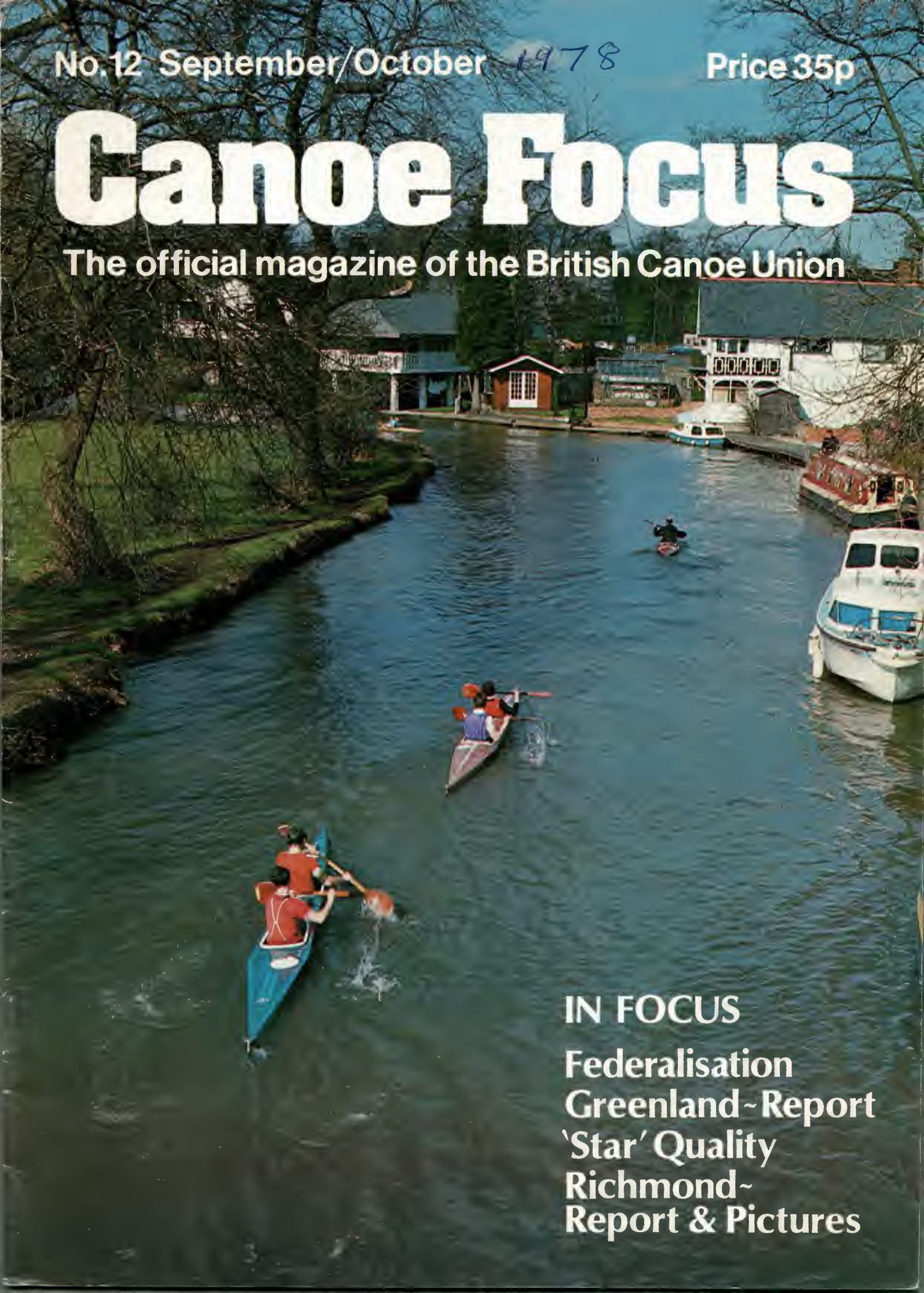


No. 12 September/October 1978

Price 35p

Canoe Focus

The official magazine of the British Canoe Union



IN FOCUS

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Canoe Focus

Editorial Offices: Flexel House, 45-47 High Street, Addlestone, Weybridge, Surrey KT15 1JV
Editor: Gordon Richards, MBE, FPEA, ACP, Production: Colin Higgins DipEd.

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Front Cover	- River Wey, Surrey
Centre Spread	- Champions in Action Nicki Wain - Albert Kerr
Page 20	- Worcester Marathon

As we go to press news has just reached us of the tragic death in Pakistan of Mike Jones.

Mike was leading a 7-week expedition to canoe down the 28,740 foot K2, the world's second highest mountain just 286 feet lower than Everest.

The expedition, which was abandoned as soon as the

drowning occurred, was about to start canoeing on the Braldu river at about 15,000 feet.

The K2, in the Karakoram range in Pakistan, on the border between China and Kashmir, claimed the life of another prominent British sportsman, mountaineer Nick Estcourt earlier this year on the Chris Bonnington attempt

to conquer the mountain which was also abandoned.

Mike, a Birmingham doctor, has led the field in the area of expeditions for many years. A personal friend and great canoeist he will be sadly missed by all.

A full tribute to Mike Jones will appear in the next issue of Canoe Focus.

B.C.U. Star Tests

The syllabus for each of the first three grades is shown on other side. A certificate and badge is awarded to each successful candidate who may apply to B.C.U. Head Office for these, sending the appropriate sum of money for each with the form given him by the examiner.

Books of 10 forms are available from Head Office,

together with notes for guidance of examiners. Please state the number of sets required. Check your latest Coaching Newsletter (Final Page) for current prices. Senior Instructors do not require "examiners status" for testing 1-3 star tests.

In order to achieve uniformity of examining standards, careful attention should be

paid to the sample questions, and to the definition in the practical performance sections of the tests, shown on the guidance notes. More than one grade can be taken at a time, but grades must not be skipped.

Four and Five star are advanced tests, and the syllabus is dealt with separately. Sets will be available to Coaches as soon as possible.

ONE STAR

AIM: The test is designed as a basic assessment of ability at the end of a beginners' course. It is an 'encouragement' test. It needs to be taken in a slalom type canoe. Candidates must be able to swim 25m in light clothing.

METHOD: The test may be taken in any sequence. The sample questions are intended to demonstrate the 'level', not to be used ad nauseam.

EXAMINER: Senior Instructor. **THEORY:** Show a simple, basic knowledge of:

1. Capsize drill
2. Canoe, paddle and spray deck
3. Personal dress and life jacket

PRACTICAL 'A': Perform the following skills:

1. Launch the canoe and get into it
 2. Forward paddling over a circuit of at least 100m including controlled turns
 3. Paddling backwards
 4. Stopping in both directions
 5. Forward sweeping only, to turn in a large circle
 6. Forward and reverse sweeps to turn 360° in both directions
 7. Capsize and swim ashore
- PRACTICAL 'A':** Show satis-

factory beginnings in:

1. Support strokes
2. Draw stroke
3. Stern rudder

TWO STAR

AIM: A test to be taken on follow-up courses at a standard above the beginner. This test may be taken in any kayak.

METHOD: The test may be taken in any sequence. The sample questions are intended to demonstrate the 'level', not to be used ad nauseam.

EXAMINER: Senior Instructor. **THEORY:** Show a simple, basic knowledge of:

1. Currents - both tidal and river
2. Group control and signals
3. Effects of weather
4. Importance of personal ability

PRACTICAL 'A': Perform the following skills:

1. Support stroke - stationary and on the move
 2. Draw stroke
 3. Low telemark turn
 4. Capsize and rescue
 5. Good basic forward and backward paddling
 6. Stern rudder
- PRACTICAL 'B':** Demonstrate satisfactory beginnings in:
1. Sculling
 2. Eskimo Rescue

THREE STAR

AIM: When the candidate can pass this test he can consider himself a canoeist rather than a beginner. The four and five star tests are 'advanced' awards.

METHOD: The test may be taken in any sequence. The sample questions are intended to demonstrate the 'level', not to be used ad nauseam.

EXAMINER: Senior Instructor. **THEORY:** Show a simple, basic knowledge of:

1. Types of canoe
2. Types of paddle
3. Use of tow line
4. Personal equipment for one day expeditions

PRACTICAL 'A': Perform the following skills, followed by forward paddling in items 1, 3, 4 and 5.

1. Sculling draw
2. Sculling support
3. Deep water recovery
4. Draw stroke
5. Bow rudder
6. Eskimo Rescue
7. Single handed canoe rescue

PRACTICAL 'B': Demonstrate satisfactory beginnings in:

1. Eskimo Roll
2. Leaning the canoe to assist turning

Editorial

BCU MOVES OUT

Over the past years the Union has encountered many operational difficulties as a result of being located within the Sports Council complex at Brompton Road. There were constant complaints that the Union was not accessible to its members. In an attempt to satisfy the requests of members, and expand the Union's base of operation, the Council of the BCU decided to move out of Central London. It was decided that new offices should be located near the Thames upstream of London. Eventually, suitable offices were acquired in Addlestone and on Saturday, 20th May a group of willing helpers met at Brompton Road to start the move. The Chairman and Director of the Union both wish to thank those helpers who worked a 15-hour day to accomplish the move.

They were: -

Bob Grey and Bill Taylor of Addlestone, Simon Maskell of Godalming, Phil Hawkin of Kingston, Graham Evans of Chessington, Martin Ingle, Cliff and Bryn Hughes of London and Council Member, Mike Carvell of Croydon together with the BCU Administrator (Brian James)

In one day they moved all the BCU equipment and supplies out of Brompton Road to Addlestone. The job of sorting out the offices took the new HQ staff a little longer and some routine jobs were running behind in late May and June. It is hoped that you will accept the Union's apologies for any inconvenience caused during this period. The activities of the Secretariat are now up-to-date.

MEMBERSHIP

All queries regarding membership have been cleared. However, there may be some people who are not receiving copies of Canoe Focus due to the information held at Headquarters being out-of-date. If you did not receive the consultative documentation on Federalisation it would appear this is so. If you have a query over non-receipt of Canoe Focus or documents, you are requested to forward your 1978 membership card, together with any amendments to your personal details, to the membership secretary who will deal with the matter immediately. This does not apply to members who have received their cards since 7th July as they were not sent the consultative document. If you know of anybody who has any difficulties, please ask them to write.

Sea Canoeing

It is often said that there is nothing new in this world of ours. This is certainly true of sea canoeing. The Greenlanders have been canoeing on the sea for centuries. Their motives were different from ours in so much as they went to sea in canoes to ensure their very survival. From canoes they hunted seal and fish. They used harpoons, initially thrown and latterly fired from a gun. This meant that they had to carry a fair amount of gear with them. So you can see that we have in fact learnt a great deal from the early exploits of the Eskimoes. They designed canoes specifically for the sea . . . the original kayaks. These craft had to be directional, easy to roll, and offer protection from the elements to the occupant. Of course these are qualities which we still insist on today. Paddles used by the Eskimoes were narrow. Various reasons for this shape have been put forward, for example, available material dictating. I am not sure but I fancy narrow paddles were favoured because they were less wind affected and because they would make less noise through the water, an essential feature when hunting seal.

Sea Canoeing in this Country is not new either. For many years canoeists have paddled off from the west coast of Scotland to explore their islands. They would often use the prevailing south-westerlies to sail their canoes back to shore. All in all an enjoyable way to get about. For a long time there has been a keen group of paddlers centred around the Northumberland area. The great attraction of this area being of course the Farne Islands.

The very rapid growth of our sport over the last few years is due to several factors. The introduction of sea kayaks and other items of equipment for the sea canoeist; the 'snow-ball' effect of a few enthusiasts doing their best to promote the activity in all sorts of ways. There are now two useful books on the subject of sea canoeing. There are now more sea canoeing courses up and down the Country than ever there was. The standard of these courses is high and they are usually well subscribed to. The interest in sea canoeing is now well distributed nationally. The Advanced Sea Kayak Club has had it's share in this development. This club was started by a group in London about ten years ago. Since then it has been taken over by the Secretary of the B.C.U. Sea Touring Committee and boasts a membership of nearly 200. This club exists to promote sea canoeing in any way possible. Periodic Newsletters are circulated with as much up-to-date information as comes to hand. We lay on an annual symposium for sea canoeists to which we invite speakers from the London Weather Centre and the Coastguards, etc.

In the light of this rapidly growing interest in sea canoeing the British Canoe Union decided to start a specialist committee to look after the interests of sea canoeists. There were those, and in fact there are still some who consider that sea canoeing should remain 'unorganised' . . . that there is already too much organisation in our lives, and sea canoeing should represent an escape from this. Up to a point I agree. I find that sea canoeing is a pleasant escape from the normal routine of life. But then I don't see how anybody can organise any group of people who want to take to the sea in canoes. The idea behind the founding of this specialist committee is to safeguard the interests of sea canoeists in terms of administration as well as making sure that we get proper representation within the British Canoe Union. We are also keen to promote the design and improvement of equipment, to promote safety and educate the public that sea canoeing is a bone-fide activity as is mountaineering for example. We have gone a long way to achieve some of our ambitions. We have established a useful relationship with the Coastguards, introduced a coastal grading system with coastal advisors and had articles on sea canoeing published in non-canoeing magazines.

Slalom

Bala 3/4 June

There were paddlers from Poland, USA, Austria, France, Ireland and Switzerland providing strong competition.

Albert Kerr regained some confidence by finishing just ahead of Al Edge who has managed to find form at last.

Nicky Wain was a little unlucky to finish 4th on water he knows particularly well.

In the Ladies, Susan Small had a fine win, beating Liz Sharman, A. Kucera (Switz) and I. Murphy (Ireland).

The Ladies Team Event was a walk over.

