

# Canoe Focus

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MAGAZINE OF THE  
BRITISH CANOE UNION

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CHAMPIONNATS DU MONDE  
DE CANOE-KAYAK 1979  
JONQUIERE & DESBIENS

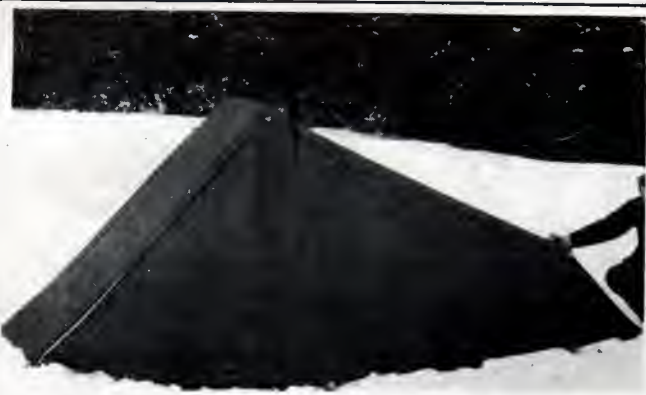
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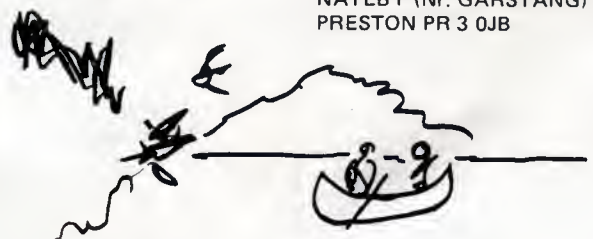
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# Canoe Focus

NOV.—DEC., 1979

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EDITORIAL CONSULTANT:  
Michael Gordon Smith.

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EDITORIAL OFFICES:  
Flexel House, 45-47 High  
Street, Addlestone,  
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## EDITORIAL

You will see that considerable emphasis has been given in this issue of Canoe Focus to the outstanding successes achieved by our competitors in international events this year. The winning of one Gold, three Silver and three Bronze medals in World Championship competitions are the best results we have ever obtained, and the occasion cannot pass without special remark.

Following the resignation of Gordon Richards as Director of the British Canoe Union, and thus as Editor of Canoe Focus, this issue has been produced by an editorial board composed of members of Headquarters staff.

Despite our lack of professional expertise, we hope that you will enjoy reading the magazine, which hopefully will contain something of interest to all our readers. It is anticipated that we shall be able to report to you the permanent arrangements for publishing Canoe Focus in our next issue.

RONALD EMES

## MEMBERSHIP REMINDER

Membership is now due for renewal. Forms were sent with the last issue of Canoe Focus and are available from affiliated clubs. Please renew early. Members with Standing Orders should cancel them immediately, as they are now out of date. It is hoped that Direct Debit will be introduced shortly.

Members resident in Scotland and Wales should pay their fees directly to their National Associations.



### A GLIMPSE OF PADDLING HISTORY

*This historic photograph of a Rob Roy canoe, The Harmony, built between 1862 and 1864 by William Biffen, of Hammersmith Engineering, for Campbell Mellis Douglas, a Canadian, was taken in Canada by Fred Johnson, the Commodore of the Canadian Canoe Association, and given to Alan Kennedy at the World Slalom and Wild Water Racing Championships which were held in Jonquiere this year.*



# CANOE RACING WORLD CHAMPIONSHIPS

After the successes of the British teams in the World Championships held in Canada and Finland, the racing team left Britain with high hopes for a similar success. The Championships returned to Duisburg, the home of the German Canoe Federation, in Northern Germany, on a course that has seen vast improvement to its technical and accommodation facilities over the past few years. The British team assembled at Royal Canoe Club early on the morning of Tuesday 14th August for the drive to Duisberg by Luxury Coach. We would be competing in all events except the C2 events, and the team was joined on the coach by supporters and members of the Canoe '81 Committee who were going over to study the organisation of the Championships.

The weather reports were not very hopeful with warnings of gales and it was expected that the crossing from Dover to Zeebrugge would be very rough. Surprisingly, the seas were fairly flat and the trip was fairly smooth. Late on the Tuesday, the team arrived at their accommodation in Glamorgan Barracks, Duisburg which had been provided by the British Army. The next morning the strength of the opposition became obvious with all the world's top countries present, 31 nations in all.

## Ceremony

The Wednesday evening saw all the teams assembled at the football ground for the Opening Ceremony. The townsfolk had turned out in force and paid up to £1.50 for their tickets. With a crowd estimated at over 30,000 the teams paraded into the stadium. The British team, with a distinguished looking Ron Emes bringing up the rear, received one of the loudest cheers from the crowd.

After a few, thankfully short speeches, the team were allowed into the stand to watch the entertainment. This was excellent with displays of remote controlled model airships, trick driving, flag waving and three bands, together with a gymnastic display. The culmination of the display was tightrope walking with the rope from the ground to the top of the stand opposite. The angle of ascent was about 30% and the height of the stand looked in excess of 200 feet. All eyes watched as a lone performer walked up the rope, supported by ropes from the ground, towards the stand roof. He finally disappeared onto the roof where the spotlight remained. Everybody

expected the walker to descend and were surprised when two girls came down on pulleys, firstly supported by an ankle, then by her teeth.

The finale was a motorbike carrying two other girls that ascended the rope then reversed down it. This concluded an excellent evening's entertainment and the crowd left the stadium happy. We reached the car park, which must have held well over 1,000 vehicles, expecting the usual traffic holdups one associates with this type of stadium. However, after about ten minutes to get out of the car park the traffic flowed freely and we covered the few miles back to the barracks in a few minutes.

## First Race

Thursday morning was the start of the event proper and all British supporters awaited our first race, event 3, which was the K1 1,000 metres. However, we came last with a performance which was repeated in C1 1,000 metres and Ladies K1 500 metres. This pattern of results continued and after two days of heats and repechage we have only four paddles through to semi-finals. They were: Neil Robson, K1 1,000 metres; William Reichenstein, C1 1,000 metres; Grayson Bourne, K1 500 metres; Money / Perrett / Smither / Wetherall, K4 500 metres Ladies.

The first event off on Saturday morning was the K1 1,000 metres Men with Neil Robson representing Great Britain. His semi-final is probably the slowest of the three and he possibly could reach the final. However, he finishes 5th in 4.03.90 and is eliminated. In the C1 1,000 metres Men semi-final we see Willie Reichenstein finish 5th in 4.41.27 and out of the event. So at 9.45 a.m. on the Sunday morning all British interests have disappeared.

The afternoon sees the first of the finals with the East Germans and Russian National Anthems becoming well known. The only non-Eastern Block victory is in the K2 1,000 metres in which Rasmussen/Soyland of Norway fight off Russian and Hungarian opposition to win in 3.36.19 almost a second in front of the Hungarian crew of Szabol / Bako.

Sunday morning we again have two early semi-finals and the hopes are raised again. We see our competitor Graham Bourne go out finishing 5th in 1.56.42 with the slowest qualifier in any semi-final being Claessens of Belgium (1.53.92) in Grayson's race.

## SWEEPING THE BOARD

*Marie Clarke and Pip Wheatley, the Trent Polytechnic Civil Engineering students who swept the board in the Ladies' events at the second Concrete Society Concrete Canoe Race at the Thorpe Water Park recently, winning the Ladies' Sprint, Ladies' Slalom and Ladies' Overall Winner prizes. Marie entered her third year on the Trent BSc Hons. Civil Engineering course in September. Pip graduated this summer and will be working for McAlpines in Leeds.*

*Picture by Steve Goodman, Trent Poly Civil Engineering Dept.*

In the Ladies K4 500 metres we see five countries fighting it out for the last three places in the final. The British team finish 5th 1.51.42 and are eliminated with U.S.A. (1.48.90) whilst Hungary (1.45.76), Rumania (1.47.11) and Sweden (1.48.00) qualify.

Our interest is only now in the 10,000 metre events but the trend was continued in the K4 event where our crew finished ninth in 37.56.25 with Russia winning yet again in 36.05.46. The afternoon was again dominated by Russia and East Germany whose national anthems seemed to alternate throughout the afternoon.

The final two events, K1 10,000 metres and K2 10,000 metres, which would run concurrently and give us our best chance of the day, but despite being with the leading pack for most of the race our paddlers faded in the last 1,000 metres and Brown/Dimmock (41.46.23) and Alan Williams (46.38.79) both finished 7th.

## No Medals

So it was over. Britain's tally was no medals and only seven points for the long distance events. The points list shows the British team in equal seventeenth place with Belgium. The Russian and East German teams took 12 of the 18 gold medals.

A question must now hang over British Racing Canoeing. Are we a world class power or are the "professional" Eastern Block countries in a class of their own.

One point of interest at this Championships was a demonstration of races for blind paddlers. The blind person paddles the canoe whilst behind sits a young coxswain, who is sighted, steering the boat. This race proved that canoeing, as well as rowing, lends itself as a sporting activity in which the blind can compete.

So we return home with the knowledge of "how it is done in Germany" but we experienced the inflexibility of the German system, and the inability of anyone in their organisation to make a positive decision.

Now we must look forward to the 1981 Championships in England and hope for a better performance.

**BRIAN JAMES**



# Wales gets a National Outdoor Pursuits Centre

Nothing persists save change—and technology is pushing it along. One result is that people have more time for sport, leisure and recreation and the numbers of participants are increasing. Some of these will swell the ranks of those taking part in outdoor activities on land and water. Shall we hide our heads in the sand, hoping they will go away—or shall we do something positive about them?

Harold Oakes, director of the Sports Council for Wales, has for many years planned for a National Centre for Outdoor Pursuits for Wales and eventually the first sod was cut on November 3rd 1978. The centre which is to be named Plas-y-Deri is now being built by the Menai Straits between Port Dinorwic and Caernarfon at Llanfairisgaer (the church of St Mary by the lower fort) and though it may not open for residential students until early in 1981, pilot courses and local community use will have begun the year before.

Plas-y-Deri will provide training and experience for young people of all ages (from 15 years to you name it!) and at all levels of attainment in a wide variety of outdoor pursuits on water and on land.

## Features

Sailing, including coastal and offshore cruising, will be a major feature on water, also canoeing and kayaking, sub-aqua (taking in marine biology and marine archaeology for divers), as well as a development to sail-surfing, surf boards and sea angling. The majority of courses on land will take place out of the summer period and will include skiing, some orienteering, plus the other mountain and open country pursuits of camping, walking, rock climbing and general mountaineering.

