



# CAMBRIDGE CANOE CLUB NEWSLETTER

<http://www.cambridgecanoeclub.org.uk>

To get the club's diary of events and ad-hoc messages about club activities by e-mail please send a blank message to:  
camcanoe-subscribe@yahoogroups.com

In case you already didn't know, canoeing is an assumed risk, water contact sport.

---

---

**May 2005**

---

---

## Chairman's Chat

---

---

At long last! It's summer! Time to put away the rocks, and drag out the sun hat. The coaching and courses have begun - we can see to paddle in the evening, the punts are getting in the way as ever. Having moved all the way from Bristol to Cambridge a couple of years ago, there is something that strikes me about the Cam, as opposed to the River Avon. The wildlife is different - I had never seen a Kingfisher before I moved here. The scenery is very different - apart from being excessively flat, the trees and open spaces still make the river very beautiful - and of course there's the Backs - an area where I just love to paddle. For me it just sums up the Cam and Cambridge. The only thing this river seems to lack is a few rocky gradients... So this year, I will be out and about paddling as much as normal, and seeing if I can encourage more people to come along and play games, come for paddles, and to generally enjoy the rivers locally, and further a field. Come and join us, and don't be surprised if we end up in the local. I must pass on my thanks to everybody who is helping out coaching, taking beginners, cleaning litter, unblocking showers, cleaning the club house and all those little jobs that appear to go unnoticed. That's what helps keep this club running. A special "Thanks" to Richard and his band of volunteers for organising yet another successful Cam Marathon. I look forward to seeing you all on the water, maybe not all at the same time... and I look forward to participating in some new canoeing experiences with you all.

*Graham*

*now a few domestics for you*

PS - Don't forget Membership Subscriptions and Racking fees are now due!

PPS Please note that the clubhouse is open for members to borrow boats and paddle at the following times over the Summer.

6pm-8pm	Mondays
6pm-8pm	Wednesdays
2pm-5pm	Saturdays
10am-12pm	Sundays

Outside of these times only keyholders have access.

All 2005 membership cards have been laminated. Please be prepared to show the Duty Officer your card - the club is large and we don't know everybody by face, or whether you are a member this year! Keyholders please note that there are some courses running on some Tuesday and Thursday evenings, and sometimes at weekends. Some club boats are "booked" for those activities.

### Buoyancy Aids

=====

A pet subject of the chairman's. In the club house we have four sizes of Buoyancy Aids. In the newer ranges we have...

- Orange/Black Gul - Junior size
- Red NKE- Small/Medium
- Blue NKE- Large/Extra Large
- Purple NKE- Extra/Extra Large

For your safety, you should wear the correct size. The buoyancy aid should fit snugly, but not so tight you can't breathe. It should not be able to ride up - if it can, it will do so when you swim, and will make swimming difficult. Hot Tip: In the NKE sizes, people claim that the smaller sizes "do not fit". This is normally because the shoulder straps are fully tightened. Please choose the correct size - I really don't want to see Junior's wearing the larger buoyancy aids because they like the colour! Thanks!

*Graham*

### Clubhouse Equipment

=====

We are in the unfortunate position that kit is getting damaged because it is not being allowed to dry, or is being dropped on the floor.

To prolong the life of the kit, please rinse, and hang up on the pegs provided. Please space the kit out as much as possible to allow it to dry. Please DO NOT use the fire extinguishers as extra hangers!

We will be installing a tap and hose in the future, and we are considering alternative kit drying arrangements. If anybody has any great ideas, please pass them on to the committee.

If you do discover any damaged equipment, please let the quartermaster, one of the committee members or one of the coaches know about it so that we can repair / replace it.

Many thanks for your co-operation!

### Notice Boards

=====

To those that have been around the clubhouse, you will see that the notice boards have been re-arranged and tidied up. Please read and make use of the information, we will try to keep the boards as up-to-date as possible.

---

---

## Scotland

---

---

Over Easter, Simon and Graham went to Scotland with a group of friends. The intention - to paddle some of Scotland's Grade 4+ rivers. We paddled one river a day, over 3 days. The weather let us down, with low water levels in most rivers, but we still found sufficient for what we wanted.