Results:

Men: 1st Albert Kerr 212 (World Champ). 2nd Alan Edge 213
3rd Gawlikowski 215 (Poland)
4th Nicky Wain 219
Ladies: 1st Susan Small 278
Teams: 4th Kerr/Wain/Edge
Ladies: 1st Small/Sharman/Murphy

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Sailing gear for Klepper Aerius Canoe. (lee-boards, mast, tiller, mainsail & job).

WANTED

Buoyancy Aid (or life jacket) to suit child of 6 years or thereabouts, and another for juvenile.
Dudderedgy, Telephone
Freeland 882142

BCU SUPPLIES

announce that new heavyweight long sleeve T/Shirts are now available (sizes 30" to 44" Chests) in a selection of colours with the BCU logo printed on the chest.

An updated version of the BCU Directory is now available, price £1.50 to members. A set of up-to-date sheets is available to owners of existing covers, at 50p.

Available from BCU Supplies, Flexel House, High Street, Addlestone, Weybridge, Surrey.

From 11-29 July 1979 the VII Spartakiade will be held in Moscow, and for the first time foreigners will be invited to participate. In all, 24 different sports will be represented among them Tennis, Chess and the Olympic disciplines.

Tyne Access Rally

500 miles round trip is a long way for one day's canoeing, but six members of B'ham CC made the effort to support this hassle for access on the North and South Tyne rivers.

The canoeists had been told at a meeting with the Sports Council, Fishermen, River Advisors and other parties, that there was no way in which the angling interests could improve on their 4 days per year that access was available. And so the Access Rally was born; to show the depth of feeling for the lack of reasonable access for canoeists. In the meantime the anglers had obviously learned of the plan, and sent the organiser a letter stating that May 7th had been declared an open day on the rivers concerned.

Canoeists 1 Fishermen 0
The official line of the BCU, and probably all Canoe Clubs, is peaceful negotiation by river advisors, but who can blame the paddlers themselves for taking this kind of action when the advisors seem, at least, to be reducing access on rivers which have been used for a considerable length of time. This sort of issue is so important that it was a little disappointing to see no members from other major canoe clubs in the country (apart from Frank Goodman), perhaps they all think that this kind of action is wrong - I would like to believe that they do not.

We all met on Tyne Green, Hexham, on a fine morning, the 'all' consisted of some 100 canoeists, mostly from the North East area.

The North Tyne is a shallow, wide river with only 2 weirs and 2 falls of any consequence. The first weir was easily shot on the right; Jon F, Mike L and I carried around for a second go

An international Regatta is also included in the programme of the Spartakiade, but this was not the reason why the Deutsche Kanu-Verband did not arrange the XV World Championships 1979 at the same time of the year as the canoeing competitions of the 1980 Olympic Games, but in the period 15-19 August.

CANOE SAILING

International Steinhuder Meer Regatta

On 24/25 June 1978 an International IC-Regatta was held on the Steinhuder Meer/BRD, at which the Swedish canoe sailors were able to put their current supremacy to the test. In the 5th place came the first English competitor and in 9th place the first German.

The following are the results of the first ten competitors:
1 Martin Cullberg/SWE 2.25 Pts
2 Olle Hansson/SWE 11 Pts
3 Thomas Nilsson/SWE 12 pts
4 Henrik Poppius/SWE 15 pts
5 Philip Davenport/GRB 15 Pts
6 Glenn Remstedt/SWE 16 Pts
7 Johan Becksin/SWE 18 Pts
8 Chris Doughty/GRB 18 Pts
9 Peter Hellwig/BRD 30 Pts
10 Walter Poilmann/BRD 34 Pts

on the left. Shoot between the rocks with water piled up on them, sharp left and down - rather like Liangollen Town with more volume. If the expressions on the others' faces was anything to go by, it was interesting! The last two falls (Wardon Gorge) were superb - about 200 yds of 111 ish eminently suitable for playing around on and well worth the journey for that alone. It was a bit surprising, however, to find that few of the other canoeists took advantage of the water conditions and played as much as the BCC contingent.

The whole group met at the confluence of the N & S Tynes for the TV cameras, paused briefly to smile indulgently then continued on our way to Hexham, about 3 miles.

Coverage of the event appeared on TV and in the press the next day. During the whole day the sun shone on the righteous and we generally enjoyed ourselves.

The North East has shown the depth of feeling for the erosion of diminishing access facilities afforded them by Landowners and anglers. Perhaps it is now the turn of other areas (the Midlands and Wales especially) to follow the example of the Geordies and start to fight a little for reasonable access to sporting rivers such as the Usk, Wye, Dee, Dove and so many more.

Should we be pressing for the adoption of EEC policy on water usage and rights of passage? I think that nationally a change of attitude on the part of canoeists is starting, the first access rally has taken place and others will follow in its wake.

Do you care enough about reasonable access to lend your support?

Letters

Heath House
Offley Brook
Eccleshall
Staffs

Dear Sir,

When we planned our trip to the Allier we discovered the acute lack of information on any river but the Ardeche. What we did finally manage to amass was mainly written in French with one German paper. Having received a large number of enquiries about our own trip from similarly information lacking people I have finally decided to produce Britain's own book on the rivers of Europe. I would, therefore, be very grateful for any information you could provide, whether it be direct information, or addresses or books to find or whatever. I very much hope that this project will provide our paddlers with the literature they have been lacking in book form.

Any information would be appreciated.

Yours faithfully,

J.P.E. Walker

2 Brompton Ter
Perth
PH2 7DH

18 May 1978

Dear Sir

I am trying to gain some information about any expedition trips to the Colorado River in the next year or so. I was not sure who to write to, but I hoped that in your position as editor of *Canoe Focus*, you might be able to give me the names and addresses of anyone connected with an expedition. I hope this will not inconvenience you too much.

Yours sincerely

Charles Hickman

July 16th, 1978

"Sunny Haven"
East End
Northleigh
Sitney/Oxon

To the Editor
"CANOE FOCUS"

Sir,

I have recently received the BCU Council's proposals regarding the reconstitution of the British Canoe Union as a federal organization, and whilst in general agreement with them I find myself in total opposition to a change of the title to British Canoe Federation.

In 1936 I assisted in the foundation of our association and it was named British Canoe Union since it was to be a union of clubs and individuals in Great Britain. It is now proposed to carry out a pretty radical re-organization of the internal structure to give greater satisfac-

tion to canoeists in the several parts of the country as they become more involved and responsible for administering the affairs of the national autonomous associations. Unless the present title is completely inappropriate or unless there are other overriding reasons for changing the title from 'Union' to 'Federation' I see no justification for any change. I claim that "British Canoe Union" is perfectly appropriate and in keeping with the federal structure which is proposed: instead of being a union of clubs and individuals in Great Britain, the newlook British Canoe Union will be a union of autonomous national associations in Great Britain.

Change for the sake of change will be unwise and unprofitable, for apart from reasons of historical continuity there are sound technical and commercial reasons for retaining our present title.

1. Under the name "British Canoe Union" our association is well known and respected throughout Britain and it is referred to by this name in all canoeing books published over the last forty years, in reference books, in encyclopaedias, in information pamphlets issued by Sports Councils, C.C.P.R., and other bodies, and it would take years for a new title to work through, but in the meantime there would be confusion.
2. Similarly in the international field we are widely known under our name and to change it will suggest that the present organization has been disbanded and replaced by a new body. This is not so, for the change is internal and we are its authors.
3. Furthermore and of considerable importance is the fact that the Union's own literature, badges, logos etc. are based on the word 'Union' and adoption of the title "Federation" will involve changes all down the line and these will cost a lot of money over and above the other costs arising from federalization.
4. Finally, a change to "Federation" would involve the new initials B.C.F. and there is already a national governing body using these initials, the British Cycling Federation: more confusion. I therefore urge all members to consider the points I have made and write to the British Canoe Union opposing this particular proposal.

Long Live the British Canoe Union.

Sincerely

Founder Member
President of Honour

13 Briton Road
Faversham
Kent

7 June 1978

Dear Sir,

I thought it was about time I wrote and commented on what appears to me a rather bad error on your behalf, well I think so anyway. I have been a non competing, individual member of the BCU for 3 years now and since I started receiving *Canoe Focus*, which I add is an excellent magazine, I have not once seen any mention or report on Surf Canoeing. I have been to Bude for the past 3 years as a spectator and have thoroughly enjoyed myself. In fact this year I expect I shall enter. But it is most disappointing to then come home and receive *Canoe Focus*, the official BCU magazine, and not see or hear a mention of the championships at all. Bude is a BCU organised event so why does its magazine not mention it?

I am sure I cannot be the only person who has noticed this problem. I live in Kent and we get very little surf let alone a decent river, so a mention of other surfers would prove that I and a few others down this way are not the only people who enjoy taking their canoes in the surf.

Obviously reporting on surfing is difficult and I suppose of minority appeal and events, details and news are rare, but the odd mention would be very appreciated.

I have been canoeing, mainly surfing, for 4 years and enjoy the sport very much. The BCU is an excellent body and have always assisted me very well when I required their help. I hope this letter may persuade *Canoe Focus* to slightly widen its views and include surfing or at least stimulate other canoe surfers to let you know their opinions.

Thanking you for an excellent service and magazine.
Mr. A.R. Link

EXHIBITION - 1979

Club secretaries, who have previously exhibited at the Exhibition, are reminded that the deadline for booking stand space in 1979 will be 30th September 1978.

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ACCESS - 'RIVER TYNE -
HEXHAM TO RIDING MILL'

In the last issue of *Focus* a schedule of canoeing dates from July to October was published on which, subject to conditions, the "owners will be willing to allow access".

We have been asked to point out that the dates are those offered by the owners but that no access agreement has been concluded by the BCU on that basis.

INNER LONDON EDUCATION AUTHORITY

LEASIDE YOUNG MARINERS CENTRE,
Spring Lane, Hackney, E.5 9HQ
ASSISTANT WARDEN, Lecturer Grade I

Required as soon as possible a full-time Assistant Warden for this water activity centre situated on the River Lea in Springfield Park, Hackney, E3. The centre has become a major canoeing base in north-east London with a fleet of over 70 craft. Rowing and sailing activities are also conducted at other local venues. The centre is open seven days a week including most school holidays and a large part-time staff is employed. The Assistant Warden will be expected to work some evenings and Saturday and Sunday sessions. Duties will include some teaching.

It is expected that applicants will be qualified teachers and qualifications in water activities are necessary. Ability in other outdoor pursuits would be an advantage.

Salary in accordance with the Burnham (FE) Report. Lecturer Grade I scale: £3192-£5334 plus £402 London Allowance (under review). Starting point on scale dependent upon age, qualifications and experience. Assistance may be given towards household removal expenses.

Details and application forms returnable by 6 October 1978 from the Education Officer (CEC5), The County Hall, SE1 7PB (stamped addressed foolscap envelope).

Whither Coaching

B.C.U.

Value for Money

by Geoff Good

The main purpose of the Coaching Scheme is to teach others to canoe, safely and successfully.

Members of the coaching scheme can be found in all ranks of canoeing, including the top echelons of competition, in the forefront of the pioneering expeditions, as leading lights in club management, in the setting up of new clubs, sorting out problems of access, initiating regional organisation, and many other involvements.

'What does the BCU do for me?' members commonly ask. Members who are also in the coaching scheme are a living testimony to the positive side of the question. It is what they are doing for the BCU that makes the Union tick. Through their efforts many thousands are introduced to the sport annually.

The aim to teach others to canoe safely and successfully implies a number of things.

It means implanting principles of good canoeing to ensure the paddler's survival at all stages of development, particularly to avoid 'incidents' in those early days when enthusiasm can outrun experience and knowledge. And to provide a sound basis to carry through to the 'expert' stage, when the paddler may be breaking new boundaries in canoeing feasibility. It is the coaching scheme's responsibility to sift the information on techniques and equipment and gradually integrate new knowledge into the teaching system.

To help people canoe successfully, means to introduce them to the sport in such a way as to channel them into whatever direction their natural abilities and desires lead them. Whether the candidate's choice is touring, racing, wild water competition, pottering, surfing, or whatever, it is part of the coach's responsibility to encourage and guide to that end. And it is the duty of the coaching scheme to provide the means for the competitor to improve in his chosen discipline.

It is in this area that the coaching scheme is currently at its weakest. Urgent attention needs to be given to consolidation of the work of our first national competition coaches. A system to provide coaches who wish to help competitors, with the necessary training to enable them to assist a competitor of a given ability, who wishes to improve his performance, is a next major task before us.

Great strides have been made in the last few years. The restructuring of the basic awards, to ensure a higher level of competence and general canoeing knowledge on the part of the Senior Instructor, has been achieved. The appointment of the national competition coaches, and of general national coaches with a responsibility for development. The re-defining of the proficiency tests — not altering the syllabus, but defining the level of ability required in accordance with present-day standards. The development of the Star Tests, launched elsewhere in this issue.

Under active consideration is the providing of a special licence for teachers/youth leaders, to enable them, with their authority's permission, to commence canoeing with young people in a safe situation, at a lesser grade than Senior Instructor. (SI will still be kept as the starting point for a 'general' licence). Identifying the role of the NCDC in the proposed federal/national structure. Considering the means to promote and maintain a more uniform level of 'pass' standard for both tests and awards.

All this involves a great deal of time and effort from a lot of voluntary people. And of course it is not just members of the coaching scheme who make this contribution. All involved in the various technical committees — who run the sports and recreational sections of canoeing — other paddlers who spend time and trouble on all our behalfs fighting for access rights — those who put in the effort required to make their club function successfully — organisers of events: races, slaloms, rallies and so forth. It is the cumulative effort of all such which adds up to what we call the BCU.

