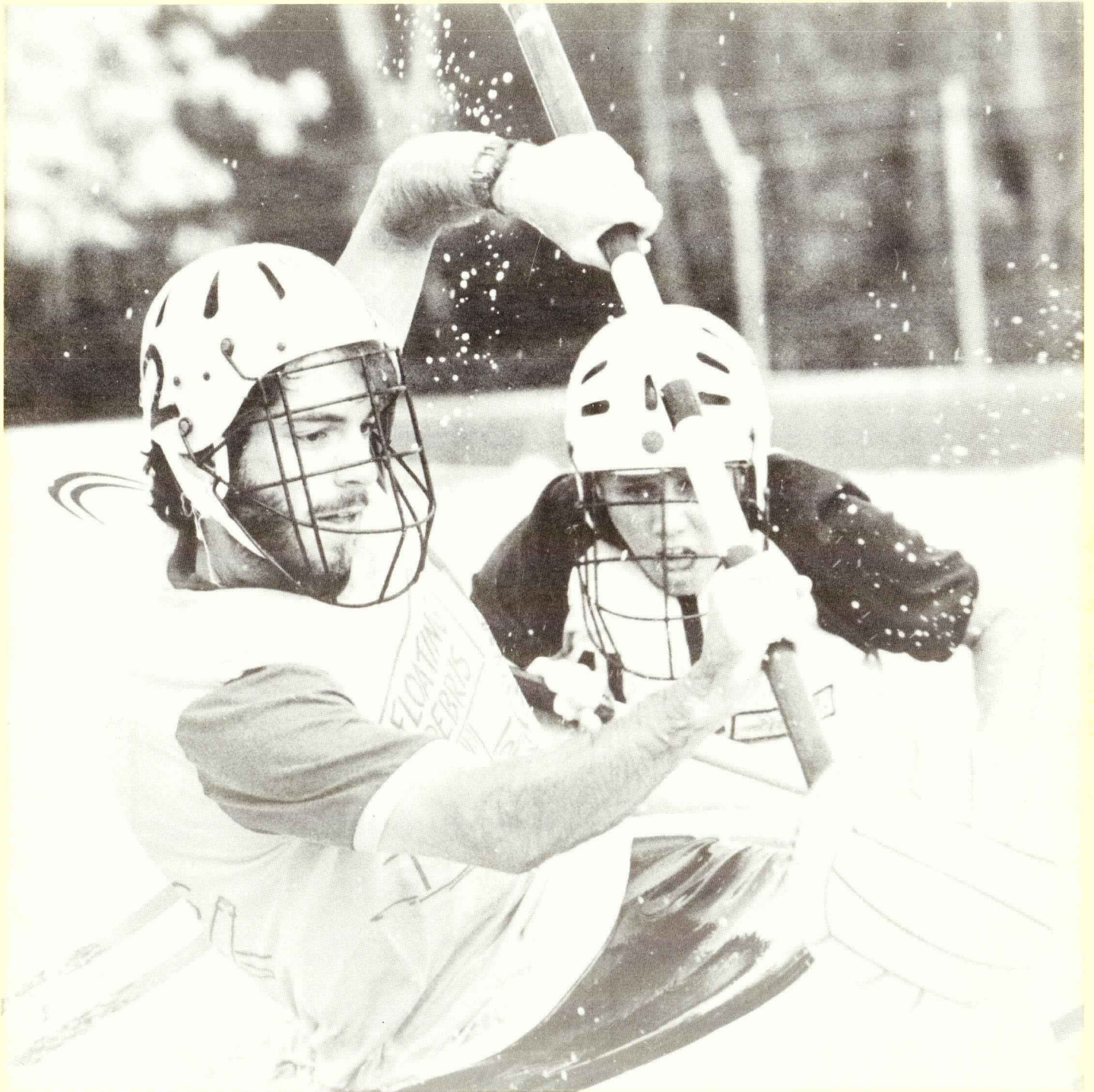


# PADDLER

The Magazine of the Victorian Amateur Canoe Association Inc.

---



Registered by Australia Post Publication Number VBH 0167 VOLUME 81



# PADDLER

Number 81 - April

## Editors

Jill & Tony Prior  
1 Byrne Court,  
Cheltenham. 3192.

Telephone (03) 583-4260

## Advertising/Subscriptions

Contact Editor above

## Deadlines for Copy

End February  
April  
June  
August  
October  
December

## Publication Dates

End January  
March  
May  
July  
September  
November

PADDLER is published six times per year by the Victorian Amateur Canoe Association Inc.

The statements made or opinions expressed in PADDLER do not necessarily reflect the views of the V.A.C.A. Inc.

## Subscriptions

Individual copies \$3.00  
Club bulk copies \$2.25

## CONTENTS

Letters	1
Adelaide to Melbourne in 23 Hours	2
Newcastle / Sydney	4
Victorian Sprint Champs	5
Brilliant Performances at Australian Sprint Titles	6
Attention Please....Go!	8
Atlas Kayak Expedition	10
Briefly	13
The 'Gates' in Summer?	14
The Bendigo Invitational	16
Breaking the Drought?	18
Intervarsity Note	19
Gone Stomping!!	20
Coaching Course Level 2	21
A Week of Whitewater	22
Australian Slalom Championships 1992	23
Greenhouse Gases and the Exercising Body	24
VIS Trains in New Zealand	26
An Invitation to a Raft Race	29
Hot Competition - Dragon Boat Racing 1991	30
Paddler Subscription Form	32
A New Standing Committee?	33
Wildwater Racing Coaching	34
British Slalom Racing Compared with Australian	35
New Zealand South Island Series	36
Tasmanian Wildwater Championships	38
Product Information	39
CanoEd	40
Calendar of Events	45

FRONT COVER: An example of the action in the Cocktail Class at the Bendigo Invitational - Floating Debris versus Gods

Photo: Courtesy of the Bendigo Advertiser

BACK COVER: In our last issue the photograph of Maruia Falls N.Z. did not print well. This is Richard Macquire about to make the drop.

Photo: Roy Farrance

# LETTERS

AUSTRALIA DAY PICNIC  
The Editor,  
PADDLER

Dear Sir,

I wish to provide recognition through your column to the excellent Australia Day weekend competition organised by Bendigo Canoe Polo.

And to express appreciation on behalf of the many canoeists who came along for a social, a family and a picnic day outing; what a wonderful event it was!

The "cocktail category" was of special interest. Teams comprising a veteran, an A-grade player, a junior, etc. lent for considerable spectator appeal. Some teams comprised nearly whole families with dad and mum, the kids, and "old Uncle Tom Cobbly...." This fun category produced stars who previously were unaware of their polo expertise, such as Chris Dobson, the great goalie!

Teams came down from Sydney, a lot of teams came from Adelaide, and many teams motored up from Melbourne to give an enjoyable mix of competition skills for two days of the anniversary weekend.

Organisation was superb; a special thanks to John Lockie, Ian Shelton, Mick Evans and Nick Gibson and the energetic group of helpers.

All the canoeists who made it to Bendigo hope that a re-run will be possible for 1992. For those that could not make it; well an experience to look forward to next year!

Julian Carter,  
Australian Canoe Polo.

To the Editors,  
PADDLER Magazine

Dear Jill & Tony,

In recognition of your editorial concerning "Sponsorship, Media Coverage and Us", February PADDLER, I truly lament the situation and agree with many of your concerns. But the solutions and strategies needed must be looked at realistically rather than emotionally as we are not in the boat alone, pardon the pun.

A brief view of other activities and sports produces the same aggravation, i.e. CYCLING - who is Danny Clarke? WOMENS CRICKET - who knew of the Sri Lankan womens team touring Australia? HOCKEY - who knew of the International series held in Melbourne which went by virtually unsponsored? NETBALL - a game with one of the highest rates of participation of any sport. SURF LIFESAVING - providing a fabulous public service but clubs required to raise their own funding.

The general public demands from the media, though sadly, coverage of sensational and dramatic events, if we look at what is presented on a regular 'Sports Sunday' television program, then canoeing in general would never gain a segment unless dramatised with danger and peril. The emphasis and introduction of sensationalism into canoeing has been discussed in previous PADDLER articles with a realistic overview by Mike Higginson.

For the record MARTIAL ARTS received no media coverage or sponsorship until it was organised and presented as a sport and sensationalised with "*Dash and crash*" tournaments and hence losing credibility with many of those involved.

The reality of sponsorship and in particular corporate sponsorship is not the notion of support and encouragement, but that of a buck for a buck. If this were not the case then we would not see the moral dilemma of cigarette and alcohol companies being the major sponsors of many high profile sports. If the general public are prepared to let this go by without lament then canoeing, which the public view as a leisure pastime, will receive no sympathy at all.

The problems discussed in this editorial are very real, but to ask others for help is not the solution until we have looked at our own personal level of sponsorship to our association;

How many people are willing to pay for their own subscription to PADDLER rather than receiving it free?

How many people give their time to Family Fun Days, Come and Try's, Basic Skills Courses?

How many people recognise the continual work done by the Priors and Farrances without question?

Who will help us if we can't help ourselves?

Yours sincerely,  
Dave Vinegrad

(Dave is a VBCE Instructor - Ed.)

# ADELAIDE TO MELBOURNE IN 23 HOURS

by Natalie Hood

Our trip to South Australia had to be one of the greatest examples of Murphy's Law. While the VIS paddlers were lucky enough to fly to Adelaide, the rest of the team, with Reg at the wheel of the bus, set off on a trip that was jinxed from the start.

Not one hour after leaving Melbourne, disaster No.1 - a rung on the trailer breaks and the K1 previously attached, falls down on the K2 below, pivots around on the back rung, swinging into the wind - still, it's not destroyed beyond repair - yet! After checking and tying the boats the first of many times, we push on. What next - well, people in passing cars start to wave frantically - brainwave - better check the tow ball. Aha, no nut. Expense No.1, again the first of many, was a new tow ball and nut.

But that's not the end. Next the tyre develops a bulge, so it's all hands on deck to get the spare on. Jacking up the trailer was something we were to become very good at by the end of the week-end.

Twelve and a half hours later a rather bedraggled group of paddlers finally arrive in Adelaide, but that's only part of the story - it gets worse. Actually, it got better before it got worse. The team performed well in their races, the girls especially, winning the K4 500m.

## PART TWO

At 3.30 pm we set off on the race back home. At the top of the Adelaide Hills we stopped for the ritual post-race chocolate cram - lucky for some sustenance as dinner was going to be a long long time away.

Everything was rosy until twenty kilometres west of Bordertown where we learnt the lesson of making sure the spare tyre is a viable

alternative. When we had blow-out No.1 the only option was to put back the badly bulging spare and crawl on slowly. That lasted about twenty minutes. It doesn't take maths tutes from Martin to work out how long it takes to cover twenty kilometres at ten kilometres per hour. This was going to be a long trip. It was decided that Stuart and Karlo would hitch-hike ahead to hopefully organize a tyre. Of course, just when you want a lift there aren't any passing cars. After ten minutes waiting we crawl on, alert for approaching cars. When we saw one in the distance, Reg screeched on the brakes, Karlo and Stuart jumped out to stick up their thumbs and hitch up their shorts to show a bit of leg. The girls all jumped out and ran around waving frantically, feigning helpless females on the roadside (not having to act too hard). The boys got their lift and we crawled on to meet them one and a half hours later.

When we finally reached Bordertown, the greasy hamburgers and chips covered in pepper seemed a feast. We managed to get only one tyre, so still without a spare we set off again to tempt fate. Just as Murphy had predicted, two hours later Stuart glanced behind to see fireworks where our new tyre used to be. It was now a shredded mess of steel and rubber strips. The front strap flies off the damaged K1 and after a further bashing around it is finally converted into two K½s.

The last alternative, abandon the trailer thirty kilometres out of Horsham. Four of the guys, under the command of Bug-eyes, stay behind to guard it, left teetering on the jack. Ever tried to get two new tyres in Horsham at 1.00 am - Buckleys. We stopped for the worst ever cup of coffee in a service station restaurant where we were to spend so much time that the serving lady

became affectionately known as 'Mum'.

Then it was off to camp for the night, some curling up on the bus seats and some cramped on the floor. Reg opted for concrete under the stars.

Meanwhile back at the trailer, the guards, realizing that we weren't coming back, laid up for the night, the four of them trying to get their heads onto one pillow. They probably slept better than we did on the bus, until 5.30 am when Karlo woke up and decided it should be 'rise and shine' time for the other three as well.

Back in town we woke at 6.30 am and cruised around searching for open service stations. We got tyres, then tubes and then headed back for the boys. The last straw - with the trailer finally hooked up and ready to roll, the bus won't go any faster than 30km/hr.

We spend another hour at 'Mums' while the R.A.C.V. unblock the fuel line. It seems that we finally ran out of things to go wrong and at 2.00 pm, 23 hours later, we finally arrive home, in desperate need of showers and sleep.

All for the love of our sport.

\*\*\*\*

*What fun, I'm sure young Brett Evans of Newcastle will remember it for a long time too. Brett, who has been training with the VIS squad has sent us a short account of his visit to mighty Melbourne.*

I arrived in Melbourne on Thursday 10th and Mike Mills-Thom and his wife Gail were at the airport to pick me up and take me to where I was staying. I was staying with Reg and Liz Hatch. When I arrived, Reg and

*Adelaide to Melbourne in 23 Hours (cont'd)*

I went to Ivanhoe Grammar School to get a trailer and take it down to the clubhouse so the canoeists who were going to South Australia (West Lakes) could load their boats.

We left for Adelaide about 7.00 am Friday and the trip to West Lakes took about twelve hours. We stayed at a caravan park on Friday night and on Saturday morning went to the International Racing Course. The regatta started on time and was well run. AIS performed well as did the juniors that attended The National Talent Identification Camp organized by Bob Clark.

We left Saturday afternoon and arrived home about 23 hours later because three tyres lost their tread.

On Saturday 19th Reg drove Liz and me to Lorne. The coast is very beautiful and very different to Newcastle's coast. There was also a big difference with the temperature of the water.

On Sunday there was a regatta at Geelong. It was well run as was the other Victorian regatta. On Tuesday 22nd January, Peggy Lockyer of New Zealand and I went into the city. We went to the Museum of Victoria and saw a lot of Melbourne's historic past.

I really enjoyed my stay in Melbourne and training with a group of people that made me feel very welcome.

by Brett Evans

ALL AGES WELCOME

FAMILY, SENIOR, JUNIOR/STUDENT MEMBERSHIPS AVAILABLE

SAFETY

CAMPING



WHITE WATER TOURING

CANOE POLO

IMPROVE YOUR SKILLS LEARN TO: ROLL, HAND ROLL,  
IMPROVE YOUR RIVER READING SKILLS, PADDLING TECHNIQUE,  
ALL FREE FROM EXPERIENCED PADDLERS TO MEMBERS

JOINING FEE REDUCED TO \$5.00

FURTHER INFORMATION AVAILABLE FROM MARK OR LYN WILLIAMS PHONE: 8443172

YEAR ROUND PADDLING ON VICTORIA'S WHITE WATER  
SUPPLEMENTED BY OTHER AVENUES AND INTERSTATE RIVERS

CHOOSE FROM AN AVERAGE OF THREE TRIPS PER MONTH

KEEP IN TOUCH WITH BIMONTHLY NEWSLETTERS

SEE IF YOU LIKE US NO OBLIGATION 3 FREE TRIPS

# NEWCASTLE / SYDNEY

by Reg Hatch

Newcastle was so hot, you could feel your body cooking. Not a breath of wind and no escape.

I was graciously picked up from Belmont airport by Gail Evans and transported to my dwellings for the duration of my stay, the Jones house.

I kind of think this house is poorly situated, as it is on the shores of Lake Macquarie. Not from an aesthetic point of view, but from the point of view that a keen coach/competitor like Mark Jones, is a magnet for budding canoeists, and as such, his house is well used. Still, Mark is fortunate to have an understanding wife in Bronwyn.

The future of our canoeing is in good shape. Ian Gardner spends a great deal of time passing on his considerable knowledge to some very gifted juniors. This young man has been to the very top of his sport and represented in no fewer than three categories. Between Ian and Mark, these lads and ladies are in good enthusiastic hands. If either wanted to move to Melbourne, I would have them helping my squad - immediately.

We travelled to Wyong for a fifteen kilometre race, it was at this venue I attended my first National Titles. It doesn't seem that long ago - really.

Kim Slennett has been paddling four months and what a future she has. This young lady has the canoeing world at her feet, she is a natural. Kim and Sarah McGovern paddled a K2 and it was simply brilliant. These two have so much in common and it is all in the direction of canoeing. The good thing is that they will get excellent information and we will hear about them both in a year to eighteen months.

Paul Lynch has set aside five years to devote to canoeing. Paul is a

motor mechanic like Mike Mills-Thom. He is also dedicated like Mike and will be a real threat at this time next year. Paul and Anthony Martin (yes, Ray's brother) have teamed up and go very well together. They tell me John Martin, now retired, is helping them out and this can only be good.

The Newcastle area seems to be cohesive and friendly. People like Joe and Stella Hooper are a steady influence, while at the same time keeping all of the mixed vets honest.

Mark and I drove from Nords Wharf to Narrabeen and the N.S.W. Sports Academy. The storm damage inflicted on the Hornsby and Turrumurra area was unbelievable. It is going to take three months to remove the damage from a storm that lasted a mere ten minutes. I couldn't believe the devastation; it must have been a terrifying ten minutes for the residents.

On Monday 28th January I was invited to Freshwater to watch the surf carnival. I was picked up by Ches Suska and his talented family and had a great day. No, I wasn't slacking off, the athletes had physical tests and I wasn't required.

I met Shane Dalziel and Danny Collins and spent a lot of time with them. Shane is considering retirement from our sport as he just can't afford the travel and associated expenses. What a shame this would be, as he is one of the most consistent performers in canoeing. Danny is doing well and with good friend Andrew Trim are packing shelves and doing odd jobs to support their habit. They are the form K2, at this time and look hard to beat.

I also met with Benny Hutchins and the rest of my day was spent talking to him and laughing about old times and the ones ahead. Benny has a

great group going on the lake and with some outstanding junior talent. Benny is well respected and I have no doubt that N.S.W. paddlers will once again become a thorn in my side.

His star lady at the moment is Shelly Oats. Shelly has just returned from Italy where she worked extensively with Roberto Colli the Italian coach. She brought back some great ideas and is putting them to good use with the help of Benny.

