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# CANOEING MAGAZINE

Vol. 12  
Number 2  
February 1972

EDITOR: Mike Clark  
Circulation Manager: Ernest Clark

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

## SPECIAL CORRESPONDENTS

*Slalom:*  
Susan Witter

*Long Distance:*  
Mike Carvell

*Overseas:*  
Frank Whitebrook  
-Australia

Eric Wheeler  
-Canada

Jorgen Hansen  
-Denmark

Hiske Runeman  
-Netherland

Art Vitarelli  
-United States

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## COVER PHOTO

Peaceful sunset over the wilderness of Labrador.  
Photo by Elmar Engel. Next month we start another  
wilderness story by Brigitte and Elmar Engel, this  
time of canoeing in Labrador.

**SUBSCRIPTION RATES:** United Kingdom and Eire, £2-20: Australia and New Zealand, 5.60 Dollar: Austria, 165.50 Schilling: Belgium, 320.00 Franc: Canada, 7.00 Dollar: Denmark, 47.75 Krone: Finland, 27.50 Markka: France, 35.50 Franc: Germany, 23.25 D.mark: Italy, 4000. Lira: Netherland, 23.00 Guilder: Norway, 45.50 Krone: Spain, 445.00 Peseta: Sweden, 33.00 Krone: Switzerland, 28.00 Franc: United States, 6.50 Dollar.

CANOEING MAGAZINE is published monthly by Canoeing Press, 25 Featherbed Lane, Croydon, CRO 9AE. and printed by Kingprint Ltd, Richmond, Middlesex.

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# CANOE SPORT COMMENT

Mike Clark

## CANOEING UNDER ATTACK

**PROBLEMS OF ACCESS**, restrictions on rivers, talk of kayak registration... Canoesport in Britain is under attack dear reader, and it is up to us all to ensure that we win if our sport is going to have any future. As a minority sport - but one that is fast growing - we are at a great disadvantage when coming up against big landowners or fishing syndicates, groups of persons that have the backing of big business and vast amounts of money. Fishing has a following of countless millions in Britain, being the largest of the country's pastimes - thus how can we the canoeists, with a federation membership of little over 6,000 members, take on such giants and win? Make no mistake - win we MUST...

Each and every one of you the British reader can help in this growing battle. First, there are many who are not members of the British Canoe Union. This is the National Body of our sport that is fighting for your rights. Yet with a mere handful of the canoeists in Britain as members, how can it use the weight of number argument. At a rough guess there must be some 40,000 individuals in Britain who in some small way have an interest in canoeing. With just half that number as BCU members we would be that much stronger to fight the access problem. (Membership details: BCU 26 Park Crescent, London, W1)

Secondly, courtesy to all when on the rivers, and consideration in particular to fishermen. On most rivers, the fisherman has probably more right to be there than you the canoeist (at least in law). Remember on fast flowing rivers the fisherman has paid large sums of money for the right to fish and everyone has a right to his own sport. With groups,

cut the talk when passing fishermen, go gently by on the far bank without stirring the water too much. Never, but never be rude to fishermen - it maybe only one fisherman, but one irrate fisherman is one too many.

Lastly, we MUST hold on to the sites we already have. Both on slalom sites and L-D courses, each one of us must behave in an irreproachable manner with particular respect for property. Let's hear no more of the hooligan behaviour as of the last two seasons in slalom. The future of canoesport in Britain is in your hands...

## AND FROM SCOTLAND...

RIVER SPEY - THE RIGHT TO NAVIGATE

Dear Sirs,

**I would** like to bring to the attention of your readers a case of prosecution for trespassing on private water that is being brought by an Estate on the River Spey against the Cairngorm Canoeing and Sailing School Ltd., which is based on Loch Insh, but uses the river regularly.

The Estate is a member of the Spey Fishery Trust Ltd., and claims in the Writ that:

1. As the owners of both banks of the river the water is private and the public have no right to navigate without permission.
2. Kayaks crossing the pools damage the fishing because the fish do not return to their lies for up to 3 hours after the passage.

There are further points of less importance that need not concern us here.

At the Press Conference called to announce this



action, The Trust said outright that this was to be a test case, so if lost the future of all canoeing and boating on non-tidal rivers in Scotland will be affected.

To contest the action successfully we need as much information as possible on the early days of canoeing, particularly the period 1900 - 1935. If anyone has first hand knowledge or can give us any book references to look up concerning any kind of boating on the Spey during that time we would much appreciate hearing from them.

When the case comes to Court it will be necessary to call witnesses, so I would also be glad to hear from anyone who would be prepared to testify, especially on early canoe trips.

If anyone has any information they feel would help in this case, please write to me at the following address: Clive Freshwater, (Director), Cairngorm Canoeing and Sailing School, Loch Insh, Kincaig, Inverness-shire, Scotland.

Yours sincerely,  
Clive Freshwater.

## GRAND CANYON RE-PRINT

The **Grand Canyon** feature issue of Canoeing Magazine, although overprinted on our usual circulation, almost totally sold out within a few weeks of publication. Demand for this issue is still coming in, so much so that we are now preparing to have a re-run and no doubt the issue will become something of a 'classic'. However, on a re-run there is no back-up from advertising and thus the price

*Brigitte Engel on the Spey in Scotland.*



*Canoeing Magazine February 1972*

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## KAYAKS FOR ALL SIDES OF CANOESPORT

per issue will be 20p plus postage - although the cover will still carry a pricing of 15p.

From all quarters the Grand Canyon Feature was very well received, and as editor I must admit some pride in the issue - although there is always room for more improvements.

'May I offer you very hearty congratulations on the last issue of your Magazine (Grand Canyon Feature), the one in which you devote the whole of the space to your trip on the Colorado. These essays of yours, when you re-live a trip you have actually done yourself, far excell anything else you write. I hope we see many more such articles in the future...' Oliver Cock, Henley-on-Thames.

'I have congratulated you before on the excellence of 'Canoeing Magazine' and this copy (Grand Canyon Feature) hits on all time high. In my humble opinion the world of canoeing owes you a debt...' M. Hoad, Isleworth.

'Have just received the Grand Canyon issue - Fabulous! I read it with special interest because Julie and I had walked down and back into the Canyon in 1968 on the one day, near Bright Angel Trail; just to dangle our feet in the rapid at the bottom...' Frank Whitebrook, Australia.

## POSTAGE UP AGAIN

**Once again** postage rates go up and our magazine now costs 3½p to send out. There will be no increase in subscription rates as this rate was projected within the last price increase of August '71.

The magazine circulation, particularly to America, is increasing at a very pleasing rate but one of the disadvantages of a large overseas circulation has come to light recently when talking to a number of manufacturers. This is the cost of sending information and catalogues to overseas readers. One firm, within a week, had nearly 40 inquiries from the States alone. With a postage rate of some 15p a time to send information at second class airmail this takes a little of the gloss off such an enquiry rate. Thus it is requested that overseas readers when writing for information, should enclose *International Stamp Vouchers* with the letters to offset the very high charges. It is also requested that U.K. readers supply either SAE or stamps for postage.

# DEVIZES WESTMINSTER

Easter is with us again, and that means the Devizes to Westminster Canoe Marathon is on us once again. At this point in time, it maybe interesting to delve back into the past and look at the early days of this Marathon that has become one of the most publicized events in British Canoesport. David Keane takes up the story:

The idea of the Devizes to Westminster Canoe Race originated at the Greyhound Public House at Pewsey when, owing to a threatened rail and bus strike in 1920, alternative means of transport were the subject of conversation at the bar. Arising from this conversation a group of friends bet £5 that they could travel by the River Avon from Pewsey to the sea at Mudeford, near Christchurch, in less than three days. Using a 26ft. double sculling skiff and overcoming all sorts of hazards, the intrepid boatmen won their bet with twelve hours to spare. Although very well publicised in the local press at the time, so far as is known, the journey was not attempted again for 27 years. The 1947 crew composed of three R.A.F. men and a local farmer, were inspired to repeat the exploit by a conversation with a member of the original crew in the same Greyhound Public House, and won their £5 by reaching Christchurch in 51 hours.

The course has been covered several times since 1947 and now looks like becoming an annual event, the time having been cut to 21 hours 23 minutes in 1970. (Not Devizes to Westminster - but Pewsey to Christchurch.)

