

CANOE FOCUS

FOR THE PADDLERS

BY THE PADDLERS

No.1 May 1976

GUEST EDITORIAL FOCUS

Value for money, or, we are all part of the Union

We recently held the Annual General Meeting of our Club, and we are staggered by the high turnout. After the inevitable thoughts of, "There can't be much on the tele tonight" or "Have they closed all the pubs", we tried to find out the reason for this unprecedented attendance. All soon became plain. After rattling through the annual reports, balance sheets, etc., at the usual breakneck speed, we arrived at that innocuous section on the agenda, "A.O.B.", and away we went. It was a "let's get the B.C.U. night". Member after member stood up to criticise the activities, or the lack of them, of the Union, and even more strongly, to moan about the subscriptions.

Before we go any further, let me introduce myself. Southend Canoe Club, Hon. Treasurer, at your service. We are a smallish club mainly interested in estuary and river cruising, with a slight stirring in the slalom direction. Some of our members are keen sea canoeists, and some have capsized in better class surf. Our predominant policy is one of education of newcomers, so that they may survive, to choose their own interest.

To return to the story. As it was a money matter, I was instructed to write to the B.C.U. and register the complaints. Be warned, all you club secretaries, do not make the same mistake; you might end up writing the next guest editorial! End of story — or should it be the beginning? Let me ask you, gentle reader, a few questions:—

1. Are you an individual B.C.U. member?
2. Do you belong to a B.C.U. affiliated club?
3. Do you willingly pay your subscriptions each year, feeling that you get your money's worth in return?
4. Do you feel that the B.C.U. satisfactorily represents your interests and viewpoints to Local Authorities, Harbour Authorities, Private Landowners, and Public Bodies of one sort or another?
5. Do you feel happy that many canoeists in this country are not B.C.U. members, and have no wish to join?

If you answered "NO" to even one of the above questions, let me ask you — have you done anything about your dissatisfaction?

One of the suggestions made at our Club A.G.M. was that the Union should stop producing at enormous cost, the colourful magazine, and instead circulate simple newsletters. This is precisely what is now happening, and this is YOUR chance to express your views and get something done. I will start the ball rolling with one or two ideas put up by our Club and then you, the readers, can put pen to paper with your suggestions.

a) As not all canoeists in this country are competitively minded, why not have a two-tier membership. At the first level all canoeists could join at a small annual subscription and receive this newsletter in return. This would ensure that the Union did represent all canoeing interests. The second level would be for slalom, sprint, long distance competitors to join, and for a second fee would receive their divisional calendars of events, results sheets and specific newsletters in return, their total fees being roughly equal to the present subs.

b) If matters stay as they are, there is no point in non-competitive canoeists belonging to the B.C.U. — money is short, and the present subscriptions can be better spent elsewhere.

c) Club affiliation is pointless — we get no return for our affiliation fee, and this too could be better spent.

There you are. I have said my piece and now it is up to you. If you cannot be bothered to express your views, then you deserve the organisation that you get. You are as much of the Union as any Committee, or Council member, so . . . get writing!

B. J. Brazier



WINNERS ALL

Above Garry Mitchell/Charlie Norton — Senior Victors
Below White/Sheriff Sussex Police (Full story page 4 folks.)



EDITORIAL FOCUS

Part of my brief as Director of the British Canoe Union is to look after all its publishing requirements, including the B.C.U. house journal. With the steady increase in the cost to the Union, of "Canoeing in Britain", which we did not own, it was felt necessary last autumn to take a good look at what the B.C.U. was getting for its money in terms of a good communications vehicle for its members and for the canoeing fraternity in general. I therefore asked Peter Rogers, Managing Director of a Publishing Company, to chair a Publications sub-Committee comprised of experts in print and graphics, to look into the future prospects for a B.C.U. magazine. This sub-Committee has now looked at every separate project put up to the Union for publishing a magazine on their behalf, as well as the various alternatives of the Union publishing its own magazine once again. After long deliberation and research the final decision was taken to publish our own newspaper *Canoe Focus*. Here it is. We hope you like it, and I have asked Peter to write a few words by way of an introduction.

Talking of asking people to do things — I would thank B. J. Brazier for his guest editorial.
— Gordon Richards

Canoe Focus takes off where "Canoeing in Britain" leaves off. It also marks the start of a new era in Canoeing in this country and in the affairs of the Union. *Canoe Focus* is now the only Canoeing newspaper published regularly by the British Canoe Union.

