

# CANOE FOCUS

No. 20 AUTUMN 1980 · PRICE 40p

THE OFFICIAL MAGAZINE OF THE BRITISH CANOE UNION





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# CANOE FOCUS

No. 20 AUTUMN 1980

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## COVER STORY

*Peter Keane, competing at the 1979 World Championships in Jonquiere, Canada.*

*Photo: E. Eccleston*

## BACK COVER

*The winning entry in the Photographic competition. Canoeists at South Stack, Anglesey.*

*Photo: Mrs A. Williams*

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## Editorial

As Coleridge put it some 150 years ago, 'summer set in with its usual severity' - a statement which contradicts fairly convincingly the stories of those canoeists of yesteryear, who would have us believe that English summers were a succession of long hot days with never-ending blue skies and fair weather. No doubt the season's activities were affected little, if at all, by the foul conditions. Canoeists are a hardy bunch, and cold, wind and rain, adds spice to their endeavours, and certainly to the telling of them.

It is too early to report fully on the vast range of activities undertaken, but news has reached us of the superb Europa Cup and Grand Prix results of the Marathon, Slalom and Wild Water racing teams, and the performances of the Olympic team in Moscow.

Since the production in May of our last magazine, we have been pleased to welcome two new canoeing publications to our ranks, 'Flat Water' and 'Beach Break'. The first is the official journal of the Racing Committee, and the second of the Surf Committee. Both will complement the existing 'White Water' magazine, CANOE FOCUS can never hope, within its existing budget, to fully report any one specialised canoeing activity. Unlike 'Canoeing' magazine, who have complained of what they consider to be the adverse effect of specialist canoeing magazines upon advertising and revenue, the editorial board of FOCUS believe that voluntary effort, enterprise and enthusiasm, should be encouraged. This creates friendly and healthy competition between the various magazines, with consequent attractive and interesting reading. Having regard to the fairly unique interests of those receiving each canoeing publication, duplication may be reduced to a minimum, news increased to the maximum, and a wide choice provided to the canoeing enthusiast - 'vive la difference'!

## HEADQUARTERS NEWS

At the last meeting of the BCU Council a number of important matters were considered. New membership subscriptions adjusted in accordance with projected inflationary costs were agreed as follows:

Full Member £7.50; Youth Member £3.60; Family Member £3.00; Cadet Member £1.00.

Clubs affiliated with less than 120 members £12.00; Clubs affiliated with more than 120 members £12.00 + 10p per member.

In addition a recommendation was approved that a levy of £1 per full member, 50p per Junior/Family member and £5 per club, should be imposed for 1981 only, to assist with the costs of

organising the Triple World Championships in Britain.

The Council also reaffirmed their commitment to the organisation of Canoe 81, having received satisfactory financial assurances from the respective organising committees.

The difficulties that have arisen due to the lack of a body with responsibility for English, as distinct from British, affairs, were resolved. The existing annual meeting of officers of regional committees will debate matters considered to be of particular interest to the English.

Arrangements for the provision of an 'Award of Valour' for presentation to those performing outstandingly courageous acts, are continuing to receive the attention of the Council.

Publication date for next Focus: 7 December.

Copy deadline: 1 November.

Articles and photographs for publication are welcome. Photos should preferably be black and white prints and clearly captioned. They will be returned.

# Slalom Europa Cup Success

The past three years has seen a steady improvement in the overall performance of British Slalomists. After the 1979 World Championships, the team was confident of good results in the 1980 Europa Cup.

Zwickau was chosen as a pre-Cup event, but after the East Germans refused to invite the team, we went instead to Monschau, West Germany. In an area of uninteresting scenery there is a deep river valley with a picturesque town nestling in the bottom. The town, bustling with tourists, is on both banks of the river and a large number of spectators was expected. The competition was fierce with teams from most of North West Europe as well as Scotland. Britain had a strong squad which included six C2 crews. The course was fairly flat apart from an eight foot drop before gate 1 and a three foot drop at gate 17.

The event was held in heavy rain but the results showed how British Slalom canoeing is improving. In K1 men, Roger Manwaring, the British team Captain, was second behind Bundersmann of West Germany with Andy Sutherland, Alan Edge and Albert Kerr in 4th, 5th and 6th places respectively. In C1 Britain took the first three places with Steve Cook, Pete Bell and Les Williams. In C2 our best result was 4th (Young-Munro) with our two other Europa Cup crews 5th (Joce-Owen) and 6th (Jamieson-Williams). Once again Liz Sharman proved her strength in the Ladies class, beating Suzanne Ebbers and Ulrika Deppe of West Germany, with Jane Roderick in fourth place.

After this fine warm-up event the team met four weeks later in good spirits for the flight out to the first leg of the Europa Cup in Merano. Gary Walker, Alitalia's London Sports representative, met the team at the airport and provided excellent special treatment for them at Heathrow. The following morning found the river very low and we were told that this would be the event level. However, heavy rain then put up the level by four inches, and wasted three days training. This did not affect performance, and Richard Fox and Roger Manwaring finished highest at 11th and 12th respectively. An epic battle between Ulrika Deppe of West Germany and Liz Sharman saw Liz narrowly beaten and Jane Roderick finishing 6th.



*Richard Fox in action. Photo: B. James*

In C1 Martin Hedges was at his best and he completely annihilated all the opposition, including the three USA medal winners from Jonquiere. Our team event results were also creditable with the Ladies and C2 teams 2nd, and the C1 team third.

Three weeks later the team travelled to Nice for the other two legs of the Europa Cup at Beuil-Sur-Roya and Seo de Urgell, Spain. On arrival in Beuil we found the hotel 25 miles away from the site in Italy (only an inch on the map). The highlight of each day was the trip over the mountains, across the border, through a three mile tunnel at 5,000 feet high, and around the 33 hairpin bends down to the slalom site. Training was limited by the River Race running through the course, and when the course was announced we saw a special 'French sequence' with a pair of gates set down stream, instead of the normal across stream. The practice runs showed that this was a sequence the French had been practicing for some months.

Non-French paddlers received penalties on clear gates which, as the event went on, became known as 'French Tens'. A group of managers around the finish were amazed as

the top lady paddlers who were clear on gate 30, were given 'tens', and a French paddler who obviously missed gate 30 was given a 10! After protests the 'tens' were removed and the '50' added — thoughts drifted back to Bourg World Championships in 1969 where this also happened.

Despite all the opposition, Britain were the top nation in Europa Cup. Richard Fox won the mens K1 event beating Fauster of Austria by five seconds. Martin Hedges again won the C1 easily beating the opposition but once again Ulrika Deppe narrowly beat Liz Sharman. The team event results were excellent, with the Mens Kayak team third, the C1 Team first, and the C2 Team also first. The C2 team (Young-Munro, Joce-Owen, Jamieson-Williams) deserve a special mention as they were the only crews who seemed to paddle as a team and gave a performance that looked far superior to any other nation.

So, the event ended and so did the scenic drive over the Alps, as we set off for the 500 mile drive across to Seo de Urgell. The journey was broken half way to see the sights on the interesting beach area around Montpellier. The Pyrenees were crossed at a height of over 6,000 feet, surrounded by clouds. The German and Spanish teams were also in residence in the Spanish Hotel, so it must be good! The site was 5 miles away towards Andorra and we crossed Spanish customs — entertainment in itself. The course was magnificent with very heavy water for the first ten gates after a fast four-foot drop after the start. Over the next few days we saw several competitors hurt on this section including Sue Small, who was unable to paddle in the event. The organisation was excellent for the first full international event ever organised by the Spanish, and it was noticeable that they had copied many of the good points from Jonquiere.

Again Richard Fox was the best K1 result, finishing 7th with Roger Manwaring 8th. Deppe again narrowly beat Liz Sharman in the Ladies class. There was jubilation in the British camp when Martin Hedges completed the hat trick and won the C1 event. 1980

*The British Europa Cup Slalom Team 1980. Photo: B. James*





A section of the course at Seo de Urgell  
Photo: B. James

has proved that Martin can win on any type of course and the celebration that night cannot fully acknowledge his victories. It is fitting that Martin was made Sportsman of the Week by the Observer newspaper. Britain also won the Silver in the Ladies Team, and Bronze in the C1 Team.

Britain finished second in the Europa Cup (Slalom) and fourth in Wild Water, but the good score in the slalom made us second overall behind West Germany. So after a stay in Marseilles, with a well earned rest by the hotel's pool, we returned to England for the pre-World. Our medal tally in the Europa Cup events is the best ever with four Golds, six Silver and five Bronzes. We have proved to be a strong world power, having easily gained our revenge on the USA after the 1979 World Championships. Hopes are high for BALA with the team training hard for a grand slam.

A J Woods

## SUFFOLK SLALOM SQUAD

The Suffolk Slalom Squad was formed in 1971 and was organised and run by Bob Castle. The success of this squad included one GB Junior International, and British School Boy Champions in the C2 team event, and under-18 K1.

Unfortunately Bob left in 1976 as he had other canoeing commitments. For a time the squad struggled to function, and no serious training took place. George Radford stepped in early in 1978. With grant aid from the Sports Council and the Suffolk Water Sports Association, George started to re-vitalise the squad. Mark Attenburrow took over — he used to be a member — later in the year, as George had a full commitment training Liz Sharman.

Since 1978 half the squad (sixteen paddlers in total) have gained Division 1 status and three have attended junior training sessions. It is hoped in the not too distant future, that the Suffolk Slalom Squad will once gain have international paddlers among its ranks.

# CANOE '81

## ...AND YOU

### 'WHAT IS ALL THIS "CANOE 81" WE KEEP HEARING ABOUT?'

'You mean you don't know?'

'Well, vaguely. I keep seeing loads of waffle, but what does it all mean?'

'Quite simply, it means that next year we are staging three World Championship Canoeing events — Racing, Slalom and Wild Water Racing'.

'Oh, it's just competition is it? I'm not really much for competitive canoeing myself!'

'No, it's not just competition — it's THE YEAR OF THE CANOE. It's the year we take advantage of all the publicity that the three World Championships — a unique happening incidentally — generates, to really put our sport on the map'.

'How will that be done?'

'By having events other than competitions around the Championships — for instance there is a huge tour on the Dee planned. And a really big outreach campaign — a sort of "Come and Try it, Canoeing for All" — in every region. In fact, down to every village if we can manage it!'

'Blimey!'

'Yes it is, "blimey". There is a heck of a lot of work to be done'.

'So why haven't we been told about it all?'

'You're being told now! It's no good creating about it all too soon — people lose interest. This was thought to be the best time to make the full announcement'.

'But surely you're too late with so much to be done?'

'Not really. There are full-time Directors, Staff and volunteers, who have been working their ... fantastically hard ... for a year or more now, getting the events jacked up. It's only now that we really need to go all out to get a lot more volunteers involved'.

'So what do you want me to do?'

'First, we need your money! — hey, wait a minute — only £1!'

'What's that for?'

