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THE OFFICIAL
MAGAZINE OF THE
BRITISH CANOE UNION

No. 19 SUMMER 1980

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Canoe Focus

SPRING, 1980

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COVER STORY

The start of the K4 10,000m at Nottinghamshire International Regatta at Holme Pierrepont, June 1979.
Photo: JAB Photos

BACK COVER

44-man Dragon-boat racing in Aberdeen Harbour, Hong Kong.
Photo: With acknowledgement to the Chartered Bank of Hong Kong.

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EDITORIAL

As you read this Editorial, the active canoeing season will be well under way, and at least some of the exciting plans and programmes, imagined or carefully prepared during the all too long winter months, will become a reality.

For canoeists, who are fortunate enough to rank amongst the 21 privileged Olympic summer sports, the high spot of the forthcoming year, must be on balance, the canoeing events at the Moscow Olympic Games (of which more is said elsewhere). Just as important to the enthusiast however, will be the Europa Cup series in Marathon Racing, Slalom, and Wild Water Racing, with competitions taking place at such exotic venues as Poland, Spain, France, Italy, Denmark, and West Germany.

At home there will be the pre-World Championships in Racing, Slalom, and Wild Water Racing at Nottingham and Bala, and a whole host of Regattas, Marathon Races, Slaloms, Wild Water Races, Surf Events and Sailing Regattas. There are to be at least a dozen exciting expeditions to foreign parts, including Baffin Island, North West Norway, the Andes, and the Himalayas.

There will be innumerable tours at home and abroad, countless courses catering for all standards of canoeing competency, and the usual gaggle of Conferences, Symposia, and Seminars. Details of many of these events are contained in the calendar published with the last issue of "Canoe Focus", but up to the minute information is obtainable from the respective Year Books or other publications produced by the Union's specialist Committees.

Just to write of this fascinating array of canoeing activity is enough to stir the blood of any enthusiast, and to turn his thoughts to the pleasures of water, wind and sun. What other sport could offer such an enormous variety of excitement and involvement for all, whatever their age, ability, or pleasure, whether as spectator or performer. After all, cricket is cricket, rowing is rowing, sailing is sailing — but canoeing is all things to all men (and women).

Enjoy your season's canoeing, remember the safety and canoeing codes, and try to find time to record your adventure for posterity in the pages of the next issue of "Canoe Focus", which will be devoted to the season past.

Policy

The Editorial Board would restate their intention that all relevant items of news or interest submitted, will be included if at all possible.

Feature articles are especially required. These should be of general interest, ideally of about 1,000 words in length, with accompanying photographs, and must not have been submitted for publication elsewhere.

Our New Director

Ron Emes, whose appointment as full-time Director was announced in the last issue, began canoeing in 1945 whilst serving in the Royal Navy, when on the battleship Duke of York he came across the folding canoes of "Cockleshell Hero" fame.

Later, when with the Police Service in Birmingham, he spent some years touring Midlands and Welsh rivers and canals. Following a period as secretary of a local section of the Canoe Camping Club, in 1953, together with Geoff Sanders, our current Chairman of Council, he founded the Birmingham Canoe Club.

Having organised and taken part in slaloms, in 1956 Ron led a Trans-Norwegian/Swedish Lapland Expedition and in 1958 became Team Manager of the British Racing Team.

In 1977, having retired from the Police, and subsequently graduated with an Honours Degree as a teacher of Physical Education and Social Science, the BCU were fortunate enough to obtain his services as Regional Development Officer.

The immense amount of work and achievement on behalf of the Sport that Ron has accomplished since that time is well

known. Together with his involvement as Chairman of the Sports Management Committee, his work with the Olympic Squad, with International competition, and as Chairman of the Canoe '81 Co-ordinating Committee, it all adds up to a significant and vital involvement with canoeing at all levels.

The Union is indeed fortunate to have a man of Ron's dedication, experience and vision to lead us into this new decade.





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Understanding the Ferry Glide

by John Foshee

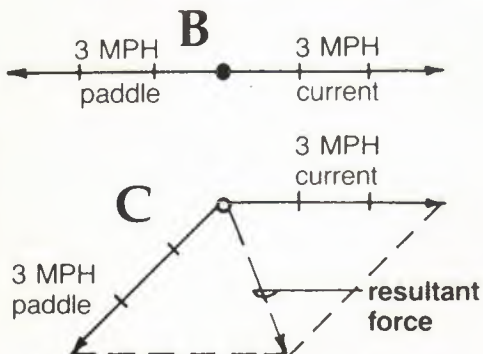
Despite being one of the most useful manoeuvres in the river paddler's bundle of techniques, the ferry glide forwards or backwards — remains an enigma to many canoeists. The novice commonly finds it barely believable when the technique is explained, and virtual magic when the first successful combination is struck, sending his canoe gliding almost effortlessly sideways across a current.

The ferry-glide works because of vectors, angles and resultant forces. This explanation is fine if you have enough of a mathematical background to know what these things are and how they fit together. If not, a few comparisons and simple geometric drawings should at least make them less confusing.

Basically, a ferry-glide is a matter of two forces operating on the same object. Neither of the forces can move the object in its *own* direction so they move it in a direction *between* the forces.

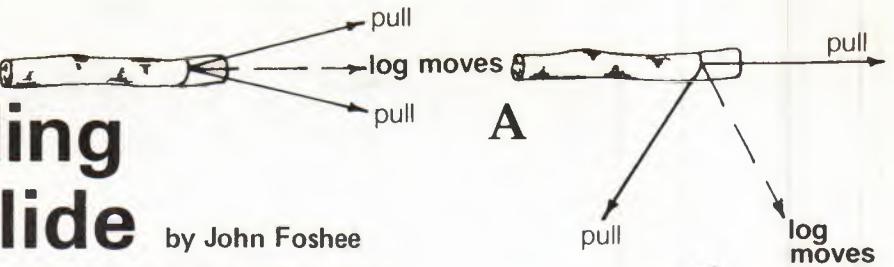
If you've ever dragged anything around by two ropes, you have a perfect example of this two-force power exerting itself in a third direction. In Diagram A, the log doesn't move in the direction of either rope but instead slides along between them. Even if you relocate the ropes so they are pulling in totally different directions, the log will still move, dragged along between the two ropes, but more in the direction of the stronger pull. All that is required to move it, then, is to keep an angle between the two ropes (and be strong enough to drag a log around, of course).

Canoe and kayak ferries work the same way. All that's necessary is to substitute a paddle stroke in one direction and a current in another direction for the two ropes, then put a canoe or kayak hull in place of the log. By varying the relationship of these two forces of paddle and current by means of the angle between them, the boat hull moves in a direction different for either force.

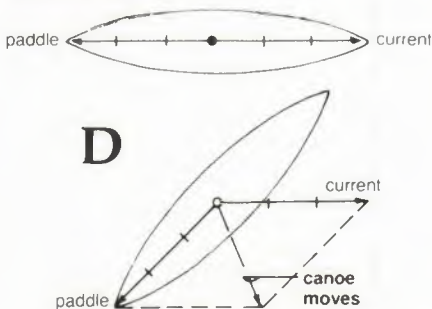


This is easily demonstrated graphically if you accept a few mathematical facts. By drawing the forces working on a hull to scale and in the directions they are actually exerted, you can see exactly how it works.

Assume a current and a paddle force of three miles per hour each and let one inch equal one mile per hour. Each force will then be three inches long. Draw them as in Diagram B. As the forces are directly opposed and equal, they balance and the net



movement is zero. Now draw these same forces at an angle to each other, similar to the ropes on the logs in Diagram A, and still to scale. Draw parallel lines to these forces and join the ends to form a parallelogram, then draw a line diagonally within the figure as in Diagram C. This line is called the "resultant" and represents, to scale, the direction and speed of a single force equal to the two original forces. This is the part that is mathematically true, as almost any physics book will attest.

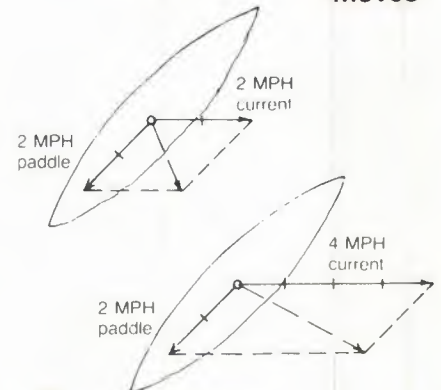


To translate this to river terms draw a hull shape over the arrows as in Diagram D. The resultant now represents the direction and speed a hull will move under these particular forces and at this angle. Obviously, you must ignore the swinging effect of the paddle stroke on the hull in the first example.

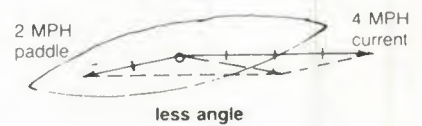
Armed with this information you can now draw various current, paddle stroke and angle combinations. If you do, you will quickly see that both direction and speed of the ferry-glide movement can be changed by varying any one of the three factors involved. The paddler, of course, has no control over the current. He *can* control the angle and the paddle force up to the limits of his strength. On the river, then, a ferry-glide becomes a matter of adjusting these two controllable factors to the third, uncontrollable force of the current. As the current may constantly vary, the paddle force and angle may also require constant correction.

One of the rules of a ferry-glide is that the faster the current, the smaller the angle between the current and the hull must be to reduce downstream movement. If the angle is not decreased, the paddle force must increase. Conversely, as the current slows, the angle may become greater or the paddle strength less. This too, is easily proved by a few drawings.

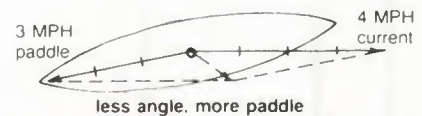
In Diagram E, a large angle with a two mile per hour current results in some side and some downstream movement. With the same angle, as the current increases the downstream movement also increases, although the side movement remains the same. By making the angle between hull and current smaller, the side motion is reduced but so is the downstream drift, often a critical factor in a ferry. *Increasing* paddle force and *decreasing* the angle has the most dramatic effect, sharply reducing the downstream movement. From Diagram E it also is obvious that the sideways motion, or the actual ferry movement of the hull, remains



E more current

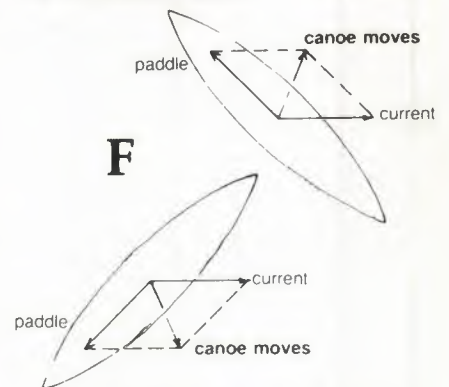


less angle



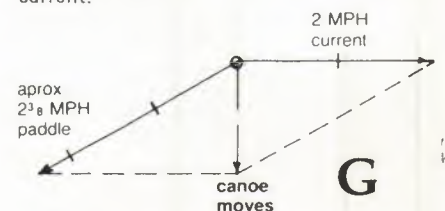
less angle. more paddle

the same unless the paddle force is increased or the angle changes. Current only affects the downstream motion.



F

Although all the diagrams illustrate a ferry moving in only one direction, reversing the angle as in Diagram F kicks the movement over the other way. It also makes no difference if the ferry is back or forward. In both cases the paddle force is opposed to the current.



G

The "perfect" ferry, one moving directly to the side at exactly 90 degrees to the current is shown in Diagram G. From this

Continued foot col 1 page 6

From Headquarters

DOWN AT THE ZOO

In the unusual setting of the Zoological Society of London, the 44th Annual General Meeting took place. Despite a rather predictable agenda over 75 people were present.

The President, David Wain, in his opening address welcomed the members present and announced the appointment of Ron Emes as the Union's new Director.

After referring to the new structure of the Union, Geoff Sanders gave the Annual Report, the achievements of our competitors in international competition. He also mentioned the expansion of the Union's operation with the impact of Geoff Good as Director of Coaching and Oliver Cock as part time National Access Officer. He said that as we move into the 80's we should work together to expand *our* sport. This was followed by the presentation of the annual accounts which showed a small surplus. Ted Owen, the Union's Treasurer, was concerned about the deficit in the Union's general fund, and hoped that this would be considerably reduced in 1980.

The following members were declared elected:—

David Wain	—	President
Ted Owen	—	Treasurer
O.J. Cock	—	Council Member
P. Rea	—	Council Member
A.J. Woods	—	Council Member

After the unanimous vote on a motion to allow committees to present their trophies where they wish, the meeting passed to a number of motions concerning the administrative operation of the Union.

After the final motion, which attempted to limit the representation of Regional and Specialist Committees, was defeated, John Dudderidge presented trophies.

The meeting finished at 4pm and members left ready to take British Canoeing into the 80's.

Full minutes are available from headquarters.

Continued from page 5

drawing it is seen that this movement can only be accomplished when the paddler can overpower the current. Otherwise the ferry will always have some downstream component.

Theoretically, a ferry could be precisely worked out under any conditions of the three variables. Practically speaking, of course, this isn't so. Difficulty in achieving or holding angles and currents too strong for the paddler's strength can wreak havoc with a great theory's transformation into reality. Final execution of a ferry depends on practice, know-how and an instinctive "seat of the pants" feeling for balancing the forces at work and setting the angle. Still, it may give some satisfaction as you successfully ferry to the side of a rock to know exactly why you made it!