**JOHN A. JACKSON**  
*PRINCIPAL*  
**REPORTS**

Always, the policy of the Centre and its management will be to allow for the development of new courses, to experiment with and develop new facilities, stimulate new thinking and assist in the establishment of high and sound standards. In addition, Plas-y-Deri and its staff will be able to assist governing bodies with courses and new ideas and when necessary hold conferences or symposia for them, as well as for industry, Institutes of Higher Education and national bodies including women's organisations. At all times, the National Centre will be able to step in to fill a gap wherever there is a need. At this time there is a pressing need for the training of more top-class coaches, instructors, trainers, leaders (call them what you will), in most sports including the outdoor pursuits. This will be done.

## Full Flow

The concept of dual or multi-use of an outdoor centre is one that, despite limitation of staffing and site, some of us began to develop in the 1960s, and at Plas-y-Deri this concept is given full flow. Non-residential use by the permanent local community and the transient local community in the area at holiday times will be very important, and the situation of the centre is ideal for this.

The many facilities available for multi-use will include the following:-

- 1 Indoor swimming pool—available for swimming, canoe practice and sub-aqua training.
- 2 Artificial ski slope with ski tow, floodlighting and ski cabin.
- 3 Rock climbing and caving room. Four granite walls with a belay practice machine, caving ledge and pre-skiing facilities.
- 4 Boat repair and canoe building workshops.
- 5 Weight training room and multi-gym.
- 6 Recreation room—with table tennis, darts and other indoor games.
- 7 Library and reading room.
- 8 Lecture rooms available for meetings of clubs and other local or national organisations.
- 9 Bar, lounge and snug.
- 10 Canoeing and day boat sailing.
- 11 A main lecture room seating over 100 people will be available for a series of public lectures on a variety of outdoor topics.

## Information

For more information. Write to:-  
The Principal, Plas-y-Deri National Outdoor Pursuits Centre, Llanfairisgaer, Caernarfon, Gwynedd L55 1UE.

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# Richmond Canoe Club back in action

At the beginning of this year Richmond Canoe Club evacuated their boathouse and the builders moved in. The building (on which there was a preservation order), had been condemned as unsafe. A very expensive renovation scheme was undertaken, and is now nearing completion.

The builders have made the structure of the boathouse sound, and voluntary workers from among club members have moved in to do all plumbing and electrical installations, carpentry, fittings and internal decoration. Richmond can now (almost) offer, a training gymnasium, lecture-room and workroom, a large clubroom with canteen facilities as well as a vastly increased boat storage area.

The original quotation for the scheme was £70,000; during the last two years the cost has escalated to almost £90,000. Inflation has stretched our resources to the limit, and we are continually trying to find ways to raise funds. (It is at this point that we would like to apologise to the canoeing public, who must be getting tired of being continually accosted by our members making demands on their pockets.)

However, on this occasion we are in print to publicise what we can offer you. We are now running a graded training scheme, planned to take beginners of any age and ability, and help develop their interest in the sport. BCU senior instructors supervise all beginners through the star grading system (ie, one star, two star, three star tests). From this point they can then go on into the appropriate training group if they wish to race, or join in the

activities of our newly formed touring section. The beginners classes will take place on Saturday mornings at 10.00 a.m. All enquiries to Bill Taylor, Tel: Weybridge 52375.

During the summer we have had so many aspiring sprint paddlers graduate from the beginners group, that we ran out of Espadas for them to train in and race. We are most grateful to the Sports Council who came to the rescue so promptly, and lent us six Espada K1s.

Throughout the winter there will be training sessions organised for hardened competitors and aspiring newcomers alike. These are open to members from other clubs and Trevor Wetherall will deal with any enquiries. Tel: 01-898 3303. Activities will include running, circuits, paddling, and games (football).

With our enlarged and more versatile premises we hope to recover members who drifted away in the past because they felt that as a racing club, Richmond had nothing to offer them. We are offering membership at reduced rates for any ex-members who would like to give the club another try. Subscriptions for such members will be over a set period of years after which they will automatically become life members. Further details of this scheme can be obtained from Peter Begent, Tel: 01-570 3041.

Next season the club hopes to organise two new marathon races on the Thames; one in April on the stretch between Richmond and Kingston, and the other in September from Tower Bridge to Richmond. The latter is still very much in the early stages of negotiation with the PLA, and is recommended only as a race for the more experienced paddler.

From this brief run down on our activities, we hope you will realise that there is plenty going on at Richmond. There is a great deal of scope for canoeists, interior decorators, aspiring race organisers and tea ladies. (We also hope to need a barman soon). Come along and join in!

## WESSEX OPEN SLALOM

On Saturday, August 25th, the Wessex Open Slalom Championships were decided at Pulteney Weir, Bath, with Bath Canoe Club hosting the event.

A tight 16-gate course was designed by Alan Cook on Bath's triple inverted horseshoe weir and a wet Saturday morning meant a rising River Avon for the evening event. The main event started at 10.00 p.m. following a Bath—Gloucester—Windsor inter-club event and continued to about 2.30 a.m. Sunday morning. Bath City Council arranged for the ornamental floodlights to be left on all night.

As the weather cleared up in the evening and the cloud base dispersed the temperature dropped and the river rose. The odd capsiz occurred at 1.30 a.m. and the best of luck! If we run another night slalom we shall start earlier and finish earlier, perhaps 12.30 not 2.30.

The Wessex Open Slalom Champion for 1979 is Martyn Hedges, who in his C1 had a best time all night of 101 clear and beat all the kayaks.

## RECEPTION FOR MEDAL WINNERS

A reception held for the World Championships Wild Water and Slalom medal winners at Bedford was attended by all the paddlers resident in the region and helped promote the Bedford artificial slalom course.

In his opening address, Alan Miller, the BCU region chairman, praised the paddlers for their achievements, despite the fact that the contour of the land meant a lack of facilities for their side of the sport. The Major of North Bedfordshire, Mr. David Lennox-Lamb, replied on behalf of the civil authorities, giving praise to the local canoeists for their achievements, which were supported by Miss Bradley, Principal Regional Officer of the Sports Council (Eastern Region).

Among the other local dignitaries present were Trevor Skeet, the local Member of Parliament; Bob Campbell, Liz Sharman, Richard Fox and Peter Keane, all members of the British team, assisted by Albert Woods, with a commentary on the slides showing the event in Canada.

The reception spent the next two hours in small discussion groups, and it was pleasing to see the great interest shown in the local slalom course project.

HERE  
AND  
THERE

## HAPPY VISIT TO GERMANY

From the 23rd July to the 3rd August, eight members from the Swindon and District Canoe Club were guests of the Wasser Wanderer Club, of Salsgitter, in Germany.

Their eyes were opened to facilities which are unknown in England. A beautiful canoe club house with showers, etc., and a bar, all paid for mostly by the German Government, who unlike our own provide unequalled support for any sport.

The club is situated on a vast lake called Salsgitter — and they have many long-distance and short-distance paddlers in their ranks, which number 500.

They have a few slalom boats which were used by our party, writes P. C. Pendlebury, and when I got on the water with my lifejacket on a strange look appeared on the faces of their members. "You cannot swim", was the comment, and with many laughs and much sign language, we explained that every sensible canoeist in England either wore a bouyancy aid or lifejacket.

Unlike our waters there is no trouble with access. Fishermen and canoeists work in harmony (easy when you know how). We saw some very good rivers whilst we were there, one being the Oaker in the Herz Mountains (Grade 3, 4, 5).

I would like to put on record that we cannot thank them enough for the hospitality, friendship and good paddling they gave us while we were their guests. They intend to visit us in England next year in August, when I hope we can offer them the same hospitality.

## NEW CODE OF PRACTICE

Representatives of the BCU, the British Canoe Manufacturers' Association, the Consumers' Association and ROSPA have been meeting with the BSI to thrash out a new Code of Practice for the Safe Construction of Canoes.

This is to replace the BSI Standard MA76 which was considered unsatisfactory.

A draft is now available and it is hoped that any canoeist who feels that he can make a contribution will have a look at this draft and send in his comments and suggestions. In this way it is hoped that we can make a standard that is sensible and acceptable to all.

Copies of the draft code of practice are available from the BCMA by writing to the Chairman, R. H. Goodman, c/o Valley Canoe Products, Private Road, 4 Colwick Estate, Nottingham.

## THORPE PARK SPRINT EVENT

The sprint season at Thorpe Park began well, with the international match between Holland, Belgium, France and Great Britain attracting vastly more foreign competitors than hoped for. In spite of dismal weather conditions during the week preceding the event, the sun shone throughout the weekend.

The success of this event encouraged a good entry on all subsequent regattas—and every time the sun shone! Sprint events have been held monthly throughout the summer, organised in turn by Wey Kayak Club, Royal Canoe Club, Richmond and Reading and Leighton Park.

The pleasant landscaped area of the Park made a beautiful background to a course which is very sheltered and almost always flat. The friendly and hospitable attitude of the Leisuresport staff has made organisation easy. Their generosity in providing all facilities free of charge is one of the most beneficial offers sprint canoeing has ever encountered.

Thanks to Thorpe, the national rowing and canoeing squads have had exclusive use of good training water, and a measured course throughout the summer. Thanks to Thorpe, youngsters in the clubs in London and the surrounding area, have inexpensive regattas on safe water right on their doorstep. Thanks to Thorpe, there has been an upsurge of interest in sprint canoeing in the south of England.

Thanks to Thorpe!

Bill Beresford, Great Britain, Mens' Canoe 1.



*Action shots  
from  
Canadian  
World  
Championships  
held at  
Jonquiere,  
Canada*

*(report see page 17).*

Rosine Roland Renglet, Ladies' K1.



Cathy Hern, Ladies' K1, World Champion.





# Where your money goes

Once again the annual renewal of membership has commenced and many of you are sitting down and wondering "where does my money go?"

Membership fees total one-third of the total Union's income to run its general administration whilst the Sports Council contribute around 50% and the balance is made up by income from BCU Supplies and tests together with other minor items.

When one considers that there are nearly 10,000 members writing to the Union the staff and resources needed to cope with these numbers is larger than one would expect. This coupled with the enquiries from prospective members government departments and foreign federations means that we are always fully committed. Contrary to many beliefs the headquarters staff does not get involved in running the specialist committees or their activities and only become involved in a PR capacity.