'Well, the Sports Council are aiding us to the tune of £120,000, the Councils of Bala and Nottingham are helping, together with Water Authorities, and then with sponsorship, and the whole cost of the operation involved, the total budget is about £1,000,000! Your £1 is a guarantee if you like, of the good faith of canoeists themselves, in the light of the large amount of support coming to canoeing from public funds'.

'OK, that seems reasonable. What else do you want?'

'We need your practical help'.

'But I don't know very much about running slaloms and down-river races and regattas'.

'That doesn't matter. Obviously we want every trained person there is to help on them, but there are other jobs as well'.

'Such as?'

'How well organised is your club to handle a sudden demand immediately following the events next summer? Is your Club involved in the Regional Organisation? Do they support meetings, and stage events for newcomers to the sport? Can you lend a hand with equipment or helpers to make this "Canoeing for all" opportunity work? Is your Club structure sound, or are just a few people left doing all the work? It's no good generating interest if the Clubs cannot cope. It all matters if we are really going to lift our sport as a result of Canoe 81!'

'I'm not a member of a club!'

'Oh blimey!'

'So what can I do?'

'Join one! But in any case, read the leaflet all about "Canoe 81" that you will find in the envelope with this magazine, and offer your services where possible. At the very least, the sport needs your enthusiasm.'

'What were the dates again?'

'Wild Water Racing 15–18 July at Bala; Slalom from 21–24 July, also at Bala. and the Racing from 28 July to 2 August at Holme Pierrepont Nottingham'.

'And what about ....'

'Oh, go and read the leaflet!'

# pyranha

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# A Channel First?

Barry Cobill is a 37-year old P.E. Teacher from Eastbourne, in Sussex. He has canoed for 23 years, and is a BCU Senior Instructor both Sea and Inland, besides being an RYA Coach and Yachtmaster. Two evenings per week Barry operates as the Principal of the Eastbourne Schools Canoeing/Sailing Centre.

## FIRST(?) CANOE CROSSING CHANNEL FROM EASTBOURNE TO DIEPPE

Secretly I had always wanted to cross the Channel, but not the usual spot. The tides are not too bad, but the traffic is horrific. Knowing I was crossing two of the busiest shipping lanes in the world and would be there for 20–23 hours, I had a yacht along as cover. Also, as I wished to make it a record crossing, the bodies on the boat were asked to observe. The whole project was in aid of a school swimming pool, and without a doubt the hardest part was getting sponsors.

I took and organised everything for myself — ie navigation (the yacht followed), spare food, emergency flares, first aid, flasks, fruit, high energy food, spare paddles, clothing sunglasses, torch, light sticks, compasses (two) and sponge. I wore a shorty wetsuit, sweat shirt, smock, plimsols, trousers, hat with peak, and sunglasses. Totally self-sufficient, ready for the worst, remembering that fog strikes frequently, the Channel is one of the most unreliable weather areas, and that short-lived Channel storms can be of the severest type.

The boat chosen was a KW9 white water racer with skeg attached. After two years training and preparation with boats, and seeing friends in other so-called expedition boats, I felt the KW9 had some very favourable assets the main one being speed needed for a crossing of this nature solo.

The training started in September 1978, and included our usual stamping ground — the Beachy Head area to Seaford, Newhaven, Brighton and the other way to Hastings, Bexhill and of course, the Sovereign Tower.

The Coastguards along the whole coast were involved, plus Trinity House and

Customs. They were, of course, sceptical at the start, but our local Coastguard who knew our work in Eastbourne soon put all minds at rest.

I left on 18 July 1979 for the first attempt, with two colleagues and yacht crew. We sailed to France with all our equipment, hoping to have a grand finish in Eastbourne. Unfortunately the local police chief invoked the French Maritime law of no small craft allowed outside 300 metres, after we had been given a wine reception by the Mayor of Dieppe. They were apologetic but firm, and would have obviously done their duty. This was all new to us and to HM Coastguards who were fuming when we arrived back. In fact quite a little bit of diplomacy continued I believe, but the rule stands (as some Jersey canoeist found later). The weather then turned foul, and although we intended to start 12 miles out, we sailed home in a force 6 and fog, plus an incredible number of ships.

## WHITSUN 1980 — EASTBOURNE TO DIEPPE SATURDAY 7 am

Second attempt on my own as my two colleagues were caught up with other things. Arrived at the Sovereign Tower at 8.30, in very bad seas. The weather forecast was NW 4–5, big choppy seas over the local rocky bed. I waited for an hour for the yacht to come into sight, and then away I went, waved off by light-tower men. Course was set 152° magnetic, paddling speed 2½ knots, very comfortable. Tried to up the speed, but dehydrated too quickly and felt bad about mid-day and eased back. Stopped at 1 pm, had my lunch of orange juice, Mars bars, and fruit.

There were many small ships around but we entered the shipping lanes, which are fairly narrow — each ten miles wide, with a two-mile division for traffic separation. The average ship takes twenty minutes from horizon to horizon and some are absolute giants, everything except supertankers. The International rules state that ships will go straight up and down their courses at good speed, and that craft crossing must do so at good speed and at right angles to the lanes. Several times I had to deviate and heave-to for these monsters. Their wake of course can be dodgy.

We left the major shipping lanes at 7–8 pm that evening with 40 miles to go. The seas had settled to a calm and I had been averaging a good 2½ knots. It looked as if my luck was in. The last danger was darkness and local shipping.

As darkness fell I fixed a light stick to a crash helmet. About 1 am I caught a glimpse of the first light of Dieppe, 300 feet up a cliff and showing for 25 miles — how close it looked. At night I was doing 3–3½ knots, much cooler, and the sea superb. At about this time the other dangers started to show — local fishing boats, the Sealink ferries from behind, and in front the Jetfoil. Again the yacht was a must with lights and radar reflector — no way would I be seen by shipping even in the daylight, and certainly the Jetfoil

moves too fast to do much about 'little ol' me'.

Rest periods had been of 20 mins — 1 hour every 2–3 hours. Now I felt I was there, and nearly paid for my blunder at 4 am. Having been buzzed by a fishery protection vessel, the dawn light affected my balance, and fatigue was obvious. I had gone too fast for too long. I stopped and rested very precariously. Then the feeling went — daylight and Dieppe Harbour ahead. Except for the tidal race across the harbour entrance, which sent our yacht over to nearly hit the harbour arm, I'm there. Fishing boats come streaming by, the sea still calm, what luck!

5.33 am and I steer to the west of the harbour towards the beach, ferry glide the streaming tide across the entrance, and skid inside the harbour. A short paddle up to the inner harbour, watching the shipping traffic-light, arrive on the inner harbour steps, and am greeted by French fishermen who remembered me from last year.

Time taken was 23 hours for 60–65 nautical miles — taking account of tidal movement.

Celebrate all day, press arrive, set sail 7 pm, sleep at last. Final word for the pure: Yes, I had a yacht along, but as this Channel is what it is, shipping-wise, and knowing that the authorities have enough to do without me causing trouble, it is to my view the proper precaution to take. Believe me, I live here and sail, canoe and fish out there most of my life. In fact, there is no way I would have received the respect, help and goodwill of all, had I not taken this one precaution.

Incidentally, does anyone have a spare £30,000 for a school swimming pool? My effort made £400–£500 — I said the hard part was sponsorship. (For real fitness try Karate — a great help in my preparation).

## INTERNATIONAL YEAR OF DISABLED PEOPLE — 1981

The United Nations has designated 1981 as the International Year of Disabled People. A National campaign is being mounted and the Sports Council has offered to take responsibility for sport and physical recreation.

The aim is to encourage more disabled people (physically handicapped, deaf, blind and mentally handicapped) to take part in the sport of their choice, at recreational or top level, to involve them in sport and its organisation, to integrate them, wherever possible into able bodied sports and to make everyone more aware of the benefits of sports to disabled people.

Already many canoeing clubs, and coaches, work with disabled people in canoes, and seek to achieve the objectives outlined above. An event is planned for blind canoeists to race at the World Championships at Nottingham.

Mr. Ron Moore assisted by Mr. Oliver Cock are anxious to help those interested in assisting disabled people to canoe.

A pamphlet on the subject is available from Headquarters.

Clubs are asked to consider ways of enabling handicapped people who wish to take up the sport to become fully integrated members.

Off the Royal Sovereign Light. Photo: Jim Berryman



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# Regional Review

## LONDON AND THE SOUTH EAST

A further step was taken in the launching of the BCU London and South East Region on 12 July at Crystal Palace, when a Regional General Meeting amended and approved the draft Constitution.

The Steering Committee responsible, was appointed to act as Regional Committee until the Annual General Meeting on Sunday 23 November.

The Region has about 1,500 Individual Members of the BCU and 71 affiliated organisations, making it the largest in the country.

*Notice of Meeting.* The Annual General Meeting of the BCU London & SE Region will be held at Crystal Palace National Recreation Centre, Norwood, London SE19 on Sunday 23 November 1980 at 3 pm.

All Individual members of the BCU resident in Kent, Sussex, Surrey and Greater London are invited to attend, as well as representatives of BCU affiliated organisations.

The business will include Regional Committee's Report, Accounts, Election of the Officers, Regional Committee Members and auditor, and will discuss policy for the ensuing year. Motions for the meeting must be submitted by 15 September 1980 to Tom Baptie, 226 London Road, Mitcham, Surrey, CR4 3HD.

Requests for copies of the agenda in advance of the meeting by Individual Members should be accompanied by a sae.

## SOUTHERN REGION SPORTS AID

Paddlers of International potential living in the Southern Region, are invited to apply through the Union to Sports Aid Foundation — Southern, for financial assistance.

\* \* \*

## MERSEYSIDE SPORTS AID FOUNDATION

The County Council, together with Sports Aid Foundation (North West) this year offered grants to help gifted Sportsmen and Sportswomen living in Merseyside.

Paddlers who achieved international or divisional status (junior or senior) this year, are advised to seek information early from the North West Council for Sport and Recreation for next year.

\* \* \*

## WEALD AND DOWNLAND CANOEISTS ASSOCIATION

In the Kent/Sussex area a new canoeists' organisation has been founded. It is not the intention to cut across any regionalisation in the area but to support it. Annual Membership £1, which includes a quarterly newsletter. Further information from Ken Gulliver, Burwash Place, Burwash, East Sussex.

## EAST MIDLANDS

The East Midlands Canoe '80 Rally was a huge success, thanks to the efforts of Bryan Ward and his group of willing helpers. Over a hundred paddlers converged on Lincoln for the rally from the four corners of the region and beyond.

The Rally, which was the brain-child of Bryan, was to promote the sport of canoeing and the BCU in Lincolnshire. All expenses were covered by sponsors and the modest entry fees. The East Midlands Region is left with a balance of £100 which will be used to help promote the sport further. Already £50 has been earmarked for a permanent BCU display for use within the region at sporting events.

The Press were in evidence at the start and gave good coverage within the region. The Yorkshire Television cameraman was in Lincoln on the Sunday to film the end of the rally when all the canoeists paddled back into the basin at Brayford Pool. This film was shown on the Monday evening edition of 'Calendar'. Lincolnshire's Member of Parliament also came down to Brayford Pool on the Saturday morning to see the canoeists off and was duly impressed, so much so that he has offered to sponsor a 'Canoe Polo Spectacular' in Lincoln. This is to be Bryan's next venture.