Its objective is to serve as a really interesting news service about the canoeing scene, and that means both British Canoe Union news and news from outside the Union. Our readers are canoeists, all of whom derive, or can derive, benefit from being members of the British Canoe Union. Our belief is that the old "Canoeing in Britain" was not giving the coverage which canoeists, non-competitive and competitive, demanded and that this had to be changed, within the cost constraints of the Union. Furthermore, the cost of four colour printing gave us less room to manoeuvre in producing overall a better product. Regrettably, the lovely colour pictures have been abandoned for the moment. The B.C.U.'s contract with Ocean Publications was therefore terminated, and we looked around for alternative publishing possibilities.

Finally we decided to go it alone once more, and the product mix which we have come up with, is a newspaper with a high editorial news content, interesting pictures and lively controversy. We are hoping to use a network of correspondents in branches of canoeing, aided by professionals in the publishing and printing business to give you the finest canoeing newspaper at a reasonable cost to you the reader. (End of commercial)

Canoe Focus then, is a newspaper about canoeing, for canoeists. It is crisp, controversial, and demands your support and comment. *Canoe Focus* is the B.C.U. communications vehicle for its members and for canoeists in Britain. That means a two-way flow, so write to us or to one of our correspondents and let us know what is going on down in your canoeing patch (sorry, puddle).

In this canoeing puddle of ours, the Canoeing trade play a vital role. *Canoe Focus* has much to offer the trade as a platform for contacting our readers and we welcome trade participation in *Canoe Focus*. As the Chairman of the B.C.U. Exhibitions sub-Committee during its formative years, I am only too aware of the advantages which the Trade and the Union enjoy in helping each other. It is my fervent hope that *Canoe Focus* will once again achieve this healthy relationship.

P. C. A. Rogers,
Chairman — Publication Committee

BCU COVER (UP)!

Insurance scheme for all members

Although the word insurance may be a put off, at first glance, to the potential reader — beware such folly as you who continue will be treated to not only some facts of life but the astounding revelation that the B.C.U. is going to do something worthwhile — and at no cost to each individual member.

For some time, Council have been concerned over the question of Public Liability (Third Party) Insurance, not only for organisers of events, but individuals going about their sport. Many cases, of potentially enormous cost, have been reported. Cases of property being damaged by canoeists; fences broken, cattle straying, gates left open, roads blocked by cars etc. You all know the scene of the irate what-ever-may-be-owner, harassing the innocent canoeist. One well known case has gone to legal action, others, have been settled out of court, but all with the final result — cash changes hands — for the canoeist — in the wrong direction.

Many people are now much more claim conscious, and if something has happened to their detriment they aren't going to pay so someone else must. The B.C.U. has recognised the growing need for insurance.

A Working Party was set up by the Director to report to the Council in order that action might be taken. The report, which conclusively stated that a policy should be implemented to provide the widest possible scope of cover to protect the interests of the Union, its Officials, Members and Affiliated Clubs in respect of their legal liabilities to third parties, arising out of their canoeing and associated activities. One important point was the inclusion of member to member liability, so that if necessary one faction could claim against another. About the only restriction was that the cover did not extend to property — therefore if you borrow a boat and damage it — hard luck.

Geographical limits are U.K. only, except, official B.C.U. teams travelling abroad, subject to prior notification.

The cost of this cover for individual members is being borne by the B.C.U. subscription (but they will not be increased to pay for the cover).

As organisers of events, clubs are as vulnerable as individuals. If your club is not covered, join the B.C.U. scheme. If your club has got a policy — compare the cost. Clubs will be able to take advantage of the scheme by paying a flat premium of £10.00 per club subject to the proviso of declaring the number of club members. The cover will apply to all the clubs activities, canoeing, fund raising and social.

The underwriters have however, required that a definite split be made between bona fide canoe

clubs; whose total existence is centred around canoeing and those other clubs where canoeing forms only a part of their activities. The cover for multi-activity clubs would be restricted to organised canoeing activity only.

A club member who is not a member of the B.C.U. will not get cover outside of organised activity. He cannot go off and paddle on his own. So — Join the B.C.U. Although the scheme is not compulsory, it is hoped that all 230 Affiliated Clubs will join. Policy commencement date is 1st May 1976, but the annual renewal date will be 1st November to coincide with the Union's financial year. To get off the ground, all clubs who wish, will get the first six months for £5.00. The final administrative details are being worked out with the Underwriters for renewal in November but the cost is going to be dependent on numbers — the more in — the cheaper.

Indications are, that even at £10 per club, this will be cheaper than existing cover available. Nearly every insurance company has a *minimum* premium, per policy, of at least £10. One club, with 100 members, at present pays £35 for less cover, even at 25p per head, there would be a saving of £10.