The National Marathon Camp was great, with Mark Jones doing a good organizational job and backing it up with some fine coaching input. Geoff Blanc from W.A., Simon Bibert, Peter Hogg, Paul Lancaster, Gavin Fraser, Paul Lynch and Robin Belcher were in attendance and going through the worthwhile process of being tested and analysed. The Academy is a great place for training and my only criticism would be the inflexible times for meals. The old Sport and Rec. idiom lives on and if it is to be a true academy it will need to address this small problem.

*We are in good shape as a paddling nation and the wealth of talent I witnessed in N.S.W. gives me great hope for the future. I also feel that at last our competitors are in caring, concerned and knowledgeable hands.*

*We can't fail.*

# VICTORIAN SPRINT CHAMPS

by Reg Hatch

Perfect conditions greeted the competitors to a day they would remember, if for no other reason than it was going to be hard work. Most athletes raced in twelve events of high intensity over an eight hour period. Still, it was expected and no complaints were heard. We had some major gains in fact. We found a starter who has hidden his talents over the last few years, and in Tony White we have a perfect back-up for David Curwood. Well done Tony.

The visitors certainly showed up our glaring weaknesses. Andrew Trim and Danny Collins from N.S.W. dominated both kayak double events in commanding style and both finished high up in the singles events also.

We saw a welcome return to form for Grant Davies when he finished a good second in his pet event, the 1,000 metre single kayak race. Grant has a young partner in Brendan Purcell, and in a year or so, we should look out for this combination.

News coming from the north has Martin Hunter's reign coming to an end and someone of little note as his successor. Clint Robinson is, as expected, paddling well, and that was all the news.

Martin Ralph and his crew are shaping well for the K4 events and are worth watching. Alex Sanderson, Grant Leury and Tim Altman lend

great support to this craft. Tim Altman is going extremely well at this time and with his partner Grant Leury have figured in the medals on each occasion.

Natalie Hood is our big improver and with an ounce of luck will find herself in the finals at the Nationals. Birgitte Froberg (Denmark) and Kieko Muto (Japan) are doing extremely well. Kieko is the best Japanese paddler, male or female, that I have seen. I, along with all who know her, wish her all the best when she ventures, reluctantly, back to Japan. Our same fond wishes go to Birgitte as well and she will be looking for the way to Barcelona.

The juniors are very strong with Peter Cannard and Blake Rogers showing the way, and doing so with a degree of aplomb and grace. They are being kept honest by Jarrod Fraser and a fast improving Paul Greenhalgh, fresh back from an operation on that shoulder which he hurt playing that great junior game - football, or more correctly, Australian Rules. Luke Armstrong showed a degree of determination that is sure to make him one to be very careful of, in the near future.

So, my backing is still with the Victorians, who will be ably led by Martin Hunter and have no doubts as to where Martin will finish. Those of you lucky enough to see him post a 1:42.00 in Adelaide and win comfortably and brilliantly in Victoria, can say you have seen a true World Champion in action.

As a team, we wish all competitors and coaches the very best and look forward to some very keen racing now that the preliminaries are over.

*Natalie Hood & Martin Hunter - Current and future stars for VIS & Australian Canoeing*



*Photo: Reg Hatch*

# BRILLIANT PERFORMANCES AT AUSTRALIAN SPRINT TITLES

by Roy Farrance

The 41st Australian Sprint Championships at West Lakes, South Australia provided some of the most spectacular sprint racing ever seen in this country. In the mens events, Martin Hunter dominated the 500 metres K1 event on Saturday and the K2 with partner Michael Pond. However the 1000 metre events on Sunday were a different story. After a blistering start, the first of the K1 1000 metre races was a neck and neck finish between Martin Hunter and the rising junior star from the Sunshine Coast, Clint Robertson, who first showed his presence at Barrington last year whilst still a junior. Robertson took out the 1000 metre final in a great finish in a time of 3:37. The K2 1000 metre event was an even closer affair for all medal places, with a photo finish between Hunter and Pond of Victoria, Trim

and Collins of N.S.W. and Wood and Anderson from the A.I.S. Steve Wood and Ramon Anderson just being awarded the gold, ahead of Martin Hunter and Michael Pond.

The closeness of racing in the mens events will certainly be good for the future of sprint racing in Australia and the prospects of favourable international results over the next few years.

The ladies events were won by Anne Marie Woods, but the two new prospects in ladies racing are South Australia's Linda Lehmann and new junior Kris Randle from Queensland. Both of these paddlers are relatively new to sprint racing and are already making their mark. Further interest was brought into the ladies finals with the presence of Keiko Muto from Japan and Brigitte Froberg of

Denmark. Both of these ladies are training under V.I.S. coach Reg Hatch. It was also good to see some of Australia's other prominent lady paddlers back in full force with Gayle Mayes, Denise Cooper and Jane Hall all showing prominence.

After a complete absence of canadian boats last year, it was encouraging to see both C1 and C2 being contested, with a full final in C1. The South Australian scene certainly appears to be developing a solid number of paddlers in these classes.

The new format of a five day programme may be of benefit to give experience to Australian team members going to World Championships, and it may even provide a better format for many Open events, but from a spectators point of view,

Reg Hatch - the Coach. Always very supportive of ALL his paddlers, young or old.

Photo: Roy Farrance



I believe it was disastrous. Five days is a long time to watch sprint racing and for officials to keep on the ball. After three days of heats, the weekend was a relief. Although the major events of the weekend certainly provided great racing, the long breaks between good events did tend to become a bit boring and Sunday's programme definitely dragged.

The various State Institutes of Sport were all at West Lakes in force and several new coaches appeared on the scene in their new roles to add to the atmosphere of the championships. John Sumegi, recognised as one of Australia's top sprint paddlers ever, showed prominence in his new role as coach of Andrew Trim and Danny Collins, who paddled extremely well all weekend and almost took the K2 1000 metre event. Ben Hutchins, former New Zealand Olympic coach and now employed by the N.S.W. Academy of Sport, showed that the N.S.W. development programme is up and running with a very noticeable presence of N.S.W. juniors in all the finals. Dave Berglund from W.A., although not yet with the W.A. Institute, still showed that the A.I.S. Western State is not to be ignored in the future, particularly if canoeing is included in the W.A. Institute shortly.

The established coaches, Reg Hatch, Bob Clarke and Barry Kelly, all had paddlers displaying top performances, which made for a very even and extremely close National Sprint Championships.

### HOWEVER

The brilliant racing provided by Martin Hunter and Clint Robertson and the time and effort put in by their coaches Reg Hatch and Ron Robertson, was I believe, marred by some of the dubious race tactics practiced by some elite paddlers who would have achieved a better reputation by respecting race rules. To wash hang for over 900 metres in a 1000 metre race and then just come

off to sneak in for a Gold or Bronze, may be considered clever by some, but it is contrary to race rules, despite not being picked up by officials.

The problem is that these paddlers will probably get into the Australian Team ahead of more deserving athletes. At West Lakes the lanes are only five metres wide which allows for easy wash hanging. Internationally, lanes are normally nine metres wide and at Barrington the width will be twelve metres. I'll bet the results in 1992 will be very different in K1 and K2 1000 metres.

It is unfortunate that race officials still disqualify competitors for finishing out of their lane (like Linda Lehmann from S.A.) when the course is not buoyed properly and the finish of the race is difficult to determine, let alone look for poorly marked lane buoys 100 metres away.

At Barrington in 1990 I don't think there was one disqualification for paddling in the wrong lane, because for the first time all lanes were correctly marked to International standards.

I often wonder what lengths some coaches, paddlers and officials will go to in order to win races, but the attitude taken in this years 10,000 metre events caused an outrage and should be discouraged at all costs.

What was the attitude of the hierarchy and what stance will the selectors take when reviewing these results and those of the 1000 metre races?

The one paddler that seems to have suffered the most is Australia's Olympic hero from Seoul, Grant Davies. When will this man get a fair go?

*Guy Leech presents medals to the junior K2's*

*Photo: Roy Farrance*



# ATTENTION PLEASE..... GO!

by Reg Hatch

World Championships - Mondial, France. August 21 - 25, 1991.

The course is 2000 metres long and set in an east-west direction. Competitors will race with the sun in their faces in the a.m.

The course is some 15 kilometres from Charles De Gaulle airport and some 40 kilometres from Orly airport.

Are the 24th championships under threat? Does France's initiation of a deadline for war, make it a prime target? Look at the events to date:

Jan. 24, bomb explodes at the French bank - Beirut, Lebanon.

Jan. 25, terrorist attack on Liberation newspaper office - Paris.

Jan. 30, bomb explodes in front of the French consulate - Ankara, Turkey.

Iran sends competitors to the senior World Kayak Championships. All allied member nations send paddlers. So, unless all the differences are resolved before say July, we should think seriously about venturing north into the unfriendly skies that abound between Australia and France.

Are the juniors who venture to the magnificent city of Vienna in Austria any safer or better off?

....

John Jacoby finished third in the Coast to Coast World Championships in New Zealand. John got onto the water one minute behind the leader Gurney (N.Z.) and lost some 17 minutes. They paddle six metre boats on this course, which gives them a great advantage over John's standard Down River boat.

Gurney went very fast and finished under 11 hours, which is very good in anybody's language. John, while third behind Prince (N.Z.) went 11:20 and was under his record time. As usual, John makes it sound O.K. and makes no excuses. This was quite a new experience for him, his first World Championship bronze medal.

Saturday 16th February saw Shane Bourne introduce Martin Hunter and Natalie Hood to the expectant crowd of onlookers at the Harold Holt Pool in Malvern. The onlookers were not disappointed as Martin crashed earthward in a frenzy of arms and legs and ended with a huge plume of water going skyward. An impressive display from the 10 metre tower, but it was Natalie who slayed them. Her leap from the three metre board was executed with all the finesse of Greg Luganis. Natalie slid to the end of the board and took off. It was at about this time she wanted to get off and stop the World. Flat on her back, she had the whole crowd flinching and the loud acclamation made her effort worthwhile. There were many VIS athletes present and the competition that followed the display by our gifted divers was judged by VIS canoeing coach, Jamie Walker.

....

Tim Altman has won the inaugural Half Moon Bay Ski Series organized by Cliff Goulding. Some 28 competitors took part in the series. Tim's win is indicative of his paddling at this time.

....

VIS athletes Martin Hunter, Michael Pond, Tim Altman, Karl Russell, Stuart Morarty, Helen Griffiths and Natalie Hood travelled to South Australia for the State Championships. It is fair to say that these athletes dominated all senior events, both male and female. As an example, the K2 final had eight Victorian crews. The K4 final saw the Vics in 1,2,3 and 5. Our juniors also swept all before them as did our sub-juniors. All in all this was a morale boosting and tiring trip, but absolutely worthwhile.

....

Helen Griffiths recently spent a week in Sydney with the N.S.W. Academy coach, Benny Hutchins. It is good that

at least some of our Institutes are recognizing the value to be had from others expertise.

....

Rob Nelson has recovered and is back in training. Rob doesn't expect too much this year - but - I would indicate that he is worth watching.

....

Shelly Oats has returned from Italy where she has learned a great deal.

....

Shane Dalziel is considering retiring from our sport. Is there some way we can encourage his further participation? Can we hope for a Qld. Institute of Sport that may come to his rescue?

....

A nice workable relationship has been struck between the N.S.W. Sports Academy and the VIS. The reciprocal visits of athletes is sure to enhance canoeing and encourage more changes of attitude.

....

Jamie Walker is having some great input to his athletes with noticeable outcomes. They are faster and more positive about their direction.

My athletes are getting some very beneficial support from VIS headquarters. Peter Spence ensures that we are doing the job properly but in a nice way. Diedre Anderson gets the jobs for the athletes and their vital education. Buddy Portier looks at the work and suggests ideas. Jim Dean provides the means by which the work can be done. Mary Rizzo supervises and co-ordinates the supervisors. All in all, it is a great team getting meaningful results.

# SPRINT - MARATHON EQUIPMENT

## NOW AVAILABLE:

Cleaver X K1  
Tiger K1  
Hornet K1  
Lazer K2  
Fanfare K2

TK1 Scorpion  
TK1 Panther  
TK1 Gun I & II  
TK2 Cheetah  
C1, C2, TC1 & TC2

## PADDLES:

A full range of Marathon paddles are available, including Flite Propellor and P3 Propellor blades and crank shafts, P2 & P6 carbon and glass shafts.

**ALSO** - 2nd hand Wooden Boats. Choose From:

K1 Tiger	\$1850
K4 Commander	\$4950

COME AND SEE US FOR ALL YOUR PADDLING NEEDS

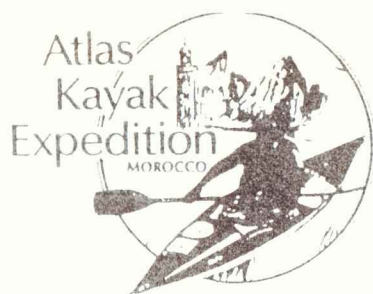
# *Canoes Plus*

140 COTHAM ROAD, KEW. 3101. TEL: 816 9411 FAX: 817 1820

# ATLAS KAYAK EXPEDITION

by Mike Wardle

*Once again we've lifted a story from Paddlers World, the magazine of The International Long River Canoeist Club. Once again we must thank Pete Salisbury for allowing us to reprint articles from his great little book. If you like the stories we are reprinting, maybe you would like to join Pete's club. If so, please contact us.*



## PADDLING MOROCCAN STYLE OR MARIJUANA AND MOUNTAIN BATS.

Renting out a Renault 4 with bald tyres courteously paid for by Ford Iveco and Ryder Trucks at Tangiers Airport, was the start of our journey towards the Atlas Mountains of Morocco, and the rivers that awaited us there.

Armed with limited information supplied by other paddlers, one previous expedition to the area, a map which we had marked ourselves, and some French river notes, we headed for Marrakesh, the place made famous for its great hippie pilgrimages.

Driving into the evening darkness, one of our tyres had soon burst, very luckily as we were passing through a town. It was the beginning of a

relationship with the car which we would have to get used to. However, we were glad of it. Our magic Renault to Marrakesh arrived with tired occupants near midnight, finding that our street hotel commission grabbers did not sleep at night either. We gave up on the guide book, giving in easily, letting the young man direct us to a 'cheap hotel'.

Sitting at breakfast in the 'Hotel Tizi Grand' complete with cockroaches, we pondered on our action in this new, strange country, still tired after the 500 kilometre journey the previous day. We were away by noon screaming (well, not quite) in our Renault 4, complete with three mountain bats on the roof; supplied at a cheap price by 'Play the Water'.

Into the High Atlas; destined for the Rivers Reyara and Asni.

As we stepped from the car in the Reyara Valley our morale hit an all time low. The excitement of the past couple of days starting at Gatwick, where our arriving with three mountain bats at the check-in desk had been surpassed only by Godfrey nearly being arrested for taking a picture in a security zone, was drained from us.

It was hot, there was snow on the mountains, we had seen it, however the river was almost dry. Thoughts began to flick through my *mind*. We had done our research but there was no water - Ian Barker's face flashed before me, 'There is no water in the Atlas Mountains' he had said in Britain. A sudden decision was made, the next valley, let's go!

The Ourika Valley disproved our worst nightmare as water cascaded and surged over the rocks and boulders, forcing its way through channels to form an excellent river to start on; grade 3+. The words

'let's go' seemed appropriate again, another decision was made quickly (maybe we thought the water would disappear). We drove high up the valley, through a village and put in hurriedly above a very tricky section, which was a good idea, was it?

A blind twisting drop sideways into a stopper wave, followed by a narrow channel ensured all of us entered the rapid bow downstream as you normally do, only to be spat out backwards. The speed of the water alerted us into concentration as we nervously worked our way downstream, individually, every now and then being caught out and wedged on rocks.

We were soon joined by some small children who seemed to grow in numbers as they followed us along the banks, shouting, their echoes filling the valley. Catching the micro-eddies became even more difficult, as parking in one for a moments breath by the bank brought an attack of young and enthusiastic primary aged novices who would jump onto the stern of our kayaks, having no thought for the danger of the water. Needless to say on arriving at the village of Aghabalou having paddled three miles of non-stop whitewater we were ready to take out.

It was getting dark too. This decision was taken before the thirty or so children descended upon us in a large eddy pool by the village and forced us by sheer numbers, the teaching of a beginners kayak session which we performed in style amongst the anarchy.

It was the month of Ramadan, the Muslim festival of fasting during all daylight hours, so our search for food started at dusk. Escaping the open-air kayak session just in time, we drove out of the Ourika Valley,

pulling off the road near a small cluster of mud houses.

We pitched our tent with the permission from a family, next to one of the houses. Cooking our own food, we were pleasantly surprised when the oldest boy, Hussein, brought out some taiji, a Moroccan casserole dish, for each of us on a silver tray.

The arrival of the next day brought us back to the Ourika River once more, paddling it from Setti Fatma down to where we had got the day before. We now paddled more as a team and less haphazardly than the previous day, rescuing Godfrey from a broach on a rock being one of the more exciting things to happen. A lone motorcyclist coming along by chance gave Brad a lift to get the car. We waited with the gear, spending our time setting up pictures for 'Palm' our major sponsor. In the meantime it had decided to rain. On the arrival of the Renault, Godfrey, usually a statue of sanity, obviously overwhelmed by the occasion, leapt onto the car roof rack stretching himself out stiff as a board and announced our immediate departure. An expression of Superman no doubt or just showing excitement due to the shuttle vehicle arriving, we will never know.

We accepted the offer of Ramadan-eating hospitality after dusk in a small cafe where an African-looking lady insisted on us hearing the latest western music, which wasn't.

The meal finished, the joints were rolled and offered around, we passed on this bit and opted for a strong coffee instead. We thanked them and left for Marrakesh, giving one of them a lift.

The camping place in Marrakesh brought the pitching of our tent and the making of a sardine stew (we ate plenty of sardines) which we had whilst defending ourselves from the neighbourhood cats. Woken in the morning by the call to prayer.

Although we were not in the world of the living, we did not go with the thousands of devout Muslims who pray five times a day, we discovered it was still raining (eat your heart out Ian Barker). Our attempts at finding our foreign contact went down the drain and we ended up in the Zat River Valley.

Driving to the top of the river at Aberalast, we parked the car and discovered the overnight rains had swollen the Zat considerably. Indeed so much so that the village bridge had been swept away. We dressed individually behind a large boulder so as not to upset the locals.

Godfrey appeared first in one of his 'Dolphins' specially designed kayaking wetsuits and a roar of laughter went up from the villagers who thought he was wearing his underclothes.