Acknowledgment Reproduced by kind permission of CANOE, the magazine of the American Canoe Association.

COUNCIL REPORT

The Council met for the first time this year on 22 March, and the first task was to elect officials for the year.

After agreeing the Union budget for the year, the Council discussed such items as limited liability status for the Union, new membership categories, awards for valour, and the business for the new year. The main business of the afternoon was to hear a presentation by a major sponsorship company with a view to the overall sponsorship coverage of the Union's affairs from Canoe '81 right across to coaching and administration. It was generally considered that such coverage should be beneficial and the matter will be investigated further.

The meeting concluded by discussing International matters, which included the nomination of Albert Wood to the I.C.F.

Slalom and Wild Water Racing Committee. The Council also discussed Canoe '81 and politics in sport which are referred to elsewhere.

Council has pointed out that our Access fund is growing but we cannot undertake indiscriminate litigation. Support was given to a proposal that may alter this situation.

A realistic growth in membership is seen as vital to the future of the sport. Among the arrangements under consideration is the establishment of a special relationship with the British Schools Canoeing Association, a more attractive Junior Club membership scheme, and encouragement to the Regional Committees to promote a growth in clubs.

Future council meetings will take place on 28 June and 29 November 1980.

THE BCU AND THE NATIONAL ASSOCIATIONS

Final approval was given at the March Council meeting to the details of the Agreements between the British Canoe Union, the Scottish Canoe Association, the Canoe Association of Northern Ireland, and the Welsh Canoeing Association. Each Association is now responsible for the government of canoeing in their respective countries, and the BCU is responsible for canoeing in Britain, and England.

The text of the Agreements is available to all members of the Union and the Associations on receipt of a s.a.e. marked "Agreement" at BCU Headquarters.

The constitutional obligations of each governing body are now more or less clearly defined. The Executive Committee are considering the necessity for the establishment and organisation of a new committee of the Union with a responsibility for English affairs. It is anticipated that this will be considered by Council in June.

The debate continues regarding the extent to which the National Governing Bodies are able, or should, participate in the

everyday management of British affairs, and the obvious practical difficulties that militate against the possibility of Belfast and Cardiff, Edinburgh and London achieving a successful, efficient and unified management structure. Some inspiration will be necessary for a workable and economic system to be evolved, that will enable, for example British teams to be nominated by fully representative selection committees.

Hopefully, many of these issues will be resolved at a meeting between the Officers of the BCU and the Associations to be held shortly. This meeting will also consider progress towards the establishment of a federal structure for the British Isles.

EVENT ORGANISERS PLEASE NOTE

There are full reciprocal rights between the three Associations and the BCU. Please accept members of CANI, SCA, WCA and BCU to all ranking events within the British Isles.

INTRODUCING CADET MEMBERSHIP

Cadet Membership is a special introductory membership offer for 9 — 16 year olds. It is renewable only as a youth or full member.

For £1.00 the Cadet receives a membership card, a magazine, third party insurance, and information. The Cadet can enter for competitions, events and courses. Also, money can be saved on BCU Publications, equipment and canal licences. A special cadet badge will be available from June.

At the end of the year's Cadet Membership, a reminder is sent, which is an invitation to join as a Youth Member.

Your firm support is sought in selling Cadet Membership as widely as possible.

This is a first move in an ongoing search for ways of strengthening our direct membership. During 1981, it is anticipated that a major company will launch the scheme publicly throughout the country. Full information is available from Headquarters. Please state how many membership forms you require.

EVENT ORGANISERS PLEASE NOTE

Cadet Membership Cards will show the dates for which Cadet Membership is valid. Please accept Cadet entries for ranking competitions. Third party insurance on the same terms as for full individual members, is included.

THE NEW MANAGEMENT STRUCTURE

In the last issue reference was made to the important amendments to the management structure of the Union which strengthened the Union's executive functions. Geoff Sanders, Chairman of Council, continues to lead the Executive Committee. Carel Quaife, Chairman of the National Coaching and Development Committee, has been confirmed as Chairman of the Access, Coaching and Recreation Management Committee. While Roger Annan, Chairman of the Slalom Committee, has been appointed to the same position with the Sports Management Committee.

SMC

The Sports Management Committee (SMC) is responsible for the oversight of the affairs of the competitive forms of canoeing, for taking decisions in relation to the work of the specialist sports committees, and to provide a forum wherein those matters of common interest to the competitive disciplines within the Union may be discussed and policies and procedures relating to such matters established and supervised.

The Sports Management section is composed of the Chairman appointed by the Council, and each of the seven sports technical committees — Canoe Polo, Marathon Racing, Racing, Sailing, Slalom, Surf, Wild Water Racing, together with Canoe '81 Committee, one representative for the regions, one for each of the National Associations, and the Chairman of the Access, Coaching and Recreation Manage-

ment Committee. The paid Officers of the Union are also invited to attend the meetings.

The Espada Award Scheme, and the Eligibility for Amateur Status Committee, also come under SMC jurisdiction.

At the most recent meeting, a number of important subjects were debated, including the Olympics issue, Canoe '81, and Centres of Excellence policy. With the busy period ahead of us, the Committee are pleased to have as Chairman, one whose outstanding talents of tact and firmness, together with maturity of judgement and sense of humour, are qualities that will be invaluable in the months ahead.

ACRMC

The Access, Coaching and Recreation Management Committee (ACRMC) oversees the affairs of the other technical committees — Access, Corps of Canoe Lifeguards, National Coaching and Development Committee, Sea Touring, Touring, and Expeditions. Similarly, there is a delegate for the Regions, each of the National Associations, and the Chairman of SMC. The paid are also entitled to attend meetings.

Through this structure, the Council is firm in its resolve that the interests of members of the Union, in whichever sphere those interests lie, will be catered for, and pursued with vigour.

The work of the Executive Committee, particularly with regard to their preparation of a five year development plan, will be detailed in the next issue.



*Geoff Sanders
Chairman of Council*



*Carel Quaife
Chairman, Access, Coaching and Recreation
Management Committee*

Carel Quaife has been canoeing for 27 years, starting as a canoe camper. He has competed in spring, marathon and slalom and organised Birmingham Regattas in the early 60's. Secretary to Birmingham Canoe Club 1964-68, Carel became West Midlands Coaching Organiser for 1968-76, and Committee representative on Council during that time.

It is largely due to Carel's energetic leadership, and considerable management ability, that the Coaching Scheme has developed at such a rapid pace under his Chairmanship during the last three years. His promotion of a well organised team that formed the West Midlands region, and his work in building up the West Midlands coaching panel, are further evidence of his attributes. In recent times he has developed a deep interest in sea canoeing.

Currently Chairman of BCU West Midlands Region and the National Coaching and Development Committee, Carel sees his role as ensuring that the recreational aspects of our sport are fully serviced and promoted.



*Roger Annan
Chairman, Sports Management Committee*

Roger is 'over 40 years old', but will not state by how much. He has been involved in canoeing for over 30 years since the age of

12, after taking up recreational water activities through schooling and Duke of Edinburgh award connections.

In 1973, whilst deputy head at Whitmore School in West London, Roger decided to form a specialist school canoe club in slalom canoeing. This is now semi-open, runs two ranking slaloms, and in his own words, "manages to stagger by".

After establishing the club and its paddlers, Roger decided his forte lay in administration. In 1975 he was elected as Slalom Division 3 ranking list compiler, and in 1977 Chairman of the BCU Slalom Committee. Since this time Roger has been very active and can be found at a ranking slalom most weekends.

He was elected to the Canoe '81 (Bala) Organising Committee. Whilst in Canada with this Committee at the 1979 World Championships he sat the ICF Judges examination and passed with maximum marks. The following week he was a gate judge at the World Championships.

When asked about his aspirations for canoeing development Roger says he has two ambitions. Firstly, that we shall soon have full-time competition coaches and a national pattern for competitive canoeing. Secondly, he is concerned over club development and hopes to see more with substantial permanent bases and water.



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THE OLYMPIC DEBATE

by RON EMES NOMINEE TO THE
NATIONAL OLYMPIC COMMITTEE

Whatever the final outcome of the continuing Olympic debate, sport, and that includes canoeing, will never be the same again. It is not too dramatic to observe that the controversial issues involved have turned brother against brother, and father against son. It is perhaps typical of today's society, and a commentary on the importance with which sport is now regarded, that individuals are prepared to argue so passionately that Britain should or should not compete at the Moscow Olympic Games. It is particularly interesting to note, that while party political bias has been demonstrated by some, in the main there has been a reaction directly associated with individual conscience and personal idealism, in that people have taken a view which they consider to be in the best interests of sport and the nation, and this has not always been that of the Government. It would not I hope, be too controversial to observe, that historically the British people have had a habit of disagreeing with their governments, it just so happens that on this occasion it involves us as sportsmen much more directly than has been the case in the past. There seems little point in re-stating the major issues that have emerged as these have been well publicised, but it may be of interest to define terms and to clarify some apparent misconceptions that have intruded into the Moscow debate. Thus:

Britain's accountability to the Olympic Movement

The Olympic Charter states that: "National Olympic Committees must be autonomous and must resist all pressures of any kind whatsoever, whether of a political, religious or economic nature. In pursuing their objectives, the NOCs may co-operate with private and government organisations. However, they must never associate themselves with any undertaking which would be in conflict with the principles of the Olympic movement and with the rules of the International Olympic Committee."

The principles of the Olympic movement are: "To promote the development of those physical and moral qualities which are the basis of sport; To educate young people through sport in a spirit of better understanding between each other and of friendship, thereby helping to build a better and more peaceful world; To spread the Olympic principles throughout the world, thereby creating international goodwill; To bring together the athletes of the world in the great four-yearly sport festival, the Olympic Games."

The principles of the British Olympic Association are: "To encourage interest in the Olympic Games and to foster the aims and ideals of the Olympic Movement throughout Great Britain in accordance with the principles and rules of the IOC; To organise and co-ordinate British participation in the Olympic Games."

According to the International Olympic Committee's recently declared position and the IOC charter, the Moscow Olympic Organising Committee is in good standing.

The IOC have refused to move, delay or abandon the Moscow Olympics and they alone — and not governments — are the only authority over the Games.

The British Olympic Association, as a member of the IOC, is obliged to support the Games. If, *because of political pressures*, the BOA do not accept the invitation to compete in Moscow, the Association is contravening the rules of the IOC under which Britain became a member.

Support for a boycott

The number of National Olympic Committees who advocate a boycott has been grossly exaggerated. Of the 142 NOCs recognised by the IOC only a handful have indicated their support. Excluded from this number is Saudi Arabia, who stated last October that they would not participate but, nevertheless, wished the Moscow Games every success.

Finance

The financial involvement of the Government (ie the spending of public money) to send the British team to Moscow has been

consistently misrepresented. In fact, public money (through the Sports Council) has been given only once in the last six Olympics. The amount was *just £15,000* in respect of the 1976 summer Games in Montreal.

Conversely, the BOA's £1,000,000 appeal for the winter and summer Olympics of 1980 includes a reserve of the order of *£300,000 for the payment to the Government* of corporation and other taxes.

The Government's decision to withhold public funds (ie Sports Council grants) in respect of participation costs for the Moscow Games will not prevent British competitors from going to the Olympics. In recent years, the British Olympic Association has raised sufficient money to pay every single expense for the participation of the British team. But this was not always so. It is not impossible that the chosen competitors, in defence of their opposition to a government-imposed boycott, will set about finding their own costs of participation. The International Athletes Club have already said they will do this for their sport.

Sport in Britain

If a boycott of the Games succeeds, it will destroy the Olympic movement and the fabric of international sport and *domestic sport could not remain unaffected*.

Many of the sports in the Olympic programme were developed internationally by Great Britain and the influence of British administrators and technical experts has been immense. If there is a Moscow boycott, it will be very difficult for British representatives on the committees of the International Sports Federations to maintain their important positions in the councils of world sport. The long-term effects, should this happen, cannot be ignored or treated lightly.

At successive meetings of the various management and policy taking committees of the British Canoe Union during the past few weeks, culminating with a meeting of the Council on 22 March, the policy of the Union regarding participation in the Olympic Games at Moscow, has been re-affirmed as follows:

"Throughout the History of The Olympic Games and in accordance with the established principles of the Olympic movement, emphasis has always been placed on the participation of the individual competitor in the Games. The British Canoe Union, therefore, is of the opinion that subject to the laws of each participating Nation, and in accordance with the regulations of the International Canoe Federation, any competitor if selected, should not be denied the privilege of participating in The Olympic Games."

The Union accordingly supported the following statement approved at the meeting of the British Olympic Association held on the 25th March: "The British Olympic Association, which exists to organise and co-ordinate British participation in the Olympic Games, has agreed to accept forthwith the invitation to send a team to Moscow this summer.

"This decision has been taken in the interests of the competitors who, during these past anxious weeks, have had to maintain their hard training without knowing whether or not Britain would participate in the Olympic Games which are the greatest of sporting occasions.

"The Association would welcome every governing body's participation and offer them the opportunity to decide to participate up to the last possible moment — namely 24 May 1980.