There will be a mail shot going to all clubs, get your Secretary to answer quickly, delay will cost you money.

In order to negotiate a detailed club policy, more information is required, write and tell H.Q. if your club has cover, what the limit of any one accident is, the cost and how many members you have.

Alan Laws,
Chairman — Insurance Working Party.

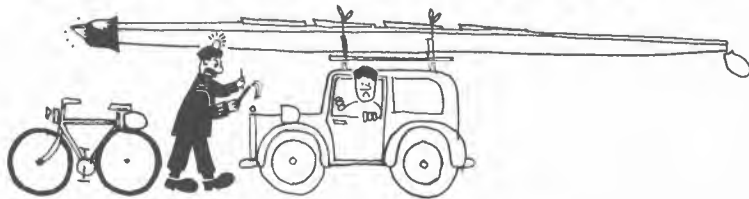
Welsh Canoeists call Meeting to Discuss New Association

Recently, a group of enthusiastic canoeists met at Llandrindod Wells and discussed the formation of a Welsh Canoe Association, to be a Division of the B.C.U., like the Scottish and Northern Irish ones, and to have autonomy, within the policy of the B.C.U., for control of the sport within the Principality.

A steering committee was elected, and which will be serviced by the Sports Council for Wales.

The committee will prepare a draft Constitution for discussion and acceptance at an inaugural meeting of the new association, to be held at the Welsh Agricultural College, Waunfawr, Aberystwyth at 11.00 a.m. on Saturday, 18th September, 1976. All canoeists in Wales are urged to attend this meeting. Contact Richard Daniels, National Sports Centre for Wales, Sophia Gardens, Cardiff, CF1 9SW, or S. G. Griffith, 9 Grove Park Road, Wrexham, Clwyd.

LET IT ALL HANG OUT!



There have been many versions circulating recently, as to what constitutes an offence in terms of an overhanging load. "Canoe Focus" editors thought it would be of value to members to know the facts. If you are really keen to know all the details then the item to read is the *Motor Vehicle (Construction and Use) Regulations 1973*. However, to save you time, Section 131, subsection 6 states:

"that no load shall be carried on a vehicle, where it exceeds forward more than 1.83m (6 ft.), but not more than 3.05m (10 ft.), and rearwards 1.07m (3ft. 6 ins. . . . except that this subsection shall not apply to the carriage of a load which consists wholly or partly of a boat used for racing, and propelled solely by oars. However, if the rearward or forward projection exceeds 1.07m (3 ft. 6 ins) in length, the conditions specified in subsection 8, paragraph 4 apply, viz. — 'steps must be taken to render the relevant projection clearly visible to other persons using the road, within a reasonable distance from front, back, and sides.'

If the projection exceeds 3.05m (10 ft.), the conditions specified in Subsections 1 and 4 apply, i.e. 7 days' notice of journey must be given to the Chief Constable of the areas through which the load is to pass, with time, day, date and route details of the load, the driver must be accompanied by another person to attend the load and vehicle. Thus, if a car carrying a K.1 is longer

than 10 ft., or a car carrying a K.2 is longer than 15 ft., no precautions are necessary. However, if they are shorter than this in either case, Subsection 8, paragraph 4 applies. In the case of a K.4, a vehicle needs to be longer than 29 ft. before it is possible to take no precautions, and before a vehicle is permitted to carry a K.4 without Subsections 1 and 4 applying, it must be approximately 16 ft. 6 ins. or longer. In the latter case Subsection 8, paragraph 4 applies. Thus, in practice, illegality only arises if a K.4 is carried by a vehicle less than 16 ft. 6 ins. in length."

Additionally, it is also possible that canoes may overhang the car sideways and the overall width of vehicle and load must not be more than 2.9m (9ft. 6ins.).

Whatever the law says, it is still in one's own interest to be sensible and exercise great care when carrying canoes on the roof of your car. Your boats must be properly secured; apart from the possibilities of a claim or damage or injury to other road users, the driver may be charged with an offence resulting in an endorsement, or disqualification.

Those of you who are members of the Automobile Association may be interested to know they can obtain three leaflets from the A.A. Legal Services Department. These are "The Law and Vehicle Loads", "The Law and trailers", and "The Law and dual-purpose vehicles".



Photo: Ron Spillman

Support from Captain Morgan

Great news for British canoeing was announced, on 29th March, when Captain Morgan Rum declared their intention to back our Olympic efforts. At a press conference, held at the Sports Council offices, Dave Fisher, Marketing Director of Seagrams, presented Gordon Richards with a cheque for £5,000 to assist in the preparation and training of our Montreal team.