Our paid secretariat service us well — but four key men cannot cope with the diverse requirements of a multi-discipline national and international sport. The next time the question arises 'what does the BCU give me for my money?' consider this answer.

It gives us one hell of a lot. It gives us the existence of an organised, meaningful activity. It gives us the benefit of knowledge gained from shared experience. It gives us the resultant dynamism from the efforts of numerous volunteers who don't count the cost in the contribution they are making for the general good.

The question should really be — 'apart from an annual contribution towards administration, amounting to no more than a couple of rounds of drinks, am I doing my share towards the continuing function and development of the sport of canoeing through the BCU?'

G.C. Good

Southern Region

REGIONALISATION IN THE SOUTH

The Southern Region consists of the counties of Berkshire, Buckinghamshire, Hampshire, Oxford and the Isle of Wight.

The formation of county associations, embracing all interests, with automatic membership for all BCU members in the county, are seen as the way ahead.

The county associations would be run largely by club representatives. Each association would then appoint representatives to form a Regional Committee. The end product should be much more activity at local level — more paddling opportunities for more local members — plus a stronger voice for canoeing where it counts.

BCU members in the South are notified of the following events scheduled for this season:

- September**
- 2-3 Friendly slalom. Winchester. Mr F Constable, 1 Kingsley Place, Stanmore, Winchester, Hants.
- 7 (Thursday). Bat Polo. 7.30 p.m. Marchwood YC. Mr F Heather, Southampton 778754
- 17 Southampton Regatta (Friendly). Novice and Open races for all classes. Lots of prizes. Miss S Templeton, 167 Ringwood Drive, North Baddesley, Hants.
- 23-24 Friendly slalom. Longham (Dorset). Worthies SSC Canoe Section. Mr D Hayward, Crofton, 42 Springvale Road, Kingsworthy, Hants.
- 30-1 Oct Sl (inland) Training/Assessment. Pangbourne (Berks). Mr P Holloway, 6 Kit Lane, Checkendon, Berks.

Members who have views on the development of the Southern Region, or would like more information, please contact G C Good, Reona, Church Lane, Fawley, Hants.

P&H for C2!

The British White Water Racing Team start this years' Europa Cup Competition with three new C2 canoes.

The Europa Cup series is held every two years and consists of three events, this year at Spindle Lov Milne in Czechoslovakia, Bala in North Wales and Bourge St. Maurice in France.

The C2's for the British Team have been manufactured by P & H Fibreglass Products, using a construction that has been developed by them over many years of experience. The materials used are a combination of a very tough polyamide fibre, carbon fibre and Derakane Vinyl Ester Resin. This is found to be the best combination for this high level of competition work, due to the Derakane resins wear resistance and flexibility on impact and high strength at low weight.

The Derakane resin was donated by Freeman Chemicals Ltd., to enable the British Racing Team to have the highest quality canoes to enter the European Cup.

Freeman Chemicals Ltd. are the U.K. distributors for the Derakane range of Vinyl Ester Resins, manufactured by the Dow Chemical Company.



C2 Power!

The Leeds-based Centre of Sporting Excellence (Canoe Squad) sent a kayak team to compete in the international slalom in East Germany on 6/7 May. Only paddlers with previous international experience were selected, the team comprised:-

- A. Kerr, Current World Slalom Champion, K1 Men.
 - N. Wain, Current British Slalom Champion, K1 Men.
 - A. Edge, British Senior Team Member 1977, K1 Men.
 - J. Dolan, " " " " " "
 - J. Shackleton " " " " " "
 - J. Rennocks, British Youth Slalom Team Member 1977.
 - J. Harling, Current British Slalom Champion, K1 Ladies.
- The team was managed by P. Wakeling and A. Edge.

Considerable financial assistance was received from Leeds Poly, who also supplied a Transit minibus for the trip. This, coupled with generous donations from individuals and local firms, makes it probable that costs will not be too expensive to team members. Our thanks to those who helped.

The Slalom

The entry in all events was of the highest standard with teams from Austria, Czechoslovakia, France, Poland, West Germany and the host country in addition to our own. The course was testing and well-designed for the initially low water. However on Sunday a steadily rising river undoubtedly disadvantaged second runs in the Mens' K1 class and necessitated a course change for the team event.

The first three places in Womans' K1 were taken by the DDR, Julia Harling being placed 12th out of 19 starters.

In the Mens' K1 our best results were 9th (A. Kerr) and 10th (N. Wain), but the best personal performance was that of John Rennocks, who looked wholly at home in this distinguished company and took an excellent 23rd place.

The team event saw a fine run by our 'A' team (Kerr, Wain, Edge) pushed narrowly into 3rd place by superb paddling from the East Germans and Czechs. It is perhaps a measure of the current calibre of our paddlers that a bronze medal produced so little excitement.

The boat measuring prior to the competition can only be described as embarrassing. There were boats from three major British manufacturers represented: only one was within the permitted dimensions. One manufacturer in particular produces kayaks approximately 2cms under width. Pathetic. I can only advise paddlers in future not to rely on their boats, but to check and modify them well beforehand.

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Closing date: 22nd September.

The East Germans are owed our thanks for the inimitable standard of organisation, judging and results. At no time over the weekend did we have cause to question the published programme: the judging was excellent: results were available to paddlers within minutes of the completion of their run. We were received with great hospitality and encountered only friendliness. A model event.

In view of the abilities of our paddlers the results were disappointing. Nevertheless a great deal was learnt individually, and those areas requiring attention were highlighted. The team-work of the group was to their great credit: they helped each other to an extent far greater than I could have reasonably expected. They were a pleasure to work with.

Pete Wakeling

Yorkshire & Humberside

The Region was first formed in early 1977 with the encouragement of Rod Hellowell, the Area Coaching Organiser, and the Coaching Committee. Many hours of Coaching meetings had been spent discussing Access matters and it was felt that if a Regional structure was formed this and other matters could be dealt with elsewhere and allow more time to be spent coaching.

The Region has evolved to consist of a Council, meeting 2 or 3 times a year, an Access Committee and the Coaching Committee together with advisers for various specialist areas. As usual with new organisations some parts are working better than others with Coaching remaining 'strong' and Access developing rapidly. Perhaps the most disappointing part has been the support for the Regional Council. Until clubs and other parts of the Region feel they can influence the way the Union is going through the Regional Council, this will continue. The Regional vote on BCU Council, at present denied, and the work load of Federalisation completed are pre-requisites of a successful Region.

A glimpse of the files showing some of the current activities explain the work of the Region to date:-

- February: After months of effort and liaison with 24 people, the 1978 Calendar and Access Scene was published, the best the Region has seen.
- March: The Draft 'Regional Access Development Plan' was first published, 28 pages of policy and detail built up over the previous twelve months - meeting by meeting. This is now with Council for ratification. Ure Valley Minerals and Recreation Subject Plan, Sports Council Strategy for Water Recreation. We agreed the Regional view of the use canoeists required of the waters was injected into these two plans.
 - Chris Hawksworth, Chairman of the Access Committee, was appointed as the canoeing representative on the River Parkway Study between Ripon and York.
- May: Discussions took place with the Leeds based Centre of Sporting Excellence and a report produced for the National Sports Council proposing future developments.
- June: David Stanley, the Regional Chairman, followed up contacts with the Ramblers Association and the Y.H.A. with an address to the Y.H.A. Regional Council. This resulted in a resolution on the free access to water space which will possibly be passed by the Y.H.A. National Level to Denis Howell, Minister of Sport.
 - The Region objected to the Drifffield Loch footpath extinguishment order - a potential access route to the canal.
 - Details were sought from the Sports Aid Foundation and Sports Fund for the Gifted of the aid that would be available to the Region's talented canoeists and the mechanism for selection proposed.
- July: Drawing together views on the Yorkshire Water Authority River Derwent study to make sure that canoeists' needs are properly recognised if a statutory measure is proposed to Parliament.
 - Within the BCU gaining acceptance of the setting up of a fighting fund for Access and of the inclusion of countryside preservation in the E.C.A. objectives.

Perhaps all these items seem a long way from paddling but until we get the right image and voice on public bodies we will not get the support the canoeist has the right to expect. The Region is tackling these problems not only to gain grants or access for today's paddlers but to ensure a successful future for canoeing. However, before complete success can be achieved, much greater unity of clubs and sections within the Region is required, supporting each other for the common cause. This is the area that needs to be developed by personal contact now that the foundations are laid.

East Midlands

by Keith Maslem

The beginnings of The East Midland Regional Group was conceived at a meeting of canoeists held in Nottingham. Frank Goodman, then River Advisor for the Trent Basin, called the meeting to discuss the implications of the newly formed Middle Derwent Anglers Action Committee, whose sole intent was to end all forms of canoeing on the River Derwent in Derbyshire.

This early group called itself the Trent Basin Regional Group and gave itself the brief to deal with all access matters concerning canoeing in the Trent Basin. Meetings were arranged with the Matlock District Council, who were sympathetic to the needs of canoeists, but would only make agreements with the National body in order that they could be of a permanent nature. It was at this stage in our development that with the permission of the B.C.U. we called ourselves the B.C.U. East Midland Regional Group. This kept us in line with B.C.U. Regional Strategy and there was already a West Midland Regional Group in existence.

Negotiations with the Council and the fishing clubs continued, though the latter were rather unco-operative at first. However, after protracted negotiations involving Derbyshire County Council, British Rail and two Angling Clubs, agreements were reached for a registration scheme to operate from Artist Corner Car Park to the downstream end of Via Gellia Colour Works and thereby prevent the closure of a valuable piece of canoeing water. At this point the Group discovered that the River Authority had a flood prevention scheme which took no account of the needs of canoeists and would make Matlock a stretch of flat water.

The Matlock District Council called a meeting between canoeists and the River Authority and some concessions were eventually made by the River Authority.

Had there been a Regional Group earlier, when model studies were being made, more advantages could have been gained but the model, on which simulated tests could be carried out, had been destroyed and with it the chance of making any substantial alterations to the plans in hand.

The East Midland Regional Group feel that it is essential to the development of canoeing and access within the region to have a strong Regional Group who can make its presence felt and influence future developments to rivers. The Regional Group has many other aims in that it hopes to produce and circulate regional information on access, courses, events and the availability of grants. It will bring together clubs who can gain from each others experiences. With a regional representative on Council, clubs belonging to the Regional Group will have a direct link with the National governing body.

The Second Annual General Meeting of the East Midland Regional Group will be held on Saturday, 11th November, 1978, at 10.00 a.m., at Holme Pierrepont and all members in the East Midland Sports Council Region are invited to attend. It is especially hoped that all canoe clubs and all B.C.U. affiliated bodies will make an effort to be represented at this meeting.

Dewars Nottingham

The popularity enjoyed by the Nottinghamshire International Regatta with international teams, since it has been held at Holme Pierrepont, took something of a knock this year when they found themselves having to deal with following winds gusting at up to 35mph, severely affecting some of the early results.

The three day event, sponsored this year by Dewars Whisky and Nottinghamshire County Council, has come to be regarded as the biggest and best sprint meeting outside the World Championships and this year was no exception, with 16 visiting international teams including the USSR, Hungary and Romanis and, interestingly, such relative newcomers as the USA and Canada, as well as 300 British club paddlers.

But discontent with the weather rose to a head on Saturday afternoon when international team leaders asked for a two hour postponement to allow the wind to subside.

Fortunately conditions improved sufficiently for racing to continue and a little later, in a magnificent sunset, the international 10,000s proved to be a classic, Fowler, Haynes, Lawrence and Williams putting in a fine performance for Britain in the K4, finishing third. Britain's women also shone, Wetherall, Smithers, Perrett and Money achieving third in the K4 500m.

Sunday also saw some impressive racing, although many final results were of little help to coaches studying form for World Championships selections, such had been the distorting effect of Friday's and Saturday's high winds on the early heats.

An international paddlers clearly demonstrated that they were back in their element when the wind dropped on Sunday, with course records falling in the K1 1000, K4 1000, C2 1000, K2 10,000 and C2 10,000.

The importance of the event was further underlined by the presence, during the afternoon, of Sports Minister Denis Howell.



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Eden Access

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John Cadge of John Dewars (right) presenting flagon of whisky to Brian Greenham winner of Grand Prix 2nd Series at Richmond.

Sports Aid



SPORTS AID FOUNDATION

Two Year Plan

A two-year charter for assisting Britain's amateur international competitors in their preparation for top class events was recently announced by Paul Zetter, Chairman of the Sports Aid Foundation.

"Following the donation of £425,000 from the Sports Council, the Governors and their Committee of Advisers held joint meetings to formulate the Foundation's plans over the next two years," said Mr Zetter. "It was unanimously agreed that the criterion for S.A.F. National Grants would be broadened, and the period of maximum grant extended to two years. This means that every British amateur competitor in European and World Championships in 1979 and 1980, and the 1980 Olympic Games, may now be considered for assistance in their preparation training expenses, provided of course such assistance is applied for and administered by that competitor's governing body of sport.

"Those competitors who the governing body expect to compete in the Moscow Olympics, for instance, can now plan ahead for two years knowing that financial assistance will be available".

BROADENING THE CRITERION

Since the S.A.F. became effective in February 1976, the criterion for grants towards preparation training expenses has been pitched at those competitors expected to perform with distinction at the highest level and who were considered 'medal' potential.

From 1st August 1978, the new criterion will assist "those competitors of proven ability who their governing body believes will compete within the next two years in Olympic Games; World and European Championships and equivalent competitions at Senior and Junior Level".

This means all British amateur international competitors — whether or not potential medallists or finalists — are embraced by the new criterion and may be considered.

COMPETITORS ASSISTED

In the first year of operation ending 31 March 1977, the S.A.F. assisted 115 competitors for a total of £27,705. Year two, ending 31 March 1978, saw another 173 competitors awarded grants for a grand total of £101,420 over the two years. At the end of June 1978, a total sum of £121,525 had been disbursed to the governing bodies.

