

# **CANOEING MAGAZINE**



**EXPEDITION NORTH-WEST**  
*OCTOBER-NOVEMBER 1972 15p*

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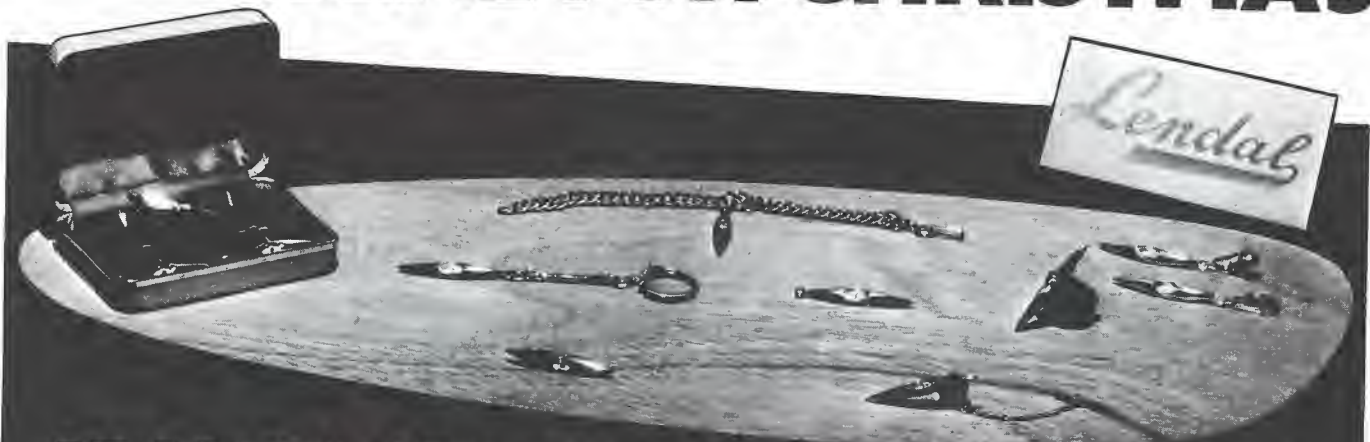
This months cover photo is taken from a colour transparency supplied by the Old Town Canoe Company of America and shows their canoe model 'Chipewyan'.

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# CANOE SPORT COMMENT

**Mike Clark**

## ARTIFICIAL SLALOM COURSE

Over the last months much has been said about the proposed artificial slalom course at Holme Pierrepont and the existing artificial slalom course at Augsburg used for the Olympics, both in 'Canoeing Magazine' and 'Canoeing in Britain'. Money has already been granted for a feasibility test of the Holme Pierrepont site, and at a Management Meeting at the end of October, the Nottingham Authorities were asked to back construction of such a course, all other authorities concerned having given approval. However, in the British canoeing circles there are a few voices who are seeking for the project to be held—at least until another course is built, supposedly by the Americans.

Official approval of the Holme Pierrepont Slalom Course seems little more than a rubber stamp job now (Dr Roger Bannister announcing to the World Press at Munich that a similar course to Augsburg would be built at Holme Pierrepont), and now a few want that we should postpone the proposed project—a project that would give Britain the finest canoeing competition complex in the world!

The reasons for such a postponement? Augsburg—It is thought that the site at Augsburg has so many faults and produces water that gives unfair competition that we should now wait until a second artificial course is built to see what improvements can be designed. What a load of rubbish! Agreed the Augsburg course has water that could never be found on a natural river, that there are a number of faults with the course, but would

anyone say that the best paddlers did not win at the Olympic Slalom?

A course such as Augsburg, I believe to be the future of World Slalom Canoesport. Slalom is a spectator sport—around 30,000 at the Olympic Slalom on each day of competition—but we will never get such crowds if the sites used for championship events are way up in the mountains with few facilities for spectators. A purpose-built site such as Augsburg can do for canoeing what show-jumping has done for equestrian. We may well find that a course at Holme Pierrepont will not be totally satisfactory, but are even the river sites we at present use? For once it seems we have the authorities behind us. Are we to let a few hold us back?

The combined Sprint/Slalom Competition site at Holme Pierrepont would give us the finest canoeing centre in the world and the capability of being the only country able to hold a combined championship—sprint and slalom during the same week and on the same site. Any faults that may occur in the proposed site will certainly not be as bad as Augsburg—if indeed the Augsburg site is all that bad—so let's for once get right behind the authorities and push on as fast as possible for an Augsburg at Holme Pierrepont.



*The artificial Olympic Slalom Course at Augsburg.*

# SLALOM PUBLICITY

As reported by Rodney Witter in this month's Slalom Scene, British canoesport gained a superb piece of publicity with the broadcast of the Llangollen International Canoe Slalom on 21st October. However, an even better boost will come with the almost hour-long broadcast of Chris Hawkesworth film 'Colorado', made of the British Kayak Expedition to the Colorado and Grand Canyon last summer.

The film at present is having a few extra minutes of animation added to explain real wild water situations so that the general public will have a closer understanding of the feat our canoeists performed. This additional material should be completed by the end of November and it is expected the showing will be on Thursday, 4th January, at 21.15 hours (9.15 p.m.), all commercial TV networks and an audience of around 10-million.

**REMEMBER THE DATE — REMEMBER THE TIME**



*The Colorado — massive and magnificent...*



The extended Grand Canyon Expedition planned for next year is still open for additional members. Provisional dates—20th June to 20th July from London. Price per person is £300.00. Full details from: Mike Clark, Canoeing Magazine, 25 Featherbed Lane, Croydon, CR0 9AE.

Canoeing Magazine November 1972

# KEPPER Coisach

TOP BRITISH PADDLED KAYAK AT  
LLANGOLLEN INTERNATIONAL (Mens K1)

## DOWN RIVER SELECTION

Notes from the BCU Slalom and Wild Water Racing Committee, dated 4th October, state that a Wild Water Racing Team for the World Championships next year will be selected from four events: Usk Race on 5th November, Eden Race on 19th November, Royal Deeside Race on 26th November, and Welsh Dee Race on 11th February. From these races, and these races alone, a team would be selected to compete in International events during the spring of 1973, and from the result of these Internationals the World Championship Team would be selected.

Selection from four races, three of which are within a four-week period some seven months from the event and at a time when the Wild Water season is barely under way. Surely we can do better than this?

From sitting on the Sprint Selection Committee, selectors need to have as many results as possible to make a fair judgement, and with the Wild Water season in Britain little more than four months I would have thought a far more accurate selection could be made if all the 12 events up to the Welsh Dee Race on 11th February were considered as selection races.

## KAYAK FOR SALE OR SWAP?

Introduced next month is a FREE Small Advertisement Service for non-trade readers. If you have a kayak or canoe for sale, or one you want to swap, just send in the details to the Editorial Office—the charge of 2½p a word is to be dropped and Small Ads will be placed free of charge but must be accompanied by the 'Small Ad Voucher' printed on this and future months 'Small Ad' pages. Advertisements will be placed in the first available issue but we cannot guarantee entry in a particular month. When writing advertisements, please keep the number of words to a minimum.

CANOEING MAGAZINE SMALL ADVERT VOUCHER



# SLALOM SCENE

Rodney Witter

*Photo above: Great Britain 'A' Kayak Team on the course above the Mill Falls. The Team took 4th place.*

This year's Rothman Consulate International Canoe Slalom was clearly a splendidly organised but poorly attended affair. First and foremost one must give credit to Keith Wickham for the excellent work he did in bringing together all the threads of organisation so successfully on the day, to produce such a professionally staged slalom. Certainly his success should reassure those who had doubts about the principle of engaging a paid professional to act as supremo for Llangollen.

The entry list had been looking very slim for some weeks before the competition, partly no doubt, as a reaction to the excessive amount of travelling undertaken

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by all competitors in the months before the Olympics, and partly due to the lack of publicity for the International on the Continent during the summer. However, Keith was able to make special arrangements to fly in the Olympic silver medallist, Norbert Sattler, from Austria. This, together with a trip to Holland the weekend before the International by Chris and Ann McAllister to drum up further entries, ensured some reasonable international support.

