

CANOE FOCUS

No. 21 WINTER 1980 · PRICE 40p

THE OFFICIAL MAGAZINE OF THE BRITISH CANOE UNION



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COVER STORY

International 10 square metre Sailing Canoes competing at Hayling Island.
Photo: Sarah King

BACK COVER

Surfing in Scotland. Photo: M Mills

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Editorial

Those who consider that History is merely an indigestible recital of boring dates, will be disappointed to learn that 1 November 1980 is the most recent epigraph to be added to the Canoeing Chronicles. For it was on this memorable All Saints Day in the Year of the Monkey, that 30 faithful, full individual members of the British Canoe Union gathered together in the Fruit and Vegetable Hall of the Royal Horticultural Society, SW1, to determine the fate of their 10,000 or so fellows, and to debate the issues of Incorporation.

The occasion was not without drama!! Would the old happy band of canoeing brothers (and sisters), held together, in legal terminology that is, by their common weal, hand over their 'assets and undertaking' to the newly created and fledgling British Canoe Union, 'Limited by Guarantee and without Share Capital'? Or would it not? Well, it was a close run thing, as the Duke of Wellington said following the Battle of Waterloo. For like the Battle, the debate between those for and those against the motion raged fast and furious, with first one and then another gaining the advantage. Little quarter was called for or given, but finally when rational arguments were exhausted, an honourable compromise was achieved and the motion was carried unanimously and with acclaim. Good sense then prevailed, and despite the obvious question mark that hangs over a legislative process that enables .03% of the Electorate to impose its will upon the Body Corporate, the long term protection that has been afforded to members of the Union is incalculable.

The effect of Incorporation is to limit liability, in the unlikely event that financial disaster should overtake the Unions fiscal affairs, to a maximum of £1.00 per member.

Understandably, this protection may have been considered unnecessary when the Incorporation debate was first initiated in 1961. At that time, there were just 1,761 individual members of the Union, 124 affiliated clubs, and full membership subscription was 4/6 (23p) per annum. The income and expenditure account for the previous year recorded a total amount of £787.00.

Twenty years later, there were 10,703 individual members, 417 affiliated clubs, the full membership subscription was £6.25 per annum, and the income and expenditure account, excluding Canoe '81 for the previous year recorded a total amount of £319,604.00. A 10% error in budgetary expenditure in 1961 involved the sum of £78.70p and in 1980 £31,960.40p.

A very few members of the Union have complained that Incorporation is 'yet another bureaucratic adventure perpetrated on enthusiasts who have been dragooned into paying their subscriptions'. This response to the creation of an even more complex governmental structure for what to the critic, is after all, recreation and relaxation, is perfectly logical. Why, they constantly demand, can't we all get on with our canoeing?

Unfortunately, and very simply, if everyone just canoed, and some did not plan, record, register, file, minute, budget, and project, we would very quickly achieve a 10% error in our accounts, and at this moment in time, and without Incorporation, this would necessitate a contribution from members of £3.00 each and bankruptcy.

To return then to History, after 44 years of continual growth and expansion, the British Canoe Union is dead — long live the British Canoe Union Limited!!



The first meet of the British Canoe Association. Norfolk Broads 1887

TECHNIQUE

Good Paddling is Important

Powerful, efficient paddling is the basic tool of our trade. And yet it is often the most neglected. Whatever type of canoeing is for you, the ability to propel your kayak well is vital.

This article, analysing the basic forward paddling cycle, was prepared by the Director of Coaching from technical information and material supplied by Roland Lawler and Colin Gray to whom sincere thanks are extended.

Roland Lawler was Olympic Team Coach 1972, Consultant to the team coaches for the current olympic training squad, is still an active member of the Richmond Canoe Club. Colin Gray is a past winner of the Torch Trophy for outstanding service to sport, National Competition Coach (Racing), an active member of Nottingham Kayak Club and currently full time Technical Director of Canoe '81 Nottingham.

Many canoeists don't use the powerful muscles of the back and shoulders, and the oblique abdominals sufficiently, relying almost entirely on the lesser strength of the arms. What the Americans call 'Torso Twist' and we refer to as 'Trunk Rotation' is the technique that enables efficient, powerful paddling to be produced.

Once the "classic" form is learned, each will develop his or her particular style to suit individual physique and type of canoeing. Sound basic method upon which to build good technique is essential otherwise bad habits develop and are compounded.

Careful study over many years, involving bio-mechanics and film research has led to this identification of the essential ingredients for good paddling.

The correct position of the pushing arm is the most important factor in the early teaching of technique.

- A. The paddle must be fully in the water when the back muscles are in their strongest position for pulling.
- B. The paddle should present its maximum area to the direction of pull at this point.
- C. The paddle should be pulled straight back as close to the side of the boat as possible.
- D. The leg on the same side as the pulling arm should push against the footrest to impart the pull onto the boat.
- E. The bottom hand pulls, the top hand guides.
- F. The head must be quiet.
- G. The paddler must sit comfortably and fairly upright.

Note that it does not say PUSH with the top arm although its position is mentioned. It obviously must be strong enough to resist the action of the pull but its main task is to guide and control the position of the pull.

In position (ii) the forward movement of the top arm brings the paddle up to boat speed and puts it vertically in the water.

In (iv) pushing the arm straight helps ensure that the paddle leaves the water in the correct position.



(i) Starting position. Leading arm straight and level with the shoulder. Hand open. Trunk fully rotated. Near arm raised from water.



(ii) Drop leading arm to water and move rear arm forward.



(iii) Pull initially with rotation and then with arm until elbow touches your side.

Move top arm forward at shoulder level, and with the top hand open, or loosely gripping the paddle.



(iv) Take paddle from water and return to position (i) fully extending forward arm with minimal cross-over.

It is not always realised that the boat is pulled past the paddle. (i.e. the paddle stays still relative to the water). Therefore it is essential to put in and remove the paddle at boat speed. There is a tendency among paddlers, especially those with stability problems to drag the paddle at the end of the stroke.

COMMON FAULTS

1. The top arm is not straightened.
2. The top hand grips too tightly.
3. The top hand drops below shoulder level towards the end of the stroke.
4. The hand pushes forward above the line of the elbow.
5. The top hand wrist is bent.
6. The trunk is 'unwound' before the paddle is fully immersed.
7. The paddle is angled to the direction of pull.
8. The paddle is pulled wide of the boat.
9. The top hand 'crosses over' at the end of the stroke.
10. The legs are contacted towards the body and the reaction goes through the seat only.
11. Possibly due to 10, the canoe wobbles.
12. Knees too high or too low.
13. The head is held on one side, or forward.
14. The head is constantly moved.
15. The canoe is not evenly balanced.
16. The paddle is pulled through too far.