We put in and soon discovered that the speed of the river added to the difficulty of seeing rocks and stoppers as the water was dark brown because of the churned up silt. We inspected a lot more than before, protecting a few rapids whilst we paddled them individually to the sound of rolling rocks on the river bed.

The end of a great days paddling brought the team to a great campsite, making a campfire and having a peaceful night's sleep gave us an unforgettable day.

The next day was spent driving to Bene Mellal in the Middle Atlas in search of water more challenging. Around noon we had our second blow-out of the trip. A police road block a bit further on pointed out the nearest place for second hand tyres. After ferocious bargaining lasting thirty minutes we paid twelve pounds for it. By dusk we were high up in the Middle Atlas mountains ready for the next days paddling.

Sunday April 1st, there was something about this date that wasn't

quite right. By early morning it was already hot. After dumping the car by the lake where we would finish, I caught a taxi which happened to be passing, back to Godfrey and Brad. After a few hours along came a truck, it was going high into the mountains and more importantly to the top of the river Anhansal.



Mountain bats thrown into the back we rumbled and bounced our way to 'La Cathedral'. Arriving at Tigouloutte at 2.30pm after a three hour journey, we discovered the lorry was not going to 'La Cathedral' until early Monday morning. This presented a dilemma as Tigouloutte was really a collection of barren mud huts with very little food or water. Ourselves we had none. Should we put in or wait until tomorrow morning to travel up to Tigouloutte by truck? We agreed to differ on this and put into the gorge by the only means; seal launching into the water.

There was twenty eight kilometres of grade 3 to 4 water ahead of us and the river had only been paddled by French and German teams, we knew little about it except for where it started and finished.

What followed was a run of a previously unpaddled river by British paddlers. However it was not this fact that made this day so special but the demanding paddling caused by

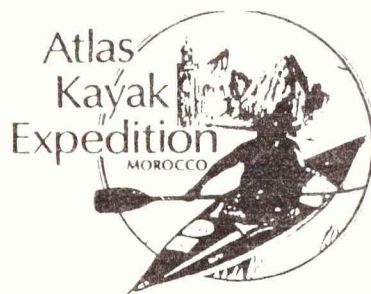
this non-stop relentless rush of water with the jungle scenery and the closing gorge which narrowed to just beyond the length of our kayaks, at times rising two hundred feet high. We began out of the shortness of time but because of our increase in confidence we shot rapids on sight making what seemed an unstoppable team.

Dusk approached as the water slowed and the gorge flared out a bit although it was still ever present. Then, on turning a corner we came face to face with a mud and wood blockage which was a desperate struggle to paddle through. Progress was negative, morale fell and so did darkness. I scrambled out onto the steep bank, announcing excitedly that it ended just around the next corner. Of course! Now I remembered what the date meant, it was April Fools Day. We pressed on into the darkness, now entering the lake, each of us paddling blindly in the pitch dark for where we thought the other side was, each determined to get there. On landing all of us felt the effects of exerting so much energy with no food or water in our stomachs since breakfast. Out of pure luck a lone motorcyclist helped me find the car. The night was spent flat out in a hotel after a drive to the nearest settlement.

Breakfast in the sunshine quickly dispelled any bad memories from the previous day as we downed cup after cup of tea. Kenifra was the next town on our agenda and was the scene of our next tyre blow. We had started to get very slick at changing tyres, a pit-stop crew would have been very proud of us. Eating our fill in a restaurant, we drove once again into the mountains, this time to the Om-er-Bia River and the falls of the sources there, now a tourist attraction.

We camped in the woods in the valley, waking at dawn the next day. Our arrival at the sources brought a hoard of beggars, who were obviously used to tourists planting

money in their hands. Even though it was a short stretch of water that lay ahead of us and we had puffed and panted our way to the access point with our kayaks, it still deserved to be inspected. Was it grade 5? Difficult to say. Paddling it would tell us.



The first section was runnable although branches obscured a divide in an island forcing us to run a few metres blind. However a lot can happen in a few metres and it did. Godfrey led the way and disappeared, I followed approaching the island, suddenly on the apex of the drop a huge tree root seemed to appear from nowhere. Clonk! I was over, waiting to roll all I could hear was the water pounding on the underneath of my kayak. I was stuck, time to get out I thought.

The ensuing rescue was helped by the fact that "Palm" had donated us grade 6 buoyancy aids with a cows tail, this made fishing me and the boat out, a whole lot easier and safer. And so into the second section - after recovering my pride further downstream by rolling successfully. Locals gathered as we set up rescue lines at the point of concern on the river. I waited and soon the bobbing of Brad's head and a pair of wielding slegals came into sight upstream. Seconds later he was almost upon me and down he went.

Both of us followed singly, much to the delight of the locals who put their hands to their mouths and then touched the kayaks several times, treating our mountain bats like holy relics. What a day it had been, going to sleep with all this in our

minds allowed us to lie in when morning came.

The next two days that started with such optimism were shattered as our next river, the Sebou, was found to have a dam construction project going on. This meant that the night of the 5th April was spent on a campsite in Fes. Since we were fast running out of time, another decision was made and on April 6th with three days left we drove to the North African coast for surfing which proved to be very large and wild; (the surf that is). It was the unfortunate thing about the expedition that we found we were too late to paddle the river Sebou. However it was a sight that many paddlers have to put up with; a huge dam barring the natural course of the river. We drove back to Tangiers and bought gifts, being tourists for a day, satisfied with our efforts in the Atlas Mountains which were now just stories to be told back home.

## **PYRANHA MOUNTAIN BATS**

For Serious Whitewater  
Paddlers only  
Not for Beginners  
or  
Average Paddlers

**NOW AVAILABLE  
AT**

*Canoes Plus*

140 Cotham Rd. KEW. 3101.  
Phone: (03) 816 9411  
FAX: (03) 817 1820

# BRIEFLY

Liz Blencowe, now living in New Zealand, recently spent two weeks in Melbourne, including paddling in the Canoes Plus Ladies Dragon Boat Team at Moomba. She was married on 24 March in Gisborne to New Zealand Olympian and Gold Medallist, Allan Thompson - at long last.

....

The Olympic Dream concept has taken another big step forward and has recently announced an interesting reward of \$2,000 to all Australian Olympians for Barcelona in 1992, as well as very generous incentives for making medal status.

....

Slalom paddler Eugene Stackpole joins the list of top paddlers suffering from shoulder injuries and like the rest, not from paddling, but from being hit by a car while riding a bike.

....

## V.A.C.A. AGM

The financial year of the V.A.C.A. finishes at the end of April and the Annual General Meeting is to be held on June 13.

According to our Rules, nominations for the Executive positions close at the 28 March Council Meeting. However, if no nominations for a particular position are received by that date, nominations may be taken from the floor at the A.G.M. If you would like to help influence the future of the V.A.C.A, you should contact the Secretary for more information.

Nominations for the other official positions will be taken from the floor at the meeting.

If you don't wish to be that involved but would like to attend the A.G.M.

as an observer (or your official club delegate - if approved in writing by your club) come along to the meeting at the Hawthorn Recreation Centre in Linda Crescent, Hawthorn.

....

## VIS Paddlers Receive Their Tracksuits.

Our paddlers received their tracksuits just in time to parade them in front of big gatherings.

The slalom paddlers put theirs on display at the Tasmanian Slalom Championships at the Mersey River during the first weekend of March.

The sprint paddlers proudly showed theirs off at the Australian Sprint Championships at West Lakes in South Australia.

We were told that they look great.

....

## Slide Show

The slide show took place as advertised in the last edition of PADDLER.

Fraser Rowe kept the audience entertained. This was not difficult because the slides were excellent, the commentary just as good, and a lot of questions were asked by the audience. The show lasted for about 2 hours, and Fraser indicated that when he had shown them to larger groups, the questions had kept the session going much longer.

Unfortunately the show was classified as a flop. It was designed to raise money to help the VBCE, but as only eight of us attended, the takings were negligible.

You all missed a good night.

....

## Slalom Rankings - 1991

Rank	Name	Points
<i>Ladies K1</i>		
1.	Robyn Galloway	Vic. 20
2.	Danielle Woodward	Vic. 19
3.	Kathy Kesterton	Vic. 17
4.	Jane Gilchrist	NSW. 13
5.	Jane Farrance	Vic. 11
5.	Mia Farrance	Vic. 11
7.	Viv Golding	Qld. 8
8.	Mandy Linden	Vic. 7
9.	Kim Wilkie	NSW. 5
10.	Sue Price	Qld. 4

<i>Mens K1</i>		
1.	Richard Macquire	Vic. 20
2.	Paul Beattie	Vic. 19
3.	David Borojevic	Tas. 17
4.	Wayne Thomas	Vic.*13
4.	Kai Swoboda	NSW.*13
6.	Matt Pallister	NSW. 12
7.	Eugene Stackpole	Vic. 11
7.	Jon Males	Tas. 11
9.	Jarod Pinder	Vic. 9
10.	Justin Boocock	Tas. 4

<i>Mens C1</i>		
1.	Rob McGuinness	Tas. 19
1.	Craig Bartlett	Vic. 19
1.	Peter Eckhardt	Tas. 19
4.	Justin Boocock	Tas. 14
5.	Matt Newton	NSW. 13
6.	David Heard	Vic. 11
7.	Jack Hodge	Vic. 9
8.	Andrew Farrance	Vic. 7
9.	Kevin Songberg	Vic. 4
10.	Alan Cook	Tas. 3

<i>Open C2</i>		
1.	Pallister/Wilson	NSW. 20
2.	Thomas/Macquire	Vic. 9
2.	Vucak/Davey	WA. 9
4.	Nelson/Songberg	NSW/Vic. 8
4.	Galbraith/Cox	Vic. 8
6.	Beattie/Farrance	Vic. 7
7.	Weedon/Collins	Vic. 6
8.	Reid/Martini	Vic. 5

\* Ranking order determined by a Committee decision to apply the Wildwater ranking system to separate these paddlers.

# THE 'GATES' IN SUMMER?

by Geza Kovacs

Nobody paddles the 'Gates' in summer! Or that's what I thought when I put the phone down. I'd just had a call from Terry Boland asking if I'd paddle the Murray Gates with him and help him to establish a record for the full navigable length of the Murray. Terry, by the way, had just spent the last ten months walking, cycling and paddling around Australia.

It sounded OK, I was interested in seeing what the bones of the Murray looked like any way. I thought it would be a summer trickle of around 0.7 metres. I grabbed the Dancer and the old bashed paddle. No point in bashing a good one. I figured that I'd spend half my time fending off rocks.

We'd had a couple of date changes, Terry had just injured a leg walking up from Wilsons Prom. and had spent a couple of days camped on Mt. Howitt. When I met him at Tom Groggin, he had walked up the divide over Kosciusko. During this time, the dry spell had broken and we'd had several thunder storms to bring the river up a bit.

It was afternoon when, as a warm up, we paddled from the Tom Groggin picnic area to the causeway. The river was up quite a bit. It didn't look any different from spring to me! Over a 1.2m waterfall, Terry's over and up again. Terry hadn't been in a kayak for several months. Not bad for a warm up. After some playing, down the causeway, where Terry's support staff, Tim, picked us up. We'd done that section in 22 minutes. It usually takes me an hour plus in a raft.

We then drove down to the 'Gates' gauge to find it at 1.15m. A summer trickle this is not! More like a spring run.

By 6 pm the skies opened up and a savage storm set in. Rain, wind and lightning. Inches of rain fell. Lightning and thunder raged all night. The rain was so heavy that it forced it's way into the tent as a fine mist. I kept on thinking, "what's this going to do to the river?".

Up at 6 am Friday morning. The river sounded louder. First thing, I went down to check a stick, placed at the edge of the water as a gauge. Forget it! The river's up a foot. A 1.5m run for sure. The battered old kayak paddle is starting to look like a liability now.

Frank was here and now we had a party of four. Terry, Carl, Frank and me. I'm a bit dubious. "Hey guys, this is higher than I've ever rafted it!" Frank looks keen and says, "fantastic, the river's up". He's heard that nearby Walwah has had five inches overnight. I feel sick. Frank was positively excited. "OK, he's got two arms and legs just like me and he doesn't appear crazy, maybe this river is OK?" I think, trying to convince myself.

Onto the river by 8.15 am. The river was in overdrive and we got to the causeway in fifteen minutes. On the way the waterfall has turned into a nice tiered drop with a meaty hole at the bottom. All OK. Never having paddled together, we're all checking one another out as we go.

The next interesting rapid is 'The Wall'. Here the water tends to push the paddler up against a large slightly overhung wall. If we get plastered against it or have trouble here, we can still get out at the gauge. After that we're committed, or should be.

Survived 'The Wall'. In fact I enjoyed it. Actually hit bottom in a hole. The holes were enormous, or so I thought. Relative to later ones, these were babies. At this point I'm

feeling excited, even keen. I'm feeling confident and it's a strong group, it's a beautiful day and everything is looking good.

Got to the gauge in one and a half hours. That's the first eleven kilometres of the trip! This is literally the point of no return. From here on the paddler is many hours and many kilometres from help, if required. It's flat paddling, but the water is getting noticeably faster. Through the 'Gates', two big stone bluffs. We're in.

'Guys Mistake', an interesting roller coaster. I paddled right into the hole at the bottom and had a face wash. Several times in the day, I hit them so hard that I had my sinuses flushed. With the boat facing skyward, I went into automatic mode, "just keep on paddling!"

I congratulate myself for surviving and Frank stops to play games! Nice one Frank! I console myself by regarding his oversized boat as a surplus aircraft carrier which didn't make it to the Gulf. Later on when I paddle it, this impression is confirmed.

Next, 'Headbeater', a.k.a. 'South African Swim'. This is the only rapid that we stop to inspect. I'm not very good at inspecting rapids. The squirt boaters guide quotes a rule in which I firmly believe. "Time spent inspecting a hole is proportional to the time being gobbled by it." That's one I've learnt by experience.

'Headbeater' is a tricky little grade 4 rapid which finishes in a rooster tail to the right. Over-shoot the tail to the left and you're over rocks into an ugly stopper. Too far right and you're either pinned against some rocks or into the centre of the swirl which forms the rooster tail, a really ugly unpredictable hole. To make it interesting, the lead-up is strewn

with a couple of holes after a sharpish rock, deliberately placed to throw you off line.

With throw lines at the ready, Carl went first and cruised it! "Just follow the line and feel the water." One of my problems is that I'm a chicken. That's why Carl went first. Another is that I hate procrastinating, which is why I went next. "No probs, just like he said. Whoops I'm in the hole, where did the sky go?" Popped out on line, "just keep on paddling". Terry and Frank cruise through. "Frank! Stop fooling around."

From here on, we have about three kilometres of virtually non-stop grade 3 and 4 rapids. The other rapids became a little blurred. Maybe due to the number of times I had a face wash. The team eddy-hopped from here. 'Head-beater', settled things down. The sussing out of one another was over, we were now pretty confident in one another's abilities.

'Himalayan Wrap' came up. I said to Terry, "Follow me and aim for the big rock on the left." Not very encouraging, because the whole river seems to empty at the base of this big boulder, but in fact, it's a stepped drop of two metres and shoots right. But, you don't know that until you're in it. We settle in the pool to await the others. Incredible to watch the others disappear here as water falls on them from three sides. Someone did a roll. Nice pool though.

'Hole in the Head', that's how it feels. The name comes from the prominent rock in the middle of the pool which has a hole drilled right through it. Moderately technical lead-up and then 'boompf', you're over the fall. This one's actually easier with higher water.

Straight into 'Easy Over'. The river takes an S bend and tries to slap you into the wall. As there's a pillow of water against the wall it is very easy to slide downhill and go over, hence the name. Half way down I hit a stopper and do a fair tailstand, "just keep on paddling". Next I get slapped into the wall. "I don't want to roll, I don't want to roll, not here anyway." Here's me riding the pillow of water leaning onto the wall, the boat wants to tip downhill, in which case I feel I'll end up upside down, plastered against the wall. I pry off with the paddle and duck behind the wall. I watch the others cruise down, "easy huh".

I congratulate Terry, we've done all the big rapids. Carl reminds me that 'Roller Coaster' is coming up. I'm feeling a bit cocky, I regard it as a minor rapid. The hard bit is over. What a beauty! Talk about twisting, bucking water and big holes! Someone does a roll, I do another tailstand. A minor rapid? "Frank! Stop playing in the stoppers."

From here on, we cruise down to lunch at 'Pop's Place', the usual exit point for a two day raft trip. We've done it in three and a quarter hours.

Another two hours of pools and bouncy rapids and we're at Biggara. I'm wrecked, Terry however has swapped his Dancer for a hybrid touring K1 that strongly resembles a razor blade and is off to Tintaldra, a mere sixty kilometres away, and then, the other end of the Murray.

I've heard since, that although Terry did set a record for the full navigable length of the Murray, he didn't break the Hume Dam to rivermouth record. Due to all the rain, the demand for irrigation water was down, so the Murray was quite low for the majority of it's length. For the whole trip, over twenty days, Terry averaged 130 kilometres per day.

## COMPETITION

The Touring Committee of the VACA would like to be able to sell PADDLERS on the riverbank. To do this, they believe that we need good touring stories, similar to those written in overseas magazines.

Therefore they will donate one year's subscription to PADDLER and a copy of the Canoeing Guide to Victoria, to the writer of the best touring article in each edition of PADDLER.

This does not mean that PADDLER will become biased towards the recreation aspect of the sport. We will continue as usual. If we are lucky enough to receive a lot of touring articles, only the best will be printed.

So, come on touros, get behind this competition. Don't be hesitant because you already subscribe to PADDLER and you have a copy of the 'Guide'. You will almost certainly have a friend that will appreciate your gift and you will be doing your part to actively promote canoeing.

# THE BENDIGO INVITATIONAL

by Mick Evans

Over the Australia Day weekend, the Central Victorian Canoe Polo Association hosted its first canoe polo tournament, 'The Bendigo Invitational.'

Teams travelled from Adelaide, Sydney and Melbourne to compete, along with local Bendigo teams.

The standard of competition was high with Australian and State representatives competing. Twenty four teams competed in two classes over the Saturday and Sunday, with the round robin section divided into two groups of six in each class, giving each team a minimum of five games.

Good media coverage gave the locals a chance to see the sport played at a very high level and the competition was hailed as a resounding success.

