be able to help us and when we wrote to alleged experts overseas we received no reply.

'Experts' told us to use two per cent hardener in the gel coat and this we did. The blow came when we lifted off the first half mould. It had "tripped" badly in about three places. This was no good, especially as so much careful and hard work had gone into the pattern. We decided to discover for ourselves what the mysterious variable was. Using small

samples and controlling every possible variable one at a time, even ambient temperature and humidity, we found that two per cent of hardener in the gel coat was the cause. It had to be more like two and a half per cent and even three per cent could be used as long as there were enough hands to do the painting of the gel coat, or small lots were used.

The second attempt was highly successful. The half mould came off gleaming like a jewel. Then one team framed the mould into a jig while another worked on the other half mould; reversed the cockpits and refinished the parts which were then exposed on the pattern. It came off equally as well and was in turn framed into a jig on top of the first half.

A dozen or more workers were present to lay up the first canoe. Both halves could be done at once. Three layers of 1½ ounce mat were used after a white gel coat. Then both frames were bolted together and the two halves joined together by working through the cockpits and centre hatch. A keelson was also glassed in.

Late afternoon on the second day after starting, the moment of truth arrived. The frames were unbolted, a few taps in the appropriate places and off came the top frame and mould to reveal one glistening flawless half. Then the canoe itself was lifted out of the bottom mould. It was a most satisfying spectacle.

The following weekend, the craft performed for Press and Television and it has become known as a 'cargo slalom'. It performed identically with the design objectives.

Noticing how well the craft performed in narrow twisting rapids, in spite of its size, caused one of

us to reflect on that first half mould which had 'tripped' and had been discarded. Suppose the tripping were 'filled' and smoothed, the centre hatch eliminated by patching, circular cockpits put in and then two inches taken off all the way around the open perimeter of the mould. By coincidence, this reduced the canoe to exact slalom C2 size.

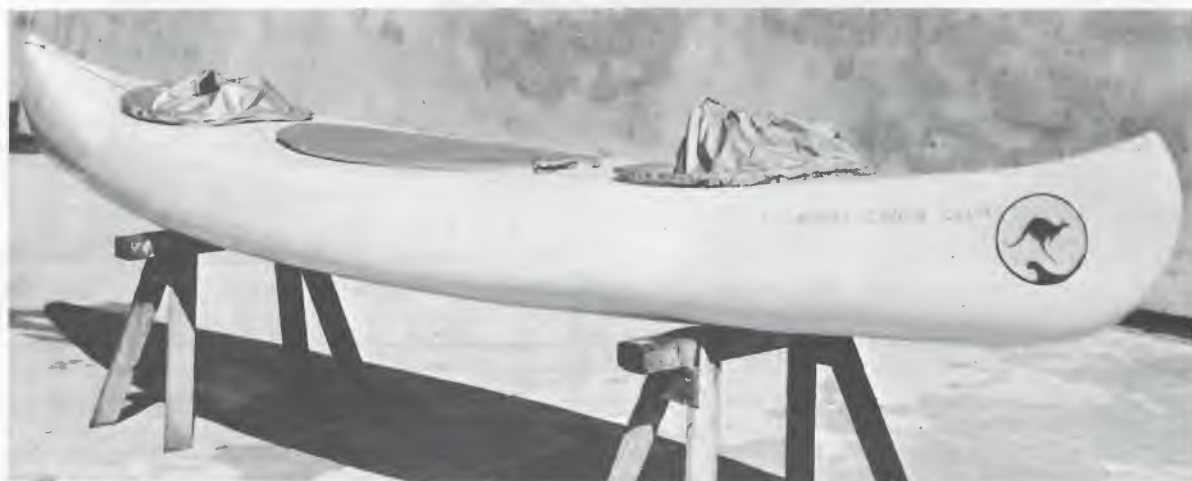
We quickly obtained a cutting wheel, took off the two inches without delay, smoothed the tripping, patched over the centre hatch, fixed the cockpits and plastered up the traditional raised ends. Of course, we had to make each half one at a time, but the result was a "competition slalom" out of "cargo slalom" by "ingenuity". The new filly proved to be a goer. With

no time even to test it, it gained two "thirds" at the Australian Championships!

It's amazing how a success like this can build confidence and trust. The group now buys resin in 1,000 lb lots with corresponding quantities in glass etc.

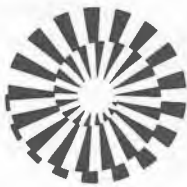
Yet there is always a beyond; more to learn, quicker and more effective techniques for making and managing. Making craft in such numbers leads to cheaper boats, which leads to more boats, which leads to even cheaper boats, and so it goes.

Competing to cooperate brings its bountiful rewards.



Top: The finished article. The rapid hopping kangaroo was drawn on the mould in progressive stages with three colours of gel coat.

Bottom: The Egger brothers try out the new canoe at Wyangala in the rough water. All photos: Frank Whitebrook.



# TOWARDS MUNICH

"Graceful and pleasing, but at the same time Olympic and dynamic" – this is the verdict on the first five Olympic sports posters, with which the world-wide campaign for the Munich Games has now begun.

The standard poster, in shades of green, blue and white, has as its central motif the curving silhouette of the tent roof – the future landmark of the Olympic grounds. In the background rises the Olympic tower against an azure sky, while the colourful scenery found on the fringes of the Alps has greatly influenced the artist's design.

Under the direction of Otl Aicher the Visual Design Department of the Organising Committee has produced in addition to the standard poster, a first series of four posters with sporting motifs based on photogr-

aphs by Albrecht Gaebeler (hurdles), Peter Cornelius (yachting), Gerry Cranham (riding) and Max Mühlberger (gymnastics).

The first posters of a total impression of 950,000 can already be admired on the walls and notice-boards of public authorities, banks, department stores and sports shops in 57 West German towns. The graceful figure of the Japanese woman gymnast Yasuko Ashihara, photographed during her floor voluntary at the international match between Germany and Japan at Stuttgart, has attracted considerable attention. On the occasion of a visit to Japan, President Willi Daume of the Organising Committee is to thank the competitor personally for permitting the reproduction. Munich (Olympia Press).



Willi Daume, President of the Organising Committee, introducing the first five Olympic posters in Munich – the beginning of the world-wide publicity campaign for the 1972 Olympiad. (Photo: Olympia Press).