MEMBERSHIP RENEWAL

PLEASE NOTE THAT RENEWALS ARE NOW OVERDUE. A RENEWAL FORM IS ENCLOSED FOR THOSE MEMBERS WHO HAVE NOT YET RENEWED. NO FURTHER COPIES OF CANOE FOCUS WILL BE SENT UNTIL YOUR MEMBERSHIP IS RENEWED.

IF YOU AT PRESENT PAY BY STANDING ORDER, PLEASE CANCEL AS IT IS OUT OF DATE WITH PRESENT RATES. YOU WILL BE CONTACTED WITH REGARD TO UNDER PAYMENT THIS YEAR.

H.Q. NEWS

NEW DEVELOPMENT OFFICER

David Lawrence became the Development Officer of the Union on the 1st September and the Headquarters hasn't been the same since, as regular visitors will notice.

In spite of having had three different offices in as many weeks, it is rumoured he will soon be fully immersed in his task of assisting in the promotion and publicity of our sport.

Known to flat water paddlers (renowned for exploits in the front of K4s) David has been working in Recreation Management for five years, after training at Borough Road College in Isleworth.

If you see him at Slaloms, Wild Water Races or on tours, don't be frightened to introduce yourself. He claims he doesn't bite!



Dave Lawrence, newly appointed Development Officer, greeting ICF President Charles de Coquereaumont at Royal Canoe Club. Ron Emes, Director is at rear. President de Coquereaumont suffered a stroke whilst at the Moscow Olympics recently, and is sadly now incapacitated. Photo: Terry Austin-Smith

OUR ONLY MEDALLIST IN MOSCOW

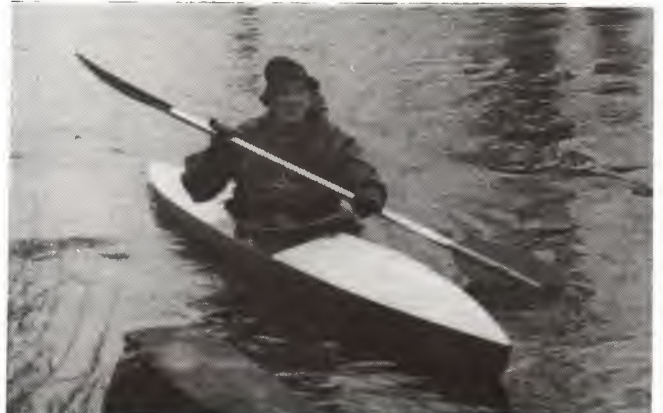
At the ICF Congress held during the Olympic Games in Moscow John Dudderidge was made a Member of Honour of the Federation.


In addition, Charles de Coquereaumont presented John with a special gold medal in recognition of his long standing contribution to canoeing.

During his reply 'J.D.' pointed out that the BCU and the ICF had been his life for more than half a century. During that time he had championed new disciplines within the sport, causing him to be known recently as 'Mr Marathon'.

The Board of Focus know that all our members would wish to join in extending our congratulations to our President of Honour and to thank him for his devotion to our sport.

71-year-old John Dudderidge competing in a 25-mile marathon.





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Circumnavigation of Ireland

Expedition Members Rory McKee (24), Nick Parks (21), Arthur Collins (22) Canoes – Nordkapps

We started on 6 July after watching the Wimbledon finals, and that very first evening towed into harbour a small motor cruiser, stranded without petrol. No time to claim salvage unfortunately! The weather was fairly good to us the first week and we had a rest day at Bray just South of Dublin Bay, after an interesting stay with Lord Revelstoke on Hamburg Island (Private). Mile after mile of beautiful silver 'strand' lead to Rosslare. We came across Dolphin and Puffins, very little shipping either commercial or private. Already we were adapting to the feeling of independence.

The scenic South Coast we named the 'Headbanger' Coast, and regularly started before 0.630 in an effort to beat the wind. It was on one such deteriorating day that we found the 100m passage mentioned in the Durham Boys' Report. It was like the waters being parted for Moses, as we emerged into a great amphitheatre of cliffs, and the comparative calm on the lee side.

Someone commented that paddling through the storm froth was like crossing a giant head of Guinness, after managing the 34 knots to Baltimore and the hospitality of the Glenanns Sailing School Staff. The crossing to Mizen Head was made in very poor visibility, but our navigation was proving adequate. Nick made inappropriate remarks to the crew of an EEC fishing protection gun boat – silly, because we

later heard that they had opened fire on a Rogue Spanish Trawler!

The Cliffs of Moher near the Aran Islands, were disappointing after the remote less-visited cliffs we had seen. This is a serious section though, due to a lack of landing spots. The Islanders paid us the compliment 'You must be mad' as we beached on Irishmoon in front of a brewing storm. Our next stop was Galway Golf Club, which meant Fruit Cake, Food bags and Mail-in that order. The Staff were very kind to us and it was three very 'happy' paddlers who started off the next day. An Irish 'short' is about a quarter pint of Scotch, and 'short' refers only to the 'downing' time. This is the Currough area of Ireland. These interesting 'skin boats' ride very high over the waves, the bow rises sharply and they are traditionally rowed by several men, although small engines are the order nowadays.

It was 9 August and over the next thirteen days we paddled on only six. Our most anxious moment was rounding Ochill Head, Ireland's largest island, with cliffs over 700 m. A four knot tide committed us to rounding the head in bad weather. The water was unpredictable – twenty foot waves would explode and disappear. I know now how Grandfather felt in the trenches during the Great War!

We escaped from Easby (of surfing fame) on 19 August and made the long crossing of Donnegal Bay. This coast proved to be the most beautiful, and we reached our last food dump at the Greeslough Centre, where



John Friel treated us with the kind of hospitality only the Irish can manage. A few days later, Scotland was clearly visible as we passed Fairhead, and entered the North Channel again. The familiar coastline unwound from Bangor through Holywood to the distant silhouette of Belfast Shipyard. A 'woop' from one would spark off a series of dilierious shouts and outbursts from the others. Never did a happier trio surf across Belfast Lough to finish at Donaghadee.