The Union's daily incoming mail is substantial — today alone saw over 300 letters and therefore the Union's postage bill of £6,000 per year must be very reasonable. Over 75% of the Union's expenditure is spent on staff, office accommodation, printing and postage. With 10% being passed to specialists committees and 9% being spent to produce and mail Canoe Focus, the other few per cent has to cover Public Liability Insurance, the cost of Council meetings and other minor items.

Canoe Focus is often criticized but when one considers that it is produced for only £1,700 per issue including the cost of postage, it must be good value. However, it is done on a voluntary basis and *your* contributions are needed. A good article or photograph is always welcome. The main criticism is that we never mention your discipline. But it is difficult to mention a side of the sport that we get no reports about, so sit down and write an article.

The main amount of the expenditure is in headquarters general running costs. Almost 18 months ago we left central London and moved to larger offices in Addlestone, Surrey. These larger offices have meant that it has been possible to expand the staff and services offered. The Union's Development Officer has assisted in the setting up of Regional units of the Union and the newly appointed Access Officer is working to improve access to waters. We have two girls working on membership, two Coaching Staff, and the necessary support staff. The total staff of the Union is 11.

Do you make full use of the services we offer or do you even know all of them. Whilst all members know that they get Canoe Focus and are covered for Third Party Insurance, did you know that:-

- (a) There is a special low cost boat insurance scheme.
- (b) British Waterways Board licences can be obtained at a discount.
- (c) A leaflet is available covering the river advisory service.
- (d) Advice is available on training, coaching, awards and tests.
- (e) The Union has regional organisations in most areas.
- (f) Discount is available on books and other items.
- (g) Information sheets are available on many sides of the sport and if we don't have the information we will pass you to someone who can help you.

In addition to the above services which are readily available we would remind you that the BCU is *your* Union and is here to assist *you*.

If you have any query, contact us and we will do all we can to help you.

## Hugh takes over as new slalom coach



Following the news in the last edition of Focus of the new emphasis being put on the provision of trainers and coaches for competitive canoeing, the National Coaching and Development Committee, in partnership with the Slalom Committee, are pleased to announce the appointment of Hugh Mantle as National Slalom Coach. Hugh's task is to oversee the development of a fully structured system of club and squad coaches to assist slalomists.

Hugh works at I. M. Marsh College, Liverpool, where he has a reputation for being a lively and incisive lecturer.

Having gained an advanced diploma in physical education from Carnegie, he went on to obtain a masters degree by research at Manchester University.

Slalomists have benefited from his coaching at the highest levels for a number of years, for he is probably one of only a handful of experts in Britain who have carefully analysed all aspects of slalom coaching, then applied modern coaching principles to improve performance.

His expertise in sports psychology (which he lectures in) has been a great help, for paddlers have often remarked that he has the ability to motivate when training and inspire with confidence.

Hugh has now decided to use his experience to train other coaches and sees the job as a big challenge, he commented:-

"There is a great need for coaches in slalom. Young paddlers are crying out for help and I intend to fulfil my brief of developing coaches at all levels in order to help these young paddlers. We have devised a five year programme and at the end of this, there should be a comprehensive coaching scheme for slalom. There are also coaching clinics arranged where I will be teaching a host of topics, ranging from 'training-programmes' to 'how to use psychology to avoid hitting gates'. I think we are entering a very exciting era in the coaching of slalom and look forward to being part of it".

Further details of the new slalom coaching awards and courses can be obtained from The Director of Coaching at BCU headquarters.

## EXHIBITION DATE FOR YOUR DIARY

Once again canoeists from all over the country will have the opportunity of seeing the latest and greatest range of boats and equipment housed under one roof.

The 1979 Show featured over 100 exhibitors including all the big names in canoe manufacture together with a number of newcomers. Over 50 voluntary groups from local clubs to national organisations offered a wide range of opportunities to the visitors who numbered over 10,000 for the two days.

As in previous years, the organisers are arranging a very full pool activity programme which will include canoe slalom, bat canoe polo and specialist demonstrations. In addition there may be an opportunity for basic "come and try it" events and a proposal, under serious consideration, is an attempt on the world record for hand rolling.

Tickets available at the door will be priced at £1 adults and 50p children (under 14) whilst party rates with a reduction of 25% for groups of 10 or more can be obtained by advance booking. Watch your club notice board later this year or write to the Sports Council, 160 Great Portland Street, London W1 for further details, but NOT before December 1979.

The exhibitors, an exciting pool programme supplemented with films and the opportunity to meet with and talk to fellow canoeists from the UK and abroad must not be lost since the guests who attend would fill a canoeing "Who's Who".

Enter the diary date now Saturday-Sunday, 23/24th February, 1980, Crystal Palace National Sports Centre, 10.30 a.m. — 6.00 p.m. so that you won't need to kick yourself for missing it later!



Before the fun starts, members of the Blind School Canoe Camp pose for a record of the event. Peter Coleridge was on hand to take all the pictures.

# BLIND SHOW THEIR SKILLS

Throughout the school year a group of students have been visiting the Ysgol Penybont Blind School in Bridgend, some of whom have been teaching about 15 of the older children to canoe. They learnt the most basic canoeing skills in their own pool using the college's bats, some reached a very high standard, and all were keen to have the chance to put what they had learnt into practice.

So when the idea of a canoeing camp emerged, everybody was willing to support it.

The degree and cause of the blindness of the 13 children who came varied tremendously; for example, whereas there were three who were completely blind, others could even read. A few were mentally retarded, but the others were bright. Physical abilities also varied.

It was decided that the trip should take place from the 17th to the 19th July, as this coincided with the Blind School end-of-term. The River Wye was chosen because it is a wide, slow-flowing river with a few rapids.

There were six students from Atlantic College, three boys and two girls, and two P.E. instructors from the Blind School, (Mrs Helen Supple and Danny Thomas), and lastly Oliver Cock, who is highly experienced and kindly gave up his time to join us. The college supplied the 12 canoes, two vans and canoeing equipment.



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We left on Tuesday morning and arrived at the campsite, near Monmouth, at noon. The site was at the river's edge and was kindly lent by Major Waller. After setting up camp the children were divided into three groups according to ability. The ratio of children to instructor was always about two to one.

The afternoon was spent practising paddling up and downstream and landing, and everybody rose to the challenge, even the most nervous. A campfire ended the day, and all of the kids contributed to the entertainment enthusiastically.

### Day Trip

On the following day everyone took part in a day trip, the first group launching from Whitchurch, while the others visited Goodrich Castle nearby. The completely blind children had a lot of difficulty in keeping straight, but it was amazing to see their perseverance and stamina. They made tremendous use of the wind and sound, and one of them could even judge the distance from the bank by the echo of his voice.

It was found easiest when one instructor paddled ahead of each of these children, talking and calling continually. The two groups met again and, after lunch, swapped over, a new group paddling on down to the rapid at Symond's Yat. Here everybody had a turn at shooting the rapid and all were stimulated and excited.

The three blind children were each taken down the rapid with their canoes attached to that of an instructor. It was made sure that an instructor was placed at each stage of the rapid in case of mishap. The kayakers were paddled down stream to the campsite by a small group of stronger canoeists.

The following morning we struck camp and headed again for Symond's Yat and everyone spent an enjoyable morning playing on the rapids. It was remarkable that two completely blind kids shot the rapids by themselves with an instructor shouting directions, and one of them nearly managed to paddle back up again. The van returned to the Blind School in the early afternoon.

### Instructive

The trip was an enjoyable and instructive experience for both the blind children and the instructors. The children seemed to thrive on the excitement and physical danger; it is only rarely that they are put in a situation like this. For the instructors, too, it was a memorable experience. We began to recognise the problems which the children face and to appreciate their tremendous courage in overcoming them.

However, there are a few points which could be improved for possible trips in the future. Firstly, many of the children had difficulty in keeping straight. This can easily be remedied by placing a skeg over the stern of the canoe. Also a few couldn't sense the position of the paddle blades. This problem could be solved by using paddles with oval looms or by fixing oval grips onto the paddles. Lastly it might be an idea to invite the children to the college for some practice in the sea as a follow-up. There's plenty of room there.

ANNE-CHRISTINE HAHNEMANN  
RUTH McCUTCHEON

Instructors and blind children in action at Symond's Yat.



George Scanlin, who is totally blind negotiates the rapids at Symond's Yat.



Anthony Brown after a capsize on the rapids at Symond's Yat.

# ACTION ON ACCESS

In the last issue of "Canoe Focus" (Vol. 4 No. 16) I urged people to write in all directions concerning an apparent threat by the National Federation of Anglers to take legal action against canoeists over navigation rights on the Great Ouse above Bedford.

Since then I have received a copy of the Autumn Bulletin of the Inland Waterways Association. In it was an excellent article on the very subject of taking up one's pen and writing, the author being John Gagg. There were two more whole pages dealing with reports from the media and showing how pressure can be brought to bear on a subject simply by misrepresentation. I would like to have been able to reproduce the lot, but I'm afraid that would not have left enough space for anything else. OK from my point of view, but perhaps not from yours.

Incidentally, the IWA think this matter so important that they actually ran a course called "A Campaign Letter Workshop" at Morley College, Westminster Bridge Road, London on Saturday, 27th October.

Anyway, I telephoned the IWA Editor, Roger Hasdell, and he gave me permission to reproduce John Gagg's article. Here it is.

## GET YOUR PENS OUT . . .

Among the Press cuttings I see from all over the country, there are many letters about inland waterways—often against inland waterways. Now I know there are differing opinions among IWA members about writing to the Press. Some think it's a waste of time. Some say they are not able to concoct a letter, anyhow. A few even fear the ordinary member can't be trusted not to misrepresent IWA policy, by accident, and they feel letters should be left to official sources.

I don't accept any of these arguments. Press letters—especially from a number of different people—do both reflect and mould opinion. Any reasonably literate person can write one. And since the letters I am talking about are from private individuals, there is little risk of harming IWA policy. Moreover, spending 7p and a few minutes on a letter is just the sort of campaigning support open to people who are too busy or too hesitant to play any other part in their Association's work.

Indeed, I'd go further and suggest that a greater amount of letter-writing by individuals is urgently needed. Editors get bored by official Press releases, or by letters from the same few people, and tend to ignore them. But a string of different letters from different people keeps the ball rolling and presses home a viewpoint.

A sad example in reverse (for us) has been seen in the Higher Avon battle. From the very beginning, opposition bodies clearly stirred up their members to keep a succession of letters rolling into the local papers. The Stratford, Warwick, Leamington, Coventry and Birmingham Press carried them month after month, from anglers, farmers, conservationists, riverside dwellers—ostensibly private individuals but most of them obviously well briefed. It seemed, to the local readers, that an overwhelming body of people objected to the HANT proposals. And in fact that's the way the local councils then voted.