Day 1 - The Roy. One of the classics of Scotland, a river that starts with a 2-3 metre drop, and through a continuous stretch of grade 4 rapid leads you into a gorge section. You feel like you are in the middle of nowhere, with steep sides to the river, beautiful rocky formations, and white water features that test you out regularly. A fantastic day's paddle, and a great warm up for what was to follow.



**Simon on Right Angle Falls**

Day 2 - The Etive. The classic of Scottish Whitewater Paddling. It's a pool-drop type of river, and if you can get your head around the height of the drops, it's awesome! The scenery is fantastic too. The first set of drops - Triple Falls, is as it suggests, three falls, the first 2m into a small pool, the second 2m into a boily pool, a small chute, and then wheeee - out and over a 3-4m metre drop into a nice safe pool. Wow. Next stop - Letterbox - a 3m drop that you need to get right - you do not want to be posted in the slot. That's where we had our first swimmer. Then... Ski-Jump - a daunting 4-5m drop, but actually the easiest on the river. Fantastic! Did I look scared? Um.. Yes! Then the names start putting you off.. "The Crack of Doom". The river narrows into something barely wide enough, with a small drop (for this river) on the entry. A tight left-right and drop over into yet another nice pool. This is where Simon had an intimate encounter with the stopper, and discovered that his boat is too long to go through the gap sideways! "Crack of Dawn" - sadly a portage because of the risky line, but it did give us a lovely seal launch from a couple of metres up. "The great waterslide"... a nice grade3 entry, to yet another drop where you really want to be on the left hand side... the right just doesn't look friendly! The Big One - "Right Angle Falls". Named because it has a tricky chute that goes a right angle to the right, a right angle to the left, and then straight over a 7m drop into a lovely deep, clear plunge pool. Daunting! Scary! Awesome! then we are on the run-out, with one final drop - a now trivial 2-3 metre boof into a nice pool. What a day! 3 km of river - 5 hours!

Day 3 - The Orchy Another of the classic rivers of Scotland, and conveniently on our way South... we put in just below the

Grade 5 Easan Dubha, and straight into the grade 3 sore tooth rapid. Here, one of our level 4 coach guides "had a bad day". After the amusements, we carried on down to the grade 3-4 roller coaster. A bouncy stretch of rapids, a bigger version of Lover's Leap on the Dart. Next came "The End of Civilization", a long grade 3 rapid with various little drops and holes to play in. Great fun. We spend a lot of time inspecting the next drop, but decided to portage, given a nasty head height rock towards the bottom. Finally we made it to the Witches Step, where a couple of people dropped the 2m into the slot and capsized, but safely rolled up. Scotland was yet another great canoeing experience - it offers lot to all paddlers, whitewater, sea , flatwater / touring. Just beautiful.



**Simon on Right Angle Falls**



**Graham on Final Drop**

---

## Krishna River Paddling, India 2005

---

### Part 2

After six days on the river we had once again come up against an impasse. Our river could now only be described as an open sewer and we had decisions to make. We thought we would start by revisiting Datta of the 'famous' Boat Club. He had

failed to point out this minor detail of water quality but at least he had more local knowledge than we did. We clearly had to leap forward if we were to avoid a dose of amoebic dysentery, but how far. We commandeered a motorised rickshaw and with Datta set off to view the river at a number of downstream locations. Even a few kms downstream the river condition was remarkably better but there was no knowing whether there was any flow. During our machinations we got to hear of a local called Ajit (Papa) Patil who at some time in the distant past had boated and walked the length of the Krishna, he could be a source of the information we lacked.

That evening we stayed at the lodge next to the bus station. The boat was moored up at the boat club 'jetty' and Datta had kindly agreed to get it to the lodge in the morning. Once again we mulled over our options. We decided that we would commit ourselves to the Krishna therefore no more talk of the Cauvery or Bhima rivers. The decision now rested on how far to move on before rejoining the river. Another factor had to be taken into consideration. We or primarily I had only four weeks to devote to this project. Paddling a 1400km Indian river in the dry season in four weeks was always going to be a tall order. We therefore had to chop out a big chunk of river if we were ever to make the Bay of Bengal within the time frame. Sensibly this was the time to do it, but how far. We decided to sleep on the decision but also to try and make contact with Papa the following day to see if he could remove some of the fog from the decision making process.