If this proves to be as successful as the 'Canoe '80 Rally' then we should be seeing an increased interest in canoeing in the East Midlands region, particularly in canoe polo. East Midlands Clubs interested in competing should contact Bryan Ward, 46 Cosford Close, Birchwood, Lincoln.

Clubs are invited to send representatives to the next meeting of the Regional Group, to be held at Outdoor Education Centre, Holygate Road, The Meadows, Nottingham on 27 September 1980 at 7.45 pm.

The agm is to be held at Holme Pierrepont on 19 November 1980 at 7.45 pm. Motions for discussion should be lodged with the Chairman by 15 September 1980.

## COMPLAINTS OF BAD BEHAVIOUR BY CANOEISTS

*Dear Sir,*

We have received complaints about the behaviour of canoeists using the River Medway, particularly with regard to access points and to embarking and disembarking on private land.

Many different groups and organisations use the River Medway, but as one of the few Canoe Clubs established on the river, we naturally find that many of the complaints are directed our way.

We are anxious to maintain good relationships between canoeists and all other people with an interest in the Medway. Through our membership of the Medway River Users Association we have worked to establish such good relationships, in the interests of all canoeists, but this is not helped by thoughtless and inconsiderate behaviour from visiting groups and organisations.

We would be most grateful if the attention of those concerned could be drawn to this problem, and if permission could be sought in advance about access, where there is any uncertainty about this.

We would like to emphasize that the long stretch of bank at Waterinbury, between Hampstead Lock and Teston Lock, where many power boats are moored, is private property.

The co-operation of everybody using the River Medway would be much appreciated and would assist us in our efforts to maintain a pleasant and co-operative atmosphere on the river.

Jackie Lund-Lack, *Tonbridge & West Kent Canoe Club.*

*Dear Sir,*

The Saracens Head Inn at Symonds Yat East has for several years welcomed canoeists, their families, cars and trailers.

This year the owner has put up parking to 50p a day and canoe launching to 50p a boat, with a modified scheme for regular visitors. Canoeists who camp, or stay bed and breakfast, do not have to pay. The reasons given are:

- (a) Vast numbers of day tripper canoeists are keeping his regulars away, and not usually even buying a pint.
- (b) The facilities, such as toilets, showers, launching ramps take time and money to build and maintain.

The Saracens Head would like it made known that although the River Wye is free and open to all, the banks and launching areas are not.

If we, the canoeists, want to continue to enjoy the hospitality of The Saracens Head, and many other places like it we shall have to:—

- (a) Pay our way
- (b) Stop swearing at and threatening the man who collects the money.
- (c) Stop saturating small popular spots and find new places to gain access and egress; ie spread the load.

If we want to continue sharing what leisure facilities there are in this country, we must continue to behave decently, as most of us do already.

P. C. Wood, *Bath.*

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Chris Canham.

## Norwegian Triumph for Gt. Britain Marathon Team

In 1973 the British Marathon Team first visited Norway for the International Marathon Week. Since then we have had many successes in the K2 events. In the premier K1 event, the Notteroy Rundt, victory had always eluded us. July 1980 brought us the success and canoeing respect we had striven for since that first visit.

Restricted to 3 Senior and 1 Junior K1, the selections at the new Blackwater Estuary event, gave us, on paper, the strongest team we had ever sent. John Fowler, Brian Greenham and Tim Cornish, with Chris Canham as junior.

We lived in a summer house on a little island just outside the town as guests of the Tonsberg Club. Warm weather, little wind, and delightful environment, provided perfect conditions for the week's preparation. Most of the route around the Notteroy Island was covered twice during training sessions.

Starting in Drammen. There was an 18 Km course down the Oslo Fjord to Sveluik. The only real competition in this event came from the Tonsberg Club with their best paddler, Lar Ivor Gran working with our 4 lads in the front group for the first half of the race. The race then became too much for him, and he dropped behind — to sit on a motor boat wash. Towards the finish the boat assisted him to go wide of our lads, sprint for the finish and just beat John over the line. Disqualification followed a protest, giving John the win, in a new record time with Tim second, Brian third and Chris fourth.

The Notteroy Rundt race morning dawned (at 0230) sunny and warm with very little wind. Our main preparation for this 32 Km race, all on open water, was to fit foot pumps and carefully check the spray decks.

Einar Rasmussen, the current World K2 10,000 Champion and a national hero in Norway, came to the event and openly told of his plan to win the race in a new record time. The best Danish K1 paddler, Hans Pape, was also there. Providing there were no mishaps it looked like being a great race.

The 120 boats on the start line for the K1 event provided an impressive sight in the harbour. The motor boat moving across the bows of the kayaks to keep them back, looked menacing and at the 'Go' was in front of one end of the line, unfortunately blocking the path of Tim and Brian.

John and Chris got a good start along with Rasmussen and another Norwegian, Eddie Kalleklav. After 2 Km they formed the front group. Brian, with Tim just behind, had to work very hard to make up the ground lost at the start. Brian made it after 20 minutes, but Tim, despite getting within 10 lengths at one stage, just failed.

Rasmussen, with Kalleklav, had planned to break the field in the first half of the race, down the west coast of the island, and between them they shared the lead for the first hour, with our lads quite content to let them. At the halfway stage, marked by a high suspension bridge, the leading group was still 5 with Tim just behind. The Norwegians' plan had not worked and they knew by then that they were really in a race.

Our three lads now took turns in dictating the pace, and after 1½ hours carefully positioned Kalleklav at the back of the group. Putting on the pressure he was dropped off the wash, never to return.

There then followed a series of careful manoeuvres and sprints by our team to shake off and drop Rasmussen. Four times he dropped behind only to show his great talent by fighting his way back. Finally, however, it was all too much and after 1½ hours he was broken.

John, Brian and Chris pulled away, and Tim gradually made up ground on the two Norwegians after 2¼ hours, and nearing the town and the finish, the leaders were 4 minutes ahead. Tim had passed Kalleklav, and joined Rasmussen.

Into the town the finish line came into sight. 500 metres to go, the fight was on, and Chris just nosed ahead on the line to win by one second from John in a new record time, beating the old one by 1¼ minutes. Brian hit some rough water just before the finish, and came in 26 seconds down. It was left to Tim to finally stamp our authority on the proceedings by burning off Rasmussen in the sprint for the line to take 4th place.

Rasmussen spent a long time after the race telling the national newspapers how everything went wrong and how he was beaten by a great performance from a 17-year-old lad called Chris Canham.

1. Chris Canham (Jun)	GB	2.27.10 new record
2. John Fowler	GB	2.27.11
3. Brian Greenham	GB	2.27.37
4. Tim Cornish	GB	2.32.22
5. Einar Rasmussen	NOR	2.32.24
6. Eddie Kalleklav	NOR	2.33.48
7. Hans Jorgen Pape	DEN	2.34.01
8. Harald Arntsen	NOR	2.36.25

Jim Rossiter — Team Manager

### WARE WEIR

Water Authorities seem to be moving to a policy of including an anti-scour sill on newly constructed, or rebuilt weirs. Apart from making the weir un-useable by canoeists, the anti-scour sill means almost certain death to *anyone* being inadvertently carried over.

The cost of weir maintenance is high, and the erosion problem caused by the hydraulic jump, or 'stopper' in our language, is considerable. However, what value do we place on human lives? Is it not time that research was carried out to provide an answer to the Water Authorities' erosion problems, whilst ensuring reasonable safety for those who legitimately use our rivers?

### MIND YOUR TOW

The Department of Transport have issued a leaflet giving information to motorists about the law concerning speeds and weight ratios for vehicles drawing trailers. Copies can be obtained from the Department of Transport, Room C16/15, 2 Marsham Street, London SW1P 3EB. Apart from special speed limits for vehicles drawing trailers which apply to all roads, it should be noted that it is illegal to use the right hand lane of a three lane motorway.

Mechanical Services, Belmont Road, Bolton, are holding a course in March 1981 for anyone involved in the building of trailers above the 500 kg. (10 cwt) unbraked limit.

### TOP LADY SLALOMIST COMES FIRST

After finishing second at the three Europa events, Britain's top lady paddler, Liz Sharman, has gained a first.

She has tempted her Coach, George Radford, to the altar and on 12th July she became Mrs. Radford.

When asked what advantages, if any, she saw for her canoeing she commented that she could now be coached around the clock.

The couple spent the first two weeks of marriage in Corsica without her kayak. Liz has now returned to England in the hope of a victory in the pre-World Championships at Bala.

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# HAVE YOU HELPED ACCESS HELP YOU ?

"When are we going to *do* something about access?" is a question members commonly ask.

Well, the BCU *has done* many things about access, within the limits of its resources — both personnel and financial. We NOW HAVE:

A *National Access Officer*, who receives a salary enabling him to 'troubleshoot' where necessary, to gather and act on information, and to strengthen the system of river advisers throughout the country.

An *Access Committee* which has been re-vamped and strengthened, and deals with access matters only. The BCU Regional Access Officers are part of the BCU Regional Committees and are getting their teeth firmly into their local problems.

As a result of all this activity, much valuable information has come to light, and *is being acted upon*. Help was recently given in a legal case, and a petition went to Parliament which successfully objected to an Act which would have given a local authority wide powers to prevent the use of a tidal river for recreation. This would have set a dangerous precedent.

However, in the final analysis what canoeing lacks is FINANCE. There are plenty of people asking when are "they" going to do something? There are not to many actually willing to give the time and effort required to achieve action locally. But the real shortage is MONEY — this is the crunch. We have now reached a state of 'impasse'. Nothing much can be really achieved until we defend our actions and prove our rights in court. And this costs MONEY — real MONEY.

The people exist who are willing to paddle a disputed river and risk prosecution. But we are not in a position to defend them financially. Certainly we are not in a position to provide the sort of finance necessary to ensure that we WIN the case! And unless we are sure of achieving that, there is no point in going to court in the first place. This is where YOU — the member canoeist — comes in. Please make a donation; or pledge some money for use in the case of a court action.

If EVERY MEMBER pledged up to ONLY £10, we could proceed with confidence, having the financial backing to ensure that a case could be taken through the courts to a satisfactory conclusion.

## THE COUNCIL'S PLEDGE TO YOU

The Council of the British Canoe Union gives a solemn undertaking that the pledge money will be used where, on the basis of Counsel's advice obtained for the purpose, a legal action on a disputed water has a reasonable chance of being decided in favour of canoeing, of re-establishing or concerning challenged navigational rights.

Once honoured, a Member's Pledge will be cancelled, and can only be re-instated by the completion of a fresh pledge.

We guarantee that such pledge money will be used only and directly in connection with litigation costs and expenses incidental thereto in actions as approved by the Council of the BCU.

Help canoeing. Help yourself. Please complete and return the Pledge form with your renewal of membership.