# BEGINNING CANOESPORT

STANTON/CLARK

part 7

## HIGH TELEMARCK

Very gently execute a high slap lift, and stop as soon as the blade touches the water. Now give the blade an angle of attack by setting the inside edge higher than the outside edge. The near arm should be bent with the elbow under the paddle shaft, and the far hand as low as possible. (Fig. 92) shows this position, but with the paddle clear of the water. This position is awkward, but comes into its own at large angles of heel.

Give the boat headway and take up this position when the immersed blade will turn the boat and provide lift as does the low telemark. The high telemark however provides a sharper turn than the low telemark, and supports the paddler better at larger angles of heel. (Fig. 93) illustrates this position and shows the near arm immersed. When headway is lost pull down with the near hand, as in the slap lift, to right the boat.

Some paddlers pass the paddle shaft over the head without releasing the grip of either hand, and hold it across the back of the neck while executing this stroke, but this position takes more time to get into and out of.

The position when going astern is the same except that the angle of attack is reversed. (Fig. 94) shows this angle, and the boat turning with sternway on.

## HIGH STERN RUDDER

Assume the position for low stern rudder. Then extend both wrists and raise the far hand so that the face of the immersed blade is away from the boat. This brings the inside edge above the outside edge. Use plenty of twist and incline the body toward the stern (fig. 95). This position is only used with head way on the boat as shown in (fig. 96).

## HIGH BACK SWEEP

This is just a matter of holding the high stern rudder position and untwisting until the blade is abeam. Continue twisting to the other side until the immersed blade comes close to the kayak just ahead

of the cockpit. Try this just after a high stern rudder when the kayak has lost headway. You may if desired then straighten the near wrist and commence going ahead again without taking the blade from the water.

## BACK J

This stroke enables the paddler to watch the stern closely while going astern in confined places.

Starts as in (fig. 97), with the face of the paddle toward the kayak. Pull the stern toward the paddle blade. Raise the far hand and rotate the paddle to bring the outside edge near to the kayak (fig. 98). Pull the blade toward the bow until it is abeam of the near elbow (fig. 99). Straighten both wrists and swing the near elbow round the paddle shaft, setting the blade at angle to the kayak (fig. 100), so that it may be easily run edgewise to the starting position (fig. 97). As this is done, the far hand is lowered, so that the pull toward the boat is at maximum effectiveness. Without this pull at the start of the stroke the kayak will steer away from the paddling side.

## HULL STEERING

Practically all kayaks except the modern slalom type alter their shape below the water level as the boat is listed. The underwater shape, in plan, becomes curved as the boat is heeled, so that it steers away from the list. If by rolling the hips, the kayak is given to port as shown (fig. 101) and held in this position while paddling ahead, the kayak will steer to starboard. Many kayaks may be steered by this method alone.



(Fig. 92)



(Fig. 93)



(Fig. 94)



(Fig. 98)



(Fig. 95)



(Fig. 99)



(Fig. 96)



(Fig. 100)



(Fig. 97)



(Fig. 101)

# the month ahead

## AUGUST

### SLALOM

9th/SWARKSTONE SLALOM, (ON). Details: J. Icton, 153 Dale Road, Spondon, Derby. (MIDLAND CC)

20th/GRANDTULLY SLALOM, (1st Div). Details: S. R. Nash, 33 Norton Road, Reading, Berks. (READING CC)

### LONG DISTANCE

2nd/ORWELL L-D, A/B13. Details: Miss C. Bell, Maybarn, Swan Lane, Westerfield, Ipswich. (ORWELL CC)

16th/WOLVERHAMPTON L-D, B14. Details: A. Aston, 129 Cherry Brook, Fenbridge, Wolverhampton. (WOLVERHAMPTON CC)

16th/CHASE TROPHY RACE, L-D for youth paddlers under 20 years. Details: P. Dolan, Underley Hall, Kirby Lonsdale, via Carnforth, Lancs.

23rd/EXE ESTUARY L-D, B11 P2. Details: Mrs Scnepp, 139 Monks Road, Exeter, Devon. (EXETER CC)

30th-31st/NATIONAL CHAMPIONSHIP L-D, B20. Details: Mrs M. H. Scnepp, 130 Monks Road, Exeter, Devon. (EXETER CC)

### SPRINT

8th/WORTHING REGATTA, Open Sea Sprint. Details: V. Pederson, 91 South Street, West Worthing, Sussex.

22nd-23rd/NATIONAL SPRINT CHAMPIONSHIPS, Pangbourne. Details: R. Lawler, 41 Simplemarsh Road, Addlestone, Surrey.

### COURSES

SCOUT/VS and GUIDE CANOE COURSES at the LONGRIDGE CENTRE and covering all aspects of the sport. Full details available from: The Warden, NSBAC Longridge, Quarrywood Lane, Marlow, Bucks.

CANOE COURSES, both for beginners and advanced paddlers, organised by CCPR/BCU at Bisham Abbey Marlow, and Plas y Brenin, Snowdonia. Details: General Secretary, Dept. B, 26 Park Crescent, London, WIN 4AJ.

### INTERNATIONAL - SEPT.

5th-6th/G.F.R. WEST GERMANY: International Regatta, Trier.

5th-6th/POLAND: International Slalom, Szczawnicza.

6th/IRELAND: International Liffey Descent, Long Distance Race, 16 miles.

6th/NEDERLAND: Open Sprint Regatta, Eindhoven. (Beatrix CC)

12th-13th/F.G.D. WEST GERMANY: International Autumn Regatta, Ludwigsburg.

19th-20th/DENMARK: International Long Distance Race, 117km. Skanderborg - Randers.



The Liffey Descent - 6th September.

# Love Letter to a River



STORY:  
**brigitte engel**

PHOTOGRAPHS:  
**elmar engel**

CONTINUING FROM LAST MONTH....

The evening was closing in as we all sat down to a meal that included delicious liver from the caribou which Peter Lord had shot, and it was then that we heard the second 'human' noises following the out-board motor. Breaking the still air was the sound of a chopper. Within a few seconds the helicopter appeared over the trees and came in to rest beside our camp. Out stepped an old friend we had first met in Nahanni Butte and seen again in the main street of Inuvik - it was Terry, a French helicopter pilot who had come from Paris to the wilderness to fly geologists to their field work.