Early the next day Richard set off to telephone Papa, whilst Datta arrived with the canoe loaded onto a microscopic three wheeler. In order to fit, the canoe was stood almost vertically behind the drivers cab like a rocket about to be launched into space and was now parked conspicuously opposite our lodge. By now the local press had heard of our presence and of the imminent arrival of Papa who Richard had been able to raise. They took down all of our details and snapped away. We could only imagine the story that they ran the following day in the Sangli Bugle.

Papa was a well known local personality and keen environmentalist he was very helpful. Together with him plus information from various sources including a local bus inspector we ascertained that there wasn't much water in Karnataka therefore one option was to move forward to the town of Raichur and rejoin the river nearby at a place appropriately called Krishna. This was missing out the whole of Karnataka State about 400km, a fair chunk of river. However, this would still leave us with about 1000km of river. The decision right or wrong was made to move on to Raichur and so one hour later we were waving our goodbyes to Papa and Datta plus all the other helpers and hangers on as we set off on the bus to Raichur.

After a bone jarring ride the bus deposited us at 3.30am at Raichur bus station. As it got light we loaded up into a jeep and set off for the river. My heart was in my mouth, what if the river was dry, what on earth would we do then? We didn't have long to wait and we were remarkably surprised to see a healthy flow in the river.

After our usual breakfast of porridge we set off, but upstream. We were keen to find the source of all this flow and we knew from our map that we were only about 10km downstream of the confluence of the Krishna and the Bhima. We battled

against the current only to find that flow was emanating from both rivers. From where this flow was derived we couldn't know as there were no major upstream tributaries likely to have any substantial flow and as a general rule upstream irrigation reservoirs, of which I believed there were two, don't release to the river course at this time of year. My theory, and one borne out on my previous experience of paddling on Indian rivers is that water taken from reservoirs in canals for irrigation eventually finds its way back into the water course from ground water.

We rapidly retraced our steps back to Krishna and continued our descent. The river was now in its natural state not affected by the influence of any downstream regulator. Bird life was prolific, stork and ibis of every variety, brown and white ducks (never identified) and even the occasional group of flamingo, on the banks rollers, kingfishers, drongos, bee eaters and kites. It was on this section of river that we spotted our first and unfortunately our only crocodile. About 2.5m long sliding menacingly but harmlessly into the water as we paddled by.

The banks were rocky arid and our only human company were occasional fisherman in their coracles and goatherds tending to their flocks as they grazed along the banks. The locals were more reserved than their counterparts we had met upstream of Sangli and eyed us with suspicion but without menace as we passed by. Even in Maharashtra State our acquaintance with the locals had revealed that they had never seen a European in the flesh even though many had a reasonable command of the English language. In this remote part of Andhra Pradesh State where we found ourselves few spoke any English and clearly few had ever seen a European before. In fact such is the diversity of skin colouring in Indian we asked on a number of occasions which state we came from. Failing that we were automatically thought to be Americans, I ask you.

Water quality which had concentrated our mind at Sangli was no issue now. With no other source of water available to us river water which to our eye appeared much better than the average UK river was used for tea/porridge, cooking, etc. and after passing through a ceramic filter for drinking water with no other treatment.

River conditions were superb we had continual sections of whitewater all of which we able to negotiate. After one set of rapids over confidence had taken hold to the extent that we failed to exit a line of standing waves quickly enough. One greeny came over the gunwales, the next one came in more easily, then the next, well we were paddling a submarine at this point. We just about managed to keep it upright and made the bank. We were really enjoying our time on the river but the boat was continuing to get a battering and we were wondering how long it would continue to remain in one piece. The outer surface was riddled with split and holes yet remarkable the inner layer of diolin appeared pristine and was holding everything together. However, we could no longer accept that that back end of the boat would remain in one piece as it got a good whacking after negotiating another rapid. The front of the boat was by comparison in good nick therefore we took the decision to turn the boat around by relocating the seats. This didn't stop the continual leakage but gave the most damaged areas a bit of a rest.