The Open Class gave teams the opportunity to assess themselves before the National Championships to be held over Easter. It provided exciting and skilful competition and a good workout for many of the top teams.

The Cocktail Class was designed to give juniors, veterans, ladies, lower grade players and the whole family an opportunity to participate at a less competitive and more sociable level. Teams were to be made up of at least one junior, one veteran, one female and no more than one 'A' grade player. It was great to see teams comprising of family members obviously enjoying their sport together and the 'A' grade players involved in some light hearted antics such as charge starts without paddles, charge starts in reverse and one team looking very impressive

with a synchronized slow motion team charge.

It looked as though the Open finals were going to be contested between teams from all three States, with All Blacks (Mel), TEMPA (Mel), Explorers (Mel), Tough Ts' (Adelaide) and Rhino (Sydney), all looking good enough. Tough Ts' from Adelaide needed to beat the Templestowe team TEMPA, for a place in the finals.

In what was at times, a fiery game that kept the referees busy and the spectators on their feet, Tough Ts' succumbed to the pressure and a lack of self discipline that seemed to be a problem for them throughout the competition, to be beaten by the young Templestowe team, two goals to one.

*GODS No.47 & Floating Debris No.2 competing in the Cocktail Class*

*Photo: Courtesy of The Bendigo Advertiser*



*The Bendigo Invitational (cont'd)*

With four hours to their next game, the semi-finals against Explorers, the TEMPA boys decided that was ample time to visit some of the local tourist attractions. An underground tour of the gold mine seemed like a good idea but Murphy's Law came into effect when the lift broke down, leaving them stranded. 'Down and out' and unable to get back to the pool in time for their game, unfortunately meant that the first semi-final was a walkover and awarded to Explorers.

Rhino got to the grand final by beating All Blacks in a very tight game, one goal to nil, Peter Armstrong being the goal scorer.

Explorers, from Melbourne won the Open grand final against Rhino, a composite team from the Niners and Assassins of Sydney.

After being three nil down, Rhino managed to get right back into the game, pulling the score back to three all, but in the end they were not able to match the solid team work of Explorers who went on to a convincing five goals to three win. Australian junior team members Travis Minns, Scott Trewella and Jason Steadman played well for Explorers with Australian senior team member Duncan Cochrane trying hard to lift the Rhino line up.

Goals:  
Explorers - Martin Waters(2), Travis Minns (2), Andrew Waters.

Rhino - Peter Armstrong, Paul Clift, Duncan Cochrane.

In the Cocktail grand final, Fluffy Ducks from Adelaide defeated B52s, also from Adelaide, by five goals to two.

Goals:  
Fluffy Ducks - Chad Dodson (3), Bruce Dodson, Mike Rogers.

B52s - Aaron Fleet (2).

Playing the Cocktail grand final as the last game of the tournament was a fitting finale as it was played with such friendly rivalry that it illustrated the real spirit of the carnival.

The sport is now in its third year at Bendigo and whilst the local teams performed well in the tournament, they clearly need a lot more experience to improve the standard of their play.

A social and presentation held on the Sunday night after the finals was well attended and a social paddle and barbecue at the Loddon River on the Monday, rounded off an excellent weekend.

# OUTSPORTS

*The Complete Wilderness Centres*



## VICTORIA'S SEA KAYAKING CENTRE

### WE'VE GOT THE BOATS

Estuary	\$ 585
Estuary Tourer	\$ 749
Estuary Expedition	\$ 995
Estuary Plus	\$1265
Nimbus Puffin	\$1495
Estuary Twin	\$1595
Pittarak Expedition	\$1549
Pittarak Nautilus	\$ POA
Pittarak Double	\$ POA

### WE'VE GOT THE GEAR

Specialist paddles, paddle clothing, bouyancy vests, pumps, hatches, deck fittings, rudder systems, strobe lights, safety equipment, dry bags, books, roof carrier systems, even the right sunglasses.

Of course if your needs are for an extended trip we've got the right clothing, sleeping bags, tents, camping accessories, compact cooking gear, even the right food.



340 B Hawthorn Rd.  
Caulfield, 3162  
Ph. ( 03 ) 523 5727



36 Young St.  
Frankston, 3199  
Ph. ( 03 ) 783 2079

# BREAKING THE DROUGHT?

by Torsten Krebs

**S**o now its Autumn, the season many white water enthusiasts hate: Too cold to go to the beach, too hot for the snow and, worst of all, no water in the rivers! Is that true? A bit of thought and an investigative nature could overcome the problem. Let's consider some of the options.

One could take up or expand into a canoesport that is active over summer; one that does not rely on rainfall or snow melt. Sprint, Marathon, Canoe Polo and Dragon Boat racing each have their own attractions and merits, but that is really avoiding the problem rather than dealing with it.

One could take a holiday to northern N.S.W. (possibly, check that the rains have started first), North Queensland (possibly, check that the rains have finished first) or New Zealand (good idea, lets go). This is still not really dealing with the problem as it is here in Victoria.

Let's look at some home-grown possibilities. Firstly, dam-controlled rivers. We all know about the Goulburn, or do we? We probably also know about the Murrumbidgee, but we also know that it is effectively off-limits until the end of this year while work is done to the dam. Besides, it is so far to go that it almost falls into the "take a holiday" category. Let's revisit the Goulburn and take a look at the Loddon, the Campaspe and the Thomson rivers. We should probably add the Mitta Mitta to this list, but since I haven't been there, I can't talk about it, so let's not, O.K.?

How many million times have you been up to the Goulburn?! The same six hundred metres of boring, fast but flat water, the same joker towing a speed boat up the Black Spur road on the way up, the same "exchanges" with fishermen on the

river, the same queue for the same nose stands at the same top pump-kin and the same greasy chips from the chew and spew in Narbethong on the way home into Melbourne's interminable eastern suburbs.

Have you tried it in a C1 or C2 (or K1, for the C boaters amongst us)? Alternative craft can be good fun and increase your range of skills and experience. Have you tried deliberately making it more demanding by setting circuit courses to improve your skills? The Goulburn has a wealth to offer in that area. If you're not sure what I mean, ask any of your friends on the Board of Canoe Education or who are slalom or downriver paddlers. If you ask nicely at the river, they may even find the time to demonstrate. If you are a competitive paddler, try doing the circuits under the watch, or rapid sprints, both up and downstream, or (here's a killer, but a very good one) paddle upstream to Blue Gums caravan park from Sizzler's Grill (ask first) or even Thornton if you're really touched. I paddle from Sizzler's Grill to Blue Gums in just under an hour in a wildwater racing boat. Finally (and this one is dear to my heart) try stopping off in Yarra Glen for a wine tasting.

The Loddon could possibly be Victoria's most underrated river. A section beside the flour mill at Bridgewater, half an hour to the east of Bendigo, contains a lengthy, sometimes tricky grade two approach to a good grade four rapid. Unfortunately, the water levels required for paddling this section are well above what is released for irrigation purposes.

Further upstream, however, from the sports ground at Newbridge (Melways map 253, A 3) down, there is a section which is, by stages, flat, then twisty, then tight around fallen trees, and finally to four grade two rapids.

"So what", you say, "grade two rapids we can find on the Yarra within Melbourne!" Yes, but the Loddon has water in it through summer, the Yarra does not! The river offers a good venue for downriver races when all other rivers are low/empty or flat and boring. The second of these rapids in particular has some potential for slalom training as well. It is about four hundred metres long, twisty and contains several small drops and numerous eddies. Egress is at the end of a short tract off the Bridgewater - Newbridge road. The track is quite passable and is identified by a large cross painted in yellow on a big tree beside the road.

It might be advisable to confirm the water release from the Loddon prior to departing from Melbourne, there are some stories of it being turned on and off at inconvenient times. The weir-keeper at Laanecoorie Reservoir can be called on (054) 557-100. The trip from central Melbourne via the Calder Highway takes roughly two hours, partly through lovely country with a number of wineries.

The Campaspe is half an hour from Bendigo on the other side from the Loddon. Releases from Lake Eppalock into the Campaspe are longer and more consistent than those from the dams into the Loddon. The section at Barnadown offers a longish, wide grade two with some potential, but requires more than the irrigation release level or the Canoe Guidebook's minimum of 1.0m to make it worth getting the boats off the car. Access is excellent and the banks passably clear, so it could be an acceptable local slalom venue. There are some nice wineries nearby at Heathcote too! There may well be more to discover about this river.

Pick of the bunch would have to be the Thomson. For years this river

was effectively denied to canoeists, except in times of flood by the diversion of water to supply the aforementioned interminable eastern suburbs. The construction of a small hydro-electric power station has resulted in minimum canoeing levels (just) being discharged on a permanent bases, at least for the next few years. The rapids are good to very good, though more water would be a big plus. The valley is really beautiful and the area steeped in history. Unless there has been some recent rain, plastic boats are essential. The VACA Canoeing Guide and the Department of Sport and Recreation pamphlet both cover the river well. At high water levels, it contains one excellent overnight trip and two quite good day trips. At summer release level, it is an ideal place to take new recruits or to spend a day after the irrigation rivers have been turned off for the year.

The second option for breaking the drought is the surf. For competitive training purposes, Port Phillip Bay usually has enough of a swell to keep one happy. It is not really feasible to set up slalom gates, but doing your physical conditioning work out from, say, Port Melbourne Yacht club, will add a new dimension to those intervals. Depending on the day you might have to cope with anything from fast chop to regular, large waves; all features that are met on rivers at various times. Try sprinting the length of Princess Pier (3/4 mins), or paddling steadily to Point Gellibrand and back (40/60 mins)<sup>1</sup>, or set a giant slalom course through the pier pylons near Port Melbourne lifesaving club, timing your approach to use/avoid the incoming swell (be very careful with this one, kiddies with missiles are as much a worry as the oysters on the pylons). I suggest you paddle generally either with or against the swell - trying to paddle across the swell in a boat without a rudder can be both frustrating and painful.

<sup>1</sup> Times depend on tide, swell etc. and are for myself in a wildwater racing K1.

Going further afield, Victoria has oceans of coastline, much of it with good surf. Ever tried surf kayaking? I used to do a great deal of it when I lived in Queensland, but it seems to be a sadly neglected aspect of canoesport here in Victoria. One reason for this might be the boats. The Victorians I have seen trying to kayak in the surf have either been in polo bats (say no more) or pre-Norman conquest craft that must be the kayak equivalent of a Malibu surf board. In Queensland we were all using a boat called a "Phase 3" made by Roscoe Canoes, they were great. I have been told that in places like Canada the surf kayakers rule the waves - apparently the surf is excellent but just too cold for boards or skis. The surf is really reliable whitewater; if one spot is not what you want, drive on to the next. It is amazing how fast you will improve your support strokes, leans and especially rolls in the surf. More to the point, it is really good fun and the scenery can be just as impressive, if not more so, than river trips.

One thing though - turning. If you really want to sweep and draw, don't take your favourite carbon fibre paddle, O.K. Or if you do, don't whinge to me when you suddenly have a new C1 paddle. The surf is one place where those strokes are of a bygone era, rudders and braces, are still important if not essential. (I hope the Board of Canoe Ed doesn't read this, haven't rudders and braces been purged from the syllabus, the repertoire, from under Mike's bed and everywhere else?) On any half decent wave, the boat will be moving forward faster than you can pull the paddle around in a sweep, so you will probably not achieve much beyond upsetting your balance anyway. Draw strokes are fine for spinning the boat around in a 360° if you know what you are doing, but otherwise are little more than an invitation to either run over your paddle or smack yourself in the face - take your pick!

No seriously, surf kayaking is not only good fun but also a good way to improve skills, confidence etc etc. Start with something basic, a beach break with a moderate swell and stay well inside the breaker line. You'll cop a bit more of the "soup" (frothy, swirly junk from the broken wave), especially when your paddling out, but you'll soon get the hang of leaning back and turning by using the paddle as a rudder (I hope this passes the censors!) or of support stroking on the top of the wave as you hurtle sideways towards the shore, clearing the beach of kiddies and grannies and hearing some "colourful" language along the lines of "go forth and multiply", (only not in quite those words) as you go. From there, progress to perhaps a sheltered point break on a moderate day and go out beyond the breaker line to ride the swells. Any decent canoeing book will have a section on surf kayaking, so I won't go on any longer.

The possibilities for breaking the whitewater drought are limited only by your imagination.

#### 1991 INTERVARSITY

The 1991 Australian Universities Canoeing Championships are being organized by LaTrobe University and will be held on Big River from September 30 to October 4. (i.e. the week immediately following the Australian Wildwater Racing Championships).

# GONE STOMPING!!

compiled by Robyn Galloway and Eugene Stackpole

The following is a list of 'canoeing' terms that describe some of the characters and events that occur on and off the river. Special thanks to all paddlers who defined a few things for us.

**Beanie Boater:** a polo player on white water with a face mask on.

**Biathlon:** a kayak race where the paddler goes for a swim.

**Blow Out:** hitting gate 1 in a selection race.

**Bob:** someone who paddles with an over emphasised sprint technique.

**Bumbly:** a paddler learning the basics.

**Carnage:** a broken boat or body who got bitten off at Tacen in 1990.

**Colour Co-ordination:** a Canoes Plus Racing Team member.

**Crowded:** a slalom competition with more than eight gate judges.

**Donut:** full spin on a stopper.

**Double Blow Out:** hitting gate 1 on both runs in a selection race.

**Egg & Spoon Race:** a derogatory term used to describe a slalom race.

**Floater Boater:** a paddler touring a river, leaning on the back deck whilst floating along.

**Grizzlies:** lycra or polypropylene clothing that could do with a wash.

**Harpoon Harry:** a team member who insists on spearing another team member when performing a break-in.

**Head Butt:** Totally missing a move and running your boat headlong into a big rock.

**Mental Rehearsal:** a Tasmanian trying to remember what number gate comes after gate 2.

**P & H:** 'Punkin and Hoonin' - playing about on big water.

**Robo Cop:** a paddler who wears wrap around sunglasses whilst paddling.

**Sack Race:** a downriver race.

**Scrutineer:** a person specially bred, whose fist has a circumference of exactly 30 centimetres for checking endloops.

**Shuttle Bunny:** a canoeist's girlfriend who always gets stuck with doing the car shuttle on a river trip.

**Skins:** people whose pectoral muscles are always on display, regardless of the temperature.

**Smarmy move:** pulling off a hard move and the gloating grin that follows.

**Spear:** the act of penetrating another persons hull with the nose of your boat.

**Stomping:** going big water paddling.

**Studding Out:** Surfing the biggest wave on the river.

**Team Manager:** a person who never attends a selection race.

**Trashed:** getting bitten off in a stopper. (originated at Tacen, Yugoslavia 1991)

**Tupperware Party:** four or more plastic boats surfing on a wave.

**Whoopey:** tailstand with a pivot.



## SEA KAYAKS

Australia's best range!  
Eight models including

NEW "SEAFARER DOUBLE"

**Q. Craft**  
canoes and kayaks

For RIVER, LAKE and OCEAN

269 Condamine Street, Manly Vale  
NSW 2093 Australia

**Tel: (02) 907 9766**

# COACHING COURSE LEVEL 2

## THE LEVEL 2 PRINCIPLES OF COACHING.

The Department of Sport and Recreation, as part of its Coach Education Development Program, will be conducting the above course on behalf of the ACC's National Coaching Accreditation Scheme (NCAS).

The NCAS is a progressive coach education program with courses at four levels.

The level 2 program is a sixty hour course, half of which is sports specific covering theory and practice, while the other thirty hours is involved with the general principles of coaching.

### Dates:

Sunday	28 April	9am - 1pm
Saturday	4 May	9am - 4.30pm
Sunday	5 May	9am - 4.30pm
Saturday	18 May	9am - 4.30pm
Sunday	19 May	9am - 4.30pm

### Topics:

- \* Role of the coach
- \* Acquisition of skill
- \* Mental preparation of athletes
- \* Training methods
- \* Biomechanics
- \* Injury prevention and management
- \* Training the disabled
- \* Training women
- \* Nutrition and performance
- \* Growth and development
- \* Coaching juniors

This course will enable participants to better communicate with sports scientists when discussing training programs. It will also help them to understand the basic scientific principles of sport and would therefore benefit anyone interested in sport, even if they are not coaches.

To obtain Level 2 accreditation with the NCAS, coaches will also need to complete the sports specific section through their National Sporting Association.

**Entries close 5 April, so it is imperative that you ring to book a place.**

Contact Eric Rosario on 666 4346 or Tracey Forrester on 666 4391.

The cost of the course is \$85, which includes the required text book.

The following seminars may also interest would be coaches:

11 May: Sports Nutrition Seminar - Speakers include:  
Karen Inge  
Holly Frail  
Louise Bourke

Workshops and demonstrations on preparation of athletes meals by Gabriel Gate, planning a suitable diet and hands-on experience with home economists and celebrity chefs.

## COACH EDUCATION PROGRAM

Bi-monthly lectures will be held in April, June, August, October and December.

LEVEL 2 GENERAL PRINCIPLES OF COACHING  
Scheduled for September 1991.

For more information contact Karen Stewart on 666 4340 or Eric Rosario on 666 4346.

## RIVER RAT MARATHON TC1

Made to order  
from

## SWAN FIBREGLASS

(Rick Swan)  
Gap Road,  
Lockwood South  
Vic. 3551.  
Tel: (054) 353298 A.H.

ALSO AVAILABLE

## DELTA C1 & FAMILY CANOES

Interesting 1 - off  
Projects Considered

# A WEEK OF WHITEWATER

## AUSTRALIAN WILDWATER CHAMPIONSHIPS & TEAM SELECTION RACES

SEPTEMBER, 1991

This week of Wildwater Racing is an **INVITATION TO ALL PADDLERS** interested in good water and good racing. The week will include three races on three different rivers, all within reasonable proximity. Although primarily organised as the Australian Wildwater Racing Championships and Team Selection Races, the events are open to Wildwater or Downriver paddlers of all standards - participation by everyone is encouraged, and will be catered for.

Sat.	Sept 21	2.00 pm	Team Selection Race	Big River
Wed.	Sept 25	1.00 pm	Team Selection Race	Howqua River
Fri.	Sept 27	11.00 am	Aust. Championships - Practice Runs	King River
Sat.	Sept 28	11.00 am	Aust. Championships - Individual Runs	King River
Sun.	Sept 29	10.00 am	Aust. Championships - Team Runs	King River
		1.00 pm	Peregrine Victoria Rafting Race	

All classes of Wildwater will be catered for, i.e., K1, LK1, C1, C2, MC2 and Team events in all classes. Plus a special Canoes Plus Cup for plastic kayaks in all events.