Letters in favour of HANT were almost non-existent. David Hutchings—in the Press at least—seemed to battle alone. I was even moved (though not a local) to join in myself, and also took a reporter by

BY OLIVER COCK  
*National Access Officer*

boat up the Wilmcote Flight, haranguing him about the curious anti-boating mania of local people. But the fight had been on for months before a few—a very few—letters of HANT support began to appear.

Yet the opposition had been churning out the most disgraceful exaggerations, plus plain lies, about the effects of boat traffic. Pictures were painted—by seemingly responsible people—of huge "barges" sweeping along in hundreds, pouring out raw sewage and throwing out rubbish, jamming locks and moorings, sending their crews rampaging over the fields, and killing off birds and fish everywhere. The allegations bore no resemblance to any kind of pleasure-boat situation I have seen anywhere on the system. Much was wickedly and deliberately false, yet obviously many readers began to believe it. And I'm sorry

## MORE ACCESS NEWS

During reconstruction work on Church Minshall Weir (River Weaver), rubble and stonework has been dumped at the side and partly across the main chute of the weir. Although visible when the river is at a low level, these rocks will be covered in spate. Conditions are now such that shooting the weir will be dangerous, although the water below the weir is still safe.

Previous agreements to use the weir will now be void as the North West Water Authority have just discovered that they own the weir and riverbanks. Negotiations are in hand for a continuation of previous access agreements.

In order to assist users of the waterways, the British Waterways Board publish a list each year indicating where it will be necessary to close waterways to navigation to enable maintenance and other work to be carried out.

The allocation of additional finance to enable the Board to tackle the substantial arrears of maintenance on the waterways has necessitated a complete review of these procedures.

Considerable additional engineering work will be taking place on the waterways in the years ahead than has been possible in the past. The Board therefore propose to publish a list of stoppages on the waterways in July 1980 which will give information of work scheduled during the winter of 1980/81 with a

to say that the anglers—unlike most I have met—were the worst, blaming boats for the rubbish they themselves in fact leave, and for bird-deaths that are in fact proved to be due to their own lines and lead weights.

But all this was virtually unanswered, Why?

Press letters are not everything, of course, and much work goes on behind the scenes. But it's the papers the general public sees, and I often wonder whether, if only 20 of our Warwickshire members had troubled to write separate letters, the HANT story would have taken a more balanced turn.

If you look at Yorkshire, you find a different story. Persistent letter-writers there, over the years, undoubtedly played a big part in the Sheffield & S. Yorks Navigation turn-around. They battered away in the Sheffield, Rotherham, Doncaster, Hull, Leeds and York papers. And incredibly, public opinion and eventually official opinion swung round (even though we haven't seen the end, yet).

There are other cases, small and large, where numbers of persuasive letter-writers have played a large part in getting things done. Don't, therefore, scorn this simple form of campaigning. Don't be shy about it, for if you talk sense, readers respect you. Don't just leave it to someone else, or to official pronouncements. Writing as a private individual, you buttress the official hand-outs from Head Office and Branch Press officers.

After reading thousands of Press cuttings now, I certainly feel every member could, at some time or other, add a little push to our campaign by a letter to his local paper or the national Press. And if you feel like phoning-in to local radio, too, so much the better.

forecast of stoppages planned to the end of 1981. In subsequent years the list will be published in July with information covering a similar 18 months period. The Board expect that these new arrangements will be of considerable assistance to those planning holidays on the waterways in the years ahead.

In the meantime, the Board are publishing this week details of the stoppage programme for the period autumn 1979 to spring 1980.

Users of the waterways can obtain an up-to-date summary of stoppages on a canal by canal basis by telephoning Canalphone on 01-723 8485. The possibility of further extending this service is under consideration by the Board.

We have received from America a copy of a newspaper called "Currents", which describes itself as "The voice of the National Organisation for River Sports".

The paper is full of evidence to show that strong attempts are being made to stop free access to rivers by those who wish to run them. The main instigators of these moves appear to be nature conservationists and the National Park Service. It seems that in the States the position is the reverse to the one we have here, and that the authorities are doing their best to frustrate free access to water by introducing Bills to Congress. Our sympathy is with the river runners. May they win on every count and so be able to keep their liberty.

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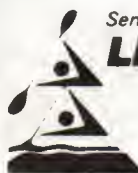


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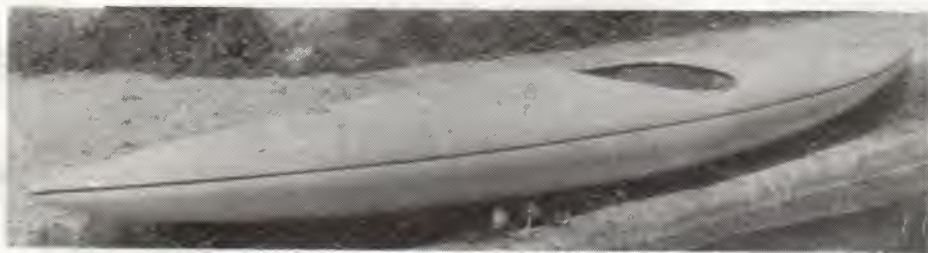
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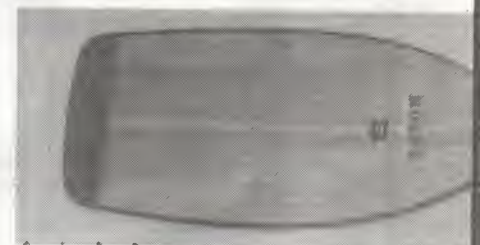
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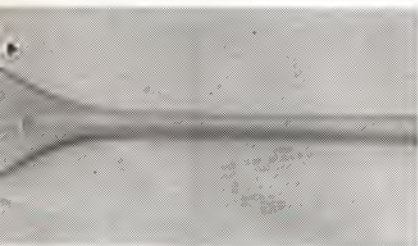
This kayak is undoubtedly the most successful Wild Water racer in Britain. It has been used to win the National Championship for two years running in both men's and ladies' events and gained very high positions in the World Championships and European Cup events.

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# Best-ever results for young canoeists

Britain's young canoeists have returned from the 1979 Open European Junior Championships in canoe and kayak with the best results the country has ever attained. The championships, staged every two years, were hosted this year by the Finnish Canoe Federation, at Tampere, 110 miles north of Helsinki—the venue of the 1973 senior World Championships.

A total of 26 countries took part in the event, which produced some of the best junior canoe and kayak racing witnessed for several years. Conditions during the championships were mixed with wind speeds from breeze to strong being recorded. Luckily the British lads had experienced similar conditions during their training sessions at Holme Pierpoint in Nottingham, and were able to overcome the changes.

During the first two days of the event, the competitors were seeded through the heats into the semi-finals. Each semi-final was held in the morning of the following two days, with the finals being staged in the afternoons. Britain's best results were recorded in the K1 500 metres and K4 1,000 metres events. Jeremy West of the Royal Canoe Club, fought off stiff competition to win his K1 500 metres heat. Jeremy later went on to win the silver medal and the country's first merit in the K1 for twelve years. He is also being recorded as the first boy canoeist to win a medal for Great Britain in the championships.

In the K4 1,000 metres event, the British team, made up of Ian Garner, Duncan Blyth, Russell Jones and Nigel Kemp from the Lichfield and Fladbury Canoe Clubs, got off to a poor start in their heat, but managed to get into the semi-finals with a good performance in the rep chage heat. After gaining third place in the semi-finals, the four-man crew went on to win sixth position in the finals, only 5.75 seconds behind the eventual winner.

Overall, the British team claimed three other final placings during the championships. In the K2 1,000 metres event, J. Raciborski and K. Smith took eighth place; in the K4 500 metres, C. Canham, R. Ayres, P. Ruskin and D. Nixon were eighth; and in the C2 500 metres, S. Train and A. Saunders were also placed eighth.

To the British team, the results obtained were the best we have ever recorded in the history of the championships. It was also the first medal ever to be brought back home from the boy's events and the first certificate of merit to be gained in crew events. In previous championships, Great Britain has only ever had one boy in a final. This year all 13 boys managed to win through to a final. The results from the 1979 championships have proved a breakthrough for young British canoeists and a fitting reward for all the hard training they have put in over the year. Our future prospects are enormous.

**FOOTNOTE** — At the recent Inter-Clubs Regatta, members of the Junior Olympic Training Squad voted Jeremy West Junior Racing Canoeist of the year, an award instigated by the Junior Racing Team Manager.

## WILD WATER RACES

**November 10th:** Washburn, Rank 'C', W. Fraser Leeds C.C., 27 Marshall Terrace, Crossgates, Leeds LS15 8FA.

**November 11th:** Wharfe, Rank 'C', Mrs. N. Small, Stonehaven, 3 Manor Close, Bramhope, Leeds 6.

**November 11th:** Symonds Yat, Division 'C', E. Cox, 30 Broad Oak Way, Cheltenham.

**November 17/18th:** Eden, 'Rank B', A. E. Emmerson, The Men's Coffee House, Kirkby Lonsdale, Lancs.

**November 17/18th:** Swale, Rank 'C', Lt. Col. Simms-Reeve, HQ Northern Ireland, BFPO 825.

**November 24/25th:** Tees I, Rank 'A', M. Butler, 14 Fairfield Road, Barnard Castle, Co. Durham.

**November 25th:** North Tyne, Rank 'C', D. Taylor, 22 Oakfield Road, Lobley Hill, Gateshead, Tyne and Wear, WE11 0AB.

**December 1st:** Usk, Rank 'B' and 'C', N. Gettlestone, 21 Balancreaig Avenue, Neasden, London NW10 1TE.

**December 2nd:** Leven, E. Totty, Craigmuir, High Knott Road, Arncliffe, Nr. Carnforth, Cumbria.

**December 8/9th:** Dee 2, Rank 'B', Mrs. N. Godfrey, 3 Far Ridings, Romiley, Cheshire.

**December 15/16th:** Coaching and Training W/E, G. Hodgson, The Cottage, Withington Green, Leigh, SOT, Staffs.

**December 16th:** Tees, Rank 'C', M. Butler (as November 24/25th).

1980 events will appear in the next issue.

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## WAKE UP AND HELP

First of all on the topic of access to the Great Ouse above Bedford, my thanks to all the people who have already written to me. Many more are in the process of gathering their thoughts and will write in due course, I hope. I am sure you will appreciate, I can only reply to those letters which have points of special interest.