REGIONAL SPORTS AID FOUNDATION AND GRANTS

The S.A.F. already has a Regional Committee in the North, based at Durham. Negotiations are at present being held with the Committees and Officers of Regional Sports Councils, and also individuals in the Regions, regarding the establishment of Regional Sports Aid Foundations throughout the country.

Each will be an autonomous body with its own Governors and Committee of Advisers, raising funds within their region and retaining a larger percentage of the money raised for Regional S.A.F. grants.

The criterion for Regional grants will be for "those amateur competitors of proven ability the governing body believes will compete in United Kingdom Championships; National Championships; Area and County Championships."

Thus, the Sports Aid Foundation grants will be available for many of the younger competitors who have not yet realised their full potential and are therefore outside the criterion for National grants.

THE FUTURE

Said Mr Zetter — "Although the Sports Aid Foundation has almost half a million pounds in the bank, that is only a small part of the money needed to do the job properly. The Sports Council donation must be equalled by our own fund raising efforts, and I have every confidence we shall do this.

"The Sports Aid Foundation has earned widespread approval for the way in which it has performed its duty during the past two years", concluded Mr Zetter. "We are now poised for Phase 2 in its development; a phase that should see British competitors from international to county level receiving assistance from the Sports Aid Foundation towards the expenses of their preparation training".

Sports Council Grant in Aid

Harry Littlewood, the Principal Officer of The Sports Council's Facilities Unit, recently announced the availability of additional grant aid for Inner City area projects.

In particular he referred to deprived Inner City areas. The Government had a comprehensive policy for the development of inner cities. It was looking at housing, education, employment and transport, and The Sports Council had asked for recreation to be taken into account.

Two years ago The Sports Council had been given grant aid for capital grants for facilities to help the socially deprived whether they be in urban or rural areas. Grants had been given to 127 different bodies for projects such as the development of kick-about areas.

An additional amount had now been allocated by the government, the exact amount of which was uncertain but would be at least £500,000 and which would be apportioned to the regions towards the cost of complete schemes in deprived inner city areas. It was stressed that the grant would not only assist in the provision of facilities, but also in the provision of leadership and equipment.

The Government has imposed an important restraint inasmuch as the money allocated has to be spent by 31st March 1979. This presents a tremendous challenge as it will be no easy proposition to ensure that the money will be spent both wisely and quickly. The Sports Council Regional Officers are in the process of talking to a large number of local authorities, community organisations and voluntary bodies.

Mr Littlewood emphasised that the money would be spent within the regions. This was a new area of work which The Sports Council was tackling and therefore it is not known with any certainty which activities could best assist in the amelioration of inner city deprivation.

Priority would be given to those areas who were ready to take action this year. Mr Littlewood added that they were looking for initiatives to come from anyone interested in reducing the problem of inner city deprivation whether this be the local authority or the youth leader. He agreed, with an observation "that joint projects embracing a number of activities which would help young people to realise their innate sporting ability would be beneficial, particularly projects which aimed to help those who were unattached to clubs and who no longer took part in sport".

Canoeing, as a recreation and sport, is well placed to obtain support for schemes, particularly if they have a high motivational and leadership content. Priority will be given to those clubs whose facilities may be developed for community and recreational use.

Attention is drawn to a leaflet published by The Sports Council, available through regional offices, entitled "Capital Grants for Sports Facilities in Areas of Special Need". The criteria given for eligible projects are approximately the same as the criteria for the new scheme, although the machinery is different.

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Royal Marathon

by Heather Gorman

Europa Cup

by Bill Frazer

Bala 2/3/4 June

As I was filling the job of Technical Director for this event in what I thought would be ample time to get all equipment installed and operating for Friday practice. However I had not bargained for irate locals who delighted in cutting our land line between start and finish, sun spots which caused the radios to lose frequency, lightning which brought a large tree across the river and a three mile traffic jam which suddenly built up on race day! However thanks to the Army — a great bunch of workers even when it was p----- down with rain and the World Cup was on telly, plus the Waterboard and many others to be dealt with we started on time and ran smoothly for the whole event.

Paddlers started arriving on Tuesday night having driven straight from the first leg of the Europa Cup series in Czechoslovakia the previous weekend. The British Team had achieved some notable results and we all hoped they would improve on these on their home water. Practice times were interesting as the foreigners got to know the river. They did this very quickly and even taught some of our team the odd new route. The standard of entry was extremely good with all the top European paddlers present (except for the Czechs) and even the odd American.

For the race on Saturday most people were looking to Bob Campbell to improve his 3rd place the previous weekend but in the mens K1 our own Jerry Hibble bounced back to form with a fantastic 3rd place 13 secs behind Pferffer of West Germany (in his 12lb boat) and Burny the Ex-World Champion (4 times) and in front of Peinhaupt of Austria, the current World Champ. Not far behind him came the rest of the GB Team, in fact all six were in the top fourteen out of 41 finishers. Not to be outdone Hilary Peacock MBE was third in the Ladies K1 and Bob Evans produced an amazing second place in C1 so at the prize giving that night GB was well represented.

The team event on the Sunday was an unofficial event but it was very keenly contested with the Germans just beating GB by 1.4 secs in the mens K1 and by a rather bigger margin in C1 and Ladies.

All round the event was a great success. The foreigners were happy with the river and their accommodation, the British Team were successful and we as organisers learnt a lot for the future.

The final selections for the team going to Denmark for the last race of the International Europa Grand Prix series, and for the Three Nations Cup, were made at Royal Canoe Club on the 22nd of July, following the results of the Royal K1 Marathon. With Britain having already won two of the three races and hoping to win the 'Grand Slam', so to speak, the Marathon was an important race selection-wise.

The race started at Marlow at 9.30 a.m., and if said quickly, 35 miles did not seem too daunting a prospect. However the race proved tough enough for some, especially in the close weather conditions.

For the first few miles, there was quite a large leading group, but gradually distance and pace began to take its toll. At Windsor, four had pulled clear of the rest of the field, this being quite strung out, these four being Tim Cornish, Robin Belcher, Jerome Turan and Rob Harding. By the halfway mark at Staines, Harding had retired and Cornish and Belcher, had pulled ahead of Truran. Coming through Sunbury, Cornish gradually pulled clear of Belcher and eventually won in a time of 4 hours 43 minutes, 3 minutes clear of Belcher. At Hampton Court, Nigel Clarke caught Truran up and these two fought a very close battle right up to the finish line, where Clarke managed to get ahead and beat Truran by one second for third place.

As a result all four have been selected for the team.

In the Junior section Ian Garner paddled very well to win quite comfortably from Richard Gautier, with Robin Ayres and Steven Blacksell behind in third and fourth places. Again, these results were good enough to get them in the team.



In the Ladies class, Imogen Lamb paddled exceptionally well, setting a new Ladies record, whilst Christine Haynes finished second with Caroline Brooks back in third.

Thus after a good race all round, the final selections were made, the team being as follows:—

- | | |
|-------------|--|
| Senior K1 — | B. Greenham
T. Cornish
R. Belcher
N. Clarke
J. Truran |
| Junior K1 — | I. Garner
R. Ayres
J. West
S. Blacksell |
| Ladies K1 — | C. Haynes |
| Senior K2 — | S. Hancock/
A. Duncan
G. Truelove/
R. Haynes
P. Gorman/
C. Bourne |
| Junior K2 — | R. Gautier/
S. Mellling |
| Ladies K2 — | I. Lamb/
K. Nadal |

Photo Credit Dave Cutlack

Drug Testing

Life will be getting tougher for the cheats who misuse drugs to win in sport, Sir Robin Brook, chairman of the Sports Council, announced grants towards the cost of developing a drug testing centre in London which will become the most advanced in the world.

The Sports Council is to make grants totalling £25,000 a year for three years to Chelsea College for drug detection work carried out under the control of Professor Arnold Beckett. A further £5,000 a year will go to St Thomas's Hospital, where Professor Ray Brooks, who has developed screening methods used in the drive against anabolic steroids, will link with Chelsea College to provide a joint testing centre.

One of the main aims behind the Sports Council grants towards the joint testing centre.

One of the main aims behind the Sports Council grants towards the joint testing centre is to encourage British sports organisations to introduce tests on a much wider scale. When the joint centre is

fully operational, which may be in early August, it is hoped that tests will be carried out in national events as well as the world and international competitions where testing is already an established feature.

Sports Council backing for the project will greatly reduce the cost of drug tests, which would not be possible on the scale envisaged without the creation of the joint testing centre. Sports organisations will pay about £5 for tests on stimulants and £7 for steroids, but the final cost to them will be even less because the Sports Council will meet 75 per cent of the fees.

Sir Robin Brook commented: "By making the tests as cheap as possible we hope this will prove a major step towards wiping out drug abuse in sport."

Professor Beckett, a member of the International Olympic Committee's medical commission, will be in charge of the project. Some sports are already testing fairly widely, and it is expected that others will now extend the range of their tests.



Robin Belcher and Tim Cornish approaching Chertsey Lock Royal, Canoe Club K1 Marathon, Saturday 29th July 1978

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Greenland — Expedition Report

by Eric Tutty (Eric the Grey)

The Vikings came to Greenland 1,000 years ago, led by Erik the Red, and the ruins of his settlement lay on the further side of the water — Erik's Fjord. Our plane landed on the airstrip at Narssarsuaq — the great plain — on the edge of this fjord with its flotilla of drifting ice-bergs. It was the only level bit of ground we were to see during our journey throughout the next five weeks.

The German Kayak Expedition to Greenland — nine of us in all — had flown from Copenhagen via Iceland. German was the official language, and as I was the only member of the party with no knowledge of it there were difficulties of communication and understanding from time to time. Also, the Eskimos with whom we came into contact, usually spoke only their own strange language. But our leader, Reinhard, was fluent in Danish, English, French and Greenlandic as well as his native German, and I grew to rely on him for most of my conversation and information. He had been a member of a previous scientific expedition to East Greenland, lasting three months, organised by the Geographical Institute of Copenhagen, and this experience provided him with the inspiration and basic information for our present expedition. This was intended to be in the nature of a pioneering exercise in an uninhibited, and largely unknown, part of Greenland, to explore the feasibility of mounting further expeditions at some future date in the same area, but with variations of route. It would also afford the opportunity to study and photograph the flowering Arctic plants that are to be found in the coastal strip between the sea and the inland ice, the natural history, both flora and fauna, and the geology and glaciology of the area, and the traces of Viking settlements long since abandoned.

As our kayaks were still on the high seas we found bunks for three nights at the Field Station whilst some of us explored the mountains and glaciers around the fjord. It was here that I first saw an arctic fox — a rather bedraggled blue fox, not to be compared with our more magnificent native red fox. When there was no wind we found the flies more troublesome than the mosquitoes at this time of the year. They made determined, and often suicidal efforts, to lodge themselves in our eyes, ears, nose and mouth. We noticed several varieties of small birds, all with white underparts — nature's effective camouflage against the snow. The Kiagtut Sermiat glacier was in a treacherous condition with innumerable crevasses, but we were able to view it at close quarters from the mountain side. During our second day on the mountain a Fohn wind blew up which made progress difficult, and it became necessary to lean well into the wind even when standing still. During the night it blew an aircraft off the landing strip and it was considered to be a total loss, the wreckage was still there when we returned for our homeward flight five weeks later.

A small coastal steamer, the "Taterak", its hull battered by many contacts with icebergs and floes, took us on the next stage of our journey. It was a six hour voyage through drifting icebergs of every size and colour from purest white to emerald green and turquoise blue, to Julianehab near the mouth of the fjord. In the whole of South Greenland there are only 8,000 inhabitants and nearly half of them are in Julianehab. The gaily painted houses of wood in the old part of the town were perched precariously on the rocky hillside to the right of the harbour, whilst a few more modern buildings were being erected on the other side. There are no roads in Greenland to connect one place with another, as the mountains coming down to the water's edge, and the ever-lasting inland ice, forbid it. The only means of transport is by coastal steamer, or by air.

We spend three days here waiting for the arrival of the small cargo ship bringing our kayaks from Europe. We used the time profitably by getting to know the Eskimos, or Greenlanders, as they prefer to be called, and in particular, Mathæus, who was to accompany us, in his traditional made-to-measure sealskin kayak, for the first part of our journey. We found an old Eskimo making scale models of the traditional kayaks, so exquisite and perfect in detail that we each ordered one to take home. We found a carver of ivory and a sculptor of soapstone who worked on traditional lines at their homes, but whose wares were too expensive in terms of our depreciated sterling, as was the beadworker in traditional designs. We dined on whalemeat, seal and salmon, knowing that our army type rations would become a little monotonous during the next few weeks. We found the KGH (Royal Greenland Trading Department) installed in the oldest wooden building in Julianehab. The KGH runs trading posts, coastal steamers and many other services throughout Greenland on somewhat similar lines to the Hudson Bay Company in Canada.

We found the Eskimos, or Greenlanders, a very likeable people of a very independent nature. They have a strong desire to please at all times and will agree with everything you say, with much nodding of heads and broad smiles, saying "Ee" ("yes") in answer to any question. Their philosophy in life seems to be that all are human beings ("INUK") helping each other under the harsh conditions of the Arctic, and nobody should suffer the indignity of charity. Their desire for peace and quiet leaves no room for arguments. They have a word "IMERA" which means "maybe", and you can't tie them down to a definite commitment to anything in the future. Their response is always "imera" which is reasonable when you remember that all such decisions are subject to unpredictable weather conditions at the time of the event, as we discovered when we waited for our chartered cutter to come and pick us up at the end of our kayaking! Nothing disturbs their inborn dignity, and they have a smiling tolerance for the failings of others, and a serenity of outlook we could do well to emulate. They all, male or female, seem to have

shoulder-length black hair, brown eyes and skin, high broad cheekbones, and small flat noses. The men seldom grow hair on their faces. They are not very tall and they have small feet and hands. Their language resembles no other tongue, words are chained together to form meanings that we would express in whole sentences. Reinhard, alone, could converse with them with any degree of success.