Distance 784 Nautical Miles, 911 Statute Miles, 40 days paddling, 16 Rest/Stormbound.

Rory McKee

Gower to Ilfracombe

**Ray Craven – 'Huntsman' sea canoe fitted with Ottersports rudder
Peter Hall – Ageing slalom boat of great sentimental value, fitted with skeg.**

(Equipment included a portable handpump each – why be without one at about £5.00 each? Saves attempting x rescues).

SATURDAY 4 OCTOBER – High Tide – 1611 – 35.1 ft.

A forecast from Mumbles coastguard promised us a light to moderate NW breeze and were further cheered by 'Swansea Sounds' John Powell's talk of high pressure and a fine weekend.

We expected to average 2.5 to 3 knots and take about 8 hours over the trip, and left Bracelet Bay at 11.05 on a beautiful morning.

Small 'wobbly' following seas most of the way, with the constant NW 3-4 breeze were helpful. At 1400 a spot of lunch and 1530 a position fix. We were about 5 miles north of Highveer Point, much closer to Devon than we expected. Passing inside Copperas Rock we paddled (inside the overfalls to Ilfracombe, arriving at 1800, posing for photographs prior to phoning the coastguard and going for a pint.

The proprietors of the guest house right next to the Church allowed us to garage our canoes and festoon the place with wet gear. They were very kind, but obviously thought we were more than a little unhinged.

After several more pints a friendly Hell's Angle type escorted us to the only open chip shop in town. Returning to our lodgings we were molested by six very old ladies who ate most of my chips.

SUNDAY 5 OCTOBER – High Tide 1709 – 36.7 ft.

We awoke every hour during the night owing to the extremely loud and close church bell next door, and gave up trying to sleep by 0800, obtaining a weather forecast. The Irish Sea gale probably wouldn't get us, but this didn't sound much like John Powell's bit of high pressure either!

We didn't like it much, but decided to go, and to go quickly. We felt reasonably self-confident. We were fit and well prepared – also we had run out of money.

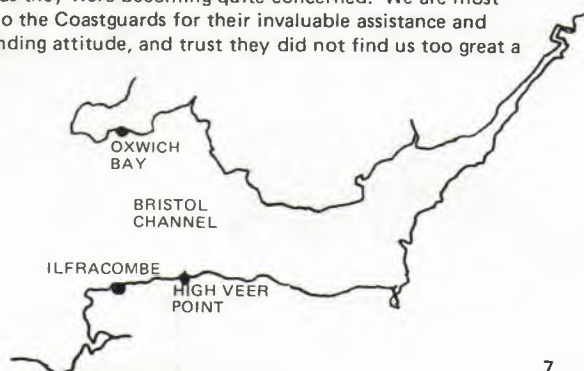
The wind soon increased with awkward quartering seas. About 6 miles from Ilfracombe the wind was about force 5. Waves were very lumpy and breaking. Unpleasant looking clouds crawled up from the SW. It was about 6 miles out that we played 'hide and seek' with a small freighter coming up channel.

The weather gradually deteriorated throughout the day. A force 6 was in progress from about mid-channel for the rest of the trip, gusting heavily at times. Waves were large – 15 foot – and breaking continually with foam and a little spray. We constantly lost sight of each other in the troughs. A storm petrel, a couple of gannets and several razorbills were seen. Ray's canoe attracted a party of black-headed gulls which followed him closely for some distance – probably under the impression that any vessel that long must have a galley.

Twice we rafted up to pump out my slowly sinking canoe – a tricky manoeuvre under the circumstances. We had been aiming to the West of Gower, knowing that we would drift eastwards with wind and tide, and thought at one stage that we might make a landing on Oxwich Beach. We were carried past Oxwich at about 8 knots! Seas were particularly ugly off Oxwich Point.

We were able to surf from Pwll Du Head into Caswell Bay where at 1710 we landed. The sea looked distinctly unpleasant from the safety of Caswell and Devon had disappeared in a belt of rain. We felt elated, but knew we had been very lucky. Conditions could so easily have become impossible.

The Mumbles Coastguards and Joe Parsell were relieved to hear from us, as they were becoming quite concerned. We are most grateful to the Coastguards for their invaluable assistance and understanding attitude, and trust they did not find us too great a burden.



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CANOE '81

Indisputably Canoe '81 is a golden opportunity to bring Canoeing to the attention of the general public.

Canoe '81 isn't just a Slalom, Wild Water or Sprint Championships.

Canoe '81 is a Festival of Canoeing which will be held in Great Britain during 1981.

Tours are being arranged or are planned on rivers and canals in England and Wales in which our members can take part.

'Canoe Outreach' is in the planning stage. This will provide an opportunity for the clubs to get out into their local communities and encourage Canoeing.

Canoe '81 will be launched at the Canoe Exhibition. The theme is 'Canoe '81'.

In return for the £10,000 being put up by the British Canoe Union's Membership, finance has been pledged elsewhere also.

The Sports Council approximately a quarter million
Nottinghamshire County Council £30,000

Resources and small amounts of money are forthcoming from the Welsh Water Authority and numerous other people in and around Nottingham and Bala.

Let us look forward to **Canoe '81** — For every member's £1 we are releasing far greater contributions elsewhere which will further *OUR* sport.

CANOE '81 — NOTTINGHAM

SPECTATOR, TRAVEL AND ACCOMMODATION ARRANGEMENTS

Canoe '81—Nottingham is working very closely with the East Midlands Tourist Board, British Tourist Authority, British Rail, British Airways, the Nottingham Hotels Association and Nottingham City Transport to bring you to the World Racing Championships and its associated events.

Sporting Travel Services (Royston) will act as agents for Canoe '81 — Nottingham and will offer the following package for overseas visitors.

1. Transport to Nottingham from airport of arrival.
2. Full board and accommodation in Nottingham.
3. Daily Transport to and from the National Water Sports Centre.
4. Admission tickets to the Opening Night Spectacular, Waterside Exhibition and the World Racing Championships.
5. Tours to local places of interest and to London after the Championships.
6. Transport back to the airport of departure.

Additional plans are in hand to link up with Canoe '81 — Bala and offer a complete tourist package across the three weeks of Canoe '81.