Ask your Club Secretary or Group Leader if they have replied, and if not then ask them to do so.

What I really need are contacts with older canoeists who were paddling in the '50s or earlier. The problem is that some of these are no longer members of the BCU. If you can trace any such people, please make them aware of how vital their evidence could be. We must have evidence going back 20 to 30 years. Urge them to write to me so that the waters they once regarded as being free for all users, do not become the sole preserve of just one type of sportsmen.

PETER WATHEN  
Regional Access Officer,  
1 Cherwell Road, Bedford.

## Looking forward to 1981

### CANOE '81

The 1979 World Championships in Racing, Slalom and Wild Water Racing are now over and we must look forward to 1981 when Great Britain will host all three Championships.

Canoe '81 not only covers the Championships but hopefully will be a year of immense activity in all spheres of canoeing, both recreational and competitive.

Each issue of "Canoe Focus" will keep you in touch with the developments in the organisation of the overall concept.

The past month has seen an important change in the set up of the central Co-ordinating Committee. Ron Emes, who has been setting up the machinery for organising the Championships, sees his task as complete and David Wain, the Union's President, has now been appointed Chairman of the Co-ordinating Committee.

This has meant that Stan Cooper, who is now working full-time on the Championships, takes over as Chairman/Director of the Wild Water/Slalom World Championships Organising Committee. This is a similar role to that of Mike Haslam on the racing side. It has recently been announced that Mike Briggs will be the organiser of the Slalom event, whilst George Hodgson will cover the Wild Water Championships.

Pre-World Championships will be held in all events in 1980. The Racing events will take place on 20/22nd June at Holme Pierrepont, Nottingham and the Wild Water/Slalom event will take place on 30/31st August at Bala, Wales.

The Championships in 1981 will commence with the Wild Water event on 16th July, followed by the Slalom event which finishes on 24th July. All attention will then turn to Nottingham for the Racing Championships between Thursday 30th July and Sunday 2nd August.

# Didn't they do well! and next time even better...

that he did not have a 10, but this was not admissible evidence.

On the second runs, Richard only slightly improved his time, but unfortunately Fauster and Wolfhardt beat him, leaving him in the bronze medal position. Richard was upset, he knew he could have won and isn't that proof of a good change in competitive attitude by the British paddler. Albert finished 9th and Alan Edge 15th.

So there was the end of the first day when we were robbed of a silver medal and the man who got us the bronze medal almost cried because he knew he could have won the gold. What a fantastic team!

The Austrians had finished in 1st, 2nd and 4th positions. It seemed quite obvious that they were hot favourites for the team event. I told the Austrian team manager not to get too complacent!

The next day was the Ladies' and C1 events. Our ladies were Liz Sharman, Susan Small and Jane Roderick. They all paddled very well and again reminded the rest of the world not to forget the potential of the British paddlers. Once again, however, Liz produced a fantastic result—a Silver Medal. The second fastest woman in the world, in canoeing that is! Everything seemed to be going well for us.

The C1s were Martin Hedges, Peter Keane and Bill Beresford. Unfortunately the skill that these three are capable of did not come to the forefront, but even so, Peter Keane finished in 7th position. The highest position achieved by any British C1 at the World Championships. A little disappointing because I knew, as indeed they did, that they were capable of better results.

Well, two days, two medals and one day to go. What could we do in the team events.

### Bated Breath

The C1 and ladies' teams both finished 4th but the men's K1 team were not intending to let the Austrians have their own way. Our lads were the last team down and everyone was watching with baited breath. All the team managers kept one eye on the results board and the other on our lads on the water. Richard, Albert and Alan were all going well and we all cheered as they crossed the finish line. It was a good run.

The Americans with their Action Man walkie talkie kit, were full of admiration for our team's performance. Then the result came up. We had won the Gold Medal. Everyone went wild. We were dancing, picking each other up and jumping for joy. It was unbelievable. The Austrians were amongst the first to congratulate us. Our supremacy in the world in team events had at last been proved and it took ten years since Alverley, Langford and Macleod got the Silver at Bourg St. Maurice to prove it. We were all ecstatic. Alan Edge with one gold, Richard Fox with one gold and one bronze, Albert Kerr with one gold 1979 and one gold 1977 and Liz Sharman with one silver. What more can a proud team manager say?

Here's to 1981.

**ALBERT WOODS**  
Slalom Team Manager

On a pleasant Saturday afternoon in June, the British slalom team flew from Heathrow Airport, their final destination, Jonquiere, Canada, for the World Slalom Championships. After spending one night in Montreal, they then flew the final part of the journey to Baggotville, where they were met by two minibuses and trailers. Our accommodation was at the Motel Princess, which proved to be excellent. They certainly did all they could to make our stay a very pleasant one and helped to keep the team happy and contented.

The boats were sent out by sea freight in a large container which was put on site for us to use. We also had on site a 35 ft. caravan which we used for refreshments and changing. This proved to be invaluable to all concerned.

So with all the travel arrangements and accommodation in good order, there was nothing for the paddlers to worry about, except competing and doing well. Obviously everyone was apprehensive. Was our Gold Medal in 1977 a one-off job or had our standard risen? We were also aware of all the other nations wondering the same thing about us.

### High Spirits

Complicated training times were organised by the team coaches in the form of Ken Langford, Ray Calverley and Jim Sibley. Pete Mace was running around everywhere to help ensure that everyone was where they wanted to be at any given time. The training went quite smoothly and everyone appeared to have the correct frame of mind for the competition. Spirits were high and were not disturbed by the flattering number of supporters that had travelled out to see us.

The atmosphere was most unusual for a World Championships. The way of life in Canada is totally different to our own. The wide open spaces and everything being so spread out is a strange concept to us. The site had been prepared very well and the Canadians put on some splendid receptions and ceremonies for us. They had obviously gone to enormous trouble and a very extensive budget, to produce the event and one can only hope that the canoeing world has not been spoiled for when they come to England in 1981.

It was a shame that the East Germans were not present, but it appeared that there was still tough competition left. So, with everybody ready, the competition was now in progress.

### First Day

On the first day we had the Men's K1, Albert Kerr, Alan Edge, Richard Fox and Graham Helsby.

After the first runs Richard was leading but Albert Kerr was given a penalty, which he did not get, in our opinion. A protest was lodged but rejected. This ultimately deprived Albert of the Silver Medal. He was very upset, understandably so, but there was no changing the judges' mind. Subsequently a film was shown to prove

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### CAN ANYBODY HELP ROBBIE?

Sir,  
I wonder if any of your members could help "Robbie" David Robertson at the Lock Cottage, Llangyndr, Brecon. He takes a lot of interest in young people and does the best he can with worn out equipment.

His canoes are leaking badly and someone able to undertake fibreglass repair work would be much appreciated. He would also welcome any old canoes or equipment which is now only suitable for canal use. The canal where Robbie teaches is only two feet deep and ideal for beginners. Unfortunately, he is over retiring age and cannot afford to replace worn out equipment. Please canoeists, do what you can to help Robbie.

ALAN MOODY,  
20 Leslie Gardens,  
Sutton, Surrey.

If anyone can help Robbie with replacement equipment or assistance with repairs please contact him at the above address or via the British Canoe Union in Weybridge.

### ON REPORTING ACCIDENTS

Sir,  
Once again an accident has occurred which is faithfully reported in *Canoe Focus*. May I suggest that when such an unfortunate occurrence is reported it would be of great interest and value if a fuller report was made. If the exact location was pointed out, the details which caused the accident laid out, and everything else of relevance, then we would all learn from it.

R. H. BROCK,  
Green Gables, The Park,  
Great Barton, Bury St. Edmunds.

**EDITORIAL NOTE:** The fact that this regrettable accident had happened was all that was known in time to catch the press. It was felt to be worth publishing in order to warn paddlers that the bottom weir on the Awe was dangerous. The authorities have in fact now buoyed the site.

All that is known is that there is a risk of a bow catching in the wire mesh which surrounds the anti-scour rocks. This would appear to have happened to Lieut. Greene. The matter is subject to a board of inquiry, and once the result is known members will be informed. Meanwhile, please note that the Scottish Canoe Association regard this weir as highly dangerous.

### COULD YOU BE A LIFEGUARD?

Sir,  
Do you know where your nearest COCL unit is situated? Miles away, somewhere by the sea would probably be your answer. Unless of course you actually have a COCL unit practising within your canoe club.

Originally the Corps was set up to provide a physical form of service through which young people could put their canoeing skills to some useful purpose. It still forms one of the service challenges in the D. of E. Award Scheme for the silver and gold standards. Very few people, however, appear to have been encouraged to attempt this challenge in the past few years.

Although originally set up as an inland flood relief reconnaissance and rescue organisation there has been a tendency in recent years to move away from the original concept and to

enlarge the scope of the Corps' activities. Now it would seem that many canoeists who have heard of the Corps associate it only with the sea.

Indeed those units who operate from the beaches, of which there are 20, provide a public service and are in a number of cases supported by their local council. On the other hand in the main the inland units are formed within canoe clubs and provide safety patrols within their club activities. There is, however, just as great a demand for public safety patrols on inland recreational waters as there is at the seaside. There is a constant call from Regatta organisers and recently one Corps unit travelled from Cornwall to Holme Pierrepont to give safety cover at a youth regatta. The Corps needs people and units in increasing numbers to fulfil its obligations.

I am sure that there is a wealth of canoeists with the necessary experience and qualifications, who, with a little bit of training could form a nucleus of a COCL unit in their club. The end of one's ability to take part in competitive canoeing is far from being at the end of the challenge which is present in canoeing. All over the country competition organisers have to resort to improvisation to provide safety cover at meetings because there are so few canoeists trained and practiced in the skills of rescue and lifeguard expertise. It may be that your club, unbeknown to the Corps, does possess a trained safety unit in which case their skills could be taught to others and help to reduce the enormous demands made on existing Corps units.

The aim of the Corps is to provide safety cover wherever water is being used for recreational purposes. To be a good canoeist is not enough. Trained to Corps standard the canoeist can spot dangers and warn the inexperienced before an accident happens. Many times on my own stretch of river I see overladen punts, speeding launches, rowing skiffs and swimmers all in the same stretch of water, all at the same time. It may be indeed that the very size of the crowd causes the accident to go unnoticed. This then is the time when the safety-trained canoeist can be of service.

I hope these few words of mine will cause you to pause and think that after receiving so much pleasure from the sport is it now time for you to put something back into it by helping others?

KRIS APPS,  
Vice-Chairman,  
Corps of Canoe Lifeguards.