The Devizes to Westminster Canoe Race arose as an off-shoot of the Pewsey to Christchurch competition when a Pewsey resident offered a prize to



any crew which could better the 51 hour time of 1947. The Scoutmaster of the 1st Devizes Scouts wanted to accept the challenge, but was turned down because the Scouts' Kayaks did not meet the requirements of the competition. Once again we return to the back parlour of the Greyhound at Pewsey where one of the 1947 crew, Roy Cooke, was planning a boat trip from Devizes to Westminster in 100 hours. Although this particular project fell through, the idea was taken up by the frustrated Devizes Rover Scouts. Some worthy citizens of Devizes decided that their Scouts' initiative should be encouraged and raised a sum of money to be donated if the Rovers could reach the sea by the new route, via the Kennet and Avon Canal to Reading, and thence down the River Thames to Westminster, in under 100 hours. Thus it was that Easter, 1948 the first two crews from the Devizes Rovers, paddling cumbersome home-built double kayaks, completed the course with ten hours to spare. These pioneers of thousands of canoeists, who have set off on what is still the toughest canoe course in the world, were Peter Brown and Larry Jones, Brian Smith and Brian Walters, all aged seventeen. Three of them were to be present at the starting line when the race came of age in 1969. Their original journey in 1948 was followed with great interest by the people of Devizes, so much so that cinema programmes were interrupted to give

the latest news. The Devizes Rovers were in fact the pioneers of long distance canoe racing, an hitherto unknown sport.

At Whitsun, 1948, two crews of the Chippenham Sea Cadet Unit covered the same course in just under 77 hours. Further attempts by other crews in the summer were foiled by the thick growth of reeds in the canal and so it became established that Easter was the best time for the journey.

Without any formal rules, except the broad stipulation by the Scouts that crews should carry all their food and equipment from the start and receive no assistance en route, twenty crews set off from Devizes at Easter 1949. The best time achieved that year was 49 hours 32 minutes by two crews from Richmond Canoe Club. Prompted by the growing interest and the enthusiasm of the crews, Frank Luzmore of the Richmond Canoe Club and some fellow club members set up an organizing Committee for an annual Easter race. So it was that Easter 1950 saw the first organised race.

From these modest beginnings the race has continued to grow so that now more than 200 crews regularly take part and the winning time has been cut down year by year until the record in the Senior section for the gruelling 125-miles now stands at 19-hours 14-minutes, set up by P. Pagnanelli and R. Evans of the 16th Parachute Brigade Canoe Club in 1970.



*The changing shape of D-W racing over the years.*

# SLALOM SCENE

Susan Witter

## FEEDBACK

I have wondered just how many people actually read this column and what they think of it: Do they approve of my style and the content of the monthly jottings, or is it more verbiage for the waste paper basket? Perhaps nobody reads it at all. However somebody must see the column because I am quoted in the latest Canoeing in Britain by an anonymous contributor on the new Augsburg course. Seriously though, it would be interesting to hear how you think a column should be put together; not all cosy results and pats on the back but a little spicy controversy as well, perhaps? The number of skeletons which rattle around certain cupboards in the slalom world is most interesting. Some of these would do well to see the light of day.

Anyway with the long delay between submitting the monthly report and its appearance in print, one can hardly hope to write a newsy column. This delay would be doubled before any reply could appear in Letters to the Editor, so I suppose I must soldier on with no feedback. Perhaps Mr. Editor, if you were to instil a little more immediacy into your publishing schedules, the magazine might be able to act as a broadsheet for news hungry canoeists, the

slalomists amongst whom have to rely on word of mouth and occasional glimpses of the Slalom Committee Secretary's circulars. (Please don't cancel my contract for that!)

## ICF NEWS

**To return to canoeing topics**, the latest ICF bulletin has much of interest for slalomists in it. One item concerns the future of slalom in the Olympic Games. The International Olympic Committee has decided that for the summer Games in 1980, for a sport to be included it must be widely practised in 40 countries. Previously the figure was 25 countries. At present only 34 national federations are affiliated to the ICF with the prospect of 37 shortly. Although 40 may soon be exceeded, this by no means ensures the future of Olympic slalom since the countries must organise regular slalom championships and take part in international competitions. Just how many of the present 34 nations do this would be interesting to find out. The only other sports which are presently in the Games and are faced with a similar problem are equestrianism (20 countries participating) gymnastics (34) and modern pentathlon (29). Somehow I can't see any of these being dropped from the Olympic

Games so the future for canoeing is not too bleak.

An amusing piece in the bulletin details the mandatory requirements which the ICF Medical Committee has laid down must be met at all ICF competitions. These are so idealistic that it is doubtful whether they can even all be met by the painstaking Germans at this year's Olympic event. Many of the requirements will be quite impossible for the hard pressed organisers of our own international at Llangollen. The accommodation provided for competitors must not have more than 5 beds per room, which must be side by side. The Youth Hostel at Llangollen sleeps as many as 24 to a room, in bunks!

If the competitors are to camp, their field must be dry and dust free with electric light laid on. The organisers must provide three main meals each day - with a choice of two or three main courses (second helpings must be offered!). The preferred content of the meals is all carefully laid down - high in protein, low in fat, easily digestible, etc., etc. All this is very fine but no doubt the diet at Llangollen will continue to be a sandwich at the Dorothy Cafe, then into the River Bar for beer and crisps. On the site itself, one flush toilet and shower must be provided for each 20 competitors, as must a massage room for each national team (12 separate rooms for Llangollen!). On the medical side apart from the obvious requirements for immediate facilities, it is necessary to have a specialist hospital within 30 minutes reach.

Unfortunately no suggestions are given by the ICF on what to do if your event does not match up to these accommodating and gastronomic niceties, nor if you are unable to site your event

within 30 minutes of a hospital practised in dealing with half drowned slalomists..!

## SERVICES CANOEING

To many people the Services are still the insensitive, iron-disciplined organisation of the story books. It is often not realised how much encouragement is given to all forms of leisure time activities. In particular outdoor pursuits such as canoeing, which are supposed to develop the premium qualities of self-reliance and leadership, are fostered. Canoeing is practised in many forms. The Marines still use collapsible craft professionally for inshore operations where they might have to be launched from patrol craft or submarines. The 'Cockleshell Heroes' type of raid still has much relevance in a modern war situation. For expedition work many thousands of pounds are provided each year for adventurous schemes of merit. Very often canoeing features in such schemes which may be sponsored by units, groups or Services, or may indeed be combined service affairs. Recent Royal Air Force expeditions include a circumnavigation of Cyprus and trip to Germany, including tuition from the maestro, Karel Knapp. Next year the RAF plans a three week expedition to Canada with kayaks.

On the purely recreational side, each of the services now has its own canoeing federation which embraces each unit's club in the same way that the BCU looks after civilian clubs. The three federations then have the status of individual clubs within the BCU, sending representatives to the technical committee meetings. The federations organise events for their paddlers and take it in turns to run the annual inter-Services championships. This

now consists of Sprint, L.D. and Slalom events, and may include a White Water Race for the first time this year, when the RAF is to organise the championships at Grandtully. The RAF will be hoping to win the Sprint and L.D. events, in which it normally takes 3rd place, so that with its expected win in the Slalom, it can hope to take the Championship on aggregate.

## POLITICAL JOCKEYING

January is a month for thinking about canoeing, not for actually doing it. A month for sitting round the fire reminiscing over last summer's exploits or laying plans for the warmer weather to come. The luckier ones swop slalom boats for slalom skis and exercise the other half of their bodies for a time on snowy slopes. Others pore over drawing boards or resin covered garage benches preparing the 'wonder weapon' for the coming season. And others delight in endless committee meetings and political jockeying in the name of 'improving the sport', producing improvements which are often applied by few and understood by even less of the rank and file of slalomists.

Perhaps the most depressing feature of the winter series of meetings has been the development of arrangements for the Llangollen International this year. To refresh your memories, the stages leading up to the present situation have been as follows: At the first meeting of the Executive Committee after the International last year, the sub-committee for organising the 1972 International was supposed to have been appointed. The meeting was held in November and at it the Witter brothers, who have been the backbone of the International for its first three years, informed the Executive that they would not be available for selection for the 1972 Llangollen sub-committee. A sub-committee was not appointed.

Subsequently at the General Meeting in December a proposal, from the new Witter organisation of Slalom Promotions, to handle the organisation and running of three events in 1972, (Whit Grandtully, Llangollen Town and the Llangollen International) was discussed. This radical new principle of commercial organisation of slaloms was defeated by a vote of 16 - 11. No sub-committee was appointed to run the International.



# SLALOM SCENE

**Susan Witter**

At this stage the BCU was still without an organisation for Llangollen. Consequently the Chester Club proposed to the Slalom Committee, at its General meeting in January, that it should be handed the job of executive control and organisation of the event. Chester meanwhile, after the rejection of Slalom Promotions' proposal to run the Llangollen Town event, had stated its intention of running this latter event once again as a dress rehearsal for the International. This proposal to run the International unfortunately broke down over the question of the Executive Committee's representation on the Chester organising committee, and was defeated by the narrow margin of 16 - 12. As at the previous meetings, no BCU sub-committee was set up to take charge of the arrangements for the International.

