

No. 7 September/October 1977

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Canoe Focus

The official magazine of the British Canoe Union



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left to right 3rd G. Bourne—Great Britain
1st P. Dimmock—Great Britain
2nd J. Cobos—Spain
Photo Bela Domokos



Start of C.I. 10,000 mtrs

Photo Bela Domokos

Canoe Focus

Editorial Offices: 70 Brompton Road, London SW3 1DT.
Editor: Gordon Richards, MBE, FPEA, ACP.
Advertising: Colin Higgins, DipEd, MIAM.

There has been for some time an overwhelming desire on the part of many, concerned with canoeing, to clutch to the firm belief that there would never again be really good news. Instead of combining orthodoxy with bold experiment there has been a pessimistic concern with maintaining the status quo. Yet, simply, a band of unperturbed enthusiasts and committed paddlers have blown away the gloom on all fronts.

Good news — Albert Kerr, a true amateur, in a confidently aggressive manner, brushed aside previous Olympic and World Champions to become, the new World Champion in Men's K1 Slalom. Albert did not beat the previous continental hold by a second or so, but by a crushing ten seconds over his nearest rival.

Congratulated, separately but immediately, by The President, The Chairman and The Council of the British Canoe Union, he has since received plaudits from all over the country.

Good news — The remainder of the Slalom team and the Wild Water team underlined their latent talents and potential and left the coaches saying "next time".

Good news — the BCU Paddle Racing Committee organised the Jubilee Regatta in such a fashion, and to such high standards, that one continental observer, during the recent World Racing Championships commented: "in organisation and presentation it is better organised than many World Championships".

Good news — Vichy: In the Junior European Championships our youngsters achieved an all time record of four finals out of six: Good news Sophia Doug Parnham missed a Gold World Championships Medal by a hair, and our K4 10,000m crew made history by coming 5th.

Good news — the process of regionalisation, which has gained so much impetus from the 'West Midlands model', is gaining strength throughout the country and Federalisation is now not just a pipe dream.

It is good news all the way to the extent that, we are giving you a preview of more good news that would not normally be released until the New Year.

Since 1974 there has been a steady decrease in membership and support for the British Canoe Union and the voice of canoeing in this country suffered. When we closed the 1976/77 membership books at the end of August the following picture emerged.

Membership 1976/77

Full & Youth				
Membership jointly	— Up	12.2%	on	1975 — 76
Family Membership	— Up	9.0%	on	1975 — 76
Overall Membership	— Up	11.9%	on	1975 — 76
Club Affiliation	— Up	5.8%	on	1975 — 76

FRONT COVER 'Mr. Nobody becomes Somebody'
Gold for Albert Kerr in Spittal

Finally, we, with Colin Higgins, move our publishing and advertising offices to Eric Buston & Associates Ltd., Tower House, Fairfax Street, BRISTOL BS1 3BU. Please note the new address. All editorial copy should still be sent to The Editor, Canoe Focus, 70 Brompton Road, London SW3 1DT.

Schools Canoeing By GEOFF SAUNDERS

LOOK TO THE FUTURE . . .

Few will fail to be excited by the splendid news that Britain has produced another World Champion. Congratulations are very much in order, not only to the victor himself, but to all those who have taken any part in coaching him and encouraging him along the very hard road to the top.

Not all beginners in canoeing have world championship aspirations; the majority will, indeed, be content to seek enjoyment from their activities on the water, be they in competing against others, in learning the skills necessary to test themselves against the elements or simply in making journeys by canoe. If there is to be a healthy growth of our sport, all these differing aspects need attention and, in particular, much more careful thought needs to be given to the development of the canoeist — from his basic steps, perhaps as a youngster at school, to the time that he is an adult enthusiast. Are the facilities and opportunities adequate; is the right kind of encouragement offered, at the right time?

Much will depend on the kind of introduction given to the sport in schools and youth groups. It has been my privilege to be associated with the British Schools' Canoeing Association since its inauguration in 1970, and members of the B.C.U. may be interested to hear of the kinds of development that have been taking place in the Association's first seven years. The avowed intent of the V.S.C.A. has always been to assist the general advancement of canoeing in schools and youth groups — to provide youngsters with encouragements and opportunities to extend their canoeing activities. Schools have been linked through local associations, and in the North West, West Midlands and East Anglia active regional associations have been formed which widen the range of events open to schools and youth groups in the regions. We hope that it won't be too long before regional associations are established in all parts of the country. In addition national events are organised, many in conjunction with the B.C.U.

Throughout the seven years there has been close liaison with the B.C.U. and it is essential that this be maintained and strengthened in the years ahead. The B.C.U. and B.S.C.A. combined to introduce the Espada K1 and with it the Espada Award Scheme; the

B.S.C.A. is in the process of introducing a Junior Sailing canoe — again, with the help of the B.C.U. The B.S.C.A. has recently announced the introduction of its Expedition Award Scheme to encourage youngsters to make worth-while journeys by canoe; the B.C.U. Tests have been incorporated to provide the standards of required skills.

There are many projects which the Association wishes to undertake in the future, many related to educational topics such as canoeing in the curriculum, canoeing for handicapped children, initial and in-service training of teachers and youth leaders. There are other subjects which the B.S.C.A. have listed for study which require thorough investigation by the B.S.C.A. and the B.C.U. together, for these concern the general 'development' of the young canoeist. How, for example, is continued participation in the sport to be encouraged after the young person has left school . . . what roles should youth groups, local authorities, regional B.C.U. groups, adult canoe clubs play . . . and how? When talent is spotted, how should it be nurtured and trained . . . are there adequate links between schools and youth training squads; are there sufficient opportunities within the regions?

With the limited resources of today, there must be co-operation and co-ordination between interested bodies; I would hope that progress could be according to a carefully worked out plan and strategy rather than piecemeal. In this way we might be able to ensure that, not only do we provide more world champions, but also that everyone who finds he enjoys canoeing, competitive or recreative, will be able to develop his interest to the full.

BRITISH SCHOOLS' CANOEING ASSOCIATION . . . ADDRESSES

Acting Hon. Secretary : D.A. COURTMAN, ESQ.
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Richmond School

When Richmond School broke up for the Summer Holidays this year, a party of four boys and a teacher set off on a canoe trip on the Leeds and Liverpool Canal. We launched our canoes on Sunday at midday at Kildwick, a couple of miles east of Skipton, with the intention of travelling westwards across the Pennines to see how far we could travel by Friday evening.

We got to Skipton in a couple of hours and stopped there to investigate the Springs branch, then on to Gargrave where we were to spend the first night at a camp site alongside the canal, but first we had to port our canoes up a lock.



The next day, Monday, we ascended five more single locks, then a flight of 6 at Bank Newton, then up three more locks to Greenberfield, where we spent the second night. During this day's trip we had a rather alarming experience with swans, as they can be very vicious animals, and they wouldn't let us pass them. We had to resort finally to taking our canoes out of the water and hauling them along the towpath until we were able to get past the swans and into the water again.

We were now on the summit pound and crossing the Pennines, and after swing bridges and locks the next obstacle was a tunnel at Foulridge nearly a mile long. We went through this in the evening when all was quiet and were surprised to find it only took about fifteen minutes and was really quite exciting. We had torches fastened to our canoes and carried whistles to warn anyone of our coming. That night we camped at the top of Barrowford locks and descended this flight of seven the next day, then on to Burnley and an interesting view of the town and surrounding countryside as the canal goes along at rooftop level, then through another shorter tunnel and under a few more swing bridges. We camped another night just outside Burnley and then paddled on towards Blackburn, through a mixture of cotton towns which once made good use of the canal, and glorious views of the Lancashire countryside, which isn't all industrial.



We turned back at the outskirts of Blackburn and returned to Clayton-le-Moors, where we had arranged for transport to pick us up. It was a most enjoyable trip and we covered about 55 miles.

By Philip D. Marsh.

RACING YEAR BOOK 78

The first Canoe Racing Year Book published jointly by the Racing and Marathon Racing Committees was well received during 1977 with requests for copies coming from as far apart as Hong Kong, Canada and Australia. Articles and comments for inclusion in next year's edition would be most welcome and now is the time to start sending them in.

It is hoped to publish a full and up-to-date list of clubs and racing organisers in the 1978 edition, so if your club is Racing or Marathon Racing orientated make sure that your club secretary sends in the name and address of the club's racing contact.

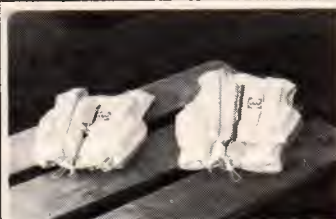
If you intend to hold a Regatta or Marathon Race during 1978 please ensure that your proposed dates are sent to the appropriate committee as soon as possible. "Late dates" will miss the Year Book deadline and will not therefore be published in time for next season.

Full details of entry fees and conditions of entries for all Regattas at the National Water Sports Centre plus the selection policy and international programme for the British Team will be included in the 1978 edition. Revised rules, constitution, full 1978 Racing and Marathon Racing programmes will be published as well as the National Championships results for 1977. Information on Espada classes, training squads and the Competition Coaches Scheme will be available and, if you send them articles of interest will be included.

Can you afford not to have a copy of this comprehensive publication? Help your sport by helping yourself — buy a Year Book. There are still copies of the current 1977 Year Book available from the joint editors:—

Mike Haslam (Racing Committee), Planning Branch, Central Ammunition Depot, Kineton, Leamington Spa, Warwickshire or Max Kirschner (Marathon Racing Committee), 34 Upper Regents Park, Bradford-on-Avon, Wiltshire. BA15 1EB.

All contributions for the 1978 Year Book should be sent to the appropriate Editor. Trade enquiries should be sent to Norman Lilley, 1 St. Oswalds Close, Oswaldkirk, York, YO6 5YH.



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From 15 - 29 September 1979 the VIII Mediterranean Games will be staged in the Adriatic city of Split, and for the first time the programme will include Canoe Racing.

The Director General of the Mediterranean Games, Ing. Damir Dumanic, reported on the preparations during the meeting of the ICF Board held there.

At the Mediterranean Games there will be the full Olympic Canoe programme and these events will be held from 18 - 20 September 1979.

The Technical Delegate of the ICF will be Caslav Veljic/Belgrade, Member of the ICF Board.

Things They Say

Comment by Boris Artomonov of the Russian Team to Terry Casey, General Secretary of the National Association of Schoolmasters at the Jubilee Regatta. "If you and I paddled a K2 it would be a submarine."

RON



Ron Emes and award Photo - J.A.B. Photos

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Ron Emes has just been appointed as a part time officer of the British Canoe Union based at the HQ secretariat. His interest in canoeing began in the Royal Navy 1944/45 on Her Majesty's battleship, the Duke of Yorkshire, when, as a young sailor, he was required to take part in a bleep reconnaissance. It involved the use of a small boat, which appeared at first glance to be a rowing boat, but was in fact, one of the wartime folding canoes that was used for amphibious operations. He was immediately attracted to the idea of a small boat and some years later after demobilisation and having joined the police service he looked around for something to do in his spare time. Purely by chance he came across a design in a scouting magazine for a home-made canoe. Nothing like the home-made canoes of today, of course, but he liked what he saw.

For many years in those early days, he paddled around the rivers and canals in the Birmingham area, never really coming into contact with other canoeists simply because very few of them existed, and then upon reading an article in a newspaper one day, he discovered the Canoe Camping Section of the Camping Club. He was appointed secretary of the Severn and Avon Club somewhere about 1950/51 and after some years of canoeing with, and organising this club, it became quite obvious that the sport was developing sufficiently to require a home-grown club. In '53 Ron, together with Geoff Sanders, the current Chairman of the Council of the Union, founded the Birmingham Canoe Club with the support of the West Midlands Region of the CCPR. From then on, things began to happen and the club developed an interest particularly in touring and then, as their skill developed, they became interested in wild water. The club later involved themselves in slalom and organised the first slalom in '54/55.

In '57 he took his first team abroad to the Belgian International Regatta and in '59 he was appointed British Team Manager to take the British team to the European Championships. From then on Ron attended almost every European World Championship, and the Olympic Games right through to the 1976 Montreal games.

In 1973 he retired from the Police Service in order to give a greater commitment to canoeing and went to University to study Physical Education and Social Administration. Graduating in 1976 and taking a further post-graduate course in teaching which he completed in July of this year, Ron has just been appointed by the Union to assist the Director with particular responsibilities for development of competitions and sees his responsibilities over the next five years as being those of improving the administration of competition in all disciplines and of helping to develop the sport in whatever way that his skill in administration and his experience of the sport allows.

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EXHIBITION SPORT TROPHYS

The Paddling Trophy, the oldest canoe prize in the world, was one of two hundred world sporting trophies in an exhibition organised to celebrate the Silver Jubilee. The exhibition had over £1m. worth of trophies on display, from the World and FA Cups to the Derby and Wimbledon Trophies, the Ashes and the Calcutta Cup.

The proceeds of the exhibition are to be given to the National Playing Fields Association, who were instrumental, together with the CCPR, in reorganising the event at Barkers Store in Kensington.

Hilary Peacock was one of the people chosen by Brough Scott of ITV's SportsScene to talk about what winning a sports trophy, in her case a world medal, really meant. Brough Scott then discussed with Hilary the prospects for the forth-coming World Championship and, in his opinion, "The British Team are likely to do well in Austria this year."