### THE PRICE OF PADDLES

Sir,  
Mr. Blunt's complaint against the YHA in the last edition of *Canoe Focus* intrigued me. On investigation it appears that Perry's of Manchester were selling the Wild Water Paddles in question at a price considerably below trade buying price, a somewhat surprising fact for good quality, readily saleable merchandise. Profit unfortunately seems to be a dirty word in canoeing, but without it there would be no future in canoe design, manufacture or retailing, with consequent stagnation of our sport. Certainly I cannot construe the YHA action as "sharp practice of the highest order", rather a case of shrewd buying to enable them to offer a continuing service to canoeists in the Manchester area, something that Perry's would appear unlikely to achieve.

Secondly and of far greater concern to me is the fact that the total membership of the BCU is only a minority of the total number of canoeists in this country. How can we command respect in access negotiations, etc., when the Union only represents a minority? My solution to the problem is simple and easily implemented. Every purchaser of a new canoe should be given one year's free membership of the BCU.

An agreement with the manufacturers and retailers to increase retail prices of canoes by say £5 would enable every purchaser of a canoe to be enrolled in the BCU. Existing members would be entitled to a discount of £5 off the price of the canoe.

This would allow the Union one year to convince the canoeist of the advantages of membership and personally I consider the third party insurance aspect alone to be worth the money.

We would hopefully see a steady increase in the Union's membership to enable canoeists in general to be represented rather than the current situation where coaching schemes and competitors make up the vast majority of membership.

ALAN JONES,  
Whitewater Sports,  
22 Guildford Road, Woking.

### CHECK YOUR SOURCES!

Sir,  
I wish to reply to "Get things sorted out" (Vol. 4 No. 15). Normally I give little time to letters such as that written by N. S. Adam of Bethesda, Gwynedd, since on the whole they are negative in every respect. However, I must reply to this one since I am implicated as river adviser.

In his letter, Adam states that the river adviser regularly canoes the rivers in his areas with students from his college and these rivers are denied to others because they are still being negotiated for access. These facts are untrue! Mr. Adam needs to check his source material, particularly before going to print a basic error.

In Gwynedd we are having a difficult time negotiating with the fishing clubs. They suggest that we canoe elsewhere. This attitude has prevailed for the last three years without much headway. Towards the south of the county some headway is being made on the Aberglaslyn with a secured agreement there. However, the Seiont anglers who own two small stretches of the river Seiont refuse to allow access even for payment of fees in the closed season. The landowners along this river have already given access for use of the river but this is useless because one is faced with the problem of getting off the river before crossing the Seiont anglers' land and to do this means crossing extensive areas of farmland with no pathways.

I suggest therefore that the energies of frustrated canoeists like Mr. Adam be directed towards solving the problems of access in his area instead of indulging in idle gossip, the content of which in this instant was completely and utterly false.

There are many people involved in BCU work on a voluntary basis and when unfounded criticism is directed continually at them it does little to encourage them to give more of the free time which might otherwise be spent canoeing.

S. J. BAKER,  
River Adviser Gwynedd,  
BCU Coach.

# What sort of a paddler are you?

Good paddling! is a common form of "signing off" used by canoeists. But how untrue it really is?

Carel Quaife, Chairman of the Coaching Committee, has named this as "good paddling year". The main reason is because of the lack of emphasis that has been put until now on good paddling.

Senior instructors and others are well trained in procedures which help a beginner to a quick mastery of the craft, and a swift and safe entry into challenging and exciting situations. But what should be the first essential, has to a large extent been ignored.

## Bad Habits

One main reason must surely be the fact that the vast majority of people who are introduced to canoeing for the first time are trained in slalom-type boats. And it must be a statement of fact that unless very definite and carefully planned instruction is given at an early stage, bad habits develop in a paddler's style as a result of the directional instability of slalom-type boats.

The racing enthusiasts are the people who probably know most about propelling a kayak at optimum efficiency, but who wants to go at maximum speed with minimum effort anyway? Well, hopefully everybody!

Now it is not proposed that everyone should paddle at all times as if they were in an Olympic 500 metres final. But with more attention paid to the learning of sound, efficient paddling technique, two things must follow:

1. Everyone will get where they want to go more quickly and with less effort in whatever craft they happen to be paddling.
2. Those who want to compete, in whichever discipline, will have a greater potential for achievement.

## A Method

Moves are being made to put together a "basic method" to enable instructors to impart, in a logical sequence, the ingredients which form the skill of "good paddling". From

a sound basis each individual paddler can then develop his or her own "style". But for too many of us have "styles" that have not incorporated the essential constituent parts of the stroke. With acknowledgement to Colin Craig, National Coach (Racing), and Roland Lawler, these are:

- (a) The paddle must be fully in the water when the back muscles are in their strongest position for pulling.
- (b) The paddle should present its maximum area to the direction of pull at this point.
- (c) The paddle should be pulled straight back as close to the side of the boat as possible.
- (d) The leg on the same side as the pulling arm should push against the footrest to impart the pull onto the boat.
- (e) The bottom hand pulls the top hand guides.
- (f) The head must be quiet.
- (g) The paddler must sit comfortably and fairly upright.

## Reminders

The revised (September 1979) Coaching Handbook is available from BCU Supplies at £2.45 including postage and packing (£3.25 non-members). Cash with order please.

CoDe, the magazine of the Coaching Scheme, is published in January, May and September. Any BCU member who would like to be kept up to date with developments and involved in the debates, is invited to send three foolscap stamped, addressed, envelopes marked "CoDe" to BCU headquarters.

## A RECORD?

The previous best known time for a non-stop circumnavigation of the Isle of Wight by kayak, was set by John Lee in 1974, when he completed the 65-mile round trip in a BSCA Cadet, in 11 hours 50 minutes.

This time was shattered recently by John Aberdeen, a Scotsman who is on the staff of Calshot Activities Centre in Hampshire when he achieved a time of 9 hours 42 minutes, in his Anas Acuta.

Both the above paddlers are committed sea canoeists. The south side of the island, in particular, is no place for the inexperienced.

## FINS ARE FOR THE SHARKS

Concern has been expressed over the article entitled "Fins Ain't What They Used To Be" by Judd Smith, an American wild water paddler, in the last issue of Focus.

Ken Langford, one of the famous names in the slalom world, having been British Champion, International Gold Medallist, National Slalom Coach and recently British Team Coach, has made the following observations.

1. The danger of becoming trapped by the wearing of fins in a low-volume slalom boat is considerable. Anyone slipping fins under the footrest is surely seeking trouble.

2. Ken considers that the idea of "swimming down" out of a stopper is an interesting theory and little more. In any "stopper" worthy of the name it is not possible to know which way up you are. His secret is to relax until clear.

3. British rivers generally do not have the width and the volume of water which would make fins relevant. Their best use would be when on the surface and in some measure of control, to be able to move across the river to avoid large stoppers, and seek the bank.

With the obvious potential danger from fins becoming entangled within the boat, however, extreme caution is recommended with regard to the wearing of them as suggested in the article.

## NATIONAL COACH

National Coach for London and South East Region

Gordon Ray, regional coaching organiser for London and the South East, has been awarded National Coaching status to enable him, among other things, to develop further this region.

Gordon will shortly be in touch with all the clubs, members and coaching scheme personnel in the area, to convene meetings in order to determine the way ahead.

The support of everyone is essential if London and the South East is to obtain the benefits of increased opportunity and activity for all members that has followed the establishment of regionalisation in other parts of the country.

Please give Gordon your support and let him know your views.

*The Editorial Staff of Canoe Focus  
wish all canoeists and B.C.U. members  
a Merry Christmas  
and a Happy New Year!*

**SLALOM JUDGES.** A training course was held in the Eastern Region for those wishing to qualify as BCU Judges. Run by Peter Knight, the course was a success and will be repeated as necessary. Judges still required. Parents of paddlers who usually sit about at slaloms or who have to go off sight-seeing, please consider helping the sport by qualifying as Judges. Contact the Regional Secretary.

◀ ◀ ◀  
**MORE COACHES NEEDED.** Competition Coaches are still needed. Particularly in Norfolk, where we need Slalom Trainers or Coaches. Essex — western half — Slalom Coaches needed. Cambridgeshire, Slalom Coaches/Trainers. Suffolk still needs Slalom Trainers to work at club level and Racing Trainers for the north of the county. Bedfordshire needs several Slalom Trainers or Coaches to help Chris Lovelock. Hertfordshire needs Coaches and Trainers from all disciplines. The course is enjoyable and is NOT restricted to existing members of the Coaching Scheme. No entry qualifications are necessary, although it has been found that paddlers with some competitive experience are more easily integrated into the scheme. Interested members please contact the Regional Secretary: D. E. Smith, Squirrels, Cornard Tye, Sudbury, Suffolk.

◀ ◀ ◀  
**REGIONAL COACHING ORGANISER.** Bob Castle has relinquished the post of RCO, having stayed on at the request of the Regional Executive for rather longer than he intended. Happily, Bob is remaining as LCO for Suffolk and thus his experience will not be lost to the Region. Our new RCO is John Ramwell.

## WEST MIDLANDS IN VENUE TALKS

A well-attended meeting of the West Midlands Regional Group discussed the use of Bartley Reservoir as a venue for canoeing. Since the meeting, a paper has been prepared outlining proposals for the use of this potentially valuable asset. A copy of this paper may be obtained by sending a SAE to the secretary, Brian Porter, 20 Flyford Close, Lodge Park, Redditch, Worcs. B98 7LU. At the last meeting of the Executive Committee, Dick Whittington accepted the position of Regional Officer with special responsibility for Bartley Reservoir. He will continue to negotiate on our behalf and would be pleased to hear your comments.

Negotiations are continuing for access to the higher Avon and a report is at present being compiled.

The Executive Committee have recently co-opted a Touring Representative. He is Stephen Crapper, 76 Elmfield Avenue, Pye Hayes, Birmingham 23.

Colin Manton, 11 Stepping Stones Road, Coventry, is anxious to hear from volunteers willing to help with the preparation and distribution of slalom equipment.

On Sunday, 23rd September, Stratford-on-Avon kayakists organised a West Midlands Slalom. A large entry from all divisions enjoyed a well-organised and friendly handicap event.

The date for the WMRGAGM will be Wednesday, 6th February, 1980. The time, venue and agenda will be circulated to clubs nearer to the meeting.