Our good fortune was again to be disturbed. After about a day of paddling we entered a region backed up behind a substantial barrage. We learnt that there was a hydro plant there but as we reached the barrage we realised that the plant was still being constructed. As a consequence no water was being released downstream, an empty river bed greeted us again. This time our investigations revealed that two irrigation canals emanated from the barrage. We choose the right bank canal and set off at a crazy pace not knowing what to expect around the next corner. Now irrigation canals as their name implies are not for boating on. Therefore some care is necessary if you are not going to get decapitated on low bridges, trailing cables or worse still sucked into some culvert and spit out at the other end. Also if you overstay your welcome you are likely to end up in some paddy field. In fact we nearly did. We paddled for two days on this think only to get off when it was 3m wide and only 10cm deep. Thank goodness we crossed a road just in time. We dragged everything up onto the road in order to ponder our next move. We didn't really know what our two days progress had achieved when we finally got a lift and ended up back tracking virtually all of the gain we had achieved on our canal. The river where we rejoined had regained its flow and we set off.

That evening we stayed at the lodge next to the bus station. The boat was moored up at the boat club 'jetty' and Datta had kindly agreed to get it to the lodge in the morning. Once again we mulled over our options. We decided that we would commit ourselves to the Krishna therefore no more talk of the Cauvery or Bhima rivers. The decision now rested on how far to move on before rejoining the river. Another factor had to be taken into consideration. We or primarily I had only four weeks to devote to this project. Paddling a 1400km Indian river in the dry season in four weeks was always going to be a tall order. We therefore had to chop out a big chunk of river if we were ever to make the Bay of Bengal within the time frame. Sensibly this was the time to do it, but how far. We decided to sleep on the decision but also to try and make contact with Papa the following day to see if he could remove some of the fog from the decision making process.



**Papa (left) and Datta from the Sangli Boat Club**

Early the next day Richard set off to telephone Papa, whilst Datta arrived with the canoe loaded onto a microscopic three wheeler. In order to fit, the canoe was stood almost vertically behind the drivers cab like a rocket about to be launched into space and was now parked conspicuously opposite our lodge.

By now the local press had heard of our presence and of the imminent arrival of Papa who Richard had been able to raise. They took down all of our details and snapped away. We could only imagine the story that they ran the following day in the Sangli Bugle.

Papa was a well known local personality and keen environmentalist he was very helpful. Together with him plus information from various sources including a local bus inspector we ascertained that there wasn't much water in Karnataka therefore one option was to move forward to the town of Raichur and rejoin the river nearby at a place appropriately called Krishna. This was missing out the whole of Karnataka State about 400km, a fair chunk of river. However, this would still leave us with about 1000km of river. The decision right or wrong was made to move on to Raichur and so one hour later we were waving our goodbyes to Papa and Datta plus all the other helpers and hangers on as we set off on the bus to Raichur.



**Sangli Bus Station**

After a bone jarring ride the bus deposited us at 3.30am at Raichur bus station. As it got light we loaded up into a jeep and set off for the river. My heart was in my mouth, what if the river was dry, what on earth would we do then? We didn't have long to wait and we were remarkably surprised to see a healthy flow in the river.

After our usual breakfast of porridge we set off, but upstream. We were keen to find the source of all this flow and we knew from our map that we were only about 10km downstream of the confluence of the Krishna and the Bhima. We battled against the current only to find that flow was emanating from both rivers. From where this flow was derived we couldn't know as there were no major upstream tributaries likely to have any substantial flow and as a general rule upstream irrigation reservoirs, of which I believed there were two, don't release to the river course at this time of year. My theory, and one borne out on my previous experience of paddling on Indian rivers is that water taken from reservoirs in canals for irrigation eventually finds its way back into the water course from ground water.

We rapidly retraced our steps back to Krishna and continued our descent. The river was now in its natural state not affect by the influence of any downstream regulator. Bird life was

prolific, stork and ibis of every variety, brown and white ducks (never identified) and even the occasional group of flamingo, on the banks rollers, kingfishers, drongos, bee eaters and kites. It was on this section of river that we spotted our first and unfortunately our only crocodile. About 2.5m long sliding menacingly but harmlessly into the water as we paddled by.



**Downstream of Krishna**

The banks were rocky arid and our only human company were occasional fisherman in their coracles and goatherds tending to their flocks as they grazed along the banks. The locals were more reserved than their counterparts we had met upstream of Sangli and eyed us with suspicion but without menace as we passed by. Even in Maharashtra State our acquaintance with the locals had revealed that they had never seen a European in the flesh even though many had a reasonable command of the English language. In this remote part of Andra Pradesh State where we found ourselves few spoke any English and clearly few had ever seen a European before. In fact such is the diversity of skin colouring in Indian we asked on a number of occasions which state we came from. Failing that we were automatically thought to be Americans, I ask you.