Sometimes in this immense Canadian north - forty times as big as West Germany - it seemed more like a provincial town to me. Everybody knows everybody knows everything about everybody - and the moccasin telegraph had obviously reported the news of our arrival too! This moccasin telegraph certainly worked well, for, people we had never heard of would say: "Here you are finally, we have been expecting you!"

We reached Old Crow a few days later to find the moccasin telegraph had been working well. We had a 'guard of honour' of young boys and girls lined along the banks of the river and when we climbed out of our kayaks we were met by the 'official greeting committee'. There were introductions to Danny

Wheeler, R. C. M. P., and an invitation to coffee in the barracks, his wife serving such delicatessen as fruit and cheese and commenting: "We knew you were coming!" and then the school principal asking, "Well you're the kayak people aren't you?"

Our stay in Old Crow was just over a week, sharing in the village life, sharing in the waiting for the caribou passing through on their fall migration, sharing in the excitement of a court. However most of all we needed civilization goods again; washing machine for the dirt of several weeks and the sardine oil on Charlie's trousers; sewing machine for the hole in Elmar's shirt - that was growing larger with each day; haircut for me and a bath for all three of us. You can't keep really clean - not that we wanted to - when living a tramp life such as we did. Charlie had shown alarming signs of civilization in the morning of our arrival in Old Crow; he had washed and shaved, and when I began teasing him his only comment was: "They have many dogs in this community you know!"

The court, held in the community hall, was an interesting change from the everyday run, and the whole village turned out to watch. Danny and Warren the two R. C. M. P. officers, and Peter, the native constable, had pinned the maple leaf flag on the front wall of the hall and the court began its session. It was a sensational case; the geologists' chopper had brought in a caribou, shot by a native. Hunting with

an aircraft is illegal and the helicopter could be confiscated. However after some discussions the case was dropped and there followed more usual judgements on the locals beating wives, making home-brew, fighting and drunkenness. "In the name of the Crown" - the judge smiled - and the court was closed. Warren folded the flag again and we all went for a drink to the camp of the geologists, the judge and the accused 'aircraft hunters' in the finest unanimity....!

Other aspects of life in Old Crow fade hard in my mind; Old Crow Elementary School, laughing and joking kids, Chewing Gum and trophies for cross country ski-ing - the smallest children skipping and painting, the older ones talking about modern short story technique and the coming jamboree in Yellowknife. A young principal crazy about canoeing, a teacher spreading her arms and shouting: "If I hadn't to think of my career, I would stay here and marry an Indian!"

Beside the Anglican Church with its beautiful beadwork on white caribou hide, was the most picturesque post office I have ever seen, and in the log cabin, the friendliest post master I have ever met. This was Mr. McDonald, the son of the Anglican missionary, with just one lonely tooth left in his mouth. Then there was the store, Joe Netro, which means Wolverine, laughing and joking with the 'little girl from Germany'. The store where Elmar bought the last spinner, and on which he kept a more anxious eye than me on the way down to Fort Yukon! The store where Charlie bought me a sweater sporting a caribou design and the inscription 'Old Crow'. He smiled and said: "No, Brigitte, you are no 'Old Crow' - but maybe you could give it to your mother-in-law, eh?"

Finally there were the people of Old Crow - the Vunta Kutchin. I read much about them since that time, the Department of Northern Affairs in Ottawa have much highly interesting material about the village. They are friendly in Old Crow, and the atmosphere seems so peaceful. To some degree progress has come to this isolated and most sympathetic Indian settlement of our trip, but I hope that progress will not develop as it has in Fort Yukon where things were stolen if left on the river bank, and where most of the wages seemed to be spent on liquor flown in from Fairbanks. I'm not able to describe or to emphasise our sympathy for Old Crow in a foreign language (which of course English is to me) but I can only say that the place has left a very lasting impression on me....

For Elmar the place had the same effect.

"We could make our living here .... selling our pictures to American magazines instead of German ones... living off the country ... building a cabin on the Porcupine, and you could become a teacher at Old Crow School." And his face was quite serious. However there were still the flight tickets in my waterproof bag, showing the date 'October 15th', while there was still Charlie saying: "Miserable weather, pouring rain...."

Yes, we had to leave, but another temptation for Elmar was the hospitality of Bill Smith's cabin some miles below the village. The fine log cabin, built on

a beautiful site and overlooking a wide bend in the river, with Old Crow Mountain in the background, had the right size, Elmar said. Bill shared Elmar's revolutionary ideas about living in freedom and out side the rat-race of city life. However, we had to leave, and next morning Elmar was happy again when he found an enormous salmon in our net.

The days slowly passed, we paddled on. Now there were incredible colours everywhere, yellow, red and black, mixing to a northern sympathy of splendour - cold nights under freezing point, mornings clear and bright, the sun slowly warming the air. We had to keep a fire before our tents in the evenings now, and to crawl into our eiderdown sleeping bags with woolen underwear, sweaters and socks. Charlie was rushing home.

"Margot is waiting", we were kidding. He flushed. (When we met her in Fairbanks later, she was one of the nicest persons one could wish to meet.)

"No, but miserable weather ...." he said. But the weather was just perfect, just made for the 'angels' (which is what our name means in English). We knew this opportunity of paddling down a beautiful river in a northern wonderland wouldn't come back so soon. We passed nights in cabins along the Porcupine - abandoned and in a miserable state. We had to sweep the interiors out and cover the windows with blankets. But then the drum stove gave a homely warmth and Charlie would tell us the stories ranking around each cabin and its owner late into the night...

TO BE CONTINUED....





Evening on the  
Porcupine.

The clearest river  
we had ever seen.

Young Eskimos try  
the kayak of their  
forefathers.



NEWS DESK

NEWS DESK

NEWS DESK

PAUL HOEKSTRA, world class sprinter and now member of the Gent Canoe Club, is still paddling an old Pointer K1, and winning with it of course! 'I just can't afford a new one!' were his only comments but with a few lengths lead over top German crews at the Zaanreggatta, it would seem he can hang on to the boat for a couple of years yet....