"The British Olympic Association has not come to this decision lightly. It has given careful and we hope proper attention to the views expressed in Parliament as it has taken note of the response of the public and the aspirations of the competitors.

"There will be, of course, no pressure to participate on individual sportsmen and sportswomen who prefer not to be considered for their teams.

"Naturally, should circumstances change, the BOA will re-examine the situation."

Regional Roundup

SOUTHERN

A Sports Injury Clinic under the direction of Mr. J.A. Robertson Consultant Orthopaedic Surgeon has been established in Southampton General Hospital. Athletes sustaining a sporting injury can be referred to this Clinic for specialised treatment, by their own General Practitioner.

WEST MIDLANDS

The West Midlands Regional Group have a new Access Officer in Don Cook, who may be contacted at the Applied Science and Food Technology Dept. Birmingham College of Food and Domestic Arts, Summer Row, Birmingham B3 1JB. 021-235-4071. Don is very keen to set up an access team and would be pleased to hear from volunteers.

Another of Don's interests is in helping disabled people, an area where the regional group hope to make some progress during the year, putting on courses to introduce canoeing to the disabled and also in the training of instructors. Don would like to hear from Clubs or individuals who are interested in helping.

A conference — "Developing Canoeing in the Eighties" — held on 23 March was the first of its type. Organised jointly with the Sports Council, it contained some interesting talks and discussions. Fred Briscoe of the Sports Council did a magnificent job keeping speakers and delegates in order. Hazel Bennett of the West Midlands Sports Council, delighted everyone with her wealth of information on grant aid. The conference proved to be informative as well as an opportunity for the airing of views, with the Director, Director of Coaching and Chairman of Council present to speak and to listen to the views of the Region.

EASTERN

D.G. (Copper) Harper has been elected as Chairman. 'Copper' is the well-known Chairman of the Bedfordshire Association of Canoeists and Deputy Youth Officer for the County. Allen Miller, our 'founder' Chairman was elected as Vice Chairman in appreciation of his service in the formation and early administration of the Region. D.E. Smith was re-elected Secretary.

D. Coggins of Chelmsford BC was elected as LCO Essex recently, taking over from M. Lewis of the same club. Roger Price has been appointed as Regional Racing Coach.

During the spring, two of our clubs are operating a scheme — known as 'Canoe Outreach', backed by the Sports Council — to take canoeing instruction to rural areas of the Rivers Waveney and Great Ouse. This exercise will also strengthen the clubs as well as introducing safe canoeing methods.

A meeting was recently held to introduce the new Marathon Racing Rules to our race organisers. We are anticipating an increased number of young paddlers taking part in events this season. A winter series of three short marathons was held in Suffolk during January to March using two rivers not normally open to us, the Brett and Deben.

The Boxing Day Rolling Meet to Duck

Mill, Bedford at Christmas raised over £400 (and several bad colds) for the 'Save the Children Fund'.

Viking Kayak Club are host to a group of paddlers from Bamberg, Germany in May as part of the Bedford River Festival. Several canoeing events are planned.

All County Training Squads have now completed their second season and the scheme continues to be of benefit to our up and coming paddlers. Our thanks are due to the coaches and trainers who give their time to this worthwhile venture. Hertfordshire are negotiating two further squads under the direction of Ron Vessey and George Cherry.

LONDON & SOUTH EAST

A General Meeting is to be held at Crystal Palace National Recreation Centre on Saturday 12 July 1980 at 3 pm in the Arthur Green Conference Room (New swimming complex). The meeting is open to all individual BCU members resident in Greater London, Kent, Sussex and Surrey and to representatives of BCU affiliated clubs and organisations.

The business will be to receive the draft constitution. If this is adopted, to elect officers and committee for 1980. Enquiries to Hon. Secretary, Tom Baptie, Merton Adventure Centre, 226 London Road, Mitcham, Surrey CR4 3HD. Tel: 91 640 0572.

SOUTH WEST

A management committee has been formed and is now meeting regularly under the chairmanship of Jeff Choat. Among its first tasks the committee hopes to prepare a detailed list of clubs in the South West Region, and also a guide to available waters.

Arrangements are in hand to organise an inter-club competition in Marathon, Surf and Slalom, with a trophy to be awarded annually.

YORKSHIRE & HUMBERSIDE

Access. After three years valuable service Chris Hawkesworth has resigned as Access Officer, but remains as Chairman of the committee and a member of the Regional Executive. Chris at present has the difficult job of piloting the Access Development Plan through the Sports Council Resources Committee. This involves representatives from NFU, Country Landowners Association, Salmon and Trout Association, YWA and Naturalist Trust. Mike Twiggs of Bradford and Airdale CC is the successor.

Prompt action by Hull and District CC and BCU nationally helped to get a clause removed from an Act of Parliament that could have restricted Access to the river Hull.

Washburn — 4 wild water races and 5 slaloms including a Division 1 event, continue the trial period for the development of this excellent site which gives a 3 km race course and several potential slalom courses on Yorkshire Water Authority land with dam control. It is hoped a lease will be available.

Fund raising is going ahead and your support is sought for 3 special events:

Sponsored Marathon (Leeds CC) — May 4; Knaresborough Barbeque (Dales CC) — 28 June; Thorn Park Regatta, Wakefield (West Yorks CC) 26 July. Donations are sought from clubs, individuals and pledges.

Coast to Coast Relay Marathon. Would any group prepared to help organise this suggested event along the Leeds-Liverpool Canal please contact a member of the Regional Executive.

Regional Championships. Open to people of all standards. Come along and enjoy the event: Marathon — York — Rod Dubber — 29 June; Polo — Wakefield — Ken Harrap — 26 July; Slalom & Wild Water Race — Mark Markham — 25/26 October.

NORTH

The Kielder Dam project is scheduled for opening at the end of 1981. The Kielder Water Club has been established as an "umbrella" organisation for all sports which will take place on the giant reservoir.

Slalom has been accepted for this year's Vaux School of Sport, which is in its eighteenth year.

The school gives youngsters the benefit of a week of intensive top level coaching.

EAST MIDLANDS

The East Midlands has a new secretary, Mr. Ray Ellis, 155 Charles Street, Sileby, Loughborough, Leicester.

Problems are still arising on the Derbyshire Derwent where an angler is said to have tested the strength of a VCP deck lay-up with his boot and become quite wet in the ensuing proceedings. However, it is no good complaining of the angler's behaviour when the canoeists at Matlock are continually upsetting the local residents by their indiscreet parking and changing in the roadside lay-bys. The County Council now have plans to close these down by erecting bollards. This follows more complaints. Unless those causing the problem show a more responsible attitude when using this site it may well be closed to all canoeists. Access can be gained from the downstream end of the Artist Corner Car Park. Paddlers using the slalom site should not stray upstream of this point and should not paddle below the footbridge at the end of the site. Notices are at present being made to indicate the limits and giving instructions for parking.

A Canoe Rally is planned for 17-18 May. It is hoped to attract all ranges of ability from beginner to expert and will take place on the canal starting at Lincoln, proceeding to Torksey on Saturday where camping has been arranged and followed by a paddle back to Lincoln on the Sunday. There are five stages where paddlers may join or leave the rally and the small charge of £2 covers the cost of camp fees, canal licences and includes a souvenir badge. There is also the possibility of a coach tour for the non-canoeing wives and families.

Further details and entry forms may be obtained from the organizer, Bryan Ward, 46 Cosford Close, Birchwood, Lincoln.



A shot that captures the romance of wild water canoeing – a man in communion with the stark elements. River Swale – Army and Open Wild Water Race, November 1979. Photo: Brian Biffin

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Cambridgeshire County Council Education Department
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CANOE INSTRUCTOR

1. Applications are invited from suitable qualified persons for for this post. The appointment is from 31st March to 31st October, 1980. BCU Senior Instructor Award (Inland) or equivalent experience is desirable.
2. The successful applicant will be required to instruct canoeing and also to help with maintenance of canoes and associated equipment. A current driving licence should be held.

Salary £46.30p. per week less £10.50p. for board and accommodation.

Application forms and further particulars from:—

The Warden, Grafham Water Residential Centre, Perry,
Huntingdon, Cambridgeshire.

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Athletic Shorts (Red)	3.50
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Ayrshire. Tel: 0292 78558
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SPORT SPECTRUM

CORPS OF CANOE LIFEGUARDS

Queens Silver Jubilee Trust Award. The Corps have been awarded a grant of £4,000 towards the training element of their work, from the Silver Jubilee Trust Appeal.
Instructor canoes now available. Northern Kayaks (Rothbury) are now producing the rescue and instructor canoes. The instructor boat is available from Whitewater Sports, 22 Guildford Road, Woking, Surrey at £198.37p including VAT. The rescue boat which is exactly the same design, but in the official CoCLG Rescue colours, is only available to qualified canoe lifeguards and affiliated units.

INTERNATIONAL CANOE SAILING

Canoe Week 1980. Stone Canoe Club, Essex, are hosts to Canoe Sailing Week 1980, from 10-16 August.

A Thriving Magazine. Brian Mace, Secretary of the International Canoe Newsletter, has produced a fascinating edition, which includes everything from full reports on all the events of 1979 - the Sailing Challenge Trophy was first completed for in 1875 - to a full list and history of the registered boats from number one through to number one hundred and fifty eight.

RACING

Condition of entry for Regatta 1980. Important requirements for all competitors in regattas for this season are contained in the racing year book - which includes marathon requirements - available from Canoe '81, 72 Bridgford Road, West Bridgford, Nottingham at £1.25.

Send for your copy, or for information on re-classifications, entry procedure, election events, registration procedure, racing colours, accommodation facilities, youth championships, and Olympic team selection.

£5000 from Alka-Seltzer. Mike Haslam, Chairman of the BCU Racing Committee, was pleased to announce recently that Alka-Seltzer have sponsored the Nottinghamshire International Canoeing Regatta to the tune of £5000.

The Alka-Seltzer Olympic Seven - 7 sports including canoeing - will be covered by BBC TV's Grandstand.

The International Regatta, which is to take place at Holme Pierrepont from Friday 20 June to Sunday 22 June 1980, which already enjoys a high reputation, now promises to be the best ever. Nottinghamshire County Council continue to give their generous support.

Entries are anticipated from 22 countries, many bringing their Olympic teams.

POLO

National League. In order to keep the standard of canoe polo on an upward trend it has been decided to organise a National League. The League is to have more than one division if there are enough applications. Please write directly to Mr. B. Barfoot, 18 The Cedars, Dunstable, Bedfordshire.

Polo Newsletter. A 'Polo News Letter'

has been proposed. It is hoped that the first issue will be available shortly.

Brian Barfoot (address above) is the man responsible for developing polo refereeing. Those interested should contact Brian direct.

All other enquiries with regard to canoe polo should be sent to the new Secretary, elected at the AGM, Gary Linton, 75 High Street, Botley, Southampton, SO3 2ES.

Trylon Trophy. Eleven teams from Luton, St. Albans, Bromsgrove, Nomads, Birmingham, Northampton and Guildford, competed for this Trophy in Luton on 1st December.

Results - 1: Luton A; 2: St. Albans; 3: Northampton; 4: Birmingham.

Coaches Course. London and South East Regional Sports Council have given a development grant of £100 to enable a canoe polo training course to take place, scheduled for May.

TOURING (INLAND)

Guide To The Waterways now available. The Touring Committee are working hard on the production of maps and notes to eventually cover the whole of the British Isles.

In the meantime, the existing Guide to the Waterways has been revised, and is available from Headquarters at £2.25 (Non-Members £3.25).

The Guide gives a very full itinerary of rivers covering the whole of the British Isles, but gives no indication of the access situation nor of physical changes since its last reprint.

Canal Restrictions - BWB have issued a schedule of works which will prevent navigation on certain tunnels during the 1980 season. Canalphone gives recorded messages about unscheduled stoppages on the waterways. North: 01-723-8486; South: 01-723-8487.

SEA TOURING

French Coastal Restrictions. The Sea Touring Committee are now well involved with the French Authorities in an attempt to negotiate a means around the French Ordinance which is now being rigorously enforced, to prevent canoes operating more than 300 metres from the Coast.

At the time of going to press, the matter has still unfortunately not been resolved. Enquiries to J.C. Kuyser, at Calshot Activities Centre, Calshot, Southampton.

John Kuyser at Calshot. Calshot Activities Centre has gained a distinguished member of staff in the person of John Kuyser, Chairman of the Sea Touring Committee. John commences his appointment from 14th April 1980. Bill Reed, who was National Training Officer for the Corps of Canoe Lifeguards, has left for pastures new.

HM Coastguard and the Sea Canoeist. This paper provides an up to date description of the organisation of Search and Rescue within the UK Search and Rescue Region, together with some general advice to Sea Canoeists. It is the first of a series of papers on topics of interest to sea canoeists, all of which are produced by experts and vetted by the appropriate authorities involved. The

STC gratefully acknowledge the help of HM Coastguard in the preparation of this paper.

Advisory Paper No. 1 - 3/80 - 20p post free from PRO, Tom Baptie, 226 London Road, Mitcham, Surrey.

Committee Notes. The Sea Touring Committee is the youngest of the BCU Technical Committees and although it might be said to be still cutting its teeth, Sea Kayaking is developing tusks like a walrus.