The Irish sent a very substantial team of some twenty paddlers. Unfortunately their newcomers were not quite up to the standard we have come to expect from the Emerald Isle, and made the competition look rather, as some observers remarked, like a multi-lingual first and second division slalom.

If the competition was not one of the best we have seen, the organisation left little to be desired: the new professional approach was in evidence everywhere. Firms were hired to provide timing equipment, to supply radio links, to erect floodlighting and, most useful of all, to put up a proper cabin for control. All this led to a slickly run affair, which was most noticeable when one watched the television broadcast the following weekend. In the past the cameras have chopped and changed from person to person, with the viewer left bemused as to what it was all about, or who was leading from whom. This year only one team or crew was on the course at a time during the telerecording, leaving the producer free to follow each competitor right through from top to bottom. Skilful editing later produced a coherent story of four or five C2 runs disputing their

*continued overleaf*

*Canoeing Magazine November 1972*

# Tempo

**NEW COMPETITION SLALOM KAYAK  
FROM THE CANOE CENTRE**



*Top: Mike Thomas down through the Mill Falls at Llangollen. He gained 2nd place in the Mens K1.*

*Left: Bas van Stockkem of the Nederland seen on top of the Mill Falls at Llangollen. He gained a good 6th place in the K1, just 20pts behind Sattler.*

*Right: Waltraud Thomsky of West Germany taking the lower fall at Llangollen.*



1. Norbert Sattler of Austria seen starting the top of the Mill Falls on his first superb run at Llangollen.

2. Kurt Preslmayer of Austria – a 4th place at Llangollen – taking the top falls.

3. Victoria Brown of Great Britain looking in fine form to take the lower fall at Llangollen.

4. Nicky Wain on the lower fall – a 2nd place in Junior K1.

Photos – Canoeing Magazine.

event and about the same number of kayak teams battling it out for their honours. An additional advantage was the elapsed time ticking away in the corner of the screen. This was usually updated with the addition of penalties whilst the competitors were still in camera at the finish—not even the television from the Augsburg Olympic course managed that! The finished programme ran for about 40 minutes, showing the C.2 individual runs and the kayak team events, and must be judged the best bit of slalom television yet shown in this country.

As for Saturday's events it was a pity that the only real international competition was in the men's kayaks. The junior team event had to be incorporated with the senior kayaks, while in C.2s the only foreign pair was the Van Stipdonks from Holland who put up a game show. The women's team event was won by Britain from scratch teams and a couple of Irish trios, whilst in the C.1 team event Britain took the first two of four places from a good West German team and a lashed up international team.

The kayak team event was a different matter however, providing an excellent competition disputed by sixteen teams. The favourites were, of course, the champion Austrian team of Sattler, Schlecht and Presslmayr. However, they didn't hit form and it was left to a German club team (containing the junior paddler, Steffen Trach no less!) to win by a mere two-tenths of a second from Britain's best—the B team of Mitchell, Thomas and Swallow. This close result was brought out on television: with the Germans already having recorded 237.6 clear, the British team was seen dashing through the final few gates, clean up to

# KLEPPER *Coisach*

TOP BRITISH MANUFACTURED KAYAK AT  
LLANGOLLEN INTERNATIONAL (Mens K1)

that point, with the clock ticking away nearer and nearer to 237. The third man, Mike Thomas, was seen reverse ferry gliding between the last two, staggered, gates to ensure clearing them, but allowing the clock to reach 237.8 as he crossed the line. Such is the unfairness of television that one can say of poor Mike 'if only he had gone direct between those gates at least two-tenths would have been saved', whereas in honesty we know that the run may have equally been lost in other places down the course by any of the trio.

Came Sunday, and the Junior and Senior kayak events were disputed together with the C.1s and Women's kayaks. In the C.1s last year's bronze medallist, Sepp Schumacher was the winner in 257.3 with the ex-East German paddler and current world silver medallist, Wulf Reinicke in second place with 261.3. Third was Great Britain's Rowan Osborne in 263.1. The women's competition was won by Pauline Squires-Goodwin (Britain) with 257.2 from Margaret Nutt of the USA, currently working in Britain, who had 261.8. Third was the Dutch girl, Ria van Stipdonk with 272.2.

The premier event, the men's kayaks, was won predictably enough, by the Olympic silver medallist, Norbert Sattler, with a splendid clear round in 200.4. Second was the British paddler, Mike Thomas, also clear with 211.2, whilst third was Ray Calverley with a total of 217.2.

Perhaps the most encouraging

of all the events at the competition was the junior kayaks in which Britain took the first four places. In top position was Alan Edge with a clear round in 204.2—good enough to have given him second place in the senior event, ahead of all the British paddlers. Second was Chester's Nicky Wain with 217.3, whilst third was Robert Hignell in 227.3. These juniors are beginning to reap the rewards of all the hard work put in by themselves, as a separate group, and by their manager Mick Colgan. These will be the people we will be looking to if we are to select an Olympic team in 1976.

The prize giving had been in some danger, owing to the loss of the special Llangollen medals—stolen when my car was broken open the week before the competition. Fortunately the day was saved by John Woolley, who was able to rush through a batch of the special BCU general purpose medals which have been in preparation during the year, but would not have otherwise been ready in time. National anthems were not played this year at the medals ceremony, a locally produced fanfare being substituted.

So the prizes were distributed and the competitors departed for their ferries, carrying with them, we hope, memories of another successful Llangollen International. Certainly it was successful as far as British paddlers are concerned; the best ever publicity for slalom, the first professionally organised event, and profit to the Union.

# AROUND & ABOUT AROUND & ABOUT

## CANOE ORIENTEERING

The third Canoe Orienteering event at Martham on the 14th October attracted a larger entry than in the past with some 47 kayaks taking part. The course involved over 22 kilometres of canoeing with many portages or landing at awkward places. Entries came mostly from the East Anglian area, although paddlers from Middlesex also competed.

Highest points were scored by Turner of Haberdashers' Aske's School and Mitchell of the Harlow Outdoor Pursuits Centre, in the singles event, while the doubles, Glen/Mountain of 35th Norwich Sea Scouts equalled the score to lead their class.

The 1973 event is again planned for October but will be over a different and testing course of canoeing and map-reading, although starting from the Martham Ferry as usual. The event is organised by the Martham YHA, assisted by Mike Davis, Secretary of the Norfolk Canoe Association.

## TOP SUSSEX CLUB

Retiring Chairman of the Worthing Canoe Club, John Hamilton, opened the Club's Annual General Meeting (held 20th October), with the news that the Club is now recognised as the leading Canoe Club in Sussex. This achievement was gained by the efforts of all Club members who, together, have secured the top County award—the Gulliver Trophy—from points won in County events throughout the year; the Chandy Challenge Trophy awarded to the top County Club in the Annual Chandy Long-Distance Race; and the Top Club Trophy won at the Worthing Sprint Regatta.

## THE STIPDONKS'

At the beginning of this year Ria and Peter van Stipdonk—the two popular Dutch canoe and

kayakists—set out on what was planned to be a four-year world tour, the pair having given up competitive canoesport. However, Ria and Peter got no further than the P.G.L. Adventure Holiday Centre on the River Ardeche in Southern France.

Throughout the summer, Ria and Peter have been instructing at the Centre and with the close of the holiday season it seems the pair have once again returned to competitive canoesport—a full summer on the Ardeche was almost bound to do this to anyone! The pair were competing both at the International Eindhoven Canoe Slalom and the International Llangollen Canoe Slalom. In the latter, as a C2 mixed pair, they were no competition for the Men's C2, but as individuals in kayak, Peter took 13th place in the Men's K1, while Ria managed to make a fine second run in the Women's K1 to take third place.

The pair go back to the Ardeche again next season with Peter taking on the Chief Instructor's job at the P.G.L. Centre and Ria posing as cook. However, the pair will not only be working hard at the Centre with the students, but also hard in training. At Llangollen, Peter indicated that they are very interested in making a good performance as a Mixed C2 pair at the World Championships next year—so much for that 'world tour'.



Ria and Peter van Stipdonk of Nederland paddling a mixed C2 in the Mens C2 event at Llangollen.

Photo — Canoeing Magazine.