Miss KAY EMERSON was seen back on the water at the Royal Canoe Club, Teddington, in Richmond Canoe Clubs' Womens K4 - no doubt taking the place of Miss Helen Woodhouse. 'I only came to watch!' It just shows that once a paddler has been among the top, they are never far from the canoe scene even after they have stopped paddling and sold all their equipment....



With the introduction of the Esparda K1 as the new 'Cadet' class for schools and Youth Groups, the second hand value of the kayak seems to have suddenly risen over the past few months. One boat, originally offered for mould making at £20 is now priced at £40.... It may well be a case of demand over supply, but we can't help thinking that this price rise is a little unjustified when the class is not even off the ground yet.

CANOEING MAGAZINE not only keeps you right up to date but it would seem from our February issue that we predict a couple of months ahead! It has been brought to our notice that a printers error on the Canoe Centre advert gave the Devizes-Westminster winning time of 1969 as 19hr 14min 20sec. (it should have read 19hr 47min 20sec), but this was the exact time that P. Pagnanelli/R. Evans put in to win the 1970 D-W on 27th March - eight weeks after we published ...!

STEVE KITSON of the Grappenhall Canoe Club, certainly seems to be a roaming maverick these days flying out to Gent Regatta, Zaanregatta and Deventer Regatta. At Gent he gained sixth place in the senior 10,000 K1 while in the 500m K2 he teamed with Pawlow - who I think is in the Forces somewhere in Germany at present - to win third place with a time of 2min 01. secs.

Miss HELEN WOODHOUSE, 'The Girl They Left Behind' as one headline read, seems to have been hitting her local papers recently (due to the efforts of your editor), but behind this little PR job was, to Helen, a far more important motive than having just a few words in print. Like most young people a new K1 is completely out of reach when one is just 17 and so Rowland Lawler of Richmond applied to her local council for a money grant to cover the cost of a new kayak for Helen. With canoeing taking place at Richmond and not Barnet - where Helen lives - it required a PR job to bring notice to the council members. The job could hardly have been done better - we made the local front page the day before the council meeting.... There is no news yet whether we persuaded the council....

LLANGOLLEN INTERNATIONAL canoe slalom is still without a sponsor, although great efforts are being made by Rodney Witter and the organising committee. Maybe a sponsor will turn up, but time is running short. The event looks like being a bigger success than last year with the promise and interest of such teams as the Czechs, East Germans, Russians, Belgians, Dutch, Swiss, Irish, and probably the French, in coming to the slalom....

BRIGITTE and ELMAR ENGEL, the authors of the current 'Love Letter...' series in Canoeing Magazine were last month once again on their way to another trip through the wilds of Canada and Labrador. This time they propose to build a log cabin in the wilds, it should make a good story for some time next year...





# INTERNATIONAL CANOEING

## AUSTRALIA

### MITTA MITTA SLALOM

The Trinity Canoe Club of Victoria recently organised a successful interstate slalom on the Mitta Mitta River some 14 miles upstream from the township of Mitta Mitta. The name is the aboriginal word for 'A Place of Thunder' and over the weekend 16th/17th May it certainly lived up to its reputation. Heavy water in rising river conditions made it a good 'so-rtng out' contest for both competitors and craft.

The rain, tent shifting to high ground, and the bogging of cars, did little to detract from the excellent preparation put into the competition. Of note was the performances of the young attractive lasses of the Trinity Club, who handled their Victorian built kayaks in the boisterous conditions with the same calm and skill as powder puffs. Cathy Elderton of Trinity gained the first place in the K1 C grade class, while Phil Freeman of Lilli Pilli Kayak Club took first in the K1 A grade with Peter Egger of Canobalas gaining the second place. For Peter Egger the slalom was excellent preparation for his trip to Salida in June for the Arkansas River Race and Slalom.

Peter Egger breaks out to the right from gate 17, which proved to be a Nemesis for many in the Mitta Mitta Interstate Slalom.  
Photo: Frank Whitebrook.



Jane Farrance, Australian Title Holder, goes down the hole along side gate 16, but rises out of it, in the Mitta Mitta (Place of Thunder) Interstate Slalom. She paddled a Victorian built Supreme. Photo: Frank Whitebrook.

# MIKE CLARK on competitive CANOEING

## ZAANREGATTA

The first weekend in June saw a strong team of some 24 British paddlers competing in the annual International Zaanregatta at Zaandam in the Netherlands.

This year the Zaanregatta was the biggest ever, with over 500 paddlers and around 1000 entries in 138 events—all not running more than a few minutes off the programmed time! Competing nations included the Belgians, West Germans—here 27 clubs entering and the national team—, the Czechoslovaks, the British and the Dutch. As usual the conditions at Zaan were very good and the racing of top class. The British paddlers, although not making many of the finals and gaining no 'places' could not be termed as completely outclassed. Our paddlers were only just missing places through to the semi-finals and finals, the sheer weight of number of the fine German paddlers being a major factor why we did not seem— from the results—to do too well.

In the senior events M. Mean of the Royal Canoe Club won through heats and semi-final to gain the final of K1 1000m but he could only make last place. Parnham was pushed out of the heats, while Oliver and Edwards were pushed out in the second fastest of three semi-finals. Avery was disqualified in the senior K1, while Mackareth and Kitson were out in the semi-finals, while in the K2 1000 all our crews failed to get through the heats. Of all senior events probably the K4 was where our crew had the best



1

1. Burny winning the 1000m race at Zaanregatta.
2. Start of the junior 10,000m K1 at Zaanregatta.
3. Miss A. MacQuaid of Ireland— competitor at Zaanregatta.
4. Miss Loes de Vries 'kidnapped' by the Czech C10 crew at Zaan.
5. Hoekstra— winner of the 500 m race at Zaanregatta.



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chance, but here hopes were dashed when Oliver broke his paddle at about the fifth stroke out from the start.

In the junior events Duke/Tatum won through to the final of the 1000m K2 and here gained a good fourth place behind three German crews, 6.9sec down from the winners. Phelps gained through to the semi-final of the junior K1 500m, taking third place to race the final, but being unable to make the first four.

There were no womens entries from the English clubs but Miss Ann MacQuaid from Northern Ireland raced the junior womens events at Zaanregatta taking 5th place in the K1 3000m - a time of 17min 07.6sec - and winning through to the final of the 500m K1.