For the UK-based spectator negotiations are in hand with British Rail to offer special low rate fares to Canoe '81 — Nottingham, on scheduled services, for which a connecting bus service direct to the National Water Sports Centre will be provided by Nottingham City Transport. Plans are also in hand to run a water bus service from Trent Bridge to Holme Pierrepont. For those travelling by road ample car-parking will be available at the National Water Sports Centre and discount prices will also apply to the Canoe Clubs and organised parties who travel by coach and make an advanced booking.

NABC INTERNATIONAL CANOE TOUR

The National Association of Boys Clubs in conjunction with the BCU East Midlands Regional Committee will be organising a 50 mile International Canoe Tour on the River Trent, on behalf of Canoe '81 — Nottingham.

Detailed plans have yet to be finalised but it is expected that the Tour will start from Lichfield on 27th July 1981 and finish at the Holme Pierrepont, National Water Sports Centre on the evening of Tuesday 28th July 1981. An overnight camp site for the night of the 27th July will be arranged and on Wednesday afternoon 29th July the Tour will finish with a mass paddle down the length of the Regatta course at Holme Pierrepont. It is expected that between 500 and 1,000 canoeists will take part in the Tour which will be open to all NABC Clubs, BCU Clubs and members, canoe clubs from abroad, Scouts, Boys Brigade and other youth organisations. Further details will be publicised later in 1980. Costs are expected to be around £1 per day and in addition to the Tour, camping facilities will be available at Holme Pierrepont, where £50,000 is being spent on the Camp Site alone. This will enable Tourers to stay for the remainder of the week and take in the Opening Night Spectacular, the Waterside Exhibition and the Racing Championships at special discount prices. Finally plans are in hand to arrange special slalom and general purpose canoe races at Holme Pierrepont for those "Tourers" who still have enough energy left, on Thursday and Friday 30th and 31st July 1981.

WATERSIDE EXHIBITION

Plans for the Waterside Exhibition are now well in hand. The event is scheduled to take place in conjunction with the World Canoe Racing Championships from Thursday 30th July to Sunday 2nd August 1981, and the organisers Norman Standing and Partners Ltd. expect the Exhibition to attract in excess of 100,000.

The exhibition itself will cover such areas as

1. Canoe manufacturers exhibition
2. A general trade exhibition
3. A water sports related exhibition
4. Hiking/Trekking exhibition
5. Camping/Caravanning/Angling
6. Outdoor events to include vintage cars, motor bikes, amusements, competition rally
7. Power boat/water sport displays

Other attractions will include static displays by the Forces, flat water slaloms, power boat races, Corps of Canoe Lifeguards display, bat polo, etc.

BALA — 'THE WORK GOES ON'

Although the Pre-World Championships this year were highly successful it was always intended that it would be a dress rehearsal for next year. Now every aspect of the event is being looked at in the finest detail by the organisers.

One of the most apparent changes is the work being done on the site itself. This work must be of particular interest to canoeists since it will be there as a permanent facility long after the World Championships have finished.

The start of the Wild Water Race course this year was to have been from the large stilling pool just below the dam. Unfortunately the eight foot drop immediately below the pool proved to be just a little too exciting. A stone wall has now been built creating in effect two weirs and so making less of a drop.

A little further down we come to what is known as the Irish Bridge where the paddler races through a short tunnel. Here the top has been levelled and to help the bridge blend into the landscape it is to be covered with cow muck to encourage the growth of grass and lichens. The organisers are very concerned that any work done should not spoil the natural beauty of the area.

One of the most exciting spots on the Slalom course was just below the bridge about thirty yards from the start. An angled wall has been built to deflect more water through the right hand bridge arch. This is now a section that promises to be even more exciting next year.

The next major development comes just round the last curve of the large S bend on the Slalom course. Here the River has been considerably narrowed by building out a stone spectator platform on what was once the river bed.

The bottom weir on the Slalom site has also had the angled wall treatment and considerable work has been done on the River bed, so much that during the operation one vehicle lost its track.

However this is only just the start and your help is needed.

YOU-GO-SLAVIA?

The pound has doubled in value over three years if you happen to be spending it in Yugoslavia! So, those who can face the thought of a long drive, with sun and water at the end of it might well consider. It's about 900 miles to the Northern end of the Adriatic Coast — 1500 miles from the Midlands to Dubrovnik. I do the trip almost every summer, so there's some hard-earned experience behind what I say.

If you write to Yugotours, 153 Regent Street, (Tel: 01-734-7501) they will send you a nice map with lots of useful information on the back. As you read it, it sounds idyllic — but you may find you are roughing it in ways that you didn't anticipate. Whatever the guide books say about food, the menu in cheap pub-restaurants is very limited. Learn to recognise the word 'Nema!' It means 'there isn't any!' What there is, is excellent, and cheap; but it's no good expecting things outside the list I put at the end of this article unless (a) you go to an expensive place or (b) you have a very persuasive interpreter with you.

If you have girls in your party, send them out in the open and let them talk loudly in English. This will attract a swarm of young Yugoslav males who have learned a bit of English at school and want to practice. If you're lucky, you may strike on a college type. Treat him nicely and you have a friend for life. An all-male party has it a lot harder. Serbo-Croat is far too difficult to pick up from a phrase book; but in the

touristy areas people are pretty sharp at adapting themselves to sign language, pidgin-German, or Italian.

Camp sites are plentiful, but crowded, dry and frequently hot because of lack of shade. If your interest is in the Adriatic Coast you need to get as far south as Zadar before you find shade-trees. The stretch between Rijeka and Zadar is bleak in the extreme.

Whatever part of Yugoslavia you are aiming for, the quickest way in is via the German motorways to Salzburg, crossing the Alps by the Tauera motorway to Spittal and Villach. Use the coloured version of the AA 'Overseas Route Planning Map of Switzerland, Austria and Italy'. It shows all the parts of Yugoslavia you are likely to need, including rivers and the contours which gives an idea what to expect canoeing-wise; and the classification of the roads is far more accurate and up-to-date than on any other map I have tried.

If you're shopping for food to cook for yourself you want a supermarket (Samo-posluga) or a vegetable and fruit stall. They're easy enough to find in the small towns, but don't expect to see them as you drive along major through routes like the Adriatic highway. You'll need to park and walk down a few side streets.

The Police try very hard to be nice to foreigners, but they are a wee bit suspicious if you paddle canoes near hydro electric stations or submarine bases, so beware!