The cargo ship "Linda Dan" arrived from Copenhagen, and our kayaks were unloaded. As the coastal steamer had already left that morning on its weekly schedule, we chartered a fast cutter, the "Arctic Pax", to take us and our kayaks and stores to our setting-off point, about 120 miles away. We left at 6.0 a.m. the next morning on a fascinating voyage of infinite variety along the fjords, through a maze of icebergs brought down by the East Greenland current, and smaller ones which had calved off from the glaciers at the head of each fjord. We followed a tortuous course among hundreds of off-shore islands and skerries, and out into the open Atlantic where fog rolled in from the Newfoundland Banks and our pilot steered by radar at reduced speed, passing many immense icebergs at close quarters. Emerging from the fog-belt we found rank upon rank of steep-sided and many pinnacled mountains all along the coast-line. We called at Sudproven, a very picturesque village of painted, wooden houses, with a dirt track to serve as a road to the one and only trading post, or shop. The sole occupation is the fishing industry. Early in the evening we reached Nanortalik, (the Bear Place) the second largest place we saw in our travels, situated on an island near the mouth of a fjord. Our pilot then took us into the Tasermiut Fjord, and on to the isolated sheep farm of Nugarsuk — the last outpost of civilisation, however primitive, that we were to see for many days. We landed on a large rock in a sheltered bay at the end of a 16 hour journey, whilst it was still light, and quickly unloaded the kayaks, and baggage and stores, and established our base camp.

After a day spent at this base sorting out the gear and loading everything into the kayaks, we set off on the first stage of our journey into the unknown. We wore wet-suits whenever we were in the kayaks as the water was kept constantly near freezing point by all the drifting icebergs: survival time would have been very short indeed, in the event of a mishap, in more conventional gear. But as the days were warm and sunny we discarded the wet-suits during lunch breaks and as soon as the day's paddling was over.

We headed up the fjord, making for the head of a large bay on our right, where we made a long and difficult portage besides a magnificent rapid, up to the long freshwater lake of Tasersuaq. We paddled against a gusty headwind to the head of this beautiful lake which was hemmed in by steep-sided and sharp-edged mountains. At the furthest end we found a pleasant camp site on the delta where the glacier-fed river poured into the lake. It was the only level bit of ground suitable for the purpose. Our view across the blue waters of the lake was superb, and behind us was the Qinguadalen the most fertile valley in the whole of Greenland, which we planned to explore. Owing to the sheltering mountains surrounding it there are stunted birch trees as tall as 18 feet as well as a dense brushwood which made our day-long hike up the valley rather strenuous. Mathæus was thrilled at the sight of these trees — the only trees in Greenland. In all his forty years or more, he had never before seen a tree of any description although he had heard about them! The Vikings, too, had found this valley and we came across the remains of a settlement, with an old stone fox-trap, on a strategic hill near the head of the valley. As we returned to camp we caught sight of a white-tailed eagle circling high above us. The fishermen in the party had remained in camp and we expected to have a fish supper awaiting us — but they had had no luck that day, although we knew there were salmon and trout in the lake. Later that evening we saw a display of the Aurora Borealis, or Northern Lights, with great curtains of long white streamers sweeping like searchlights across the darkening sky.

Returning three days later from the head of the lake we shot the exciting rapid and regained the fjord. On either side were incredible mountains of the sierra type where the snow could gain a foothold only in the crevices. The windswept ridges at 4,000 to 5,000 feet were always clear and sharply defined against the blue of the sky. Our intended camp site, where the Kimukat joined the fjord, proved to be impracticable with very rough ground and high cliffs, and we carried on until we came to an extensive sand-bar with tall sea-grass as shelter from the wind. The sun had dropped below the ridge of the mountains and, as usual in the evenings, it soon became very cold. After toasting ourselves around a camp fire we were glad to seek the warmth of our sleeping bags.

The morning sun enticed some of us to spend a day exploring the valley and hills behind the camp, whilst the less energetic members spent the day fishing for cod. David excelled as a fisherman, and Herman, the trout angler, was expert at preparing and cooking the fish, whilst the rest of us helped to eat it. Cod taken and cooked fresh from the sea is far more delicious than when packed in ice and eaten many days later. With Werner's expert assistance I was able to repair a broken paddle which had been causing some concern. Rolf, the youngest member of the party, celebrated his 23rd birthday at this camp, and it was here that Mathæus left us to paddle back to Nanortalik where he was picked up by the coastal steamer, and returned to his home in Julianehab. We heard, later, that he had been interviewed by the local radio station. It appeared that our expedition had aroused much interest and a certain amount of publicity. I am not sure whether Mathæus was regarded as something of a hero, or just an oddity!

Greenland — continued

We found the sandy beach sparkling with cat-gold, or fool's gold, and brought some back with us — though of no appreciable value. But the massive glacier which connected the head of the fjord with the ice-cap and all the inland ice, that white desert which is the only completely lifeless desert in the world, beckoned, and we paddled steadily on with a following wind during the next day, pausing only to take an extended lunch break to examine the remains of a further Viking settlement. Near the valley of Itivdlersuaq we established an advanced base camp later that evening. Small icebergs calved off from the glacier, glittering white with translucent deep-blue shadows, drifting rapidly past-borne along the ebbing tide.

A Fonn wind sprang up the next day, coming off the ice-cap and sweeping down the face of the glacier and along the surface of the water with unbridled ferocity; but due to atmospheric pressure, the Fonn is a warm wind. Reinhard invited me to accompany him, in our kayaks, to the end of the fjord to take a close look at the glacier face. It was only by hugging the coast-line round each indentation that we were able to make any headway against the hurricane force of the wind. On landing at the head of the fjord and making the kayaks secure, we found the end-moraine of the receding glacier was immense — ridge after ridge for half a mile before we could reach the glacier face. We found a sample of arctic grass growing precariously in the moraine and I have it pressed and mounted as a very interesting botanical specimen. During its short growing period it has no time to form seeds and it propagates itself by sending up fresh young shoots from the root.

Our return paddle to camp was even more difficult with this wind behind us. We were unable to gain much steerage way and the bows and stern were often high out of the water as we crested the waves, making steering very uncertain and precarious. Several times, in spite of all our efforts, we found ourselves broadside to the wind, which seemed to be playing a game with us. We both felt a strong feeling of relief when we finally surfed into the camp. The rest of the party were wise in their decision to remain on dry land that day.

Later that evening, Reinhard spoke about his plans to make a detailed survey of the "unknown" valley leading from the camp over to the next fjord over to the West, to see whether it would be possible to line the canoes up the glacier-fed turbulent river to the small lake at the watershed, and then canoe down the other glacier river to the fjord over to the West. He asked for volunteers to support him on this rather strenuous three-day back-packing exercise through unknown terrain. I regarded this as the most interesting and adventurous project of the expedition and at once agreed to go with him early the next morning. Two others undertook to support us as far as the lunch stop and then return to camp, maintaining radio contact by means of the two W/T sets we had brought with us for this purpose. I was exhilarated by the project and considered it the culmination of the whole journey. The thought of going where few, if any, had been before, exploring this valley and recording information for the benefit of the Geographical Institute of Copenhagen, and for the benefit of future expeditions, made it all seem worth while.

We set off at 6.0 a.m. and found it tough going through the untrodden tundra with a heavy rucksack. Several times I stepped into unseen hollows or cracks in the dried-out layer of turf or peat above the permafrost, hidden by horizontally growing shrubs of birch or willow. We had to ford the icy waters of the torrent, but the going became less difficult as we approached the watershed, where Werner quickly had a fire going and we had our lunch. After mock farewells and handshakes, Reinhard and I continued on our own across a treeless country of grasses, sedges and bare rock. At the end of a hard day's march we came in sight of the still distant Alpta Fjord in the West, and we made camp, pitching my ultra lightweight tent on the only bit of level, but very hummocky, ground we could find, sheltered by a huge rock from the strong wind that had sprung up. This tent had been returned to the makers for re-proofing after the Lapland trip last year and I was anxious, and a little apprehensive, to see how it would stand up to the climatic conditions of Greenland.

It was an idyllic spot, close to the westward flowing river, and with a circle of fantastic peaks, rising to 5,000 feet, all around us, like sentinels of some enchanted land. In the West, beyond the waters of the further fjord, the jagged peaks rose higher than all the rest, completing the circle. Perfect stillness reigned in this valley, broken only by the song of the river on its gravel bed, and the sound of the wind among the rocks.

Next day we left the tent and walked with lightened packs towards the West, but the going was difficult, with river crossings and rough scrub to impede us, and barometric readings to be made at frequent intervals. This was to obtain an accurate record of the fall of the river, which we found to be navigable — a grade III descent. It would also be useful to the Geographical Institute to fill in a gap as they had no records of this valley apart from some rather inadequate aerial photographs taken at the end of World War II. The area around the fjord we already knew to be entirely uninhabited, and our valley was virgin country, without a trace of any human being or any vestige of litter of any kind, not even the burnt out embers of a hunter's fire. It was a place where "life and the world seemed to be standing still".

It was late in the afternoon when we turned our backs to the fjord and retraced our steps to the tent. We had decided that it was just possible to make the crossing with canoes, on some further expedition with a strong party, but we already knew that our own

party would have none of it.

The next morning was distinctly chilly due to a mist in the valley, and although we were up at 6.0 a.m. and ready to go, we delayed the start of our return journey until after breakfast, when the sun burst through and warmed the air.

We reached the little lake by lunchtime and made radio contact with Werner at base before following the glacier stream to the East. We forded this, thigh deep, and decided to have an icy bath whilst we were still wet. It had been arranged that Rolf and Fritz would set out to meet us and escort us back to camp, but we failed to see them, and discovered later that they had been discouraged by the hard going through the tundra scrub, and had turned back. Reinhard, six feet three inches, was a strong walker with long legs, and he usually set the pace whilst I followed as best I could. As we approached the camp in the evening he insisted that I should lead the way over the last ¼ mile or so — a sporting gesture from a good leader.

The rest of the party, bored with a static camp, were impatient to leave, which they did next morning, expecting us to follow. But Reinhard and I decided to cross the fjord to investigate the Sermitsiaq glacier opposite the camp before leaving the area. We found the extent of the end moraine left by the receding glacier was far more extensive than we had expected — like a moonscape of sterile rocks and boulders and infertile sub soil. Behind it was a lake of melted ice, with a swift stream discharging its waters into the fjord, and on the other side of the lake was the glacier snout. After lunch we climbed the shoulder of the mountain beside the glacier with its many treacherous crevasses, and we noted the Arctic flora found on a diminishing scale as we climbed higher, until finally nothing but scree and rock at no great height.

We woke to another fine, calm day and struck camp, packed our kayaks, and paddled off in the wake of the main party. Our paddling was unhurried and we marvelled at the sight of the fantastic spires of the Kirkespiret rising to 5,000 feet on our right, and the two massive and spectacular rocks of Suikagssuaq on our left, whilst far astern, the mountains and glaciers joined the everlasting icecap and all the inland ice with the waters of the fjord. We made camp several times on the way, in delectable surroundings, wherever we could find a small area of level ground. We sought no records of endurance, or lengthy mileage, but were content to enjoy the long sunny days with steady paddling.

As far as possible, we lived off the country, in order to supplement our rations and add variety to our diet. The mussels which seemed to exist in banks at the water's edge at low tide, were plentiful and wholesome as the water was completely unpolluted. We even found minute "pearls" in many of them. Blueberries grew in profusion around most of our camp sites and they were ripe and sweet, and a source of much needed vitamins. The crowberries and bearberries, though not so sweet, were excellent thirst-quenchers. We found large brown mushrooms of the boletus variety with pores or tubes instead of gills, and these when cooked with our "schmatzfleisch" were truly delicious. Everything seemed pure in this clean and unspoilt part of the country and we enjoyed the products which nature alone provided, knowing that they too were pure and wholesome. Our drinking water, in its purest form, was obtained from melting pieces of iceberg which had calved off from the foot of the glacier snout where it had been frozen for 1,000 years. We also used water from the glacier streams although this was full of minute particles of rock and best avoided. Often on our walks we came across little streams of clear water and this made excellent brews of tea or coffee.

Just before our last canoeing day, our old enemy the Fonn wind sprang up again at dusk. The tents were in a reasonably sheltered spot but during the night we fully expected them to take off in spite of the boulders we had used to weigh them down. We were in a sheltered bay and our little camp site was the most enjoyable one of the whole trip, but the fjord was lashed by the hurricane wind, and water-spouts appeared, spiralling upwards from the surface of the water. Clearly, our intended journey round the headland and with a six mile crossing of a wide bay was altogether too hazardous to be attempted. As the wind showed no sign of abating it was an excuse for another feast of mussels and mushrooms, with blueberry dessert. We then decided to make a long portage across the neck of the headland, hauling the laden canoes like sleighs over the sparse vegetation. We waited hopefully for an evening lull which never came, before launching the kayaks, and the sun was sinking behind the mountains as we secured the spray-decks. At that moment the wind increased in ferocity and we sat patiently waiting for a slight lull before paddling off, under very difficult and testing conditions, around the bay, and finally to our base.