# CANOE EXHIBITION '73

The greatest concentration of canoesport craft and equipment anywhere in Europe — this will be the National Canoe Exhibition '73 at the Crystal Palace in South London over the weekend 24th/25th February 1973.

The Exhibition will feature kayaks and all sundry equipment from every major British canoesport manufacturer — which in effect will be the best the World can offer. *Avon Kayaks, Jaycee, Hahn, Klepper, Struer, Gaybo, Lettmann, Paval Bone, Streamlyte, and Toni Prijon* — canoes and kayaks from the greatest names in canoesport. . . .

As well as the Trade Stands, there will also be stands featuring the major British Canoe Clubs, as well as displays in the swimming pool, Canoe Polo, and the best of canoesport films — this year featuring the new Chrisfilm 'Colorado'.

*For British canoeists the Exhibition has now become an annual rendezvous, but I hope with this advanced notice, some of the canoesport enthusiasts of Western Europe will be enticed to this outstanding Exhibition. . . .*

## OLYMPIC POSTERS

The range of Olympic Posters sold through 'Canoeing Magazine' proved to be an extremely popular line and even now orders are still coming in for posters—although a number of the set are now out of print in Germany and will not be reprinted.

The last seven in the set were only published a few weeks before the start of the Games and did not give a great deal of time to get them all out before I myself went to Munich for the Games—my apologies to anyone who had to wait until I returned.



Olympia Park — £1.95 per print.

# Sago

NEW TOURING KAYAK MANUFACTURED  
BY THE CANOE CENTRE

## CANOEING MAG BINDERS

Still available are hard cover binders to take 12 copies of 'Canoeing Magazine'. The binder, orange with black spine, is priced at 90p including postage. Magazines are held firmly in place by nylon and keeps magazines ready filed for easy reference. Available: Canoeing Magazine, 25 Featherbed Lane, Croydon, CRO 9AE.

## HOLME PIERREPONT LATEST

The latest news from Holme Pierrepont on the construction of an artificial slalom course is that the Government has put up a large sum of money for Engineering and Constructional Feasibility Tests to be carried out.

While away in Munich, a panoramic colour print of the Olympia Park was published and sent to our office. This was 14 in. deep by 5ft. 2½in. long. With publishing so late, it was not possible to include in our poster adverts, but we now have a number of copies of the view for sale. Price, including postage, is £1.95 per print. Available from Editorial Office. The Olympic Canoe Slalom Poster is still available at 90p.



*Across The Minch from the top of S*

# EXPEDITION NORTH-WEST

**by Allan Murray**

# INTRODUCTION

The B.C.U. "Guide to the Waterways of the British Isles" states of the Minches: "The Minch should not be crossed by canoe." We knew, however, that the crossing had been made, so we planned to join the few who had dared. Unless a two-way crossing is intended, the steamer has to be used on one trip, which meant that we must paddle from one steamer port to another. A look at the map shows these places, and it was decided that we would attempt to go from Kyle of Lochalsh, on the mainland by Skye, to Stornoway, Lewis, the outer Hebrides. The route was to be by way of the east coast of Skye, across the Minch, then up the east coast of Lewis to Stornoway, returning by steamer.

It was settled about February that the crossing would be effected in July, so plans were laid. Ordnance Survey maps were used, with vital information on beacons, shoals etc. inserted from admiralty charts. Tides were calculated for the period in great detail since these can help greatly on any sea trip. Nearer to the date, the daily shipping forecasts were logged, weather trends noted, and the long range forecast was absorbed into the overall information.

Meanwhile equipment was arranged. Tents, sleeping bags and personal equipment were organised, stoves allocated and the daily menu sorted out. It was decided to carry food for ten days with another three days emergency supplies since it was possible that we might be cut off should the weather become bad.

The most important item, the Kayak, was the "TERN" single seater seventeen feet by twenty-two inches, fast and sleek, all fibreglass sea Kayak with a bucket seat and slalom type cockpit. This craft was designed by Dave Whitelaw and built by the canoe club in Cumbernauld High School. They were all fitted with full length lifeline for deep water rescues, but no rudder, since this sea Kayak is specially designed to run straight but turn easily when telemarked. It may be worth remarking here that throughout the trip no one expressed the desire for a rudder, hence exploding a popular myth that a rudder is essential.

Practice is deep water rescue, eskimo rescue and eskimo rolling, training over distances and final planning led up to the eve of departure when we all gathered at Cumbernauld on Friday, 16th July, 1971.

# KEPPER Coisach

TOP BRITISH PADDED KAYAK AT  
LLANGOLLEN INTERNATIONAL (Mens K1)

EXPEDITION FROM KYLE OF LOCHALSH TO STORNOWAY, LEWIS.

Present:-

David Whitelaw	Cumbernauld
Allan Murray	Dunning
Mike Timmons	Greenock
Campbell Laidlaw	Cumbernauld
Jim Brodie	Cumbernauld

## EXPEDITION LOG

### Friday 16th

**After loading our canoes and packing all our gear** in the two cars we set off from Cumbernauld in high spirits, eagerly anticipating the achievements of the coming week.

All went well and we made good time till we reached Glencoe, when Mike made an earth-shattering discovery: he had come away without a life jacket and a spraycover. Without this vital equipment the trip could not even begin, so after a hurried conference, Dave and Mike returned to the Scout Boating Centre at Lochgoilhead to pick them up, a hundred and twenty mile return journey. Meanwhile the other three made camp and turned in to await their return. I was awakened from a deep and peaceful slumber by the rasp of the door zip and two dark figures scrambled cheerfully inside to make sure we were disturbed after their hair-raising journey. By this time it was two-thirty in the morning and we were well behind schedule. We had hoped to be in Kyle by this time, so it was decided that we should strike camp and continue our journey in the peace of the night, to reach Kyle in the early morning. Apart from a stop in Fort William to chat with a canoe-mad policeman who directed us down an alley to a door where we savoured the delights of newly-baked rolls straight from the baker's oven, the journey was uneventful and was only punctuated by occasional stops so that the drivers could snatch a

*continued overleaf*

few minutes sleep in order that they should remain at least half awake at the wheel.

We arrived at seven in the morning and after a short rest began to pack our canoes for the trip. While we busied ourselves at this task the bush telegraph brought a local canoe enthusiast down to see us and he wished us well in our undertaking.

Having parked the cars and immobilised them, we embarked from the ferry slipway and were all set for the ninety mile trip from Kyle of Lochalsh to Stornoway. As if to welcome us, the sun shone brightly and the sky was almost cloudless. A good omen perhaps?

## Saturday 17th

The first half mile from the pier was calm but any sense of complacency ended abruptly when we entered the narrows and came under the restraining hand of a Force Four blowing down from the North West. In the narrows the jibble snatched and pulled at the canoes, playing a small game of tug of war with our bows but we soon pulled clear of that into steady three feet waves and the long hard pull to Longay. The sea was bright blue and crystal clear, the air fresh, clean. Perhaps at this time it would be as well to take stock of our small party. Dave, S.C.A. Sea and Inland instructor, the leader of the expedition and canoeist of some fourteen years' experience, striking out with confidence. Jim and Campbell, two schoolboys with considerable canoeing experience under Dave's guidance. Mike, experienced canoeist, S.C.A. Instructor and the madman in our group and finally yours truly, the old man of the party, fairly recently absorbed in the canoeing world, striking out strongly but with a certain amount of trepidation. For me a big question mark hung over the whole trip. Soft living and a routine job dull one's sense of adventure but if anything would revive it or kill it stone dead the next week would.

The trip to Longay was long and wet. We joked amongst ourselves and poked fun at Jim who seemed to be very low in the water and kept falling behind. After several taunts, Mike asked him what on earth was wrong and his frustrated reply was that, paddling his canoe was, 'like trying to paddle the Queen Elizabeth with a teaspoon'. His description could not have been far wrong because we were later to discover that his canoe had leaked water at the seams near the bow and by the time we reached Longay he had four inches of water sloshing around beside him. Unknown to us he had been sinking all the way over.