John Tagholm, the SportsScene producer, showed film of Pauline Goodwin, and Hilary's success in the previous World Championships.

The Duke of Edinburgh, as President of the NPFA, opened the exhibition and was guided round the trophies by Henry Cooper. The Duke, who contributed polo and yachting trophies, had a special look at the water sports section, which had not only the Paddling Trophy, but also the Admirals Cup and the Leander Trophy.

Water sports are one of the few areas in sport in which Britain still has a successful record.

Anabolic Steroids (Cont).

What are the side effects and dangers of using anabolic steroids?

The side effects of anabolic steroids on sex organs in animals have been clearly established. In the rat, they cause reduction in spermatogenesis and have marked effects on the testes and accessory sex organs, Kincl et al (1965); more recently Rogozkin (1975) has also shown weight reduction of the prostate, testicles and seminal vesicles and decrease in secretion in the seminal vesicles in rats. The output of testosterone and gonadotrophins is reduced by large doses of anabolic steroids in rats (Boris et al 1969). It is to be expected that anabolic steroids will affect the sex organs in man; in two patients taking large doses of the thandrostenolone, Harkness et al (1975) were able to show a reduction in testosterone and gonadotrophin in spermatogenesis.

Anabolic steroids can also cause effects on the liver. Orally active anabolic steroids show liver toxicity and can cause jaundice (Wynn, 1975). The long use of anabolic steroids may be associated with liver tumours including cancer (Farrell, 1975).

There have been reports of jaundice, prostatism, hypertension, gastro-intestinal haemorrhage, decrease but sometimes increase of libido and oligospermia associated with the use of anabolic steroids (Freed and Banks, 1975). In studies using thirteen highly-trained athletes receiving 10 mg or 25 mg of methandienone per day, Freed et al (1975) showed a high incidence of side effects including headache, hypertension, urinary trouble, and raised levels of serum cholesterol and alanine transaminase. Also cholesterol levels were elevated but this may be a result of the diet rather than the drug effect.

Wynn (1975) has reported that orally active anabolic steroids produce a "host of unwanted effects and should really be regarded as highly dangerous compounds which should not be used except under careful medical supervision and even then they have only a restricted place in therapy".

They cause disturbances in carbohydrate and lipid metabolism and such drugs can be expected to yield to an accelerated development of atherosclerosis which leads to heart diseases. For instance methandienone in ten healthy subjects gave a deterioration in glucose tolerance associated with a significant fall of the fasting blood sugar; circulating plasma levels of triglyceride were increased despite enhanced triglyceride removal in five female subjects. On the other hand, the injectable anabolic steroids produce few side effects unless large amounts are used which then produce virilisation in women so that menstrual trouble, hirsutism and deepening of the voice may occur.

The use of anabolic steroids in pre-pubertal children can lead to premature sealing of the epiphysal plates of long bones with resultant stopping of growth. Although muscle mass is increased by anabolic steroids misuse under conditions of high protein diet, increase in tendon strength does not occur at a similar rate; thus torn tendons may result during vigorous exercise.

Conclusion of effectiveness and dangers of use of anabolic steroids in sport.

At a F.I.M.S. international sponsored symposium held in London in 1975 on "Anabolic Steroids in Sport", the following conclusions were made:

1. The actions of Anabolic Steroids in healthy, training athletes are not fully understood. Studies show conflicting results in increase in body size, measure of strength and improvement in performance. The use of Anabolics appears, however, to be widespread in certain sports. The difficulties of trial procedures are noted, especially in respect of ethical considerations.
2. Biochemical studies demonstrate side effects of Anabolic Steroids such as gonadal and pituitary suppression, and hepatic and prostatic involvement. In addition, psychological effects should be considered. The muscle bulk increase due to Anabolics is due mainly to water retention.
3. Detection methods for Anabolic Steroids, as well as naturally occurring hormones, are effective and we seek the wider spread of approved testing laboratories to eliminate the use of drugs in sport.

This Symposium was followed by a meeting of the FIMS Technical Commission, including representatives of AGFI/GAIF (General Assembly of International Federations) at which the following matters received approval:

1. This meeting, considering the evidence of the London symposium (12.2.75) and previous evidence, condemns the prescription of Anabolic Steroids by physicians for healthy persons participating in sport.
2. This meeting recommends the International Federations to implement effective Anabolic Steroid control methods relevant to each sport throughout the year.

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Jubilee Regatta

By RON EMES

During the three days — 8th, 9th and 10th July — the 1977 Jubilee International Regatta held at the Holme Pierrepont National Water Sports Centre, Nottingham, confirmed its pre-eminence as the world's most popular and exciting international canoe sport spectacular outside the World Championships and Olympic Games. With 17 competing nations, including 5 from East Europe, and Australia, USA, Canada, some 300 international competitors and officials and 30 medallists from last year's Montreal Olympic Games, 11 of them Gold, how could it have been otherwise?

Congratulations must be extended to the Racing Committee and the Regatta Sub-Committee for their determination to provide an event of such outstanding status in this, the Queen's Silver Jubilee year, and despite the absence of any substantial external financial support and almost entirely from their own resources. To do so requires the support of innumerable voluntary enthusiasts working for harder and longer than can reasonably be expected, often performing uninteresting and boring tasks, sometimes not even seeing the Regatta that they have helped to organise. These are the unsung heroes of this year's Jubilee International Regatta, and their outstanding contribution fully justifies pride of place in this report.

With so many talented performers from the best canoeing nations in the world, it was inevitable that standards would be high. In fact, all records for the course were broken during the weekend — some by unbelievable margins. The overall competition confirmed the USSR as the world's leading racing nation, but they were closely followed by Hungary in second place, with France a surprising 3rd, and Great Britain an extremely creditable 5th.

The results, which have been included as an appendix to "Focus" for closer study by the enthusiast, reveal that medals were fairly evenly distributed among the nations taking part, with DDR maintaining their absolute supremacy in the women's events, USSR performing particularly well in the men's 500m events, Hungary in the 1000m events, and outstanding results by Great Britain in the 10,000m events.

Amongst so many superb performances during the Regatta, it is difficult to single out for special mention individual results; there were, after all, some 28 International Finals and 14 Petit-Finals. However, few would disagree that the two most exciting races for British spectators were the K1 and K2 10,000m events — the ingredients were all there.

Firstly there were the mobile grandstands — sheer inspiration on the part of the Regatta organisers — which enabled supporters to follow the 1,500m legs of the race on two extremely large pantechinians equipped with seating, thus providing vociferous support for their particular favourite. Then there was the 10,000m race itself, requiring the absolute limits of fitness, strength and endurance, full of stagemans, tactics, and skilful racing techniques. Finally, there were the competitors, world championship medallists from USSR, Hungary, Poland, Yugoslavia, Belgium and Denmark, with our own national champions, Doug Parnham and Brian Greenham in the K1, and Brian



Magical Pair — L to R, Greenham (second), Parham (first).

Photo — Bela Domokos.



Study in style — Jubilee Regatta.

Photo — David Hodge

Greenham and John Phelps, Norman Mason and Rob Harding in the K2. To describe the races in detail would require a single edition of "Focus" suffice it to say that in the K1 event, Doug Parnham and Brian Greenham completely dominated the whole event from start to finish, taking the gold and silver respectively, totally outclassing the plucky Pole, Kazimiertz, 1975 World Championship Bronze Medallist, and the young Yugoslav, Milan Jamic, the 1973 Junior European Championships Bronze Medallist. This outstanding result was followed by a K2 10,000m race that was perhaps even more remarkable, in that it clearly demonstrated the depth of talent available to Britain at the present time in this event. Despite the class of Alexander Adveev and Vladimir Morozov of the Soviet Union, Britain took 2nd, 3rd, 4th, 5th and 6th places. Brian Greenham and John Phelps, Norman Mason and Rob Harding winning Silver and Bronze Medals respectively.

Doug Parnham's second place in the K1 1,000m event beaten by only 8/10ths by last year's Olympic Gold Medalist Rudi Helm, and his 4th in the K1 500m, having earlier forced Rudi into the indignity of the Petit-Final, must rank amongst his best ever performances, and raises questions for the coming World Championships. Hilary Peacock, in winning the Petit-Final of the Womens K1 500m in 2.06.22, breaking the

previous record time for women by almost 2 seconds, also indicates that there has been considerable improvement in the standards of British women. Finally mention must be made of the International Junior results, Paul Dimmock and Grayson Bourne achieving 1st and 3rd in the K1 500m and 2nd in the K2 500m, Lucy Perrett 3rd in the Girls K1 500m and Alison Crawley and Karen Money 1st in the Girls K2 500m — all outstanding performances achieved despite strong opposition from other national Junior competitors.

The Racing Committee provided the canoeing public with an outstandingly successful International Regatta. The publicity that was provided for the BCU and Canoe sport in general, through television and press coverage, resulting from the efforts of Gordon Richards, the Director, was extremely encouraging and will without doubt be of incalculable benefit as a shop-window for our sport. If our band of Regatta enthusiasts can maintain the same high standards for the next two or three years, we need not be too concerned about the challenge presented by the 1981 World Championships. A little more polish, a modest injection of finance, a commitment by all members of the Union irrespective of whether they are personally competitively orientated to support the efforts being made to provide them with an annual canoeing spectacular, and success is assured.

Photo Round Up - JUBILEE REGATTA



The Silver Jubilee Regatta held at Holme Pierrepont, Nottingham, this year, was the most singular event in the whole competitive calendar, bringing attention to the sport of canoeing in this country.

A number of very influential people as well as potential sponsors attended the event.

Prizes were given by Neil McFarland M.P., Conservative spokesman on sport and Terry Casey, General Secretary of the National Association of Schoolmasters. Also Jim Lester, Tory M.P. for Beaston presented prizes on the Saturday.

R. A. Radcliff, Home Trade Director, Dewars with Neil MacFarlane M.P. Conservative Party spokesman on sport.



Terry Casey (right) talking to BCU officials



Zdislav Soroka Russia. Winner of Mes C1 500 Credit Bela Domokos.



Alexander Pilaev (Chief Coach Russian Team) making a presentation to Mr. & Mrs. Reg Radcliffe of The House of Dewars.

Parnham going through to eliminate Rudi Helm and knocking 2 seconds off previous record. Photo - David Hodge

OLIVER J. COCK, MBE

The Stop Press announcement in the last issue of Canoe Focus that Oliver Cock, Director of Coaching of the BCU had been awarded the MBE in the Jubilee Honours List must have pleased many canoeists and physical educationists for whom and with whom he has worked with dedication these many years both in a voluntary capacity and later professionally.

Oliver first became interested in canoeing in 1935 and returned to it with enthusiasm at the end of the War on demobilization from the Royal Engineers. A year later he made his first instructional film, the beginning of the "Clarence" series, and a year later launched the BCU Film Library. It was about the same time that he set up the BCU Proficiency Test Committee with the object of formulating standards for an activity which was beginning to attract increasing numbers of young people, an indication of the direction his work was to take in the years ahead. At Henley in 1948 Oliver served as a Technical Official in the Olympic Canoe Regatta and the following year saw him elected to the Council of the Union.

From 1953 to 1961 he coached the Slalom Team and had special responsibility for training the late Paul Farrant who gained the Gold Medal in the 1959 World Championships in Geneva. It was during this period that he wrote an instructional manual "You and Your Canoe". In 1959 he became enthusiastic for the ideas put forward by Desmond Hoare (later Admiral Hoare, Head of the First College of the Atlantic, at St Donats Castle) of providing trained canoeists with opportunities to serve their communities, and he became the Secretary of the newly formed Corps of Canoe Lifeguards. When about the same time the BCU Coaching Scheme was launched, Oliver was one of the first to be appointed as Hon. Coach. Two years later he became the first full-time National Coach and in due course the Director of Coaching. During the 15 years that he has served the Coaching Committee of the Union he has built up one of the best and most efficient coaching schemes in the country, and through this his services to youth and sport have been inestimable. In 1962 he received the BCU Award of Honour for his many services to the sport. My congratulations and I am sure, the congratulations of many will go out to him on the public recognition of his work.

J.W. Dudderidge



*Oliver Cock and John Duggeridge, colleagues for 30 years.
Photo - The Citizen, Ottawa.*

RACING REGISTRATION SCHEME

The Racing Registration Scheme introduced this year for all paddlers competing at the National Water Sports Centre is now well under way with nearly 250 paddlers so far entered on the register. These people will no longer have to produce their BCU membership cards at regattas, as proof of membership, and they will receive racing publications at reduced rates. For those paddlers who have not yet registered, a gentle reminder that failure to register before the first regatta of the 1978 season will lead to entries being refused and from 1979 a total ban will apply to non-registered paddlers, with the exception of Espada classes, competing at the National Water Sports Centre. Don't forget no races at Holme Pierreport means no selection for British Teams - Moscow 1980 is not that far away. You have been reminded - please register as soon as possible.

SEREENA



SEREENA SPORTSWEAR ON BEHALF OF LOXSTAR, SKOPES AND OUR PARENT COMPANY COPE SPORTSWEAR CONGRADULATE THE BRITISH CANOE TEAM ON THEIR MAGNIFICENT SUCCESS IN THE AUSTRIAN WORLD CHAMPIONSHIP'S.