This is due to its very rapid growth and to the rapid development of specialised boats, to problems of access to inland waters, to the technical interest of tidal canoeing and to the adventurous challenge of the sea.

Monserat wrote about the 'Cruel Sea' but the sea is not cruel, it is neutral but it is often dangerous. We cannot take liberties with it. So, it is important that we who canoe on tidal waters communicate with one another and that we publish as much as we can of our knowledge and experience. There is so much going on that it is difficult to keep pace with it.

Hence my function as PRO. Please communicate with me - Tom Baptie - on anything of interest to sea canoeists. What are your problems? Where should we be heading? What do you want to know? What are you planning?

MARATHON

Fun Racing for all. The new divisional scheme gives an opportunity for everyone to have a go in a fun event this season.

Any club, instructor, or organiser, can set up a local race, of up to four miles, and promote paddlers as applicable.

Any and all boats and ages can enter at the lower levels. The Marathon Committee have embraced a scheme that gives tremendous opportunity for participation by all abilities, in any type of craft, on your local patch of water.

Certificates are purchased in advance, and issued to all participants. Send for full details to: Mrs. Shirley Wickens, 4 Beech Avenue, Drakes Broughton, Nr. Pershore, Worcs.

SLALOM

Slalom Organisers Conference. 80 people representing 32 clubs assembled at Holme Pierrepont in early January to exchange views, ideas and experiences on the organisation of slalom competition.

The weekend proved most worthwhile, and a composite report is being compiled which hopefully will lead to the long awaited new edition of the organisers handbook. Copies of the report are available on request to Mr. R. Fox, 3 Morton Avenue, Harpenden, Herts.

Progress on the Slalom World Championships 1981 was reported. A conference will be held to cover this, and a general organisers conference is planned again for 1982.

New Secretary. Mr. Roger Fox, 3 Moreton Avenue, Harpenden, Herts, has taken over as Secretary to the Slalom Committee, following the death of Tony Brown.



Phil Dean takes a big one at South Shields, North of England Championships.

Canoe Surfing

by Vyv Cox

Nowadays it is almost impossible to pick up a newspaper without reading something like "Crocodile wrestling is now Britain's fastest growing sport" or "Competitive flower arranging is now attracting 100% more participants than it was this time last year". Competitive surfing isn't like that. The number of new competitors at each event can usually be counted on the fingers of one hand and it isn't all that hard to see why. Surfing is always the wettest of canoe sports, is often cold and uncomfortable and is occasionally terrifying, even to the most experienced. Surf conditions are notoriously unreliable in Britain, so most competition takes place in the colder months of the year, when there is a slightly better chance of some waves. The result of all this is that we have a sport which is very popular with masochists. Competition surfing is driving 250 miles to find the sea utterly flat, turning round and driving 250 miles back, usually to find excellent surf at home. Competition surfing is trying to find a good shoulder on a tumbling mass of freezing cold water whipped into a frenzy by violent onshore winds.

On the other hand, surfing is the exquisite experience of instant acceleration from 0-30mph, the falling sensation of take-off down an eight foot plus wave followed by the exhilaration of "reading" the wave and riding the shoulder all the way to the beach. Surfing can sharpen the awareness to an unbelievable extent, so that after five years one can still remember every wave of a perfect afternoon. In common with most other canoeing disciplines it is an intensely personal sport but has the distinction that it is the only one in which performance cannot be directly measured. Contests are judged by a team of three judges who assess each surfer's style and technical ability on each wave. Judging is dependent on many factors, so that scores between two contests or even between two heats in the same contest can never be compared.

One of the great things about competition is that it is just as I imagine slalom was in about 1950. People talk to each other! Nobody gets up at 3 am to practise! Not that the competition is taken lightly, every heat is fiercely contested, but, once the day's events are over, they can be discussed in a rational manner over a glass of lemonade, or two.

Surfing tends to be the preserve of the mature male. Few youths and even fewer ladies find surfing to their liking, although some of those who do reach a very high standard. This is partly a reflection of the need for motorised transport, few people are lucky enough to live close to good surf beaches; indeed, it is surprising how many of the best surfers live in towns and cities hundreds of miles from surf. However, the main reason is surely that this is a tough, demanding sport. Capsizes are frequent and specialised surf craft tend to loop backwards very easily, consequently in big surf the eskimo-roll must be performed time after time. In the worst conditions almost the whole 20 minute heat can be spent in battling through big walls of soup (the broken wave), reverse looping time after time. This exhausting process takes its toll of those whose fitness training has been allowed to lapse and those who are not mentally determined to get "outside". The success of Phil Dean over the last two years (National Champion 1979 and 1980) is due not only to his technical excellence but to the rigorous training he undergoes as part of his wild water race training.

Ultimately the final breaking wave is passed and the surfer can recover his breath, enjoy the sensation of massive power generated by the big green swells passing beneath him and watch for the point where on each wave the first break occurs. This is where he needs to be to take a high-scoring ride. Once in position he awaits a wave which he judges will just break as it reaches him, i.e. is at maximum steepness. One or two paddle strokes see him falling down towards his first bottom turn, which he makes in the direction he has decided to ride. He now uses his experience to read the wave and can utilise a number of manoeuvres to maintain his position as close to the breaking section as possible. It's as simple as that!

If all this sounds like your kind of sport, turn up at the next competition and have a look, or a go, for yourself. Dates and organisers are published in the BCU Calendar and in "Beach-break", the surf executive's own magazine. See you on the beach!

Mike Jones

Following the tragic death of Mike Jones whilst leading the British Karakorum Canoe Expedition in North Pakistan in 1978 a fund was set up to help others seeking adventure and Trustees were appointed.

Two grants were made initially from the Fund: £500 to support the Mike Jones Mobile Eye Camp at Skardu, N. Pakistan, near the site of the accident. This Camp, administered by the Royal Commonwealth Society for the Blind, will be open in April/May 1980; £1,500 to the Medical School, Birmingham University to provide capital for annual Bursaries to assist students pursuing health projects in developing countries.

Amanda Price is working at a 250 bed mission hospital in Tanzania and will go on safaris to the surrounding villages and be concerned with Maternal and Child Health Projects. Annette Tanner is working from a Hospital in South India to study the causes of blindness, as suggested by the World Health Organisation.

Mike was a Churchill Fellow following an Award from the Winston Churchill Memorial Trust for his Blue Nile Expedition in 1972. The Trustees decided to ask the Trust to administer the remainder of the Fund, and they have agreed to this. The Mike Jones Adventure Awards can be made alternate years starting in 1980. Disadvantaged or disabled young people are not to be excluded from consideration. Preference will be given to applications involving canoeing, but other activities could be considered in the absence of suitable canoeing applications.

The Fund has now passed the £10,000 mark.

Donations may be sent to: Mike Jones Memorial Fund via M.J. Markham, 22 Wrenbury Crescent, Leeds. LS16 7EG. Anyone wishing to use the Reg. Charity No. 313952 should make the cheque payable to Winston Churchill Memorial Trust (Mike Jones Adventure Awards) and send the cheque to M.J. Markham.

Film Hire

Mike's mum is running a film hire service, the hire fees are donated to the Memorial Fund. 16 mm films available are Blue Nile, Dudh Kosi - Relentless River of Everest, Orinoco, Search for Excitement and Ag Augsburg. Enquiries to Mrs. M. Jones, 1 Birchwood Drive, Utley, Keighley, W. Yorks.

Mike Jones Adventure Awards 1982

Application Forms available from the Director General, Winston Churchill Memorial Trust, 15 Queen's Gate Terrace, London, SW7 5PR from April 1981. Closing date November 1st 1981. Interviews for short listed candidates January 1982.

The Mike Jones Adventure Award for 1980 has been made to the Yorkshire Schools Exploration Society for their Expedition to the High Atlas Mountain in Morocco.

Paul Green's memory supports Fund

Lieutenant Paul Green, who was drowned in the River Awe, Scotland, last July, was a friend of Mike's. His parents live at York and at their request relatives and friends have contributed to the Fund in Paul's memory.

Fixtures and fittings

Pete Wood is a BCU Coach, and has been Regional Coaching Organiser for Wessex. Currently competing in Division Two for mens single Slalom Canadians, Peter explains how to customise a decked canoe.

This article is intended for paddlers who wish to change to, or at least give Canadian Canoeing a reasonable try. Many Kayakists (horrible American word) are persuaded, coerced, or bullied into trying someone else's instrument of torture that passes for a modern decked single or double Canadian Canoe.

To paddle the craft successfully, the canoe must be fitted out with bars or straps to suit individual requirements. Don't be put off by tight aluminium bars, restrictive webbing or rough inner hulls. If you have a chance — try these types of canoes before the owners add their own bits and pieces. In my own club five of us paddle the same model of slalom C1 but find it impossible to even get into each other's boats because of the incompatibility of fittings. Some manufacturers produce Canoes with saddles or half-saddle seats. These perhaps need the minimum of extra fittings, and would be more suitable for a "club boat" than others. These canoes still need thigh bars to be rolled consistently in rough water.

Even with fittings tailored to perfection, some modern low line C1's are only 10 minute boats! This is a point to bear in mind when contemplating long trips! Slightly older medium volume designs may be a better starting point for the budding slalom Canadian canoeist.

With open canoes the problems are different, the thwarts are often wrongly placed for serious canoeing and some Canadian Canoes actually come with seats! Red Indians paddled open canoes on rough water squatting on crossed ankles on the bottom of their canoes. Current American rough water canoeists fit straps or bars to their open boats but still kneel on the bottom.

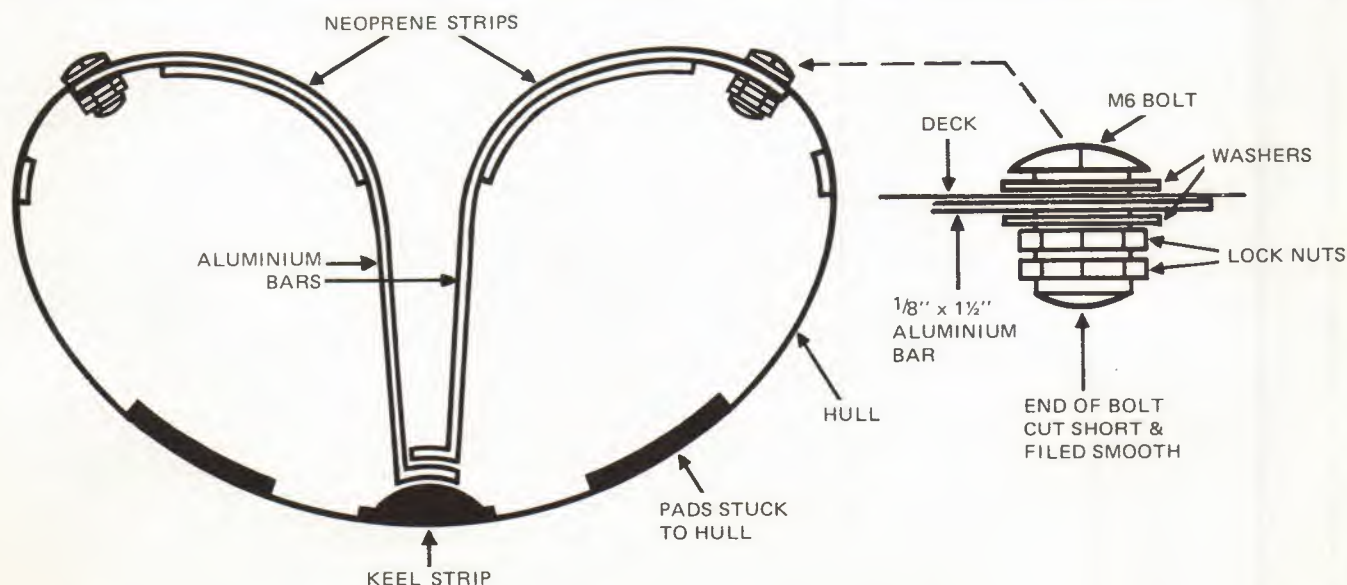
When thinking of turning to Canadians many people would buy second hand boats and struggle with the previous owner's fittings. My advice would be to remove earlier fittings and start from square one. Rigid metal bars are preferable to flexible straps, which don't always release the paddler quickly. When fitting out a decked slalom or wild water racer I use the following materials and follow this procedure:—

2 x 6" square high density plastic foam eg Korri-Mat and glue
3 x 6" of 1½" x ⅜" aluminium strips

2 x 50mm M6 roofing bolts, nuts and washers

For a luxury fit, odd lengths of neoprene rubber to cover the aluminium bars.