Seven miles out and Longay was reached. The shingle beach, which was shown on the map, turned out to be a boulder strewn beach. We were later to learn that Ordinance Survey shingle, in the main, is seldom less than one foot in diameter. Our landing in the heavy swell was nearly disastrous, Campbell got out of his canoe successfully and then promptly sat down in the water, but worst of all, as I came in very gingerly and prepared to disembark, the swell picked up the canoe, carried it forward two feet, then deposited it on top of the rocks, receding to leave the canoe perched there groaning in agony under the weight of an unspecified poundage of gear and my sylph like thirteen stones. The damage was plain to see, two holes in the hull which had to be repaired, so we were held up on that barren beach until repairs were effected both to my hull and to the deck seam of Jim's canoe which leaked like a burst sieve. These repairs cost us four hours and nearly all of our supply of resin and matting. The former loss was of little consequence but the latter was critical. With eighty-three miles still to go, only enough resin left to repair one small hole and the possibility of a succession 'shingle beaches' pounded by swell, the prospects seemed rather bleak. The first crisis had loomed its ugly head very early. However, with supreme optimism, we set off again, paddle round the weather shore of Longay and came out once again into the now familiar Force Four and beat our way up towards Sgeir Rhraid beacon, mainly to keep our heads into the sea. When we had gone far enough we turned and ran down with the wind and sea to Eyre Point, where in the lee of Raasay it was thankfully calm. We made camp at a point quarter of a mile east of the light beside a derelict cottage which had long since given up being a haven for human life and now served as shelter for sheep. We made our evening meal of sausage and mash and after washing up we went to look around this small corner of Raasay which had been such a welcome landing place. The crofter who lived nearby came out to pass the time of day and after a quick look round we wondered whether it was worth making the six mile return trip to the nearest hotel. The fact that we decided not to go may be some indication of how tired we were, not surprisingly really since we had had virtually no sleep the previous night. As a compromise we made supper and went to bed, leaving a calm cloudless evening behind us.

*continued next month*

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## the **YOUNG** ones

Carla Alofs, a petite 12-year-old paddler from the Helmond Canoe Club, Nederland, was one of the many serious young canoeists competing in class events at the Genneper Molen International Canoe Slalom that was organised by the Eindhoven Canoe Club, sponsored by Sella Artois, and held over the weekend 7th/8th October. Carla is a young lady with great ambition to climb to the top of world canoe slalom and represent the Nederland at an Olympic Games. If pure enthusiasm were the only qualification, she would be top of the list for a place in the Dutch Olympic Team for the Montreal Games. However, World Class or Olympic Competition demands the highest degree of skill that only comes from many years of rough water experience—but at just 12-years old, Carla has time enough to make the grade.

Photos: Canoeing Magazine.

Where does the camping trip end...



and the nightmare begin...?

# Deliverance

A JOHN BOORMAN FILM Starring **JON VOIGHT · BURT REYNOLDS** in "DELIVERANCE" <sup>x</sup>  
Co-Starring NED BEATTY · RONNY COX · Screenplay by James Dickey Based on his novel · Produced and Directed by John Boorman  
PANAVISION · TECHNICOLOR · From Warner Bros., A Warner Communications Company Released by Columbia-Warner Distributors Ltd.



**The killing of two mountain men, the drowning of one canoeist, and a sexual assault upon another.** This may not be the usual happenings on an average canoe camping week-end but it is the story line of the film 'Deliverance', out on general release in Britain during November.

'Deliverance', adapted from James Dickey's best-selling novel is the story of four city men—Ed Gentry (John Voight), Lewis Medlock (Burt Reynolds), Bobby Trippe (Ned Beatty), and Drew Ballinger (Ronny Cox)—who set out to canoe a remote wild water river in the Appalachian Mountains before a dam project blankets the area forever. Deep in the forest Boddy is sexually assaulted at gunpoint by a pair of mountain men, one of whom is killed by a single arrow from Medlock's bow. This, the first of three killings, forces the men to reassess their city-bred values, take a closer look at what democracy really means in the wilderness, and to zealously pursue deliverance from the nightmare in which they have become enmeshed.

Produced and directed by John Boorman, 'Deliverance' was shot in sequence on the wild and beautiful Chattooga River in the backwoods of Georgia. Excellent performances came from John Voight (Joe Buck in 'Midnight Cowboy'), who spent a great deal of his off-camera hours practising canoeing, archery, and cliff-climbing for his role as Ed Gentry, and Burt Reynolds who, as a natural athlete and former stunt man, insisted on carrying out most of the dangerous stunts on the fast-flowing waters of the Chattooga River. As Lewis Medlock, he is the instigator of the plan to canoe the Georgia River.

Certainly in 'Deliverance' comes some of the best wild water canoeing shoots ever to grace the big screen. The film really gets the feel of running a wild untamed river, the canoeists apprehension to the approach of thundering falls and of the

exaltation on gaining the still waters after a successful run. A pity the film carries an 'X' rating that will prevent many of our younger readers from seeing the film.

On the technical side—the Chattooga River looks to be a good grade III-IV with one unshootable fall, passing through wilderness country of immense beauty. The canoes used—one aluminium canoe from the American firm Grumman Boat Division, Grumman Allied Industries, Inc., the second, a wooden canoe, make unknown, that produces a very spectacular break-up sequence when Gentry and Ballinger try to take the boat sideways over a six-foot wide fall!





*Photos from the  
John Boorman film  
'Deliverance'.*

*By courtesy of  
Warner Bros.*



# HOLME PIERREPONT NEARS COMPLETION



**The last Sprint Race Meeting at Holme Pierrepont** was way back in July with the National Championships as the final event before our selection of the British Olympic Sprint Team. The water at Holme Pierrepont has been available for use over the last two years but always the amenity sites have been cluttered with contractors building materials and plant. However, as can be seen from the press photographs, Phase 1 of the construction is now almost complete. Phase 2, the building of a hostel, changing rooms and an extension to the boat houses, is now under way. The electronic timing gear is still under discussion but this will eventually go ahead. For canoeing, start pontoons are now at 1000m and 500m for standing starts, while the nine buoyed lanes came up in Committee during October and it seems that these will be installed ready for the first full International Canoe Regatta there next June. Below is printed the latest press release from the Cement and Concrete Association, plus an illustration showing the 'before and after' of the site.

**Many disused gravel pits throughout the country** have been or are being, converted for recreation. The lagoons are made suitable for dinghy sailing and angling and in some cases water ski-ing; derelict machinery is removed and unattractive

surroundings are landscaped and transformed into recreation parks.

At Nottingham a £1½m project of this nature is nearing completion. To be known as the *Holme Pierrepont National Water Sports Centre and Country Park*, the scheme provides training facilities, competition courses and amenities for the general public. It is situated three miles to the east of the city on the south bank of the River Trent where a chain of worked-out gravel pits has been converted into a rectangular water course, 2215m long by 135m wide, designed to Olympic standards for rowing and canoeing. In addition, the Centre can cater for competitive sailing water ski-ing and power boating, and provision will also be made for other aquatic pastimes such as under-water swimming, long-distance swimming and model boating. The 100 hectare surrounding area has been contoured with spoil from the excavations and landscaped to form a country park. Amenities provided in the Park include two angling lagoons, a nature reserve, paddling beaches, picnic areas and car parks, which should attract large numbers of weekend visitors.