I have deliberately left out all the arguments and reasons leading up to the decisions and actions detailed above. So much of what went on was subjective opinion and emotional crosstalk, that it would not be worth the paper on which it was written to chronicle all the ins and outs of the situation. The kernel of the matter is what happened and what the situation is now, rather than why it all happened. This politicking is all very well and no doubt lots of fun to those involved, but when it involves the future of our most important annual event, then it is time to call a

halt and get things sorted out. It seems a pity that the principle of a club organising an International event was not acceptable to the slalom world, as it already happens on the L.D. side of canoe-sport and with Worcester running last year's most successful L.D. Championships. Most people at this sad series of meetings will have noticed that the root cause of the problem appears to lie in the antipathy and lack of confidence between a few of the central characters.

Meanwhile it is hoped that the Executive is pressing on with its task of setting up a committee for Llangollen but perhaps it is time that higher and wiser council (sic) was heard.

The General Meeting in January did manage to come up with some positive results however. The most important decision being the composition of the new Executive Committee. A motion was passed that in future only broad policy decisions would be taken at the two General Meetings each year, leaving the Executive to thrash out the detailed and day to day running of the sport. Thus the Executive will have far more to answer for in the future.

Another decision, and this time a really retrograde step, was the re-introduction of Fourth Division. Older paddlers will remember that there used to be four divisions with 1st/2nd Division events and 3rd/4th held together on one site. Subsequently the numbers of slalomists increased and it was decided to hold each division's events separately, at the same time abolishing Fourth Division and putting in its place a novices class. A couple of years later, with the numbers taking part still rising, it was felt that further jiggering around with the

national set up was not going to solve the problem of too many slalomists, chasing too few events, on too few good sites. Already some organisers were having to limit entries in order to cope. At this stage the word regionalisation was first heard. The basic concept was, and still is, the only way to cope with the increasing number of competitors, together with the increasing restrictions on the use of water. The idea behind regionalisation is to limit the size of the national divisions but permit any number and format of 'local' events. The local events could give scope for all kinds of special competitions, new rules events, tournaments, qualifying competitions for the national divisions etc., of which the Yorkshire Championships and the Marple Slalom are only scratching the surface.

These interesting and exciting developments for regional slalom are only dimly seen ahead. They will however, be the eventual result of the December decision to allow regions which wish to, to set up their own area organisations and take the first steps on the regional trail. With the whole question having taken this gigantic December stride out of the morass of acrimony which has attended every mention of the word 'regionalisation' during the past 18 months, it would have been wiser to wait and see what developments took place in the regions before altering the national set up once again. But alas, no, Fourth Division was re-established (to operate in 1973) with all its attendant problems for organisers of extra and overload sites. However, as with everything else in slalom, we shall make it work somehow, but oh what a pity!

# THE AVONCRAFT YOUTH SERIES

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FOR KLEPPER, WORLD RENOWNED KAYAKS

Last season saw the second championship of the Avoncraft Youth Series of Long Distance events. Sunday 31st October was the culmination of the season of Youth Races when 130 finalists aged from 12 to 18 years assembled at the Viking Kayak Club in Bedford for the final of the series. The paddlers were divided into three age groups - 12-14, 14-16, 16-18.

To qualify for the final, young people had paddled in races at Bedford, Leaside, Boston, St. Ives, Norwich, Birmingham, Chelmsford, and Heybridge. The entries for the race had increased throughout the season to produce some record entries in the last two events - those at Chelmsford and Heybridge, series overall had a 20% increase in entries over the first 1970 series. Entries coming from Youth Groups, Scout Groups, Schools, Canoeing Clubs, and some individuals.

The main idea of the series is to provide an opportunity for young people, whatever their standard of canoeing, to compete against persons of their own age. Some groups even putting first time paddlers into the series with great success.

The course varied from the 'cut' at Birmingham, to the estuary at Heybridge. From the wide river at St. Ives to the narrow picturesque River Wensum at Norwich. The paddlers experienced a variety of portages and provided supporters with much excitement - especially at Norwich. The standard of paddling was of course very varied, but one thing which was constant was the good nature and

discipline of these young competitors. They were out to enjoy themselves and in many cases really out to win - which says a great deal for the future of competitive canoeing.

It would be unfair to single out particular groups or individuals who did well, but the important thing was that the young people took part with a true competitive spirit and enjoyed it.

However, it is interesting to note that out of 130 finalists, there were only about 24 mailing addresses for the finals entry forms. Surely there must be more than 24 clubs within the radius of these races? Now is the time to plan your club entry in the Third Series of the Avoncraft sponsored races.

14th May	<b>BEDFORD.</b> Details: J. Gretham, 17, Days Lane, Biddenham, Bedford.
4th June	<b>BOSTON:</b> F. Royle, West End, Bennington, Boston, Lincs.
2nd July	<b>NORWICH:</b> L. Harmen, 21, Blakes Court, Sprowston Road, Norwich, NOR 69P
17th Sept	<b>GAILEY:</b> J. Squires, 124, Gough Street, Wiltonhall, Staffs. WV13 1HE
1st Oct	<b>LEASIDE:</b> W. North, 66, Salop Road, Walthamstow, London, E.17
22nd Oct	<b>HEYBRIDGE:</b> D. Courtman, Newham Outdoor Activities Centre, Fairplay House, Wickham Bishops, Witham, Essex
Final 5th Nov	<b>CHELMSFORD:</b> D. Boesch, 44, Longstomps Avenue, Chelmsford, Essex. CM29 LA.



# COMING EVENTS

## SLALOM

### APRIL

- 9th/  
**BINGLEY**, ON. Details: M.H.Colgan, 252 Leeds Road, Fagley, Bradford BD2 3JU.  
**INVERCANNIE**, 2/3. Details: A.W.Manwell, Butchart Recn. Centre, University Road, Old Aberdeen AB9 2UW.  
**PONT-AR-ITHON**, ON. Details: R.B.Leadley, 8 Wood Lane, Handsworth, Birmingham B20 2AP.  
**LEVEN WILD WATER TEST.**

- 16th/  
**FAIRNILEE**, 3,ON. Details: C.J.McCallum, Edinburgh Univ. CC, Pollock Institute, 46 Pleasance, Edinburgh, EH8 9TJ.  
**SHEPPERTON**, 3,JOT. Details: G. Jackson, 12 Dowlans Road, Great Bookham, Surrey.

- 23rd/  
**CARLISLE**, ON. Details: G.Fletcher, 20 Kirkstead Road, Belle Vue, Carlisle CA2 7RD.  
**WOMENS TRAINING WEEKEND.** Details: Mrs P. Maynard, 44 Billy Bunns Lane, Wombourne, Wolverhampton, Staffs.

- 30th/  
**LLANDYSSUL**, 2,0, Details: J.E.Whitehead, Canoe Club, Athletic Union, Students Union, Queen's Road, Bristol BS8 1LN.  
**NEWBURY**, ON. Details: I.Kirkwood, 21 Russell Road, Newbury, Berks.



### MAY

- 7th/  
**MARPLE**, NJ. Details: R.Metcalf, 18 Heys Road, Prestwich, Manchester.  
**GUILDFORD**, ON. Details: P.J.Potter, Derwen, Mapledrakes Road, Ewehurst, Cranleigh, Surrey.  
**DOWNTON**, NJ. Details: G.C.Good, Calshot Activities Centre, Calshot, Hants.  
14th/  
**TEITH**, ON. Details: Canoe Club, Falkirk Tech. College, Falkirk, Clackmannanshire, Scotland.  
**MARSH LOCK**, 2,OT. Details: B.Williams, 10 Chippendale Close, Hgh Wycombe, Bucks.  
**IRONBRIDGE**, ON. Details: M.Ward, 72 Billy Bunns Lane, Wombourne, Wolverhampton, Staffs.

- 21st/  
**EASBY**, 3J. Details: P. Mansell, 282 Withington Road, Chorlton-cum-Hardy, Manchester M21 1XZ.  
**OLD WINDSOR**, 2. Details: Miss M.K.Deighton, Stonycroft, Glynswood, Chalfont St. Peter, Bucks.  
**THRISTLEBRIG**, 2,3. Details: G.Smith, Boroughmuir School, Viewforth, Edinburgh 10.

- 28th/  
**GRANDTULLY**, 1. Details: Slalom Comm. Secretary.

## SPRINT

### APRIL

- 22nd/  
**Pre-OLYMPIC** Selection Regatta, Nottingham.  
23rd/  
Regatta Official Course, Nottingham.

### MAY

- 6th/  
**Pre-OLYMPIC** Selection Regatta, Nottingham.

7th/  
Regatta Official Course, Nottingham.

20th/  
**Pre-OLYMPIC** Selection Regatta, Nottingham.

27th/  
**LONDON, K2 10,000m** Event.

28th/  
**NATIONAL CHAMPIONSHIPS**, K4 10,000m, London.



29th/  
**BRENT** regatta. Brent Reservoir, North London.

## LONG DISTANCE

### APRIL

9th/  
**LINCOLN**, Jun. 8mIs/2turns: Sen. 11mIs/3turns. Details: L.Oliver, 69 Westfield Drive, Wragby Road East, Lincoln. Clos.3rd April.