WE ARE EXTREMELY PROUD TO HAVE PLAYED A PART IN THIS SUPERB BRITISH SPORTING ACHIEVEMENT BY CLOTHING AND EQUIPPING ALL COMPETITORS AND OFFICIALS OF THE PARTY.

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Round THE Clubs

FLADBURY CANOE CLUB

Vivienne Jones

The Hasler Trophy, coveted club trophy for Marathon racing, has been won by the big well-established clubs in the past. However, this year the current leaders in the points table are Fladbury Canoe Club who were almost unheard of until last year. It was decided that such a meteoric rise deserved investigation, especially as their success might serve as an inspiration to other small groups.

Fladbury is an attractive village situated on the north bank of the River Avon between Pershore and Evesham. The residents like the village so much that some are prepared to commute long distances, rather than move to areas more convenient to their place of work. With its population of 650, the village has a great social life. Newcomers are welcomed and readily accepted, young people especially so if they earn their pocket money working for the local farmers.

There is little or no vandalism in the village because virtually all the young people are too busy canoeing. Apart from cycling or running for Birchfield Harriers, there are few distractions to keep the young population away from the sport. People running around in tracksuits or carrying canoes on their backs have become a common sight. In fact it could be said that Fladbury is a very lonely place for any lad between the ages of 8 and 17 who doesn't canoe, particularly at weekends.

FORMER VIKING

It all began in 1973 when the Rector of Fladbury asked David Train, ex-chairman of Viking Kayak Club, Bedford, to assist a small group with canoe building. A sponsored walk over Bredon Hill raised the money for the purchase of a canoe mould, from which 12 canoes were completed during the first year.

Since starting with 3 boys and David's own equipment the club has grown to approximately 60 members, 70% of whom come from the village. The club has organised canoe touring, canoe camping and sea canoeing, but its main interests are Marathon

Fladbury boathouse.

Photo — Andrews and Watton.



and Racing in which members have competed since 1974. Two-thirds of the membership now take part in racing, and about 25 of those train every day. David, assisted by some of the older paddlers, takes sessions on Saturday mornings for beginners from the age of 8 and anyone who hasn't yet raced.

In 1976 the club obtained a boathouse on the public wharf at Fladbury where they are able to store 20 canoes. The "clubhouse" is David's own house. Funds are raised in a variety of ways; one of the most enjoyable being a village barn dance. From the profits of such ventures club members spent ten days one Christmas building nine canoes, and they now have ideas about building a C7.

Nearly all the members attend Pershore High School and heard about the club through their friends. Many of them are good all-round athletes, which has certainly helped them with their canoeing success. They feel that they started to break through last year when they obtained 16 out of the 25 Espada awards. Part of the club's success is due to the fact that all the youngsters have someone of their own age to train with. As they progress, they develop a competitive spirit against each other, and as a club against other clubs. They enjoy travelling to different parts of the country for competitions. Their favourite venues are the old Nationals course at Worcester and Bedford — St. Neots. They also think that doing the slalom course at Ironbridge in a K2 can be great fun.

DRIVING FORCE

There is no doubt that the driving force behind all Fladbury Canoe Club's ventures is David Train. He is always 'on the go' and the boys idolise him. In spite of this, he is a modest man who gets enormous satisfaction from the success of the club. He is very popular and respected within the village, and is supported in the main by the parents; they not only help with travel and time, but in some instances are learning to canoe themselves. With 3 sons who are enthusiastic canoeists and his home used as the "clubhouse", it is not surprising that his wife, Eileen, is equally enthusiastic about the club's activities. It is this infectious enthusiasm which unites not only a club but a village as well, to such an extent that Fladbury must now have the largest concentration of canoeing silverware in the country.

What of the future? On what goals do the members now have their sights trained? For a start they hope to take part in some White Water racing this winter as a form of training. Then there is the Devizes to



Down a weir with Fladbury.

Photo — Evesham Journal.

Westminster in which they expect to have at least 2 crews, and possibly 4 so that they can then enter the team event. Many of them are aiming for the 1979 Junior European Championships in Canoe Racing which will be held in Tampere, Finland. Finally, there is the Hasler Trophy which they are virtually certain to win this year: not bad going for a new club based on a population of only 650.

N.B.

The top ten clubs in this years competition were as follows:—

1. Fladbury	1614	Points
2. Nottingham	1139	Points
3. Royal	979	Points
4. Richmond	740	Points
5. Wey	423	Points
6. Gailey	417	Points
7. Hull	350	Points
8. Reading & Leighton Pk	339	Points
9. Warren	332	Points
10. Army Canoe Union	326	Points

DATELINE

Orinoco

An expedition has been formed to paddle one of the worlds largest and most remote rivers in the world, the Orinoco. Led by Dr Mike Jones the expedition team is composed by Dave Manby, Pete Midwood Ronny Kennedy and as support where possible John Gosling.

The expedition will paddle 600 miles of the upper Orinoco from it's source past the enigma of the Casiquaro Canal linking naturally with the Amazon; through water infested with Pyranha fish, crocodiles, & snakes and the land which still has tribes of primitive headhunters amongst the dense tropical forests. The finish for the expedition the Maipures Rapids, said to be the worlds largest, 50 miles in length and nearly a mile wide at it's broadest. Huge stoppers and haystacks where in an expedition a few years ago a hovercraft was almost lost from site

The expedition is being mainly supported by the Telegraph colour magazine, and Pyranha Mouldings Limited, who have designed and built a new big water kayak for the expedition; which is to be called the Orinoco.

The kayak is 4m 20cm by 60cm wide with a large volume, rounded ends that make it particularly easy to handle in big water and yet cope with the weight of camping/survival equipment and the team cameras. Constructed in Diolen/Glass reinforced polyester resin the canoes weigh 14.5kgs empty.

The expedition is yet another challenge to team leader Mike Jones who in the past lead the successful Descent of Everest in 1976, the Descent of the Blue Nile, was involved in expeditions to the Colorado and several of the biggest Alpine Rivers in the early 70's. Yet this is the biggest canoeing expedition ever to be mounted and pose unbelievable problems that will test to the utmost men and kayak.

CANOEING FOR FUN

"Canoeing for Fun" it wasn't when 200 competitors from 21 countries met in Austria in the Canoe Slalom and Wild Water Racing World Championships. The results are the end results of the competitions but the true story is to be found, not only in the individual performances, but also in the background to the event.

It was a "home event", with the conditions favouring those who during the past 18 months had spent their time training on the River Liesser. The British team, with a mixture of experienced and new paddlers, were justifiably surprised when the level of the river was kept to an all-time high (higher than in the practice runs) for the river racing event. The team coach, Martin Bosher, put the case for the moderate level that had been promised, but was narrowly defeated in a vote of the participating countries.

The river racers, however, did not shirk the competition and the British girls were the first of the team to race the river in their K1's. The best result was a creditable 10th place for Hilary Peacock and there was a first showing of the domination to come from those countries surrounding the River Liesser. The men's K1 was the same story, the German-speaking countries leading, and even World Champion Jean-Pierre Burney only managing 7th place, with Bob Campbell of Great Britain 3 places behind in 11th place.

The C1 Men was again a German win, with Ernst Libuda in splendid form. Martin Hedges, the highest placed Briton, was in 7th place.



*Brambles arrives home at Metal Box.
Photo - Cumberland Newspaper Group.*

The best British river racing performance was by the K1 Men's team who came fourth — 4½ seconds from a medal place. The Women's K1 team arrived 5th at the post, unable to repeat their golden triumph at Scopje in the previous world championships.

In the C1 team event, Messrs, Goldsmith, Horrod and Hedges paddled hard to achieve 7th place, Chris Horrod's performance being especially noteworthy following on a very painful and traumatic ducking in the individual event the previous day.

After the rest and training days, the weather warmed up for the Slalom World Championship. The women were the first to compete, with 17 year old Julia Harling coming in the bottom half of the field in the K1 event. So the only British woman selected for the World Championship now had to watch with the rest of the team whilst the men competed for the prizes.

World C

Peter Sodomka (Czechoslovakia) for the 9th time won a World Championship in the C1, but Peter Keane (12th) was only a small percentage down on him. Martin Hedges finished 27th.

The whole picture was, however, changed on the Saturday, when Britain struck gold. Albert Kerr (nicknamed by the German Press "Mr. Nobody") became Mister K1 —



Photo - Loftus Brown,

World Champion, with a perfect run, 11 seconds faster than Foerstl and Sattler, both the bookies' and the crowd's favourites.

Nick Wain took his K1 to a good 10th position, followed down the field by Richard Fox and Alan Edge.

Albert took the excitement and plaudits in his stride and, together with Nick and Alan, took a worthy 5th place in the Men's K1 team event on the last day.

As could be expected, the final prizegiving event was not only a picturesque ceremony but had, for British people, the great moment of Albert Kerr receiving his medal. Albert's win was a popular one and he received by far the loudest applause of the ceremony, both from the paddlers and the spectators. Especially touching was the award of the Paul Farrnat Trophy to Albert, poetic justice to the memory of another world leading British paddler and World Champion in 1959.

Pat Cheney

HERMAN (THE MONSTER) & BRAMBLES MALONE MAKE CLEAN SWEEP AT W.C.'S.

A not quite so Official Report

by

Albert Woods, Team Manager

Firstly let me explain that neither Herman nor Brambles are Lavatory Attendants. W.C. stands for World Championships. Herman is the British Team Mascot a new member of the Team Management Group.

Brambles Malone, alias Albert Kerr is a big time Gambler and has broken the bank many times at the Casino 'By Gum' at Bradford, playing his favourite game of Strip Snap.

How could a lively combination like these two fail to win the World Championships?

It was luck really because Albert "Malone" Kerr went for a brief training stint at Spital and noticed that there was a big Slalom Event to be held there the following weekend.

I went to enquire on his behalf and found that the Event was in fact, the World Championships, so without further ado, I got him an entry.

Brambles said that he might as well enter while he was there being as it would help his training towards the more important British National Championships.

The scene was set.

Ken Langford who just happened to be there also started a training plan for the weekend. He had only come out to go ski-ing, but I persuaded him that ski-ing in my own personal experience was both "heart and leg" breaking, and in any event, he should come in Winter when there was some snow.

The Competition finally started, and Herman got a V.I.P. seat in the I.C.F. stand talking to all the Officials and, indeed, got an invitation to dine with the Australian Team.

He was very happy, which was indeed a contrast to his outward flight, when he was extremely travel sick, not having flown before.

Brambles was, by now, on the water, paddling steadily down the Course. Herman was very excited and had to be held in his seat to prevent him from falling. Then Brambles got a penalty and Herman sank into his seat. It took two large whiskies provided by "Flash" Richards to bring his hopes back, by telling him that there was still another run to count.

Norbert Sattler paddled and had a very good run, and had a penalty, but his time was very fast.

Brambles had a chat to Ken, and between them they decided that it would not harm his training schedule if he went flat out on his second run.

Everyone was keyed up. Herman who was recovering from indigestion was also concentrating. On the water came Brambles, paddling like two articulated windmills.

He was going fast and clear. Everybody's heart was pounding in nervous apprehension for him as they ran almost hysterically down the bank. Every gate was clear so far, Herman watched his own circuit television Gate 29 reverse, clear so far, would he get 30 clear? Yes! all the gates were clear and the fastest time of the day, 220 seconds clear.

Everybody cheered, but the rest of the fast boys were still to come. Victory, was far from there yet.

The whole atmosphere changed, everything seemed to go quiet as the other paddlers came down the Course. It was difficult to suppress a cheer when they hit gates, but the final outcome was that Brambles Malone was the World Champion in Men's K.1. Absolutely brilliant.

Herman was over the moon. He pinched "Flash Gordon's" Whiskey and finished it all off.

The first World Champion in Slalom since 1959. It took a long while for everyone to face the reality, but it had happened.

Brambles Malone now has plans to take up Canoe Slalom seriously and cut down on his prior gambling activities.

hampionships

SLALOM & WILD WATER

Mr Nobody!

Albert Kerr flew out to Austria an unknown some weeks ago.

He returned home to Carlisle a hero — and a world champion. As children queued for his autograph Albert, dubbed "Mr. Nobody" by the continental Press, announced: "Everyone seems to know about me now." And so they should for the achievement of the Cumbrian who conquered the world was magnificent.

"When I Set off," said 23-year old Albert, "I thought I had a chance of finishing in the top ten. But to win the world title was even beyond my wildest dreams. "Even when I was being congratulated I didn't fully realise that I had become the champion of the world. It took some time to sink in."

It takes near perfection to become a world champion, and Albert's performance was as near to perfect as you can get, covering Spittal's 800 metre course in faultless style.



"Everything just clicked into place", recalled Albert. "Absolutely nothing went wrong — it was like a dream.

"I had been tenth after the first round and when my time was announced after the second run I think it completely shattered all my rivals.

"The rest of the British team raced across to congratulate me, and I couldn't understand why at first for I believed I had only done enough to get among the medals. It only really sank in when I received a standing ovation at the special reception afterwards".

Today pride of place in the Belah Road, Carlisle, home of the likeable 23-year old goes to the trophies he brought home from Austria, the gold cup and medal he keeps and the coveted bronze Paul Farrant Trophy.