In the 10,000m events our only worthwhile performance was put up again by Phelps in the junior K1 who came through to take 5th place, making a time of 49min 32.4sec, 27sec down from the winner.

Over the whole regatta, both senior and junior, the West German paddlers almost dominated every event, having a tremendous depth of canoeists and thus not only gaining first positions, but almost sec-

ond, third and fourths. The only relief from this domination came in the senior singles events where Jean Pierre Burny of Belgium won the 1000m, raced after some eight false starts and the starter disqualified all paddlers! This decision was overruled by the organisers and the event raced some half hour after the programmed time. Even so, in the eventual race two Germans and one Dutch paddler were disqualified . . . . Burny paddled a brilliant race to win from B. Guse of West Germany with a time of 3min 51.1sec. In the 500m K1 clubmate Paul Hoekstra won with a fine 1min 49.0sec. The first four places in the 500m K2 went to West Germany, likewise the first three in the 1000m, the first four in the K4 1000m, and the first three in the K1 relay. The results were almost the same in the junior and womens events. Certainly the Germans could be well pleased with this success at Zaanregatta.

In the womens events, the Dutch girls did make some impression on the German paddlers however, Miss M. Jaapies winning the 3000m K1 with German paddlers Miss Mauer and Miss Bergmann taking the second and third. Miss Jaapies/Miss Blijlevens for the Nederland, pushed a second place between three



1



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5

1. Senior K4 10,000m championship at Royal on the Thames.
2. Miss Blijlevens / Miss Jaapies - senior womens K2 winners at Deventer.
3. D. Lawrence of Royal taking a medal at Deventer.
4. Lawrence/Perrin on 10,000m.
5. Rumanian K4 crew at Deventer.

'CANOEING MAGAZINE PHOTOS'

German crews in the K2 500m - Miss Esser/Miss Breuer making a fine 1min 55.7 to the win, but in the 500m K1 Miss Jaapies could only gain fourth place behind the Germans. Here the win went to Miss Breuer with an excellent 2min 03.3sec.

Zaanregatta, taken all round was a great week end and certainly it seems to be going from success to success.

## NATIONAL 10s

The weekend of 13th/14th June proved a busy time for the Royal Canoe Club who were playing hosts to many paddlers from canoe clubs around the country competing in the National 10,000m K4 Canoe Championships. The Championships, run on the Saturday afternoon, were for Novice Junior, Senior, and womens classes, and in the Junior event there were five K4s on the water - the largest number seen on the Thames for some years.

The Senior event proved to be a very close and exciting battle between the Argonauts crew - Oliver/Edwards/Mean/Baker - and the Richmond four - Avery/Parnham/Bosher/Greenaway. Both crews were neck and neck around the course and only one second separated them over the finish, the Argonauts taking the win with 38min 56sec. In the Junior event a well deserved first place went to the Royal 'B' crew of West/Perrin/Lawrence/Phelps, who led almost from start to finish to take the Richmond 'A' and 'B' crews, with Royal 'A' in fourth and the Longridge crew gaining the fifth.

In the Womens event, both the Thames clubs fielded a crew for the first time in recent years. The Richmond crew of Miss Lawler/Miss Emerson/Miss Renshaw/Miss Brereton gained the win over the 5000m course, the time 23min 59sec, with the Royal crew just a minute down. The Novice Youth event went to the Royal crew ....

After an energetic party on the Saturday evening at Royal clubhouse, the Sunday morning saw canoeists again on the water. This time it was the occasion of the Paddling Challenge Cup - the oldest race anywhere in the World. The event is again raced over a 10,000m course and is an open K1. With 35 kayaks spread across the Thames at Teddington, it was a fine sight to watch the start in the bright morning sunlight. Within the first hundred metres a leading group of four paddlers broke from the main pack to take up the pace - R. Avery, Richmond; M. Mean, Royal; A. Edwards, Worcester; and Oliver, Lincoln. Throughout the race the lead was changed between the four, but most of the pace seemed to be taken by Avery. Over the last metres he paid for this and was dropped, leaving Mean to battle Edwards and Oliver. Over the last straight Oliver pushed the pace up to turn in a fine finishing sprint, taking the lead to win the race for the fourth year. His time was 46min 45sec, just 2sec clear of Mean with Edwards third. A very fine tactical race from Oliver.

The first Junior paddler was J. West of Royal, with second and third juniors from Royal taking 8th, 9th and 10th places.

## DEVENTER HANESPELEN

The third weekend of June once again saw British paddlers at a Dutch International Regatta. This time it was the Deventer International Canoe Regatta at Eefde, part of the Deventer Hanzespeelen 1970 (Deventer Hanzes Games which included Volley Ball, Football, Judo and Canoeing).

The canoe events were raced on the Twente-kan-aal at Eefde over the weekend 20th/21st June. A full programme of events were run and competing teams came from Czechoslovakia, Denmark, England, Germany, Yugoslavia, Poland, Rumania, and Switzerland, along with paddlers from every major canoe club in the Nederland.

The English team was from the Royal Canoe Club, under the management of Mark Giddings and myself, and made up of three seniors, five juniors, and one lady. Between them our paddlers brought home 13 medals, but it was in the junior events that all the success was gained. As at most internationals, the first events were the longer sprint events and success for Royal came in the very first race - the junior 10,000m K2. Here D. Lawrence/M. Perrin won the event, having led for most of the course, dropping two Dutch crews over the first 3000m and battling the rest of the way with a fine Czechoslovakian crew. At one time I thought the Czech crew was going to break from the Royal boys, but over the last few hundred metres Lawrence/Perrin could not have been going better, pouring on the power and pulling just under a minute clear of the Czechs to win with 43min 49sec. The senior crew of M. Mean/C. Baker could only gain fifth place in the senior '10', while other junior singles were down in fifth and sixth places of their events. However the win of Lawrence/Perrin really set up the team for the short sprint events of the Sunday.