23rd/  
**THAMES**, Jun. 8mIs/0P: Sen. 13mIs/2P. Details: Mrs S. Pluthero, 9 Clarendon Road, Ashford, Middx. Clos.15th April.

30th/  
**BEDFORD**, Jun. 8mIs/2P: Sen. 15mIs/6P. Details: L.D.Organiser, 63 High Street, Silsoe, Beds. Clos.24th April.

### MAY

7th/  
**WORCESTER**, Jun. 13mIs/2P: Sen. 15mIs/2P. Details: S.R.Jenkinson, 33 Victoria Avenue, Droitwich, Worcs. Clos.29th April.



14th/

**READING**, Jun. 9mIs/4P: Sen. 14mIs/9P. Details: M.R.Cooper, 29 Falmouth Road, Reading, Berks. Clos.7th May.

21st/

**BURGESS HILL**, Jun. 11½mIs/0P: Sen. 11½mIs/0P. Details: R.A.Atkins, 49 St. Mary's Road, Burgess Hill, Sussex. Clos.14th May.

28th/

**BRADFORD ON AVON**, Jun. 9mIs/4-5P: Sen. 12mIs/6-7P. Details: R.Coombes, 7 Downs View, Winsley Road, Bradford on Avon, Wilts. Clos.23rd May.

## COURSES

**APRIL**

1st-8th/

**SENIOR INSTRUCTORS** training course: Ass. Kayak/Canadian Inland. Resid. Blackpool. Details: N.W. Counties,-PE Assoc. 'Cairngorm', Mains Lane, Poulton-le-Fylde, Blackpool, Lancs.

7th-9th/

**SENIOR INSTRUCTORS/** Coaches training course: Ass./Adv. Tests Inland. Resid. Hexham. Details: C.H.Hare, 9 Tynebrook Avenue, Hartlepool, Co. Durham.

8th-9th/

**SENIOR INSTRUCTORS** training course: Kayak Inland. Resid. Eridge. Details: Bowles O.P. Centre, Eridge, Tunbridge Wells, Kent.

**SENIOR INSTRUCTORS** Ass. Kayak Inland. Resid. Bisham. Details: CCPR, 160 Great Portland, London W1N 5TB.

15th-16th/

**SENIOR INSTRUCTORS** Ass. Kayak Inland. Resid. Banburg. Details: CCPR 49 Malone Road, Belfast 9, Northern Ireland.

**SENIOR INSTRUCTORS** training course: Ass. Kayak Sea. Resid. Anglesey. Details: K. White, 12 Forest Drive, Timperley, Cheshire.

Cheshire.

**ELEMENTARY & PROFICIENCY** tests: Inland. Leicester. Details: The Warden, Outdoor Pursuits Centre, Loughborough Road, Leicester.

**ADVANCED TEST** Ass. Inland. Resid. Longtown. Details: J. Adams. 18 Dundee Street, Northampton.

22nd-23rd/

**SENIOR INSTRUCTORS** Ass. Kayak Inland. Resid. Bisham. Details: CCPR, Watlington House, Watlington Street, Reading, Berks.

**SENIOR INSTRUCTORS** training course: Ass. Kayak Inland. Details: Mrs Landamore, The Grange, Salhouse, Norwich, Norfolk.



29th-30th/

**SENIOR INSTRUCTORS** training course, Kayak Inland. Details: W.Young, 25 Barton Road, Canterbury, Kent.

**SENIOR INSTRUCTORS** training course: Ass. Sea. Resid. Calshot. Details: Calshot Activities Centre, Calshot, Southampton, Hants.

**SENIOR INSTRUCTORS** training & Ass. Inland. Leicester. Details: C. Gray, 128 Greythorne Drive, West Bridgford, Nottingham.

**TRAINING** to Proficiency Stand. for Youth Leaders. Inland Camping. Pateley Bridge. Details: K.Rooker, 40 Warren Rise, Dronfield, Sheffield.



## VIKING KAYAK CLUB BEDFORD-ST NEOTS L.D

APRIL 30TH 1972 - 12 NOON

*An exciting course with broken weirs capable of being shot.*

Seniors B15 P4

Juniors Ladies - B8 P1

Fees - 50p per seat Seniors

30p per seat Juniors

and Ladies

**NEW THIS YEAR -  
VETERANS EVENT**

Closing date for entries April 24th

**NO LATE ENTRIES ACCEPTED.**

Organiser: J.R. Mathers,

Spartan Folly, PAVENHAM, Beds.

BCU  
PADDLE RACING COMMITTEE  
HOLME PIERREPONT,  
NOTTINGHAM

17th - 18th June 1972

*OPEN REGATTA - All sprint distances, Senior, Junior, Youth, Novice, 10,000m for Senior, Junior, Women. Espada Classes,*

Senior Classes - 25p per seat

Junior/Women - 20p per seat

Youth/Novice - 20p per seat

Espada Classes - 10p per seat

Closing date for Entries 1st June.

Details: Regatta Secretary,  
25 Featherbed Lane,  
Croydon, CRO 9AE

## AVONCRAFT YOUTH SERIES

BOSTON RACE

4th June

Details: F. Royle,  
West End,  
Bennington,  
Boston, Lincs.

## CLUB ADVERTS

**EVENTS OR COURSES ONLY**  
Copydate 1st of month for  
events in following month.

2¼" column - £2.50

1¼" column - £1.25

accepted space permitting.



## WATERWAYS BREAK UP

**The Chairman** of the British Waterways Board, Sir Frank Price, announced on 25th February that after the most careful consideration, the Board have advised the Secretary of State for the Environment that they are opposed to the Government's proposals to completely break up the inland waterways network under the Board's control and hand them over to seven proposed Regional Water Authorities primarily concerned with water supply and sewage disposal.

## NATIONAL EXHIBITION

**Despite the miners** strikes with its corresponding cuts in electricity supplies, the National Canoe Exhibition at Crystal Palace on 19th/20th February went ahead to prove an even bigger success than last year.

With mild weather in February - an aspect that can really affect any exhibition - the attendance was up over last year with some seven thousand persons for the two days. Once again from all manufacturers I spoke to, there was general agreement that business was good and most went away with full order books. Displays in the baths, along with the National Polo Championships, and the films were well attended, the Championships proving to be very popular with great excitement shown from the crowded galleries (reported elsewhere in this issue). A large number of club stands showed different aspects of our sport and were of a far higher standard than last year - no doubt the prize for the best club stand having some influence on this! Chalfont Park Canoe Club took first place with a very fine effort, their stand consisting of a video-tape film showing club members in action and a highly interesting 'slalom reaction trainer'.

In reaching this conclusion the Board had considered reports by their professional Chief Officers on the serious hydrological, organisational, legal and managerial implications of the proposal. The Board are firmly of the opinion that the best and most satisfactory method of achieving the Government's objective is, in the national interest, the retention of the present organisational structure of the Board.

The Secretary of State has been advised that the proposed policy so far as the British Waterways Board is concerned could result in the collapse of the system, endangering life and property and that the policy is based on apparent misconceptions of the fundamental management and canal hydrological facts of life.

The complications deriving from the proposed dismemberment of the existing organisation are likely to be of such proportions as to prejudice the success of the whole scheme for the reorganisation of water and sewage services. This the Board would regard as a tragedy, since they consider they could usefully co-operate with and assist the Regional Water Authorities during their period of formation.



# The Colorado

## Ten-day voyage through Grand Canyon provides challenge and meaning to Howard Country Explorer Scouts

Kent and Noel were gone. I looked at Carl and Frank as they shook their heads in disbelief at the action which had just passed before their eyes. From our rocky perch at the base of the inner gorge the three of us had witnessed the violence of the Colorado River unfold with sudden fury. Horn Creek Rapid is short, but steep and treacherous. Moments ago, Raft No. 1, a 33 foot inflatable monster with eleven Explorer Scouts and a week and a half's provisions aboard, slid left of center and entered the seething water under the careful eye and quick hand of head boatman Kent Grua. Close beside Kent on the stern platform sat his working companion and woman, Noel Cox. Already the raft looked tiny in the grip of the Colorado's turbulence. It was lost from view for a moment behind a boulder, appeared again, then dropped nearly out of sight into a deep trough. The bow rose skyward and the silver raft bent forward over the crest of the next wave as passengers clung tight to lashing ropes. Then it happened. The wave below - as Colorado waves are inclined to do - exploded upward, but at a critical point just to the rear of center beneath the raft. The stern hung low in the low for a half second longer - Kent and Noel still hidden from view - then catapulted upward twenty feet and down again as if on the end of a giant "crack-the-whip" game. The quickness of it all left us blinking, then searching the empty stern platform and rushing waters for some sign of Kent and Noel. Distance hampered our vision, preventing an accurate assessment of the situation.

A warning shout from boatman Jack Williams to his passengers was heard and we turned to see Raft No. 2, already committed to the same course, about to come to grips with the waiting violence. Its run was marked with thrills, but no mishaps, and moments later we happily saw both rafts pulled in to the heaving eddy at the base of the north wall a quarter mile downriver.