"Paul Farrant was the last Briton to win the world title back in 1959", explained Albert. "He died tragically shortly after winning the championship and the trophy was donated in honour of him. I'm really thrilled to be the first Briton to win that trophy".

Albert won his world title on his first attempt. Now he aims to defend it at the next world championships in Jonquiere, Canada, in two year's time. But there is a lot of canoeing to be done before then. To start with he wants to make sure of the British Championship — he currently leads the field with two events to go. And there are more international matches coming up.

"I'm going to Europe, America and Canada in the not too distant future. I want to see something of the canoe slalom world I've conquered."

Now the glamour world of top international sport must take a back seat for the young man whose hobby became a way of life. He returns to work as a printer with Metal Box, who gave him three months leave to prepare his title

Those three months became an intense period of disciplined and rigorous training for Albert, who supplemented his canoe work on the Rivers Eden and Caldew with blistering pressure work in the weights room of Carlisle Sports Centre.

ONE FOR THE LADIES by H. Peacock

The 1977 Wild Water and Salom World Championships were held in the Karten area of Austria, near the town of Spittal. The river race course was overlooked by many large mountains of the Corinthia region.

The Austrian Canoeing scene is always pictured as enormous big rough water but with the very dry summer in Austria and the early snow melt this just did not exist on the River Leiser. However, four days before the competition like magic the river changed in a matter of minutes from its calm, placid, gentle blue trickle to a raging torrent, similar to those of the spring snow melt. The river turned to a dirty brown and gave the whole valley a serious and sinister air — the world championships were drawing nigh.

Training on the river involved numerous runs down the river. Each day cars and minibuses loaded with canoes and kayaks took part in the ritual of driving their own national competitors to the start of the course. They would deposit their load, paddlers, canoes and all, then at a death defying speed hurtle down the road to watch them and finally pick them up at the finish. Meanwhile, the coaches, armed with stop watches and clip boards, picked up vital clues on both their own paddlers and any foreign paddlers that might be lurking on the route, recording all this information on scraps of paper. At the finish it was not uncommon to see five or six members surrounding the coach who would be pouring over the mass of figures. Who was the fastest? Which way was faster? Where did I lose time?

'Spying' on one's opposition was an interesting pastime. Gisela Grothaus from West Germany and then twice world champion was my main concern and so was Elizabeth Kaser from Switzerland. Either one could 'observe' them by following them down in a kayak — a little awkward to explain when they spotted you. Usually they would stop and let you overtake and then do exactly the same to you! Foiled again. The other method which proved more successful was to use the 'team car' which had a big double roof rack on it. Perched on top of this one had a grandstand view of the river and the paddler together with the routes they took.

Race day arrived, the tension reached its climax, all the months of training through the winter together with the many runs now would be put together for the one important run down the river — everything had to be put into it. The clock ticked away at the start, Bleep Bleep Bleep, one minute to my run. The adrenaline was



running, my heart beating I watched the seconds tick away 15, 10, 5, 3, 2, 1, go! Power, off, as fast and as hard as possible, not even a valuable second could be lost, with the world champion Gisela just one minute behind. I knew she would be able to seem me if I lost any time. I paddled on, pulling hard on every stroke, under the Leiserbrücke, only six minutes to go. Shouts from the bank — go, go, go, go — a great uplift for the lonely paddler on the water. Out of the straight, around the final bend, through the waves and across the finish. I stopped immediately and turned only to find Gisela in sight on the final bend, I knew it only took twenty seconds from there. I was beaten, a little disappointed. But well done Gisela, the girl who had 'haunted' my training all winter, the name I was determined to beat remained elusive yet again. Well done Gisela — World Champion for the third time!

TO LANDS END. Preliminary Report

By PAUL GRIGG

Saturday, July 23rd, dawned, dull and overcast, with a corecast of rain to come, but mercifully there was little, if any wind which made our passage around, Duncansby Head, quite uneventful, as we were able to keep hard up against the cliffs leaving the race, still churning away even at slack water, fifty yards to our left. Really rather an anticlimax on the first day of our record setting voyage to Lands End.

The route we had chosen, after leaving John O'Groats, followed the Scottish NE Coast to Inverness, thence on to the Caledonian Canal System to the West Coast. Here by way of the sea way, between the many beautiful islands and the Crinan Canal we made our way south to the Solway Firth where we did a thirty mile crossing to the English Coast. Having paddled the length of the Cumbria Coast and leaving Blackpool far behind us, we entered the River Dee, making our way inland to Chester when we joined the Midland Canal System. Only seven days later, at mid-day on Friday 19th August, we were passing under the Severn Bridge on the last lap of our journey down the North Somerset, Devon and Cornish Coast to arrive, only 37½ days (and nearly 1000 miles) later, at Lands End.

I make no attempt in this article to write at length about the very many interesting and sometimes amusing events that took place on this journey and would advise the reader, or anyone at all seeking information about the parts of the coast we travelled, to read our expedition report and coastal guide which should be available by Christmas.

The expedition set out with the following objectives in mind:

- i To be the first canoeists to paddle this route in one expedition, setting a record, which it is felt will be challenged by other experienced canoeists.
- ii To raise money for charity (the Royal National Lifeboat Institution was chosen as an appropriate and worthy charity).
- iii Evaluation of canoes, equipment, food, tents and other gear essential to trips of this nature.



- iv Compile a coastal guide and expedition report.

And finally, but less obvious to demonstrate to the non-canoeing public, but more especially the Coast Guard Service, that Kayaks,

when paddled by properly equipped and experienced canoeists, can undertake voyages of as serious, if not more demanding nature, than larger sea-going craft.

To the above ends, we have more than achieved our main objective in completing the expedition within 40 days, in fact it took 37½ days, giving an average speed overall of nearly 27 miles per day. We are more than satisfied with this when we bear in mind that six of these days were either spent storm bound or replenishing supplies, etc.

As of writing this, we have not finally totalled our sponsorship but estimate that we will just make over the £500.00 target for the R.N.L.I.

I make no attempt here to give detailed comments on our canoes or equipment, enough to say that all three of us were more than pleased by the Nordkapp HS and the Lendal Paddles that we used.

If we have made a contribution to the fast growing sport of sea canoeing, then I feel it must be the excellent relationship that we achieved with the Coast Guard Service. Only in two places did we sense any animosity (and even then it was more of a sarcastic mocking of our efforts). On one occasion the local Coast Guard not only came and delivered a message to us whilst on passage, but brought his son to see the canoes and watch from the cliff-top as we rounded the Mull of Galway!



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Editors Postbag

Dear Sir,

Has it occurred to no-one that as long as we have the B.C.U. and its river advisers in their present role, the angling associations and various riparian owners have a very easy way to restrict canoeing on their particular stretch of water. If the B.C.U. via its river advisers are to continue this defensive attitude we as canoeists are better off as individuals anonymously paddling rivers we have used for many years without abusive confrontation.

Similarly, any canoe registration scheme creates the same problems — we can more easily be 'moved on'.

The feelings expressed by Mr. Gosling are, I believe, those of the majority of experienced non-competitive canoeists in this country. I suspect if one is looking for hard evidence of the attitudes to the lack of fishing season canoeing, one only need look at the growth of sea canoeing. Sea canoeing is no doubt an exhilarating and exciting branch of the sport but let the canoeists choose the sea, not be driven to it.

David Nations may indeed make 'the greater use of water for all' his personal crusade but his attitude appears to be one of the proverbial burying of the head if he believes his personal crusade is even holding ground let alone increasing the availability of good canoeing water. I take great objection to Mr. Nation's comments by implication that the alternative to his approach can only be one of abusing other water users. Nothing could be further from the truth. Whatever happens in the future with reference to water usage, intelligent, honest, fairminded men remain so, irrespective of whether they are paddling or not.

As a senior instructor the use of water for B.C.U. members only appalls me. If this is one of the inducements we have to use to encourage young and old paddlers to join the B.C.U. then I don't believe we have a right to call ourselves the Nation Organising Body for canoeing and all canoeists. We will have lowered our standards to those of the riparian owners and anglers associations we though to be united in opposing. It even 'smells' slightly of blackmail and I don't believe we have sunk to that level.

In addition to some of the questions asked with reference to access I would like to add more which I believe are being asked continually by canoeists.

1. Do you believe the B.C.U. is doing enough to safeguard canoeing waters for the majority of canoeists?
2. If you believe the B.C.U. needs to be more militant would you be willing to support, financially, a 'fighting fund' to support some aspect of that militancy?

I believe we can have a mini-referendum through the pages of 'Canoe Focus' and perhaps in this way the B.C.U. might regain contact with the grass roots opinion of the vast majority of its membership.

Yours sincerely,
William E. Davison.

The Editor,
Canoe Focus.

Dear Sir,

It was my intention not to contribute to the Access Debate because —

- a. request to the Touring Committee to publish a note regarding portage agreements at Ravenstone Mill on my local river, the Great Ouse, was ignored
- b. practical suggestions to Touring Committee were discussing how this might be done?!
- c. requests to the Access Committee for guidance and action over access problems on the upper Great Ouse have been ignored

— and any further effort seemed wasted so I used my vote against the old faces at the annual election in the hope that the new might be better. However John Gosling has expressed my feelings so well I feel that I must support him and add a few points.

1. The anglers, on the upper Great Ouse anyway, have been told to resist all canoeing including taking legal action if necessary, by their national body.
2. BCU membership has remained static for years. A survey some years ago showed about half the members were tourists. We have had a tremendous increase in competitors who 'must' be members so clearly tourists are in a tiny minority. It is time we all got together to bring about concerted action.
3. As an instructor bringing youngsters into canoeing I 'have' to belong but I do not encourage others to join because in the sixteen or more years that I have been a member I cannot recall a single forward move for touring. From recent discussions I even consider the access agreements to be detrimental.
4. I wonder what action the BCU have taken over one of the amendments to the Criminal Trespass Act which, if enacted, provides for the simple act of trespass to be punishable as a criminal action.
5. David Nations is right to call for 'good' behaviour, mutual respect and discipline' but the result has been that we are worse off now than we have ever been.
6. The basis of the problem lies in the unique British law of riparian ownership and this needs to be redefined and access aligned with the rest of the EEC.
7. Yes we need access to all waters throughout the year with a shared use agreement on special fishing rivers and for major competitions of anglers etc. We need rapid water readily available with camp sites adjacent. We need short stay camp sites located on every major touring river. We need a Guide which is of more value than as a distance table.

Finally let me say, what I said some years ago, that it is time the tourists met together, instead of doing their own thing, and initiated positive action. I would be happy to attend a substantial meeting of such people together with the BCU Access and Touring Committees to appropriate all BCU funds to support a full legal battle, mass trespass or whatever is necessary to achieve those rights enjoyed by other free peoples.

Yours faithfully,
Colin M.W. Kempson.

Dear Sir,

Referring to the letters in post-bag, July/August issue, I thoroughly endorse Mr. John Gosling's comments. Having been involved myself with fruitless negotiations and double dealings by angling associations I am utterly convinced that we canoeists will only obtain access to the wild water rivers after militant action of exactly the same nature as occurred on Kinder Scout before access to the moors was achieved. I, too, feel that the BCU as a body has no real interest in the touring

canoeist and as long as their limited agreements to the benefit to the slalomist are maintained it seems that the 'boat should not be rocked' if you will pardon the pun!

I have grown up and seen my daughters grow to adulthood and all the while the number of rivers, particularly in Yorkshire, that we are able to canoe with permission has got smaller and smaller and I now begin to feel that not in my life-time will we have reasonable access to all our rivers. I disagree with Philip Bragg in that I think it reasonable that canoeists should pay toward the upkeep of the rivers and the wages of bailiffs — providing that the bailiff is protecting the rivers' amenities for all users and that the yearly licence obtained by such payment gave canoeists the right at stated times to canoe all rivers, and by stated times I do not mean just the cold winter months.

Canoeists would not be unreasonable in expecting free use of all rivers for say one or two weeks out of each four, the remaining weeks being kept clear for the exclusive use of anglers. I see no reason why an unfair situation as exists at present in the anglers' favour should be reversed to a point where the anglers get no peace and quiet and a system that gave them privacy for some part of every month is the only solution.

The BCU on behalf of all canoeists must fight therefore for **legislation** to

1. Bring all rivers under the control of a water authority with the power and a mandate to ensure their use by sports associations such as the BCU.
2. Press for a licencing system so that we could feel that the rivers were truly ours to use and so that we could contribute to their upkeep and this would remove the one great argument that the anglers feel more about — the cost of using the rivers to them is great and canoeists do not pay at all.

The government will not bring in such legislation unless they are forced to. How does one force the situation? German canoeists found the answer on the Moselle, they staged a massive canoe rally to press their point.

The BCU **must** establish a large fighting fund — they never asked for contributions from members to finance the cost of the court proceedings in the Wharfe case — and with a healthy bank balance must organise massive rallies on the Ribble, the Lune, the Wharfe, the Idd, the Trees, the Tyne and any other rivers where the impact will be greatest — there will be no shortage of support and the media will be only too delighted to give coverage to such an explosive issue. If such a suggestion is unacceptable to the BCU what do they propose as an alternative course of action that will bring early and positive results? We need to know soon, if the BCU is to keep getting our subscriptions.

Yours sincerely,
Noel Watson.

Letters continued on page 16.