On the finishing line of the main course an extensive complex of connected, mainly concrete-framed buildings will provide all the necessary ancillary facilities for the water sports centre – changing rooms, residential accommodation, a

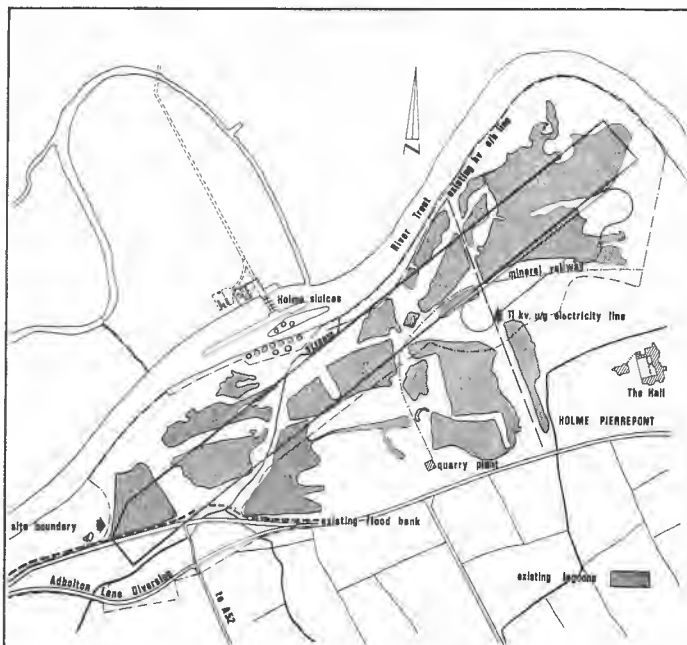
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grandstand for 1500 spectators, viewing lounges, a conference hall seating 200, together with all administrative and catering facilities. The buildings, sited on a raised plateau have a commanding view of the course and are linked to a six-storey control tower rising from water level. The are clad with bronze-tinted glass and bands of bronze-coloured facing bricks. Adjacent concrete retaining walls are bush-hammered in a vertically striated pattern to form an 'elephant hide' texture.

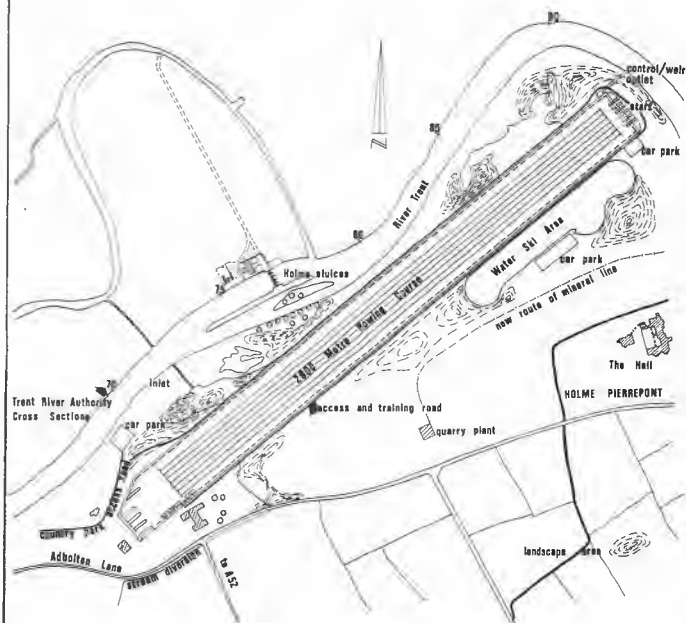
Main buildings are H-shaped on plan. On the ground floor of the wing overlooking the course are changing rooms and showers. These are separated from the dining rooms, kitchens and public bar by a large reception area and lounge. Above is the administrative suite which is linked by a bridge to the control tower. This same floor also accommodates an additional lounge and bar which overlook the finishing line and give excellent views along the 2000 metre course. The other main wing contains mainly residential accommodation. By early 1973 there will be 72 beds, in double and single bedrooms as well as two bed-sitting rooms a laundry drying room and stores. The link between the two wings will contain a special fitness training room and reception area on the ground floor and a 200 seat conference hall on the upper floor. The latter can be divided into a separate common room and lecture room and includes facilities for film projection. As additional funds become available, this accommodation is designed to be extended.

# Zombie

NEW DOWN RIVER RACER MANUFACTURED BY THE CANOE CENTRE



SITE PLAN PRIOR TO DEVELOPMENT



GENERAL LAYOUT OF WATER SPORTS CENTRE



Ultimately, it is hoped to increase the sleeping accommodation to 95 beds and there are additional possibilities for utilising the roof for further building if this becomes necessary.

The project was conceived by *Nottinghamshire County Planning Department*, under its *Director, H J Lowe, DipTP, FRTPI, FILA*, in collaboration with *The Central Council of Physical Recreation* and also with the co-operation of the *Countryside Commission* and the governing and regional bodies of the various water sports.

The architects for the Centre and Country Park are *Gelsthorpe and Savidge of Nottingham*; the civil engineering consultant is *Idris M Jones, MICE, FIMunE*, County Surveyor to Nottinghamshire County Council. *Gleeds of Nottingham* are the quantity surveyors, and *Cole Associates* the landscape consultants. Special flotation equipment for the race starts were designed and manufactured by *Modular Flotation Limited*.

The main contracts for construction of the buildings, civil engineering and landscaping were placed with *Gilbert Ash (Yorkshire) Limited* and their work started on 10th May 1971. The main earthwork contract for linking up the gravel pits to form the rowing course, and forming the separate water-ski training area was placed with *Dyggor Gaylord Limited*, who started excavations in February 1970.

**NOTTINGHAMSHIRE COUNTY COUNCIL HAVE REQUESTED THE FOLLOWING FOOTNOTE:**

*John Gelsthorpe, FRIBA, the Centre Architect, suddenly and tragically died, aged 40, on 21st September 1972. Although he did not live to see the final completion, his achievements at Holme Pierrepont will provide a deserved and lasting monument to his memory.*



*Paddlers from the Nottingham Kayak Club talking to Dr. Roger Banister on the occasion of the Sports Council visit to Holme Pierrepont – The National Water Sports Centre. Photo – Nottingham Evening Post.*

# are you PROPERLY EQUIPPED?

**Are you Properly Equipped?** Some canoeists carry so much kit they cannot lift the boat off the ground, others think a lot of canoeists carry far too much kit, I sometimes think I do. Recently I was leading a short training trip (not with the BCC), which made me think otherwise. The run was of 5-miles on an easy river (except for a fairly fast current), on a warm day in May. The standard of the canoeists being instructed was known, and the conditions were well within their capacities, thus no great difficulties could be foreseen.

The first problem was at a small broken weir, where we were practicing two kayak handling exercises. Here we had a capsize and the boat was allowed to drift some way downstream to a point where the banks were about three feet high and vertical. Two of us went after the boat, but due to the state of the banks, the current, and lack of eddies, we went well over a ¼-mile before getting it ashore.

It then had to be towed back — not a difficult job if you have a rope, your boat is suitable and equipped for towing (most aren't).

Shortly after, another capsize. The boat got trapped on a tree stump and was slightly damaged. The girl who had capsized took some time to free her boat: she became rather cold and expended a great amount of energy. As she happened to be a diabetic, she became more fatigued than was good for her. The remedy in such a situation is sugar, which she carried, but which had become more or less dissolved. Fortunately we had some hot sweet coffee and a Mars bar which proved adequate substitutes.

The next escapade occurred when we reached some sluices, an easy shoot but at that time blocked by branches and various debris. I made the decision to portage; unfortunately one young lady had got too close and was drawn sideways across the sluices. The inevitable capsize followed. She managed to get out of the boat, through the debris and down the sluice. This was obviously not easy (the possibilities are worth some thought) and in the process she lost her spray cover and trousers. Her boat then had to be retrieved from the bottom of the sluice — this would have been impossible without a long strong rope.

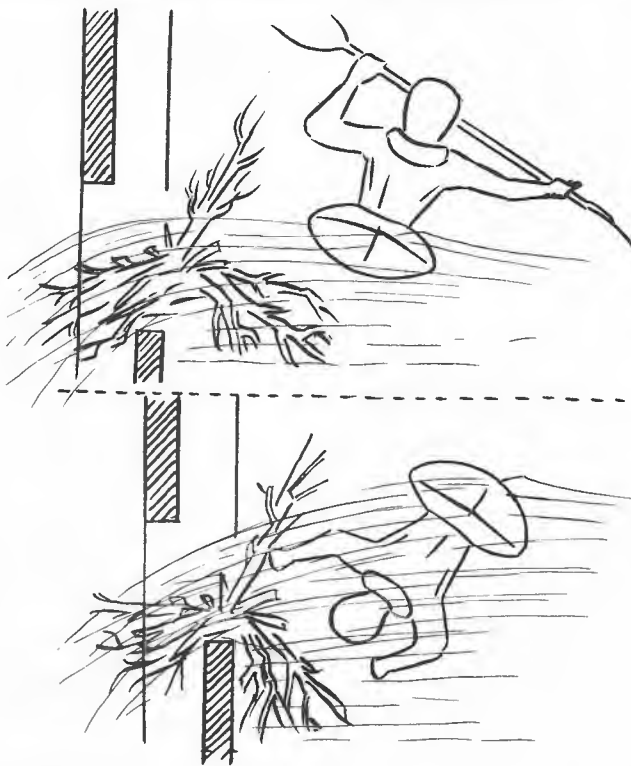
We also had difficulty in finding the paddles, but in any case we did have a spare pair...