**KEPPER** *Coisach*  
AS SUPPLIED TO OLYMPIC ORGANISERS

Now it was our turn - three thirteen foot, twenty-five pound kayaks to meet the same foaming, tossing challenge. We had already seen worse water upriver - Grapevine Rapid had given us a ride through the tallest (20 ft.) waves we had ever put a paddle in and at Hance Rapid Carl Flynn and I had been literally torn from our cockpits while running a monstrous "double hole" for the benefit of the movie cameras. Yes, the three of us had 90 miles of Colorado rapids already under our kayaks but each rapid was a new experience to be approached with the proper caution, particularly so in the light of what we had just seen. We eased into our boats, testing thigh and foot braces, checking spraycovers for tightness, and one by one peeled off into the main current. Our chosen route followed closely that of the two rafts (somewhat of a rarity) as we sliced to the left of the submerged rock whose peculiar form and effect give the rapid its name. A beautifully sculptured, smooth, twisting waterspout stood six feet above the river's surface; one which, we learned, sometimes rises to a height of thirty feet in higher water. We dropped into the turbulence, angling again to the left to avoid center rocks, at times seeing nothing but the brown waters seething beside and above us. A series of strong draw strokes and we had cut back to the right to avoid being ground into the granite wall which the main current was sideswiping on the left. We crossed the strong eddy line and worked our way among the ever-present boils and whirlpools to the spot where the rafts were now moored to several large boulders.

The other pieces of the story soon fell into place - to our alternate relief and dismay. Both Kent and Noel were still aboard the raft, having been thrown forward during the action; Noel onto the pile of gear amidship and Kent into the aft supply box while trying to maintain steering control. Barely conscious, his face and chest soaked with blood from a gash at his right temple, and with head and forearm from the blows they had taken, Kent had brought the raft around and into the safety of the eddy. He now lay stretched across the stern of his raft, legs raised and face shaded from the sun as Jack, Noel and Eunice (our R.N.) worked to "butterfly" his wound and watch for signs of concussion. The decision

was made to camp at the first practical spot, boatman Chuck Liley switched to Raft No. 1, and three miles later we put ashore at a beautiful tamarisk screened beach backed by gray cliffs, just above formidable Granite Rapid.

## THE DREAM

Let's leave the river for a moment and go back ten months to a chilly November evening in Howard County, Maryland. We are an Explorer Scout Post - sponsored by the Glenwood Lions Club - building canoes and kayaks, racing them, teaching water safety skills to others, and running rapids just for fun are our specialties. We dream a lot - but just as often we find a way the dream come true. And for a group of scouts 2500 miles to the east, the Colorado River has to be a mighty big dream! For some of us, such as Carl Flynn and myself, the desire goes back at least a dozen years to our first awkward attempts to guide a canoe through moving water. For others in our group, the fire sprung alive that evening last fall as we viewed the Sierra Club's movie masterpiece, "*The Colorado River*", at our first November meeting. The lure of the Grand Canyon; its superb panorama of geological history and color, fern-shaded glens and beaches, turquoise waters cascading from intriguing side canyons beckoned to each of us in its own way.

It took but a phone call from Post President John Morar the following Saturday with the question, "*can we do it?*" and within the hour he, Secretary Mimi Hayman, and myself had begun to outline the costs and other requirements of such an undertaking. Before the Turkey Day plates had cooled, we had formed the necessary framework upon which the rest of the trip could be built and presented the results to the Post in successive bulletins.

## THE REALITY

We knew now that we would go - whether three of us or thirty, it didn't matter - it was going to happen. The dates had been set with our Colorado outfitter, Hatch River Expeditions, and a group rate for scouts agreed upon. Work began in earnest - our own Red Cross Senior Life Saving program was for all concerned, three Post work projects netted nearly \$1700, and individual earnings began to accumulate. Two contributors added encouragement and our transportation received the biggest boost of all as John Titus of Bel Air made available a 1960 International school bus for use. Time was critical - successive business trips took me far from Maryland and the entire burden of transforming the bus fell on

the shoulders of the young men and women of Post 757. The response came - from Explorers who would remain at home, as well as the expedition members. At the Morar's place in Howard County, eighteen-year-old hands guided welding torches far into the night as counters, racks, and tables took shape within the bus. Elsewhere, sewing machines hummed and typewriters clicked as curtains, menus, equipment lists and park reservation letters took form. And the Pittsburgh Paint Company supplied a generous quantity of paint for the exterior of the bus.

Suddenly the day was upon us. With seventeen tired but eager Explorers and leaders aboard and twelve canoes and kayaks racked overhead, the vehicle that was to turn heads wherever it passed chugged onto U.S. Route 40 and headed west, leaving behind a crowd of envious parents and fellow Explorers. This beloved machine was to be our home for the next month and take us on an odyssey of some 6700 miles through 19 states before returning to familiar Maryland countryside in mid-August. And the bus did it well - through hot, barren deserts of the Southwest, over 11,000 ft. mountain passes in Colorado, Wyoming and Montana; stopping while we enjoyed the windswept snowfields of the high country or a refreshing swim in a clear cool mountain river. The memories now come vividly - and will for years; paddling the sparkling waters of the Arkansas and Tongue Rivers, climbing through cliff dwellings at Mesa Verde and Navajo Valley, the depths of Black Canyon, the spectacles of Yellowstone, Zion, and Bryce, the brilliance and peace of nighttime in the Bighorns, or the hilarity of improvised songs around our Black Hills campfire. Or perhaps the memory is Mimi, our petite blond hiker, 2000 miles from home picking up every scrap of trash on a mountain trail she may never walk again. A lesson to think about. We weren't really 2000 miles from home; we were at home, ours, yours, the most beautiful and meaningful country that we could ever own.

## THE RIVER

But through all and above all was the River - the Colorado - tying the journey together with purpose. Our rendezvous at Lee's Ferry, Arizona brought together at last 26 of us, those of our group unable to take the time for the bus trip as well as the original gang of 17 on the wandering bus. Two rafts and four boatmen stood by to host our ten-day, 225-mile journey through depths of the Grand Canyon. Frank Birdsong, Carl Flynn and I would travel by kayak, our gear and provisions aboard the rafts.

We were ready - physically and mentally. The River now belonged to us... and we to the River. It deserved, and received, our respect - it was wide, deep, and powerful - and above all, very much *alive*. We soon recognized our dependence upon this moving thread of life; we slept unsheltered upon its soft sand beaches, we cooked over coals of driftwood left by its floodwaters, bathing or swimming we emerged refreshed from its coolness, twenty times a day - clear or muddy - we drank its waters, and ultimately it would deposit us all with sad farewells at Diamond Creek.

As kayakers, we learned the challenge of the Colorado intimately. There were always the expected tests and the surprises - being flattened over your stern deck by a back-curl three times your height, or feeling your boat leave the water completely on the crest of a 15 ft. explosion wave, or picking a likely spot for action and getting more than you bargain for as your kayak does an "end over end"! And, above all, the value and necessity of the "Eskimo Roll" (capsize recovery) is impressed upon us as we are called upon time and again to execute this skill.

Not nearly enough credit can be given our four guides, Kent, Jack, Chuck and Noel. As skippers of their rafts, it would be difficult to find two more competent boatmen on any river in the West than Kent and Jack - not a soul in our gang will ever forget the precision with which they each threaded the needle

in dangerous Crystal Rapid, guiding their bucking craft safely between newly deposited boulders on the right and the thundering "killed" channel to the left. Or how long will the sight, smell and taste of Noel's blackberry pancakes or Chunk's two-inch sirloins live on? Yes, these four young adults, whose skin has taken on the color of Canyon sandstone, are all outdoorsmen supreme - but to us they also stand head and shoulders above their generation as individuals and will be forever remembered as our wilderness comrades and closest friends for the experience which they brought into our lives.

As the sun rises and dips over red rock walls, our bond with the River and Canyon grows. Beauty. Solitude. Nature's stillness. Our existence has become almost frighteningly simple. Our needs are few. No printed sheet or airbourne voice demands our attention. There is time. Time to seek answers. Time to begin to know -really know - your friends and, most important, yourself. Firmed muscles and deep tan are the by-products - what matters most is the inward awakening and renewal. The River has taught us well. We will return. We must.



*Kent and Noel with smile that showed all was well after Horn Creek. Frank Birdsong takes the top of Lava. Anne Rayburn takes time before breakfast to bush sister Nancy's hair at a camp site deep in Grand Canyon.*



# AROUND & ABOUT AROUND & ABOUT

## POLO CHAMPIONSHIPS

Those who watched the 1972 matches at Crystal Palace on 19th/20th February must have certainly been aware of the tremendous advance in skills and techniques developed over the last year. Of the eight teams qualifying at the quarter finals on Saturday, Hants 'A' and Denstone College, won through to the finals played before packed galleries on Sunday afternoon.