Water quality which had concentrated our mind at Sangli was no issue now. With no other source of water available to us river water which to our eye appeared much better than the average UK river was used for tea/porridge, cooking, etc. and after passing through a ceramic filter for drinking water with no other treatment.

River conditions were superb we had continual sections of whitewater all of which we able to negotiate. After one set of rapids over confidence had taken hold to the extent that we failed to exit a line of standing waves quickly enough. One greeny came over the gunwales, the next one came in more easily, then the next, well we were paddling a submarine at this point. We just about managed to keep it upright and made the bank. We were really enjoying our time on the river but the boat was continuing to get a battering and we were wondering how long it would continue to remain in one piece. The outer surface was riddled with split and holes yet remarkable the inner layer of diolin appeared pristine and was holding everything together. However, we could no longer accept the that back end of the boat would remain in one piece as it got a good whacking after negotiating another rapid. The front of the boat was by comparison in good nick therefore we

took the decision to turn the boat around by relocating the seats. This didn't stop the continual leakage but gave the most damaged areas a bit of a rest.

Our good fortune was again to be disturbed. After about a day of paddling we entered a region backed up behind a substantial barrage. We learnt that there was a hydro plant there but as we reached the barrage we realised that the plant was still being constructed. As a consequence no water was being released downstream, an empty river bed greeted us again. This time our investigations revealed that two irrigation canals emanated from the barrage. We choose the right bank canal and set off at a crazy pace not knowing what to expect around the next corner. Now irrigation canals as their name implies are not for boating on. Therefore some care is necessary if you are not going to get decapitated on low bridges, trailing cables or worse still sucked into some culvert and spit out at the other end. Also if you overstay your welcome you are likely to end up in some paddy field. In fact we nearly did. We paddled for two days on this think only to get off when it was 3m wide and only 10cm deep. Thank goodness we crossed a road just in time. We dragged everything up onto the road in order to ponder our next move. We didn't really know what our two days progress had achieved when we finally got a lift and ended up back tracking virtually all of the gain we had achieved on our canal. The river where we rejoined had regained its flow and we set off.

The river was again in its original state but it wasn't long before we paddled on to backed up reaches of the Sri Salam Project reservoir. This amazing area was however populated by the remains of ancient forts. Our history of the area wasn't so good and nothing we had read had prepared for these structures that populated the banks of our river. Ramparts virtually intact, towns of ruined buildings. In any other area tourists would have been crawling over them but we had these little gems all to ourselves.

The mountainous banks of the reservoir were dry and arid and inhabited by fisherman who laid out lines demarcated by polystyrene floats that stretched out into the distance. Occasional motorboats would ply the waters of the lake collecting catch from the fishermen but apart from that we had the place to ourselves. Campsites were not easy to find on the steep rocky shoreline, but at least they were peaceful. We pressed on mile after mile thinking it would never end and then turning a bend there it was the dam wall and our next initiative test. We moored away from the prying eyes of officialdom and scaled the steep slopes to see what the river had in store for us on the others side of the dam. It didn't look too good. *Mike Norman*

---

---

## Updates by e-mail

---

---

The CamCanoe e-mail list is used by Cambridge Canoe Club to distribute updates to the club's diary of events and ad-hoc messages relating to club events. This includes paddling opportunities which come up at short notice and last minute changes to normal club arrangements.

If you have urgent information for club members, e-mail any committee member who can post the information for you. Make sure to include your email address in the message if you want replies. Non-urgent information can also be sent to the newsletter editor for publication in the newsletter.

If you are not yet a member of CamCanoe, you can subscribe at any time by sending a blank email to:

camcanoe-subscribe@yahoo.com

You can unsubscribe at any time by sending an email to: camcanoe-unsubscribe@yahoo.com

---

---

## Coaching

---

---

There is now an up to date and comprehensive schedule of paddling and associated courses that will be held during the course of the year on the CCC website

[www.cambridgecanoeclub.org.uk](http://www.cambridgecanoeclub.org.uk)

---

---

## Quartermaster's Bit

---

---

If you read my last bit, you may be wondering where I found the door closers. They were in my garage all the time. (unless someone sneaked them in there) Anyway, they are fitted now and mostly working. If you ever need door closers, do not buy cheap ones!

A reminder to all those who have racking spaces – if you have not done so already, you need to pay now.