## Expeditions

### PATRONAGE AND GRANT AID PROCEDURE

As announced in the last edition of Focus, the BCU is now in a position to consider applications for recognition through patronage, or practical help through financial support. An Expeditions Committee has been formed, to consider applications, and make an appropriate recommendation.

Those contemplating expeditions during 1981 which meet the following criterion, should apply initially through BCU Headquarters by 1 October this year.

1. *BCU Patronage* — Normally restricted to expeditions attempting 'first time' kayak or canoe journeys on sea or river ABROAD. These expeditions will normally include people of proven experience in hazardous environments, and the expedition be of a type likely to reflect creditably on the BCU. (In the case of young people, patronage may be recommended for certain 'expeditions' in Great Britain).
2. *Grant Aid* — Normally recommended only for expeditions attempting outstanding first time challenges and/or unusual and important scientific studies as part of the journey objectives. In all cases considerable relevant canoeing experience is regarded as

essential, and previous expedition experience almost a pre-requisite.

3. All applications, which must be submitted by October each year, shall contain detailed information concerning the expedition before the Committee will make any decisions. This information should include:—  
Journey details — dates, times, aims

and objectives, safety and emergency procedures.

Personal details — relevant experience and qualifications, age.

Equipment — full details

Insurance arrangements

Finance — budget details including personal contributions and all forms of financial support applications.

Referees where relevant.

### Across Nepal

Led by Chris Hawksworth, a 25 man expedition will leave to try to cross the width of Nepal by kayak this December.

Mechanical Services of Belmont Road, Bolton, manufacturers of Indespension trailers and trailer equipment, are supplying a custom-built trailer to transport the canoes from Bombay, India to Nepal.

The trailer, built on special Indespension units and fitted with Land Rover wheels is equipped to carry twenty canoes. The idea is to transport the canoes overland to India, then canoe the rivers across Nepal. When the main attempt is made on the Marsiandy River the canoeists will have to trek up the valley to Menang.

The expedition will be filmed and is expected to be shown on television next year.

*Photo: courtesy of Bolton Evening News and The Lanchashire Journal Series.*



# PHOTO I



Jane Roderick at Bala. Photo: Courtesy of Evening Standard



Exe Descent 1979. Photo: I.



Through the gorge. Photo: S. Ross



Bernard Perrett (Olympic Team Manager) and Max Kirschner



'Where am I?' Photo: S. Ross



Alpine thrills. Photo: I. Bourne

# OUNDUP



Newman



Action on the Dee. Photo: I. Bourn, P. Newman



! Photo: I. Bourn, P. Newman



En-Durance! Photo: I. Bourn, P. Newman



man



Jane still going strong. Photo: Courtesy of Evening Standard

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**G.B. RESULTS AT BREIL EUROPA CUP:-**

- GOLD - MEN'S KI W.W. TEAM IN DELPHIN KI
- SILVER - MEN'S CI W.W. TEAM IN SUPERSTAR CI
- GOLD - MEN'S C2 SLALOM TEAM IN SYNCRON C2

**G.B. RESULTS AT SORT EUROPA CUP:-**

- GOLD - MEN'S KI W.W. TEAM IN DELPHIN KI

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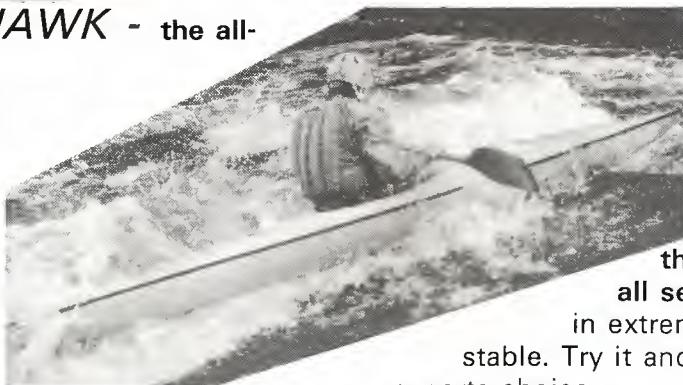
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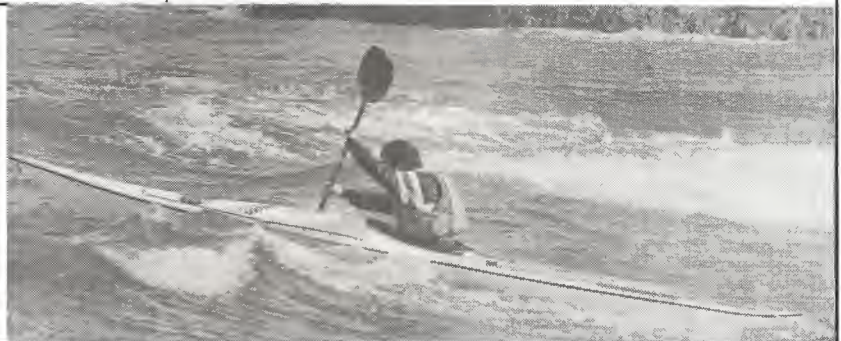
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# Sport Spectrum

## CANOE POLO

**National League.** A National League of 8 teams has been formed. Each team is scheduled to play each other team in the league twice over the year. There are four league meetings incorporating about 14 games in each. The half-way stage of the season has been reached.

	Goals					Pts
	W	L	Dr	F	Ag	
Luton A	6	1	0	40	6	12
Bere Forest	6	1	0	26	8	12
Luton B	4	2	1	12	13	9
B'ham A	4	3	0	17	15	8
St Albans	3	3	1	18	14	7
Walsall	3	4	0	17	11	6
Bromsgrove	1	6	0	3	30	2
B'ham B	0	7	0	1	37	0

**National Championships '81.** Entries for the 1981 Canoe Polo Championships should be sent to G. Lynton, 75 High Street, Botley, Southampton. The Senior and Junior Championships will be held on the Sunday at the Canoe Exhibition. An International Competition will be held on the Saturday, involving teams from Europe and the Home Countries.

New regions have been drawn up as follows: 1 S West and Wessex; 2 South and London & S East; 3 East; 4 West Midlands; 5 Wales; 6 East Midlands; 7 N West, Yorkshire & Humberside, Cumbria North; 8 Scotland.

**A coaching weekend** was held in May where 15 enthusiastic polo players were instructed and then assessed in canoe polo coaching techniques. A Canoe Polo Trainer award was given to those candidates who were considered suitable by the course instructors — N. Midgley and B. Barfoot. The weekend proved to be a success and another weekend is planned for 19–21 September.

**Refereeing.** A refereeing qualification is being worked upon and should very soon be in operation.

## WILD WATER RACING

We are beginning what promises to be a most interesting and exciting season of Wild Water Racing, culminating in 1981 at Bala where, in case there is anyone in the canoeing world who does not know, the World Slalom and Wild Water Racing Championships are to take place. In addition, for Division A paddlers, there is an International Class C event on the Tryweryn 16/17 May. The French, Swiss, Austrians, and Italians have said they are coming, others are interested, how about you?

If you think you cannot aspire to such giddy heights, or you have not even tried river racing yet, there are more Division C races this season, and you should be able to find one near to you. Why not write to the Secretary WWR c/o BCU HQ for inform-

ation on how to get started? Remember to enclose a sae though!

A date for everyone's diary is 1 November — the first Dee race of the season at Llangollen. Apart from the race, which is always enjoyable, the fiendish sprints down the Serpents Tail, and the beer, there is an added attraction this year — a social event. Last season's National Champions will be presented with their trophies and there will be slides, video, photographs, results display of the 1980 Europa Cup and the pre-World Championships. Try to come and make it a really good "do".

## MARATHON

In all the excitement of Moscow and the actual competition, many people appear to have overlooked that for the future of International Marathon Racing the Congress in Moscow will decide how it is to be organised.

The Board's proposal is for Marathon to be a sub-committee of Sprint Racing. The Marathon lobby find this unacceptable and have tabled their own motion for independent status. Whichever way it goes it will establish Marathon as an official discipline of the ICF and so lead out of the wilderness into the promised land. For many countries it will be a new world. Not only those starting Marathon paddling internationally, but those already doing it, will be in a much better position to get government grants. This should result in much longer entry lists.

**Marathon's divisional system** seems to have taken off quite well. As expected there are problem areas. The National Organiser, David Train, is compiling a paper noting suggested alterations for presentation at the half-yearly meeting at Worcester 23/25 August. Please ensure you come along. If you want anything changed, speak then to ensure action. I am sure David would be delighted to hear from you at any time if you feel strongly enough — he's about at a lot of the races.

**Next year's calendar and year book** is being prepared. Robin Belcher is looking after the calendar, and he and Jim Rossiter will liaise for the Year Book. Write and tell him now your race dates and anything you want in the year book (always assuming it relevant and printable) — No photos.

## SLALOM

Ranking event entries are up so far this year by around 15%. The Slalom Executive's provisional view is that the present divisional system can cope with the welcome increase in numbers. More events and a better spread through the year would reduce overcrowding.

Another, but unwelcome, growth area is theft of equipment, including canoes, from slalom sites. The Executive will deal severely with offenders but competitors should help by marking all gear clearly. Also on the disciplinary front, the Executive gives notice that it will suspend from competitions those

who offend against organiser's regulations relating to safety or those which are designed to safeguard the future of the event.

**Holme Pierrepont artificial slalom course** — an open meeting for slalomists to register their support and plan a campaign to implement the project — September 16 at Holme Pierrepont 7.30 p.m.

The Executive is preparing a policy statement on slalom competition coaching. Hugh Mantle, Team Coaches and Executive members are forming a sub-committee for this.

Slalom needs more clubs to organise events, more qualified judges to improve the general standard of judging. Can the sport maintain and improve its quality standards as popular support grows? As a response to this challenge and with the prospect of Canoe 81, quality of organisation and judging, and effectiveness of coaching are the priority topics for this year and next.

## SURFING

Would Secretaries of clubs interested in surf competition please contact Mike Keeble, 20 Horseshoe Close, Middle Hill, Wimborne, Dorset. Mike will keep interested clubs informed of surfing events.

## SEA TOURING

The Chairman of the Sea Touring Committee, Mr. John Kuyser, has now moved to 2 Walkers Lane North, Blackfield, Hants, SO4 1YA. (Fawley 892842).

## THE CORPS OF CANOE LIFEGUARDS GOES ABROAD

The Hong Kong Canoe Union has for some time had a Unit of the Corps attached to it for patrol purposes off their extremely crowded bathing beaches. There have been some difficulties over getting the Unit decently organised; but after Oliver Cock's visit there two years ago, they have taken themselves in hand and are now in a very strong position.

From the point of view of canoeing, the Hong Kong Union does all the training. For First Aid and Resuscitation, the special section of the Hong Kong Government called the Auxiliary Medical Services, do the training. The Urban Services Department of the Hong Kong Government have found the rescue canoes particularly suited to these crowded beaches, since there is no propellor to catch unfortunate swimmers, and the speed and manoeuvrability of the kayaks is particularly useful.

Over one hundred Canoe Lifeguards have been trained, and the Auxiliary Medical Service hopes to train two hundred more each year. A permanent Canoe Life Saving Centre is planned, which will be built by the Government.