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**KIEPPER** *Coisach*  
TOP BRITISH MANUFACTURED KAYAK AT  
LLANGOLLEN INTERNATIONAL (Mens K1)

Our troubles were not still over. We had left one - car at the finish which of course belonged to the lady who had lost her trousers; in the pocket of which was the car keys! Breaking into and starting a car is easy if you know how (the police do it in about 30 seconds flat!), but you need a small screwdriver or a knife. Fortunately I carry a knife with my repair kit.

This report shows that even a simple kayak trip can be almost as disastrous as the Hoffnung bricklayer' story. How many canoeists carry sufficient gear to cope with such situations?



*The sluice escapade in the above could well have turned out very differently, as can be seen from the sketches.*

*If such as this happened on your trip, could you have coped with the situation and how would you have gone about a rescue? Obviously any normal method of rescue of an unconscious, capsized canoeist would be impractical...*

*After a report in the Birmingham Canoe Club Newsletter from the pen of John Eastgate*

# AUSTRALIAN CANOESPORT



Frank Whitebrook

## NSW CHAMPS

With the cheers and post-mortems from Augsburg hardly dead, the New South Wales Slalom Championships were held at Wyangala Dam on 30th September/1st October. Queensland was well represented by Mark Whiteside and Victorian paddlers were also present. Tasmania was entered but did not appear. It is hoped they will be present at the National Championships to be held on the Mitta Mitta beginning 26th December.

The State Slalom Committee, headed by Ian Robinson and Rod Welsh, arranged for a challenging 40-cubic metres per sec of flow to be released from the dam, but some paddlers became disinterested with the bigger flow. The 'dirty great rock' claimed a few more kayaks but none that could not be repaired later—and the event proved to be one of the most exciting in K1.

On the first run the popular junior, Gary Nelson, competing in the under-17, scored a resounding 212 points. His performance was exceptional. John Egger, Peter and Ian Royds all being down in the 230's. Nelson looked invincible and, even though he was in the Junior Division, the 'oldies' as mentioned felt something ought to be done about the generation gap of some 20-points!

When John Egger saddled up at the start, all felt it was not

possible to better Nelson's score, all except John. John gave a blistering performance to make 186! Gary Nelson would not admit this score unbeatable and started with at least 185 in mind. However, he soon ran into trouble, for, piling on the speed beyond the point of accuracy, his valiant attempt ended with a 50 on gate 11.

John Sumegi from Orange, and Australian Junior Racing Champion with a Shaparenko style, won the under-19 event with 233 points—the third best score of the slalom. (All eyes will be on John during the next four years and it is to be hoped that his style will not be interfered with. He must put every ounce of concentration into developing strength, endurance and power, to gain the adult top—which

means below the neutral 3 min. 50 sec.)

In the women's event, Eda Egger was her usual eager reliable self to take mastery, while Sue Whitebrook, still in her 12th year, took out the girls' under-17 with 585 points.

The whole State Championship was run with eagerness, friendliness, and a sincere desire to ensure that NSW works with all the other Slalom States to ensure that the team to go to Muota in June next year is of the highest standard possible.

Australians would all wish to congratulate Vicky Brown of Great Britain on her fine performance in the K1 at Augsburg—sixth in that company was fantastic with so little time in the game. Also to Jamie McEwan of USA on his third place in C1. These two performances marked the best of all English-speaking countries in both Racing and Slalom at the XXth Olympiad.

From Australia, heartiest congratulations to the German paddlers from the Democratic and Federal Republics for their performances in the Slalom, and to the Soviet Union and Romania for their results in Racing.



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# Tempo

## NEW COMPETITION SLALOM KAYAK FROM THE CANOE CENTRE



1. A dramatic photo of Gary Nelson as he picked up a '50' on his second run at the N.S.W. State Championships. Really it needs no words!
2. Young Steve Britt of Nepeon Canoe Club looks a little worried although having survived the roughest part of the course.
3. Sue Whitebrook of Southern Tablelands Canoe Club, showing all the confidence of a veteran although still in her 12th year. She won the under 17-years class for girls at the N.S.W. State Championships.
4. Sue Sumegi — another 12-year old showing great form at the Championships.

Photos — Frank Whitebrook.





Art Vitarelli — 2nd time winner of the Arkansas River Race.  
Photo — Mountain Mail staff photographer.

## AMERICAN SCENE

Art Vitarelli

## ARKANSAS RIVER RACE

Late news from the USA on this year's Arkansas River Race (held over the third weekend in June), gave the winner as Art Vitarelli for the second consecutive year. Second place was taken by John McCandles of Denver, with Gunter Hammersbach of California in third place. The British paddler, Chris Strickland, took sixth place. Slalom winner was John McCandles.

The Arkansas River Race is one of the most outstanding rough water events held each year in the United States and has, over the years, attracted real world class paddlers—Bern Kast and Jean Pierre Burny both having competed.

The race, held over the beginning of June, is organised by the *FibArk Club* and sponsored by the town of Salida. Three-hundred dollars is given for travelling expenses to each country sending a team or paddler, and while in Salida, paddlers are housed at the *FibArk Kayak Club*, a small converted hotel. The event is over a distance of 25.7 miles of the Arkansas starting at Salida to finish at Cotapxi. Rapids of grade III and upwards are frequent down the course, but the most difficult is Cottonwood, just a few miles from the finish. Upwards of 25,000 spectators watch the event.



K4 'round robin' race — a race where each K4 stroke selects his crew from a pool of paddlers in turn to make up a crew from expert to novice.

## HUNGARIAN CANOEING

This month we run the first of what I hope will become a regular series of articles and reports on all aspects of Hungarian canoeing. Our writer is Jozsef Jolesz, a sprint paddler of 1st class classification in Budapest.

## CANOESPORT BEGINNINGS

The first kayaks appeared in Hungary around 1900, but it was not until 1930 that the first kayak club was formed. At this time there were only some 26 racing paddlers in the country, but of these five men started at the International Regatta in Berlin although without a result. However by 1937

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Hungarian paddlers were making themselves known in European regattas, Kamill Balatoni gaining 2nd place to the Olympic Champion, Dorfner, in F1 (folding single) 30km in Wien, while in Stockholm he gained 2nd place to Bogren in the F1 15km.

As with canoeing throughout the Continent, from 1938 onwards saw the sport increasing great leaps. This year saw the first Hungarian Championships, while during the following year more clubs were formed.

The regatta at Starnberg in 1940 saw 9 winning Hungarian crews and this same year the Hungarian Kayak Federation was formed. The 1947 European Championship of Workers in Tata, Hungary, saw host paddlers taking 1st and 2nd places in every event. Hungarian paddlers took 4th and 5th placings in kayak events at the Olympic Games in London, 1948. An indication of the growth of the sport in Hungary at this time was seen when over 600 paddlers competed the 1951 Hungarian Championships. A full team of kayak and canoe raced at the 1952 Olympic Games in Helsinki, among them Novak taking the 2nd place in the C1 10,000m, Parti taking another 2nd in the C1 1000m, and Varga/Gurovics gaining the 3rd place in K2 10,000m.

From that time to present day, Hungarian paddlers have had noted success in championship events, taking 3 Olympic, 17 World Championship, and 25 European Championship gold medals, plus numerous 2nd and 3rd placings. The most outstanding paddler has been Laszlo Fabian – 1 Olympic Medal, 4 World Championship medals, and 5 European Championship medals.

## HUNGARIAN CANOESPORT

The structure of Hungarian canoesport is significantly different from that in Britain. British sport has the greatest number of paddlers in Long Distance and Slalom, the smallest side of the sport being Sprint Racing – although a number of the paddlers double up with Long Distance and Sprint. In Hungary the mass of the paddlers compete in Sprint Racing, with slalom restricted to just one small town – we do not have any real wild water. The sport of Long Distance is totally unknown.