# NEWS IN BRIEF

**COUNTY TRAINING SQUADS.** After a successful six-month period, financed by a development grant from the Sports Council, it is obvious that these squads must continue. To have run five squads at the same time as training the coaches was an ambitious project which paid off. The need to give coaching support to as many as possible of our young competitive paddlers of promise is seen as paramount. Fortunately with our newly qualified coaches we can now look forward to a future where we can undertake this duty. Plans are now being made to re-open the County Squads for the autumn and winter, but on a wider base, encompassing more young paddlers.

◀ ◀ ◀  
 Radiomobile, manufacturers of "in-car entertainment equipment", have recently announced sponsorship for the Harlow Canoe Club's annual marathon — the Lee & Stort Race, in 1980. A total of 16 prizes will be awarded to winners in the majority of classes — even Espada A paddlers can expect to win a car radio with speakers. Both Radiomobile radios and cassette players will be prizes, and for the paddler who breaks his or her class record by the largest margin, a combined radio/cassette is up for grabs!

McNulty Seaglass Ltd. tell us that the Baidarka Explorer is off on yet another expedition. The Baidarka Explorer, acknowledged as the finest expedition sea kayak in the world, has been chosen by Tony Crossley for his circumnavigation of Britain. As far as is known, no one has yet gone around the complete coast of Britain, mostly missing off the top of Scotland. Tony plans to go all the way round and to visit every island and estuary as well. Needless to say the whole venture will take about three years to complete, and currently he has travelled from Carlisle to Devon. Also in full production now is their new slalom kayak the High Nova, designed specifically for the heavy water events, and it is already beginning to record successes. Full details of these craft and all their range from McNulty Seaglass Ltd., Victoria Road, South Shields.

◀ ◀ ◀  
 In the British Pacific Kayak Expedition, Colin Mortlock and Barry Smith completed a 650 mile paddle from Prince Rupert to Sitka via Ict Strait. A very enjoyable expedition was enlivened by whales, bears and impressive sea conditions on the latter part of the journey.

◀ ◀ ◀  
 Following the tragic death of Robin Bowyer, who had been Assistant Organiser for over ten years, it has been decided, after consultation with his family, to open a fund in his memory and appreciation of his devoted work with young people. The aim of the Fund is to provide something which is tangible, pertinent to the Welsh Harp Youth Sailing Base and of benefit to young people. The Fund will be administered by Brin Hughes, a member of the Base Management Committee, and donations should be sent to me at the Base, Cool Oak Lane, Hendon NW9 7BG, cheques being made payable to "Robin Bowyer Memorial Fund".

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# Something old... something new



The canoes were loaded on the bank above Glasbury Bridge. The shingle beach, which normally shelves gently into the water, was a couple of feet under, for the river was swollen with days of rain and the last snow melted from the mountains.

Two watertight barrels containing fifty pounds of food, tents and other gear went into each canoe, together with poles, waterproofs and spare paddles. As you may have gathered, these were not ordinary canoes. They were aluminium Canadian canoes varying in length from fifteen to eighteen feet and capable of carrying a load of several hundred pounds each.

With a party of schoolboys we were off on a downriver trip to investigate the potential of these novel craft.

The Canadian canoe, of course, has an important place in the history of exploration and trade in Canada and North America. The feats of endurance performed in them by their crews of French Canadians, who were known as The Voyageurs, were quite astonishing. They used two main types of canoe, both kinds being made of birch bark on a cedar frame. The so-called Montreal canoe, which was used between Montreal and Grand Portage on the western shore of Lake Superior, weighed six hundred pounds. From there north canoes of three hundred pounds were used to follow an intricate route along rivers and across lakes as far as Fort Chipewyan, two thousand miles away in the heart of the North American forest wilderness.

## SCHOOLBOYS GO ON A DOWNRIVER INVESTIGATION

These canoes could carry enormous loads, yet had to be handled with great care for their birch bark skins were easily damaged. The crews who paddled them worked incredibly hard. Squatting or kneeling in the bottoms of their boats, the Voyageurs paddled for fifteen to eighteen hours every day, on a diet largely composed of thick soup made from corn or peas and a little salt pork.

This food was eaten twice a day; an hour or two after the dawn start and at nine or ten in the evening when the day's journeying was over. There was no break in the middle of the day, only a few minutes every hour for the men to have a quick smoke.

As we set off from Glasbury we had no intention of trying to emulate this kind of performance. Our main aim was to see what advantages our Grumman canoes had to offer as touring craft.

The first advantage was immediately apparent. The amount of equipment that can be loaded into them is quite formidable, and even when loaded, there is still room to walk about in them. This presents little danger of

capsize, as they are also very stable — another big advantage with parties of beginners. We also found them very manoeuvrable, even when heavily laden, and after a little practice could be easily paddled and steered by one man with a single paddle.

They can even be sailed. On Sunday, after an overnight camp on a small island, we stepped a mast in the eighteen footer, lowered a leeboard, and as the breeze filled the lateen sail, the gentle smack of water beneath the bow became a smooth hiss and suddenly and magically we were sailing.

Another method of propulsion we tried was poling. In shallow water two men or even a man on his own, using eight to ten foot poles, can stand in the canoe and move it along as fast as with paddles. This is even successful when travelling upstream with a load on board. Needless to say it requires rather more practice than paddling and a rather better sense of balance, but only the same amount of effort.

To me, at least, this type of canoe has enormous potential. Less garish in colour than fibre glass and a good deal more durable, there is something functional and appropriate about their appearance on the water, and they are as big a challenge in their own way on white water as a kayak.

It requires only a small leap of the imagination as you enter a fast rapid to picture the bales of furs piled amidships and the long, long journey through the backwoods that lies ahead.

First the Wye . . . next almost anywhere.



# WORLD WILD WATER RACING CHAMPIONSHIPS

Problems associated with the usual non-adherence to the best laid plans were experienced by the first group on their outward journey to North Quebec on 15th June. Two minibuses were confirmed for collection at Montreal, and the group did well to negotiate three "gas-guzzlers" for the cost of two when confronted by the hire firm's bland "negative minibuses" signal. Besides feeling cost beneficial (and we took our own roof racks to ensure this) it transpired that proper preparation training would have been almost impossible without the extra vehicle, due to the extraordinarily restricted access to the race course; so the willingly given services of Allen Cartwright and John Hendyside as drivers, besides many other things, were most gratefully received.

Not so fortunate the second group of six in their journey from Montreal to Desbiens on 22nd June. Previously repeated assurances of "Plenty of room in the slalom canoe trailing minibus" must have been ringing around Europe, for 14 persons with luggage spent a dreadful night on eight seats — the worst possible experience for the paddlers in their preparation schedules.

But the motel accommodation was almost ideal for our purposes, with complete flexibility of meal times, excellent food and plenty of it and a most generous and obliging manager. A purposeful and positive working system was quickly established and was maintained throughout by the whole squad.

## POOR VISIBILITY

Only with considerable difficulty by spectators could paddlers on the race course be seen for more than about one minute from the start, including some very nasty-looking rough stuff which was obviously very tricky, and for four minutes of boring-looking rock dodge, choppy waves and lake flat to the finish. At a brisk trot pace for seven minutes through the woods it was possible to get to the almost precipitous river bank at about the race half-way point. This was used as a split-time position in the days of preparation time-trialing up to the event. Access to other points was so difficult that no nation's support team thought it worthwhile until absolutely essential on the race days.

Of course much of this was well known from the 1978 pre-World Championships events, and was the reason for the selection of Melvyn Swallow as travelling reserve. This decision by the selectors has been much-queried, and quite properly. The vindication of it was the clear necessity to have a most able and respected paddler on the river for safety, coaching and route finding, and especially when the river was running high in the early period of training when there were many swims and boat losses. (There were quite a few when the river was low, too, but not by the British!). Melvyn did everything that was expected of him, both before and after his shoulder dislocation, which caused his premature departure for medical treatment at home.

There were, of course, other ways of approaching the site difficulties. For example, the French, who were the most successful in terms of medals won, countered the problem of access by sending out a photographer a few weeks before the event to produce pictures of details of the whole course for their paddlers to study.

## A JOY TO SEE

During training Jeremy Hibble was having problems which seemed attributable to his questioning his own ability, following a capsized. But still his performances were being used by others as the yardstick indicating that they did not share his doubts. The way in which the ladies came together as a team as the race day approached was a joy to see. For the C1s no one produced the extent of ruthless self-motivated determination which has been characteristic of this class in the past, and has raised its standards to the present level. They were working hard and doing well, but it was felt that there was always more to come. The C2 crews displayed spirit and competence, but the pity was that we could not finance a third crew to make a team, for I have confidence that this would pull out better performances.

Despite the inevitably reduced entry the results are very exciting for the sport in Britain, because all of the world's top performers were racing. More impressive than the outstanding individual performance, and Bob Campbell's tops the list closely followed by Dave Taylor's and Hilary Peacock's, is the definite step forward of the British Squad in the international arena. In all team events the third team member's time was an improvement on that same person's individual time — and in the MK1 this was the case for two of the team. For the LK1 and C1 the improved times were quite spectacular. It seems obvious from this that a positive attitude to team races in domestic events will continue the advance of performances, which is the reason for the request for race organisers to run team races after individual ones.

## ONE SHORTCOMING

One glaring shortcoming of this event was the complete lack of publicity of results in Britain, which was a let-down for paddlers, the sport, and British achievements. Besides this highlighting the need for a publicity officer within the organisation of Wild Water Racing, this is a matter for the new Director of the BCU to take in hand to ensure no repetition. Telegrams of congratulation were received from the Sports Council, The Sports Aid Foundation and the Director of the BCU so the information was received at BCU HQ.

Departure from Canada was on Wednesday, 4th July. All of the squad members acknowledge with gratitude the support of grant aiding bodies and sponsors.

G. B. PARR

# Build your own Wild Water K1

The British Canoe Union's Wildwater Racing Committee announces its Spector Scheme, giving you a chance to build your own Wild Water K1.

This scheme has been devised by the Wild Water Committee, with moulds produced by the BCMA, to encourage more canoeists to Wild Water Racing. This boat can also be used for touring and class 3 marathon racing.

The boat is to be called "Spector" and it is to be a one-class design, with a junior WWR scheme built-up around it (rather like the Espada Scheme in sprint). Registration fee will be £5, and will include registration plate. Mould hire will cost £1 per day.

A deposit of £30 is to be paid on mould collection and be refunded on return if no damage has been caused. If there are any scratches, chips or shatter marks, a set fee will be deducted from the deposit paid. Mould must be returned in polished condition.

A central registrar (Mr. T. Haynes) will have control of moulds and all information on them, regarding cost, hire, availability, and location.