SPRINT FOCUS

Captain Morgan Pre-Olympic International Sprint Regatta

Several hundred canoeists will be taking part during the weekend of 18th/20th June in the biggest International Sprint Regatta ever staged in Great Britain. The Regatta to be held at the National Water Sports Centre, Holme Pierrepont, Nottingham will be the final selection meeting for the British Olympic team, and the last major canoeing event in Europe before the Olympic Games.

The Minister of Sport, the Right Hon. Dennis Howell, M.P., will be attending, and over a dozen nations will be taking part in what is seen by Europe as a full dress rehearsal for the Olympic Games. This is particularly so of the powerful Eastern European teams, all of whom have reigning world champions in their squads who will use the world-class course at Nottingham as the final test for their gold medal hopes.

Doug Parnham of the Richmond Canoe Club, who is the current British men's single Kayak champion at 500, 1,000 and 10,000 metres will be competing. Doug, who finished sixth in last year's World Championships 500 metre final was less than a second slower than the gold medal winner on that occasion. He must, therefore, stand a chance at Nottingham and indeed Montreal of being amongst the medals.

Teams from Austria, Bulgaria, East Germany, Hungary, Ireland, Norway, Poland, Romania, Russia and Switzerland have so far accepted invitations to attend. With such a wealth of paddling talent it is certain that many other nations will confirm their acceptance. The International programme will include both Kayak and Canadian events for men at 500, 1,000 and 10,000 metres, while for women there will be Kayak events at 500 and 1,000 metres.

Due to the colossal entry, racing will start on the Friday and will carry through until Sunday afternoon. In addition to the International programme, a full domestic Regatta will be run, which will give our youngsters the opportunity to compete in the same event as many world champions. Full details of the domestic programme will be circulated to all British Canoe Union affiliated clubs, and we would urge all canoeists, whatever their interests, to attend this event and bring their families and friends.

Mike Haslam

Savings on the Thames

Tom Baptie, L.C.O. for Surrey, advises us of the following points which are of interest to those who paddle on the Thames:—

- 1) Approved Youth Organisations may register up to 25 boats at 50p each. However, exemption will be permitted only in respect of boats used solely for training, owned by the club and used only by persons not over the age of 18.
- 2) 'Short-period' licences are now available from Thames Conservancy at a modest cost of 40p for up to six consecutive days.
- 3) For clubs running 'open' events or regattas, a flat fee of £5.00 can be paid to cover all the visiting canoes to that event. This must be good news to Thames L.D. clubs who have found levies detrimental to large entries.

For full details of these advantages, paddlers should write to: Thames Water, Thames Conservancy Division, Nugent House, Vastern Road, Reading, Berkshire, RG1 3DB.

COACHING FOCUS

Coaching Scheme Innovation

A novel feature of the Coaching Scheme courses held at Guildford, Surrey, on 9th/11th April was a Progression Course for Senior Instructors. Twelve S.I.s, under the Chairmanship of the Director of Coaching, Oliver Cook and Senior Coach, Bob Gray examined standards and assessment methods in depth. The course attracted seventy paddlers for Senior Instructor Training and Assessment and the Progression Course, which were run concurrently.

Sailors in the Medals

Canoe Sailing received a shot in the arm during January, when Ian Smith came second overall in the Burnham Icicle Handicap Event; the premier winter dinghy race, against over 100 other dinghies.

The 1976 season gets underway with a training event at Calshot, Southampton on 1st/2nd May with the usual support of video tape equipment. A full fixture list for 1976 is available from the Hon. Secretary, Tony Marston, 240 Franklin Road, Kings Norton, Birmingham.

Additions and Alterations to the 1976 L.D. Calendar

Tier 3			
April 28th	Taunton to Bridgwater	Moved from 2nd May	
July 25th	Maidstone	Transferred from July 11th Tier 4	
August 22nd	Wolverhampton	Organiser — Mr K. Yates, 24a Orton Lane, Wombourne, Wolverhampton.	
Tier 4			
May 23rd	Huntingdon	Organiser — Mr R. Catchlove, 39 Westfield Road, Ramsey, Huntingdon.	
June 6th	Thamesmead	Organiser — J. Martin, 44 Sidcup Hill, Sidcup, Kent.	J. 12mls S. 14mls 7 portages Fees 40p
Late Autumn	Bedford/Kings Lynn	Organiser — J. Mathers, 25 Bowere St., Bedford.	72% mls £1 per seat

ACCESS FOCUS

Spey Decision

The best news for a long time, is the House of Lords decision dismissing the appeal of Knockando Estates with regard to canoeing on the Spey. The decision, reported in detail in the Times, March 4, established the public right to pass in canoes all the way down the Spey from Newtonmore to the sea, with reasonable regard to other users of the water. It does not establish any right to canoe or land without permission of the owners of the bank concerned. The decision should therefore not be regarded as altering the situation in England and Wales, because the underlying legal position is not the same as in Scotland.