Our chartered cutter had been booked to meet us there next day, but we waited in vain. We learned, later, that it had been held up by bad weather 100 miles away and was unable to keep the appointment, or let us know. Finally, we enlisted the aid of the sheep farmer and his radio telephone. His range was short, like our W/T set, but he was able to get in touch with another farmer nearer civilisation who had a more powerful set. He, in turn, was able to make contact with the captain of the coastal steamer with his ship-to-shore radio, and he was persuaded to make a diversion from his usual route to pick us up. We gave a cheer when our old friend the "Taterak" rounded the point and steamed into the bay. We had to ferry everything across, with the assistance of the farmer and his boat, and finally climb aboard ourselves, reaching Nanortalik far out on an offshore island that night, and in time for the regular



The Equipe slalom design is currently the worlds most successful slalom kayak, but we realise that no one design can hope to cater for the needs of all paddlers, especially where there are differing paddling techniques and traditions. Therefore we have extended the Equipe range for '79 to give 4 models which will suit competition paddlers of all weights, technique and age. Construction has also been altered to give an improvement in strength and a reduction in weight. So why settle for second best when the choice of more current national and world slalom kayak champions is designed and built in Britain. Pyranha Equipe '79 – the standard by which all slalom kayaks are now judged.

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nylon shell with fully adjustable cradle, chinstrap and chincup. Available in red, yellow, blue or white. Price £4.45 (carr £0.60)

'B' ANORAKS

2oz competition weight in orange and yellow with neoprene or velcro cuffs. Sizes small, medium and large.

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4oz heavy duty with neoprene cuffs and contrasting stripe down the sleeves. Available in red and blue and in sizes of small, medium and large.

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'D' SPRAYCOVER

made in 4oz heavy duty proofed nylon with shoulder strap, release cord and special patented tensioning elastic. Made to suit each model of canoe in red or blue. Please state manufacturer and model when ordering.

£5.95 (carr £0.35)

'E' CANOE MITTENS

Made in 4oz heavy duty, proofed nylon in red or blue. Fastened with velcro and having a padded back these mittens are ideal for comfort in winter, whilst still allowing the paddler to retain contact with the paddle shaft.

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Made from 2oz nylon, this bag is 36" long with a 36" circumference to carry all the wet canoeing gear from a weekend.

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Turismo — a very strong, aluminium tipped slalom, training paddle. £24.84 (carr. £1.56)

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All prices include VAT. These prices are correct at the date of going to press but cannot be guaranteed.

Windsor to Richmond

GREENLAND — continued

sailing early in the morning. The next sailing was a week later! It was a twelve hour voyage through the beautiful maze of islands, with calls at isolated settlements to deliver mail and parcels, and sometimes passengers. The whole population seemed to turn out to welcome the steamer, and often the only quayside was a slippery rock at high tide. We reached Julianehab to find Mathaeus on the quay to greet us, together with much of the population. It was a cold evening as we unloaded the kayaks and baggage onto the quayside, and we were grateful for the luxury of a warm room and a sumptuous meal taken in an unaccustomed civilised style later that evening.

The kayaks and heavy baggage were packed the next day ready for shipment to Europe, and we took a last look around the town and a few more photographs. Then early in the morning, the Tatarak took us on the six hour journey to the airfield. We were in Copenhagen before midnight. My tent had stood up to the strong winds, but as not a drop of rain had fallen on it I still don't know whether it is truly waterproof.

I had been able to study and photograph flowering Arctic plants on the narrow coastal strip between the sea and the inland ice, and to discover stone ruins of the ancient Viking settlements of a thousand years ago. I had enjoyed ten days of rather strenuous walking over rough terrain, at the sacrifice of some canoeing days. But the aims of the expedition were wider than seeking a huge mileage, and we seldom covered more than 15 miles in a day by kayak. The voyage by coastal steamer showed us the never ending possibilities for canoe travelling in this part of Greenland with so much virgin territory to be explored. Its magnificent knife-edge mountains, glaciers, waterfalls and short glacier-bed rivers, its pristine landscapes and unspoilt nature, its colourful, hardy people; all these are features that make it a country worth visiting again and again. It is ideal for exploration, and sheltered water can usually be found everywhere among the offshore islands and in the fjords — except when the Fonn wind is blowing, when it is advisable to seek shelter. It is a place to explore and enjoy rather than aiming at big paddling mileage. A region where you live close to the elemental forces of nature in a world stripped to the bare essentials of rock and water. But remember the icy water and the scarcity of landing places and of suitable sites for a tent. It is quite unsuitable for any but experienced paddlers and seasoned travellers, but for those prepared and able to enjoy it, it is a never-ending source of inspiration where one's spirit can be restored and re-vitalised. Perhaps, one day, the arctic will help man to realise his dreams of making the earth a better place to live in. May it never be over-exploited to become a playground for tourism with power-boats, pollution and noise.



Grand Prix Series 2nd Race

by Ken Lovel

Saturday 22 July was a great day for Marathon. The weather and the Thames were ideal and we were to see a Great British team overwhelm foreign opposition in the first International in this country in the Marathon Grand Prix Championships, against teams from Denmark, Eire and Holland. From the start the British paddlers pulled ahead and there was never a doubt as to the result.

The start was very good. It must be obvious to all that Marathon starters should have some instruction to improve the starts. However on this occasion Roland Lawler had matters well in hand.

The K2's led the field with the only point of interest being at the first portage where Fowler/Williams lost their steering following a collision. They paddled on, none too straight a course, to Old Windsor where repairs were carried out. From then on it was a case of watching their progress through the field with a very creditable performance.

It was a pity that the British team were not all wearing GB vests. The K2's were difficult to pick out at a distance. The K1's were a different story with Greenham, Cornish and Belcher most noticeable in their GB vests and paddling through as if they were an inseparable trio. Their approach at the portages sent a ripple of excitement through the watching support crews and were a credit to British racing.

Prize giving was followed by a short reception at the Three Pigeons thanks to the generosity of John Dewars and rounded off a first class day for Marathon Racing.

What of the future? On this form we must win not only Gudena but also the series. This type of event must also be a boost to the International efforts which are being made to have Marathon recognised as a World Championship event.



Results Grand Prix

K2	1st	Duncan/Hancock	GB
	2nd	Truelove/Haines	GB
	3rd	Bourne/German	Royal
K1	1st	Greenham	GB
	2nd	Cornish	GB
	3rd	Belcher	GB

Alaska

by Phil Walton, Dave Raeburn and Dave Hellawell

The Expedition members: Derek Hutchinson — BCU senior coach. L.C.O. Tyne and Wear. David Raeburn — BCU Senior Instructor. David Hellawell — Northern Region National Coach for B.C.U. A.C.O. Northern Region. Philip Walton — BCU Senior Instructor and L.C.O. for Tynedale. All members of the Northern Coaching Panel. George Peck — the only American on the team. Magistrate in Seward, Alaska.

July 1978. How was it that five of us should be huddled in two wet and wind whipped tents in the remote Aleutian islands? We were camped in an un-named cove on the Bering Sea side of the island Unmak. Outside, our kayaks, including 'Resolution' and 'Discovery'; the names chosen to recall the third voyage of Captain Cook who 200 years ago to the month sailed through the Unalga Pass on his way to look for the North West Passage.

This camp was the culmination of over two years of planning and hard work. Like all expeditions it involved bringing together all kinds of talents, contacts, equipment and financial support to make the idea become a reality instead of just a dream.

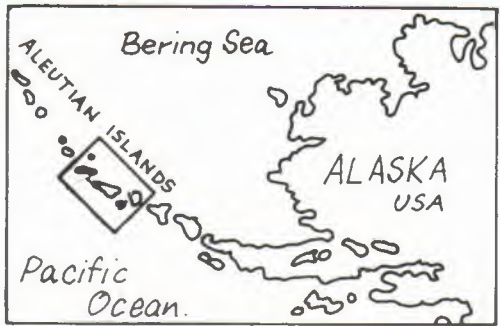
The idea of extended kayak trips on the sea is not new. Derek Hutchinson and Dave Hellawell had taken part in a crossing of the North Sea; a distance of 100 miles in 33 hours, earning them a mention in the Guinness Book of Records. Our objective during June and July was not to break any records. Interest in the Aleutian Islands grew from admiration for the journeys of the native Aleuts in their walrus skin boats called 'Bidarkas'. The seas on which they used to paddle are reputed to be the roughest north of the antarctic and have been called 'Birthplace of the Winds'. The bidarka is now an almost forgotten artifact and we hoped that our journey might reawaken interest in this superb craft.

Dave Raeburn and Derek Hutchinson started the ball rolling, considering possible routes until eventually it was decided to paddle the old Aleut sea route from Dutch Harbour on Unalaska Island to the settlement of Nikolski on the western tip of Unmak Island. We were advised to go north on the Bering Sea rather than pass along the southern shores and risk being pounded by Pacific surf. In fact most of the known Aleut settlements were on the north side of the islands, shrewdly placed to avoid being raked by the 'tsunamis' or seismic waves originating in the Aleutian trench.

Enquiries confirmed that it was possible to transport the kayaks by air to Dutch Harbour and that Nikolski also had an air link with the outside world. Expedition personnel changed twice but by October of 1977 the team was fixed and busy soliciting promises of equipment, help and most of all money to pay the high cost of transportation. George out in Alaska was our 'local agent' through whom we were able to consign the heavy equipment. Gradually promises accumulated but by the end of 1977 the bank account was still short of the target.

Meanwhile the kayak which had been used on the North Sea crossing had gone through two stages of re-design and emerged at 16ft 10ins long with enough capacity in watertight compartments fore and aft to carry more than 160lbs of equipment. (It was estimated that would be enough for camping equipment and food for a self-supporting trip of 30 days). It went into production at McNulty Seaglass Limited in March 1978 and at about this time Harlech T.V. became interested in filming the expedition and our financial problems were overcome.

Reeve Aleutian Airways managed to fit the packing cases containing the kayaks on to a flight to Dutch Harbour. The airport is ex World War II and landing on the only runway is an un-nerving experience with sea at both ends together with two windsocks which



frequently pointed at each other as the winds came curling around the mountains. Another unconventional feature is the loose surface of the runway so that landings and takeoffs are always accompanied by a hail of gravel. Nevertheless the place became home for a week as we packed and repacked our equipment and got to know some of the local people.

It was in Dutch Harbour that we suffered our first set back. We had anticipated with awe meeting killer whales and sea lions during our trip but it was rats, foxes and mosquitoes that actually gave us problems. Rats spoiled four days of food, nibbled through every panel of one tent and disturbed our sleep. Later a fox cunningly removed the meat course from a day's food pack. On the odd occasion when the winds dropped mosquitoes and 'no-see-ums' emerged in swarms to draw our blood.

The weather in the Aleutians has a terrible reputation and wrecked buildings with wood stripped of paint bear witness to the 100 m.p.h. winds. We encountered 60 m.p.h. but fortunately the patched tent stood the strain, while locals encouraged us by saying it was the worst summer weather for 25 years. The average monthly rainfall for July is two inches; there were two inches in the first two days — and it continued to pour.

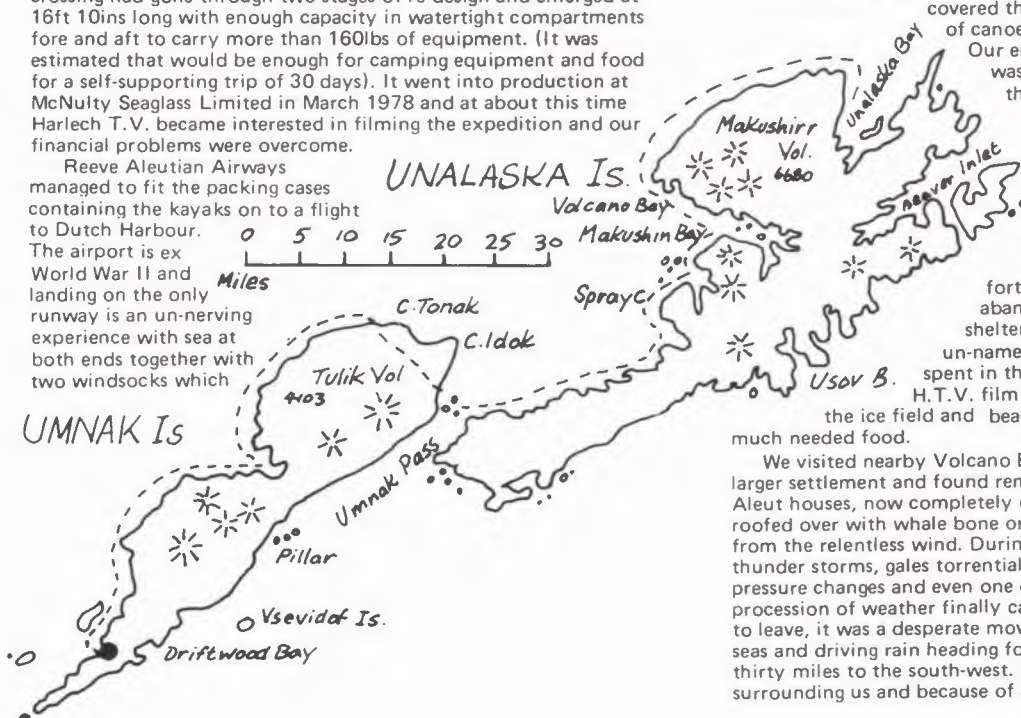
In spite of the atrocities of the weather we enjoyed moments of pure idle. There is nowhere quite like the Aleutians. The paddle to this camp site was long and hard. It ended with a slog across a wide bay of black volcanic sand looking for a break in the surf to bring in our laden kayak. Then we spotted the ideal camp site! Sheltered in a hollow in the dunes it is approached by a broad crystal stream which provided fresh water. The evening cloud separated to reveal Mount Vsevidof, 6920 feet high a neat volcanic cone looking like an iced cake with a wisp of smoke coming off the top.