J. West/J. Phelps won their 1000m K2 heat with a very easy 4min 11sec and in the final did well to gain third place behind Czech and Dutch crews, making a time of 3min 59sec. Mean/Baker won through to the final of the senior K2 1000m, but here the Royal crew trailed in last place, all the finalists being completely outclassed by the fine Rumanian crew. In the junior K1 500m events, D. Lawrence, J. Phelps, and J. West all gained second place medals in the heats, only the first paddler going through to the final. Again in the junior K1 1000m, Lawrence, Phelps, and West took the second place but in the fifth heat M. Perrin took first to go through to the final in which he paddled to fourth place behind Danish, Dutch and Czech paddlers. Perrin, teamed with Lawrence in the junior K2 500m, gained the third place, Czech crew yet again winning, with West/Phelps making the fourth place. The only lady from Royal was young Carol Howell racing the Aspirant class. In her heat she took second place but was pushed down into last place in the final.

Looking at the regatta as a whole, the very strong team from Rumania outclassed all, and Dutch, Czechs or Poles could make little impression on these very fine paddlers. The senior 10,000m K1 and K2 were both won by Rumanian crews, and throughout the

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shorter sprint events - 1000m and 500m - the Rumanians won all classes, taking K1, K2 and K4, and it was only the fact that they did not race the relay that prevented a win here too! The Rumanians really sparkled, in many events taking the second placings also, while in the K4 the race looked more like two separate events with the two Rumanian crews both racing neck and neck - but some five lengths clear of all other crews ...!

Of the junior events, the Danish, Czechoslovak and British crews proved their superiority, Pape of Denmark winning the 10,000m K1 and following up with wins in the 1000m and 500m K1 events. The Czechoslovak crew of Podloudsky/Jiran won both 1000m and 500m K2 events.

In the womens events, the Polish and Czechoslovak battled for the junior places, Miss Miedzinska - Poland - winning the 3000m K1, but in the 500m K1 she had to be content with second place to Miss Balakowa of Czechoslovakia. Another Czech crew of Miss Sperlova/Miss Fulinova won the 500m K2.

Paddlers from the Nederland reigned supreme in the senior womens events, Miss M. Blijlevens of Helmvaarders K.V. winning the 3000m K1 with a time of 19min 16.8sec from Miss M. Jaapies of De

Geuzen K.V., well clear of paddlers from Czechoslovakia, Poland and Germany. In the 500m K1 the position was reversed with Miss Jaapies taking the win with 2min 07.9sec., just two seconds clear of Miss Blijlevens. In the 500m K2, the two Dutch girls raced to a fine win over the Rumanian crew of Miss Laurer/Miss Lovin - a winning time of 1min 55.7 sec. For the womens junior/senior K4, the girls from the Nederland - Miss Jaapies/Miss Lagrand/Miss Th. Bergers/Miss Blijlevens - really showed a clean stern to other crews, winning with 1min 48.3 sec.

The Deventer Regatta was raced under ideal conditions, brilliant sun, flat and deep water, with a 7 lane buoyed course. However, outstanding above all must be the superb display of paddling technique from the Rumanian crews.

The Royal Canoe Club were well pleased with their performance and all are determined to return to Deventer next year. For my own views I will reiterate what I have always held about the Zaanregatta, and that is that the Dutch regattas offer a greater benefit to the British sprint paddlers than many of the higher classed internationals in Germany and other parts of the continent.

# AGE-TRADE PAGE-TRADE PAGE-TR/

## STRAND GLASS LTD.

Strand Glass Ltd., a well established London firm, have now opened a branch in Manchester. Resin is available in 3lb tins upwards, 1½mat is available at 5/- per yard for under 20, reducing with greater quantities. The address is 980 Stockport Road, Levenshulme, Manchester, 19. (061-224-5458).

## KANURAK

Introduced just recently is the 'KANURAK' from Harishok Buoyancy Vests and Jackets. The 'KANURAK' is an anorak designed by a member of the British Slalom Team for wild water canoeing. Made in the same strong material as the 'Harishok' buoyancy aid, the jacket has a mandarin collar, the hood on a normal anorak being removed, while velcro seats are used for the gusset neck and at the wrists thus keeping much water out of the garment.

## CANOE SPORT PHOTOS

Since introducing 'Canoe Sport Photos' for display some twelve months ago, the demand at times has been a little overwhelming. However a new series of prints are available, featuring the best of slalom and wild water shots. The new series, classified in sets 'A', 'B', and 'C', are of twelve shots each from which single or a number of prints can be selected for enlargement. The print prices are quoted in the 'Small Ads' page.

All the prints are taken by your editor of course

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and feature many of the top canoeists in Europe. After the World Sprint Championships in Denmark a series of sprint photos will be added, later in the year touring and additional prints will be available.

## SUBSCRIPTION PRICE RISE

'Canoeing Press' regret that with the July issue of Canoeing Magazine the U.K. subscription rate will be increased from 24/- to 30/- per year (150p) and the overseas subscription rate will be increased to 32/- per year (160p). This has been caused by ever increasing production costs and proposals for improvements in coming issues of the magazine.

However the direct selling price of the magazine in the U.K. will remain at 2/- (10p) and is always available from the editor at the many competitive events attended. The magazine is also available over the counter at: The Canoe Centre, Twickenham; Centresport, Leeds; The Craft Centre, Dublin; and from Alan Tullett at the National Scout Boating Activity Centre, Marlow.

The bulk selling price of the magazine will also go up proportionately. All the current subscriptions will run their full term, but subscribers who have two, three and four year subscriptions will have the appropriate number of issues withdrawn.

With these new prices we will now introduce a half yearly subscription but this will not be included on the renewal forms until present stock are reprinted.

# RESULT ROUND-UP



## WEALD SLALOM ASSOC. WALSHAM LOCK, 9th/10th May.

### PREMIER DIV.

1. N. Barnes Guildford CC	125pts
2. N. Hamilton Guildford CC	133pts
3. R. Gray Woking Adven.	140pts
3. M. Wood Eltham College	140pts

### EXPERIENCED

1. T. Fieldus Woking Adven.	119pts
2. J. Pigdon Guildford CC	120pts
3. P. Russell Park Canoeists	120pts

### NOVICE DIV.

1. R. Gibson 17th Regt. CC	152pts
2. L. Lloyd-Jones 17th Regt. CC	174pts
3. Cornish Park Canoeists	185pts

## LINCOLN L-D, FOSSE RACE 10th May

### CLASS 1A

1. N. Jackson Grappenhall ACC	1. 33.10
2. M. Giddings Royal CC	1. 37.47
3. S. Kitson Grappenhall ACC	1. 38.02

### CLASS 2A

1. M. Mean/C. Baker Royal CC	1. 30.09
2. L. Oliver/A. Edwards Lincoln CC	1. 31.35
3. G. Mackareth/D. Moore Grappenhall ACC	1. 34.53