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Letters continued

Dear Gordon,

Regarding the letter from P.E. Gardner on water intake — it is very difficult to give a specific answer, as his letter is as general as is the original article! To give a specific answer, I would need to know what type of canoeing Mr. or Ms. Gardner is thinking of doing, as obviously the requirements for Sprint Canoe vary from those of the Devizes race, for example.

However, a very rough guide is to drink enough water each day to ensure that one's urine is a pale straw colour. In the absence of kidney disease, this will be evidence of adequate water intake. If one needs to drink more than three pints of water (milk, orange juice etc.) — then one must be careful also to replace the salt that will have been lost in sweat; this is best done by simply taking a little more on food — or by taking some of one's extra liquid intake in the form of soup.

Regarding Joan Hollobon's extracts from Dr. Hanley's original article; — it does seem to have been a somewhat racy presentation, with some very odd statements, such as saying that carbohydrate is second in importance to water to the athlete. That is rather akin to saying that the brain is more important than the heart to the body. The point is, that both are vital!

Also, the untrained person burning up his 375 grams of stored carbohydrate 'very quickly' — does in fact have enough stored glycogen for three hours of maximal hard work — but in any case the muscle switches over to Free Fatty Acid utilisation as an energy source — which can last for many days (at a slightly lower level of working). The 'low haemoglobin' may be correct in the case of paddlers, but on the present evidence, I very much doubt it. Also, if he discounts 'blood doping', I wonder how he reacts to the publications of Eckblom at all in Sweden? To my mind blood-doping is a dreadful misuse of both medical manpower and of blood, but in certain contexts it would fairly definitely seem to increase the oxygen carrying capacity of the blood — and hence the work rate of the muscles.

I am discussing these details mainly to factually support that I don't think very much of the original article, as reported in Canoe Focus.

I hope that this is of some help. If Mr. or Ms. Gardner would write to me directly, stating exactly what event it is for which the water intake is to be controlled, then I could offer more detailed advice.

Please excuse the typing in this letter, but I have just returned from the Berlin Regatta, and am catching up on my correspondence 'out of hours' — and typing some of it myself.

With best wishes,
Craig Sharp
External BCU Physiologist

Dear Gordon

Cybernetics is the study of communications. The members of the B.C.U. in the corridors of power are mere mortals not "Cybermen" and therefore are constantly faced with problems of keeping the membership of the B.C.U. informed of the continuing and varied developments within our sport. Without knowledge of what is being fought for the membership soon begin to lose faith and as a result we face the danger of ceasing to be seen to be the "Voice of Canoe Sport".

I therefore offer for information and comment a brief report on the creation and development of the British Canoe Union — West Midlands Regional Group.

In early 1975 at the request of the West Midlands Sports Council (now known as the West Midlands Council for Sport and Recreation — W.M.C.S. & R.) a small group were asked to set up a regional arm of local clubs and other interested parties the B.C.U. — W.M.R.G. was formed in late

1975. To maintain close links with the padding membership it was decided to base the W.M.R.G. on the clubs rather than individuals and clubs now pay a nominal 5p per member to our funds which are wholly used in administrative expenses. The primary aims of the group were identified as follows:—

1. To become the Voice of Canoeing at Regional Level.
2. To assist in matters of Access within the Region.
3. To encourage interclub competition.
4. To keep the canoeists within the region informed of Regional Development.
5. To represent Regional views at national level.

To accept responsibility for these general aims volunteers were found and they were encouraged to recruit their own team of helpers. To date the success is varied but the effort has been uniformly of the highest standard.

On the Political Scene we have achieved representation on the Water Recreation Committee of W.M.R.C.S. & R.; the Executive Committee of The Federation of Sport & Recreational Organisations (West Midlands); The Severn Trent Standing Conference on Water Safety indeed our representative Chairs the Avon working party of this body; the West Midlands County Council Working Party on useage of canals.

In addition we have encouraged local clubs to ensure that they obtain membership of their local Sports Councils and from enquiries it seems that this representation is now widespread.

The Access group found the greatest need was to achieve an up to date report on all local waters and clubs were asked to undertake this survey and report back. As a result we now have an ever growing file and hope soon to publish our findings, in the meantime this knowledge is invaluable by our "Political Representative".

On the competition scene there is but little to be said other than competitors needs are well catered for by national events. Although there is only limited interest in regional events we feel that this aim should continue as high transport costs and an increasing Juvenile interest in canoe sport may well cause a demand in the future.

As "Cybermen" we are failing, our excuse is cost, we cannot afford to mail to everyone a detailed newsletter. I hope this article will go some way towards this problem and perhaps in future we may again obtain space in Focus for the Region indeed maybe other Regional Groups that develop will offer their news from their Region from time to time.

Representation at National level. In practical terms we are well blessed in the West Midlands Region in having a number of people in a variety of committees but we have been unable as yet to obtain a seat as the W.M.R.G. Representative on Council, we hope that this may soon occur.

I conclude by suggesting that setting up our Regional Group, though a lot of work, was well worth the effort in that the image of canoeing has improved. I hope our responsible but firm attitude will eventually result in the solving of regional problems; locally should regional groups become, widespread then the National Body can fulfill its proper function of dealing with national problems.

Yours sincerely,
Dick Whittington
(Exec. member B.C.U. — W.M.R.G.)

NORTH WALES KAYAK EXPEDITION

No News is Good News

Very little to report regarding the progress of Ian, Celia, Mike and John. The last news we had was a card from Ian, dated 1st August, from the most northerly settlement that they reached in Greenland, i.e. Qanaq.

They were hoping to set off on the most northerly part of their journey to Kap Alexander on the 3rd August and were hoping to return to Qanaq within about two weeks.

They should be back in this country at the end of August and it is unlikely we will hear any more from them until then.

A slight hiccough on their journey was experienced when the RAF flew the three men to Dundas but refused to fly Celia because of the toilet facilities on the plane. She did, however, join them a couple of days later by commercial airline.

N.B.

I have received news today that the expedition has been successfully completed. The team reached their most northerly objective "Kap Alexander", returned to Qanaq and are now back in England. They coped with the conditions extremely well and all the team are fit and in high spirits. Hopefully a detailed report and photographs will be in the next issue of Focus.

There is a new Director at Bowles Outdoor Pursuits Centre who has just taken up appointment. He is Randall Williams. Randall has worked for ten years in Outward Bound and was until recently Warden of the Zambian School.

He is an active canoeist and a B.C.U. coach. He is keen to develop the canoeing side of Bowles and hopes to be able to extend the range of canoeing courses offered.


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HISTORY of the TATRAN SLALOM

From the CZECHOSLOVAKIAN CANOE FEDERATION

Every year, over a million tourists from home and abroad pay a visit to the High Tatras, the Low Tatras, the Liptov Tatras their environs and the town of Liptovský Mikuláš itself, in order to find there rest, recreation and to regenerate their health.

The natural conditions have inspired water sportsmen to organize water slaloms on the violent streams of the Váh or the Bela that are born in those mountains. Thus was started in 1949 the first organized public contest in Slovakia under the title "1st Year of the Tatra Slalom". This contest became the basis for those that followed. On this occasion a marina was solemnly opened at Liptovský Hradok at the confluence of Belan and Váh Rivers. Its construction is the work of scores of volunteers — sportsmen. Thanks to devoted enthusiasts, water sports have taken root at Liptovský Mikuláš which also became a nursery of volunteer functionaries coaches and competitors. Many from among them have represented and still represent the national colours. This staff of functionaries have taken on themselves every year the task of organizing the Tatra Slalom and thanks to them, since 1953 it is held with international participation.

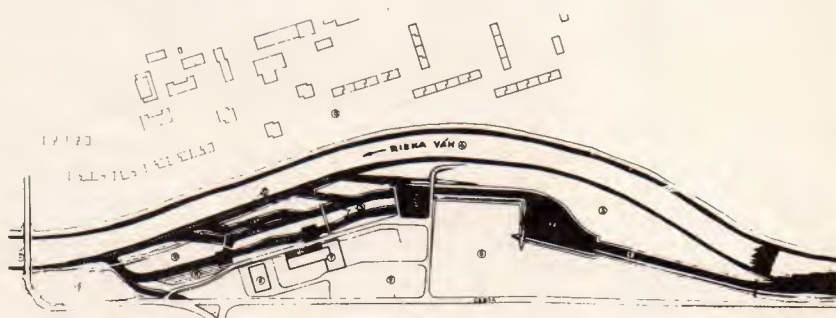
Water sports, as already remarked, have taken deep roots at Liptovský Mikuláš and the competitors' base from pupils right up to international has grown to such an extent that in 1959 construction was started on a special marina. The latter was completed in 1964 and in 1972 was enlarged by the addition of a hotel with buffet and a sauna.

But new difficulties sprang up. Because of the river realignment, the slalom was held almost every year at a different place according to the water level, most frequently below the majestic Krivan Peak (2495 M) — 8184 ft/a. s. l.) on the Bela River at Podbanske. The popularity of this contest is best shown by the participation at the 28th year in 1976 — over 400 competitors from Czechoslovakia and abroad.

Agile functionaries, mainly from among former representatives who had competed in international events abroad or at world championships, acquired adequate experience and with

the aid of government, party and physical-education organs, they started in 1974 with the construction of a watersports complex with 4 slalom tracks, swimming-pools, an autocamp, a marina, a hotel and further necessary facilities. This complex will be solemnly opened on the occasion of the XXXth year of the Tatra Slalom in 1978.

WATER-SPORTS COMPLEX



1. Feeder channel
2. Swimming pool
3. Slalom tracks
4. The Váh River
5. A small campsite
6. A large-capacity campsite
7. ICF Hotel with restaurant
8. Marina
9. Parking lot
10. Competitors' Platform
11. Tribune
12. A tow
13. The town of Liptovský Mikuláš

Meatballs

A well known connoisseur when asked about Norwegian food replied, "There isn't any"! The meat-balls, tatties and veg. must have been about the least memorable aspect of the British Marathon Team's visit to Norway, but fortunately for us all, the replacement of porridge by meat-balls did not have any noticeable (or at least mentionable) effect!

In contrast, the banquet laid on for the passengers on the "Bolero" on our first evening together was a feast to remember, and set the pattern of the days to come. The Team stayed in Norway for twelve days and entered four events, culminating in the Nøtterøy Rundt, a race of thirty kilometres round the island of Nøtterøy.

The start line was in the harbour of Tønsberg and half the town had turned out to watch the event. Over one hundred and fifty competitors lined up, and as usual there was a long wait until the starter was satisfied that the line was straight and still. Our starting officials have a lot to learn from the Norwegians; in the first race we entered with around ninety on the start line, the official there actually called back the whole field after a false running start — quite a feat!

We had prepared ourselves well for the race, with lots to drink beforehand, water bottles and tubes in the boats, sealed spray decks and wave breakers on the fore decks. We were to be racing in temperatures well over 80°F for almost three hours in a constantly moving sea with pleasure boat washes impinging from all angles. Robin Belcher, Keith Owen and I made a moderately good start and were in the first group of ten for a short while. However, Egil Soby, local policeman, twice Olympic K4 Medalist and now National Coach, soon opened it up by taking away a small group including Jostein Stige, the winner of the previous three races. The field began to spread out, but as the waves became rougher with the power boats coming and going, I was able to pull up some places and at the half way mark was the leading British paddler, lying in sixth place. Soon however, I was overtaken by a

group of fast paddlers including Lars Ivar Gran, a Junior paddler who won the event last year! He had had a bad start and was now working his way through the field, with him being Tim Cornish and Robin Belcher. We three tried to stay with him but he paddled on a relentless speed taking two others with him. At about this stage we must have passed Egil Soby. Unknown to us he had dropped out and had been accepting beer from passing craft! We were told later that it had been his plan to burn up the first 15km of the race taking with him the younger and promising Jostein Stige. Stige did in fact go on to win the event, a clear five minutes ahead of everyone else and four minutes inside the record set up thirteen years before by Egil Soby. We will watch with interest how Stige fares at the World Champs where it is expected he will race against our own Doug Parnham in the 10,000m.

Lars Ivar Gran managed to push through to third place, beating Robin Belcher who was sixth, by two minutes. Despite a bad patch in the middle of the race. Robin had once again proved to be our fastest paddler, and all credit must go to him for performing so consistently well in all four races.

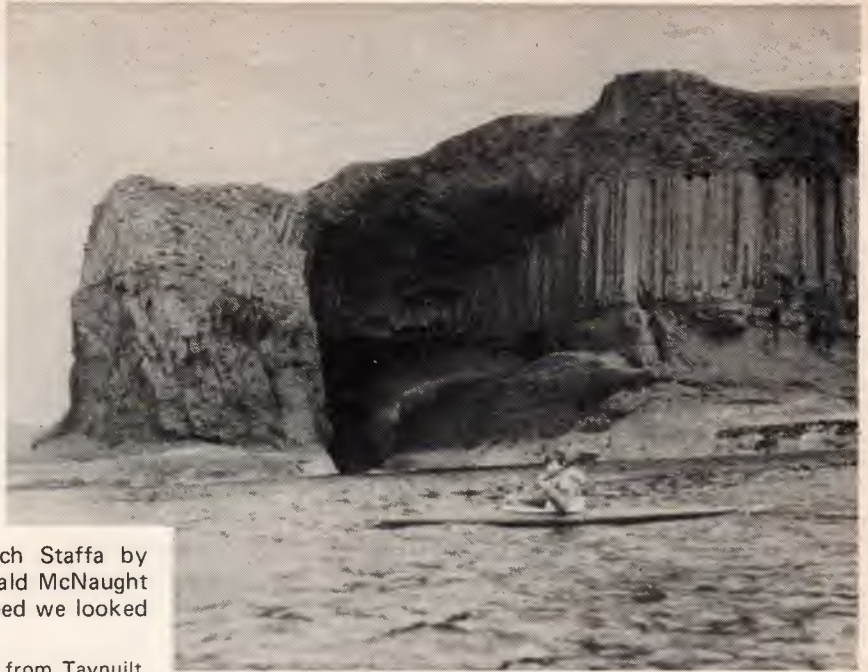
It took many of us some hours to recover from this event. Quite a few, including myself, ran out of water during the event, and for us, the last few miles were a gruelling ordeal we would not care to repeat. For this type of race in those conditions we discovered to our cost that at least three pints of fluid must be taken to replace that lost by sweat.