The final was played in the true spirit of the game with obvious skill and tactical ability on both sides. Denstone College under their captain Robert Hignall, after a somewhat slow start emerged clearly as the 1972 champions. Their handling of boats and skill in passing and shooting was outstanding, and it is hoped that both their skill and approach to the game will set a pattern for the future of this comparatively young sport.

Full credit must go to all the teams competing this year for their sportmanship in playing to rules which were far from complete. The referees Mike Baines (Birmingham) and Eddy Wallace (Pangbourne) had no difficulty in keeping the very fast and exciting matches under control.

The final was watched by Dr. Roger Bannister, Chairman of the Sports Council who afterwards presented awards to the finalists.

With the game now under the guidance of the newly formed National Canoe Polo Sub Committee Executive of the B.C.U. we can look forward with confidence to the 1973 finals.

## ROLLING RECORD

Records in canoesport are very few - mainly due to the fact that water conditions on different courses vary so much that any such records would be meaningless. In slalom it is obvious that records could not be set, while in sprint racing one can only take the 'best' time and not establish this as a record.

However in one side of canoeing that of 'canoe rolling' last year twice set the world record.

Early in the season a record was set at 341 rolls but, on 18th December at the Eltham Baths in Kent this record was truly smashed with a magnificent 400 rolls in just over 25 minutes.

This fine effort was set by 15-year old Terry Russell of Swanley and member of the Crockenhill Company, Bromley Battalion Boys Brigade....

The Crockenhill Company have also formed a Bat Polo Team and at present looking for matches in Kent and the South East. Teams interested in taking on the 15th Company should contact: G. Wratten, 16 St. Georges Road, Swanley, Kent. Tel: Swanley 3632. No doubt with players such as Terry in the team, much of the play will be under water..!

## SPONSORS FOR L-D?

Following their outstanding success in August, Worcester Canoe Club have agreed to run the Open and National Long Distance Canoe Championships on the Severn again in 1972 if sponsors can be found.

The 1971 championships were the biggest and most successful ever held. Over 200 competitors from eight nations were watched by crowds estimated at 10,000 a day on Worcester's river-banks and by a larger number of television viewers.

But they were also the most expensive ever held. More than £2,000 working capital was needed to float the project and with only limited help from national sources, the main burden fell on the Worcester Club.



'We were delighted with the result of the championships', said Worcester club chairman Eric Gagg. 'We were also very pleased to be asked to run the races again. But we could not possibly afford to do so without substantial financial help'.

The club is looking for a lump sum of money plus certain guarantees, in return for extensive publicity and the use of the sponsor's name.

If a backer can be found, the races will again be held on the August holiday weekend and run on a similar formula to last year.

In addition, seven new classes are being introduced, to make any more canoeists eligible for the championships. This could mean increased entries in the order of 800 to 900. Three of the new classes will be for girls from 12 to 18.

'It all rests on the response from industrial and commercial concerns now' said Mr. Gagg. 'We have shown we can provide the paddlers, the public and the spectacle.'

'Surely some firm, either locally or nationally, could provide us with the financial support we need in return for publicity.'

Contacts:

Tim Jones. Daytime phone Worcester 23434

Eric Gagg Home Worcester 640025. Work Droitwich 4857

British Canoe Union 01-580-4710

## WITH SINGLE BLADE

Last season there were no Canadian races in Britain and, reports Frank Luzmore, the chief reason for this was that there are few matched canoes in the touring class - which is where racing begins.

There are almost scores of touring canoes differing from each other in what are often comparatively unimportant details such as a few inches in length, depth, or beam. If the Canadian Canoe Association form a panel and agree on a small number of stream-lined types that have aesthetic appeal (a strong selling point) and serve the purpose of fast touring but can also be used to foster racing until paddlers want to take up the ICF approved class of canoes, the sport may have some future in Britain. These CCA approved types and open dimensions could then be circulated to manufacturers so that they can offer a choice of distinct canoes instead of a range that do not differ greatly in important factors but unsuited to class racing.

The Canadian Canoe Association has already approved the 21-ft 6-in *Malecite Racing Canoe* for pairs and fours, and also the *Voyageur* which is first class as a tourer or for the sea where it has been

# STRUER *Lancer*

## THE SPRINT KAYAK FOR THE HEAVIER PADDLER

used with success for surfing. Dr Davis designed a canoe which included some suggestions from Frank Luzmore, and this is 17-ft but of slimmer lines that lend it to very fast touring as well as racing. This last canoe will come up for consideration by the CCA as an alternative to the *Voyageur*.

The ICF classes for canoe are well established on the Continent, but what is needed in Britain is a go-between from the stable, tubby tourer, to the sleek racing canoe where supreme technique is the basic requirement.

## CANOE SAILING

**CANOE WEEK - RCC Summer Meet and National Championships** this year return again to Restronguet SC at Falmouth. Canoe sailors received a warm welcome there in 1965 and 1968 and there is no doubt that racing will be first class. The dates are 16th/22nd September, rather later than usual, but this should be clear of the holiday crowds and mid September is often good for weather.

**The Northern Wild Water Centre** have now manufactured a second glassfibre IC which has a hull weight of less than 65kg. Northern Wild Water expect to be in full production of the class very shortly and hope to produce one a week.

**A Training Weekend** is being held for all canoe sailors at the Calshot Activities Centre, near Southampton, over the weekend 12th/14th May 1972. The course will include sailing under the watchful eyes of the experts - John Biddle and Alan Emus - with demonstrations of manoeuvres, lectures, discussions on techniques, tuning and gear, plus video tape recording of everyone so that faults can be analysed on replay. The cost, with full board: Hampshire residents over 21 - £5.00: under 21 - £3.60. Non Hampshire Residents over 21 - £7.00: under 21 - £6.00.

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

# AUSTRALIAN CANOESPORT



**Frank Whitebrook**

**Ken Langford**, at the beginning of this year, spent some six weeks in Australia coaching their slalom enthusiasts and seems to have become something of a *pin-up boy* with the paddlers down-under. Our correspondent, Frank Whitebrook, gives the following account of Ken's impact on the Australian scene...

**Ken Langford** of the Manchester Canoe Club will long be remembered by Australian canoeists, and the man who did most to stimulate interest in slalom during the 1971/2 season down under. John Egger had met him in Britain in 1971, and then later, with the encouragement of Roy Farrance in Victoria and Peter Egger, the Australian Slalom Committee had been able to gain the support of Rothmans to invite Ken for about 6 weeks of coaching in Australia.

The Australian Championships had been arranged so that two preparatory and training slaloms were to be held on the course with different gates, during the week prior to the main event. Ken Langford was present during the whole period. The slaloms were interspersed with formal training sessions held at various spots on the course. The first informal slalom was called the 'Welcome' and the second the 'Warm-up'.

Over 170 competitors entered the Championships, and many more came who wanted the benefit of Ken's advice and

coaching. Some had spent three weeks camped beside the course, preparing for arrival of the English coach.

New Zealanders also came across; they had a shorter trip than the Western Australians who travelled by 'bus from Perth. Their boats were stacked on the top of the 'bus and the pile was only a few inches below the legal height. By the time they get home, they will have travelled 6,000 miles. Queenslanders came from the tropics; and the small group which came from Townsville certainly left an impression on the results. Tasmania was also represented - the first time our island state had been present and of course, the Victorians led by the Farrances, were also there.

Carl Clayton of the Tasmanian Canoe Club is arranging for the 74/75 Aust. Slalom Championship to be held in his own state. Les Taylor, Western Australian State President, with Peter Dear, Secretary, did well to get the Western Australians across the Nullabor complete with their glistening Cole kayaks and canoes.

In short, Australian slalomists came from every corner of the country and there were some visitors from other nations. These all took part in what proved to be the most effective and best organised championships yet.

The new bridge built over the narrow part of the course, was an asset. This was done by a Cowra citizen, Mr Cox, who has already taken an active part in the sport. Walkie-talkies, purchased and borrowed, improved communication and telephones allowed judges to communicate with the compiler without interference from other organisational messages.

Clubs participating were: Townsville CC, Tasmanian CC, Swan CC, Ivanhoe CC, White



*Ken Langford of Great Britain lines up for gate 8 on the Championship course.*

Horse CC, Patterson River CC, Trinity CC, Upper Yarra CC, Essendon CC, Canobalas CC, Hunter Valley CC, Illawarra CC, Lillipill Kayak C, Nepean CC, Western Suburbs CC, Wakehurst CC, Palmerston North (New Zealand) and Manchester CC (Great Britain). In addition Herbert Detlefson and Gert Sigmund from West Germany took part. Gert was originally from Wanderpaddler Bremen and Ulmerpaddler.