1. Dress for the type of canoeing you contemplate in this boat, wet suit, boots, track suit trousers and tee shirts. Then, kneeling in the boat, place the squares of foam centrally under the knees, assuming the most comfortable position you can manage, knees wide apart, thighs touching the inside lip of the cock-pit coaming. Mark the hull with tape around the outside for each pad and then glue the pads to the hull with evo-stick or similar. Whilst these pads are setting cut the aluminium strip in half and drill a ¼" hole in one end of each strip. The bolts that hold the bars to the deck will go through these holes. Drill the holes centrally about 2" from the end of the strips.
2. Get back in the boat and work out the position and angles of the bars in relation to the seating position and thighs when kneeling comfortably. The higher the bars are on the thighs, the greater the control — but escape is harder. I usually fit my bars three quarters of the way up my thighs. Bend the bars one at a time to shape and bolt the bars through the deck with the M6 roofing bolts, washers and nuts. The other ends of the bars should be glassed to the keel strip but not to the flexible part of the hull.
3. The aluminium bars will have to be bent to fit over the legs and at a slight angle to ensure the whole width of the bar is in contact with the leg, thus spreading the load evenly and comfortably. Aluminium is relatively cheap — don't be afraid of throwing away your pieces of bent and twisted scrap and starting again. It will be worth it in the long run.
4. Bolt the final product back into place through the deck (reinforce if necessary) and jam the bars in place with wood and tape, then glass along the length of the keel strip using 3 layers of 1½oz. CSM over the brackets bent to shape over the keel strip.
5. Don't worry if the straps are a little loose, as the neoprene stuck to the underside will take up the slack. If the bars are a little too tight remove the nuts and bolts and file the hole in the bars into an elongated slot and try again. Glue the neoprene to the bars and with a little bending and filing a perfect fit should be possible. My first set took me six hours — I can now do it in 45 minutes. Once these tailored fittings have cured, take your canoe to a pool with a helper and see if you can get out in a hurry. Many variations of fittings occur. Talk to others and see if you can improve on my method.



CANOE '81

WORLD RACING CHAMPIONSHIPS 1981

Plans are now well in hand for the XVIth World Racing Championships which will be held from 28 July 1981 to 2 August 1981 at the Holme Pierrepont National Water Sports Centre, Nottingham. The World Racing Championships form part of the Nottingham end of Canoe 81. Canoe 81 is a total concept covering three canoeing world championships: Wild Water Racing and Slalom at Bala, and Racing at Nottingham, with many associated events around the country. All this will take place mainly during July and August 1981.

At Nottingham, in addition to the World Racing Championships, there will be an opening night spectacular consisting of such items as band displays; gymnastics; hot air balloons; free fall parachuting; fireworks display. A multi-purpose Exhibition — Waterside 81 — will be on site at Holme Pierrepont, covering such things as camping; sports equipment; caravans; canoes; side shows; static displays; mobile displays. It is hoped to organise various social events, concerts and the like during each evening of the Championships.

Plans are being made in conjunction with the National Association of Boys Clubs to stage a 50 mile canoe tour down the River Trent to Nottingham, culminating with a mass paddle down the Regatta Course to symbolise the opening of the Championships.

Close links have been established with the local authorities — particularly Nottinghamshire County Council — and support in cash and kind has been sought from them, the Sports Council, and Commercial Companies, both local and national, in an attempt to raise the finance necessary to stage CANOE 81 — NOTTINGHAM. The budget figure stands at around £300,000. Such an undertaking requires a great deal of organisation and dedication by the Officials involved.

In brief, the organisational family tree consists of three main committees and two Executive groups. The whole organisation is headed by a Director, Mike Haslam, who through the good offices of the Royal Army Ordnance Corps, is able to devote the necessary time to carry out the job.

The three committees are the Management, Organising, and Advisory Committees, each with its own role to play, implicit in the title. Further working parties cover specific areas of organisation reporting to their parent committee.

A Press and Public Relations Executive will co-ordinate all publicity plans for CANOE 81 — NOTTINGHAM, and will work very closely with CANOE 81 — Bala, and the central CANOE 81 — Co-ordinating Committee.

The day to day running of the CANOE 81 — NOTTINGHAM Organisation is controlled by the Management Executive consisting of the Director, Mike Haslam; the Deputy Director, Malcolm MacDougall; the Technical Director, Colin Gray; the Treasurer, David Cogswell; and the full time Administrator, Lisa Porter (who returns to University in September 1980 when George Oliver will become the Administrator).

To provide the Administrative back-up needed for such an organisation an office has recently been acquired in West Bridgford where the Administrator and a part-time Secretary, Peggy Thorp, are busy helping to make CANOE 81 — NOTTINGHAM a reality.

If you are interested in learning more about CANOE 81 — NOTTINGHAM, or wish to be involved in its organisation, please do not hesitate to contact us at our office — CANOE 81 — NOTTINGHAM, 72 Bridgford Road, West Bridgford, Nottingham. Tel: 0602 819879.

EXPEDITIONS

Experienced canoeists who are planning remote foreign expeditions on river or sea during the financial year April 1981 to March 1982 may apply for the support of the BCU and possibly grant aid. The deadline for detailed applications is 1st October 1980. Contact the Director of the BCU at Head Office by letter for further information.

NORTH ANDES WILD WATER EXPLORATION

Jerry Tracey, a wild water racing division A paddler, Mike Higginson, winner of the 1976 Australian Murrumbidgee Marathon over 250 miles, Dave Shell, member of the International Nile Expedition in 1978-79, and Ivor Kieran Lee, a member of the same expedition or Tony Woods, plan to explore wild water canoeing in the upper reaches of the Cauca and Magdalena river systems in Columbia, South America.

The group leave Britain in October, and plan to spend six months canoeing as many of the uncharted mountain rivers as possible.

Whilst seeking to be as self supporting as possible, the team have considerable expenses to meet, and would welcome help and advice.

LAPLAND 1980

Franklin Bloomer is looking for several qualified persons to join him in a 3-week, 500 km canoe trip in Swedish Lapland, beginning in mid-June 1980. Two-man open "Canadian" canoes will be used. The trip will begin at the Norwegian border on a remote mountain lake (altitude 681m) and will descend from the tundra through traditional Lapp country into forest land and farm land, eventually to the sea. The early part of the trip will be in very beautiful mountain country. There should be good canoeing water throughout, with 24-hour daylight.

The expenses (which will be shared equally by the participants) — exclusive of travel to and from Northern Sweden, canoe rental (if required) and personal gear — but including food, flights from Kiruna to the starting point, local transportation and other expenses, should not exceed SKr. 1000 per person (approximately US \$ 250 or UK £110). If interested, contact: Franklin Bloomer, 20, Wallgrave Road, London, SW5. Tel: 01 373 4256.

PADDLING WITH THE ESKIMOS

Paul Reaney, who runs the Longshore Outdoor Pursuit Centre near Sheffield, is Co-Leader with Frank Goodman of Valley Canoe Products, of the Expedition which in July plans to commence a 500 mile round trip from Frobisher Bay in the Arctic.

The plan is to create a lasting link with the Eskimos, and four young Eskimos will take part in the journey.

A documentary is planned for the BBC.

BRITISH PACIFIC — ALASKAN KAYAK EXPEDITION REPORT

Colin Mortlock and Barry Smith paddled 630 miles in forty days from Prince Rupert to Sitka in South East Alaska.

A comprehensive and interesting account of the expedition is available at 75p including postage and packing from Mr. B.J. Smith, Dunfermlin College, Crammond Road North, Edinburgh, EH4 6JD.

BANGOR NORMAL COLLEGE CIRCUMNAVIGATION OF IRELAND BY KAYAK

This summer three students from the Bangor Normal College in North Wales will be attempting a circumnavigation of Ireland by kayak. The three, Arthur Colins, Rory McKee, and Nick Parks, from Guernsey, Northern Ireland and Wiltshire respectively expect to paddle for about sixty days and cover almost 1,000 miles.

All three have extensive canoeing experience, particularly around the Coastline of North Wales and Anglesey, the Isle of Man and stretches of Northern Ireland. They are fortunate enough to be at a College with an excellent reputation for outdoor pursuits and, having followed this training, feel that a period of commitment is particularly relevant.

The circumnavigation is not a 'first' and they are lucky enough to be able to draw on the experience of three groups who have successfully completed the trip. Groups from Sunderland and Jersey went round in 1978 and in 1979 Tom Daly, a schoolteacher from County Cork, soloed the trip.

Ireland has the special attraction of being an ideal setting for an extended and committing expedition, while at the same time being sufficiently near to home to place the venture within their financial capabilities. However any aid, financial or otherwise would of course be greatly appreciated.

E.P. Publishing Ltd. have just produced "Diet in Sport" by Wilf Paish, Coach to the AAA. It is written so that the practical application of theories of physiology and bio-chemistry of nutrition can be clearly understood. As Wilf says, "there is little point in tuning the engine of a high performance sports car, only to put two star petrol in the tank ..." Diet in Sport costs £2.50.

Focus on Coaching

IS THIS THE SEASON YOU BECOME A 'STAR'?

How well can you handle your canoe? Last season several thousand paddlers demonstrated their skills and ended up with a handsome certificate and badge to prove their prowess.

The STAR TESTS are available to YOU. Contact your nearest Senior Instructor or Coaching Organiser — see enclosed BCU Directory.

Any of the grades, from 1–5 can be entered, but if you don't already hold the lower grades they will be tested at the same time. You can then purchase all the certificates and/or badges if you wish, or just the highest grade passed.

1 – 3 Star can be tested on any type of water. 4 – 5 Star are taken on either wild water or surf.

PROFICIENCY TESTS

The Proficiency Test (Inland or Sea separately) is recognised by many authorities as a 'canoeist's driving licence'. The holder will have the necessary practical and theoretical skills, equipment and experience to enable him to be regarded as a competent member of a party touring grade I/II rivers, or simple stretches of coast.

There are ongoing awards organised by the British Schools Canoeing Association, known as the Voyageur Awards, for those who undertake tours.

THE SENIOR INSTRUCTOR AWARD

Increasingly clubs and education authorities are looking to the BCU Senior Instructor Award as a means of identifying people to be in charge of canoeing activities.

Courses are available throughout the country from March to December — see Calendar. The straightforward requirements are:

1. Hold the relevant Proficiency Certificate (Inland or Sea)
2. Attend a Training course — single weekend
3. Attend for Assessment (6 months to 2 years following training)

COMPETITION COACHES AWARDS

The Courses that have been run, all under the personal supervision of our National Coaches, have been very well received, with glowing reports coming back to headquarters.

If you are keen to help your paddler to succeed, why not take advantage of those remaining this season? See the calendar for details.

RACING ENCOURAGEMENT TESTS

For those who can handle an Espada or other K1 the Espada Award Scheme exists based on results obtained. Organised by the Espada Award Scheme, full details are in the Racing Year Book. If you have not yet learned to handle an international racing kayak, the Racing Encouragement Tests are available, with Certificates guiding you on to the point where you can enter a race with competence.

STERN WORDS ABOUT RUDDERS

The 'Stern Rudder' is a skill emphasised in the Star Tests. It is an extremely useful part of a canoeist's repertoire. A following sea cannot be successfully handled without it, and it is vital for surfing — including riding a 'stopper' or 'standing wave' on a river.

For the beginner, it is useful in enabling directional control to be gained without stopping the boat — as happens when back-paddling is applied. In consequence, it has been introduced at 1-Star level — the candidate to "demonstrate satisfactory beginnings in".

The paddle needs to be placed well back at the stern of the kayak, with the blade upright. On the 'controlling wrist' side this will mean that the 'drive face' of the blade is facing the boat, and on the non-controlling side the 'drive face' of the blade will be away from the boat. It is important at an early stage in a canoeist's career to ensure that a 'controlling wrist' is established — ie the 'controlling wrist' does the rotating of the shaft, with that hand holding firmly. The opposite hand allows the shaft to rotate as the paddle is "feathered".

Although an effective turn, taking minimum way off the boat, can be accomplished, the most valuable use of the stern rudder is in using it to maintain a *straight course*. This can be learned in the following way:

1. The kayak is paddled forward — preferably down current or down-wind, whichever is having most influence.
2. When travelling at a reasonable speed the paddle blade is placed

in the water at the stern as far back as is comfortable to reach, with the opposite arm close to the body — across the stomach — and the hand of that arm outside the gunnel — see fig. 1.

3. A slight pushing resistance (NOT a 'sweep') with the top edge of the blade slightly tilted away from the kayak will cause the boat to turn towards the side on which the paddle is operating (fig. 2).
4. A slight pulling resistance (NOT a 'sweep') with the top edge of the blade tilted slightly towards the stern, will cause the boat to turn away from the side on which the paddle is placed (fig. 3).

It follows therefore that if the forces working on the boat are causing it to turn away from the paddle, the kayak can be brought back onto a straight course by a 'pushing resistance'. If the tendency is for the boat to turn towards the paddle, recovery is occasioned by using a 'pulling resistance'. (Fig. 4).

Considerable turning moment is possible with the 'push' action — rather less with the 'pull'. Once the canoe has passed a certain point, it will be necessary to move the paddle across and apply a 'push' on the opposite side. With practice, however, it is possible, and in fact necessary, to maintain a straight course on a large surf wave without ending up like a windmill, having to frantically change the 'rudder' from side to side.

With mastery of this skill, the ability to enjoy a following sea, or ride stoppers or surf waves becomes a matter of course.