Club house maintenance continues. The most recent problem was caused by the council cleaning off graffiti which left solvent based mess seeping under the door. Thanks to Graham and others for dealing with this. Another problem is the drains in the showers becoming blocked. You can all help stop this happening by not washing kit in the showers (grass cuttings do not run away) and shaving your heads (but this is probably a bit extreme) however, none of us want to see Boz's big plunger!

We have had a couple of occasions recently when people have not turned up for duties. If you are a key holder please make every effort to be there or find someone who will swap duties - people rightly get upset and angry if they turn up for a paddle, often having travelled some distance and you are not there. If you are one of the people effected by them not showing – apologies. *Sam*

---

---

## Cam Marathon

---

---

Cambridge Canoe Club once again hosted the annual Cam Marathon from our clubhouse on the 17th April. Many club members came along and helped; this was much appreciated by the organiser, club committee and all the paddlers who came and raced in our event. Thank you.

With glorious weather we had an excellent turnout of 134 paddlers. The race started 200m upstream of the clubhouse, racing downstream past the clubhouse. With 134 paddlers setting off in 12 starts over 10 minutes it was quite choppy outside the clubhouse especially as the lower divisions turned at a buoy just below Fen causeway and raced back up to Grantchester. The higher divisions went further down the river before returning to the upper river. Next year come along and watch if you are not racing or helping. Fewer Cambridge paddlers raced than in previous years but they all gave respectable performances.

*Richard Stagg*

Due to the good weather the punts were out in force and so every paddler had a punting mishap or two to tell. Ed was one

unfortunate thumped by a punt and caused to examine the walls of the college buildings at close quarters.

Thanks to Richard for organising another successful event and all his band of helpers who turned out on the day to support the club.

*Ed*

Our results were:-

Div 5 (8 miles)	
5th Mike Norman	1hr 18min 47secs
6th Jamie Hulme	1hr 21min 3secs

Div 7 (4 miles)	
4th Richard Docherty	39min 18secs
6th Richard Smith	41mins 6secs

Div 8 (4 miles)	
8th John Mallett	41min 20secs

The Club points trophy was won by Leighton Buzzard Canoe Club, Cambridge came 5<sup>th</sup>.

Many thanks to all the club members who came along and helped.

*Richard Stagg*

---

---

## The Wednesday Series

---

---

All these offered on a first come, first served basis. Open to anyone, particularly those starting out, and juniors that need reassurance that somebody is on the water with them. At least one qualified, CRB checked coach will be on hand. No booking required - but an indication of numbers would be useful.

The clubhouse opens at 6pm. We aim to be on the water by 6:15pm, and off by 7:45pm. If this 5 week trial works out, we'll do more.

### Here's how it goes

Wednesday 27th April - Byron's Pools. A gentle paddle up the Cam, past Grantchester and as far as Byron's Pool if we have time. Suitable for all. *Sorry you may have missed that one.*

Wednesday 4th May - Games, Games and Games. Aimed at those that still have a childish streak, playground games on the water - from "Stuck in the Mud" to "Dodge Ball", "Cops and Robbers" to "Bulldog". Suitable for all, as long as you are prepared to get stuck in and play! The more people, the more fun the games get!

Wednesday 11th May - "The Backs" and Back  
A trip down river past the sluice, through the backs, dodging the punts. At this time of year the Backs is beautiful. Hopefully we will have a few Cambridge experts with us that can tell us about the various Colleges and Bridges. Suitable for all. Wednesday 18th May - Paddling, Shopping and BBQ. Paddle down the Cam to "Reeds Of Cambridge" where the shop will be open specially for us, and we will be putting on a BBQ. There will be the option to paddle back, or to drive back. If you don't fancy paddling the distance, just join us at the shop. This will finish later than 8pm. More details to follow.

Wednesday 25th May - Mini Slalom and Races  
 Test your skill at turning the boat and your speed as we set up a small slalom circuit, and a short sprint course. This is a fun event, suitable for anybody. Prizes and Certificates? Will there be a booby prize for the funniest capsizes? Wait and see...