Ken Langford, before the commencement of each training slalom contest, paddled down the course and stopped at convenient places to explain his approach and technique. He also gave advice as to how others with less experience might attempt the more difficult gates. He also helped with advice for the team event, giving us the benefit of his vast experience in team work with his Manchester colleagues, Ray Calverley, and John MacLeod. Ken was also able to show films of the British trio on the course at Bourg St. Maurice in 1969.

**The Down River Race** which was run in association with the Slalom, was also a national event. It was paddled in close to 100° Fahrenheit. The winner of the K1 event was A. Julian of Western Australia. The fastest time recorded in the under 17 years classification, where John Sumegi paddled the eight miles in 1 hour 10 minutes and 40 seconds. John had competed in the European Junior Championships in Snagov, Rumania. John comes from Canobalas Canoe Club.

During the down-river, officials were putting up the gates for the National Slalom. It was an exceptionally long course to what we were used to, but more in line with overseas custom. There were 28 gates, with left and right breakouts and of course, Ken Langford had willingly given his help in the design.

The first stage consisted of a minor rapid and small pool, the second stage contained the heavy rapid, which contained a 'dirty great rock' dead centre at the bottom (it claimed the lives of about 4 boats)! Ken Langford in-

formed me when the Dam Superintendent released 3,000 cusecs to test the dissipator on two practice days, that it was a 'heavy Grade 1V'. On these occasions Ken had led our better paddlers in nose diving cum rolling and generally cavorting on the heavier curlers.

The third section consisted of a large pool with disconcerting eddies and then the fourth was an unobstructed rapid with numerous breakouts. The team gate was stationed in a convenient and roomy eddy in the second stage.

Early on the Saturday 29th, the briefing was held, gate positions were tested and first off was Ken Langford. His display was an inspiration to our paddlers. They were able to see that certain things could be done without touches and that speed could be maintained. Langford did a fantastic 203 which remained the better of his two runs. Ken, then helped others with advice and guidance.

John Egger came closest to Ken with a creditable 263 and T. Hine of Western Australia came



*The Western Australians 'offload' their bus which had carried them 3000-miles across the desert.*



Mayor Capp of Cowra presents Ken Langford with the Silver Pewter for the 'Man of the Championships'.

Juniors Nelson/Neil make a clean gate to gain a better score than in the 'open'.



third with 283. In the under 17-years however, Gary Nelson of NSW scored only 253 and John Egger was the first to draw attention to this at the presentation. In addition, the Junior C2 score gained by Nelson and Neil was better than the Open C2 score of Cole and Dear of Western Australia. Nelson, Neil and Walsh also won the Teams K1 with a score of 506.

Ken pointed out that Australia's main strength was in the up and coming juniors. This, of course, was intended and great credit must go to the Eggers, Mackeys, Farrances, Field and many others who have

helped build up the junior ranks.

It was of great encouragement to hear at the Slalom Committee meeting that it was opting out of the scramble for Olympic selection in 1972 - it would have achieved little for the sport - and instead the Committee supported the concept of nominating a team for the World Championships in 1973. It was hoped that with the spirit which seemed to abound in slalom, funds could be accumulated to help defray expenses. Nominated paddlers could then find the rest. With any luck, Bourg St. Maurice will see a zealous Australian team there.

The presentation ceremony

held on Sunday night was most impressive, I counted about 400 people in and outside the hall. The Mayor of Cowra presented the medallions and the warmth and enthusiasm displayed by members from all states must have assured John and Peter Egger of the regard which the competitors held for their organisation of the whole series.

It was most fitting that Ken Langford was given a silver pewter as being *the canoeist* of the week and both he and the New Zealanders were presented with boomerangs and posters in the sincere hope that they would return again.

# BCU ESPADA



The BCU Espada Youth K1 goes into its second season, and, at the present time a number of notes on the class are being circulated by the BCU Standing Liaison Committee. Below are some of the main points:

## Notes for Paddlers

Paddlers of the Espada Youth K1 should ensure that their kayak is fitted out to recommended safety standards. These include enough buoyancy to prevent the kayak from sinking when full of water (Buoyancy at both ends of the craft): that the kayak is fitted with painter lines: that the kayak is fitted with safety toggles or loops at bow and stern. Paddlers should also ensure that their kayak is correctly registered and that the number is glassed to the hull inside the cockpit area. Registration of the kayak should be made directly to the Class Director on the form supplied by the manufacturer.



## Notes for Organisers

It is pointed out that you the Organisers are the people who will introduce youngsters to paddle racing, and, should there be any accident in your events, within the law you would be held responsible. You should therefore consider, over and above the rules of competition and established practice in paddle racing and training, what reasonable

# STRUER *ranger*

## THE SPRINT KAYAK FOR THE LIGHTER PADDLER

safety precautions *you* should insist upon for *your* particular group of boys and girls when paddling their Espadas. By definition, an Espada paddler is a beginner.

Such safety precautions may, in various circumstances, be some or all of the following:

1. A safety boat operated by a competent boatman, possibly with crew.
2. Spraydecks.
3. Boat buoyancy.
4. Lifejackets to the requirements of the British Canoe Union (BS 3595).
5. Personal buoyancy to the standards of the International Canoe Federation.
6. Painters.
7. Bow and stern toggles or safety loops.
8. Suitable warm and waterproof clothing.
9. Previous practice of immersion in cold water.
10. Appointment of a regatta or race officer with sole responsibility for safety.

*It is not supposed that this is a complete list.*

As a point of interest relevant to the above, the Council of the British Schools' Canoeing Association passed the following minute on 16th October 1971.

'It was resolved that in all general canoeing activities of the BSCA BCU lifejackets shall be worn. However, for competitive events in which close supervision exists and in closely supervised training activities, ICF and SBBNF approved buoyancy aids may be used. In sprint races of up to 500m, personal buoyancy may be dispensed with at the discretion of the organiser/organisers if conditions permit.'

After a season's operation, it is clear that the Espada Classes are going to grow quickly. It is therefore most important that organisers of events insist that entrants quote the registration number of their kayak and that they have one of their race officials check that kayaks entered as Espadas are indeed Espadas. In the event of any query as to genuineness of a registration, the Director, at the below address, keeps a file of all registrations and will verify or deny claims.

On behalf of the BCU, the following officers have been authorised to carry out spot checks at events they are able to attend. They will do this on their own

initiative, but will naturally contact the event organiser and agree with him the type and system of spot checking, making this contact before the event. Officials: G. Sanders, J. Saunders, O. J. Cock, D. R. Cook, J. Woolley, R. Emes, R. J. Jones, and A. L. Laws.

## Notes for Manufacturers

**The Standing Liaison Committee** of the BCU, which administers the Espada Scheme through the Class Director, has made two resolutions which will take effect from 1st October 1972:

(a) Fin rudders will be allowed as well as the over-stern type.

(b) More manufacturers will be admitted to the scheme.

All other provisions of the statement of policy will remain in force until further notice.

Manufacturers are now invited to apply for a licence to join the Espada Scheme and the closing

date for new applications is 31st March 1972. The Standing Liaison Committee will meet on 2nd April to consider these new applicants, the criteria for a grant of licence being:

(a) The standard of product, bearing in mind that the Espada is a one-design.

(b) The service which the manufacturer is prepared to offer to the sport.

From 30th June, new manufacturers will be allowed one of the three Espada plugs for mould making. A deposit of £100 will be requested. From 1st October the new manufacturers will be allowed to market the Espada products.

All matters concerning the Espada Youth K1 should be addressed to:

David R. Cook, Esq.,  
Class Director, Espada Scheme,  
Bryntysilio, Llangollen,  
Denbighshire.

# TRADE PAGE

REVIEW OF NEW KAYAKS,  
CANOES, AND EQUIPMENT.

## NORTHERN-CHRISFILMS GO LTD

From 1st May 1972, the two firms at present owned by Mr Chris Hawkesworth and trading as The Northern Wild Water Centre and Chrisfilms, will become one limited company - Chris. Hawkesworth Ltd. The present two names will be retained as trade names.

The new company has purchased a small country estate near Pateley Bridge, Yorks., which extends over some 20 acres and includes, a small Mill (approx. 40,000 sq. ft.), 1,000-yards of grade 2 to 3 River, and a 6-acre Lake. The fishing rights of the river are included in the sale.

It is intended to move all the manufacturing from Wetherby to Nidderdale, though the present shop and offices in Victoria Street will be retained for some time.

As from 1st May 1972 all correspondence to either The Northern Wild Water Centre or Chrisfilms should be addressed to: The Mill, Glasshouses, Pateley Bridge, via Harrogate, Yorks. Telephone: Pateley Bridge 310.

The new company will have assets of over £40,000, making it one of the largest canoeing orientated companies in the country. In addition to expan-



*The mill at Glasshouses,  
new home for Northern Wild  
water and Chrisfilms.*

ded manufacturing facilities, the film side of the company will be enlarged to include a film and sound studio and new equipment to included closed circuit television.