River Dart

The Outward Bound School at Holne Park, Ashburton, which has acted as river adviser for the Dart for several years and operated the access arrangements on the river between Newbridge and Totnes, closed at the end of 1975. The B.C.U. is negotiating ways of continuing the access arrangements from next October, but as yet, there is not a river adviser who can act as the liaison point. There is no permission for canoeing on this part of the river during the fishing season i.e. before October.

River Wye — Symonds Yat Restrictions

Although the public right of passage down the Wye is unaffected, severe restrictions have been introduced on landing and launching from the Forestry Commission's Biblins Youth Camping Site at certain times of the year. Launching and landing are restricted to a stretch of about 300 yards, immediately below the main rapid and the Forestry Commission will not permit launching or landing elsewhere on the site.

Applications should be addressed to Mr J. M. Cheesman, Heritage Investments Ltd., North Court, Peckington Park, Meriden, Warwickshire, giving dates and number of boats. The B.C.U. is in touch with Mr. Cheesman and has pointed out that the restrictions are severe and might be found unworkable. It appears, however, that permission has been given so far (on conditions) to all who have asked. Groups using the Biblins are asked to report to the River Adviser, Ron Shoemith, on the way the restrictions work in practice.

River Wye below Glasbury

Large groups starting from Glasbury should obtain permission beforehand to launch at Glasv-bont Common (Glasbury Bridge) from Major G. M. F. de Winton, Maeslwlch Castle, Glasbury, via Hereford. Any problems to be notified to the river adviser, Ron Shoemith.

As a result of accidents last year between canoes and fast moving rowing boats near Monmouth, a notice board has been erected on the left bank 1½ miles before Monmouth Bridge warning canoeists to keep wide of rowing boats and keep to the left bank until past the bridge.

River Tyne and River Eden — and "Registration"

The continuance of the arrangements for canoeing on these rivers in 1976, has been made conditional upon a scheme of identification of the B.C.U. members and groups entitled to take advantage of them. The stretches concerned are the

ICF MEETING IN LONDON

The British Canoe Union played host to the recent ICF Board of Management Meeting held in London, after which the President, said, "that the meeting which had extended over 3 days had been very productive and that a great deal of the work had been concerned with preparation of documents for the Congress in Montreal, including reports and proposals from Technical Committees as well as national Federations.

The representative of the Montreal Organising Committee had presented a comprehensive report on the preparations for the canoeing part of the Olympic Games and he had been given a number of proposals for improvement for submission to the Organising Committee."

During the weekend the Board visited Holme Pierrepont to see the venue of the 1981 World Championships. At the end of the meeting the Board authorised a donation of £50 to the Henry Thelen Memorial Fund as a mark of appreciation of the work done by our late colleague. Finally the President on behalf of the Board, expressed his thanks to the BCU for arranging the meeting and congratulated the organisers on their excellent work.

Delegates at the ICF Board Meeting held at Hotel Russell, April 9—12th.

Photo Tom Hanley.



North Tyne, and the Tyne from Warden (confluence with South Tyne) down through Hexham and beyond, and the Eden through the Nunnerly Rapids. Full details, with the specified times and dates, points of access and egress etc., were sent out with the Jan./Feb. "C-in-B". The key features are: (1) Current B.C.U. individual or special group membership cards must be shown on request; (2) Boats must display the registered B.C.U. membership number; (3) parties must be in groups of not more than 12 boats and leaders must be B.C.U. individual members; (4) Participants must be insured against third party risks. Participants complying with the conditions will not be regarded as trespassers, and they must observe the Canoeist's Code of Conduct.

To meet these requirements Council has made the following arrangements: (1) All B.C.U. individual members are automatically included as participants, their registered membership number on the membership card being the number to be displayed on the boat; recognised groups will be issued with special group cards; (2) Third party block insurance being introduced on May 1st (announced elsewhere in this number) covers the insurance condition.

There are several other organisations, who, use only canoes belonging to the organisation (not being the canoeist's personal property). Such groups should apply to Headquarters giving details of their organisation, number of boats, and the way they are used on the rivers in question. Each application will be considered on its merits. It has, however, not been thought possible

to include club members with personal canoes solely on the basis of club affiliation — basically the right to participate is regarded as a personal benefit of membership of the B.C.U.