Exploring our surroundings we noticed twenty bald eagles circling the river drawing attention to the Sock Eye salmon running up to the spawning grounds in the lake behind us. Food was our immediate preoccupation and we spent some hilarious hours using homemade gaffs to catch salmon, a process which soaked and covered the fishermen with mud. The advantage of canoeing clothing became more apparent!

Our enthusiasm for wilderness camping was quickly tempered however during the early hours of the morning when George's tent was damaged beyond repair and the second tent almost blown away. We put our two remaining tents up more carefully after that. In fact the 60 m.p.h. winds kept us storm bound in Reese Bay for three days.

Our next important camp was forty-eight miles on near Makushin village abandoned in 1945. The location is ideal, sheltered on three sides by volcanos and un-named mountain peaks. Seven days was spent in this delightful bay as our party and the H.T.V. film crew divided exploring and filming the ice field and beaches surrounding it and fishing for much needed food.

We visited nearby Volcano Bay where there had been an even larger settlement and found remains of ancient "Bar Baras" all Aleut houses, now completely overgrown and six feet underground, roofed over with whale bone or driftwood to shelter the inhabitants from the relentless wind. During our enforced stay we experienced thunder storms, gales torrential rain, sudden temperature and pressure changes and even one day of sun. When a break in the procession of weather finally came late one afternoon and we decided to leave, it was a desperate move. We battled through steep head seas and driving rain heading for another Aleut village site, Kashega, thirty miles to the south-west. After an hour of dense fog surrounding us and because of a hostile coast line we were unable to



Alaska — Continued

land. By 9 p.m. after travelling blindly on compass bearings we decided to come ashore at the first suitable place. Having rounded the infamous Spray Cape which lived up to its reputation providing hay stack sea conditions we were rewarded by the lifting of the fog like a giant curtain revealing a spectacular view of the sea, sun and snow capped mountains — briefly.

After arriving at Kashega we managed to light a wood stove in an abandoned hut to dry out our equipment and settled in. During two days of beach combing excursions we discovered 3 rare glass balls. It was the practice of every Japanese fishing boat to have a glass blower to manufacture glass balls for floating fishing nets. These glass balls were in all sizes from a few inches to 15 inches in diameter. The larger the ball the rarer they are. Alas, due to their size and weight we were unable to carry them in our kayaks. It was a heartbreaking decision to have to leave them behind. So anyone who would like to go to Kashega, by the sunny Bering sea, are welcome to 3 glass balls.

The only reason we could find why the Aleuts built a village in such an inhospitable place as Kashega, was because it was situated at the narrowest point of the island. This enabled them to carry their Bidarkas Kayaks from the Bering Sea coast to the Pacific side of the island.

A few miles of easy paddling from Kashega at an aptly named island, Split Rock, we came across human remains in an ancient burial site. This rock had apparently been used as a look-out as they were often invaded by rival Aleuts from neighbouring islands and later traders.

Sixteen days after leaving Dutch Harbour we arrived at Chernoski Sheep Ranch but only after paddling the last 5 miles through a force 9 gale and arriving at 11.45 in the evening. Even our best friends wouldn't have wanted to know us — 'B.O.' you know. Showers and hot water were very welcome.

Milton Holmes is the owner of sheep ranch and with his wife has been running it for 22 years. As Milton says, with one ranch of 380,000 acres, much of it un-mapped and un-fenced, how does one count sheep. The sheep are so wild they have no herding instinct and roam in two's and three's.

After 5 days at the ranch we pushed on to Umnak Pass as time was running short and this was our most dangerous crossing. From information gleaned we knew Umnak Pass to have 10 knot tidal streams and constant tidal rips. We approached with the utmost caution, only to find the sea to be like a mill pond, a relief but also an anti-climax. We were escorted through the pass by a school of 20ft pilot whales which came within 25 yards of the kayaks.

Time was desperately short so we gratefully accepted a lift from the Miller family of Umnak Ranch on their pre-war truck across the trip of Umnak Island, saving us a day's paddling and also enabling us to see the interior of the island.

The journey across country, along the volcanic ash road, when it had not been washed away, was typical of the Aleutians. The truck broke down at least 13 times during its 20 mile journey but eventually we got to an area known as the "Weeping Wall". The strange name was given to the sea cliffs so riddled with water falls that they look as if they are crying tears. We roped the kayaks down the 120ft cliffs on to the water again.

This particular 35 mile trip involved 20ft sea swells and extremes in air temperature as we were receiving cold icy blasts from the ice fields and warm air from the land. We encountered for the third time in our trip a large sea lion rookery. To finish our long day we were rewarded with yet again gales and arrived at our camp site at nightfall, mentally and physically exhausted. By the time we crawled into our sleeping bags, cold, wet and miserable, we had been on the move for 20 hours before making Hot Springs Cove.

From Hot Springs Bay and our last Camp with its view of Vsevidof Volcano we paddled on into our last day. On 18th July the village of Nikolski appeared. Word had got ahead and the whole village, all 56, were on the beach to greet us. Even the eleven school children had been given the day off.

We talked to elders who had been taught kayaking as children, but as far as we could ascertain no Bidarka had been used since 1939 when the village had been evacuated to the mainland. Perhaps the warmth of the welcome they gave us had something to do with our desire to promote the sea kayaking. Our only regret was that we did not have more time to spend in teaching the children to canoe.

Medway Racing Blues

Hanging from the root of a tree I swung down the muddy bank into the cockpit of my borrowed K.W. Racer. This was only the second time I had been in this racing kayak and I wobbled from side to side. I gently eased forward towards the start line where the row of canoeists stretched shoulder to shoulder across the river. Here, I stayed a few yards behind the start line as I had been told that without a rudder I would be swung to one side in the melee of the flying water and trashing paddles of the start. A voice over a megaphone courteously asked if I would like to join the start line, I shook my head, "Ready Go." The air was filled with blinding spray and gobbets of foam, a tidal wave swept towards me. I violently slap-supported on both sides almost at the same time, and by the time I had recovered my balance the rest of the kyaks were disappearing round the first bend.

With arms straight, I dug my right hand blade firmly into the water close alongside the kayak and clipped it our neatly at the hip, I turned a semi-circle to the left and had to do a hard left sweep-stroke to recover. With straight back, arms high, pressing firmly on the footrest, swinging my shoulders, I raced towards the first bend. Round the bend and out of sight of the spectators I thankfully slumped forward and resumed my usual slob stroke! I paddled steadily on up the river, wave after wave of racing canoeists from other classes overtook me. A K2 entry from my own club almost capsized me, the canoeists were most upset because one of the unwritten rules of marathon racing is that one does not intentionally capsize members of one's own club. The Women's Class swept past, all showing fine form. As I approached a bridge two junior doubles came up fast behind me, I edged towards the left hand pier of the bridge to give them room to pass. Intent on their own private war they were also heading towards the left hand arch, too late they frantically did an emergency stop. There was the noise of crashing blades and the grating of paddles as they stuck the stone arch. Seeing they were bigger and stronger than myself I apologised, but they just looked at me with a glazed expression, sorted out their paddles and paddled away at full power intent on their own battle.

The second portage involved an easy climb up the dry slope of a weir, but as I prepared to launch from the top of the weir I saw coming down-river towards me two senior M2's racing neck and neck, having already turned after the six miles upstream. They were soaked in perspiration and their

Tee-Shirts were covered in water flung up by their paddles. Their foreheads showed deep furrows of concentration and they had grim set lips. I jumped into my kayak and pulled away just in time. They both smoothly drew up alongside the top of the weir, jumped out, ran down the slope and in and away still neck and neck. Later, at the prize giving, it was announced that they had finished so closely that it would have been invidious to distinguish between them and they were awarded a joint first prize.

I turned at the top bridge and began the long return passage. All the fishermen were most friendly and they gave me encouraging shouts of "Keep going mate, Not far to go now, The others are not very far ahead". I paddled past a boys youth club camp where a billycan was being heated over a wood fire, they shouted that if I cared to hang on a few minutes I could have a brew with them; I was strongly tempted but paddled on. Now began the hard part of the race, the long haul home. I was sure that round every bend I would find the finishing line, mile after mile passed, but at last there was the finishing line ahead. I straightened my back, arms high, paddles entering by the side of the kayak and clipping out smartly at the hip, swinging shoulders, pressing firmly with my feet on the footrest I surged over the finishing line — last.

Tony Segal,
98 Vine Lane,
HILLINGDON,
Middx.

FILM HIRE

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29 Sept. — 1 Oct

Senior Instructor (Inland) Training and Assessment at Pangbourne. Full details from P. Holloway, 6 Kit Lane, Checkendon, Reading, Berks.

Supplies

The manufacturers of Anoraks and Holdalls which are normally supplied on 28 days delivery, ask you to bear with them as the amount of orders and staff difficulties during the summer may extend delivery times. All other BCU goods will be sent in a few days of receipt of order. If you have any queries write to Brian James, the BCU Administrator.

Concrete Canoes

"Go paddle a concrete canoe", may sound slightly sinister to most of us — something akin to getting the concrete waistcoat treatment.

But to a hundred or so British university and polytechnic students, meeting to do battle at the Cotswold Water Park, South Cerney a few weeks ago, it was all in deadly earnest . . .

For this was the first concrete canoe race meeting ever held in Great Britain.

Last year the Concrete Society, which as its name suggests promotes the use of concrete, decided to hold the completion for UK universities and polytechnics to test interest in such events and, of course, in the long run encourage investigations into the use of concrete.

This was not the first time there had been concrete canoe races . . . few readers will be surprised to hear that the Americans beat us to it by a number of years, the first recorded such event being held between civil engineering students from the universities of Illinois and Purdue on the Inland Sea, a tiny lake in east-central Illinois on May 16, 1971.

On that occasion the Illinois canoe weighed in at a shattering 360 lb., compared with Purdue's 125 lb. and the American Concrete Institute Journal observed that honours were about even after a series of heats over a 1240 ft course (sic) the record time being 2 min. 46 sec. Both craft were made of ferro-concrete.

Since then this strange branch (if it can be called that) of our sport seems to have gained quite a hold in the States, with reports in the ACI Journal of October '76 of veritable series of 'regattas' involving Kansas State, North Carolina State, Illinois, Kansas and Wisconsin-Madison universities.

Production techniques have developed apace since those first early tentative sorties on the Inland Sea, with various exotic cement/fibreglass/polystyrene/latex/shale/ash/resin mixtures bonded to or around a variety of steel rod and mesh skeletons, most of the boats dropping to less than 100 lb and achieving a specific gravity of less than 1 (and therefore floating even when swamped, without additional buoyancy).

It was probably the latter reports which spurred the Concrete Society on to organise the British entry into the concrete canoe game, and last year they sent letters to most universities and polytechnic civil engineering departments inviting them to take part.

An A4 sheet of rules was devised stipulating, amongst other things, that boats 'should not exceed 4.5m in length and 1m in width', 'that the canoe must float when filled with water', that 'no form of propulsion other than paddles may be used', and that advertising matter on the hulls was not allowed.

There were two classes, one for boats with entirely ferrous reinforcement and the other for boats where any kind of reinforcement was permitted.

All entrants had to be civil engineering undergraduates and had to have been involved in actually building the boat. There were singles, doubles and team events in both slalom and sprint.

Originally there were to be regional events, but in the end, for various reasons, only one main event was held, in Gloucestershire and attended by 15 colleges as far apart as Cardiff, Imperial (London), Bolton and Portsmouth, and including a pretty even distribution of polytechnics and universities.

One typical contribution was that of my own polytechnic, Trent in Nottingham. Lecturers Howard Joynes and Steve Cooper (himself a former ranking slalomist) heard of the competition and decided that in the cause of education (and dare we say it, some fun, too!) they would have a go.

Accordingly three or four months ago they and a number of Trent civil engineering students set out to reach the design and construction of concrete canoes, reading up the American experience and experimenting with concrete mixtures and hull strengthening techniques.

Eventually, after much trial and error, final-year student Bob Stone, with their help, came up with an ultra-light-weight concrete mix which consisted of concrete powder, minute polystyrene balls and sawdust, which was both strong enough and light enough for the project (and conformed with the rules). In fact it was considerably inside the requirements at 0.6 specific gravity.



'The thing is — does it float?'. Staff at the National Water Sports Centre, Holme Pierrepont look on awestruck as the unusual craft is launched on the 'pond'.

As usual the proof of the pudding etc., etc., and since the boats had never been properly paddled and the students had never paddled any type of canoe before, the team spent every evening of the week before the competition learning how to handle them on the 'pond' at Holme Pierrepont (better known to most of us as the scene of rather more conventional aquatic competition!)

Although looking rather more like a Stone Age dugout than a conventional canoe and lacking modern design refinements, the two boats handled remarkably well and the crews rapidly gained confidence during the week under the amazed gaze of local racing paddlers who train there on weekday evenings.

And their persistence and ingenuity paid off on the big day, with a second and a third for the Trent ladies, and a third, a fourth and a sixth for the men. "Not a bad result for the first time round", was the general verdict.

On a more official note. "The project was certainly worthwhile from the educational point of view, as well as being great fun to carry out", commented Steve Cooper.

Would they be doing it again next year if a race was held?

"Certainly, and next time we will be a lot better prepared to deal with handling problems brought about by inadequate design as well as providing more sophisticated backup for the paddlers, which was also a key to success on the day." What started out as a design competition had become a sporting event!

I understand that as a result of the venture, heats will be held on a regional basis next year, with a national final.

It looks as if concrete canoe racing has arrived in Britain . . .