For those who are interested in some coaching or assistance to prepare for these events, a number of training camps and other activities are planned. Check the calendar for dates and other details.

Look forward to an exciting and enjoyable week of WHITEWATER!

# AUSTRALIAN SLALOM CHAMPIONSHIPS 1992

## GOULBURN RIVER - 11TH TO 17TH JANUARY

### PROPOSED PROGRAMME

Monday 11		Free Practice	
Tuesday 12	a.m. p.m. 5.00 pm	Free Practice Set Courses Practice Runs - Australian Schools - Interstate Challenge	
Wednesday 13	8.30 - 12.30 3.30 - 7.30	Interstate Challenge for nominated State Team - Course (II) Australian Schools - Course (I)	
Thursday 14	8.30 - 10.30 10.30 - 12.30 2.00 pm 6.00 pm 7.00 pm	Australian Schools Teams - Course (I) Warm Up Slalom for paddlers not in Schools events - Course (II) Set Australian's Course Demonstration Runs - Australians Competitors Barbecue and presentations for: - Australian Schools - Warm Up Slalom - Interstate Challenge	
Friday 15	10.00 - 12.30 3.30 pm	Practice Runs - Australians Australian Championships	- Individual Event - Open Mixed C2 - Junior Mixed C2 - Open C2 - Junior C2 - Canoes Plus Plastic K1 Cup (Mens & Ladies) - Canoes Plus Plastic Reflex Cup (Mens & Ladies)
Saturday 16	9.00 - 12.00  3.00 - 6.00  7.00 pm	1st and 2nd runs  1st and 2nd runs  Barbecue & Presentations Canoes Plus Pond Slalom for all children 11 yrs & under	- Open C1 - 18 yrs C1 - 16 yrs C1 - Masters C1 - Open LK1 - 18 yrs LK1 - 16 yrs LK1 - 14 yrs LK1 - Open K1 - 18 yrs K1 - 16 yrs K1 - 14 yrs K1 - Masters K1
Sunday 17	8.30 - 10.30  10.30 - 12.30  1.30 - 3.30  4.00 pm	Teams Events  Teams Events  Teams Events  Presentations	- Open C2 - Open LK1 - Junior LK1 - Open C1 - Open K1 - Junior K1 - Open Mixed C2

# GREENHOUSE GASES AND THE EXERCISING BODY

by Paul McFarlane

## INTRODUCTION

The 1980s saw all of us becoming more aware of the environment we live in and the growing health problems associated with increasing pollution levels. Increasing pollutants from industry and the motor car have contributed to the growth of gaseous emissions which have localized effects in the form of urban smog and global effects as greenhouse gases and ozone layer depleting substances.

How does a polluted environment effect our exercising body, especially the effect of increased levels of carbon monoxide and ozone? The air we breathe can contain a variety of pollutants. Two common gases are carbon monoxide and ozone, as well as particulates of hydrocarbons and other industrial waste material. Some of the health risks of breathing heavily polluted air include irritation of the lungs and breathing passages which result in impaired physical work performance, not to mention possible long term health effects. Vigorous exercise in these conditions is further compounded as a result of increased rate and depth of breathing. Consequently the absorption rate of pollutants increases. Our biggest threat from the environment in terms of vigorous exercise as individuals in general, is carbon monoxide and ozone.

### Carbon Monoxide

The greatest source of carbon monoxide in the environment is from motor cars and cigarette smoke. Smokers and non-smokers are both effected by cigarette smoke. Furthermore, side stream smoke from a lit cigarette contains a greater concentration of carbon monoxide than directly inhaled smoke.

The problem of carbon monoxide in relation to the body is that it has an extremely high affinity for the haemoglobin in our red blood cells. Haemoglobin is responsible for transporting the oxygen within the blood stream. However because of this affinity, carbon monoxide is preferentially absorbed at a rate over 200 times greater than that of our vital oxygen.

Therefore when a molecule of carbon monoxide and a molecule of oxygen compete for a haemoglobin attachment site, the oxygen molecule loses to the molecule of carbon monoxide leaving the oxygen molecule behind. The exercising body in this environment is therefore greatly disadvantaged in terms of physical work capacity.

When carbon monoxide enters the blood stream, less oxygen is transported per unit of blood and consequently less oxygen is released from the haemoglobin of the red blood cells to the myoglobin of red blood cells.

This results in the heart having to work harder and beat more frequently to deliver more blood to compensate for the lower oxygen concentration. According to Ekblom et al, (1975, p11) the maximal cardiac output and maximal difference between the oxygen content of the arteries and the veins are decreased, which results in a decrease in maximum oxygen uptake (i.e. endurance or aerobic capacity) and consequently a decreased work output.

In North America, people living in a rural environment which is traffic free, generally have carbon monoxide combined with haemoglobin (carboxyhaemoglobin) concentrations of 0.5%, or about half the level of city dwellers who remain indoors. In city centres of high populations combined with high pollution levels as is experienced overseas, especially in the U.S.A., city people who stand outside for half an hour amidst heavy traffic can increase the levels of carbon monoxide in their blood fivefold.

Furthermore, strenuous exercise in heavy traffic for thirty minutes can increase blood concentration levels of carbon monoxide tenfold. According to Nicholson et al (1983) this is equivalent to smoking half a packet of cigarettes. Cigarette smoking or breathing side stream smoke immediately after heavy exercise can also increase movement of carbon monoxide into the blood stream.

Deep breathing during vigorous exercise in clear air can help clear the carbon monoxide from the blood stream. It takes approximately five hours to eliminate half the amount of carbon monoxide in the blood, this time can be substantially further reduced by breathing pure oxygen.

Our biggest and most notable threat is exhaust gases from older cars (pre 1986) which produce significantly more carbon monoxide. However, air quality is not necessarily better when traffic is light. This is due to the fact that carbon monoxide can linger for hours depending on prevailing wind conditions. Furthermore, shade trees can trap air pollutants, raising concentrations to very high levels. This is important as many runners often seek shade to cool their bodies and avoid the consequences of heat stress.

### Ozone

A significant component of city smog is ozone. It results from the sun acting on oxides of nitrogen and certain hydrocarbons. Airway resistance is increased as a result of the effect when one is exposed, on a short term basis, to high concentrations of ozone. When air resistance increases, it results in an increased heart rate and decreased depth of breathing. This causes an increase in the energy cost of breathing and can decrease maximum ventilation during exercise.

According to Folinsbee et al (1977) research has demonstrated a 10% decrease in aerobic capacity of subjects breathing ozone at levels comparable to peak levels observed in smog prone cities (New York, Tokyo etc). Long term exposure to high levels of ozone has a negative effect on respiratory function. For example, continued exposure to high ozone levels can cause lung function changes such as destruction in bronchioles of the lungs.

Ozone levels increase on still, sunny days. Furthermore, high doses of radiant heat from the sun add a tremendous heat load to the exercising body and can cause fatigue. To avoid the dangers associated with exercising in polluted air, city dwellers should observe the following guidelines.

#### MINIMISING THE RISKS OF AIR POLLUTION WHEN EXERCISING

Exercising outdoors in large cities poses some invisible dangers in the form of air pollutants, namely carbon monoxide from motor vehicles and ozone. To reduce the risk of their effects, follow these simple guidelines.

1. Avoid exercising in peak hour traffic.
2. Avoid exercising during hours when the sun is brightest as ozone levels increase at these times.
3. Respect air pollution alerts as advised in the media, and exercise accordingly.
4. Try to exercise in open areas where air currents can move about freely. This helps disperse air pollutants.

5. As pollutants can be trapped, be aware of exercising or resting for long periods under shade trees.
6. Before, during and after exercise avoid side stream cigarette smoke. If you do smoke, never smoke just after exercise, wait until breathing has reduced to normal.

#### Bibliography

1. Ekblom B., Huot R., Stein E.M. et al. Effect of Changes in Arterial Oxygen on Circulation and Physical Performance. *Journal of Applied Physiology* 1975, 39 (1) pp 71-75.
2. Nicholson J.P., Case D.B. Carboxyhaemoglobin Levels in New York City Runners. *Phys. Sportsmedicine* 1983, 11. (3) pp 135-138.
3. Folinsbee L.J., Silverman F., Shepherd R.J., Decrease of Maximum Work Performance Following Ozone Exposure. *Journal of Applied Physiology* 1977, 42 (4) pp 531-536.

*PAUL McFARLANE (B.App.Sc. Phy Ed) is a consulting exercise physiologist with the Institute of Health and Fitness and H.B.A. Health Management and also is a Sessional Lecturer and Tutor at Monash University - Frankston Campus and the Victoria University of Technology - Footscray Institute of Technology Campus.*

## DO YOU WANT THE COMPETITIVE EDGE?

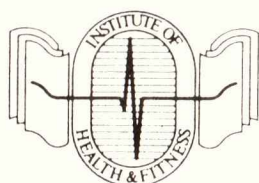
- Fitness Evaluations
- Training Programs
- Dietary Consultations
- Computer Dietary Analysis
- Performance Control
- Massage

Services are competitively priced and specific to individual requirements. Staff are all fully qualified and members of the Australian Sports Medicine Federation.

Dietitians: Ms. Karen INGE  
(Co-author 'FOOD FOR SPORT')  
Ms. Lorna GARDEN

Fitness Advisor: Mr Paul McFARLANE  
Masseur: Mr. Neil REID

Provided to you in the interest of improved PERFORMANCE by:-



**INSTITUTE of  
HEALTH & FITNESS**  
**(03) 578 8905 / (03) 578 7332**

# VIS TRAINS IN NEW ZEALAND

by Jane Farrance

**D**uring January, the VIS slalom unit had a training camp of 10 days in New Zealand. The camp incorporated two slalom competitions, both New Zealand selection events, so the competition was bound to be hot, with the cream of N.Z. paddlers, including Donald Johnson, ranked 4th in the world. Added spice was the attendance of Ian Wiley of Ireland, (the winner of the Pre World Championships at Tacen), and other top paddlers from Germany, France, Switzerland, Canada and of course Australia, making these events truly international.

New Zealand is ideal for training, with the wide variety of excellent whitewater, and large number of suitable training areas in close proximity. Due to heavy rain the river levels fluctuated daily, with each training session requiring adjustments to changed levels. This caused problems with the competitions, but was excellent experience for the VIS members.

First to arrive were Richard Macquire, Wayne Thomas, Eugene Stackpole and David Heard, with other members due to arrive over the initial week. Water familiarisation was the main emphasis for the first couple of days. The plan was to spend time on gates on the 'Roaring Meg' slalom course, however there were no gates, so the group spent one session each day at the site, just working on the water, and the second session doing a short river trip on the local whitewater. This was most enjoyable, but not ideal training for top slalom paddlers.

Robyn Galloway and Paul Beattie joined the group the day prior to competition. Due to plane delays they arrived late to find the course closed, so instead of being able to warm up on the course, they had to

paddle the downriver course as water familiarisation, before official practice runs on the next day.

The water at Roaring Meg was unusually high, but dropping rapidly, (about 30cm a day). At this high level the water was not 'big' in the normal sense, but because it is situated in a steep sided gorge, the water boils and surges, whirlpools appear and then move downstream with awesome power. Roaring Meg water is unstable and very difficult to adjust to. All paddlers rolled many times, but no one rolled quickly, as it was too difficult to get into position to find the water to roll on. Most had several attempts before finally righting themselves.

Ian Wiley designed a demanding course for the selection event. In demonstration runs none of the paddlers successfully negotiated gate 14 on the first attempt, not even Ian Wiley himself. The sequence involved a high cross to the upstream number 14, not a difficult cross for paddlers of this standard, the problem was that the gate was positioned on a strong surging boil, requiring timing, speed, power and a dose of luck, to get the gate. Only the very top paddlers were successful, and only two women succeeded, and then only on one run each. The next two gates were downstream offset, very hard to complete directly from the surging waters of gate 14, so many rolls occurred in this area of the course. Once past this difficult section there was always gate 21 ahead. Another upstream in an eddy, which was really a powerful boil. The approach was directly through a surging whirlpool. Some lucky paddlers came through the waves of the current into smooth clear water, while others, Eugene Stackpole included, found themselves driving straight into the vortex of a large whirlpool, to be flung downstream and usually having to roll.

This course posed a real challenge. Many of our paddlers were heard to remark that they were glad this was not their selection event. Roaring Meg made our paddlers really work on river reading. Normally the paddlers work out in advance exactly where to place their craft, at what angle and by using what strokes, then when on the water they focus on the gates and speed. However, on Roaring Meg, paddlers had to be constantly watching the water, adjusting to it, as it surged and changed with very few constant features. The unwary paddlers could easily find themselves and boat being sucked straight down, swept sideways, the eddy suddenly becoming current, or many more surprises. Our paddlers, who normally map out their course and paddle as fast as possible along that course, had to adjust their speed, 'change gears', smooth here, power there, accelerate, decelerate, and constantly change their game plan.

After the slalom we were joined by Mia Farrance who was just back into serious training after a lay off to rehabilitate a chronic injury. Roy Farrance, the squad coach also arrived to take control of the training camp. The only member of VIS not present was Danielle Woodward, who was also injured, and is only now getting back to gentle flatwater training. Hopefully Danielle will be back to full training by February/March.

The squad then travelled to Murchison for the second slalom event, some 900 km away, which unfortunately necessitated a long drive with an overnight stop at the Fox Glacier. This led to an impromptu training session and sight-seeing trip in one, a challenge to run from the car park to the glacier, up the side walls and back. Advertised as a 40 minute trip, it took the VIS members 9 minutes up and 6

minutes return. This was on top of the normal twice daily stops at river or lake for paddling sessions.

Once at Murchison regular training consisted of two paddling sessions per day, and either an exercise session or run.

While in New Zealand, whitewater experience was the aim, but not all slalom training is on whitewater - indeed only whitewater is not good training. To add variety and interest some sessions included Parloff relays, which were done in pairs, to see how many laps of a specified course could be completed in a given time, e.g. 25 minutes. The water for this was smooth and fast, hard work, but not big rapids. Another session on grade two water involved pairing off the group and then doing a 50-60 second course on gates and adding the scores of each pair together to get the winning pair. Competition

was hot, each run was a maximum effort, not letting your partner down, a really hard workout, but good fun, with much cheering and encouragement from each other.

After continuous big water training some paddlers were getting sore elbows, so this type of session was ideal to intersperse with the bigger water paddling.

Another interesting session, very good for power on moving water, was simply to paddle hard upstream for 90 seconds then turn and relax on the way back to the start point. Sounds simple, however on the water chosen, paddlers taking 90 seconds upstream were floating back in 16 seconds and in one case after paddling flat out for 90 seconds a paddler took 2 seconds to return, as she had been making no headway in the strong current. A very demanding session.

The slalom site provided good, big water paddling, but again there were no gates, so its value was limited. Donald Johnson had set up some gates on a good grade two section of the river further upstream, and the squad were able to use these gates regularly. The weather was poor and constant rain caused the river to rise, making the slalom site unsuitable, the organisers had to look for a new site. Rumours flew as to where the slalom would be, the training site washed out, the wires now under water. Soon a new training site was found in a nearby tributary, so the training continued.

Two Mile Creek was chosen as the new slalom site some 40 km from Murchison. It was an ideal area, a long course with plenty of features and variety, but wide and difficult to get wires across. The course design involved some hard moves on tricky water, but all gates were achievable

# OUTSPORTS

## GIVE YOURSELF THE WINNING EDGE

ZENITH C1 PROPELLOR  
KAYAK PADDLES

Dominating its class

Use our computer designed layup  
and your choice of colours for  
your perfect boat

Only at OUTSPORTS

Priced as low as \$199

At OUTSPORTS



340 B Hawthorn Rd.  
Caulfield, 3162  
Ph. (03) 523 5727



36 Young St.  
Frankston, 3199  
Ph. (03) 783 2079

by the good paddlers, although being direct and fast was difficult with cross currents, unusual swirls and eddies. Again the water level was changing with significant differences between practice runs and race runs. Then the sun came out, the rain stopped and the river dropped.

Even simple moves, gate one, forward downstream, had to be thought about carefully and precise lines worked on, decided and then changed as the water dictated.

Another skill practiced on this trip was the mental effort of concentration - blocking out the difficulties and focusing only on the course, the moves and the details. When the water levels are changing, a site is not finalised until the day before competition, start times are not known and estimates are only guesstimates. Added to these pressures was the fact that our plane left for home the afternoon of the race, and we had to be on the road by 11.00 am. That meant back to back runs, with no chance of seeing first run scores before second runs. Particularly hard for any paddler competing in two classes. Our paddlers were tired, not having rested for this event, but instead, had completed 10 days of hard training of 2-3 sessions each day with no rest. The mental effort to pull this all together and do the very best run possible was immense and all part of this training camp.

The squad left the slalom not knowing results, having no idea of how they performed in relation to other paddlers, and not even knowing their own scores. The other Australians present paddled later and brought the results home for interest's sake. More important was the training value of the whole trip, was it worthwhile? Did the paddlers gain further experience, training, ability to handle different water and the mental ability to cope with it all? I believe the general feeling of the group was, that it was a great training camp, where they trained hard, worked together well as a group and that it was well worthwhile.

The squad has learnt and trained on water of a different nature. They have learnt to watch the water at every stroke, to keep the blades in the water, to cope with hard, demanding courses on equally demanding water. They have practiced racing on these harder courses, learnt to 'change gears' and how to 'fall off the track', recover and continue. They have improved precision and practiced how to concentrate fully throughout it all. However, the strongest value of all was the comradeship, and the friendship built up within the VIS squad, travelling, living, cooking and paddling together.

Of course there were all those added extras, such as bungy jumping, jet boat riding, waterfall jumping and just having fun.

## RESULTS OF THE ROARING MEG SLALOM

### OPEN MENS K1

1.	Donald Johnson	N.Z.	172
2.	Richard Macquire	VIS	186
3.	Ian Wiley	Ireland	187
4.	Paul Beattie	VIS	190
5.	Owen Hughes	N.Z.	197
10.	Eugene Stackpole	VIS	222
11.	Wayne Thomas	VIS	222
13.	Andrew Farrance	Australia	240

### OPEN MENS C1

1.	Peter Eckhardt	Australia	204
2.	Justin Boocock	Australia	229
3.	Rob McGuinness	Australia	246
6.	Andrew Farrance	Australia	308

### OPEN LADIES K1

1.	Gabby Schmidt	Germany	244
2.	Clare Clousen	N.Z.	324
3.	Robyn Galloway	VIS	341
4.	Jane Farrance	Australia	365
7.	Kathy Kesterton	Australia	422

Unfortunately at the time of writing the results of the Murchison slalom were unknown.