The scheme has been negotiated with the riparian owners through the Northern Sports Council and the Chairman of the Water Recreation Committee, Mr. E. J. Standen, along with the B.C.U. liaison members for the rivers, E. J. Palmer and E. Totty. It has been welcomed by the Water Space Amenity Commission and discussed at a meeting with representatives of the National Anglers Council, the Central Landowners Association and the Sports Council.

The scheme is regarded as experimental; its working will be watched by all these bodies in the hope that, with any necessary modifications, it could form the framework for arrangements on other rivers where there is no accepted right of public access. Meantime it applies only to the Tyne and Eden.

All members are asked to abide by the conditions. If practical difficulties occur they should be reported to the B.C.U. Liaison members concerned. The Council wishes to stress that members who do not abide by the scheme cannot expect to be supported by the B.C.U. in any legal actions that may be taken against them for trespass and damages. The aim should be to work towards goodwill between all who have rights and recreational interest in these waters, so that the future may bring an extension, rather than a contraction of the water available for canoeing.

Ralph Tyas

VAT SUCCESS

Paddlers, about to purchase a new canoe will have been delighted by the Budget announcement of the reduction of VAT on canoes from 25% to 12½%.

This is largely due to the efforts of the CCPR Water Amenities Committee, under the chairmanship of David Nations.

However, the Union's secretariat has pledged its support to continue the battle to further reduce the taxation on boats to the standard rate of 8%. David Nations says "It is still unfair that a well-off father only pays 8% on a set of golf clubs, whilst, a young schoolboy, with a pound a week pocket money contributes another 4½% to the exchequer when he buys a canoe. If we are to remove this social injustice, encourage your members to write to their M.P.

International Tours

Ralph Tyas has compiled a list of international tours which we are unable to publish full details in this issue due to lack of space. Any member requiring a copy of this list should send a stamped and addressed envelope to Head Office quoting reference RG/AD/101.

Change of Addresses

Ken Langford, National Coach for Competition has moved. Track him down at 8 Newlands Close, Stone, Staffordshire.

"Fairway" have moved from Cobnor Cottage, Chidham, Chichester to 2 Astwood Road, Worcester.

BOOK FOCUS

The new Coaching Handbook

The B.C.U. Coaching Handbook has just been published in a bold new format. Although out of the same stable as the old one, the new publication is more vibrant and will stimulate not only the converted, addicted and loyal members of the Coaching Scheme, but also those people in informal education who realise the value of canoeing as an informal intuitive activity.

It now contains over two-hundred pages, packed with information on many varied aspects of canoeing and its instruction. Several of the illustrations have been drawn by Paul Boyer, the exciting young artist who designed this year's Exhibition Poster and the new B.C.U. Logo.

The contents have been radically altered, gone are the lists of information such as shop prices, lists of coaching organisers and films. These are now in the B.C.U. Directory and Handbook, which is a loose leaf binder and may be obtained from Headquarters, price £1.00.

New inclusions, are mainly in the technique and competition section of the book. The basic strokes are covered in detail and the chapter on rolling has been extended to show the major kayak rolls plus two methods of rolling a Canadian.

The competition section covers the widest range of competitive canoe sport from, the "Rules of Bat Polo", to "How to sail an International 10 sq. metre canoe".

The revision of all other chapters, including the up-dating of current requirements for the "D of E" Awards and Corps of Canoe Lifeguards will make this edition indispensable to members of the Coaching Scheme.

This book must be the most complete work on canoeing published in this country. Its appeal is not only to qualified instructors — every canoeist bookshelf should have on it this standard work of reference.

A new page size, a permanent method of binding and a glossy cover give a distinguished combination of green and black, that creates a new standard for B.C.U. publications.

ORDER FORM

Please send me copies of the new COACHING HANDBOOK at £2.45 (including post and packing) to members; £2.95 (including post and packing) to non-members.

Name
(Block)
Address

B.C.U. Membership No.

TO
Name
(Block Capitals)
Address

FROM
BRITISH CANOE UNION, 70 BROMPTON ROAD, LONDON SW3 1DT

OLYMPIC TRAINING SQUAD VISIT TO BUDAPEST

Twenty-three members of the Olympic Training Squad enjoyed a visit to the Kayak/Canoe section of the Honved Sports Club in Budapest from 22nd March—3rd April.

Despite poor weather during the first week, the squad proved themselves well prepared for a programme of intensive water work. The average distance covered by the paddlers was about 265 kilometres, during the ten days training. Lawrence and Farrell covered the maximum distance — clocking up some 350 kilometres.

The weather improved during the second week and the Regatta, held in Budapest Harbour, took place in glorious sunshine but with a strong gusty wind.