I am writing to the Yugoslav Canoe Union to ask them whether they have any further information of interest to BCU members. If they reply, I'll get it translated and pass it on. Meanwhile, I'll sign off by appending the 'basic' menu of the Yugoslav pub-grub. Don't rely on being able to pronounce it. Copy it onto a big piece of cardboard and point to what you want.

Beer	<i>Pivo</i>
Wine	<i>Vino</i>
Turkish coffee	<i>Kafa</i>
Other kinds of coffee	<i>There isn't any</i>
Tea	<i>To be avoided</i>
Coco cola	<i>Koka Kola</i>
Fruit juice	<i>Sok</i>
Mineral water	<i>Kisela Voda (Good and cheap)</i>
Bread	<i>Kieba or Kruh</i>
Ham	<i>Sunka</i>
Raw ham	<i>Prsut (nicer than you think)</i>
Tomato	<i>Paradajz</i>
Cucumber	<i>Krastavac</i>
Salad	<i>They'll give you tomato anyway</i>
Two kebabs	<i>Raznici</i>
Ten tiny grilled hamburgers	<i>Cevapcici</i>
Fried Fish	<i>Ribe</i>
Chops	<i>Karmenadle</i>
Chips (if your lucky)	<i>Pom Frit or Krompirici</i>
Raw Onion	<i>You'll get it whether you ask for it or not.</i>

Mick Powell

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 3rd prize: £5 voucher for purchases from BCU Supplies

Closing date for entries: 1st January 1981.

Entries are invited for the competition for the best original canoeing cartoon.

All items will be retained for future possible publication.

Originals will be copied and returned if requested, and accompanied by a stamped, addressed envelope.

The best original ideas allied with good artistic presentation will be the criterion for the main prizes.

Good ideas, without competent artistry, will be welcome however, and developed for Focus and other BCU publications.

A consolation prize of a £10 voucher for purchases from BCU Supplies will be awarded to the best original idea lacking artistic presentation. All cartoons will be acknowledged when used.

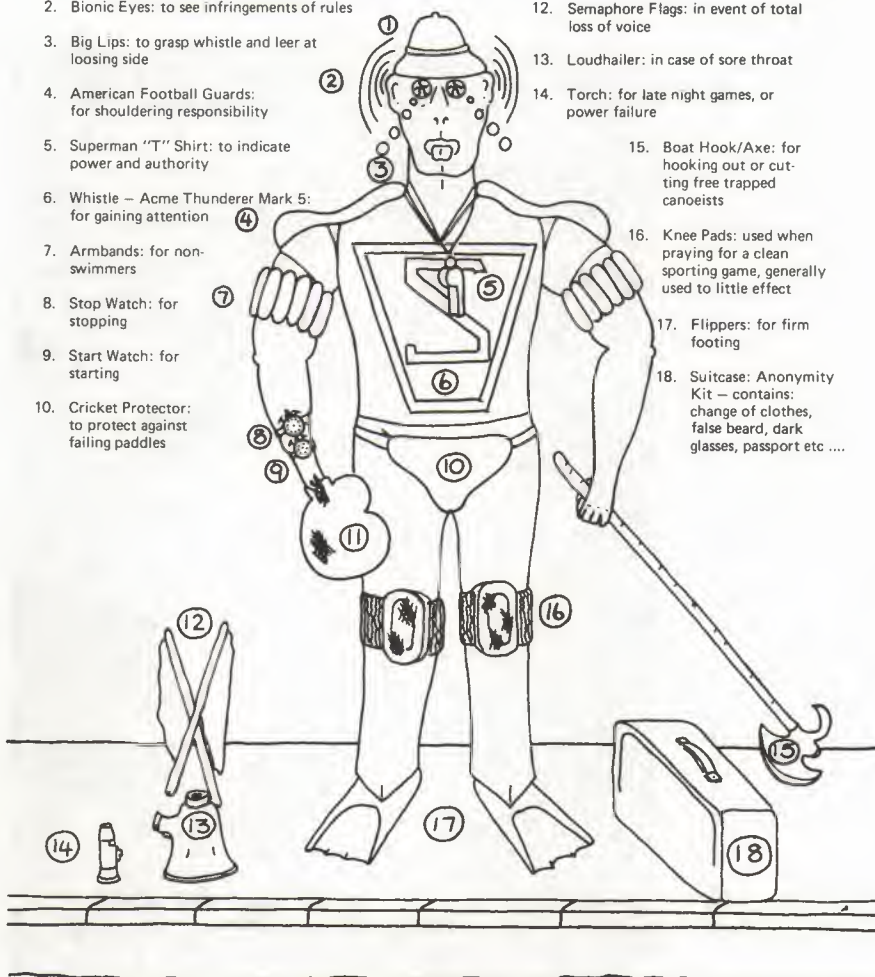
Judges: The Editorial Board

The Judges' decision will be final!

Thanks are due to Brian Barfoot and the Polo Committee for the 'ideal ref', and to Roger Lovesay for the finished drawing.

The Ideal Canoe Polo Referee

- | | |
|---|---|
| 1. Pith Helmet: to prevent competitors taking the pith | 11. Boxing Glove: for settling disputes |
| 2. Bionic Eyes: to see infringements of rules | 12. Semaphore Flags: in event of total loss of voice |
| 3. Big Lips: to grasp whistle and leer at loosing side | 13. Loudhailer: in case of sore throat |
| 4. American Football Guards: for shouldering responsibility | 14. Torch: for late night games, or power failure |
| 5. Superman "T" Shirt: to indicate power and authority | 15. Boat Hook/Axe: for hooking out or cutting free trapped canoeists |
| 6. Whistle - Acme Thunderer Mark 5: for gaining attention | 16. Knee Pads: used when praying for a clean sporting game, generally used to little effect |
| 7. Armbands: for non-swimmers | 17. Flippers: for firm footing |
| 8. Stop Watch: for stopping | 18. Suitcase: Anonymity Kit - contains: change of clothes, false beard, dark glasses, passport etc |
| 9. Start Watch: for starting | |
| 10. Cricket Protector: to protect against falling paddles | |



EXPEDITIONS

INTERNATIONAL CERTIFICATES

Members have enquired about the requirement to carry an International Certificate for Pleasure Navigation on journeys which cross national frontiers. The Royal Yachting Association were appointed by HM Government to issue certificates in the UK. The RYA have expressed a wish to discontinue this service for canoeists.