*EDITORIAL NOTE: I was invited up to the new premises by Chris during February and must say that I was highly impressed with the new layout. The Mill -previously a jute mill - is vast and I would say the above 40,000-sq. ft. is almost certainly underestimated. Apart from this there are warehouses and houses included. The river runs right next to the Mill and a leat carries water from an above weir to run under the mill and it would seem possible to play with the water by opening a number of sluices to create different waves conditions on the proposed slalom course. Talking with Chris, he indicated that a permanent slalom course would be erected, and in time along with all the necessary timing equipment.*

*The Lake is short for any sprint events, but does offer still water for novice instruction - and is infact used by the near-by Beweley Park Outdoor Pursuits Centre for instruction. Adjoining the Lake in a very fine field ideally suited to camping, being flat and well drained. With the fishing rights of the river included in the sale, for once canoeists - or rather Chris - have total rights to river access and, although it is going to take a great deal of time, a canoeing centre here at Glasshouses could play a great part in the future of British canoesport.*

*My day trip to the Mill was certainly nowhere enough time to look over the place fully. Being built in 1871 it has great historical interest with the original mill wheel being one of the first cast-iron cast on site wheels. It is of course not now in working order but nevertheless I hope Chris will let me loose with a camera around the place - no canoeing interest, just personal!*

## STRAND EXPANSION

**The Strand Glass Company Ltd** is now certainly the largest retail stockist of glassfibre and glassfibre materials in Britain with five branches from Manchester to Southampton, Bristol to Birmingham to London. The five shops are located at:

LONDON: 109 High Street, Brentford, Middx.

MANCHESTER: 980 Stockport Road, Levenshulme, Manchester 19.

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BRISTOL: 159 St. Michaels Hill, Bristol.

SOUTHAMPTON: 72 London Road, Southampton.

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## SURF SHOES - NOW KAYAK SHOES

**The Canoe Centre** also has something new to offer with the importation of the Onitsuka Tiger training shoes. This model has been specially chosen with the racing and Long Distance canoeist in mind, as the shoes feature a special re-inforcing over the toe cap - a point of excessive wear with the present low deck kayaks. The sole is of composition rubber with corrugated pattern for maximum grip in muddy conditions, while the uppers are of light canvas. Full details from: The Canoe Centre, 18 Beauchamp Road, Twickenham, Middx.

## LENDAL SURPRISE

**Lendal Paddles of Aynshire** promised us something new in canoeing gear for the National Exhibition at the Crystal Palace. Certainly they have come up with something new - for British canoeing - with a very fine range of *canoeing jewellery* and a series of *wall plaques* The range of jewellery include (for men): Key Ring, Tie Bar, Tie Tags, Cuff Links, Lapel Pin, Cufflink and Tie Bar Set, and Cufflink and Tie Tag Set: (for Women) Brooch, Earrings, Ring, Bracelet, Charm, Charms and Chain. Each piece features a kayak in either *gold-tone or silver tone* and over Miss Libus Montgomery, Miss Scotland, models the latter set.

The Wall Plaques, that can be used either for trophies, clubrooms or home decoration, are scale



models of an International K1, Wild Water Racing Kayak, and American Canoe Association Cruising/Racing Canoe. They are mounted on a clear background and available either free standing or fitted with wall mounting. These plaques can be fitted with a plate for an inscription, thus making them ideal for event trophies. Full details of the range can be obtained from: Lendal, Wilson (Prestwick) Ltd., 167 Ayr Road, Prestwick, Scotland.

## NEXT MONTH

Throughout the major manufacturers in Britain, almost all have brought out new models over the last months and next months 'trade-page' will give a brief look at each one.

## LETTERS TO THE EDITOR



## MAN-MADE FIBRES

In the last issue I received, October '71, you make mention of a new fiber 'Diolen' the flexible puncture resistant fabric. I have been sitting over here reading your 'Building in Glassfibre' articles and wondering how European paddlers, being so superior in the racing circles, could still be paddling brittle boats of glass cloth and mat. Enclosed is a sample of both polypropylene and nylon cloth - both of which have properties very similar to Diolen - of which we in the USA have used with glasscloth and epoxy resins to produce longer lasting boats. Boats that bend but rarely break...

Steve Schmitt  
Colombus, Ohio,  
U.S.A.

I was most interested to read the above letter and examine the samples sent. Of course all major European manufacturers have been aware of the man-made fibres and the Diolen boats appeared on the Continent late in the 1970 season. However man-made fibres go back further than this in kayak building and the British firm of Jaycee Glassfibre Products experimented with synthetic cloths a num-

ber of years ago. The result was a very light and strong kayak, but with problems of de-laminating, that did indeed bend rather than break - and here is one of the major problems.

A kayak that bends but does not break is a high risk kayak, particularly in heavy water, for, should the kayak bend in such conditions, the paddler could become trapped in his craft with little chance of escape. The Diolen slalom kayaks now being produced by a number of manufacturers in Britain do infact have a keel strengthener to prevent the craft from folding when under pressure.

## SPORTSMAN KEN - A REAL HIT

A very nice letter accompanied the Australian Slalom Championship report and part is printed here:

'Enclosed is the story of our National Slalom attended by Ken Langford. He certainly left a terrific impression out here, not only of his prowess, but because of his teaching skill and his sportsmanship. Ken was always full of praise for many other English paddlers especially his team mates Ray Calverley and John Macleod.

Yours sincerely,  
Frank Whitebrook,  
Australia.

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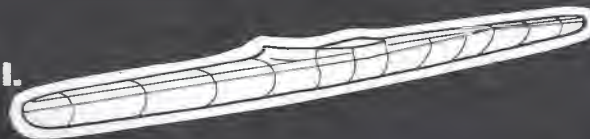
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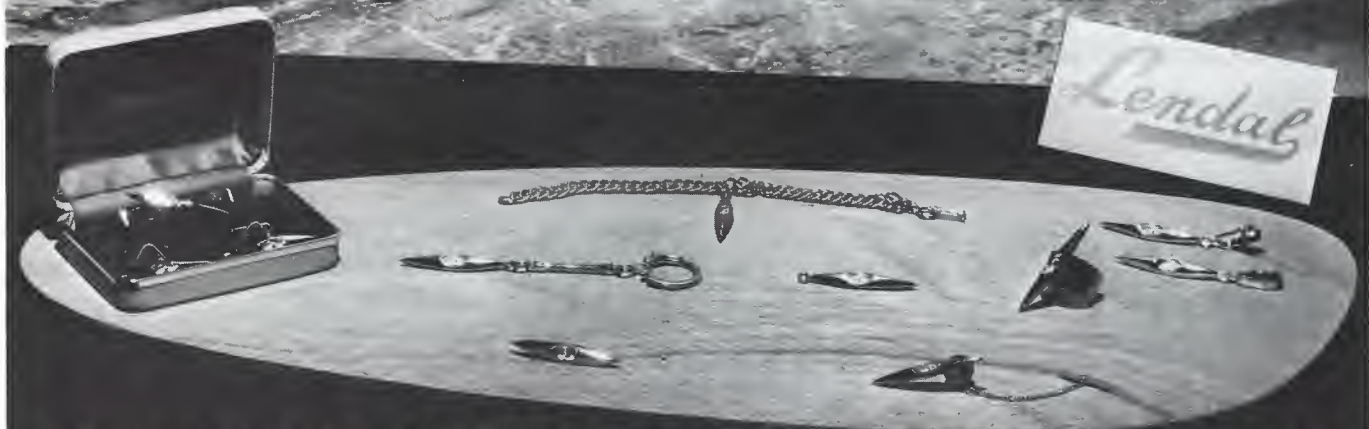
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*Canoeing Magazine February 1972*

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## PHOTOGRAPHY

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

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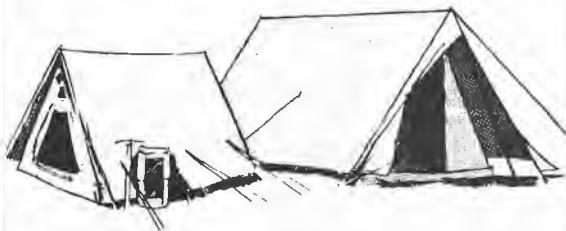


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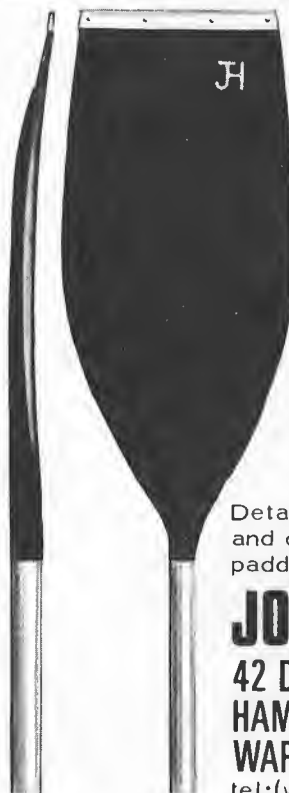
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