The results were certainly better than last year and most encouraging. The squad had six paddlers through to the final of the K1000 metres and five through to the final of the K500 metres, with Fowler, Gorman and Farrell making both events. Attention must be drawn to the performances put up by Willy Reichenstein in the C500 metres and Francis Wetherall's success in the women's K1. Undoubtedly the best performance of the day was in the 4 x 500 metres relay with the G.B. crew beating a team that contained two recent World Champion Medalists.

The squad are extremely grateful to their hosts and look forward to reciprocating their hospitality when the Hungarians visit England for the September Regatta at Holme Pierrepont.

George Cooper



THE BRITISH CANOE MANUFACTURERS ASSOCIATION

We all work for the same sport and wish the B.C.U. Newsletter "Canoe Focus" every success with their first issue and for the future.

B.C.M.A. Members

A. C. Canoe Products (Chester) Ltd.,
P.O. Box 62, Chester — 0244-25277

Avoncraft,
Burrowfield, Welwyn Garden City, Herts —
07073-30000

Canoe Centre/Kirton Kayaks Ltd.,
St. Hilarys Rd., Llandudno, LL30 1PU —
0492-77067

Gaybo Ltd.,
4, Rose Hill, Brighton, Sussex — 0273-684599

Granta Boats Ltd.,
23, Great Whyte, Ramsey, Huntingdon, Cambs. —
04871-3777

Harishok Ltd.,
Unit 3, Clarendon Trading Estate, Hyde, Cheshire —
061-368-9216

Howarth Sports,
27, Limefield Rd., Smithills, Bolton, Lancs. —
0204-382500

Jaycee Glassfibre Products,
69, Knights Hill, West Norwood, SE27 —
01-670 1234

Jon Hyland,
42, Diddington Lane, Hampton in Arden, Solihull,
Warks. — 067-55 2247

Lendal Products Ltd.,
18/20, Boyd St., Prestwick, Ayrshire —
0292-78558

P. & H. Fibreglass,
76, Dale Rd., Spondon, Derby — Ilkeston 3155

Topcraft Ltd.,
324A, Birmingham Rd., Walsall, Staffs. —
0922-28329

Trylon Ltd.,
Thrift St., Wollaston, Wellingborough, Northants —
Wollaston 275

Tyne Canoes Ltd.,
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ENGINEERS TRIUMPH!

THE 1976 DEVIZES—WESTMINSTER CANOE RACE

as reported by Mike Carvell; photos John Butt

06.00 Good Friday, Council Wharf, Devizes
Around 300 paddlers, plus supporters start to gather for the start of the world's toughest endurance event by canoe. Despite the relatively small number of people, Council Wharf car park emits the emotion and atmosphere similar to a Wembley Cup Final. The faces of the competitors show the stress of the physical and psychological challenge they are about to face over the next 18 to 24 hours.

A race of contrast, the event proceeds from Devizes, through rural Wiltshire, the urban conurbation of Reading, into the great metropolises, finishing in the shadow of Big Ben, at Westminster.

During the early morning the slower crews set off; around 11.00 the first of the crews from the strong Royal Engineers team are away. Midday approaches; tension increases among the fancied crews, as start times become imminent. 12.45 Hemsell/Williams (R.E.) leave, followed at one o'clock by Hayden/Thom and the civilian crew of Gollings/Green from Lichfield. 1.15 another Engineers crew Mitchell/Norton and then at 1.30 the best of the R.E. crews, Harding/Collins, followed five minutes later by the Hungarian crew Spang/Gröb. Last away are the 16 Parachute Brigade crew of Kidston/Wheeler.

At the top of the long dry sequence of Crofton Locks, some 19 miles from the start, the leading crews are going well, Bulbeck/Ferguson (SAS) taking just under three hours, Hayden/Thom two hours fifty-three minutes, Mitchell/Norton motoring through in two hours forty-five minutes with Harding/Collins in hot pursuit. The Hungarians, unaccustomed to the portaging, had already dropped twenty minutes on the leading crews.

At Great Bedwyn, Kidston/Wheeler caught the Hungarians, passing them by running a short 400 yard section between two portages.

Newbury — late afternoon

The central car park, Newbury, is right alongside the canal, and a good check point, being 34 miles from the start and mid-point of the canal section. All the leading crews passed the Newbury check, with Kidston/Wheeler taking 5.21, Mitchell/Norton 5.25, Harding/Collins 5.26, Hemsell/Williams 5.30 and the Hungarians 5hrs 43 mins. The race was on!