The next day saw the Team at the Isefjord Fjord Army Outdoor School, constructed believe it or not, by Gordon Richards in 1962. There we played darts well enough to win beer from the staff, and sailed their Minisails on the picturesque fjord! And finally home — but not before saying how much we appreciated the first class organisation of the trip by Jim Rossiter, Bob Russell and Jill Rossiter — the latter will be remembered particularly for producing many excellent meals to alleviate the boredom of Norwegian Meatballs!

Andrew (gourmet) Morton

FINGAL'S CAVE

By
Donald
McNaught



Friends told us that we would never reach Staffa by canoe, let alone have a safe return. But Donald McNaught (then 15 years old) and I felt confident. Indeed we looked forward to our carefully planned adventure.

We reckoned on completing a voyage of 65 miles from Tynulit, Argyll, to the Isle of Staffa, and then coming back by a slightly shorter sea passage of about 45 miles involving a 3-mile land portage across the middle of Mull. My son paddles a glassfibre single-seater canoe while I use a large folding double.

Settled weather can be expected, but not guaranteed, in Scotland during early July, which is the month when we always go sea canoeing there. The success of an expedition of this sort largely depends on advance preparation, thus we spent much time studying maps to plot the course and note the whereabouts of strong tidal streams and other hazards. Dare we go round the north of Mull? Would there be time to canoe past Iona? What opportunities for buying food were there along our proposed route? Many more such questions had to be answered before it was safe to start.

60 MILES!

During four days energetic paddling we went 60 miles from Tynulit via Tobermory to the lonely Treshnish Isles, off Mull's rock-grit west coast. After resting there two days watching seals swimming off-shore and puffins perching along the cliffs, we launched our boats from Lunga (biggest island of the Treshnish group) and headed for Staffa.

As the sea appeared calm we naturally expected to cover the 5 miles in a couple of hours, but it took almost 3 hours with the wind freshening and a heaving swell arising when we were only halfway there. Before our arrival at Staffa I suspected that coming ashore might be difficult. Luckily, we discovered a good landing place in a small bay. Crunching our craft upon a shingle beach, we dragged them quickly above high water mark.

CAVE SHELTER

An enormous cave offered us shelter from the steady drizzle which heralded the approach of a dark and rainy night with wind blowing hard enough to make us wonder if we would be stranded on Staffa for days. We unpacked our kit and cooked a meal. Next, we made a platform of planks from heaps of timber and logs lying around. This served as a comfortable bed on which sleeping bags were laid. That night the cries of seabirds and the swishing of the ocean swell kept us awake despite our tiredness, and civilisation seemed so very, very far away.

In the morning we were dismayed to realize that a rough sea meant it was impossible to leave the beach. We had indeed become castaways! Steep cliffs prevented our getting on the grassy part of the island, so we were trapped within the little bay. However, the south-west wind dropped after lunch, thus allowing us to set off and circumnavigate this fascinating uninhabited island, so seldom visited by canoe. The distance round it is hardly two miles . . . but what an unforgettable trip!

Few other voyages have given us such a feeling of real adventure as that afternoon's cruise spent looking at Staffa. A canoe is certainly the ideal craft for navigating close to the island's rocky shores. We were careful to keep well clear of heavy surf breaking across dangerous reefs. Near us we often saw restless waves frothing and making quite frightening noises. These hissing waves were awe-inspiring to watch yet never dangerous so long as we kept alert.

We recognised Mackinnon's cave, easy to enter below 80 ft cliffs; Boat cave, only accessible by sea; and Clamshell cave which goes back 130 ft and is situated near the fantastic columnar basalt causeway.

200 FT. INSIDE!

Our greatest enjoyment was entering famous Fingal's cave. We canoed more than 200 feet inside it. The underwater rocks seemed all colours — pink, blue, green, etc. The beautiful basalt formations along the roof and sides were a sight to remember always.

After Queen Victoria visited Fingal's cave in 1847 she wrote: "The appearance it presents is most extraordinary . . . it looked almost awful as we entered and the barge heaved up and down on the swell of the sea."

It is said that boats cannot often go into this cave owing to the sea generally being turbulent, so we counted ourselves fortunate that day in being able to take the canoes beyond the narrow entrance.

Our stay remained short because I knew that huge tidal waves have sometimes rushed suddenly into Fingal's cave. For example, in 1884 three tourists, overwhelmed by one of these giant waves while standing upon the ledge inside the cave, were swept away and drowned.

GALES!

I kept a wary eye on the weather: to be marooned stormbound for perhaps a week on Staffa would not bother me but my employer might take a dim view of such delay! We reluctantly paddled off after successfully circumnavigating the island and within two hours had arrived at Little Colonsay with food stocks low and water-carriers empty. One of the three men on this island said the radio had announced a gale warning. We had left Staffa just in time!



WORLD 1st - 4th September '77 Championships

Panchavero — Site of the 13th World Racing Championships in Canoeing

Panchavero is a spa situated close to the capital city of Sofia in Bulgaria. A small suburb, it has only some 3,000 inhabitants. It was founded near the old mineral baths of hydro-carbonic and calcium magnesium composition and has been well-known since Roman times. Near to Panchavero stands the ancient Bulgarian fortress of Urvich which has always been linked with the struggle of the Bulgarians against the old Turkish Ottoman Empire. When the dam of the same name was built Panchavero became the centre of Bulgarian rowing and canoeing activities.

Yanks Go Home

Exclusive to Canoe Focus by George Yound of the Canadian Broadcasting Corporation.

Ann and Brent Taylor have been in Europe for two months prior to the 13th World Championships. They are brother and sister. They came on their own from St. Charles, Illinois, to get some extra training time in preparation for the World Championships held in Sofia. It cost them approximately \$1,000 each out of their own pocket.

Just prior to the beginning of the 13th World Canoe Racing Championships they and the other 12 members of the U.S. team learned they would not be able to compete in the World Championships. The United States of America entries had not been received by the Championship Committee on time. Despite a formal appeal on their behalf, signed by the Canadian, Cuban and Mexican delegates — and supported in principle by many other delegations — they were not allowed back into the competition. Even the United States ambassador in Sofia was brought into the picture.

The problem has been traced back to the American Canoe Association. It seems that a lack of communication within that association itself is to blame. As coach Bill Bragg put it, "When we get back we have hopes of sorting things out — the paddlers need to get control of paddling. You need to have people who are involved in the sport making the decisions; that's not happening at this present time. We have explored the possibilities of having a new group of paddlers in charge of racing who would have the franchise to take decisions. We have talked about this to Charles de Coquereaumont, President of the I.C.F., and we hope to explore this possibility further."



Bulgaria Ladies K4 500mtr



Warm up Area at Start



Opening Ceremony at Nat Youth Centre, for Culture & Sport

Photo Credit Stefan Tikov,

BARDSEY CROSSING by Aquatropé

Bardsey island or Ynys Enlli, the island of the currents, lies about 1½ miles off the tip of the Llŷn peninsula. To paddle across Bardsey sound and visit the island is an experience to anticipate with excitement. Because of the position off what the coastal pilot call a salient point, tidal streams can build up to a frightening intensity during the height of the spring tides. Even after studying tide tables and charts and calculating the times of various currents, the paddle across can turn out to demand concentration and sustained effort.

With these points utmost in our minds we made an early start from Tywyn intent on getting to Aberdaron in time to paddle to Pen Y Cil, one of the headlands opposite Bardsey, and catch the first of the NW flooding tide. Although Maggie and Keith had made plans to paddle and sound before, wind and tides had thwarted them.

But by the time we arrived at Porth Meudwy, we could sense that things were set right, with light easterly winds and high water slack due at 1315. High tide Bardsey precedes slack water by about two hours and the plan we intended to follow was to paddle out along the coast and cut into the straits at a ferry glide angle hoping to make an approximately southerly heading whilst being taken along westerly by the flooding tide. Theoretically we should end up arriving off the NW tip of the island.

All this theory is very well, I said to myself, as I stared incredulously at what appeared to be a seething, bubbling mass of confused water racing across in front of me. 'Christ' it can't all be like that', I felt like saying and then the sound of Kieth's voice yelling above the noise brought my mind back to immediate action. 'Paddle towards the left edge of the island', he yelled and so seconds later we plunged into the mealstrom.

Thankfully the headland rip tide creates a relatively narrow band of difficult water and beyond we found calmer conditions. Now we could settle down to a steady plod. By making continuous visual references to transect lines on his deck chart Kieth could confirm that we were being swept down the sound by the tide, although making some way across it. At times it looked as if the tide might win and we would not get into the eddy that was circulating on the west side of the island.

But eventually we began to feel the gap was closing. Maen Bugail, a rock jutting improbably above the water surface, gave us short respite in its powerful back current, before we cut into the final section of fast moving water separating us from our objective. At first we were a reassuringly close to the island shore and could turn our canoes to head along the west coast of the island.

Intent now on getting to Cafn Enlli, the small harbour on the other side of the island we paddled steadily passed a sequence of seals, all of whom seemed to be out for a staring match. Needless to say we won the competition and carried on down towards Maen Ddu, the southerly tip of Bardsey. The tidal stream was still running and so we nipped smartly around the end and up towards the sanctuary of the cove.

Several years previously I had been lucky enough to stay on the island and so this was my second visit to a place that is normally the haunt of a few fishermen, three keepers of the light and a farming family. That day we shared the appeal of the island as we sat on the sandy shore in the warm afternoon sunshine. Ernest, the lobsterman, came into the small harbour and tied up alongside the breakwater as we were breaking open the BDH bottles. As we had lunch we chatted about island life and picked up one or two points about local conditions that would be useful to know about on any return trip we might make.

Time was pressing, as it was already 15 mins. after high water slack and we still had some distance to paddle to gain

the edge of the straits. It was as we paddled out of the harbour that we came in for our next surprise. A breeze, gusting quiet strongly, had sprung up and we were heading directly into it. For the next 20 mins. or so our slow progress was highlighted only by the noise and antics of hundreds of seabirds leaping off various ledges and diving into the water. Keith nearly had a write off on his hands, as one particular bird nose dived in a couple of feet from his bow. But even given the local fauna showing off we couldn't get our minds off the prospect of an ebb tide and a gusting wind versus three canoeists. Where might we end up, if the wind and tide proved too strong

Painfully slowly we began to edge our way from the safety of the island. Glancing over our shoulders, we saw the same piece of island the same distance away, every time we looked. It appeared that we were making no headway at all, but seeing no alternative we plodded on. Then, almost imperceptively, we saw, by keeping an eye on distant land features, that progress was being made and there seemed to be little or no ebb tide effect to contend with. Could this be true? The time was well passed slack water and yet we were making good progress, especially as the wind, that had previously been so threatening, had eased off a lot.

Following Maggie's unfaltering pace, we seemed, to me at least, to be speeding towards the mainland and as we got nearer we could even compromise our heading and turn a little bit to starboard to shorten the distance left to cover. As we passed Carreg Ddu we had our final chance in paddle in a monster eddy and let ourselves relax a bit, for we knew sipping Choules coffee in the dawn. (I'm sure Keith had kept some back in case we had to spend Monday evening drifting about Tremadoc Bay firing off wizz bangs).

With the fear of the unknown lifted from our minds we set off around Pen y Cil, now muted by the change in tide, and back towards Porth Meudwy with the prospect of something other than salt water to pour down our throats.

LENDAL PRODUCTS

have now introduced into their range their new contoured back racing paddle. This unique blade uses a multi-laminate construction with a core of ash and epoxy foam. Lendal have retained the name PACEMASTER



for the fibreglass shafted model and SPRINTMASTER for the wood shafted model. These two models can also be supplied in a slightly heavier, more robust blade, for use in down river racing, at the same price. If ordering, please ask for the RIVER RACER with either glass shaft or wooden shaft.



LENDAL CAN OFFER

a completely personal service by supplying any width of blade, any length of paddle up to 232 centimetres, and any angle of feather. This, we feel, is a unique service!

Our three stock sizes of blade are Standard, Medium and Ladies/Youths. However, as already stated, any width can be supplied.

For full details of the range of paddles manufactured and accessories available, please contact your nearest stockist or send for catalogue to:—

**LENDAL PRODUCTS LIMITED,
18/20 Boyd Street, Prestwick,
Ayrshire, Scotland.**

Tel. No. (0292) 78558

Results... Results...