## WHITE WATER

Quarterly Magazine (Feb., May, Aug., Nov.) for white water enthusiasts.

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# TECHNIQUE

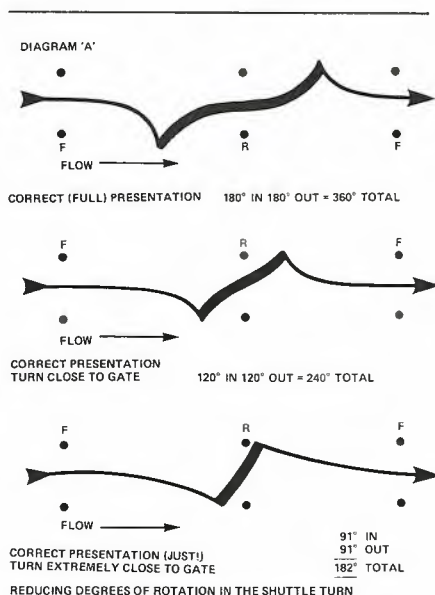
## Focus on Slalom

John MacLeod, a top ranking British Slalomist from 1965 to 1973 with two International individual Golds and a Silver World Championships Team Medal to his credit, now coaches the British Mens Kayak Team. John here discusses trends in slalom, and gives some practical advice on technique.

*This article was edited by the Director of Coaching from notes of a training session for coaches given by John MacLeod at the National Coaching Conference, 1979.*

Since Albert Kerr's World Championships win in 1977, technique has begun to catch up with design. Boats were being produced that were capable of performances few paddlers could achieve. Poles now have to be 10 cms clear, and the volumes of boats have increased slightly, making them more manageable in rough water and paddlers (in general) now have a better chance to match the boat's capabilities.

The advent of low volume slalom boats has meant that the kayak must be related much more carefully to the paddlers body weight than hitherto. For serious competition no one boat is likely to be suitable for a ten stone paddler, right through to a fourteen stone paddler. Some manufacturers have as many as ten models in a range to accommodate varying sizes of paddler. Another factor is the course itself and a particular boat may suit the paddler for only one type of water or slalom.



**SHUTTLE TURNS** — Diagram A shows the major difference that low-volume boats have made to slalom — mainly the ability to negotiate a course with a minimum of rotation. This means that the body — which is the greatest mass that has to pass between the poles — can now do so in a much more direct, and therefore, shorter and quicker line. Note that the difference in rotation required between the 'old fashioned' system for the sequence shown, and the best method employing a 'dip' under the poles, with just sufficient angle for correct presentation, is over 180° of rotation saved.

**SINKING (OR DIPPING)** — Turning must inevitably involve loss of speed. The fastest way around a course is by employing forward (or reverse in some instances) paddling. The more turning that can be eliminated, the more efficiently is the paddler working. Boats have to be turned in slaloms, and where dipping is employed it is worth noting that the deeper a boat is dipped, the more water is displaced, and therefore the greater the amount of effort required. The skill is in doing just enough to clear the pole. The elements involved in sinking the bow are as follows:

1. Body lean backwards.
2. Reverse stroke upthrust. A hard push on the blade at the onset of the reverse stroke.
3. Reverse sweep stroke. The boat is angled to present the gunnel to the water on the same side as the paddle. The deck then acts as a 'wing' and will want to 'dive'. Adjustment of the angle ensures that the amount of 'dip' is no more than sufficient for the circumstance.
4. Forward sweep stroke. Gunnel opposite to paddle is dipped, gaining advantage of the 'hydrofoil' effect outlined in 3.
5. Forward stroke 'downthrust'. By bringing the top arm well forward and the paddle blade close to the boat, water can be 'lifted' as the blade is inserted, thus drawing the bow down whilst achieving forward momentum.
6. Deceleration forwards. A quick change of speed — ego into slack water from the flow — will cause the bow to drop.
7. Acceleration backwards.

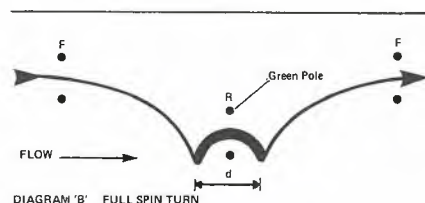
For stern sink the following elements are involved:

1. Body lean backwards.
2. Forward sweep stroke. Employing the 'hydrofoil' action outlined above.
3. Reverse sweep stroke. Hydrofoil as before.
4. Forward stroke upthrust. Opposite of 5 above, presenting a 'flattened' blade to the surface at the onset of the stroke.
5. Deceleration backwards.
6. Acceleration backwards.

Balanced combinations of these techniques can be applied to every manoeuvre. A well-versed slalomist is aware of them all and uses a combination of skills relevant to the particular situation.

One method of assessing how deep a 'dip' needs to be is to place adhesive tape about every 20 cm along the bow, set a pole at exactly the right height — 10 cms above the water — and practice spins or whatever technique is required under the pole. The coach evaluates the number of successful attempts at clearing the pole at each point marked by the tape. It is obviously better to use an approach which ensures a clear attempt, rather than make an approach which practice has shown to have only a 50-50 chance of success. A 10-second penalty is a greater disadvantage than a lost second of time taken to negotiate the gate.

**FULL SPIN TURNS** — Having said that the least amount of dipping necessary to clear the pole is best, a spinning technique in use and in which speed of rotation is enhanced is the full spin turn. This utilises a shorter waterline length through a strong sink of the stern (or bow). In a strong sink the opposite end of the boat is well out of the water and not well controlled making 'in gate' manoeuvres tricky. The art is in deciding which way gives the greatest advantage, both in speed and success rate for a given situation. Success rates are good when a paddler can complete a manoeuvre with 100% success three times in a row. Shortening the distance 'd', by keeping the momentum of rotation and making the manoeuvre in *one complete spin* gives one a fast route through the sequence — BUT — it's only if the bow is guaranteed a clear passage under the green.



**SPIN OR SHUTTLE?** — When to spin and when to shuttle depends on the abilities and strengths of the paddler together with the gate sequence and local water variations. Practice and split times are very useful feedback.

**BREAKOUTS** — Good technique on breaking in and out is another vital element in the slalomist's regime. The breakout is not a chance for a quick breather! It must be a dynamic situation throughout. Time is being lost whenever the boat is sideways. For the breakout, a forward sweep, bow rudder moving into bow draw and forward sweep out stroke sequence is good for stern dips out of the gate. Preceded by a forward stroke (with forward body lean) this stroke sequence often gives a good bow dip on entry, though not an easy technique to guarantee success on.

Choosing the best route is an obvious piece of advice. Diagram C indicates that there may be alternative means of successfully negotiating a given gate.

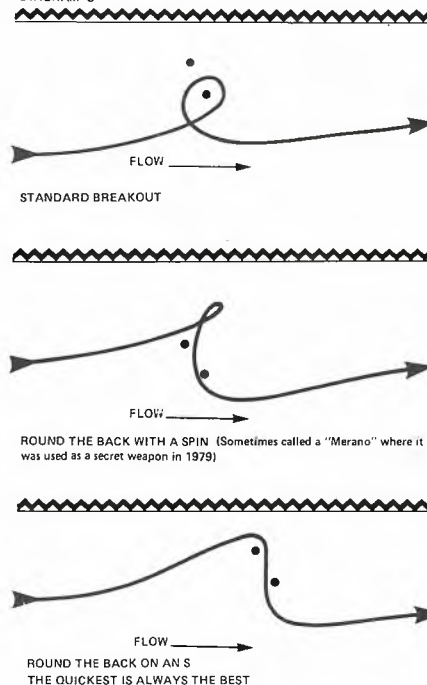
Practising the skills, combining them to produce good gate technique, thinking out the tactics for the course, and finally having the courage to use in competition the

methods for clearing poles which have been demonstrated in practice, is what determines the rate at which a paddler advances. On breakouts, turning before the gate and sweeping the bow in under the pole is a development which comes very much into this category of: 'can I repeat what I do in training with a good measure of success in the competition situation.'

An important point to note when devising training schedules for slalom, is that a great deal of 'pulling' strength is required with the bottom arm — draws, bow rudders. This is involved in good forward paddling also, where the instruction used to be to gain leverage advantage by 'pushing' with the top arm. Research has shown that this is not valid. Consequently muscle development exercises for trunk rotation and arm paddle action should be designed to develop the paddlers ability to pull, but don't go too far overboard — we have the top arm to push as well!

How fast can you rotate a kayak through 360° using only bow draw strokes? Now try the other side! Under 30 seconds for three revolutions is quite good but the muscles and skills involved should make you think. Have a bottle of Wintergreen handy!

DIAGRAM 'C'



# Fixtures and fittings

## Adapting a Lendal Foot Pump

I recently bought a new surf kayak and along with it a foot pump. Anyone who has paddled a surf kayak will tell you that the best place for the water pick-up is right at the back of the boat because it sits stern down in the water. I purchased a 5 ft. length of 15mm diameter plastic radiator piping from my local DIY shop and two nylon wall clips for the pipe. The clips were glassed inside the hull giving a set up that could be removed easily in the event of a pipe blockage. The pickup was then as far back as possible with the outlet close to the foot-rest. The flexible plastic tubing supplied with the kit connected the rigid piping to the pump.

The set up was a limited success and I soon realised that the reason for this was that as fast as I was priming the foot pump the water was running back down the long pick-up pipe. What was required was a simple one way valve at the pickup.

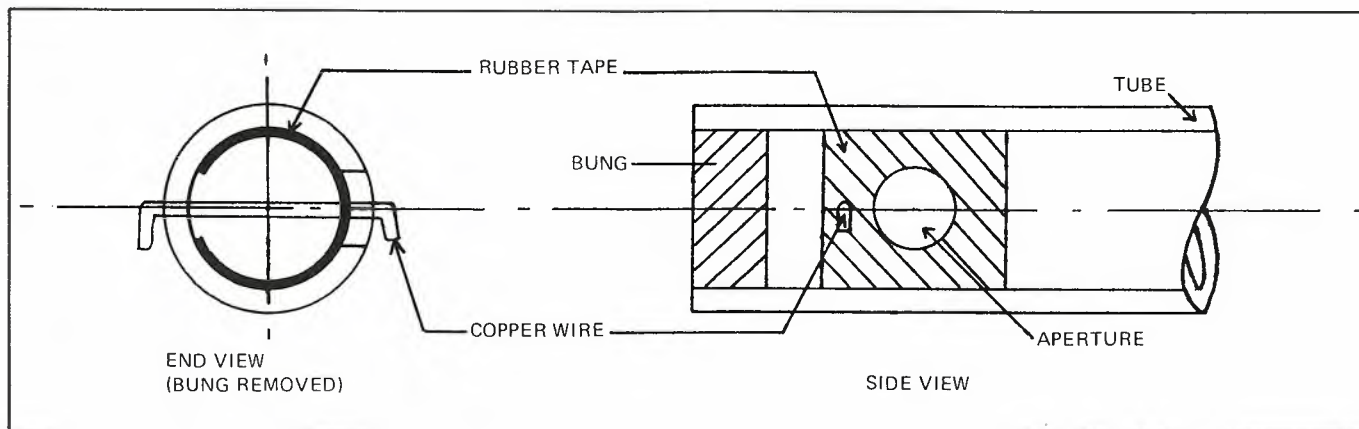
The diagram shows how I made one using a short length of flexible plastic tubing. An aperture was cut in one side of the wall

with a very sharp knife. The valve flap was made from rubber wet-suit joining tape, held in place with copper wire (30 amp fuse wire) and the rubber bung from a pencil eraser.