### CLASS 3A

1. D. Fawcett Grappenhall ACC	1. 58.31
2. R. James Grappenhall ACC	2. 00.20
3. B. James Grappenhall ACC	2. 01.17

### CLASS 4A

1. D. Dunn/A. Vest Lincoln CC	2. 07.14
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### CLASS 1B

1. T. Cornish Longridge Scouts CC	1. 07.48
2. M. Tarry Ind.	1. 11.00
3. D. Lawrence Royal CC	1. 27.18

### CLASS 2B

1. I. Why/P. Raynesford Longridge Scouts CC	1. 05.20
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2. Bennett/Daniels Pangbourne CRTC	1. 08.24
3. G. Jackson/K. Simpson Longridge Scouts CC	1. 08.53

### CLASS 3B

1. T. Epps Grappenhall ACC	1. 12.28
2. M. Gollings Gailey CC	1. 19.03

### CLASS 4B

1. P. Cotteril/D. Squire Gailey CC	1. 15.43
2. D. Russell/M. Beaman Gailey CC	1. 15.49
3. M. Green/S. Squire Gailey CC	1. 23.07

## EASBY SLALOM 16th/17th May

### NOVICE DIV.

1. A. Kerr Carlisle CC	366/220pts
2. H. Hines Manchester CC	256/235pts
3. J. Bradley Bradford Univ. CC	252/240pts
4. P. Kendrew Sunderland CC	307/251pts
5. C. Cope Midland CC	333/254pts

### OPEN EVENT

1. J. Fazey Manchester CC	173/117pts
2. H. Goodman Lakeland CC	166/159pts
3. W. Bridden Warwickshire CC	169/162pts

### CANADIAN DOUBLES

1. Witter/Witter Chester CC	197/184pts
2. J. Slater/D. Swift West Yorks CC	213/209pts
3. R. Smith/D. Harper Viking KC	345/320pts

### CANADIAN SINGLES

1. R. Osborne Edinburgh Univ. CC	200/200pts
2. J. Wilde Buxton CC	232/226pts
3. A. Wilson Oxford Univ. CC	543/314pts

## WORCESTER L-D 17th May

### CLASS 1A

1. N. Jackson Grappenhall ACC	1. 59.50
2. D. Parnham Richmond CC	2. 00.30
3. M. Boshier Richmond CC	2. 02.44

### CLASS 2A

1. A. Edwards/L. Oliver Lincoln CC	1. 51.40
2. G. Mackareth/D. Moore Grappenhall ACC	1. 54.35
3. C. Gray/B. Gilliver Nottingham KC	1. 55.19

### CLASS 3A

1. D. Smith Worcester CC	2. 18.55
2. R. James Grappenhall ACC	2. 22.20

### CLASS 4A

1. R. Story/M. Bull Royal Sign. CC	2. 10.25
2. J. Smith/G. Downing Wolverhampton CC	2. 10.49

### CLASS 1B

1. R. Duke Richmond CC	1. 51.45
2. T. Cornish Longridge Scouts CC	1. 53.57
3. M. Breakwell Coventry CC	1. 56.13

### CLASS 2B

1. D. Lawrence/M. Perrin Royal CC	1. 36.30
2. A. Crossman/R. Parry Aylesbury SCCC	1. 45.20
3. A. Bennett/N. Daniels Pangbourne CRTC	1. 46.34

### CLASS 3B

1. K. Bulley Bourne Youth Wing	2. 05.46
2. P. Wigget	2. 08.43

### CLASS 4B

1. G. Hargraves/S. Page Waterside CC	2. 00.45
2. R. Grimes/M. Guy Worcester CC	2. 11.12

### CLASS 1C

1. Miss D. Lawler Richmond CC	1. 59.59
2. Miss H. Woodhouse Richmond CC	2. 04.13

## CHANDY CHALLENGE L-D 31st May

### CLASS 1A

1. B. Greenham 3rd Woking Scouts	1. 38.30
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### CLASS 2A

1. T. Suckling/C. Brown 8th Worthing Scouts	1. 35.28
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### CLASS 1B

1. S. Beal Hove CC	1. 55.23
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### CLASS 2B

1. A. Letchford/R. Cowan Crawley Boys CC	1. 38.53
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**NATIONAL CHAMPIONSHIPS**

10,000m K4. 13th June

**SENIOR K4**

- 1. Argonauts 38.56
- 2. Richmond 28.57
- 3. Royal 39.48

**JUNIOR**

- 1. Royal 'B' 39.36
- 2. Richmond 'A' 39.53
- 3. Richmond 'B' 40.48

**YOUTH NOVICE 5000m**

- 1. Royal 21.12
- 2. Longridge 'A' 22.15
- 3. Longridge 'B' 24.07

**WOMEN**

- 1. Richmond 23.59
- 2. Royal 24.36

**PADDLING CHALLENGE CUP**

10,000m K1

- 1. L. Oliver  
Lincoln CC 46.45.0
- 2. M. Mean  
Royal CC 46.45.2
- 3. A. Edwards  
Worcester CC 46.45.8

**ZAANREGATTA, NEDERLAND**

6th/7th June

**SENIOR EVENTS**

10,000m K1

- 1. J. Schneider  
West Germany 45.10.0
- 2. M. Moens  
Gent CC, Belgium 46.50.0

10,000m K2

- 1. Guse/Fischer  
West Germany 41.46.4
- 2. Burny/Naegels  
Belgium 42.08.4

1000m K1

- 1. J. P. Burny  
Belgium 3.51.1
- 2. B. Guse  
West Germany 3.51.8

1000m K2

- 1. Guz/Fischer  
West Germany 3.30.1
- 2. Mattern/Hemmes  
West Germany 3.30.9

1000m K4

- 1. Both/Jentsch/Schulze/Zander  
West Germany 3.22.0
- 2. Laufer/Tried/Sander/Pasch  
West Germany 3.23.1

**SENIOR WOMEN**

3000m K1

- 1. M. Jaapies  
De Geuzen KV N/T

500m K1

- 1. R. Breuer  
West Germany 2.03.3
- 2. I. Pepinghege-Rozema  
West Germany 2.04.5