# WANTED

To improve the standard of PADDLER

We want:

## ADVERTISING

Anything from 'Boeings' to 'Bootlaces'

## CONTRIBUTORS

Articles on any aspect of our sport

## SUBSCRIBERS

Convince your friends to subscribe

The deadline for the next issue for advertisements and stories is April 30, '91.

# AN INVITATION

TO ALL

CANOE CLUBS, OUTDOOR RETAILERS, ADVENTURE TRAVEL GROUPS, ANYONE

TO ENTER A

## RAFT RACE

**KING RIVER, SUNDAY 29TH SEPTEMBER, 1:00 PM**

(After Australian Wildwater Racing Championships)

**CLASSES:**

SMALL RAFT (TWO PERSON?)

LARGE RAFT (ANY FULL-SIZE CRAFT)

Classification is by craft size, not number of crew. The number of crew per craft in either class is at the entrant's discretion.

**ENTRIES:**

TORSTEN KREBS 419-9237 H, 657-6209 W.

\$5.00 per entry if by 20th September - \$7.50 for late entry.

RAFT LOANS AVAILABLE PER COURTESY OF PEREGRINE ADVENTURES, WHITEWATER RAFTING LEADERS, AT NO FEE. THESE MUST BE BOOKED WITH ENTRY BEFORE 20TH SEPTEMBER.

PARENTS, SUPPORTERS, OFFICIALS, SPECTATORS AT THE AUSTRALIAN WILDWATER RACING CHAMPIONSHIPS PARTICULARLY ENCOURAGED TO ENTER!

ALL COMPETITORS MUST WEAR HELMETS, VESTS AND SUITABLE CLOTHING. THROW ROPES MUST BE CARRIED. ENTRIES NOT COMPLYING WITH THESE RULES, OR OTHERWISE CONSIDERED UNSAFE WILL NOT BE PERMITTED TO START. ALTHOUGH THIS IS A FUN EVENT, SOME WHITE WATER EXPERIENCE IS REQUIRED, THE KING CAN BE A DEMANDING RIVER!

# HOT COMPETITION - DRAGON BOAT RACING 1991

by Robyn Scott

## Victorian Dragon Boat Champs. Geelong, 24 February.

Canoes Plus fielded two teams at this years Victorian Championships, a Mixed team and a Ladies team. Weather conditions were perfect for competition. Both teams performed well, winning all their heats and taking out honours in both finals.

In all classes Footscray were a club to be reckoned with, having trained together for some three months prior to competition. Canoes Plus Ladies had placed second to Footscray at the Moomba Trials and were prepared for a hard race on the Barwon. Despite minimal training, Canoes Plus Ladies narrowly defeated Footscray in the heat, boosting the confidence of the team considerably. The Open Ladies Final comprised four teams, from Geelong, Footscray, Adelaide and Canoes Plus. After a close start, Canoes Plus took the lead and with a keen determination to win, pulled away from the other crews to cross the line a boat length ahead of Footscray.

The Mixed team was truly mixed, as each heat saw a different combination of paddlers, both, to give everyone a go and to determine the best crew. However, despite the constant changes, the team improved overall with each heat, culminating in their convincing win in the final.

The final of the Open Mens event was won by the powerful Footscray crew.

*Our photographer has caught the Canoes Plus Ladies badly out of time at the Time Trials on the Yarra River 10/2/91 - they must have improved a lot since this photo was taken*

*Photo: Bernard Boulton*



## Moomba - Yarra - 3rd March

Once again, weather conditions were superb for a day on the river. With some 50 teams competing, racing began early in the morning. Canoes Plus entered a Mens and Ladies team. The Mens team contested the Budget Sports Cup and the International Cup whilst the women competed in the Commonwealth Bank Womens Cup. Competition was very strong with many close finishes in the heats. There were many teams however, who found that steering a dragon boat was not as easy as it looks and close to half a dozen teams had a taste of Yarra River water when their boats capsized. There were quite a few close calls as crews veered from their lanes at various angles, often from one side of the river to the other.

After the results from the trials and the Victorian Championships the week before, Footscray were proving to be the local team to beat. All three of their teams, mens, ladies and mixed, made it to their respective finals and proved to be superior in both mens and mixed. However other crews such as Fairfield and Bird Cameron, were also proving to be formidable opponents, and results in the heats were very close indeed.

Canoes Plus men were sponsored by the Dragon Boat Restaurant who provided both crews with a marquee and barbecue facilities for the day. The mens team made it to the final of the Budget Sports Cup and were defeated by

the strong Footscray and Torquay crews.

As only four womens crews were entered, all teams raced in the final of the Commonwealth Bank Womens Cup. Crews were Canoes Plus, Footscray, Hong Kong and Geelong. Canoes Plus were faced with the challenge of holding on to their title of having never been beaten on the Yarra, against the strong Footscray team and the unknown quantity, Hong Kong. The ladies crew this year included a lot of new faces, and although they had barely trained together as a team, they were all determined to retain their unbeaten status. Footscray had won their heat a second ahead of the Canoes Plus winning time in their heat, so the pressure was definitely on for the final. Tension was high at the start as each team prepared for a hard race of 100% effort. The final results saw a jubilant Canoes Plus win by over a boat length from Footscray, followed by Geelong and Hong Kong.

The main race of the day was the International Cup and this year none of the international teams made the final.

Instead the race was between the local crews of Canoes Plus, Footscray, Fairfield and Bird Cameron. Footscray had already won the Budget Sports Cup, but anything could happen in the major event. Times for the day were very fast and the final was watched with interest by enthusiastic spectators who voiced their support for their teams. Footscray were clear winners from Fairfield followed by Canoes Plus and Bird Cameron in a very hard fought race.

Winners of the individual cup finals were:

City of Melb. Corp. Challenge	GRE I
Commonwealth Bank Womens Cup	Canoes Plus
Ethnic Affairs Community Cup	Footscray Mixed
Orlando Wines Building Cup	Jennings
Budget Sports Cup	Footscray
Inst. of Chartered Accountants Cup	Androids Anonymous
American Express Corporate Cup	Orlando
Australian Re-Insurance Cup	N.Z. Insurance
International Cup	Footscray

## TAKE YOUR BOATS & FLY

**Ansett  
Australia.**

Competing Interstate or Overseas?  
Some of Australia's Best Paddlers  
such as

Danielle Woodward, Richard Macquire & Craig Bartlett  
book with

**Ansett  
Australia.**

## ORIENT EXPRESS TRAVEL

to make sure they get there!

For Excellent Service and  
\*\*\*SPECIAL\*\*\* prices for Canoeists  
contact

**Ansett  
Australia.**

**Phil or Claudia  
at Orient Express Travel  
(03) 663 2777**

**Ansett  
Australia.**

359 Exhibition Street, Cnr. Victoria Street, Melbourne

# PADDLER

## SUBSCRIPTION / CHANGE OF ADDRESS

- My subscription has expired, please renew as below.
- I wish to subscribe to PADDLER for 1 / 2 years and I enclose payment for \$18 / \$36 (delete whichever not applicable)
- Please change my address:

Name .....

Address .....

Suburb .....Postcode .....

Payment details are as follows:-

- Cheque payable to PADDLER Magazine or
- Bankcard / Mastercard / Visa Card / Amex / Diners (circle one)

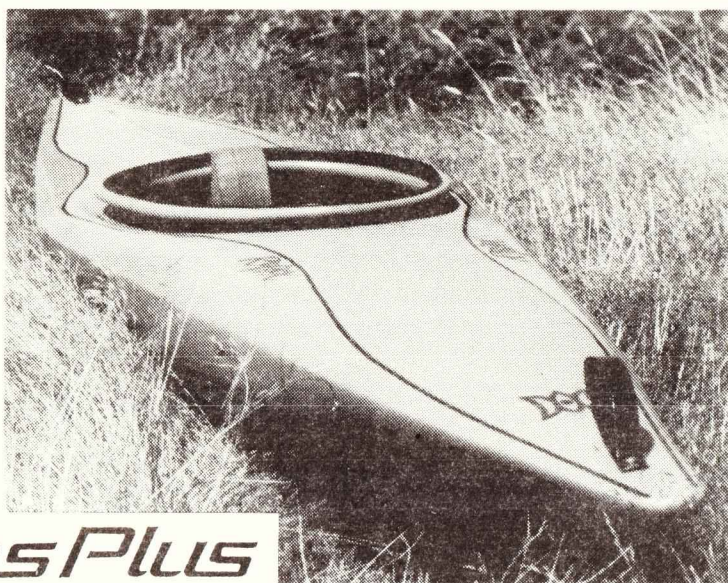
--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--

Expiry: \_\_\_\_\_

Signature: \_\_\_\_\_

Please photocopy & return to: Tony Prior, 1 Byrne Court, Cheltenham. 3192.

**PLASTIC  
REFLEX**



The most popular  
plastic slalom  
kayak in  
Australia

TRY ONE NOW AT

**Canoes Plus**

140 Cotham Road  
KEW. 3101  
Phone: (03) 816 9411  
FAX: (03) 816 1820

# A NEW STANDING COMMITTEE?

by Peter Gray

Who says you can't do it standing up in a canoe? For years I have been reading about canoe poling in the American magazine "Canoe". In the U.S. they even have national canoe poling championships.

A few years ago, I got round to making a pole and having a go. For the pole I used two pieces of aluminium tubing about 32mm. in diameter. To join them, I inserted a piece of dowel into the ends I wanted to join, and used wood screws through holes in the aluminium to secure the tubes to the dowel. A hefty application of duct tape covered the screw heads and the join, preventing damage to the hands from the screw heads. The result was a light, reasonably stiff pole, approximately four metres long.

My first attempt was at Doone Reserve, Yarra Junction. The river was quite shallow enough to enable the bottom to be poled. My problem was that I was hidebound by my past. While living in Oxford years ago, I had tried punting on the Cherwell. To propel a punt, you stand on a small deck at the stern, facing one side of the boat, with your feet along its long axis. You ply the pole only on one side, using it as a stern rudder during the recovery phase, in order to steer. In a canoe, it is not possible to stand at or near the stern, without upsetting the trim of the boat. I stood aft of the centre, with my feet as near to the long axis as I could get them (because of the inner keel). The result felt pretty unstable, especially as a bit of current runs in the river at Doone Reserve.

Put off by my first effort, I left the pole stored near the side fence at home for a number of years. A more recent article in "Canoe" prompted me to try again. It explained that my technique had been all wrong. The occasion I chose for another attempt was the Kirinari Kayak Klub Christmas party at Pound Bend, Warrandyte.

The Yarra was quite low in December. Dressed for canoeing, including buoyancy vest and helmet, I stood in the boat. This time, I stood in the middle, as advised by the author of the article. I stood with my feet side by side, toes pointing towards the bow of the boat, and legs as far apart as the boat would allow. With my weight distributed evenly, I felt very stable. Keeping my chest facing forward, I was able to put the pole in on either side of the canoe, alternating sides as required to steer. Alternating makes recovery of the pole easy; you simply put the "short" end into the water on the opposite side to the last stroke, and run your hands up the pole. It is unnecessary to use the pole as a stern rudder unless the boat is getting right out of control. After a little practice, I found that I could pole on one side only and keep the boat going pretty straight. It all depends on the angle at which you push on the pole.

A couple of times, I ran out of river bottom. Fortunately I had enough momentum to carry me over these short stretches, and with the next "stroke", I was able to dig a little deeper and find something to push off. If the worst comes to the worst, it is possible to use the pole like a huge double bladed paddle to keep the boat moving. Poling is, however, an activity for shallow rivers.

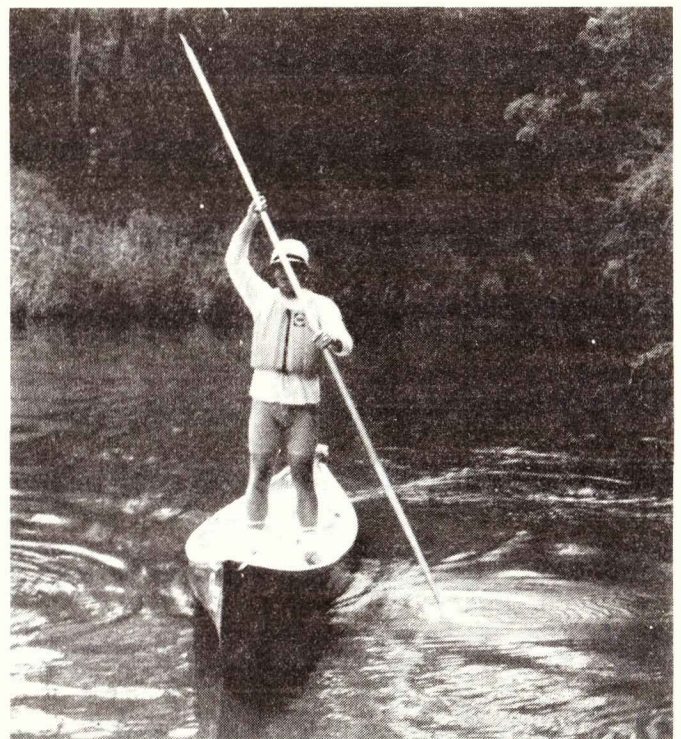
I was able to go up river for several hundred metres, until a shallow rapid blocked my way. Even in the current immediately below the rapid, I had no difficulty controlling the boat, and no feeling of instability. It is supposed to be possible to paddle small rapids, using the pole to fend off the rocks. It is also supposed to be easier to pole up small rapids than to paddle up them. I look forward to trying these techniques, some time when the river is at the right level.

To stand in the boat and pole along was very exciting. Somehow my perceptions of the river itself and the surrounding bush were enhanced. I felt like singing (something from "The Gondoliers" perhaps), but refrained out of consideration for other users of the river. Several other members of the Klub tried poling, and all agreed that it was not difficult and was a fascinating new canoeing experience.

I will do some more poling. I plan to use the pole on a suitable Klub trip. Who knows, one day we might even organise the national championships in canoe poling?

Peter Gray poling on the Yarra

Photo: Rod Jones



# WILDWATER RACING COACHING

The following coaching sessions and camps for downriver and wildwater racing are being organised for 1991. Trainees must have some basic, general canoeing skills. Competition-type boats are essential. Persons who do not meet either of these requirements are referred to the Board of Canoe Education (459-4251) which runs regular courses.

## REGULAR SESSIONS

ALL STANDARDS

Thursday afternoons, 6:30 p.m. Yarra River at Fairfield Park (Melways 30, J 12). Work will include stroke technique, boat handling and control, physical conditioning and time trails. Regular or occasional attendance, casuals should ring for conformation prior to the sessions. No charge, but participants will be expected to attend competitions.

## TRAINING DAYS/HALF DAYS

SOME EXPERIENCE NECESSARY

These sessions will be held on the Saturdays preceding races with the aim of reviewing the course in preparation for the race. Work will include whitewater boat handling and skill, river reading and rapid running, focusing primarily on the race:

April 6	Loddon - Newbridge (MEL 253 A 3)	10:30	DAY	\$40.00
April 21	Yarra - Homestead Road	2:30	HALF DAY	\$20.00
May 5	Yarra - Warrandyte Bridge	2:30	HALF DAY	\$20:00
May 26	Big - Chaffey Creek	10:30	DAY	\$40:00

## WEEK-END CAMPS

INTERMEDIATE AND ADVANCED

The camps will involve more intense work than is possible in afternoon sessions or prior to races extending to all aspects of development in wildwater racing: stroke technique, river reading, boat handling, conditioning, race preparation etc and will include the use of aids such as video equipment, time splits...

July 6 - 7	Big river - youth camp (Eildon Rd)	10:30 Sat.	\$100:00	Inc accommodation
August 24 - 25	King River - car park	10:30 Sat.	\$ 80:00	

## ENROLMENTS & INFORMATION

TORSTEN KREBS, 5 King William Street, FITZROY, 3065. Tel: 419-9237H, 657-6209W  
Please complete & return the form below, accompanied by fee. Students etc half price.

### WILDWATER RACING TRAINING

I/WE, (NAME/S) \_\_\_\_\_ OF (ADDRESS) \_\_\_\_\_

POSTCODE \_\_\_\_\_ PH \_\_\_\_\_

enclose herein the SUM OF \$ \_\_\_\_\_ to ENROL FOR \_\_\_\_\_ IN K1 C1 C2 (circle).

My DATE OF BIRTH is \_\_\_\_\_. My level of experience in Wildwater racing is (detail briefly):

In consideration of the acceptance of this application, I/we, for myself/ourselves individually and for my/our executors, administrators and assigns, hereby advise and acknowledge that I am aware of the nature of the sports and activities involved, including the risks of damage to property and of personal injury and that I entirely accept these risks and hereby release and forever discharge the Victorian Amateur Canoe Association Inc. and the organisers from any liability in respect of all claims or liability whatsoever which may in any manner arise out of or result directly or indirectly from my participation in this training. I further consent to receiving such medical treatment as may be considered necessary or desirable during or after this training.

SIGNED:

DATED:

(PARENT OR GUARDIAN TO COUNTERSIGN IF UNDER 18)

# BRITISH SLALOM RACING COMPARED WITH AUSTRALIAN

by David Ledger

*David Ledger was a Premier Division slalom paddler in the U.K. until he immigrated to Melbourne at the end of 1990. David paddled at the Australian Championships at Tully in January and was placed fourth. He is now training regularly in Melbourne.*

Australia, such a vast country in size, has a very different slalom circuit in contrast with the United Kingdom. One obvious difference is the number of people. In the U.K. there are roughly 2000 competitive slalom paddlers, excluding novices, compared with my estimate of less than 200 in this country.

The British slalom system consists of six divisions, ensuring that everyone competes with others of a similar standard. A slalomist progresses through the divisions, starting at Novice and ultimately reaching Premier Division, which is the elite class for the top 100 K1 men in the country.

On average, there are five ranking slaloms each weekend spread across the country during the competitive season, which commences in March and continues through to November. Most slalom sites and training venues are within a couple of hours drive, the main two venues being Bala and Holme Pierrepont. Bala, probably the most internationally known slalom site, was man made in 1978 for irrigation purposes and hosted the 1981 World Slalom and Whitewater Championships. Set in the heart of North Wales, the ten kilometre long river runs on and off for two thirds of the year and is used almost every weekend for races or training. It has four or five excellent slalom rapids.