COACHES and EXPERIENCED paddlers - if you fancy coming down and giving a hand, getting stuck in playing games, or even running a session of your choice, you will be more than welcome. The more the merrier. Add your ideas and input to the list. There's plenty more we can do.  
*Graham Rhodes*

---



---

## Special offer

---



---

David, from Reeds of Cambridge will give 5% discount to Cambridge Canoe Club members purchasing equipment from him, not applicable to boats, best have your membership card handy. The shop is virtually next door to the Pike and Eel pub, give him a call (Cambridge 425348). David occasionally has second hand boats for sale and may also help in selling your boat as well. *Ed*

---



---

## Roofrack Loading

---



---

*Some useful tips here from the Chairman*

A number of comments have been made by members on how much should you carry on a roofrack.

As a rule of thumb, an empty plastic kayak is 16-20kg (Most manufacturers give the weight of their boats on their website e.g. Perception, [www.perception.co.uk](http://www.perception.co.uk)). We will estimate an average boat as 18kg with NO kit in it. An Open Canoe can weigh anything from under 30kg for something in a lighter material, through to over 60kg. We will estimate an average plastic canoe as 40kg for this example. Double kayaks and fibre glass boats weigh differently.

An average family car will have a roof loading limit of 70kg. Some estate cars with roof rail, and some 4x4 go up as far as 100kg. Check the user manual.

A standard roofrack from a reputable manufacturer (e.g. Thule) will take 70kg. Some inferior brands will take as little as 50kg. Some will take as much as 100kg (again Thule do some). Roof racks are normally specified for speeds up to 70mph. Some specify less. Check the specification of the roof bars.

The maximum weight the car can carry is the lower of these figures.

So, doing a little maths, the maximum number of boats that should be carried is... (assuming the averages of 18kg for a kayak and 40kg for an open canoe)

Bar Strength	50kg	70kg	100kg
<b>70kg Roof Load</b>	2 kayaks or 1 canoe	3 kayaks or 1 canoe	3 kayaks or 1 canoe
<b>100kg Roof</b>	2 kayaks or 1	3 kayaks or 1	5 kayaks or 2

<b>Load</b>	canoe	canoe	canoes**
-------------	-------	-------	----------

\*\* 5 kayaks or 2 canoes on a roofrack? Think hard before you do this. Can you load them safely and securely?

The last thing to point out is that the driver is legally responsible for the load, and how it is secured.

*Graham Rhodes*

---



---

## Arthur's Year of the Dragon, Part 1

---



---

2004 was always going to be a bit of a busy year for me, some of you know already knew that I have a bit of an interest in Dragon boating and have been representing Great Britain since 1999 and have paddled in the USA, Canada, Sweden and Poland, picking up a few medals along the way. I had never yet paddled in China, the birthplace of Dragon boating 2000 years ago and I had been told that racing over there was normally done with audiences of thousands and a great atmosphere so the World Championships in Shanghai in 2003 were a definite "must go to" experience.

Unfortunately a SARS outbreak caused a bit of a problem and many sporting events were cancelled or postponed, our Championship being postponed to 2004 and instead I went to Poland for a World Nations Championship at the regatta course in Poznan but we were out of the medals on this occasion.

So, the campaign for Shanghai started almost as soon as we got back home, a few more National League rounds, the National finals in September and then winter training. Winter training tends to be mainly about distance and time to get base fitness and then switch to speed training nearer the event so for me this was Saturday mornings with the racing squad going down to Baits Bite lock and back, weight training and circuit training, with hopefully a mid week paddle in the dark on Thursdays. Interspersed in this was one day a month, at Dorney Lake with the GB senior crew, trying to perfect the perfect stroke. Crew selection was based on a series of Time Trials over 380 and 650 metres in an outrigger K1 or as some wag said to me once, a K1 with kiddie stabilisers on it, which we also had to do roughly once a month on the Grand Union at Tring. You can see that things are getting quite busy now and 2004 was also the year of the European Championships at Stockton in August, Shanghai being in October.

Setting out the calendar for the year revealed that at the start of the year before team selection, I had two spare weekends a month but after April, I had about 4 spare week-ends before leaving for China in the middle of October, taking into account the National league rounds as well, where I paddled with Cool Runnings, a team from St Neots.