500m K2

- 1. Esser/Breuer  
West Germany 1.55.7
- 2. Jaapies/Blijleven  
De Geuzen/De Helmvaarders 1.56.6

**DEVENTER HANZESPELEN, EEFDE**

20th/21st June

**SENIOR EVENTS**

10,000m K1

- 1. V. Roska  
Rumania 49.01.4
- 2. W. Mara  
Switzerland 49.01.9

10,000m K2

- 1. Simiocenko/Cosnita  
Rumania 40.14.5
- 2. Jacob/Rujan  
Rumania 40.28.1

1000m K1

- 1. D. Ivanov  
Rumania 4.00.1
- 2. Mava  
Switzerland 4.00.4

1000m K2

- 1. Casnita/Cimioenco  
Rumania 3.27.8
- 2. Maximovic/Ohmut  
Jugoslavia 3.31.8

1000m K4

- 1. Rumania 3.10.8

**SENIOR WOMEN**

3000m K1

- 1. M. Blijlevens  
Helmvaarders, Nederland 19.16.8

500m K1

- 1. M. Jaapies  
De Geuzen, Nederland 2.07.9
- 2. M. Blijlevens  
Helmvaarders, Nederland 2.09.1

500m K2

- 1. Jaapies/Blijlevens  
Nederland 1.55.7
- 2. Laurer/Lovin  
Rumania 1.56.2



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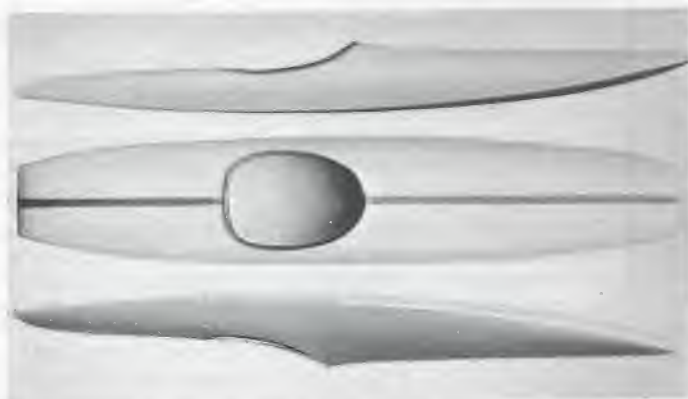


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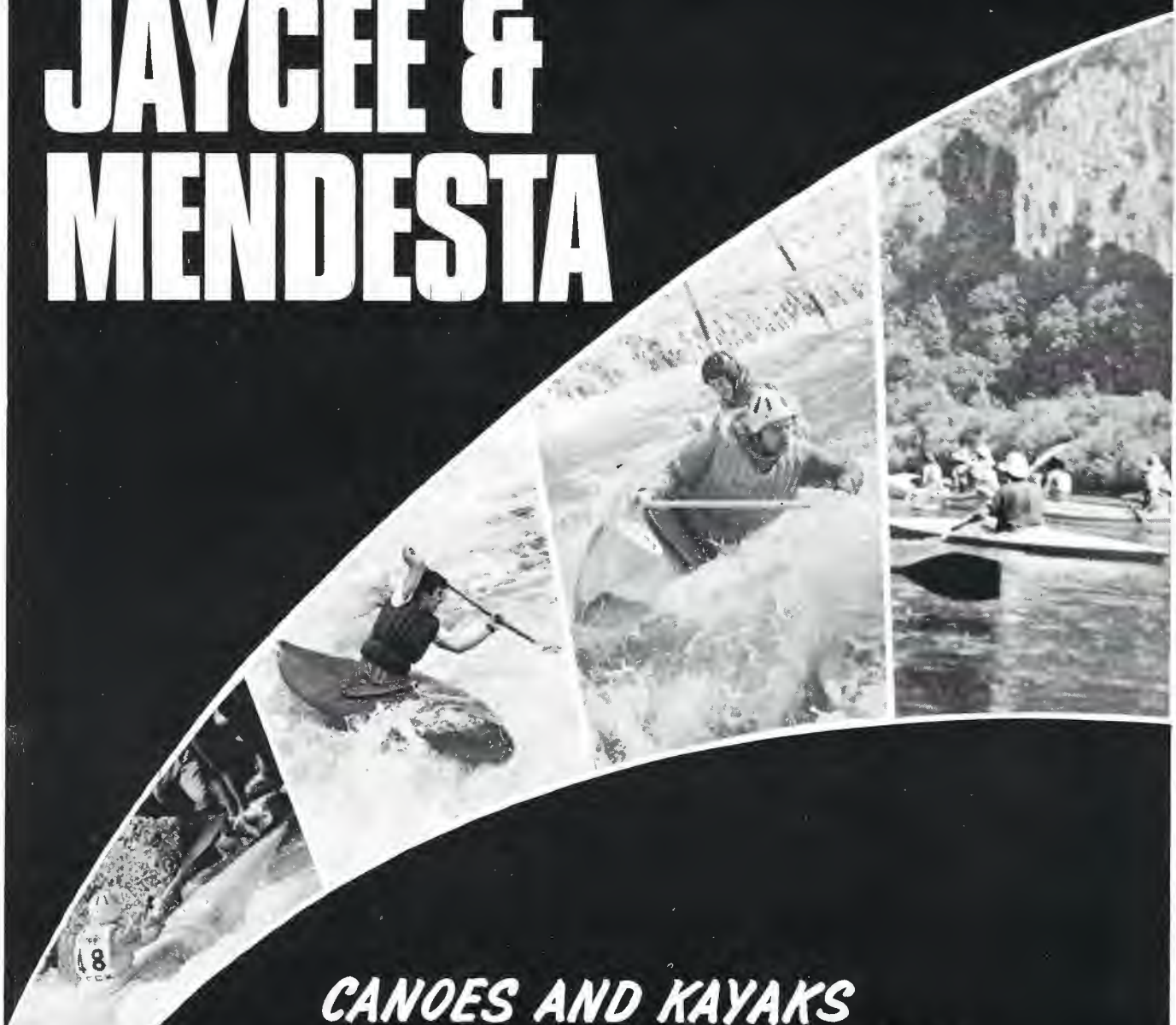
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