The tube was placed in hot water to soften it enough to slip it over the end of the rigid piping. The pick-up was adjusted such that the aperture was facing the hull of the boat. The efficiency of the one way valve can be checked at any time by priming the pump and watching the flexible tubing to the pump to see how fast the water runs back down the pipe.

The pump efficiency has been improved considerably and now all but completely empties the boat. This is a particular advantage as the kayak tends to loop backwards a lot less when completely empty and getting out to empty the boat regularly is boring and tiring especially with a fin fitted.

Simon Rowlands



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# ACTION ON ACCESS

## BCU POLICY ON ACCESS

The Council of the BCU has agreed a policy which the Union shall follow in regard to defending the right to navigate our inland waters by canoe.

Copies of this Policy Statement are available from BCU Head Office on receipt of a stamped and addressed foolscap envelope.

## SALMON & TROUT ASSOCIATION CIRCULAR — AN EFFORT IN CO-OPERATION

A circular from the Salmon & Trout Association explains to game anglers the problems they face with canoeists. The document is reasonable, and asks their members to give canoeists a fair crack of the whip. It starts with an explanation of the laws concerning navigation, and gives a short note on the anglers' desire for peace and quiet.

It then describes the problem, both from the angling point of view, and that of disturbance to the fish. Finally a way ahead is suggested:

"Notwithstanding these problems, however, neither the Association nor the majority of thinking fishermen wish to see canoeing prevented from taking its rightful place as one of the major watersports pastimes of this country. They do, however, insist that its development as a sport should not be carried out in contravention of the law or to the detriment of the legitimate rights of landowners and fishermen. This still leaves a very wide area where both interests can be met. With goodwill on both sides, it is usually possible to agree days and times of day every week or month during which canoeists can be allowed use of a river under terms of an Access Agreement drawn up between the two parties".

The final section recommends that Access Agreements should be granted to clubs or associations which are well organised. Identification should be carried on each canoe, and it also suggests that a local nominee should be responsible for the observance of the terms of the agreement. A requirement to observe the Countryside Code and the River Users Code should be included, which is already part of the undertaking when joining the BCU. Further detailed items with which we are sure members will be happy to agree are included. If any payment is due — such as may occur at competitions — then some form of guarantee on this is mentioned.

The final suggestion is that agreements should be legal documents. We concur with this, but it is worth mentioning that an ordinary letter is a legal agreement in British Law. This is somewhat cheaper than working through a Solicitor.

The Salmon and Trout Association have been congratulated by us on this circular, and thanked very much for their action. We are sure that members will welcome this offer of co-operation with open arms.

## RIVER OUSE ABOVE GREAT BARFORD

On Sunday 5 October the Hospital Cup Charity Fishing Match takes place.

Please co-operate with all other river users and avoid paddling on this stretch for that day.

## DOBBS WEIR HODDESSEN, HERTS

The Herts Association of Canoe Clubs has accepted responsibility for negotiating improved Access arrangements. Progress may be slow now — it will stop altogether if the position is prejudiced by selfish and provocative behaviour.

Please therefore in the open fishing season do not canoe at all at Dobbs — 15 June to 30 September.

Inform Roger Fox or Ron Vessey, Potters Bar 53925 (evenings) 01-388-8198 (day) if a group wishes to use Dobbs *at any other time* at least three days in advance.

Dobbs Weir is a vital facility for serious rough water practice. Please reserve it for this and use the navigation for general paddling. BWB licences are necessary at all times. If an angler states his fishing is affected please leave the site. Confine activities to the weir pool on the Herts side to a line drawn from the Essex side of the main weir to the centre of the road bridge.

## RE BARDSEY ISLAND — NATURE RESERVE

Always remembering that the trip by canoe from the end of the Lleyn Peninsula to this island is an advanced sea journey, whatever the state of tide or weather, we have received information that anyone is welcome to land on the island, on payment of a fee of 50 pence. However, camping is never permitted. It is possible to stay at the Bird and Field Observatory by prior arrangement — which can be made through the booking secretary, Mrs. Helen Bond, 21A Gestridge Road, Kingsteignton, Newton Abbot, Devon.

The letter giving us this information adds that the warden of Bardsey Island has been worried by canoeists who have arrived at the Island exhausted (one group to such an extent that they had to stay three days). Since no camping is allowed there, he hopes that all canoeists should arrive in time (and condition!) to enable them to leave the same day — or at least have got permission to stay at the Observatory beforehand.

## CLUB TRIPS ON THE SUFFOLK RIVER STOUR

There are a number of agreements in regard to the portages of this river which must be carefully observed to avoid repercussions by the riparian owners with whom we have agreements. It is important that those wishing to run this river should inform the River Adviser and request permission from the landowners at Pitmire Lock: Major Iain Grahame, Dawes Hall, Lamarsh, Bures, Suffolk. (Twinstead 213)

(Portage either side); and Boxted Mill: Mr. H. Whitworth Jones, Boxted Mill, Colchester. (Colchester 322278) (Must stick to the marked path).

At Wormingford Mill the NEW PORTAGE ROUTE is on the island between the two sluices. This route MUST be used and not the previous route upstream of the first sluice as hitherto.

At Dedham Mill, launching and disembarking must NOT be in the car park, but under the road bridge on the spit of land immediately to the left going down stream.

## MAGISTRATES BIND FARMER OVER FOR THREATENING CANOEISTS

On three separate occasions last year canoeists reported threatening behaviour towards them by a farmer on the banks of the River Ribble in Lancashire. The matter was reported to the Police and in due course the farmer was brought before the magistrates at Clitheroe.

On Thursday the 24th April this year, in the Clitheroe Magistrates' Court the farmer was charged with using threatening behaviour towards canoeists. He pleaded guilty and was bound over in the sum of £100 to keep the peace for one year. We understand that the Lancashire Police still hold his gun.

## THE HUMBERSIDE BILL — A PRECEDENT PREVENTED

An urgent letter from the Hull and District Canoe Club warned us that a bill was already before Parliament which looked like restricting the navigation of the River Hull in its tidal reach. Very quick action had to be taken by the Vice Chairman of the Access Committee and the National Access Officer, who immediately took it up with our solicitors in London so that the sections of the Act which would have allowed the Beverley Borough Council to control and possibly to stop the navigation of all kinds of vessels on the tidal part of the river, could be amended to our satisfaction. This satisfactory conclusion came about only at great expense, about half the total sum in the Access Fund having been spent on it. Had it been possible to catch the Bill when it was still being drafted by the Beverley Borough Council it would have been possible to have the offending sections altered at that stage and at no expense at all.

It is the habit of people who draft bills to study existing bills and to take a section from these bills into their own. If this Bill had been allowed to go through unopposed, it would have set a precedent for restricting the navigation of other tidal waters.

We do urge members to keep their eyes and ears wide open and to try to catch such bills at the earliest possible stage.

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Which is why you often see glassfibre users running round down the street looking for the name. It's also the name that sponsors important events, including the Lynher Marathon, the Two Counties Marathon and the Plymouth Sound Marathon (run by the Port of Plymouth Canoe Association) and the Dart White Water Races (run by the Teign Canoe Club). Who is the name? You must have guessed. It's Strand Glassfibre, of course.

If you want to know more about what's behind it, look in Yellow Pages and race round to your nearest branch, or write to us at Brentford. Please contact the organising clubs for details of the events.

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# Dear Focus...

Dear Sir,

## THE NEW MARATHON RACING RULES

With the change of the rules in Marathon this year I thought I would like to enter a Marathon Race (a thing I have not done for several years) and see for myself how it all works out.

Having just taken delivery of a new wild water racing C1 I thought a 6-8 mile race would be good to help me verify that my seating position and fittings were correct. So after studying the new rules (or trying to, for I found them slightly unclear) I asked to start at the bottom in Division 9 but the race organisers said that Division 8 & 9 were for juniors and the lowest I could enter as a new adult starter in a WW C1 was Division 7. Come race day I find myself racing against Espadas, full K1's, WWR K1's and ordinary slalom kayaks, all of us in Division 7. The K1's formed the leading bunch and I trailed along somewhere in the middle, wondering what a WWR C1 was doing in the same race as a racing K1 with most of the slalom kayaks behind me. At the race Divisions 6 and 7 were amalgamated as were 8 and 9, and divisions 3, 4 and 5. As no Division 1 paddlers were present, Division 2 ruled the day.

As a result of this race I am still confused but would like to put a few ideas forward:-

1. Men and Ladies Divisions should be split
2. Kayak and Canadian should be split
3. Full K1's perhaps only allowed in Divisions 1 to 5

Lets have some guidelines from the Marathon Committee soon!

P. C. WOOD, Bath.

## DAVID TRAIN, National Organiser, replies.

I am very pleased to be given the opportunity to reply to Peter Wood's letter about the new Marathon Racing Scheme and I am even more pleased that the scheme has tempted another paddler to have a go at Marathon Racing.

All the points raised by Mr. Wood are, I feel, best answered by looking at the results of the race he entered.

Mr. Wood says that he should have started in division 9 and in this he is correct. Any paddler who has not been ranked or promoted has a right to start in the lowest division. However, because this is the first year of running the scheme we have asked organisers to advise paddlers who are new to the system about where they think the starting point should be. My own view looking at the results, with Mr. Wood finishing in 6th position in division 7, suggests that the organiser's advice was pretty fair. However, unless Mr. Wood appears on the new ranking lists due out in September or unless he has been promoted since the Dart Circuit Race he may, if he so wishes, race in division 9.

He comments about various classes of boats racing against each other. Looking at the results:-

- a) In division 3 the winner was in W.W. boat ahead of three K1's.
- b) In division 7 an Espada beat a K1 and Mr. Woods in a W.W. C1 beat two slalom kayaks but was beaten by another slalom.
- c) In division 9 four slalom boats beat the first Espada.

His ideas for change would mean in this race that there would have been no class for ladies and none for C1.

I am delighted that the scheme gives a lone C1 paddler the opportunity to race, and I hope Mr. Wood will continue to take part in Marathon whether to try out his boat, to improve his performance against those of equal ability, or just for fun.