RESULTS OF THE CENTENARY TROPHY RACE (1877-1977) INCORPORATED WITH THE ROYAL NAVY MARATHON AND SPRINT RACING CHAMPIONSHIPS HELD AT THE BRADFORD-ON-AVON ROWING CLUB SATURDAY 6th AUGUST 1977.

SENIOR K1

1st	A. Alun-Williams	RNKA	1-52-00
2nd	J. Rosling	BOA	1-53-20
3rd	C. Waghorn	RNKA	1-54-05
4th	P. Ralph	BOA	1-58-02
5th	D. Flynn	RNKA	2-00-46
6th	C. Drew	BOA	2-04-37
7th	G. Rowell	RNKA	2-05-18
8th	M. Chandler (V)	RNKA	2-05-52
9th	D. Osland	RNKA	2-09-15
10th	G. Sellwood	BOA	2-11-00
11th	M. Compton	SACC	2-14-23
12th	N. Braddon	SACC	2-17-50
13th	G. Cottle (V)	BOA	2-24-45

SENIOR K2

1st	K. Owen/P. Watson	BOA	1-41-30
2nd	B. Grace/ D. Richman	RNKA	1-52-20
3rd	T. Tandy/ C. Lewis (V)	BOA	1-54-00
4th	R. Macdud/ A. Hodge	AYL	1-56-25
5th	L. Hardy/I. Dalby	RNKA	2-07-08
6th	R. McQueen/ M. Barge	RNKA	2-13-35

JUNIOR K2

1st	E. Currell/S. Bailey	SACC	2-00-20
2nd	S. Coombes/ R. Stewart	RNKA	2-10-20
3rd	D. Tandy/ J. Matthuids (L)	BOA	2-40-30

JUNIOR K1

1st	G. Payton	BOA	1-58-00
2nd	M. Amer	BOA	2-10-38
3rd	G. Parkinson (C1)	BOA	2-45-00

UNDER 16 K1

1st	P. Harding	BOA	2-10-50
2nd	P. Tucker	SACC	2-12-25
3rd	K. Ritson	BOA	2-29-58
4th	A. White	BOA	2-39-00
5th	M. Morley	SACC	2-40-08

FINAL TEAM POINTS

1st	BOA	56 PTS
2nd	RNKA	38 PTS
3rd	St. Austell	20 PTS
4th	Aylesbury	7 PTS

JUBILEE INTERNATIONAL REGATTA 1977

8th/10th JULY - HOLME PIERREPONT NATIONAL WATER SPORTS CENTRE NOTTINGHAM

RESULTS

MEN

K1 500 Metres		FINAL	
1st	URS V. Parfinovitch		01.47.16
2nd	HUN Z. Sztanity		01.47.69
3rd	FRA A. Lebas		01.48.60
4th	GBR D. Parnham		01.48.95
5th	ESP H. Menendez		01.49.78
6th	SWE A. Anderson		01.50.91
7th	JUG M. Janic		01.51.28
8th	POL G. Slediewski		01.52.37
9th	BEL T. Claessens		01.56.42

PETIT-FINAL		FINAL	
1st	HUN G. Csapo		01.50.03
2nd	DDR R. Helm		01.50.17
3rd	DDR A. Slatnow		01.51.99
4th	URS S. Lizunov		01.52.40
5th	CAN H. Fisher		01.53.87
6th	WEY A. Sheriff		01.53.87
7th	ESP R. Sales		01.54.47
8th	NOT S. Brown		01.55.81
9th	SWE A. Larsson		no times

K2 500 Metres FINAL

1.	URS V. Romanovsky/ S. Nagorny		01.36.02
2.	URS V. Vorobiev/ N. Astapkovitch		01.37.44
3.	POL G. Koltan/H. Budzicz		01.38.79
4.	DDR J. Mattern/B. Olbricht		01.39.06
5.	ESP J. Diazflor/L. Ramos		01.39.59
6.	HUN Z. Bako/I. Szabo		01.40.87
7.	SWE C. Hedlund/A. Larsson		01.41.72
8.	HUN P. Volgyi/J. Kosztyan		01.41.80
9.	GBR E. Farrell/T. Hunter		01.43.62

PETIT-FINAL

1.	FRA B. Bicchochi/F. Hervieu		01.41.12
2.	RIC S. Brown/R. Harding		01.41.92
3.	BEL T. Claessens/J. Alders		01.42.05
4.	IRE D. Burns/H. Watkins		01.42.47
5.	FRA J. Hanquier/ F. Genestier		01.43.72
6.	CAN P. Patas/P. Hepburn		01.43.80

K4 500 Metres RACE 184 FINAL

1.	DDR Olbright/ Duvigneau/ Boy		01.27.32
2.	ESP Memendez/ Diazflor/ Ramos		01.28.30
3.	URS Chukhrail/ Voroviev/ Astapkovitch		01.29.20
4.	HUN Gicvy/ Herczeg		01.29.93
5.	POL Bagka/ Oborski/ Szubski		01.31.72
6.	SWE Lund/ Larsson		01.33.39
7.	BEL Cernervd/ Falk		01.34.55
8.	GBR Stinkens/ Alders		01.35.24
9.	CAN Lawrence/ Weatherall/ Williams A		01.35.24
	Hepburn/ Shaw/ Aldershaw		01.35.37

C1 500 Metres FINAL

1st	URS Z. Soroka		1.58.43
2nd	HUN T. Wichman		1.58.77
3rd	SWE T. Falk		2.00.90
4th	JUG L. Jubel		2.01.68
5th	HUN G. Hajdu		2.02.32
6th	POL B. Iwanik		2.04.70
7th	URS S. Antipov		2.05.10
8th	CAN I. Charalambis		2.06.43
9th	FRA M. Pernice		2.15.08

PETIT-FINAL

1st	ESP S. Magaz		2.07.37
2nd	GBR W. Reichenstein		2.10.79
3rd	ESP V. Garcia		2.11.86
4th	SWE G. Backlund		2.12.18
5th	FRA P. Langlois		2.12.66
6th	ROY R. Glover		2.22.16
7th	GBR K. Pereira		2.31.79

C2 500 Metres FINAL

1.	CAN J. Wood/ G. Smith		01.44.91
2.	POL J. Dunajski/ M. Wisla		01.45.72
3.	HUN T. Buday/ C. Frey		01.47.23
4.	FRA A. Agart/ J. Cezard		01.48.90
5.	URS J. Rogov/ S. Petrenko		01.49.20
6.	HUN J. Hajou/ L. Solyar		01.51.55
7.	CAN J. Edwards/ J. Abbot		01.54.06
8.	FRA P. Masson/ F. Genestrier		01.55.46
9.	GBR W. Reichenstein/ M. Bradford		02.07.00

K1 1000 Metres FINAL

1.	DDR R. Helm		03.48.11
2.	GBR D. Parnham		03.48.96
3.	SWE A. Andersson		03.49.46
4.	POL G. Sledziwski		03.52.40
5.	URS S. Lizunov		03.53.19
6.	HUN Z. Sztanity		03.53.27
7.	HUN I. Joos		03.54.93
8.	URS V. Parfinovitch		03.56.93
9.	BEL J. Broeckx		03.57.76

PETIT-FINAL

1.	YUG M. Janic		03.51.44
2.	FRA G. Maurer		03.52.16
3.	BEL P. Stinkens		03.55.12
4.	GBR R. Greenham		03.55.67
5.	DEN D. Packness		03.56.48
6.	POL K. Nikin		03.56.70
7.	ESP F. Henriqutz		03.57.57
8.	CAN A. Moors		03.59.07
9.	ESP R. Sales		04.00.78

K2 1000 Metres FINAL

1.	HUN Z. Bako/ I Szabo		03.25.47
2.	URS V. Romanovsky/ S. Nagorny		03.25.91
3.	FRA A. Labas/ J Hanquier		03.27.32
4.	SWE A. Andersson/ B. Andersson		03.27.61
5.	BEL J. Broeck/ P. Stinkens		03.30.66
6.	CAN P. Patasi/ D. Older- shaw		03.31.31
7.	URS A. Andeev/ V. Morozov		03.32.26
8.	DDR W. Nussemeyer/ J. Mattern		03.33.21
9.	HUN J. Ratkai/ I. Herczeg		03.34.14

PETIT-FINAL

1.	ESP J. Gonzalez/ A. Somoan		03.34.56
2.	CAN H. Fisher/ D. Barrie		03.34.71
3.	NOT N. Mason/ R. Harding		03.35.54
4.	GBR J. Fowler/ D. Lawrence		03.37.45
5.	ESP A. Campos/ R. Vilanova		03.37.48
6.	GBR T. Hunter/ E. Farrell		03.40.12
7.	POL G. Koltan/ H. Budzicz		03.50.81

K4 1000 Metres FINAL

1.	HUN Bako/ Csapo		03.04.54
	Szabo/ Szanith		
2.	URS Chukhrail/ Vorobiev		03.03.88
3.	DDR Degtiarev/ Astapkovitch		03.06.56
4.	ESP Boy/ Bright/ Helm		03.06.65
5.	ESP Ramos/ Cobos		03.06.65
6.	HUN Menendez/ Diazflor		03.06.88
7.	BEL Giczy/ Ratkai		03.06.88
8.	BEL Voos/ Herczeg		03.12.89
9.	BEL De Bucke/ Hanssens		03.12.89
7.	POL Verhoven/ Alders		03.13.10
8.	POL Bajka/ Oborski		03.13.10
8.	GBR Lepianka/ Szubski		03.13.48
9.	GBR Mason/ Harding		03.13.48
9.	SWE Brown/ Alan-Williams		03.14.20
	Cerurub/ Anderson		
	Lund/ Larsson		

K4 500 Metres FINAL

1.	ESP Gonzacez/ Mari		01.34.26
	Cobos/ Garcia		
2.	BEL Haarler/ Paredis		01.36.02
	De Brouwer/ Svstens		
3.	AUS Driscoll/ Doak		01.37.21
	Marris/ Lockie		
4.	GBR Collett/ Montgomerie		01.37.30
	Crowley/ Ricnard		
5.	NOT Smith/ Bradlovic		01.37.83
	Kemp/ Ball		
6.	GBR Dimmock/ West		01.42.27
	Ruskin/ Anlinson		
7.	LPK Missen/ Padday		01.47.79
	Lancaster/ Beardall		
8.	ROY Canham/ Rodgers		01.50.32
	Upson/ Ayres		

INTERNATIONAL JUNIOR WOMEN

K1 500 Metres FINAL

1.	CAN K. Lukanovitch		02.07.23
2.	BEL M. Kuppens		02.08.50
3.	GBR L. Perrett		02.11.74
4.	AUS E. Blencowe		02.12.65
5.	GBR A. Crawley		02.17.18
6.	NOT K. Money		02.17.71
7.	LPK I. Lamb		02.19.30
8.	AUS S. Van-Statton		02.19.30
9.	NOT J. Harding		02.21.23

PETIT-FINAL

1.	GAY S. Lucas		02.23.43
2.	LPK B. Lovell		02.23.57
3.	HAR L. Burton		02.29.95
4.	MIL C. Brooks		02.40.23

K2 500 Metres FINAL

1.	GBR A. Crawley/ K. Money		02.00.24
2.	BEL D. Adders/ G. Seutens		02.01.31
3.	GBR J. Harding/ I. Lamb		02.04.69
4.	AUS S. Van-Statton/ S. Thompson		02.09.45
5.	IRV/ Y. Allison/ GAY		02.10.76

K4 500 Metres FINAL

1.	BEL G. Seutens/ D. Berus		01.50.97
	M. de Prins/ D. Alders		

WHAT'S NEW?

BUOYANCY BAGS FOR CANOES

Valley Canoe Products Ltd., of Nottingham, designers of Buoyancy Bags, are in close collaboration with a local welding company, Norton Plastics of Derbyshire, who supply Valley Canoe Products with their needs.

Mr. Frank Goodman, Managing Director of Valley Canoe Products, stated that Norton Plastics were the only welding firm in the locality who were prepared to take the first small order of 20 pairs of bags, to see how they would sell.

As Valley Canoe Products are currently supplying 100 pairs of bags a week, and over 5,000 pairs were sold in the UK, Austria, Switzerland, Sweden, Norway, Canada and America last year, the acceptance by Nortons of a very small order has definitely paid off.

The bags are made in Storeys' Storvic 352 HG sheeting. They have a neat push-pull valve for oral inflation and a quick release device for rapid deflation. These bags fill a quick release device for rapid deflation. These bags fill a canoe from the back of the cockpit to the stern, and from in front of the footrest to the bow, and because there is over 200lbs of positive buoyancy, single handed deep water rescues are possible.

The Buoyancy bags are fitted with eyelets so that they can be tied into position, and the standard bags have blocks of polystyrene foam sealed inside so that a canoe will stay afloat in the unlikely event of both bags becoming punctured.

A real necessity for surfing, as these bags will prevent the feet by-passing the footrest; they are extensively used by canoeists world-wide in many competitions.