Young Hungarian boys and girls start with canoesport at around 10 or 11-years old, paddling a kayak of 3-metres that has the appearance of the mini-slalom. For those who show interest in the Canadian, there is a symmetrical glassfibre boat for

# KEPPER Coisach

PRODUCED IN UK BY THE CANOE CENTRE

4-persons and playful competitions are held for these over a distance of 2000m. When the children outgrow these boats or become too old for the age-group, they progress to a more advanced boat.

In the first year as a junior, competitors win points for placings and when the appropriate number is obtained, they progress to a higher class. There are three classes in the junior age-group and all three race and train in glassfibre versions of the Danish International Sprint Racing boats. The senior age-group begins from 18-years and here again the same system works with paddlers gaining points to reach the higher class.

In Hungary there are four types of competitions: 'A' type – senior, junior 1st class: 'B' type – senior junior 2nd and 3rd class: 'C' type – mini, pioneer, adolescent: 'D' type – organisation of any events from A. B. or C. (Used mostly in country areas.)

This division of competitions is necessary because one and a half days are required to organise and run an 'A' type event (Sen: Jun: Men: Women: K1, K2, K4, C1, C2, C7, over 500, 1000, 3000, 5000 and 10,000 metre, plus K1 and C1 4 X 500 relay). The number of competitors in such a competition being between 400 – 600! There are eight 'A' type competitions in Budapest each year. Special Championship events are also held and these include: Hungarian Senior Championship; Hungarian Junior Championship; Hungarian Country Championship; Senior Championship of Budapest, and Junior Championship of Budapest.

Hungarian paddlers usually train twice a day – even in the junior age groups. During the Winter foundation training is done such as running, swimming, ski-ing, weight-lifting, gymnastics and training in the paddle basin. During the Spring period the training consists of paddling, running, weight-lifting, and gymnastics. A paddler of the first Senior Class will cover some 4–5000km of water training per year.

Qualified trainers direct the work at the clubs and train the national teams. The supreme management of Hungarian canoesport is with the MTS (Hungarian Physical Education and Sport Council), and the MKKSx (Hungarian Kayak-Canoe Union).

Jozsef Jolesz.

## ANOTHER BRANCH FOR STRAND

**The Strand Glass Company Limited**—Britain's largest glass-fibre and resin stockists—have opened yet another branch showroom, this time in Scotland. This now brings Strand Glass branches to six.

The new showroom, at 5 Scotland Street, Glasgow, will supply all glass-fibre and resin materials, tools, and range of moulds for kayaks.

The range of kayak moulds are for: Cherokee—racing double kayak to ICF specifications: Apache—slalom kayak to ICF specifications: Pawnee—touring single kayak for flat or rough water canoe camping: Papoose—Bath 'polo' kayak: plus the BCU Espada Youth K1, the most recent addition to the range.

Strand Glass showrooms are now open at: 109 High Street, Brentford, Middlesex. (Head Office and showrooms): 444 Stratford Road, Sparkhill, Birmingham: 109 St. Michaels Hill, Bristol: 524 High Road, Seven Kings, Ilford, Essex: 980 Stockport Road, Levenshulme, Manchester: 72 London Road, Southampton, Hampshire: and 5 Scotland Street, Glasgow.

## STEEL 'CANOES'

**Honourable Mention Awards in the 1972 COMINCO GALVANIZING DESIGN AWARD** were presented to Crittall-Hope Ltd and Blanchard Bros. Ltd for their entry entitled "Light Sheet Steel Canoes."

On the 4th October at the Grosvenor House Hotel, London, Mr. H. M. Lewis, Managing Director of Cominco (Europe) Ltd, presented scrolls and cheques for £50 to Mr. A. D. Wilson of Crittall-Hope Ltd and Mr. J. G. Blanchard of Blanchard Bros. Ltd for their entry, which in the opinion of the judges, illustrated that even for comparatively short life components which are to be painted, hot dip galvanizing is an economical proposition.

The canoes are intended for children's pleasure pools and are now being used extensively throughout the country. They were designed and manufactured in steel and afterwards hot-dip galvanized for greater durability and to give them a



much longer maintenance-free life when compared with canoes made from other materials.

As boats of this kind are for use by children of all ages and temperaments, stability is absolutely essential. Due to their weight and hull formation the steel canoes are far more stable and buoyant than those constructed in either wood or fibre-glass and it is almost impossible for any child to overturn one even if he deliberately set out so to do.

★*Just take a look at the 'canoes' that won the above-mentioned design award—then take a look at what the Grumman Company of America produce in aluminium (centre page).*

*The Crittall-Hope Ltd and Blanchard Bros. Ltd 'canoes' may only be intended for pleasure pool use, but even for this, certain basic standards must be met. Two serious failures in design of the above 'canoes' are of immediate notice. First, no canoe is so stable that it cannot be overturned, particularly if the boat is intended for use by persons with no experience of canoesport. The above 'canoes' are manufactured in sheet steel—a material that does*

not float—but no built-in buoyancy is provided. In the event of a capsize the craft would sink. Second, just look at all those sharp points around the deck line. Just what are the two projecting pieces of metal for mid-ships? I certainly hope not for sitting upon.

From the illustration, no visible seats are provided, thus persons are going to sit on the stern deck or side decks—let's see then how stable these 'canoes' are. If this is the best metal design available, give me glass-fibre or wood any day!

## DELTA C1 IN GLASSFIBRE

**Future policy of the BCU Sprint Racing Committee** is to promote racing in the 'C' class canoe over the coming seasons. However in Britain at this time there is not a single C1 racing canoe comparable to those seen at European events.

News this month is that The Canoe Centre is to import the Delta C1 Racing Canoe from Struer in Denmark. The price of such a canoe is very restrictive — the Struer Delta C1 of course being a veneer hot moulded canoe — and so as with the present range of Struer 'K' class kayaks, The Canoe Centre will turn the canoe to glassfibre production. First models are expected to be ready in time for the National Canoe Exhibition at the Crystal Palace in February. No price details are expected until the boat has actually been produced.



*C1 exponents racing off the start at the Olympic Regatta.*

*Photo — Canoeing Magazine.*

*Canoeing Magazine November 1972*

# Zombie

**NEW DOWN RIVER RACER MANUFACTURED BY THE CANOE CENTRE**

## NEW DK DESIGN

The latest DK design from Dennis Davis is the DK11 (illustrated below). This kayak is intended as a rough water kayak that is suitable for river or sea. The kayak also comes within the ICF specifications for Slalom.

The DK11 is constructed like all current DK designs—using two sheets of 3mm plywood, one for the monocoque round bilge hull and the other for the deck—producing a very light, tough hull. Plans for the kayak are available at 75p from: *D. J. Davis, 12 Cecil Park, Herne Bay, Kent.*



## CANOES FROM OLD TOWN

Two new canoes from the American Company of Old Town Canoes are featured this month, the Nessmuk built in glass-fibre, and the Chipewyan, built in the new ABS foamed material.

### CHIPEWYAN

**It looks very much like other Old Towns, as you might expect.** Hull designs that have evolved

*continued overleaf*



CHIPEWYAN

through a century of experience are not improved by dramatic changes. But *Chipewyan* is new . . . and beautiful. Her hull is made of ABS. Not birch bark, not wood and canvas, not fibre-glass. ABS. Here's where the newness lies, in the material.

A fresh approach to small-boat fabrication, foamed ABS offers fantastic rigidity, toughness and surface strength under the most adverse boating conditions. The material used is a compressed laminate sheet, designed to Old Town's specifications so that maximum strength can be placed where needed. It is heated in large ovens, then placed on a vacuum-molding platform.

As the sheet is warmed, a core of expandable foam enlarges forming flotation throughout the hull of the craft. The canoe is literally sucked into shape by vacuum. When cooled and removed from the mold, the excess material is trimmed. Rails and other parts are added to form the finished craft.