## Div 2 -- 12 miles

	Name	Time	Boat
1	P. Flynn	1.12.45	K1
2	M. Carpenter	1.26.48	K1
3	M. Bradford	1.27.26	K1
4	K. Wallace	1.32.35	K1
5	M. Compton	1.34.43	K1
6	P. Woodger	1.36.47	K1

## Div 9 - 4 miles

1	S. Reed	36.07	K1
2	P. Makpeace	38.39	Seaboat
3	T. Lowe	39.44	Slalom
4	J. Stead	40.18	Slalom
5	J. Taylor	40.23	Slalom
6	J. Coulton	42.14	Slalom
7	M. Bounsall	44.43	Espada
8	M. Elton	44.43	Espada
9	P. Sellick	45.52	Slalom
10	K. Kendall	47.46	Panther
11	Alison Upton	49.17	Panther

## Div 3, 4, 5 - 8 miles

1	S. Amos	1.24.17	WW
2	S. Morley	1.24.43	K1
3	E. Daw	1.27.57	K1
4	Janet Whitehead	1.30.33	K1
1	Sands/Marsh	1.26.00	K2
2	Tandy/Lewis	1.27.59	K2
3	Cartwright/Edwards	1.38.43	K2

## Div 7 - 6 miles

1	C. White	51.15	Espada
2	I. Timble	51.25	K1
3	A. Goble	54.20	Espada
4	I. Hoskin	55.10	WW
5	S. Hill	56.25	Slalom
6	P. Wood	57.52	WW C1
7	K. Cambell	59.46	Slalom
8	K. Davies	59.49	Slalom
9	M. Fiddes	1.05.42	Banter

Let the bee in your bonnet out!  
"Dear Focus..." wants your views  
comments and ideas for publication.

Dear Sir

I laughed out loud after reading Vyy Cox's article on Canoe Surfing in Canoe Focus, Summer 1980 edition.

Surely the last thing canoe surfing needs is a super he-man macho-image, the very thing that makes the average board surfer so boring! I agree that anyone paddling in a big surf needs to be fairly fit and be able to roll first time every time, but it is no more a 'tough demanding sport' than many other sports or branches of canoeing. I wonder how many canoe surfers around like to paddle across the Irish Sea! I'm a keen canoe surfer, but I know even the thought of it scares me!

I think it wrong to project to the newcomer the concept of canoe surfing as a totally competitive sport, in fact it is one of the few branches of canoeing in which competitive sport, in fact it is one of the few branches of canoeing in which competition is totally unnecessary.

I'm a very average paddler, but nobody enjoys canoe surfing more than I do, so please can we have some articles on how to improve techniques rather than ones that tell you just how masculine surfers are!

SIMON ROWLANDS, Penarth.

## Coaching News

### SPOT THE DELIBERATE MISTAKE

My thanks to Bob Hawkes, of the Joint Services Mountain Training Centre at Aviemore, who pointed out an error in the article on Stern Rudders in the last issue. In fact, the drive face of the paddle blade should be towards the canoe on both sides. I hope not too many people got wet practicing . . . .

### COMPETITION AWARDS SYSTEM SUCCESS STORY

Glowing testimonials continue to arrive at Headquarters following the slalom Trainer and Coach courses run by Hugh Mantle.

See the calendar for details of racing and wild water racing courses in the Autumn.

Please note that there is DIRECT ENTRY at either level - Trainer or Coach. It is *not* necessary to be a trainer before becoming a coach, as with the senior instructor system.

### TWIN COURSES

National Coach Gordon Ray has set up an interesting course at Guildford on 3rd/5th October. Colin Gray, National Coach for Racing will be running a Racing Trainers Course aimed at Senior Instructors, racing paddlers and others who have an interest in flat water racing. No previous experience is necessary.

In conjunction, twin brother Bob and Gordon Ray are holding a progression course for Senior Instructors. This will include an "update" on personal performance, the opportunity to try other types of canoe, course organization and examination standards.

For details send sae to Gordon Ray "Stilltime" 10 Papercourt Lane, Ripley, Surrey.

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*The Relevance of Training out of a Boat*

**Full inclusive fee: £15**

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*or s.a.e. for full details.*

## CANOEING INSTRUCTORS

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holidays. Each year we employ a large number  
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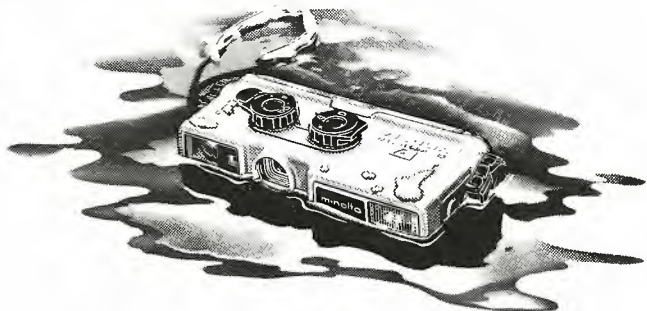


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leaders in  
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# Trade News

**The Minolta Weathermatic—A** is claimed to be the World's first water-tight 110 cartridge film loading camera. Overside control and full information view finder with built in electronic flash and exposure warning systems, encased in a high visibility yellow and black finished case, which permits the camera to float, the Minolta Weathermatic A retails for less than £50.00. In the shops now.



**Huntingdon Fusion Techniques Ltd** are marketing a new anti-mist product called Everclear, which, it is claimed, can preserve good vision under the most difficult conditions created by sweating, rain, cold or sudden temperature change. Everclear consists of a block of transparent, golden material which is applied directly to a dry glass or plastic surface, water vapour runs off or lies flat on the surface. One application lasts several days, and is non-toxic and non-allergenic, does not smear, and cannot scratch glass or plastic. A single block is over a year's supply for spectacles. Everclear is available direct from the importers at an introductory price of £1.95 including VAT, postage and packing. Normal price will be £2.50. Further information from Huntingdon Fusion Techniques Ltd., 7 Clifton Road, Huntingdon, Cambs PE18 7EJ.

**Pyranha** now have in stock the very latest Azzali paddle range. Modifications to the construction and design have resulted in a better wood/strength relationship, giving a stronger and lighter paddle, together with a larger blade area. Available in attractive red, green or wood veneer blade finishes.

Pyranha also have a new range of nylon products for the canoeists needs. Strong holdall bags in red or blue with Pyranha logo at each end, an inside pocket, strong, durable handles and large carrying capacity. Approximate size 65 cm x 25 cm x 28 cm. New spray-covers and canoe cags, all with taped seams to increase strength and improve their waterproof qualities.

**Pyranha Watersports Centre** now have in stock their new range of canoes and equipment for education centres and white water expeditions. The increasingly popular Everest, Everest 'H' and now the nearly indestructible Freetime, provide a range of specifications and prices from £120.00 to £175.00. Four seat-sizes are available with failsafe footrest systems, rigid and/or inflatable buoyancy, and loops, skegs and bumpers.

**Canoe Supply Company** is the new wholesale name of Pyranha Mouldings Limited. Just introduced under the new name is the largest range of buoyancy bags available to the canoeist, with 8 different sizes and a waterproof kit bag. Manufactured in a tough abrasion resistant clear PVC they will suit a modern competition kayak or an open canoe. In the event of a capsizing they prevent the boat from filling with water, making it easier to paddle and rescue.

The new polyethylene kayak FREETIME is now available. It is claimed that its near indestructible qualities, performance and complete specifications make it the answer to a prayer for many centres and individuals. Stockists: West Midlands Canoe Centre, Walsall, Staffs; White Water Sports; Lerdal Products Ltd; Afton Canoes, Waterfoot, Eaglesham; Ace Canoe Products.

The McNulty range of Open Canadian Touring Canoes is in the news again following on the success in Sweden of the Lapland 80 expedition and their use of the Huron 18 open Canadian touring canoe McNulty Seaglass tell us of further success of their Huron range. North of 40,

Varmland, Sweden, run by Bill Moran an expatriate Englishman, has chosen the Huron range for his fleet of expedition hire boats. Bill, commenting on his choice of the Hurons said "Having thoroughly researched the British market I decided on Hurons because of the quality of design and workmanship." Chris Hare, of McNulty's said "We have not sold the Huron in Sweden before, but while over there with the expedition I had a considerable amount of people wishing to purchase my own Huron, so I am delighted to go into a new market."

McNulty also announce that they have appointed as agents and stockists in the Edinburgh region the well known outdoor equipment specialists Graham Tiso of 13 Wellington Place, Edinburgh. Tiso's have currently in stock all the McNulty range of canoes and kayaks and can be quickly contacted on 031 554 0804. At the other end of the country in Wales their agents and stockists are Outdoor Action, 12 Wyverne Road, Cathays, Cardiff and can be contacted on 0222 28891. McNulty Seaglass Ltd., Victoria Road, South Shields.

**White Water Sports.** Well-known Corps of Canoe Lifeguard Rescue Canoe is also available to non Lifeguards as the 'Instructor' Rescue Canoe. This boat is ideal for basic instruction, being heavily reinforced, and featuring a rear storage compartment reached through a watertight hatch on the deck, together with handles enabling a 'patient' to be carried on the rear deck. The patented buoyancy system enables the canoe to be emptied and re-entered single handed in deep water, a system which has proved invaluable in life saving situations. Manufactured by Northern Kayaks of Rothbury, Northumberland, enquiries and orders should be addressed to White Water Sports although boats can be collected from Rothbury. A royalty is paid to the Corps on every boat sold and so purchasers will be helping this public service section of the BCU.

A new double lined Neoprene Spraycover designed to minimise seams is now available from White Water Sports. The Prototypes have been extensively tested in many heavy water situations and the final product is a really durable, watertight deck which fits a large range of kayaks. Trade enquiries are welcomed, or retail orders at £17.95 plus 55p post and packing from White Water Sports.

**Nikon UK Limited** announce their new automatic Weatherproof Nikonos IV—A. Claimed to be the only 35mm camera in the World capable of use to depths of 50 metres without the need for special housing, the camera has automatic exposure control and an electronic 'brain' which controls shutter speeds ranging from 1/30 to 1/1000 of a second. A selection of special wide angle and telephoto lenses is available, together with a flash unit for use underwater. Price around £275.00 including VAT. In the shops from August.



**Derwent Canoes** is one of Britain's newest canoe firms. The Panache slalom kayak is manufactured by Derwent Canoes and a range of G.P./touring canoes and kayaks are also available. Derwent stocks a good range of equipment which can be viewed in the showroom between 9 am and 5 pm from Monday to Saturday. For details, contact: Derwent Canoes, Baileys Mill, Matlock, Derbys DE4 5EW.

**Crest Hotels** announce special weekend rates for associations and clubs. £7.00 per person per night including full breakfast, service and VAT. The offer applies to Friday, Saturday and Sunday nights, for groups of thirteen or more adults, with one party organiser or driver receiving free accommodation and breakfast. Contact any Crest reservation office direct. A list is obtainable from Headquarters. See please.

## DRAGON BOAT RACING

Hugh Baker writes: The Dragon Boat Festival falls on the fifth day of the fifth lunar month. This is usually somewhere around midsummer's day, and some folklorists believe that the festival originated in attempts to come to terms with the fear of decay and death which accompanied the passing of the longest days of the year. The powers of darkness might be appeased by a sacrifice, and one way of achieving it was by a mock battle, the losers symbolising the sacrifice. In fact dragon boat 'fights' frequently provided real victims, because boats would sink and men would drown. It is said that some centuries ago no one would attempt to rescue the men on the grounds that they had been chosen for sacrifice by the very fact of their boat's sinking.