We are advised by the Department of the Environment that the term 'pleasure craft' as it applies to the Resolution in question, means any sailing or motorised craft. It is not intended that it should apply to canoes.

However, members may not relish the possibility of discussing the technicalities of a Resolution of the Economic Commission for Europe with an official of another country in an unknown tongue. An 'Official looking' document issued by the BCU, on application, should enable them to negotiate frontiers with impunity.

ITALY TO MALTA

The Leicestershire Police Canoe Section plan an expedition from the coast of Italy, along the coast of Sicily to Malta - approximately 200 miles.

If anyone has canoed in this area, or can help in any way, please contact Mr A J De Haven, 93 Roehampton Drive, Wigston Fields, Leicester LE8 1HU.

FRENCH COASTAL RESTRICTIONS

Repeated communications by phone, letter and intermediary politicians and friends has failed to obtain permission for canoeists to paddle in French territorial waters outside the 300 metre 'Beach Craft Rule'.

However from the way correspondence has gone and precedents of recent successful cross channel canoeing events, we suggest that the French Authorities *unofficially* do not prevent what they consider to be safe cross channel events from continuing, thus leaving themselves the ability to stop any groups they consider a danger to shipping or themselves.

The Sea Touring Committee have a 'vetting' system leading to the issue of a 'Carte de Qualification de Kayakiste de Mer' for suitably equipped and skilled canoeists planning to canoe in French waters.

Until a more helpful reply can be obtained from the French it is recommended that all BCU canoeists planning to paddle across the channel or in French waters contact the Secretary of the Sea Touring Committee who will make the arrangements for vetting and issue of the Competency Card/s to be carried on the voyage: N. Foster, Burwash Place Outdoor Centre, Burwash, Etchingam, East Sussex.

It must be understood, however, that there is no guarantee that the French authorities will accept this Card. The BCU can only offer this as a possible solution pending firm agreement. When we consider the 'luck' HM Government have had in direct dealings with our 'fellow Europeans' members may begin to appreciate the difficulty with which we are faced.

Cougar K1 Jaguar K1 Stiletto K2

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Iceland has a Canoe Club

Our last venture involved a 700 mile paddle to link the twin towns of Mainz (West Germany) and Watford.

Our thoughts were now towards something perhaps a little less strenuous and perhaps a little less in the public eye.

Iceland was forwarded as a possible location, and our less than classroom knowledge of its geography prompted agreement to make further researches.

The very first move was a letter to the Ministry of Education, explaining our interest, and requesting that he put us in touch with a local club for help and advice.

Reply – Thank you for your interest. No, we cannot help. The sport is almost unknown and there are no clubs. P.S. We consider the sea very dangerous and the British Embassy would like to advise you that the rivers here are considered uncanoeable.

Action – We wrote back to the Minister and offered to spend some of our time in Iceland, teaching and formalising the approach and practice of the sport as much as possible.

We were put in touch with a couple of young people who already had an interest and who, in fact, had acquired a couple of plastic moulded style tourers from somewhere in Scandinavia.

A team came together from within our limited ranks, but representing all ages and experiences. It comprised Ian Hippach (14) Neil Grant (18) Alan Boatman (18) Nick Moore (20) and myself (33).

We fell into two groups – Nick and Alan have a predominant interest and expertise in mountain river situations, and Ian, Neil and I prefer the sea. The project ended up with two clear aims – to introduce the kayak to the people of Iceland, and to canoe across the Arctic Circle a combination of adventure and goodwill. The goodwill aspect would develop into wild water work, and the adventure side would extend across different sea areas.

Careful investigation on individual holiday entitlements produced a picture in line with the division of interest – Nick and Alan would fly out for a fortnight and Ian, Neil and myself would set aside nearly 5 weeks in which to make the

long journey overland and by ferry, spending 3 complete weeks on the island.

Sponsorship came in the form of 3 sea and 2 river kayaks, all ancillary equipment and a purpose built trailer. Valued sponsorship was also received from the Whitbread Sports Trust (through the Sports Council), and covered all our insurance, most vehicle repairs and over 1,000 film slides.

The journey to Iceland can be as short as 3 hours by air, or as long as 4 days by road and ferry. The plane lands at Reykjavik – the capital – on the west coast, and the ferry lands at a small fjord harbour – Seydisfjordir - on the east coast. The distance of 300 miles between the two places highlights the size of the island – 104,000 sq.km, of about 80% of the size of England. There is a good road network (particularly around the coast) although most of the surfaces are gravel, tarmac being restricted to villages and urban areas. The climate is affected by the Gulf Stream brushing past the south coast, and produces temperatures of 12°C and above during summer months. The delightful population of 240,000 are mainly of Viking origin – no there are no Eskimos! They are proud of their beautiful land and happy to allow others to enjoy it. An exciting contrast of ice and fire – the largest glacier in Europe nestling against active volcanoes, the highest waterfall in Europe falling adjacent to hot water springs that fire superheated water high into the air. The canoeing opportunities parallel this contrast. Inland, the rivers are cold and fast, with long stretches of continuous 4, 5 or 6 easy to find.

There are a number of special dangers – or points of interest if you like – which river kayakists should bear in mind.

Many rivers are caused by melting glaciers.

or snow and are very cold. The immersion survival time is short.

Those rivers starting life as glaciers are either golden or silver colour on account of silt in suspension. These rivers are difficult to read as there are no white crests and no indication of contour. In addition, boats have significantly less buoyancy in these waters.

Waterfalls from 4 to 40 feet occur frequently and with little or no advance warning. Others can be found up to 150 ft. Most are sheer and completely unnavigable.

The biggest access problem occurs on the salmon and trout rivers (fish so abundant that you can almost catch them by hand). Otherwise, asking at the nearest farmstead will normally produce the required consent.

Colder on the north coast than the south, where a branch of the Gulf Stream warms it a little, the sea is sometimes calm but most times rough, with a coastline anything from rolling dunes of black volcanic sand, to sheer cliffs as much as 1,000 ft high. The sea circulates almost permanently anti-clockwise, chiefly as a result of thermal currents. The spectacle of the coastline – millions of seabirds and many inquisitive whales and seals – makes sea canoeing in Icelandic waters an unforgettable experience.

Our teaching efforts started with three days' pool work in Reykjavik, broken by a demonstration during a national swimming championship. It was the first ever canoeing demonstration in Iceland, and a memorable experience, keeping to a commentary in a language we didn't understand. Almost every town and village in Iceland has at least one pool, and nearly all are fed by hot springs. This maintains a water temperature of at least 30°C, open air or indoors.