In service it cannot flake or rust. When abused beyond normally accepted limits, it may become dented but even these dents are simply removed by heating. Since its foamed core is closed-cellular, it cannot absorb water and will float indefinitely. ABS is an excellent barrier against noise, heat and cold, making it pleasant to the touch.

**Perhaps one of the heaviest canoes we have** heard of in recent years was the 540 pound, ferro-cement model Purdue University entered into competition against several lesser entries in the National Ferro-Cement Races.



NESSMUK

In dramatic contrast with this monolith, Old Town Canoe Company has recently begun production of their newest light-weight two-man pack canoe, the 12 foot, 33 pound *Nessmuk*. This is a sequel to their fantastic 18½ pound *Rushton* which was greeted with open arms by sportsmen who fish those small mountain ponds accessible only by extensive foot-work.

*Nessmuk* though somewhat heavier than the *Rushton*, has much to offer in exchange for some added weight. An additional two feet in length, with 32in. beam and 11½in. depth amidships give this canoe the ability to carry two people with ample freeboard for peace of mind. Because of her lightness, *Nessmuk* comes on and off car top carriers with practically no effort, making her a true friend of the weak back and tired muscle. We expect to be hearing more about *Nessmuk* as she gains new devotees among the ranks of serious sportsmen. She is offered for \$295.00 f.o.b. the factory.

For more information on this craft or other OLD TOWN Canoes, Kayaks and Power Boats, contact *Old Town Canoe Company, 145 Beaver Street, Old Town, Maine 04468.*

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**FOR SALE—GLASS HUNTER K1.** Excellent condition, six months old. £40.00 o.n.o. Hugh Hoskins, 107 Church Street, Hilpertone, Trowbridge, Wilts.

**FOR SALE—BAT Mk.V. (New).** £16.00 plus carriage. C. W. Clements, 3 Peterkin Road, Norwich, Norfolk.

**FOR SALE—STRUER POINTER 65,** excellent condition, all offers considered. Mrs K. Bailey, 24 Barn Crescent, Newbury, Berkshire. Tel: Newbury 2399.

**FOR SALE—GLASS HUNTER K1,** fairly good condition. Apply: Miss K. Smith, 62 Holmesdale Road, Teddington, Middlesex. Tel: 01-977 5575 or Royal Canoe Club.

### PADDLES

**QUALITY PADDLES—Kits** £2.56; Touring £4.90; Slalom £12.75 and £10.05; Racing £8.25 and £11.20. Brochure from—MARK GEES, 21 Tower Road, Twickenham, Middlesex TW1 4PD.

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**NEW FIBREGLASS MOULDS—**Top quality fibreglass moulds with positive locating flange for 'DEFIANT' Mk2 and 'SOAR VALLEY' Slalom Kayaks for sale. Price £65.00. Further details: P & H FIBREGLASS PRODUCTS, 76 Dale Road, Spondon, Derby, DE2 7DF. Tel: Derby 61108.

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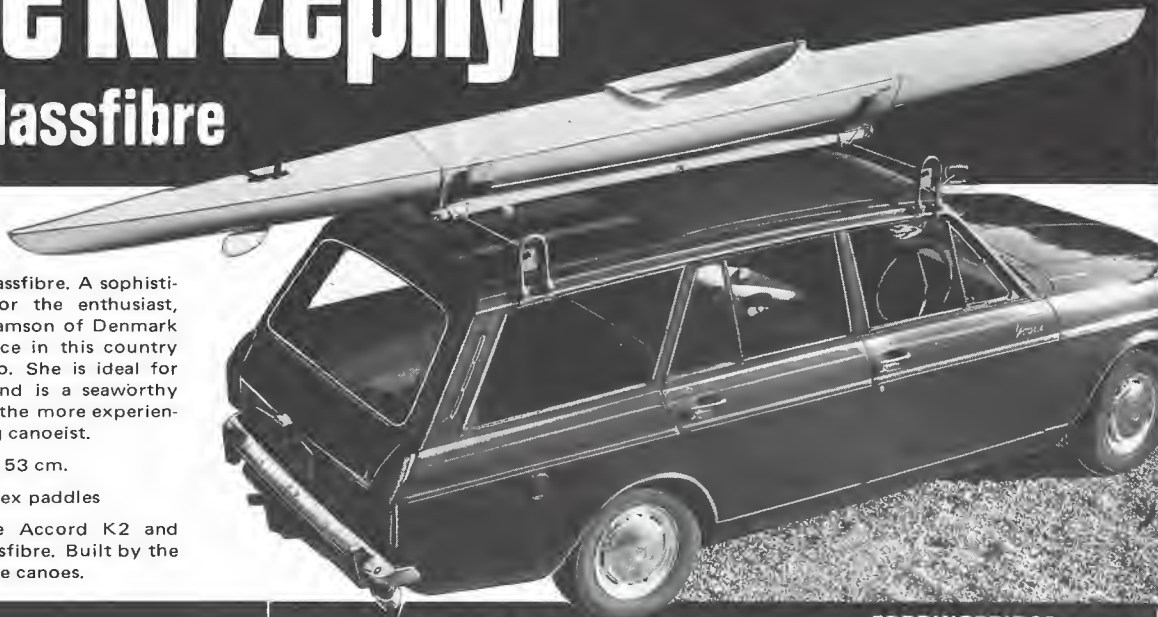
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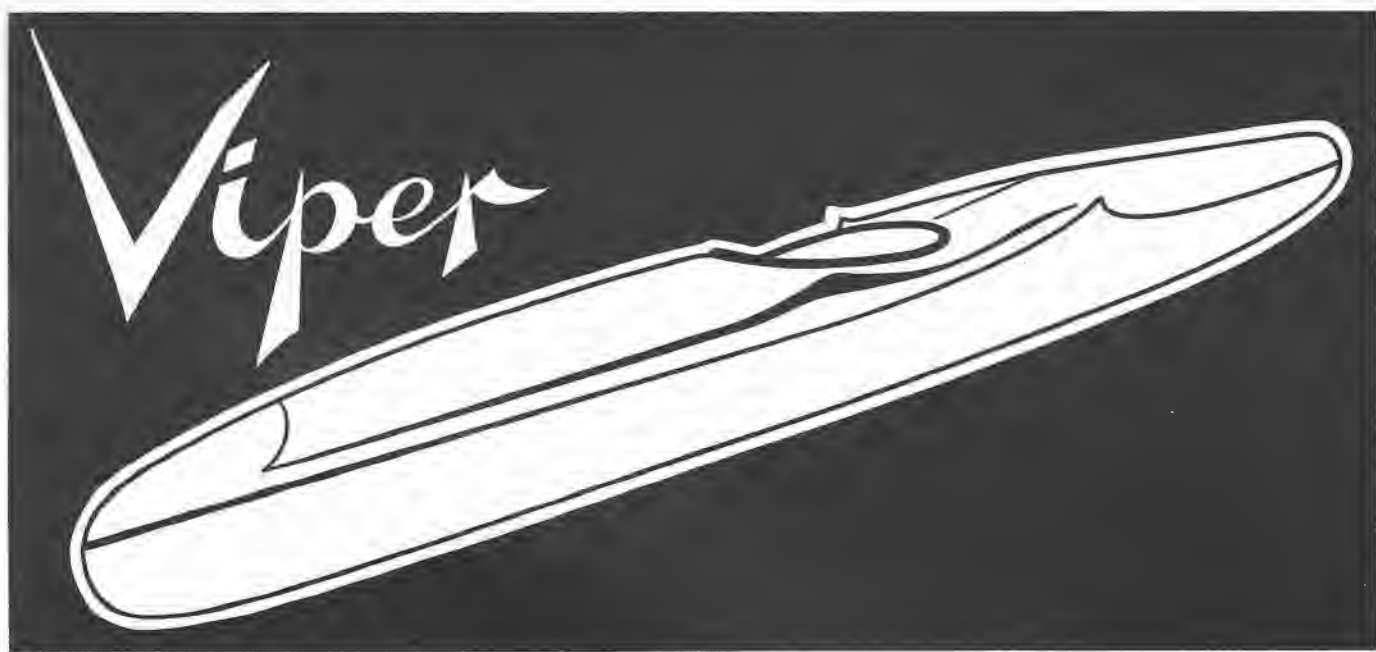
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