Another explanation of the origin of the dragon boats is that they were a rain-making magic. The dragon was a water god, and rain was thought to be caused by dragons fighting in the clouds. Summer is the time when rain is needed for the growing crops, so it might be stimulated by staging dragon fights between boats.

But the explanation believed by most people is sadder and more romantic than either of these. In the 3rd century B.C. China was divided into a number of small kingdoms each struggling to gain control of the rest. In one of these kingdoms, Ch'u, lived a wise councillor and poet called Ch'u Yuan. When his advice was rejected by his king and he drowned himself in the river, the common people grieved and threw rice into the water as an offering to his spirit. Later his ghost appeared to some

fishermen and told them to parcel up the rice in silk and bind it with multi-coloured threads as protection against the water spirits who were eating it before he could get to it.

Now on the 5th of the 5th month people still remember Ch'u Yuan in the custom of eating *tsung-tzu*, lumps of sweetened glutinous rice boiled in a wrapping of leaves and tied with raffia. And the launching of boats to look for Ch'u Yuan remains as well in the custom of dragon boat racing.

Dragon boats are long, narrow and shallow. The carved dragon's head and tail which decorate bow and stern are stored in temples and blessed before being attached for the races. The boats are paddled by teams of thirty or more men dressed in uniform colours, and in the middle stands a drummer thundering out the rhythm which prevents the paddles from clashing and spurs the crew to greater effort. The predominant colour of the boats is usually red, the colour of summer and heat and fire. In the complex system of Chinese symbolism red is also associated with the number 5, and so is appropriate to the date.

But the races are much more than symbolic runs down a measured course. The teams are real rivals fighting for honour and triumph: sabotage, ramming and other dirty tactics are not unknown. Perhaps the desire for scapegoat sacrifices is very deep-seated. Certainly the water gods are frequently visited by the crews of founder-ed dragon boats, and the crowds who watch get as much fun from the sinkings and mishaps as from the successful completions of the races.

Richmond Canoe Club expects to field two teams for the Dragon Boat Race which is to be held at Battersea Park on 20-21 September, as part of this large Chinese Festival.

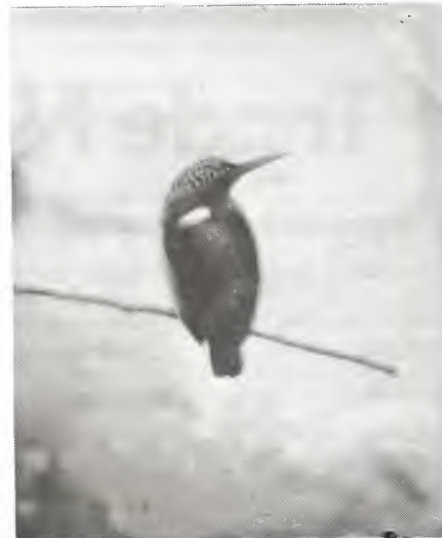
The three twenty-seven man Dragon Boats that will take part in the races have been specially built by the C.Y. Tung Group of Shipping Companies.



### IT'S NICE TO BE APPRECIATED!

... Number 19 was a very full and absorbing number — a pleasure to read and well put together ... *P. J. Bath, Sherbourne.*

... May I take this opportunity to congratulate the Editorial Board on one of the finest copies of *Canoe Focus* in many months. It was full of useful articles rather than hundreds of adverts. Please retain this balance ... *D. Whitlock, Madeley.*



## Wye at Easter

by Raymond Potter

On a bright sunny day in February I had one of those 'good' ideas, which, if left long enough are sure to be forgotten. Other similar ideas are decorating and washing the car.

Unfortunately this idea persisted, and so I found myself preparing to face the capricious Easter weather to complete a solo canoe tour of the river Wye from Glasbury to ... well as far as I could manage.

The Nordkapp was removed from the rack, dusted down, and the hatches given their customary spring inspection for mice nests and so forth. No nests but I did re-discover half a dozen eggs mislaid on Skye last August. Needless to say not very pleasant. And so having made the necessary camping arrangements I set off for Glasbury.

Upon arrival the river was found swollen from the week's rain but still clear. The sun was out, conditions were perfect. After an evening spent packing the canoe, and a heavy overnight frost, Good Friday dawned clear and found me with the familiar 'it won't all go in' feeling. Eventually it did and off I paddled. Within the first hour I had seen cormorants, herons, sand martins and a solitary kingfisher. Not setting any ornithological records perhaps, but a change from the winter diet (metaphorically speaking) of sparrows, starlings, and the occasional robin.

The memory of the following three days will stay with me for life. The weather continued clear, the current fast. The daily average of 23 miles was usually completed in time for a late lunch and a leisurely afternoon.

For the record, I did reach Tintern, the fishermen were friendly, the canoeists infrequent. In fact I did not cross paddles with another canoeist for the first 70 miles. Not bad in a trip of 92 miles.

To conclude, I can thoroughly recommend the trip. Even those who normally need to breathe the headier air of competition may find the experience refreshing. There are dangers involved when canoeing solo, the isolation may not be to everyone's taste, suffice it to say I found the trip most rewarding.

# Focus Classified

## FOR SALE

K2 used twice, yellow hull red deck, purpose built for Scout Troup. £110 o.n.o. Crowborough 2332.

**BAIDARKA EXPLORER SEA KAYAK**  
Hatches, bulkheads front and rear. Pump and towing line fitted. £150 o.n.o. Must sell. Contact Alan Weightman, Longdale Outdoor Activities Centre, Longdale Estate, Elterwater. Cumbria. Langdale 634.

**WEST MIDLANDS CANOE CENTRE**  
offers canoes from stock including many bargains plus Arrowcraft and Pyranha competition ranges. Canoeing accessories include Harishok Lendal Ace Pyranha and many others. 112 Newhall Street, Willenhall. Willenhall 634567.

**TRIPLE DECK BODEN** canoe trailer  
Offers telephone: Ryton Hall School, 095287 373.

**P. & H. SLALOM C1** — Medium volume good condition, Diolen Hull. £40 o.n.o. J. Thomson, 1 Gibson Close, Hambleton, Selby, North Yorks. 075 782 548.

**EXPEDITION REPORTS:**  
British Pacific-Alaskan Kayak Expedition 1979. British Kayak Expedition Cape Horn 1977-78 (including poster) 75p including postage. Available: Barry Smith, Dunfermline College, Cramond, Edinburgh.

**WOODEN STRUER DELTA** for sale  
Beautiful boat, owner retired from racing. All reasonable offers considered. Contact: Edom, Rhiw, Rosebush, Clynderwen, Dyfed. Tel: 099 13 428. Can view boat at Royal Canoe Club.

**ELITE C1** Excellent condition £79  
Weaver Surf Kayak £50  
Phone Andy Hall 08926 4750.

15ft. 6" **MAHOGANY PLY LITTLEDYKE**  
**CANADIAN** Canoe. Beautiful condition £75. (But will haggle). Ring Wisbech 860933.

**SLALOM C2** Three top flight Slalom C2 unused canoes and paddles, which are fast and manoeuvrable. Suitable for beginners or experts. Length 458 cm Width 80 cm £187 each. (Will sell separately) Tel: 01 965 8029 (After 6.00 pm).

## CANOES AT SENSIBLE PRICES

Top quality snipes and Apaches at £75. KW4 general purpose at £79 and KW9 15' fast touring canoe at £88. Block buoyancy and fail safe footrests as standard. Colours to order. Demonstration boats available. 'Try before you Buy'  
Stan Holtorp Telephone: 01 398 3118 (Evenings)

**COPYCAT 110 Dry System Photocopier**  
Good condition to collect £20 5-card File Boxes 15" long to take 6" x 4" cards to collect £1.50. 4-draw card file box 15" long to take 6" x 4" cards. To collect £6. Miniature Kayak Paddle approx. 28" £10. 4 miniature canadian paddles 27" £7 each.  
Contact Brian James BCU HQ Weybridge 41341.

## TAKE YOUR PROBLEM TO THE C.A.B. (CANOEIST'S ADVICE BUREAU)

As we are agents for most major canoe and accessory manufacturers we can give you truly impartial advice, based on our experience in all aspects of canoeing. We will not sell you a more expensive boat than you need (and our prices start from as low as £40) nor fob you off with an unsuitable boat from a limited range. We have boats and equipment for every purpose. Remember our reputation is your guarantee. It took three years hard work to attain it, we will do our utmost to preserve it.

**WHITEWATER SPORTS 22 GUILDFORD ROAD, WOKING, SURREY**  
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## ACCOMMODATION

Llangollen, small modernised cottage to let, warm and fully equipped, sleeps 4-6, close to river. £45 per week. Also winter weekends.  
Telephone 049 267 514.

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**SMALL CANOE TRAILER**  
For approximately 6 canoes.  
Tel: 04218-3379

## HOLIDAYS

**CANOE SURFING — BUDE, CORNWALL**  
Individuals or Clubs are invited to join an Essex Canoeing Club during a week's surfing and some sea touring at our Bude Centre, week commencing 4 October. Take advantage of the group rate of £40 for 7-days full-board inclusive of VAT. **Contact Shoreline Holidays, 23 Downs View, Bude (0288) 3134.**

**CLASSIFIED ADVERTISING RATES:—**  
BCU Members 5p per word, all others 10p per word — pre-paid.

## KAYAK KIWI

Experienced canoeists, competent on Grade III Water interested in a 23 day tour of New Zealand Rivers, should contact Garth Phillips, 18B Archer Street, St Albans, Christchurch, New Zealand.

## SEA TOURING

*An informative manual for sea canoeists written by John J. Ramwell*  
Cost £3.30 (inc. P. & P.)

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Over 120 packed pages on equipment, survival, safety, navigation, the sea, charts, buoyage, meteorology, marine communication, expedition planning, use of a pool, etc.

Available only from **J. J. Ramwell, 32 Glebe Road, West Perry, Huntingdon, Cambs, PE18 0DG.**

## Cumbria Canoe Panel ADVANCED INLAND PROFICIENCY COURSES

at Carlisle — Rivers:— Eden, Border Esk or Greta, North  
Details — enclose S.A.E.

Training 31 Oct.—2 Nov. I. Matheson  
Lanehead O.P. Centre CONISTON  
Assessment 14—16 Nov. D. McPhee,  
20A Broadwath, Heads Nook, Carlisle

## The Y.M.C.A. National Centre

offers the following canoeing courses during the Autumn 1980

1. B.C.U. Proficiency, Inland Training and Assessment September 26th/28th
2. B.C.U. Senior Instructor (Inland) Training and Assessment. October 31—November 2nd.

For details of these and other canoe courses, please contact:  
Barry Howell, Waterfront Controller,  
Y.M.C.A. National Centre, Lakeside, Ulverston,  
Cumbria LA12 8BD.  
Telephone: Newby Bridge (04483) 758

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