Holme Pierrepont (Nottinghamshire) acts as the National Watersports Centre for the country, with a five

kilometre circumference regatta and sprint course. Recently added to the centre in 1986, was the artificial slalom course, running adjacent to the regatta course. The slalom site which flows all year round at different controlled levels, is an excellent venue for the 1995 World Championships.

A group of paddlers including Richard Fox, Ian Raspin, Andy Raspin and Gareth Marriot have now moved to Nottingham to take advantage of the excellent training facilities.

Most of Britain's top paddlers train full time, three sessions a day. Perhaps it could be said that some of the British paddlers take the sport a little too seriously - to an extent of not getting maximum enjoyment from it! At a Premier race in Britain everyone keeps to themselves and has their own race tactics. In contrast, an Australian race has a much more relaxed and sociable atmosphere, with everyone there to enjoy themselves.

Distances travelled to races is another big difference, an expensive one too in this country. As mentioned already, most training sites are within a couple of hours drive away in Britain, compared with the six hour drive or air flight which is needed in Australia.

With many of Australia's races being in remote areas, the public don't get to see the race, which is rather sad as we want to promote the sport as much as possible and get more and more people involved. Most race venues in Britain are in the centre of towns or cities, with lots of passers-by taking an interest. Take a Sunday afternoon at Holme Pierrepont for example, whether there is a race or not, you'll see huge crowds lining the banks of the River Trent, wondering what's going on, weather permitting of course.

How can we change this with Australia being such a vast country with such a small population?

David Ledger

Photo: Roy Farrance



# NEW ZEALAND SOUTH ISLAND SERIES -

JANUARY, 1991 - A WILDWATER RACING PERSPECTIVE

by Torsten Krebs

With my disappointing performances in the Australian Championship series on the Tully still ringing loudly in my ears, I boarded an aeroplane at Cairns International Airport bound for Christchurch and my first ever trip to New Zealand. No tourist holiday this trip, however - I was the only wildwater racing paddler amongst a large group of Australians heading east for two weeks of training and racing. I went looking for some new rivers with different features to improve my skills and broaden my experience - I certainly found them!

The New Zealand Canoe Association's Slalom and Wildwater Racing Committee hosts an international-standard race series over ten to fourteen days every January, alternating between the islands. This year's series consisted of a slalom and a wildwater race on the Kawarau River near Queenstown in the south, and a slalom and two wildwater races on different sections of the Buller River near Murchison in the north. In addition to the Australian contingent, international flavour was added by Ian Wiley from Ireland (pre-world slalom champion) and Antoine and Sabine Goetschy from France (ex-world open K1 and current world LK1 wildwater racing champions respectively).

I had several opportunities to paddle and to talk with Antoine and Sabine: quite apart from being easy-going and friendly, they were also interested in the situations the sport faces in both Australia and New Zealand and in my particular problems, questions etc. They are both fighters; firebrands who believe that no sport will get anywhere unless its participants are prepared to stand up and be counted, to take some measure of control and responsibility for the direction the sport is headed. If you don't like what is going on, say so, offer constructive suggestions and be

prepared to have to be involved in implementing them yourself. If you don't like that, go play some sport that has the luxury of hugh bodies of paid administrators, eager supporters and willing sponsors. We have something in common! It was from Antoine that I learnt that the city of Atlanta had included not only slalom, but also wildwater racing in its bid for the 1996 olympics. Apparently they are very keen to run both sports. Antoine did not know whether it was definitely to be included, however. I have since been advised to my disgust that the International Canoe Federation is not in support of the move. Perhaps there is some good reason for this. If so, could someone please tell us; if not, look forward to some fire! I do not know the Australian Canoe Federation's or the Australian Olympic Committee's stances on the matter and accordingly make no comment.

The Kawarau drains the lake upon which Queenstown is situated. The Shotover River, of rafting and jet-boat fame, is a major tributary. The valley is the standard, U-shaped glacial valley, except for a slot, much like a knife gash, running the length of it and in which the actual river flows. Perhaps it is a fault line or something? The result is a high volume of water running a nearly straight course with occasional, major elbows between continuous cliffs that are rarely more than 50 metres apart - an extraordinary river, especially as a race venue.

The features in the race section consisted of next to nothing in the way of rocks, drops etc, but rather of endless pressure waves - many of them steep or actually breaking, very strong eddies, boils and whirlpools. All of these features were dynamic: constantly surging and receding, due to the high volume of water being restricted by the cliffs. Consequently

it was very difficult to learn lines or routes, the features were different every run; one had to run the river as one found it on each occasion. The start was particularly bad for this, with whirlpools appearing and disappearing unpredictably. They were not particularly dangerous, but very disconcerting. One opened under me once, totally arresting my forward progress and sucking the tail of my high volume wildwater racing boat down enough to cause the nose to lift off the water. I could do nothing but support off the paddle as I was spun around in it until it simply disappeared!

At another spot, one had to deal with a dynamic wave train. The pressure waves were not only surging upwards but also outwards. The textbook way to run wave trains generally is to seek the flatter but still fast moving water on the shoulder of the waves. The problem on the Kawarau was that the wave and the eddie beside it kept fighting for space, so that the eddyline was constantly changing position. When water moves at the speed it was on the Kawarau, the differential between current and eddie becomes so strong that, once the nose of the boat is in the eddie, there is little hope of avoiding an eddie out. It happened to me several times: aimed for the shoulder of the next wave but by the time I got there it had surrendered to the eddie line and around I went! Sabine Goetschy showed me how to take such wave trains by weaving through them, turning on the crest of every second or third wave to run them at an angle. She said that, in Europe, they might have a section of a river like the Kawarau, never the entire river, it was a learning experience for them too!

The Buller River was different again. Races were held on two different sections; the "Earthquake" section

(so named because of a new rapid which was formed by an earthquake some years ago) which had an even larger volume of water flowing between "normal" banks, long trains of enormous waves, wide bends and one very tricky drop (the "Gunslinger") and the "Granity Creek" section (named after a significant tributary), which had smaller water and a number of sharp tricky rapids separated by almost constant steep-faced chop.

In learning the Earthquake section, I was introduced to the biggest waves I have encountered; the whole boat, all four and a half metres of it, going uphill, then down hill, then uphill again! It is impossible to get more than a glimpse of approaching obstacles or other features in such circumstances, so one has to either remember where they are from one run to the next (which one usually tries to do anyway), or attempt to deal with them at very short notice when confronted with them. At one stage I saw Sabine almost totally airborne as she crested a wave at race pace. Steering the boat in features such as this has to be done mostly by waiting until the boat is on the top of a wave, so that the nose and tail are free of the water, and then using a sweep stroke - much like turning on the moguls in skiing. The standard means of turning by tilting the boat is much less effective as it is too slow when on the crest, and there is too much water around and even on top of both nose and tail when in the troughs.

By the time I turned my attention to the Granity creek section I had learnt a lot. That section was also far more like what I was accustomed to from racing in Australia. I had never been in chop as big or solid or constant before and the water was still fairly big, but otherwise it posed no new problems. I spent some time learning to keep the speed up through the chop, which is difficult as the constant and often irregular pounding the boat is getting upsets both the trim and run of the boat

and the flow of paddle strokes, making it difficult to go hard.

Travelling with a group consisting entirely of slalom paddlers and their supporter (other than myself) was not without its problems. These were mainly differences in priority, and usually sorted out once identified. I am grateful to Ron Heard for his patience and assistance in this and many other matters. It also brought a number of benefits, in particular, the encouragement I received during a number of training sessions to do the same things they were doing, ie surfing waves and stoppers, breaking in and out of the current, eddy hopping etc (minus gates!) was really appreciated. Trying these manoeuvres in a big wild-water racing boat was pretty daunting at first, but I soon came to enjoy the challenge and it really improved my skill and confidence in the boat.

I did not fare well in the races, but consoled myself by thinking of the very specialised nature of the rivers, as illustrated by Antoine being consistently placed third or fourth to the locals. Still, I was by no means uncompetitive and showed considerable improvement through the trip. My fifth place in the Granity Creek race was also some consolation, especially as my sleep had been disturbed (to put it mildly) twice by earth tremors the night beforehand.

Generally, I found the rivers demanding in ways for which I was not accustomed and so not prepared. The "Obsession" is a tippy boat, which compounded the problems. I was probably not sufficiently accustomed to it for its design advantages to have been of any benefit to me. I found that the attention to stability which the boat required of me detracted from my attention to boat handling and control at times when I could least afford it, eg avoiding an eddie out or trying to weave through a wave train. All the New Zealanders paddle "Superstars", an excellent work horse under any circumstances, and possibly the best boat

for New Zealand's conditions. Still, I had gone to New Zealand to work hard on my skill level and to experience new rivers, features etc, which I did.

The wildwater racing scene in New Zealand is interesting in a number of ways. The races I attended were all major events on the calendar and selection races for their national team, but the entries were never above eighteen (including the foreigners) for all classes, with only two ladies and no C boats at all. When I enquired as to how many other people there were racing at local levels, but who did not come to these races, the answer was almost none.

There appears to be very little integration between slalom and wild-water racing, with almost no overlap of competitors or officials. In fact the wildwater people appear to have to do everything for themselves, separately and probably in duplication to the slalom people's efforts. The wildwater people are a friendly and rather closely-knit group. They appear to be quite supportive of each other and it was interesting to see how close their times all were. In each race the spread of times from first to last was rarely more than one and a half minutes, usually less.

---

## **DISTINGUISHED SERVICE**

The University of Melbourne has conferred its Distinguished Service Award on Torsten Krebs, in recognition for the work he has done for the Melbourne University Mountaineering Club and for canoeing in particular. It is to be presented along with the Blues Awards for 1990 at a dinner some time in the near future.

# TASMANIAN WILDWATER CHAMPIONSHIPS

by Torsten Krebs

With my New Zealand canoe adventures six weeks into history and no prospect of any good whitewater in Victoria until sometime in June, the temptation of a long week-end racing and training on the Mersey River in north-west Tasmania was too much for me.

The Tasmanian Canoe Association holds its state championships for slalom and wildwater racing together. In recent times the event has been held on the second week-end in March - the Labor day week-end for Victorians. One days worth of annual leave gave me a decent four day stint of racing and training to try and see me through until June.

The Mersey River drains the northern part of Cradle Mountain - Lake St. Claire National Park. The section used for competitive whitewater races lies between two hydro-electricity dams, Lakes Rowellen and Parangana, and flows through a state forest reserve beneath the feet of the "Walls of Jerusalem", a spectacular line of cliffs. The Tasmanian Canoe Association appears to have a most enviable working relationship with both the Forestry Commission and the Hydro-electricity Commission: The Forestry Commission not only encourage but actively support controlled recreational use of the reserve, whilst the Hydro-electricity Commission is prepared to release water from the upper dam (Lake Rowellen) for canoesport use from time to time, as the water is retained by the lower dam rather than "lost" to them.

The wildwater racing course is a bit too short for my preference (13:38 mins at the most recent Australian Championships held there), but contains plenty to keep the competitor "entertained"! The challenges are not so much individual major rapids, of which there are few, but the speed of the water through contin-

uous, moderate features. With the exception of the opening section of about one minute, the paddler is never free of some feature which requires attention, for more than three or four boat lengths.

Racing under such conditions can be very demanding; one almost longs for a straight, flat bit to open the throttle right up! Add to this the comparatively short length of the race and the demands are increased. Wildwater racing generally requires exploitation of both fitness and the potential to gain assistance from the river to the absolute maximum. In a shorter race the possibilities for using pacing strategies to balance these factors is reduced whilst the penalty for a mistake is magnified; you have to go hard all the way, which increases the risk of messing up a rapid. You can least afford to make even a tiny mistake in water reading or boat handling because of the greater proportion of time lost compared to total race time. Short races are quite different events to long races.

The same factors which make the Mersey a demanding river on which to race also make it a great training venue. In particular the constant, small to medium rapids with fast water are ideal for both rapid sprints and paddling back upstream, each of which is a valuable training technique. In short rapid sprints one learns to control the boat, hold a line, cope with or exploit a river feature, or maintain good stroke technique when everything is happening at faster than race pace. If that can be done effectively, it will seem easy(er) at race pace. In paddling back upstream unusual demands are made upon control of boat speed, tilt and angle to current, the three factors determining behaviour of the boat in the water.

I arrived Thursday evening and spent Friday morning doing three full-length runs to refresh my memory of the river. For this reason they were paced at moderate to mildly hard only. My best intentions of doing a slow run in the afternoon, during which I would do a number of repeated, full-pace short runs with a walk back at a couple of places which I wanted to get right, were defeated by a combination of concern to rest up for the race, warm sun and an impressive lunch.

Saturday was race day, with a field of 19 in open K1, a reasonable group of juniors, but a sad lack of depth in LK1, C1 or C2. The course was marginally longer than the previous years' (100 metres perhaps, about 10/15 secs?) and the water level possibly a bit lower.

Richard Macquire from Victoria posted the fastest time of the day, winning open K1 in 14:25, followed by Tasmanian David Borojevic in 14:44 and myself in 14:55. I was very happy indeed with this result. My training since the Australian Championships and the trip to New Zealand had consisted almost entirely of gym work or dragon boat racing, with a bit of running for good measure, I did not really know the river and I was paddling a second hand Obsession which I had purchased very recently as a training boat (my race boat is still in dry-dock at Canoes Plus). Despite these matters, I was showing a twenty-five second improvement on last year's time over a marginally less fast course. Care! Kai Swoboda was but three seconds behind me, far too close for comfort!

Junior K1 was won by Aaron Martini from Victoria. Considering that Aaron is only fifteen, his time of 16:46 is very promising. LK1 saw many-times Australian representative Andrea McQuitty paddle her first

race for eighteen months. Unfortunately, Andrea was the only competitor in her class, as were the Reid brothers, Simon and Andrew from Victoria, in C2. I have not recorded times for either of these classes, unfortunately.

Sunday I competed in the slalom championships without distinction or merit. It was a good race, but that is someone else's story. Sunday afternoon I snuck in a medium interval session: 5 x 5 minute efforts, 3 of them down the river and two as a sort of circuit, alternating paddling with or against the current with ferry gliding, eddying etc. I gave myself 2:30 rest between each effort, looking primarily at fitness rather than skill. It was good to do such a session on white water though.

Monday was the big training day. Craig Bartlett and I had the river to ourselves and, each in our own ways, made the most of it. In the space of just over two hours I did thirteen short, very hard intervals (between 1:45 and 3:00 mins) downstream, paddling various sections back up

stream several times and walking back up twice when the section (or my level of exhaustion) did not allow for an upstream paddle. I gave myself as much rest as I felt I needed to be able to do the next section as hard as possible. The idea was not so much to improve fitness, which could arguably have been done more effectively on flat water, but to improve skills.

I was seeking a means by which I could improve my boat handling, river reading and white water skills, as well as maintaining good forward paddling technique while everything else was happening around me much more quickly than I was accustomed to. It is one thing to be able to pick the fastest line and stick to it with good and well-placed strokes when speed is restrained, but if a competitor cannot do these things at their own top speed, then they cannot race even at their own top speed, however fast or slow that may be. I figured that, in order to improve these areas in a way that was beneficial to me when racing, I needed to work on them intensely, to learn to

do what I could already do when the boat is going faster and when I am hurting; to work right on, if not beyond, my brink of control in order to push that brink out further.

I have difficulty determining a way to objectively measure the success of such a session. Subjectively, it was a damn good session. Not just because I could hardly lift the boat at the end, but because I could honestly say to myself that nearly every one of the intervals had been as hard, fast and painful as it could have been, with as little compromise as possible for steering, control etc and that I had eventually negotiated each of the sections of river involved with reduced time loss and increased assistance from the river.

The combination of deregulation of the airlines and a bit of forward planning on my part gave me a return air ticket for just over \$200.00 and a reasonable deal on a hire car. With a little more effort these costs could probably have been further reduced. All in all, a very worthwhile week-end in many respects.

---

## PRODUCT INFORMATION

New **Vortex** buoyancy vests, made in your own colours with the added option of a polo protection belt. The features of these are:

### Safety

- They possess a full 6 kg upthrust, making them suitable for all canoeing activities.
- Padding under the arms makes these vests ideal for canoe polo, adding both warmth and protection.

### Construction

- Triple stitching on the zip to withstand years of hard service.
- New shortie design for comfort while sitting and particularly when wearing a spray cover.

### Fit

- Larger than average arm hole for freedom while paddling.
- Adjustable belt and elastic waist for a trim fit to reduce riding up.
- Comes in five different sizes from x small to x large.

### Colour

- A wide choice will soon be available, the first order will consist of red, orange, fluoro green, and fluoro pink. Team colours with a vertical stripe can be made in lots of five for a polo team at a small extra charge.

### New Polo protection belt.

Designed in conjunction with the Vortex vest to suit the longer bodied paddler who needs extra protection. With closed cell foam padding, shaped to fit snugly under the vest, and to move as you move. An adjustable velcro fastener is fitted to suit all waist sizes.

These products will soon be available from;

### CANOES PLUS

140 Cotham Road, Kew.  
Phone 816 9411, Fax 817 1820.

## EDITORIAL

The VBCE at present is going through a very difficult time, we need your assistance in generating new ideas on how we can best service the general public. Do you feel we are heading in the right direction, or is there something else you would like us to address.

We would also like your support by working on VBCE courses, very few instructors have filled in their commitment forms for 1991.

## UPSTREAM

We held our first Basic Skills Instructor Assessment under the new system on February 9 and 10. As the new progression has just been placed into use it was pleasing and surprising to see the final number of trainees who attended the weekend. A total of 33 in all.

Unfortunately such a large number takes time to process, but I hope that by the time this article is read, all involved will have received written course feedback.

The next intake for Basic skills instructor is April 13/14. The next assessment for Basic Skills instructor is July 27/28.

Due to the transition from the old system of instructors to the new we were unable to hold our proposed instructor intake at the Goulburn in March as scheduled. I apologise to all those who were keen to attend, but due to the low numbers the Board was not in a position to run the course.

The next Whitewater intake will be held on November 23/24.

Other dates which may be of interest to those involved in the instructor scheme are listed under upcoming courses.

## SEA KAYAKING

Over the first weekend of March the VBCE held its second Sea Kayak Instructor intake weekend.