Fig. 1

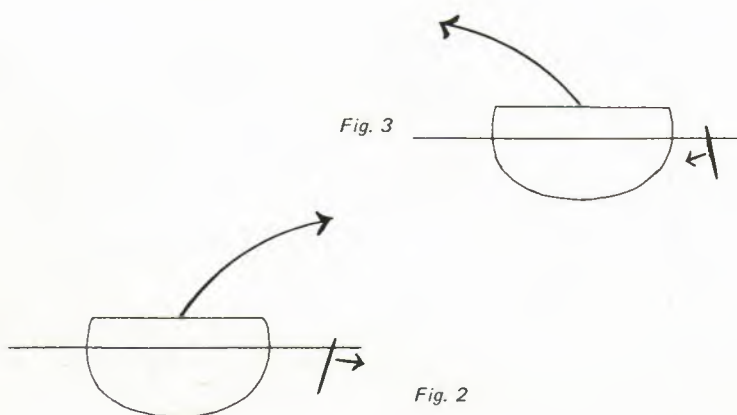


Fig. 3

Fig. 2

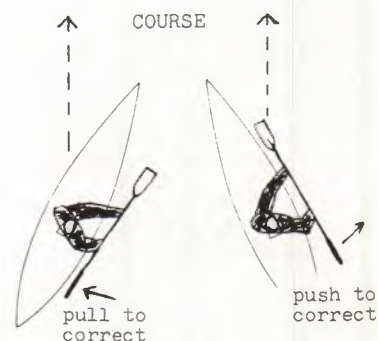


Fig. 4

Trade News - Trade News

Harishok Ltd are part-way through a series designed to test to the ultimate the efficiency of their new combined buoyancy vest and spraycover, the LIFEDECK. They have released some early results of this collaboration with John Fazey and Bangor University Physical Education Department. The table below is the situation after 661 trials and shows a clear lead for the new canoeing product.

%age face up in stable attitude	LIFEDECK without straps	LIFEDECK with straps	Harishok bouyancy vest	Competitive self rtg. bouyancy vest
Swim 3 strokes & relax face down	75	63	34	20
Surface dive	91	89	65	59
Jump in — feet first	100	100	100	100
Overall score	85	78	51	48

Granta Boats Ltd. have just added two do it yourself open Canadian Canoe kits to their range. The KL Tripper 16 and the 18 are designed by Ken Littlelyke, who originated the 'Stitch and Glue' system. He has even improved on this with a new system known as Typly. The 16 foot version costs approximately £96.00 and £108 for the 18 foot. Rugged, stable, with a carrying capacity of 3—4 paddle's for the tripper 18, with a good load carrying capacity, the larger version still weighs only 40 lbs.



Interpart Sales Ltd. have introduced 'Overwellies'. These are light weight versions of the traditional boots which can be folded up and popped into a pocket or bag and easily drawn on over boots, plimsoles or shoes. Available in five sizes from 6—13, at £6.99 per pair plus VAT.

Trylon have introduced three new boats this year. The 'Solo' is a competition low line slalom kayak with pleasing rough water handling characteristics, and has been used in national competitions. The 'Zero' is a brand new wild water racing kayak. The 'Cub' is for the younger paddler. This is a scaled down version of a normal kayak but with an enlarged cockpit.

Shoreline Holidays of Bude, Cornwall, are offering canoeing holidays. Ideally placed for surfing, sea expeditioning, with local sheltered waters for basic training, the Centre offers full board for 30 people at approximately £40.00 per head per week.

The Steetley Company Ltd. have developed a cheap, rapid-acting, easy to use but effective and long lasting means of making contaminated drinking water safe. Certisil Combina is available in three strengths, and acts against harmful bacteria through a chlorine component which attacks and destroys without leaving any unpleasant smell or taste. It also contains a separate complex silver salt which prevents reinfection. Tests have shown treated water properly sealed, to keep germ free for 94 weeks. 3.2 gallons of water can be treated for 1p.

Sportsystems are producing equipment to help improve fitness and competitive performance. New items available include high power massages, a range of field medical equipment, and muscle stimulators which can improve strength or style. Seven items have been chosen for the 1980 Olympics. The Company's aim is to make technological aids available at all levels, and offer a training kit and a new form of sports/work case.

TDK are still firmly supporting the British Olympic Team. Anyone who buys a TDK Audio or Video cassette, is able to enter a competition in which the number of TDK Tape Cassette Boxes that would be needed to form a straight line from Big Ben to Red Square Moscow, must be estimated. Prizes are a Ford RS 2000 Sports Saloon, a JVC Video Recording Kit including a colour camera, an Itajet powered fun bike and 100 bottle of Stolichnaya Russian Vodka.

Whitewater Sports have produced a new double-lined neoprene spraydeck of a unique design which reduces the number of seams to a minimum. It is available at £15.95 plus 75p postage and packing. The deck has been tested by several leading slalom and river racing paddlers, whose general opinion is that it is the lightest and most watertight neoprene spraydeck available.

In an effort to keep costs down Whitewater Sports have also increased their range of economy boats to include the 'Streaker' competition slalom kayak at £82.00, 'Snipe and JC400 Super' at £77.00, 'JC Telstar Tourer' at £90.00, and 'Ardeche Double' at £120.00. This now brings top quality designs to the economy boat market.

Hotelcraft have launched a new type of canoe, which is neither a true kayak nor a Canadian. The new design, which incorporates several unique features, is primarily designed for the commercial hire markets and for family fun, as parents can safely take a child afloat. The new craft has been selected by the Design Council.

John Davey have introduced a self-buoyant wet suit, available in long or short leg style. The revolutionary wet suit includes a built in buoyancy aid positioned to ensure that the wearer floats in the correct position. This garment meets the SBBNF specifications, and ICF requirements. A full trials report will be included in the next issue.

Vacuum Reflex Limited continue their full range of adult life jackets to BS1 3595/69 with generous discounts to BCU Members.

Avoncraft are sole agents for the Klinger spray deck, which is claimed to be the most advanced in Europe. It was very well received at Crystal Palace. The Klinger fits all well known brands of slalom and wild water kayaks with its unique stretchability. The material does not sag when excessive water dumps on the deck. On removal it immediately returns to its non stretch state. Available in red and blue, or red deck with blue waistband, blue deck with red waistband, the Klinger comes in waistband sizes from 60—90 centimetres. Customers must state an accurate waistsize when ordering. Current model is available at £13.00 inclusive of P. & P. and VAT, and the range has been extended to cover racing and touring kayaks.

Free Style Holidays Ltd have a double decker bus available for hire, together with driver, offering not only transport, but full accommodation and kitchen facilities for 18 persons. The basic price including driver to any location in mainland England is £80 per day, plus 15p per mile after the first 100 miles per day.

Trade News

Salmack Ltd. have launched the official British Olympic Appeal stop watch. This electronic sports watch is a multi function digital device designed for timing all types of sporting events, and also provides normal time facilities. With no moving parts, and claimed to be extremely accurate and reliable, the watch is capable of recording lap times and accumulative time periods to 100th of a second. Price £20.00 including VAT, postage and packing and a contribution to the Olympic Appeal Fund, the watch is moulded in tough resilient plastic, fits snugly into the palm of the hand, is moisture proof, has an integral torch, features an illuminated six digit liquid crystal read out, and shows the actual time with month, date and day of the week at the press of a button.



WATERSPORTS AT I. M. MARSH

Canoeing and Sailing play a part in both the fourth year B. Ed. Honours Degree and the first year full time diploma courses at this campus.

If you are looking for a career involving outdoor pursuits linked with environmental science and teacher training or you are already a qualified teacher keen to be better qualified in these areas, then contact me for further details.

Hugh Mantle, I.M. Marsh Campus, Barkhill Road, Liverpool L17 6BD. Telephone: (051) 724 2321

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OBITUARY

Anthony R. Brown

It was with the deepest regret that we learned of the sudden death of Tony Brown, who was currently Secretary to the Slalom Committee.

Tony's dedication and efficiency made him a greatly respected Officer, and a sad loss to our sport.

Our deepest sympathy is extended to Mrs. Brown and his family, which includes two sons who are paddlers.

THIRD NATIONAL SEA CANOEING SYMPOSIUM

Cliff College, Sheffield was the venue for almost 50 delegates to the Third National Sea Canoeing Symposium organised by John Ramwell on behalf of the Advanced Sea Kayak Club.

A very full programme was enjoyed which included several illustrated accounts of recent major expeditions. The organisation of meets, the theory and effect of wind and waves, HM Coastguards' services, radio telecommunications and other electronic aids, organisation of international expeditions, and a survey of the latest equipment, completed the picture.

A full report has been prepared, and is available from John Ramwell, 32 Glebe Road, West Perry, Huntingdon, Cambridgeshire.

DESIGN COMPETITION

The Union's 'little man' badge which has become so well known to members over recent years, has served us long and well.

There are those however, who would prefer a rather more dignified symbol to replace the motif on formal occasions.

Following the very enthusiastic reception given to our photographic competition we are encouraged to organise a design competition for a new British Canoe Union emblem.

The PRIZE: £25 worth of goods from BCU Supplies.

1. All contestants must be individual members of the BCU.
2. Entries selected for use as BCU emblems will become the sole property of the BCU and may be used at their discretion.
3. All designs chosen for subsequent use will receive the above prize.
4. The closing date for entries is 1 July 1980, to be sent to BCU Headquarters.

RHAYADER (UPPER WYE) — BAD NEWS

Rhayader Anglers propose to ban canoeing on all their waters. The reasons behind this decision are not fully clear, but there appear to have been a number of cases of large unruly groups disrupting the fishing and generally causing unpleasantness. The agreement on this section of the river allowed canoeing during five months of the year and the terms were most generous. It is hoped that future discussion will clarify the situation and an agreement be reinstated for next Autumn.

Builth to Glasbury. Despite a number of problems on this section of the river, the agreement has been finalised for 1980. Until the next closed season, excluding those times when the river is in spate — when canoeing is permitted, the agreed open days for 1980 are:

31 July, 1, 4, 5, 13, 14, 18, 19, 28, 29 August.

There are a number of conditions for the use of the river during these periods. Contact: John Greenland, Woodlands Outdoor Centre, Glasbury-on-Wye, Hereford, HR3 5LP.

THE ADVENTURE AND ACTIVITIES CENTRE IN PLYMOUTH SOUND

Invites applications from suitably qualified instructors to fill seasonal instructor posts.

Senior Instructors, Instructors & Assistant Instructors are required for Sailing, Canoeing, Climbing, Caving & Mountaineering.

R.Y.A., B.C.U., M.L.C and B.A.C.I. Qualifications and experience will be required.

Apply to: The Principal, Drake's Island, (CF), Central Park, Plymouth, Devon. Telephone: Plymouth (0752) 63180.

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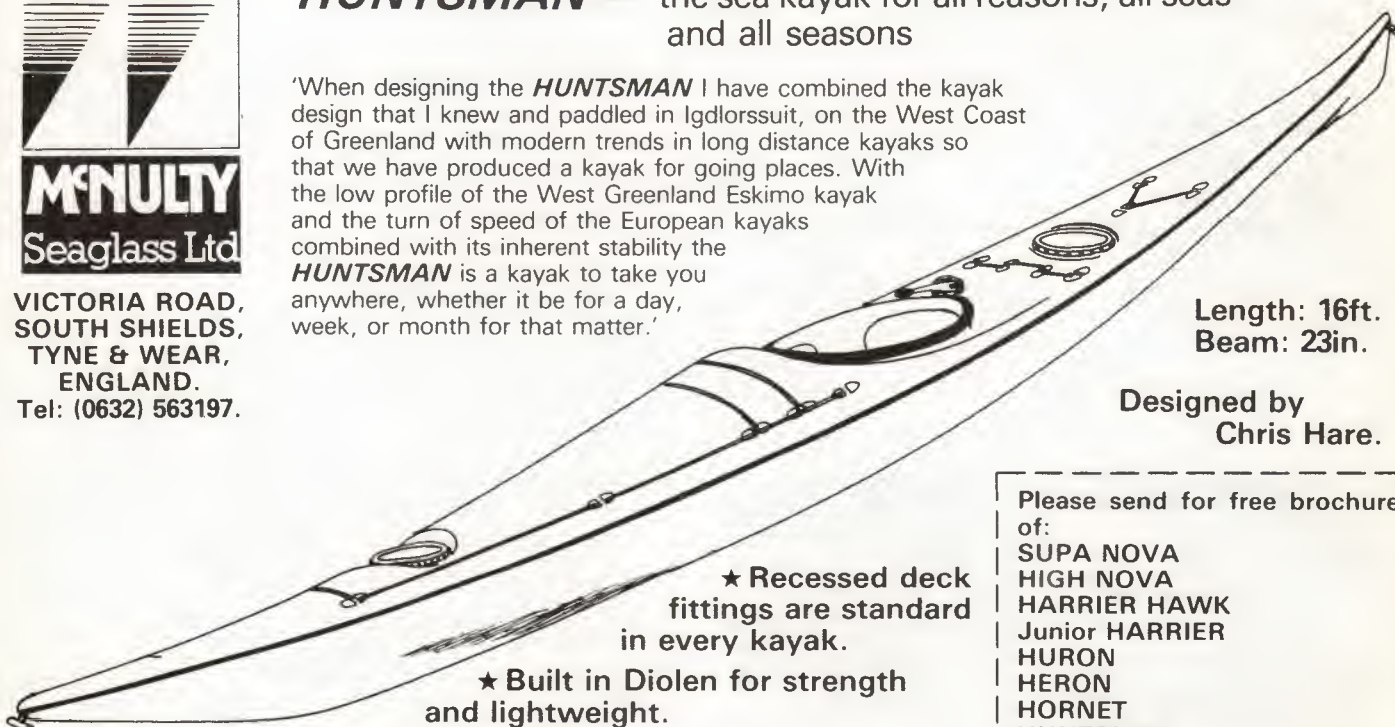


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HUNTSMAN — the sea kayak for all reasons, all seas
and all seasons

'When designing the **HUNTSMAN** I have combined the kayak design that I knew and paddled in Igdlorssuit, on the West Coast of Greenland with modern trends in long distance kayaks so that we have produced a kayak for going places. With the low profile of the West Greenland Eskimo kayak and the turn of speed of the European kayaks combined with its inherent stability the **HUNTSMAN** is a kayak to take you anywhere, whether it be for a day, week, or month for that matter.'