Reading — dusk

Many paddlers stopped at Blakes Lock to be stripped by their support crews, fed and re-clothed in warm gear before setting off on the journey down the Thames. This is a great psychological point in the race when the canoes transfer from the shallow dead water of the canal to the deep moving river.

However, the mental lift is short lived, as once darkness falls and the cold sets in; spirits sink, as a growing awareness of a full night's paddle and another 73 miles on the twisting Thames come to mind.

Marlow — midnight

Always a good point to assess the current position of the crews, Marlow lock is a hive of activity with support crews everywhere. There is drama, as the SAS crew are attacked by a paranoid swan. They retort 'I'll get that b---y swan before it gets me!' and a hail of abuse, and paddles lets the crew away without harm to either man or beast. As the night draws on the leaders arrive; agitated Sergeant Majors and worried girl friends check stop watches against the schedules of those they support.

Waiting for Kidston/Wheeler to arrive, we at last have news of Harding and Collins. It seems that at Shiplake, Kevin Collins declared that he had had enough, and although there seemed nothing physically wrong with him he wasn't going any further. Our informant had left him with various members of the Engineers bank party trying to 'reprogramme his mind'. It seems that at last the age of the computerised paddler is here.

In the small hours, a cold damp mist came up on the river and with it, the spirits of those on the bank dropped. With the leading crews dropping further and still further back on schedules the possibility of missing the tide created more anxiety for team managers and coaches.

Sheperton — first light

The mist started to lift; the night had taken its toll.

One of the first crews to arrive was Mitchell/Williams who were paddling well, much encouraged by their vociferous bank party who by now were confident that they had taken the lead. Adding to the elation was the feeling that the team prize was coming their way.

During the next hour all of the remaining contenders passed through in varying states of distress or tiredness. The time filtered away, until at last Kidston/Wheeler arrived, looking tired, but to be driven on to better things by the bank support. 'Run, run — bit of pain' and similar entreaties soon saw them away in pursuit of the leaders.

Teddington Lock, head of the tideway, at which point all interest focused on the arrival times of the two leading crews. Mitchell/Norton arrived to catch the best of the tide whilst 40

minutes later the Para. crew, looking very tired, and handicapped by a small hole in the boat, passed through the last of the 76 portages.

Westminster — 09.00 Saturday morning
Big Ben strikes nine, a sighting is made. Two lonely crews passing under Lambeth Bridge, nearly home after 125 miles of physical and mental torture. Both BBC and ITN News cameras jostled for positions on County Hall steps as Lance Corporal Garry Mitchell (21) and Corporal Charlie Norton (22) became the 1976 D/W winners in a time of 19.50.20.



AWAY ALL BOATS: The Junior mass start — Ham — Easter Monday.



ON THE RUN: Mitchell/Norton on the Crofton Portage.

An hour later Bruce Kidston and Andy Wheeler arrived to record 20.12.45 for second place. In fourth place, winning the Reserve Forces trophy Bulbeck/Ferguson, (SAS) in 21.14.30 in fifth place Peter Spang/Janos Gröb of Csepel, Buderpest in 21.34.50 to win the Civilian trophy.

The team award went to the Engineers with 1st, 3rd, 7th and 10th places, while Archie Beat aged 71 paddling with Archie Jnr. (32) finished yet again in 48.41.30. to take the Veterans Trophy.

Westminster again — Easter Monday 09.15

Leaving Ham at 7.30 the first junior crew Sheriff/Fieldus (Wey) were down the tideway in an incredible 1hr 43mins. This, however, did not give them overall victory which went to Sherriff and White of Sussex Police with a total time of 17.49.38. Stroke of the Sussex crew, Ian White set up an unprecedented achievement in winning the junior event for the third consecutive year, in addition to leading the Sussex Police to a well deserved victory in the team event.

TO PADDLE OR RUN? The Hungarians being passed by Kidston/Wheeler.



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GOING WELL: Harding/Collins on the canal.

STOP PRESS

Grandtully Results

Team
1. Manchester A — Dolan/Shackleton/Peters
2. Top-Team — Kerr/Campbell/Thomas
3. Chester A — Wain/Swallow/Edge

Mens K1

1. N. Wain (Chester) 191.1
2. R. Campbell (Viking) 199.1
3. J. Dolan (Carnegie) 200.4

Ladies K1

1. J. Harling (Manchester) 419.1
2. A. Ranage (Herriot Watt) 424.9
3. G. Legat (Gloucester) 503.3

C1

1. M. Edges (Windsor) 269.2
2. P. Kean (Viking) 300.5
3. J. Sibley (Windsor) 315.7

C2

1. Phillip/Purdey (Devas) 389.3