NEW LENDAL 'SEAMASTER'

LENDAL have pleasure in introducing a new paddle to their range, primarily aimed at the sea canoeist. The maximum length of the paddle will be 240 cms. (7ft 10½ins), blade length 48.5 cms. (1st 7ins). Any length below these measurements is available on request. The flat blade is slightly tapered, maximum width being 15 cms. (5 7/8 ins). The shaft of the paddle is made with our heavy weight glass tube and can either be fitted with one extended grip, which makes it suitable for either right hand control or left hand control, or with two extended grips, in which case it would be necessary to state the control required. The blade is strongly constructed of top quality marine ply with a multi laminate spine. LENDAL expect shortly to be also producing this paddle with a centre joint, making it invaluable as a spare paddle for extended sea trips. The price will be £12.96 including V.A.T. for the single grip version. The two grip version will be £13.80 including V.A.T. Carriage and packing will be free to all B.C.U. and club members anywhere in the U.K. mainland. Carriage and packing will otherwise be £1.50 to non members.

A cheaper version of the 'SEAMASTER' blade is obtainable in our normal kit form, being constructed of rounded ash spine and W.P.B. Exterior grade ply. Individual blades will retail at £1.88 including V.A.T. A 4ft. tube will cost £1.35 including V.A.T. and a 5ft. tube — £1.78 including V.A.T. Carriage and packing will be £1.08 including V.A.T. This blade can be varnished at an additional cost of 40p per blade if required. Please state this requirement when ordering. The overall length of a kit paddle made up is 254 cms. (8ft 4ins) with 5ft tube and 224 cms. (7ft 4ins) with 4ft tube.

From September 1st the film "Paddlers Must Wear Life Jackets" the film of the Liffey Descent with John Noakes and Chris Hawkesworth will be available for hire. This 25 minute 16mm colour, sound film shown, twice in the Go With Noakes series on BBC TV makes a spectacular addition to our film library. This is believed to be the first time that the rights of a Canoeing Film have been sold by BBC TV to a commercial library. More film is being shot in September to be shown on the BBC childrens' TV programme "Swop Shop" later on in the year and the co-production between television and Chrisfilm is being planned for next year.

Information Smalls

EMPLOYMENT SCHEME

The British Aircraft Corporation (guided Weapon Division), Stevenage are interested to meet with national level sports competitors who are seeking employment in that location within the industry, i.e. technical, electronic, etc.

The BAC (Stevenage) Personnel and Training Manager, Mr. G. F. Wilson, is sympathetic to the needs of top level competitors and can be contacted via the EEF/CCPR employment form obtainable from the appropriate governing body of sport.

THE WELSH CANOEING ASSOCIATION'S NOVICE AND OPEN SLALOM

at Llandyssul — 12/13th November

Prizes — Cash and equipment

Camping facilities

Entry fees— 50p per event B.C.U./W.C.A. Members, and youth.
75p for non-members.

Entry forms Send large S.A.E. to Mr. R. Tushingham, Plas Enion, Furnace, Machynlleth, Powys, stating number required.

Cornish Surf Canoe Championships

1st & 2nd October details:— John Meardon, 9 Spennen Close, Canbis Bay, St. Ives, Cornwall.

CLASSIFIED ADS

Members 5p Per word non members 10p.

Gaybo built River Racing C2 with diolen hull — £80. Contact P. Jarratt, Roe Lane, Everton, Nr. Doncaster, Yorks. (Tel. Wiseton 535).

Dart — class 3 racer, very good condition. £60 o.n.o. Apply, S. Neave, 27 Newland Avenue, Worlingham, Beccles, Suffolk.

Struer Lancer K1 — excellent condition. £170 to include seat and cover. Tel. North Trowbridge 782024 any evening.

Struer Pointer K1. This boat has been stored for the last four years and hence is in first class order. £65 to include seat. Tel: North Trowbridge 782024 any evening.

Glass Glider with self-bailer, good condition £90. Also Cherokee, made in mind for Liffey or Exe descent, Never used £50. Apply: Bob Clements, 3 Peterkin Road, Tuckswold, Norwich, Norfolk.

Avoncraft Minnow (9'6") + Paddle, spray cover, small child's quadrant buoyancy and, ideal for 9-14 year old £55. Robert Spence, 11 Banclay Oval, Woodford Green, Essex. Tel:— 01-504-5639.

Canoe Posters and Slide Sets for sale. Canoe films for sale and hire, including "Colorado", "Wild Water — An Introduction", "Muota World Championships".

Send foolscap s.a.e. for lists.

Chrisfilm,
Glasshouses Mill,
Harrowgate,
North Yorks. HG3 5OH
Telephone Harrowgate 711310

Coach Organiser for Gloucestershire

The new local Coaching Organiser has been appointed for the County of Gloucestershire.

He is Gordon Roach,
Jacsara Bunga,
Cross Roads,
Winstone,
Cirencester GL7 7JZ.

Junior World Championships

The ICF Racing Committee discussed at its last meeting a plan to introduce World Championships for Juniors and is likely to submit a proposal about this at the next Congress meeting in 1978. Should this come about it is considered by many to be the most forward step for many years in producing a high standard of canoeists in the Junior ranks, and eventually to a much better international squad.

Expedition Report

We have received a postcard from Geoff Hunter (Canoe Focus, February issue) in which he says he is having a good time and wishes we were there. The place, of course, is Iceland and Geoff and his crew have just completed sands and surf on the south coast at Keflavik. High winds held them up for 8-9 days and the surf is quite enormous. Geoff told us that he looped at least once! Further information and hopefully photographs in the next issue of Focus.

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16ft Canadian canoe, marine ply, hardly used £60.00. 5 Puffin Close, South Beach Est., Blyth, Northumberland. Phone Blyth 4684.

The Whitewater House, Heathside Crescent, Woking offer new and used canoes at bargain prices, plus part exchange facilities. For example new Snipe Slalom Canoe, Diolen Hull built-in buoyancy, failsafe footrest, any colour and deck design available at only £65 plus V.A.T. Other boats also available, plus canoes from most major manufacturers.

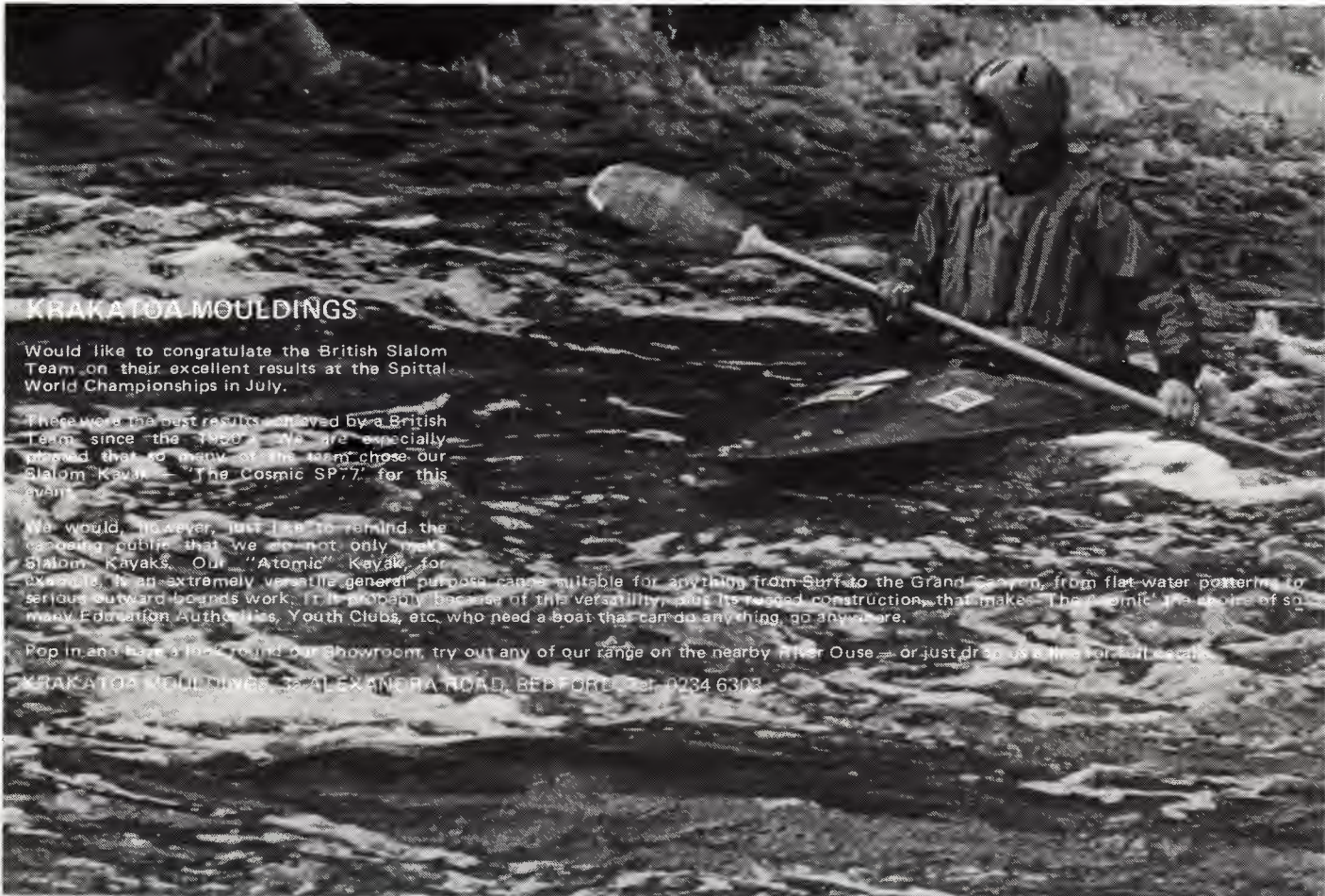
Cheapest prices too for BCU Members on all canoeing accessories. We stock Mark Gees, Lendal, Harishok, Howarth Sports, Ottersports, Valley Canoe and Mason Roof-racks.

Phone us on Woking 62972 or send S.A.E. for price list and we'll do our best to help you.

Special discounts for B.C.U. Members on canoe paddles, life jackets, waterproofs, and full range of all popular brands of lightweight camping equipment suitable for the canoe camper, 7-day approval terms on most items. Special department for Clubs, educational and export orders. Large mail order department.

Send for free Catalogue and price list to:
Field and Trek (Equipment) Ltd.,
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Essex. CM14 4ER
Telephone Brentwood 221259/219418
(code 0277)

For sale Spectre K1 WW boat g.c. £60.00 o.n.o. Wanted Slalom boat, must be lightweight approx 23 lbs. Tel:— S. Metcalfe, Chippenham 4608.



KRAKATOA MOULDINGS

Would like to congratulate the British Slalom Team on their excellent results at the Spittal World Championships in July.

These were the best results achieved by a British Team since the 1950's. We are especially pleased that so many of the team chose our Slalom Kayak - "The Cosmic SP77" for this event.

We would, however, just like to remind the reading public that we do not only make Slalom Kayaks. Our "Atomic" Kayak for example, is an extremely versatile general purpose canoe suitable for anything from Surf to the Grand Canyon, from flat water pottering to serious outward bound work. It is probably because of this versatility, plus its rugged construction, that makes "The Atomic" the choice of so many Education Authorities, Youth Clubs, etc. who need a boat that can do anything, go anywhere.

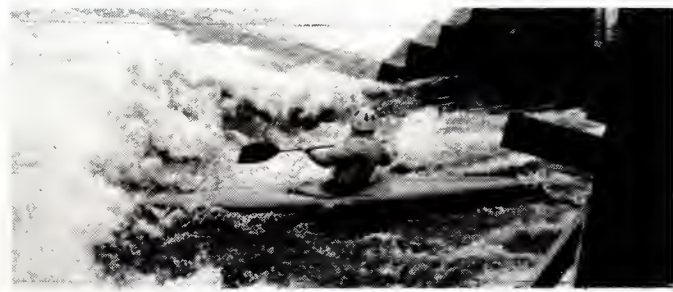
Pop in and have a look round our showroom, try out any of our range on the nearby River Ouse - or just drop us a line for full details.

KRAKATOA MOULDINGS, 32 ALEXANDRA ROAD, BEDFORD Tel: 0234 6303

Shepperton Design Studios

76 The Green, Twickenham, Mddx.

Tel. 01-898-4839
Works: Chertsey 65533



Thermoplastic Kayaks

- 'Shark' Bat weight 20lb £45.00.
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- 'Shaft' K.I. Double Skin Monocoque Rigid Construction. Weight 26lb £105.00.

Transparent/Smokey Acrylic finishes to order.

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Trade enquiries welcome.

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BN2 3FA. Tel: Brighton 684599

Factory: Units 2 & 3, Fontwell Marine, near Arundel, Sussex. Tel: Slindon 396.

Produced on behalf of the British Canoe Union by Eric Buston and Associates Ltd, Bristol and printed by Oakman Press, Westbury, Wilts.



A short story to reflect on.

Once upon a time, some people who should perhaps have known better, believed that all whiskies were more or less the same.

But as their palates and experience developed, they discovered a curious thing: not all whiskies were the same.

Some were definitely harsher than others. And some were infinitely smoother.

And as the years went by, they discovered the smoothest whisky of all, the one with unchanged and unchanging blend, had the name of Dewar's on the label.

The moral of this story is that, if you want a truly smooth whisky and wish to avoid the rigours of experimentation, then look for the Dewar's "White Label."

In it, you should find a perfect reflection of your own good taste.

**Dewar's,
blended for smoothness-
it never varies.**