Length: 16ft.
Beam: 23in.

Designed by
Chris Hare.

★ Recessed deck fittings are standard in every kayak.

★ Built in Diolen for strength and lightweight.

★ Tested and proved in extreme conditions off the North East coast.

★ Fast and stable and easily carried by the paddler.

★ Try it before you buy it.

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Name

Address

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CF

Dear Sir

Dear Sir,

I read with interest an article in the magazine Adventure Sports '79 and I would like to establish contact with some of your clubs. We on our side are always willing to play host to foreign visitors and introduce canoeists to our wild and not-so-wild rivers. Any member of your Union who happens to come our way will be assured of a welcome.

Our club includes men and women members of all races and creeds, and we are attempting to broaden the appeal of the sport to the community as a whole. Many people, especially blacks in this country, do not have the resources or the knowledge to enjoy our wonderful outdoor opportunities. We aim to help them. Currently we are attempting to map some of our major rivers for canoeists and raft-parties. Occasionally our members (or affiliates through other canoe clubs) travel abroad and bring back news of rivers they have travelled on. It would be good if we could establish links with Unions such as yours.

GRAEME ADDISON

Chairman, Rhodes University Kayak Club, Rhodes University, Grahamstown, 6140 South Africa.

Dear Sir,

Build Your Own Wild Water K1

I read with considerable interest the above announcement in Canoe Focus and I see great merit in a one class Wild Water design, like the Espada Scheme, but where the kayak is also suitable for touring and class 3 Marathon events.

What however I find so disturbing is that the existence of a kayak specifically developed for that purpose, namely the British Schools Canoe Association "Cadet", appears to have been overlooked. The Spectre may possibly be a slightly later design, but, when a fully acceptable boat already exists in significant numbers, why not build on that situation? I feel certain that if the concept is to succeed it is the support, as opposed to marginal difference in the craft, which is important. The introduction of a changed craft for the purpose only creates suspicion that it may change yet again when resources have been invested! BSCA Cadet moulds are readily available. I take it that for the present at least neither can claim international recognition?

I have no connection with the BSCA, but am involved in the scout movement. I would be happy to support the idea of a kayak intended for a range of "class" racing and additionally suitable for novices and touring, but have reservations for the future when the craft introduced for this a few years ago appears now to have become unfashionable. Perhaps it is not too late for a change of heart?

D J SMITH, Sussex

Bill Fraser, member of the WWR Executive Committee, replies:

The Spectre was introduced by the WWR Committee for Wild Water Racing. The fact that it can also be used for Marathon Racing and Touring is incidental.

It was introduced to fill a gap in the 'self-built' boats as there appeared to be plenty of slalom, racing and grp moulds available, but few if any WW racers.

There is no plan to restrict junior paddlers to this boat, as it is acknowledged that many of them are quite capable of handling the faster, more unstable, modern designs.

This therefore does not prevent anybody entering a WW Race in a Cadet, as it still falls within the ICF regulations (max length 4.5m, min width .6m). Both craft therefore can claim 'international recognition'.

Dear Mr. James,

I am glad, I received the fine book "Canoeing down Everest" yesterday, and I thank you very much for the small parcel! But it is a brilliant book really, and so much the more precious, as the author Mike Jones is no more alive. So much regrettable for you, and I did not know it.

That you enclosed a little booklet of the British canoeing history was very fine too. Once more my best thanks for all!
PAUL BANDUSCH, Berlin

Dear Helen & Bernie,

Firstly my apologies for the delay in renewing my membership. I am delighted to hear of the improvements that have been made to the 'Canoe Focus' and also that a calendar will be included each year. I would like to congratulate the BCU for the fine service they are doing for not only canoeists but for all water users, I hope to be a member of this fine organisation for many years to come.

J A PORT, Bridgnorth

Dear Sir,

Just for the record — if I am forgiven for the pun — your article "A Record?" in Focus states that I paddled round the Isle of Wight in 11 hrs 50 mins. In fact you have put an hour on my time which was 10 hrs 50 mins.

Anyway it makes little difference now, and if you will publish this I would like to take the opportunity to congratulate Mr. Aberdeen on a fine new record.

JOHN P. LEE, Poole

Dear Sir,

I should like to comment on the Access article by Oliver Cock on page 19 of the 18th Canoe Focus.

The penultimate paragraph mentions the purchase some years ago of fishing rights by a Welsh Angling Club and the subsequent restriction on canoeing. I believe it illustrates the basic argument upon which we should base our fight.

We do not want the fishing rights, we do not want the rambling rights, but we do want our canoeing right! Admittedly this is only a right of free passage, and access over land can be a different problem altogether.

But let's get our principles right and go all out for 'free passage' on our rivers and support Oliver Cock's plea by writing to the respective River Authorities who are our trustees. The River Authorities really don't want to be involved and it is up to canoeists to force home the implication of the Sports Councils Charter, and now is the time to do it.

TIM POWELL, North Humberside.

Dear Sir,

I was interested to read that the BCU are now asking us to restrict our canoeing on a tidal stretch of water (Action on Access, Spring 1980) because we have been asked nicely and it allegedly disturbs the birds.

Will a similar policy be followed on the Tay or Spey if we are politely requested not to paddle because it might upset the fish?

Waken up, please. This is not a game for gentlemen.

T McLEAN, Ayrshire

O.J. Cock, National Access Officer, replies:

"I must confess I am surprised that anybody north of the border should wish not to behave as a gentleman! May I refer Mr McLean to the letter on page 6 of that issue of Focus. If we are to get anywhere, then it is certain that we must behave like gentlemen, and leave it to the other side to behave as they like. In this way we will assuredly get the support of the general public and begin to make progress".

Dear Sir,

River Wye (Upper)

The last Focus was incorrect in giving Colin Green as the River Adviser for the Upper Wye. I apologise to any canoeist who may have written to Colin and experienced a delay in receiving a reply to their enquiry as all letters had to be passed over to me.

I would like to take this opportunity to express my most sincere thanks and appreciation to Colin for the vast amount of work he has undertaken in the past on behalf of canoeists. It has been my pleasure to work with Colin and to be aware of the extent of the voluntary work he has undertaken in securing access in South Wales during a period of complete change in access matters.

His retirement from the access scene will make him sorely missed at a time when developments are reaching a critical stage.

JOHN GREENLAND, Woodlands, Outdoor Centre, Glasbury on Wye, Hereford.

ORKNEYS EXPEDITION

by Harold Rubotham

August 23rd....at last! The culmination of many months' preparation for Ted and myself, planning transport and rations and studying the anticipated tidal conditions. In this day and age of extravagant sea-canoeing expeditions, our trip had all the ingredients of an expedition, but without the expense. We were ready to start our seven day expedition round the Northern Isle of the Orkneys.

On a beautifully still morning we crossed from Scrabster to Stromness on the Mainland of Orkney via the small P. & O. ferry, the St. Ola, our kayaks (Ted's Nordcap and my Biadarka Explorer) travelling at bicycle rates. By midday our laden bows were cutting through the crystal clear waters of Scapa Flow. For the first 12 miles we hugged the coast, stopping occasionally for a breather and generally enjoying the beauty and solitude.

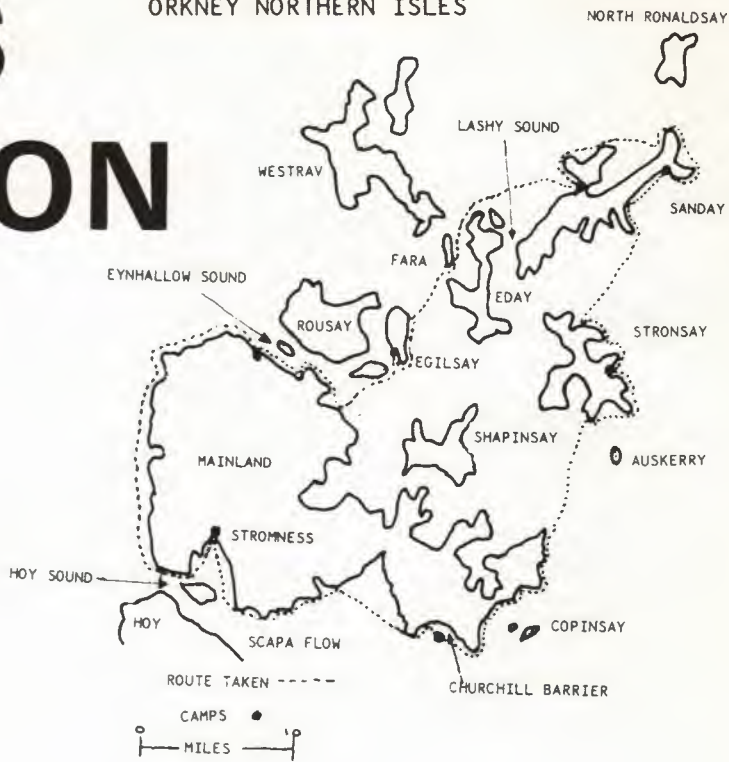
After a tiring 5 mile crossing of Scapa Bay we reached the famous wartime Churchill Barrier, over which we carefully carried our canoes. Having pitched tent we were invited for coffee by a passing farmer, and returned to camp at 1 am after a wonderful evening of farmhouse hospitality — a great way to spend my 40th birthday.

August 24th ... we made a leisurely start from Lamb Holm, feeling jubilant under a cloudless sky. Rounding the SE corner of the Mainland, we started to work our way Northwards. The small island of Copinsay looked clear and inviting, but we noticed a distant sea-mist being driven towards us by a light NW breeze and when we landed at Newark Bay for lunch and a spot of sun-bathing we watched as Copinsay was swallowed up in the mist.

Ted Moore at Churchill Barrier



ORKNEY NORTHERN ISLES



With the increasing wind and mist we abandoned our original plan to camp on Aukerry, and headed North towards Mull Head. As the mist seemed to clear we observed the sun shining on the lighthouse on Aukerry, and decided to revert to our original plan, but 4 miles out were suddenly engulfed in thick mist with a visibility of about 50–300 yards. We strained our eyes to sight land; the mist lifted a couple of times for us to check our bearings for Aukerry, but, when we finally sighted land, we had been pushed North and were in fact heading into Tor Ness point on Stronsay. We continued round the NE coast, reassured by the proximity of land, and finally camped in Odin Bay. After this exhausting 30 mile paddle we slept soundly.

August 25th.... clear sky and a cold Northerly wind force 2–3. Crossing Mill Bay to the village of Whitehall we took on fresh water and two more loaves of bread (a necessity for Ted's "doorstep" jam sandwiches). We then made a pleasant 6 mile crossing to Sanday, the wind gradually freshening to a force 4. We made camp on the beach in the sheltered Bay of Lopness, and as we took our evening stroll the wind was strengthening to a force 6 plus.

August 26th.... luckily both Saunders Stormmaster tents were sheltered from the wind behind a sandbank. It felt good to get paddling in the biting wind. As we rounded the most Easterly point of the Orkneys.. Start Point.. we hit the force 5–6 Northerly. We kept inside the huge overfalls off the point. The sea between the lighthouse and the overfalls was interesting to say the least. After careful consideration and studying the sea through binoculars, we reluctantly decided that the 2½ mile stretch to North Ronaldsay was too rough to cross in safety, so we continued round the coast of Sanday to North Bay on the NW side. The sea had been quite a test for us both. We made camp early and went for a wet and windy walk.

August 27th... difficult to drag ourselves from our warm sleeping-bags. The wind was blowing hard NW and it was raining. We walked a mile to the phone box for a met. check....force 5, NW freshening. A difficult paddle awaited us, in a heavy sea, if we were to cross the North Sound without being pulled down into Lashy Sound. We headed off 40° for the first hour. It was an exhilarating situation, demanding total concentration to avoid capsizing in the breaking waves. As we rounded 300 yards clear, North of Eday, our attention was caught by the sea thudding heavily into Red Head, pounding spectacularly against those huge red cliffs. We both found the hurried unexpected support stroke necessary more than once.

We were pushed through the Sound of Fara to the South point of Fara and headed through some uncharted overfalls to Egilsay. Despite the slackening wind I found this the most difficult paddle of all, the boat turning constantly into the wind. On arrival on Egilsay we ate well, had a walk and snuggled down in our tents very satisfied with our day's effort.

August 28th.... several times during the night I thought the tent was going to lift off. It was blowing a strong Westerly. The sea looked white from the tent flap. Obviously we wouldn't be paddling far today. A couple of extra hours in the sleeping-bags, then a leisurely breakfast. We doubled the guys and weighted the tents down with stones.