The moulds will be situated at:- T. Haynes, 6 Armour Road, Tilehurst, Reading, Berks. H. Evans, 16 Brookfield, Parbold, Wigan. M. Spencer, P & H Fibreglass Ltd., Old Stanley Colliery, Station Road, West Hallam, Ilkeston, Derby. D. Taylor, 22 Oakfield, Lobley Hill, Gateshead N11 0AB.

## WILD WATER RACING

29th-30th March, 1980. Tywyryn Ranking.

A race will now be held on 9th February, followed by the River Dee race on 10th February.

## ADVANCED PROFICIENCY COURSES

A set of three eight-day courses are planned to run concurrently in Germany and Austria in 1980. They are:- 1. Slalom training for division 3 and 4 paddlers; 2. Advanced proficiency training; 3. BCU Advanced Proficiency Assessment.

Course fees for each of these will be £10 (an extra £1.50 required for course 3 to cover BCU fees). You get yourselves to all the locations and look after all your needs (food and camp fees). Less than £100 is easily achieved. We should be able to cater for kayak and Canadian paddlers.

Send £10 made payable to Peter Wood to 7 Sunnybank, Wick, Bristol BS15 5PL, along with a SAE.

Entry requirements: 1. Must be able to reliably eskimo roll in rough water (at least grade 2); 2. Be over 18 by 1st June, 1980; 3. Be in Division 4 or higher or hold BCU Proficiency test; 4. Be a BCU member for 1980.

Evidence of these pre-requisites may well be asked for before acceptance on the courses.

Venues: Augsburg, Haselgehr, Landeck and Lofer. Rivers Lech, Sanna, Inn and Salach.



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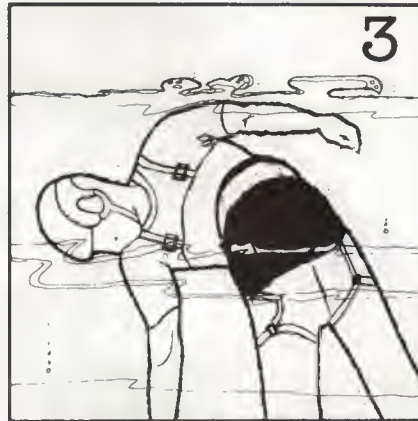
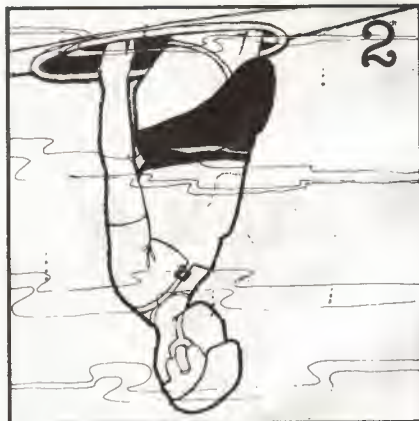
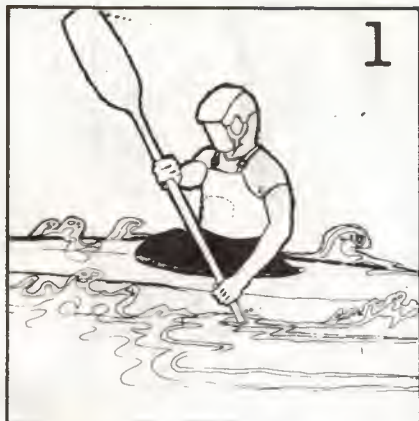


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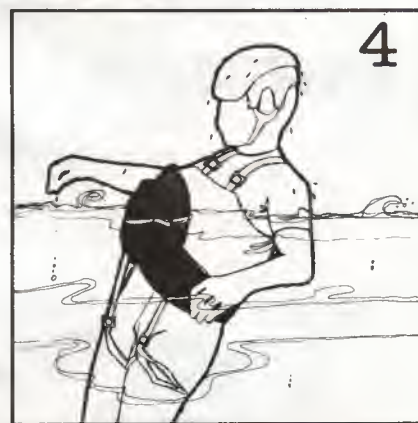




# The choice of the Gold-winners

The new lifejacket for kayakers was worn by six gold medallists at the Whitewater Worlds in Canada. This new product from Harishok Ltd. Great Britain contains over 80% of the buoyancy below the level of the deck in the form of a combined lifejacket and spray-deck. This radical new idea helps keep the spray-deck fastened on the cockpit in big waves and permits maximum freedom of movement. The "Life-deck" even has a self righting capability in the water due to the concentration of buoyancy in front of the swimmer.

For slalom competition the advantages are most significant as the new design makes it easier to avoid touching the marker poles and saving vital seconds. Designer Ray Calverley, former Olympic Competitor and World Silver Medallist, has been working this summer with an International Group of top level racers to refine the original idea.



## The most successful year yet

The 1979 World Championship season in Wild Water and Sprint Racing conclude the most successful year for Canoesport (Martin Boshier).

The lightweight paddles with glassfibre blades and either alloy or fibre shafts have now been victorious in two World Sprint Championships, Alexander Shaperenko stroking the Russian K4 to victory in the K4 10,000 metres event both in the 1978 and 1979 competitions. Indeed 50% of the Russian crew now use British Canoesport paddles.

It is also interesting to note that earlier this year exactly the same model paddle was used by Bob Campbell to finish second in the Wild Water World Championships in Jonquiere, Canada. In fact during the World Championships in 1979 Canoesport paddles were used to win two gold, one silver and five bronze medals and were used by nine national teams in all.

As well as being Britain's most successful ever racing paddle, one should also record that the Canoesport (Martin Boshier) sandwich racing kayaks were again the most popular choice of sandwich glass kayaks at this year's World Championships, making the finals for the third successive year with Ian Ferguson from New Zealand.

It is anticipated that the Canoesport range of kayaks and canoes will be enlarged to include a new K1, K4, C1 and C2 over the winter months with a view to having representation in all classes for the Olympic Games and Canoe '81.

## 1980 KAYAK EXPEDITION TO WESTERN NEPAL

October/ November 1980 is to see a major British Kayak Expedition to Western Nepal and the Kali Gandaki River in particular.

In 1977 Chris Hawkesworth went along with a medical expedition to this area to reconnoitre some of the rivers on foot.

This year, Deputy Leader Allan Barber is to reconnoitre some other parts of the Kali Gandaki.

Other rivers will be canoed as well. The expedition will commence with 80 miles of the westward flowing Trisuli River from Trisuli to Mugling and Naray Angarh at the confluence of the Kali Gandaki, to be followed by the eastward flowing leg of the Kali Gandaki from Tansen.

The southern flowing leg of the Kali Gandaki from Tatopani has not been canoed before. Above Tatopani the river is impassable with the huge mountains of Annapurna and Dhaulagiri so close together that waterfalls and huge boulders squeeze the river.

From Tatopani the river is passable through a difficult grade V. Tatopani is a three-day walk from Pokhara. Then canoe south to the road near Tansen. Another river is the Madiki flowing southward from the

Annapurna Sanctuary, again grade V. After 25 miles this river joins the Kali Gandaki at the village of Kusma.

In addition to the rivers mentioned there are several southward flowing rivers which join the Trisuli between Kathmandu and Mugling. Foot suspension bridges cross the river. It is possible to walk across the river and up the tributary valley and canoe back.

There are few roads in Nepal, but they do cross the rivers in some places. It is feasible to canoe up to four days with rations in the canoes (high buoyancy slalom type). We will hire a native bus with drivers for one month. The bus will be a mobile base camp with supplies of western food, repair kits and spare canoes. The bus will meet the paddlers at strategic points.

A 16 mm film will be made of the expedition, and a group of Australian paddlers led by John Wilde is likely to join us. Four places are already taken.

Cost at present day prices — bus, air fares and canoes only — £550 each. Food, spending money etc., is additional, as will be porters, if used. Total is not expected to be more than £700 each.



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This magnificent 16 ft. open Canadian tourer is available in three versions: Mahogany veneer for the connoisseur; g.r.p. with mahogany bulkheads, decks and gunwales for the discerning paddler; kit version for the d.i.y. man that is simple to build and gives you a really professional finish. For the touring paddler; for the family; for the wilderness paddler — the HURON.



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Sea Canoeing Course (Theory and Practical). On the S.W. coast of Scotland from 16th August to 22nd August, 1980. If you are between Proficiency and Advanced Sea Proficiency, then this one week course should suit you. This particular course is held by me every second year and is based at Gatehouse-of-Fleet, Kirkcudbrightshire, S.W. Scotland. Further details and application form from: J. Ramwell, 32 Glebe Road, West Perry, Huntingdon, Cambs. PE18 0DG.

### INFORMATION

#### MIKE JONES MEMORIAL FUND

It is possible that the first Mike Jones Adventure Award will be made to a suitable applicant for 1980. Application must be made before 1st November, 1979 to: M. Markham, 22 Wrenbury Crescent, Leeds 16. Telephone: 675235

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### NOTICE

#### APPOINTMENT — DIRECTOR OF THE BRITISH CANOE UNION

Applications are invited from a self-motivated person, of high calibre and initiative, who is suitably experienced and qualified, for appointment as the Director of the British Canoe Union.

The Union is the Governing Body of the Sport of Canoeing with approximately 10,000 members and headquarters situated at Addlestone, Surrey.

The Director is required to promote the aims and policies of the British Canoe Union as determined by its Executive Committee, and, as the Chief Executive of the Secretariat, he is responsible for all its staff. He is responsible to the Executive Committee for the management of the Secretariat, and to the Council for achieving the objectives of the Union and implementing the policies laid down for him.

The salary scale for the post is presently under review, but will be not less than £7,324.00 per annum rising to £8,622.00 per annum (including outer London allowance). Normal conditions of service regarding leave and allowances will apply, and a private pensions scheme is available.

Letters of application should be sent, together with curriculum vitae, and the names of two referees, to:—

G. Sanders, Chairman, British Canoe Union — Executive Committee, 4 Barston Lane, Solihull, West Midlands B91 2SS.

(No application forms are issued)

A copy of the job specification will be sent to all applicants.

\*The closing date for applications is 7th January, 1980.

The closing date for applications is 7th January, 1980

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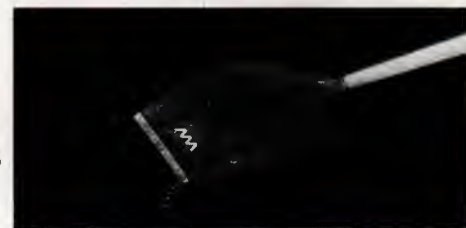
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