With all the selection trials over, the training paid off and I was well up the order and in the team for Stockton and Shanghai, time to get the team training going, to be able to paddle as a cohesive unit at the same pace and using the same style, not as easy as you imagine with paddlers from all round the country. The Championships soon came around and after the longest drive I have had in recent years, it seemed to go on forever, we were based in Middlesborough, home of the Transporter Bridge featured in Auf Wiedersein Pet. It was a very impressive structure and still in use. The Championships

were held at the Stockton barrage and after the opening ceremonies we were into racing in earnest, coming second behind the Russian or German crews in the 200 and 2000 metre races, Our coach tried combinations of people and different stroke rates and after some close heats, we managed to clinch the 500m races, relegating the Russian crew to silver but at last we had a gold medal and will be European 500m champions till the next round in 2006.

Shanghai, our next target, was over 2 months away but our coach was worried that we may not be fast enough and announced we would obviously be faster if there was less weight in the boat so his aim was that as a crew we should lose 30 stone in weight between us. This was met with a shocked silence initially but I think we all realised it was sound in principle and went home, clutching our medals and thinking about losing weight. We were joined at this time by Jeremy West, ex K1 World champion, now a nutritionist and at our next training session were informed that our proposed weight loss target was now down to 17 stone because if we actually did manage to lose the weight, we would probably have no energy to paddle and our coach might be arrested on human rights issues if he was seen with a crew of pale emaciated old men.

I had several pounds to lose and with Helens help I managed to make some inroads into this, buying electronic scales with a fat monitor to check progress. I found it was best not to weigh yourself too often, its sometimes disappointing and can be very variable. Whilst in this phase, I found that the wt loss per urination was 200grms, I think that's enough info for the moment! Training continued at Cambridge, League events and Squad training round the country but I picked up a bit of a back injury which set back training, both on my own, and in the Dragonboat plus I helmed the boat for several sessions while the crew were filmed for stroke analysis in the quest for more speed. The injury eased off, everything was back to normal and training continued till August when it happened again but after a short rest it seemed OK so lets fast forward to October, several immunisations for various diseases and a course of malaria tablets started just in case. Our coach was of the opinion that the eastern diet would cause us problems with nutrition and upset stomach so recommended we take various alternatives, a particular favourite being pre packed, ready to eat camping meals in various flavours. I also took energy bars and sachets of chocolate drink plus electrolyte powder and in the end I think most peoples luggage was only just under weight but over half of it was food but at least we wouldn't be bringing it back. In the next instalment of my year, I promise we will get to China, thanks for reading this far, hope you didn't nod off too many times. *Arthur*

---

## Eastern Region Canoe and Kayak Rally 24 – 26 June at Mepal

---

Loads of paddling activity on and off the water at Mepal Outdoor Centre near Ely, Cambridgeshire. For full details, check out the Eastern Region website at [www.bcu.org.uk/eastern](http://www.bcu.org.uk/eastern)

---

## Sale/Wanted

---

Phil Gardner wishes to sell a fibreglass K1 slalom built some years ago from a CCC mould, hardly used. Also an aluminium

Hydro paddle as new. Any offer considered! Contact Phil Gardener on 07740 123342.

*Ed* is still trying to sell Tesco's waterproof sports bags for £1ea. Ideal for carrying canoeing gear. Hurry whilst stocks last. Proceeds to charity.

---

## A Scene from this Year's Devizes to Westminster Canoe Race

---



*Thanks to Ian Newman for this one*

---

## Your Committee

---

<b>Honorary President</b>	Bill Block
<b>Chairman</b>	Graham Rhodes
<b>Secretary</b>	Boz Kempski
<b>Treasurer</b>	Russell McDonald
<b>Membership</b>	Terry Elsey
	<a href="mailto:membership@cambridgecanoeclub.org.uk">membership@cambridgecanoeclub.org.uk</a>
<b>Quartermaster</b>	Sam Browning
	<a href="mailto:qm@cambridgecanoeclub.org.uk">qm@cambridgecanoeclub.org.uk</a>
<b>Social Secretary</b>	Tara Downton
	<a href="mailto:social@cambridgecanoeclub.org.uk">social@cambridgecanoeclub.org.uk</a>
<b>Competition</b>	John Mallett
<b>Coaching</b>	Richard Smith
<b>Webmaster</b>	John Taylor
<b>Touring</b>	Tim Mitchell
<b>Heidelberg Representative</b>	Vacant
<b>Newsletter Editor</b>	Mike Norman
	<a href="mailto:newsletter@cambridgecanoeclub.org.uk">newsletter@cambridgecanoeclub.org.uk</a>