We called at a nearby farm to ask if we could phone for a met. check. The wind was up to 8 Westerly, no change expected for at least 24 hours. The farmer, Jim Leeman, was delighted to help us and gave us some wonderful hospitality (rarely found in today's society), insisting that we stay the night. In return we thoroughly enjoyed ourselves helping the family bring in the hay bales for the hard winter ahead.

August 29th.... got a met. check... wind SW force 5-6, gusting to 8, moderating through the day. We decided to head straight back to the Mainland, just over 5 miles away including two short open crossings of about 1 mile each. Our new friends drove us to our camp after insisting that we had a huge fried breakfast. Ted doesn't usually have a fry-up, and he suffered later from this indulgence.

After a hard paddle we pushed up into Eynhallow Sound until the flood tide became too strong. We got back onto the water at the start of the ebb to try to reach the NW corner of the Mainland. The wind, gusting with ever increasing force, made it difficult to maintain a grip on the paddle. (We were using Lofty Wright's sea-paddles and were glad of it at that particular time). As it was becoming unsafe to be out on the sea, we got off at the first available landing point and camped.

August 30th.... got up early to assess the conditions and to catch the tidal stream. The wind had abated to a 3-4 SW. This was our chance to get down the long exposed West coast with its 200-350 ft. sandstone cliffs making it impossible to land. Skaili Bay, 6 miles down, was the first possible landing point; the next was as you enter Hoy Sound, another 6 miles. A huge swell was pounding onto the cliffs, the backwash creating very confused water. We were getting a lift on the ebb tide, so we decided to complete the trip without stopping at Skaili Bay. We rounded into Hoy Sound and paddled back into the sheltered water of Stromness Harbour, feeling exhilarated and very satisfied with our 138 mile trip.

I would recommend the Orkney Isles to those who welcome a challenge, appreciate beauty and isolation, enjoy warm hospitality and are interested in ancient Norse history and culture. But the seas of Orkney are definitely not for the novice. Ted and I thoroughly enjoyed our expedition and hope to return one day. It has provided us with a wealth of experiences and memories which have brightened many a long winter's evening. Harold Rubotham and Ted Moore are both Senior Instructors.

IN BRIEF

QUEENS AWARD FOR GALLANTRY

It has just been announced that Dr. Mike Jones, leader of the Blue Nile, Dudh Kosi, Orinoco, and K2 Expeditions, on the latter of which he so tragically lost his life, has posthumously received the Queen's Gallantry Medal for his attempted rescue of Roger Huyton, which led to his death.

CANOEISTS TO THE RESCUE

Colin Monk 18, Nigel Sladden 18, and Robert Mann 17, members of Southend Canoe Club, have received gallantry awards from the Royal Life Saving Society.

The awards recognise their bravery in rescuing a canoeist jammed under a tree, whilst paddling a North Wales River during a course.

The victim became unconscious, and floated clear of his canoe, when Colin swam to him, but himself became entangled.

Nigel finally dragged him to the river bank where the trio applied artificial resuscitation and arranged hospitalisation.

- AND WITHOUT A CANOE

Matthew Liversay of Wey Kayak Club, was in the workshop at Guildford, when his attention was drawn by onlookers to an 8 year old boy struggling in the water having capsized a rowing boat.

Matthew waded and swam to the boy who required resuscitation before being despatched to hospital.

IF IT WASN' FER YR WELLIES ...

Two men capsized their double in the mouth of the Dee. The report reads: 'The sea was flat and calm and there was no wind, but the canoe went over and sank for no apparent reason.

"The next thing I remember was kicking off my waders and wriggling out of my jacket to help keep me afloat ..." Both men were taken to hospital unconscious having been rescued by the Lifeboat.

'nuff said?

BRITONS WIN ICF MARATHON

The 24th ICF Berliner Marathon was held in September 1979. 650 Competitors representing 70 clubs from Germany, with teams from Britain and Poland participated.

A guidance cruise was held in force 6-7 winds on the day previous to the event, which started at 0600 on Sunday.

Chris Ballard won the racing boat class setting a new course record of 3 hours 23.65 minutes for 42 kilometres. In the wild water racking boat class Britain swept the board with Bob Campbell, Melvin Swallow and Nicky Wain. The event contained a total of 19 races over the marathon course, from juniors to veterans class III. Wiking Raddel Club from Berlin gained the most number of points.

PLASTIC PLATES FOR BRITISH BOATS

British Waterways Board are this year to issue numbered plates which must be displayed permanently on boats.

From about September, no other method of displaying the assigned number will be valid.

The plates will be automatically sent free to owners having valid licences or registration certificates.

ANOTHER MICK HOPKINSON FIRST

Mike Hopkinson, of Blue Nile, Dudh Khosi, and other major expeditions fame, has been lecture-touring in New Zealand.

While there, he was moved to attempt Sargoods Weir, on the Kawarau River, previously unconquered.

Mick made it, and is currently planning to tackle Nevis Bluff, the remaining 'Big One' in New Zealand.

TWO NEW WATERWAYS FILMS

"Waterways - Our Heritage" traces the holiday voyage of a young family on a British Waterways Board Cruiser, and shows canoeing and other pastimes in its 33 minutes voyage.

The 'Maritime Link' runs for 20 minutes and shows freight activity over the 340 miles of the Boards Commercial Waterways.

YOUTH VOLUNTEER ACTION

Loic Flory plans to paddle from Kendal in Cumbria to Littlehampton in West Sussex in August/September, to raise money for Cancer Research and the Tunbridge Wells Council of Voluntary Services.

Loic, a BCU Member, would welcome information on sections of the Canal and River systems involved.

Anyone willing to sponsor him, should write direct to Mr. Loic Flory, YVA, 19 Monson Road, Tunbridge Wells, Kent.

WILD WATER CANOE PAIR RECEIVE SPONSORSHIP

The Walter Lawrence Group are sponsoring Brian Stanwick and Leon Kosciuczyk. The pair, who come from Essex, are currently rated number one in the mens C2, even though Leon has been plagued by a back injury since Christmas.

A MARS BAR A DAY

Five members of the Olympic Canoeing Squad enjoyed a weekend holiday in Rome given by the Mars Health Education Fund as a thank you gesture to the athletes for their help in taking part in a nutritional survey. This followed a sponsored training weekend at the end of 1979.

PEAK DISTRICT ACCOMMODATION

An attractive stone built cottage, equipped to cater for groups of upto 16 people, sited on the fringe of the peak district, is available from Derbyshire County Council for as little as £1.00 per night per person. Full information from the Public Relations Officer, Matlock 3411 Ext. 7375.

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ACTION ON ACCESS

CALLING CONSERVATIONISTS

The Access Committee is creating a Working Party to examine the relationship between canoeists and nature conservators. This working party proposes to communicate with the Nature Conservancy Council and discuss with them how the two bodies can co-operate closely.

If any canoeist who is also a keen naturalist would like to help with the working party will he please notify the National Access Officer at the earliest possible opportunity.

Incidentally, it is interesting to know that nature conservationists are acting in a very autocratic manner in both West Germany and the USA, where they appear to be closing water down almost without asking any of the existing users how there can be a reasonable preservation of the wild life and yet use of the waters concerned. By comparison we are very lucky in this country.

ACCESS SOLICITOR APPOINTED

The Access Committee have now agreed with a London solicitor that he shall advise us on national matters concerning Access to include the dealing with Acts of Parliament and things of that nature. The solicitor who has been good enough to accept acting on our behalf is also the legal adviser to the Inland Waterways Association. He has a vast experience within the law concerning rights of navigation throughout England and Wales and he is willing to work, as appropriate, on our behalf very closely with a barrister who has also been handling IWA matters, both in court and in Parliament for many years.

SOUND THE ALARM

There are on the Statute Book a great many local Acts of Parliament which have been put there by a large number of local authorities of all positions from District to County. These local acts contain many provisions applying only to the area concerned, and many date from the second half of the 19th century. The Local Government Act 1972 provided that unless these various local provisions are reviewed, revised or put through Parliament again before the end of 1984, they will be automatically extinguished. This is going to lead to quite a rush of local Bills being put through Parliament in the next two or three years. In fact, this rush has already started.

We have discovered that many of these acts could well embody sections which control navigation rights. Indeed, some of the Bills being put forward for revision have introduced such sections. It is very important indeed that the proposals for introducing such Bills be caught at the earliest possible opportunity so that the local authority can be persuaded to amend them where they are unsuitable. Also that after introduction into Parliament our solicitor may study them and come to a conclusion as to whether it will be necessary to put a Petition to Parliament in order to make sure that existing rights are in no way tampered with and that any new controls sought will leave navigations still open to canoeists.

Lodging a Petition is very expensive, so it is much better to make local enquiries and deal with the proposals before the Bill is actually introduced into Parliament. We advise all members to keep their eyes and ears well open especially for references in local Press, and to enquire at local council offices about any such proposals (usually the legal department of the Chief Executive Officer). Please will they let us know with the *utmost urgency* when they hear of such Bills being prepared so that we can take action at the very earliest opportunity. We would also suggest that you write to your local authority asking if you can be notified of the preparation of such Bills so that you can warn us as soon as it is humanly possible.

ACCESS PROJECT FUND

We have to thank many people, especially Mr. P. Rainton, for their donations at the International Canoe Exhibition at the Crystal Palace at the end of February. The sum collected will be a useful addition to the Access Project Fund.

CAN OUR INLAND WATERWAYS SURVIVE?

The Inland Waterways Association in "Waterways Survival?" warn Government and Public of the dangers threatening the life of the nation's waterways.

Many waterways are at present in a desperate state, and IWA have made 15 recommendations to ensure a continued availability for public enjoyment of what should be considered as a linear national park, two thousand miles long.

THE LAW

An attempt to explain: 1 by Oliver Cock

I have often wondered why it is that there are so few rivers which are legal navigations in England. Now, following a symposium at the Trent Polytechnic, Nottingham, organised by that establishment in conjunction with the Severn-Trent Water Authority, I am beginning to wonder whether we have not been deprived of quite a lot of these navigations simply by lack of use, and possibly by usurpation by others by reason of that lack.

How to find out if I am right? Simply by research — if research is ever simple! It is a long and tedious job, needing a great deal of patience and expertise in knowing where to search. In fact the job is probably best handed over to research students at universities or polytechnics; so we want lots of friends in those establishments.

I have been on the fringe of one or two research jobs myself. One of the more important of these was the case of *Wills v. Cairngorm* concerning the River Spey in Scotland. The stuff they dug out there, enabling the Spey to become a legal navigation was nobody's business! Please do not tell me that the Spey case was a Scottish

case and therefore inapplicable to England. By bringing it to the House of Lords and having two English Law-Lords on it the case may well be used as a guide in English law as well. That case was proven by the fact that log rafts had been run down the river in the 1800s. Despite its having ceased in the 1870s, the long cessation of navigation in no way extinguished the right of navigation, and Lord Hailsham said: "The right of navigation is the superior right (to fishing)": but this is not to say that the right of navigation has any right to interfere with fishing. As Lord Hailsham again put it: "The riparian proprietors are entitled to their full rights of ownership so far as is consistent with the public use for navigation".

One of our difficulties is that there is very little "case law", ie law confirmed by a decision in a court of law. Many public rights of navigation are rights by act of Parliament; they are "statutory rights". So long as we can find the acts, and they have not been "extinguished" by another act of Parliament, that act stands and there is a right of navigation according to the terms of the act. If the act states that the navigation is for commercial boats, then it is understood that private vessels may also use it. However, if that act states that the navigation is for the use of private vessels (which is unlikely), then commercial vessels cannot use it. One only needs to unearth the act and to study it to know exactly where one stands.

By far the more difficult to prove is "Immemorial Usage", "Express Dedication" and "Implied Dedication", which have no parliamentary act to back them up.

What I propose to do is to write a series of articles for "Canoe Focus", which will lay out what these various terms mean and what I understand to be the kind of evidence required by a court of law to prove a right. As I develop these articles, I hope that you, good reader, will see the kind of information that is required, and that you will then go forth and search, or get the local university or polytechnic history department to do a research, on your local patch, be it river, canal or ancient lake. I've warned you that it is a slow and tedious job; but the more evidence we can collect together, the more likely are we to succeed in our case if we are ever called to court to prove our right to navigate.

In the meantime may I strongly recommend that if you are going to do it seriously (and I sincerely hope you are) you will obtain either from the Director of Scientific Services, Severn-Trent Water Authority, Abelson House, Coventry Road, Sheldon, Birmingham B26 3PR, or from the Trent Polytechnic, Burton Street, Not Nottingham, NG1 4BU, the two volumes which have been produced on the Public Right of Navigation, costing £5.00 the two, so that you can study the situation for yourself. The anglers have been heard to say that they didn't think a lot of them and there was not an awful lot in them. Others report quite the contrary. All I have to say is that from our point of view they are very well worth reading and studying.

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Sea Proficiency Training and Assessment
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Reservations: Phone Ballachulish 350

HAMPSHIRE COUNTY COUNCIL CALSHOT ACTIVITIES CENTRE

CANOEING INSTRUCTORS

Instructors in Canoeing required from April to October 1980. BCU Senior Instructor (Sea) preferably, but Senior Instruction Inland or Trainee Instructor (Sea) considered.

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