Sea Kayaking is a very different facet of canoeing which although growing in popularity slowly in Australia, has boomed overseas in America, Europe and New Zealand. In Victoria concerned Sea Kayakists are starting to see the benefit of instructor qualifications and the need for working guidelines to be established for those instructors.

At the last intake guidelines were discussed and the VBCE will be making recommendations to the ACF.

A series of Sea Kayak courses are to be held in 1991, see upcoming courses for details.

## DOWNSTREAM

Please note that for the month of June, I will be overseas paddling, if you have any business you would like dealt with at this time please let me know now.

## VBCE AGM

The Annual General Meeting will be held once again in May, at present we have not finalised the date. All instructors and clubs will be notified in due course.

## LIST OF COURSES FOR 1991

Nov 16/17/18	Canoe Leaders Training Course 2
April 27/28 Tuesday 30	Basic Skills 4 - All Weekend Theory
May 18/19 Tuesday 21	Basic Skills 5 - All Weekend Theory
July 20/21 Tuesday 23	Basic Skills 6 - All Weekend Theory
September 24/25 Tuesday October 1	Basic Skills 7 - Sept.holidays Theory
October 5/6 Tuesday 8	Womens Basic Skills - All Weekend Theory
October 12/13 Tuesday 15	Basic Skills 8 - All Weekend Theory
November 12/14/19/21 Monday 25	Basic Skills 9 - Twilight Theory
November 23/24 Tuesday 26	Basic Skills 10 - All Weekend Theory
December 3/5/10/12 Monday 16	Basic Skills 11 - Twilight Theory
December 14/15 Tuesday 17	Basic Skills 12 - All Weekend Theory
October 26/27 October 23/30	CAE 3 - All Weekend Theory

## *CanoEd* (cont'd)

December 2/4/9/11	CAE 4 - Twilight
November 27/December 18	Theory
July 27/28	Basic Skills Instructor Assessment
November 23/24	White Water Instructor Intake
April 13/14	Basic Skills Instructor Intake
August 10/11	Basic Skills Instructor Intake
May 5/12/19/26	Eskimo Roll 1
August 4/11/18/25	Eskimo Roll 2
July 7/14	River Rescue Course
September 14/15	White Water Instructor Assessment
October 5/6	Advanced
October 20	Advanced Testing
October 20	Paddle Power Day
April 6/7	Skills Improvement 2
August 17/18	Skills Improvement 3
November 9/10	Skills Improvement 4
November 30/December 1	Skills Improvement 5
April 14	Proficiency Testing 2
August 25	Proficiency Testing 3
November 17	Proficiency Testing 4
December 8	Proficiency Testing 5
May 4/5	Sea Skills Improvement
November 9/10	Sea Proficiency
October 12/13	Sea Instructors
To Be Advised	Family fun day

### **ATTENTION ALL ACF INSTRUCTORS SENIOR INSTRUCTOR INTAKE**

This will be held in the first half of the year. See linear progression for prerequisites. To register interest please contact the VBCE office and a course content and application form will be forwarded to you in the near future.

### **FOR SALE**

- 1 Plastic Alpha yellow \$500
- 1 Plastic Reflex Blue Grey \$600

**CONTACT VBCE OFFICE 489 4251**

## **MAIN FEATURE**

### **CAUVERY RIVER**

**10TH MAY TO 6TH JUNE 1990**

by Mike Higginson

The Cauvery River first took my interest whilst reading a book on Rivers of the World. It described the Cauvery as one of the sacred rivers of India, which rises in the Brahmagiri Hills of the Western Ghats. A mountain range that starts outside Bombay, and runs almost the entire length of the Indian west coast.

The river flows across the state of Kanataka to plummet over the Cauvery Falls, a height of 98m. It then flows through a series of wild gorges, before again disappearing over another major water fall at Hogenakal, and entering the Mettur Dam catchment area, which is reputedly one of the largest dams in the world.

It seemed to have all the right ingredients, wild gorges, jungle and a history, which was entwined with Indian religion. When to go? During the monsoon season the river is up to 300m wide the roads and surrounding area sodden and sometimes isolated. But how long would the river level stay high after the rains finished? On the other hand did the river cease to flow during the long dry months?

It took a lot of time and letter writing to gain any information on the river, of its accuracy I had no idea. The information that I did obtain, led me to believe that the river did flow all year round. It would certainly be a raging torrent during the monsoon months, but should be possible to paddle for the rest of the year.

So I decided to attempt my paddle to coincide with the start of the monsoons, so that if anything, the river would be on the rise. The month I chose was June just as the rain starts.

In mid May I set out for Bombay, a mountain of gear and my Rotobat Kayak, which was accepted by the QANTAS ground staff without much difficulty. The kayak to them was just another surfboard, and as such was allowed to go as a part of my personal luggage, saving who knows how much in excess baggage.

The next day I arrived at Bombay airport, tired but glad to be back in India. After answering questions about my gear, and guaranteeing to take my boat out of the country with me at the end of the trip, I launched myself into the familiar mayhem of taxi travel in Bombay. Before I left Australia, I had set myself a timetable to try and maximise my time in India.

After being in Bombay a few hours, it was apparent that life there still moved in a quite unique way, with its own style of logic. To me it seems to have some sort of abstract organisation. But as I knew from previous experience somehow it works, maybe not today, but certainly tomorrow.

The next day I found myself heading south towards my objective, Mysore, from where I would recce the river. In my plans set in Australia this was to take a 24 hour bus journey, in reality it took me 4 days and various buses to reach Mysore. A week passed by before I actually embarked on my first day's paddle.

I travelled as far up the river as I could to start my trip. Getting here was an adventure in itself. The bus stalled a couple of times while climbing up the steeper parts of the mountains, and you almost had the impulse to start jettison the luggage to lighten the load. The bus, when the road wasn't so steep, sprang to life, careering up or more frequently down the mountain in typical Indian cavalier fashion.

The river here was a mere stream passing through the green mist covered jungle, somewhere between this point and a road bridge I'd crossed further down stream, it broadened out giving a promise of white water.

A crowd had gathered and watched with interest as I packed my boat. Why would anyone want to go down the river? Especially here, there is only jungle? Seemed to be their opinion, but they accepted my explanation and reasoning. Just another one of those strange things foreigners do in India, more money than damn sense.

---

### 'I had a romantic vision of lush green trees covered in vines, the sort of place Tarzan wouldn't look out of place'

---

Full of excitement I slipped into the river for the first time, I'd only been paddling 10 minutes, when I had my first of many arguments with the undergrowth, which seemed intent on devouring this sibling of a river. When I first heard of this jungle fringed river where panther and elephants roam, I had a romantic vision of lush green trees covered in vines, the sort of place Tarzan wouldn't look out of place. There were definitely places on my journey for which this was true. Unfortunately this was not the type I first encountered here.

The jungle, which at times entirely covered the river, was of small trees with willow style branches trailing in the water, they looked rather pleasant. Their appearance was only soiled on contact for they were also covered in sharp thorns, which I only realised as I tried to force my

way through one. This resulted in painful scratches to my arms and face, which I would pay for later on.

If this wasn't enough, outside many of the villages I paddled past, were constructed fish traps. They consisted of wooden stakes driven into the river bed, approximately half a metre apart. Between these they would weave reeds to form a makeshift wall. This meant the fish had only one option, and that was where they would place the fish trap, a woven basket which fish found easy to enter but hard to leave. It was also a very effective barrier to my kayak, causing many a portage over the next few days.

This section started to take on the appearance of some kind of warped canoe hurdle course, making the going very slow, some days it took over six hours to cover only 15 kms.

The river at this stage, when it wasn't congested with undergrowth, was made up of many pebble races, and minor rapids of grade one standard. It dawned on me early one morning that the stream had broadened to become a river, my field of vision had dramatically grown to 100m. On further observation, I realised the river was changing character too, more boulder strewn grade two rapids were encountered over the next few days, and the hills which had been towering over the river were receding, allowing more cultivation of land close to the river.

This gave me more opportunity for interaction with the locals, which up to now usually retreated when my kayak burst into view from the jungle startling them.

The portages became less frequent and the river became wider. Unfortunately the scratches I'd received upstream were becoming infected, due to a combination of heat and forever being wet. Progress was slow and painful. This prompted me to accept more than the usual hospitality, that was always readily being offered from the many villages that I passed.

It was on one of these easier going days, having already stopped for breakfast at a Coffee Plantation, and being caught up in a discussion of the problems on how to keep the elephants from eating the young green plants during the night, that I came across a small group of Indians trying to rescue a cow.

The poor beast had wander down to the river for a drink and had slipped between the bank and a fallen tree. There it waited, stuck fast in the mud 3 metres down a steep bank.

Their attempts to coax, push and pull the poor animal from its muddy predicament, was having little effect, and the cow was fast running out of energy, becoming

resigned to its fate, offering little assistance to their attempts of rescue.

I had been involved in a River Rescue course, which the VBCE had organised shortly before my departure from Australia. So like a good little instructor armed with my trusty throwbag and rescue kit, we set about freeing the cow, one of India's most sacred of animals, from its watery bed.

We finally managed it by attaching the rope to its horns, and literally dragging it up the bank, which by now had been dug away to try and persuade the cow to assist us by climbing out.

I wasn't really prepared for what was to happen when we freed the beast. It stood there unsteady on its feet for a few seconds, to find its breath. As it regained its strength it seemed to grow in stature, and was not too impressed at being dragged unceremoniously from the river by our team of self congratulatory rescuers.

Full of satisfaction of a job well done we set about to recover my river rescue equipment. The cow had decided that we were the reason for all its problems, and was ready to make an attempt at getting even. We had cleared the rope and were just about to retrieve some slings and a Karabiner from the cows horns when it made its move, a pass any fighting bull would have been proud of.

The next few minutes were more like something you would expect at a Spanish bull fight, than on an Indian river bank.

As they tried to retrieve my gear entwined firmly around the cows horns, I stood poised on the river edge shouting encouragement, but ready to retreat further into the water if that damn ungrateful animal came my way. Having finally retrieved my equipment, I finally moved on.

That night as I sat around camp beside the river, another curious crowd of onlookers grew. Until one of the braver ones who spoke English started to ask the usual questions. Satisfied that I was a little crazy, they left with the passing comment that where I'd pitched camp was where the wild elephants came down at night to drink. I wasn't sure if this was said as a point of interest or as a warning, but as it was quite dark by now I decided to stay put. After a rather restless night, I could just imagine an elephant stepping on my tent as I tried to sleep, and trying to explain that to an insurance company.

The scratches I'd received earlier had become worse. I was also suffering from sunburn. This added to the slow progress to date, forced me to leave the river at a town called Kushalnagar, a further days paddle down stream. This marked the end of the upper reaches of the

Cauvery. From here I headed back to Mysore for a few days, to mend my wounds and recce the lower section.

So far the only animals I'd seen whilst on the river had been cows, a few domesticated elephants and the odd snake now and then. I was told that I may also come across crocodiles, but again I wasn't sure if I was given this information as a matter of interest, or as a warning.

The river had now become wide and slow with the odd rock garden offering grade two to three water, sometimes the river would split into two channels. On taking one it would split again, taking another channel you would find the water restricted, or some times clogged with boulder chokes forcing another portage, a routine which was to be the character of the rest of my journey.

---

'It was one sheer drop of over 90m, and the lead up to it was even more interesting,.....'

---

I'd been paddling this area for two days without any sign of a crocodile, and was starting to think they were only used here to frighten children or crazy foreigners. I had even been told by an Ex-pat Australian woman, who had lived in the area for quite some time, and regularly swam in the river, that she had not seen any in the area for a few years now, although she did mention that there had once been a panther on the island.

So to say I was surprised to see two crocs, one of approximately 2½ metres long the next morning, would be an understatement, luckily they headed south and I kept heading north, with a little more purpose in my paddling.

The final area in which I ventured was to the falls, mentioned in the book I'd read whilst researching the river. The falls are situated at the village of Sivasmudran. It was one sheer drop of over 90m, and the lead up to it was even more interesting, a 1 km section of grade 3 and 4 whitewater, finishing in a solid grade 6, and a calm pool before plummeting over the 90m drop, nowhere for a solo canoeist to play.

Below the falls looked to be further grade 2, not larger as I had previously hoped. This incorporated with the possibility, that the Hagnagal Falls at the other end of the gorge section may be impassable, incurring an upstream paddle of a day, led me to the decision to finish there.

My time was becoming short and the monsoonal rains were becoming more frequent. I didn't have time to launch another recce trip plus a paddle. What I could see from my vantage point at the top of the falls, didn't

offer much of an indication as to what may lie beyond the first bend. Weighing up all the information and possibilities, I judged on the side of caution and decided to end my trip there.

I had only completed half the distance that I had first planned in Australia, it was tempting to keep going. Unfortunately I could not justify time wise; a paddle into a gorge area I really knew very little of.

So it was with a little disappointment that I packed up my gear, loaded it onto a bus and headed back to Bangalore and onto Bombay.

The river had been lower than I expected and sometimes frustrating, as it once again disappeared. Even in June the dry season it was possible, although September would find more reliable water levels. For all the

problems of the dry season and the low levels, my memories of the trip and the friendliness of the people, far outweigh the on-water problems, and I hope to return to southern India for another paddle some day.

Since returning from India I had forgotten about a return trip to the area until last month when I received a letter from a friend in Mysore asking if we were returning to the river. He mentioned that the monsoons had failed last year, that the river was low, also that they expect to receive as he put it "Black rain" a legacy of the Iraqi war.

The river is not that demanding for much of its length and the areas which are, can easily be avoided. I myself would like to return to the region next year, and would like to hear from anyone else who would be interested in going.

## CLASSIFIED ADVERTISEMENTS

Do you have a boat or gear to sell?  
Do you want to buy a boat or gear?

If so, why not use the Classified Ads section of PADDLER, where all of our readers are the people you are trying to reach.

A 15 word advertisement costs only three dollars. More elaborate ads can be negotiated. Give us a try.

## EDITORS PLEA

In order to present a balanced view of the sport, we need more stories about marathon, canoe pole and sea canoeing.

We have been editing PADDLER for 2 years now and have received only two or three articles that we have not printed.

We are sorry that we cannot pay for stories, but you all know about the financial status of PADDLER, and surely the money can't be that important.

So come on, help us increase the appeal of PADDLER. More interstate contributors are most welcome.

# CALENDAR OF EVENTS

1991			
April			
6	Slalom - Training Goulburn River	Slalom C'tee	816-9411
7	Touring - Novice Tour	Rod Jones	723-5117
8	Canoe Polo - Autumn season indoor pools (entries close Feb.22)	Eliz Tunaley	762-1347
13-14	Australian Dragon Boat Championships Sydney	Canoes Plus	816-9411
17	Canoe Polo - Schools polo season starts	Eliz Tunaley	762-1347
21	Wildwater - Canoe Factory Cup III	Barbara Roselind	800-1363
28	Marathon - Swan Hill	Geoff Waites	(050) 323-533
28	Slalom - Yarra Series II	Slalom C'tee	816-9411
May			
5	Wildwater - Canoe Factory Cup IV Yarra River	Barbara Roselind	800-1363
19	Slalom - Wild Cherry Drive Templestowe Canoe Club	Phil Clark	232-2877
19	Marathon - Essendon	Nora Smith	311-3402
26	Wildwater - Canoe Factory Cup V	Barbara Roselind	800-1363
June			
2	Touring - Novice Tour	Rod Jones	723-5117
9	Marathon - Deniliquin	Geoff Allan	(058) 812-475
10	Marathon - Cobram	Ian Docking	(058) 734-392
14	Canoe Polo - Entries close for Spring Season	Eliz. Tunaley	762-1347
16	Canoe Polo - Autumn comp. & Schools Grand Final SSC	Eliz. Tunaley	762-1347
16	Slalom - Yarra Series III	Slalom C'tee	816-9411
22-23	World Slalom & W/W Champs. Tacen Yugoslavia		
29-30	World Cup Mezzana		
30	Marathon - Geelong	Peter Shorten	(052) 292-260
July			
6-7	Wildwater - Gut Buster Big River	Barbara Roselind	800-1363
9-10	World Cup - Ord, France		
21	Marathon - City Yarra River	Craig Reece	836-4061
27	Slalom - World Cup Pre-Olympic Seo		
27-28	Peregrine Winter Classic Omeo	Peregrine	663-8611
31	Slalom - Junior Pre-World Championships Norway		
August			
3	Marathon - Essendon Night Race	Nora Smith	311-3402
11	Touring - Novice Tour	Rod Jones	723-5117
11	Marathon - Shepparton	Peter Cole	(058) 211-242
12	Canoe Polo - Begin Spring Competition Indoor pools	Eliz. Tunaley	762-1347
17-18	Slalom & W/W - Yarra Valley Yarra River Warrandyte Bridge	Aaron Martini	729-4337
31	Marathon - Inter School Championships Footscray	Bette Neal	(050) 871-271
31	Slalom - World Cup Final Savage		
September			
1	Marathon - Footscray	Footscray Club	A.H. 749-1386
1	Wildwater - Victorian Championships King River	Barbara Roselind	800-1363
8	Triathlon - Whitehorse Bush Triathlon Barkly River	Geoff Greenwood	387-7680
14-15	Slalom - Victorian All Schools Championships	Slalom C'tee	816-9411
21-22	Marathon - Victorian Championships Warrnambool	Mike LeeAck	(055) 623-888
21-22	Slalom & Wildwater - Country Race Series I & II Big River	Phil Clark	232-2877
28-29	Wildwater - Australian Championships King River	Slalom C'tee	816-9411
October			
5-6	Slalom - NSW Nymboida		
12-13	Slalom - Victorian Championships Mitchell River	Slalom C'tee	816-9411
12-13	Marathon - Bendigo Cup Bridgewater	Bendigo C.C.	(054) 411-120
November			
10	Touring - Novice Tour	Rod Jones	723-5117
10	Wildwater - Yarra Valley Race Yarra River	Aaron Martini	729-4337
23-24	Slalom - Yarra Series III	Slalom C'tee	816-9411
24	Canoe Polo - Spring season finals State Swimming Centre	Eliz. Tunaley	762-1347
30-1	Slalom - Goulburn Coaching Course	Slalom C'tee	816-9411
December			
6	Canoe Polo - International Interclub Competition	Eliz. Tunaley	762-1347
7-8	Slalom - Canoes Plus Annual Goulburn Slalom & Country Slalom & W/W Race Series Final	Canoes Plus	816-9411
"		" "	"
8	Touring - Novice Tour	Rod Jones	723-5117
8	Canoe Polo - International Cup Bendigo		