A group of 6 enthusiasts in their late teens/early twenties, formed the nucleus of our efforts and the course followed a carefully planned programme. Icelandic is a very difficult language, but most of our pupils had a good working knowledge of English. None of our group was very happy until he/she could roll – a technique which fascinated them right from our earliest contact. With basic stroke and safety techniques mastered, we moved the group to some elementary river situations (difficult to find) and made rapid (!) progress.

All of our work was watched with interest by the Head of Sport in the Ministry of Education and Culture, and the Head of the Icelandic Summer Schools was one of our pupils.

As a result of our efforts, we are delighted to report the Icelandic Canoe Club (Kayakklubrennin) was officially constituted on 12th July 1980.

We are maintaining a very close contact with our Icelandic canoeing friends during their long dark winter months, both to provide more input to their learning programme as well as lay plans for our return visit in the summer of 1981. The summer is, of course, the best time to visit the unique island – it enjoys almost 24 hours of daylight. If any reader is planning a visit or considering it, we may be able to help.

Neil Shave

14-year old Ian Hippach crossing the Arctic Circle 12 July 1980 16° 03' West



PHOTO R



OUNDUP



Left: Kekec/Pintar (Yugoslavia) competing in the Bala Pre-Worlds. Above: Zatko/Tkac (Czechoslovakia) Water flying at Bala. Below: I Bourn "with time to smile" on the Durance. (Photo P. Newman)



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COACHING NOTES

The late Autumn sees the start of the 'Conference' season. This is a time, not for hanging up paddles and retreating to armchair canoeing', but for taking stock of lessons learned, considering new ideas, and keeping abreast of the natural developments within our continually evolving sport.

At the BCU Coaching Conference, held in October in



George Steed, proprietor of Steed's Wolf River Lodge, Wisconsin USA, analyses the basic Canoe paddling skills for members of the BCU Coaching Conference.

the glorious Snowdon setting of Plas-y-Brenin, the Sports Council's National Centre for Mountain Activities, there was a considered look at Open Canadian Canoeing. The potential for more open-cockpit kayaking, and placid water touring and racing was also among the issues debated.

The consolidation of an integrated Coaching Scheme that caters for all forms of canoeing is the aim – from basic dabbling, through serious touring, to the heat of top competition.

At Bonskied House, a beautiful old mansion in an idyllic setting near Pitlochry, now a YMCA National Centre, the Scottish section analysed the methods of determining levels for passing canoeing ability tests, and coaching awards. Many positive ideas, re-inforcing the aims, while seeking to secure fair and uniform standards, resulted.



David Train from Fladbury demonstrating how easy it really is to learn the skills leading to mastery of a high kneeling position in a Racing C1.

Tipping the Canoe to Assist Turning

This skill, which is included in the 3-Star Test, has not been uniformly interpreted. It is not intended to be a leaning of the canoe as for breaking-in or breaking-out of a fast current. The purpose is to indicate that altering the water-line length and shape of the boat induces a turn.

When leaning for a break-in or out, the body and boat will tend to come over as a unit (fig.i). The body-weight is committed to the paddle, and although the consequent tilting of the boat is assisting the sharp turn, different forces are involved. There is also the practical factor of ensuring that the hull is presented to the 'solid' water. For breaking-out this will be the eddy which is stopping the boat's velocity. Breaking-in, this will be the jet of water which the bow is entering and being swept away downstream on.

The 'tipping' to assist turning is essentially the use of the hips to rotate the canoe onto its gunnel to assist steering. The body will remain in the upright, efficient paddling position (fig.ii).

Most canoes, when tipped to the left will turn to the right and vice versa. Try it. Paddle normally, tilt the boat until the gunnel is level with the surface – don't go off balance – and see which way it turns. You may have to 'cheat' a little by inducing the turn with an initial extra pull of the paddle on that side. Once started, however, the turning moment is quite pronounced.

Some may challenge this theory. The

proof is simple, provided the boat does not have a rudder! Find an open stretch of water when a moderate wind is blowing. Ask a competent paddler to move at good speed in a straight line for about 25 metres with the wind on his beam (fig.iii).

The boat will tend to turn into the wind and the paddler will be correcting by tilting the canoe. Ask him or her to come back in the opposite direction, and the tilting bias will be the opposite way. Normally the

kayak will be tilted towards the wind. The natural tendency of the boat to turn up into the wind will be counteracted by the tendency for it to turn away from the side towards which it is tilted (fig.iv). The result is that the kayak proceeds in a straight line.

Wild Water Racing paddlers use tilting to steer their v-shaped hulls. Even racing canoes, and kayaks with rudders, will be tipped to assist tight manoeuvres – watch a K4 on the 10,000 m turn!



Fig i



Fig ii



Fig iii

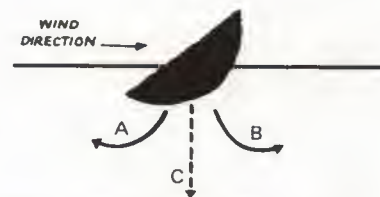


Fig iv A = Boat turning up into wind
B = Boat turning away from tilt
C = Resultant straight course



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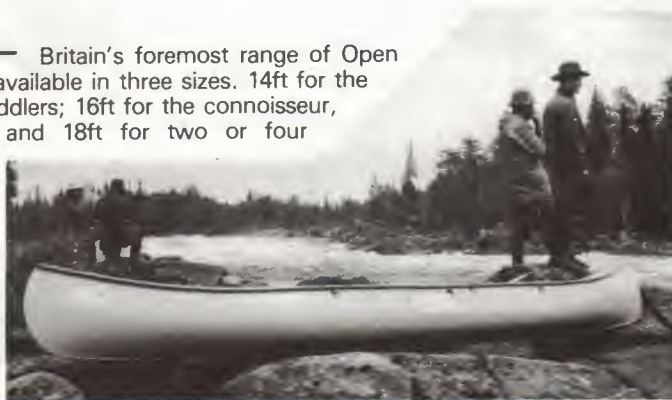
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Alan Jones, managing director of Adams Foods, explained that the company had decided to sponsor this major event after discussions with the B.C.U. He said:

"It was clear to us that this visual and exciting open air sport deserves greater public recognition. Naturally, we were looking also for a sport which would reflect beneficially on our product. Canoe surfing has all the right connotations of fitness and skill combined with a unique "individual-against-the-elements" quality. However, our philosophy overall is to help worthwhile growth sports like canoe surfing to develop".