N.W. Canoe

A meeting to consider the formation of a N.W. Canoe Association will be held at 7.30 p.m. on Wednesday 15th November 1978 at the house of Maurice Rothwell, 21 Windsor Road, Clayton Bridge, Manchester M10 6QQ which is within 15 minutes by car from the M62.

The meeting will be to consider objects and duties and the headings for a draft constitution. At this stage no binding resolutions will be passed but it will be proposed that a steering committee be appointed who could consider a draft constitution and submit it for approval at a later date to an inaugural meeting.

The area to be considered will be that of the N.W. Sports Council i.e. Lancashire, Gr. Manchester, Merseyside and Cheshire.

A notice giving a fuller agenda and a sketch map for finding the house is being sent as soon as available to the secretaries of clubs on the B.C.U. list but individual members and any other persons interested in Canoeing but at present unattached will be welcome until such time as a constitution has been approved.

Copies of the notice may be obtained by sending a s.a.e. to Maurice Rothwell at the address given in the first paragraph.



Where it all began. The steel rod and mesh frame of one of the Trent Poly concrete canoes.

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ASK FOR MR. ANDERSON

AGENTS REQUIRED.

Star Tests

The National Coaching and Development Committee of the British Canoe Union proudly presents **THE 'STAR' TESTS**.

These are a series of tests of canoe handling skills from grades 1-5. They are designed for young canoeists of all levels of ability who wish to show to themselves - and to others - that they have achieved a recognisable standard of performance. And have a really superb Certificate and Badge to prove it!

The first grade - **1 STAR** - is for beginners. If you have just learned to canoe, but can keep reasonably straight - and stop in an emergency - and turn effectively - you should pass.

The second grade - **2 STAR** - is for those who have improved. You must be able to paddle well, with reasonable style just beginning to show through, both forwards and backwards; move sideways under control; recover when off balance; get out when under water without panic; and rescue with help, a fellow canoeist.

The third grade - **3 STAR** - shows that you are competent. Deep water recovery, effective sculling, bow rudders, eskimo rescue, and the beginnings of eskimo rolling must be performed well.

Grades four and five - **4 STAR** and **5 STAR** will not be 'launched' until next year. Four star level will involve competence in either white water grade 3 or surf up to 4'. Five star is for the 'expert' who can do anything that can be reasonably expected to be done in a canoe in a grade IV rapid, or up to 6' surf.

How far are you along the path to canoeing success?

To find out, contact your nearest qualified Senior Instructor, or your Local or Area Coaching Organiser. Failing that, contact BCU Headquarters and ask for your local organiser's address.

The test is free! For a certificate and badge you send off 50p together with the official pass slip direct to Headquarters.

The badges and certificates are beautifully produced by courtesy of ROBOSERVE, to whom the BCU is very much indebted for their sponsorship of this new scheme.

Please note

You will not be able to skip grades. If you are reasonably competent, and able to perform to three-star level, your assessors will put you through the three grades at the same time. However, you need purchase only the top grade badge and certificate for which you pass - unless you want the others of course!

Many canoeists are already proudly displaying their Certificates and sporting their Badges. Hurry now, and obtain full details of the test syllabus through your instructor or teacher.

THE 'STAR' TESTS AND MEMBERS OF THE COACHING SCHEME

All qualified Senior Instructors may test for grades I, II and III. You do not have to be an 'Examiner' as for proficiency tests.

If you have not received full details please obtain them from Headquarters.

You may either give our the 'pass' slip to the candidate(s), who then send them to HQ with their 50p (25p badge, 25p certificate); OR you can collect the money and send the slips and money your-

self, receiving the certificates and badges back to you - or to a teacher, or scout leader concerned - for group presentation.

Please read the 'notes for guidance' (ST2) carefully, in conjunction with the requirements for the test (ST1), and ensure that candidates are up to the required standards. There is no fee payable for a 'fail'.

THE STAR TESTS AND THEIR RELATIONSHIP TO THE EXISTING PROFICIENCY AWARDS

The 'Star' Tests in no way supersede or affect the existing Inland or Sea Proficiency Tests. They are an entirely different, though complementary, concept.

The Proficiency Tests are very much geared to expedition preparedness and experience. The 'Star' Tests are concerned only with the performance of handling skills. Being a 3-Star canoeist has no direct bearing on a proficiency test. It does not excuse the candidate from any part of the test.

What it does allow for is this. Where a candidate presents him or herself for proficiency, but the necessary background experience in expeditioning (ie three one-day trips) is lacking, or suspect, you could offer to test for 2- or 3-Star as an alternative. If the skills performance is suspect, you may still find that 1- or 2-Star could be achieved. Thus, rather than fail the candidate, you can give encouragement, and indicate just how far along the path to success the candidate has travelled.

The Star Tests enable us to protect the proficiency tests, and restore them to their rightful place - that of indicating competence to be safe in a touring situation.

The Proficiency Tests are still the correct and only path to coaching awards. The Star Tests have no direct relevance.

One test only has been affected by the Star Tests, and that is the 'Elementary'. This is now the 1-Star test. It is, in fact, the same test, defined.

ACKNOWLEDGEMENTS

The concept of a system of progressive grades in canoe handling skills tests, originated with the Southern Coaching Panel, and in particular with Mr Terry Houlihan, who was area organiser at the time.

Extensive field trials were implemented at the Calshot Activities Centre, and the tests were gradually refined into their present form. The Hampshire Association of Canoeists sponsored these first trials.

The NCDC are extremely grateful to the above. Also to their Director, and to the Director of the British Canoe Union, for the final presentation.

The quality of the material, and the impact of the tests, would have been minimal but for the extremely generous sponsorship of ROBOSERVE, to whom we again tender sincere thanks on behalf of the whole Union.

G.C. Good



New from B.C.U. Supplies

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Federalisation — Debate

By Peter Hewitt

This letter is to explain why I am in favour of the proposal to Federalise the BCU. To simplify the discussion, I shall refer to the proposed Federal body as the BCF, although I happen to favour keeping the name "BCU".

Canoeing in this country has outgrown the present structure of the BCU. A major change in the organisation is required if proper attention is to be given to our sport. One way of achieving this is to employ more professional staff, but who would pay? The membership fee is high enough already. Anyway, this would only postpone our problems, which are caused by a top-heavy management structure. All the work is done by National Committees, which worked ten years ago, but are now swamped by the work load. Much of this load is on local matters, but there is no local structure able to handle it, other than those groups which have created themselves to try to sort out the back-log. In England, some Regions have been established without as yet any clear mandate within the BCU constitution, and each of the three non-English countries in Britain have found it necessary to establish National Canoe Associations. A clear indication of a need for change. The proposed Federal structure uses the four existing bodies in an elegant solution to the problem, simply re-allocating responsibility within these four bodies and setting up a small central authority to coordinate and liaise, and also to deal with Central Government and International affairs.

The Scots, Welsh, and Northern Irish already have National Canoe Associations ready and willing to take on their National affairs. As the proposal says, the present BCU is 90% English, so all that is required is to rename it the English Canoe Association and narrow its terms of reference and the main reorganisation is achieved. Finally a Central body, the BCF, will be comprised of members of the four National Canoe Associations, in proportion to, and with voting powers commensurate with, their respective memberships. Thus the ECA will have most members on the BCF, and will also have a power of veto over all BCF matters. But this does not give the ECA dictatorial powers, because she will require agreement of at least one other National Association actually to implement anything.

Consider some specific examples. The BCU Access Committee is responsible for access in all of the British Isles. Surely this is too much for any one Committee to handle. Instead, there should be four Committees, each specialising in the legal and administrative system of one of the four countries. When negotiating with a Scottish landlord for preference over Scottish fishermen, the Scottish Canoe Association is clearly better placed than an organisation with an English address.

The present system requires meetings to be attended by people from all areas of Britain although most of what is discussed is of interest only to a few of those present. The result is that meetings involve large travel costs (paid for by your membership fees), have too much to discuss, and get too little done. If the committee was only responsible for one area of Britain, the travelling involved would be less, so meetings could if necessary be held more often, there would be less to discuss, and so more would get done.

There has been much discussion about Regionalisation of the BCU. The justification for this is that within England there are enough canoeists to be able to delegate organisation and administration down to a regional level. But the BCU has made very little progress with the proposal, partly because meetings of the BCU Council are attended by members from all over Britain and are swamped with National and International affairs. There is no body able to devote itself to this entirely English matter. Under a Federal structure, the English Canoe Association could meet as often as required to give this matter the attention the English feel it deserves.

Of course, every English canoeist will be concerned that the National Associations of Wales and Scotland might negotiate only for their own members. But a vital principle of the proposed Federal structure is reciprocity of membership rights. Thus while each Canoe Association will be negotiating with local landowners for improved access for local canoeists, any agreement reached conferring rights on members of that Association will automatically confer those rights also on members of the other three National Associations. Only the BCF will have the power to alter this situation, if for instance it is proposed to restrict attendance at competitive events in order to limit numbers. And to be accepted by the BCF such a proposal must have the support of the ECA.

The proposed restructuring of the BCU therefore offers a better division of responsibility for the administration of canoeing within the British Isles. The division will be on National lines, in keeping with the division of local government, legal systems, and National loyalties. The English will retain full rights to all activities of the other National Associations, and also will retain a power of absolute veto within the BCF. In exchange, the other three National

Associations will obtain freedom of action in local affairs, and a clarification of their status within the British canoe management structure.

I believe the proposal benefits canoeists of all parts of the British Isles. I shall vote in favour of the proposal.

by Pat Cheney

Federalisation is unnecessary, expensive, harmful to the interests of the paddlers and a danger to the democracy of the BCU.

Only a few people want to alter completely the structure of the BCU. They want to do this so that they may have power over the clubs and committees of the BCU. A power not given to them by the members via an election.

Canoeing in Britain needs more money, and more help for the clubs and event organisers. Federation will prevent such improvements.

Almost £10,000 has been spent in presenting the case for federalisation, the legal advice, the travel, meetings and administration. Members of the BCU cannot and should not have been put to this expense.

The priorities for the BCU are:

1. To increase the membership of the BCU.
2. To improve the services from HQ to the clubs and members.
3. A strong policy for greater access to all water.
4. More administrative and financial assistance to the coaching scheme.

Federalisation with its cumbersome structure will be too slow, too expensive and too preoccupied with politics to take positive action.

Retain the British Canoe Union as it is. Let us all work together for the good of canoeing as a sport and as a recreation.

Let us keep the control of the British Canoeing in the hands of the majority rather than the grasp of the few.

Reject the federal structure and help make the British Canoe Union bigger and better for all canoeists.

APPOINTMENT OF NATIONAL COMPETITION COACHES

A — For RACING & MARATHON B — For SLALOM

Applications are invited for the following 2 positions:—

- A A National Coach to organise the Competition Coaches (Racing) Scheme in order that Racing and Marathon paddlers at all levels may be provided with sufficient qualified coaches and instructors.
- B A National Coach to organise the Competition Coaches (Slalom) Scheme in order that Slalom paddlers at all levels may be provided with sufficient qualified coaches and instructors.

Such National Coaches will be expected to attend conferences held in connection with their work. (At present these are held annually).

The successful candidates will be expected to make positive contributions to the formulations of the policies for the Schemes as laid down. They will be expected to maintain close contact with the Racing and Marathon disciplines on the one hand, and with the Slalom discipline on the other in the execution of their duties.

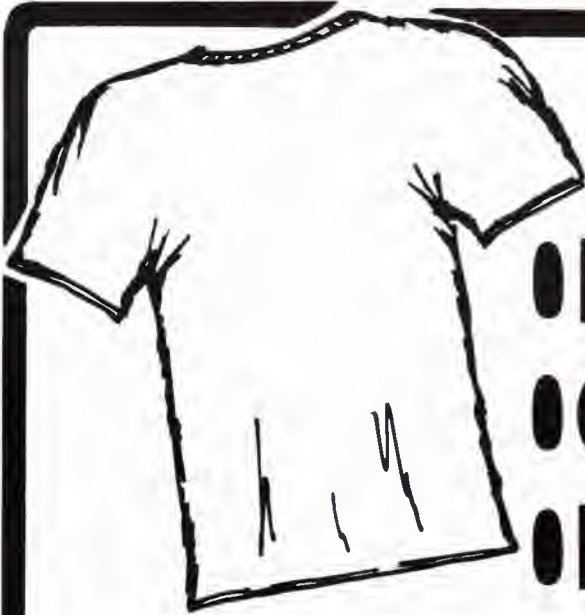
These part-time appointments are honorary; but the successful candidates will each receive £500 per annum as a contribution towards his expenses. Any fees which he may earn as a result of the appointment will in no way affect the above arrangements. Each will be responsible to the BCU Council through the Director of Coaching and the National Coaching and Development Committee.

APPLICATIONS

No application forms are being issued.

Letters of application, which should include a summary of relevant experience and qualifications, together with the names and addresses of two persons to whom reference may be made, should be sent to

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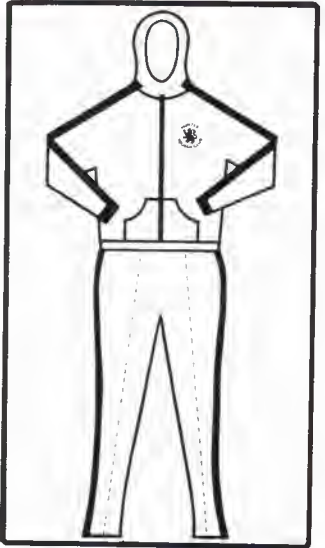
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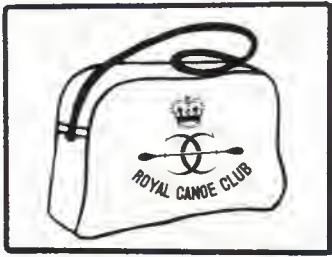
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