BRITISH CANOE MANUFACTURERS ASSOCIATION

The prime objective of the British Canoe Manufacturers Association at its inception in March 1973, was to "Promote and maintain high standards of canoe manufacture with particular regard to safety, construction and craftsmanship". For over seven years since then, the Association has been working in close co-operation with the BCU and the British Standards Institution and the results of their labours have at last reached fruition with the circulation of the final draft of the BSI "Code of Practice for Canoe Construction" and "Specification of Safety Features of Canoes".

The original BCMA Standards of Construction and Safety formed the basis of the BSI document, which, as soon as it is published, will automatically become part of the rules of the BCMA and will be binding on all members.

Thus, unless the customer specifies otherwise, any grp canoe purchased from any of the eighteen BCMA Members, will have a double guarantee that it has been built to BSI and BCMA Standards.

The Association is also in close co-operation with the BCU in an attempt to devise an acceptable, national Standard for Canoeing Buoyancy Aids.

SEA TOURING

The special needs of the Sea Canoeists were recognised in 1974 when a full technical committee was set up to be responsible to the BCU Council for all sea canoeing matters. John Ramwell was the leading light who brought sea canoeists together for this task, and the committee owes its existence to his unstinting efforts. John is now concentrating his talents on the Advanced Sea Kayak Club (ASKC) and has now retired as Secretary of the STC.

Our current objectives are to promote the sport of sea canoeing and to encourage all Sea Canoeists to join the BCU to help pursue and protect our activity. In particular we are:

1. Preparing a 10 miles to 1 inch Grading of the English Coastline. Graded in likely commitment 1 to 6.
2. Improving the Coastal Advisory Service set up by the STC/ASKC and collating the information for distribution by the Secretary of the committee.
3. Negotiating to obtain permission to canoe across the channel into "prohibited" french coastal waters. A priority at this time.
4. Promoting Sea Canoeing at Crystal Palace Canoe Exhibition.
5. Considering a scheme for leaders to use to combine all the factors involved in

planning a particular sea journey so as to grade the severity of it for safe execution of the journey and for use in log book records for coaching and individual awards.

6. Arranging our next AGM (open to all BCU members) to coincide with a Sea Canoeing Training Weekend/Exhibition/Symposium in December.

7. Promoting sea canoeing through National Sea Canoeing meets and articles to be regularly published in Focus, White Water Magazine and Canoeing Magazine (Tom Baptie is our PRO).

8. Representing Sea Canoeing on the Expedition Committee. Nigel Foster (Secretary) Burwash Place Outdoor Pursuits Centre, Burwash, Etchingham, East Sussex — will be pleased to hear from members with expedition reports or ideas, or anything about sea canoeing.

BCU GIVES SPECIAL MEMBERSHIP TO CANOE LIFEGUARD UNITS

Following a very generous offer on the part of the British Canoe Union, two motions were put before a meeting modifying the Corps policy regarding membership. The two motions were:—

1. that any groups of persons using canoes in their duties as life saving organisations, wherever they may be in the United Kingdom and regardless of whatever organisation to whom they may be affiliated or with whom they may be working, may on application be accepted free of all charge as full member Units of the Corps of Canoe Lifeguards.
2. that any individual member of the British Canoe Union may on application be accepted as a member of the Corps of Canoe Lifeguards.

These two motions were accepted unanimously. As a result it is now possible for the Corps to accept applications into membership from any groups of people who are using canoes in a lifesaving situation. This does not mean that a club that has a section who use canoes in this way can necessarily become affiliated to the BCU without paying the usual affiliation fee. Clubs that also go in for other forms of canoeing such as touring Slalom or racing, have to pay the usual affiliation fee. However, it does mean that other lifesaving clubs or similar organisations, who are fully involved in lifesaving duties and who also use canoes can join us.

Individual BCU members who wish to be registered to receive Corps of Canoe Lifeguard information please write to the Secretary, c/o BCU Headquarters.

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Danish Champion David Packness paddles the Tiger

Fighting Resistance in Flat Water Kayaks

By Jorgen Samson

Jorgen Samson trained as a cartographer in the Danish Hydrographic Office, and acknowledged as the worlds premier racing canoe designer. Boats to his design have won more post-war canoeing championships than those of any other designer. Started canoeing in 1935, is a ex Danish champion and came 8th in the World Championships in 1950.

Usually water resistance is divided into frictional and wave making parts. The friction depends on the size and condition of the immersed area and makes about 70% of the total resistance for a kayak. The reduction of the "wetted surface" is a job that can only be done on the drawing board. With regard to the boat surface, tank experiments prove that a normal finish, smooth to the finger tips is good enough. The "ideal surface", being polished to perfection gives no better results.

Kayaks today differ in the size of the wetted surface mainly near the ends. Here deep and narrow sections increase the area and must be counteracted by means of rocker. A light paddler doesn't need much rocker, whereas his heavier companion will require a good deal to lift his kayak at the bow and the stern. Consequently two or three different models must be available.

Rocker also influences the prismatic co-efficient (PC), which is of great importance to the wave resistance. A high PC means oval or cigarlike hull shape. A low PC looks like a prism, being very pointed in its ends. The latter is known as a fine ended hull, appropriate for moderate speeds. With the length of a racing K1 this means below 5 knots (6.25 km per hour).

For sprint racing, at 8-10 knots, one needs kayaks with very fine bow lines. The finer the bow, the fuller the aft body should be in order to maintain a high PC. This is absolutely essential to the racing kayak. We have seen this so called wedge-shape develop gradually over the last decade. How far we should go was established by tank tests.

Small changes in the hull form are vital to the resistance, even those originating from trim variations. To the paddler a forward (nosedee) trim of 15 millimetres is quite normal in order to keep the bow down. As it rises one can save three quarter percent resistance. Should it lift 25 mm one can achieve a reduction of 1½% in the drag.

The trim investigations led to the narrow-bow types of less resistance of the K1s *Cleaver* and *Tiger*. With up to 15 mm forward lift no increase of resistance was to be measured in those models. Trimmed still deeper at the bow, the displacement of the forebody will grow until any benefit is lost.

The Struer kayaks are divided by a load limit of 12½ stone. Of course this limit is not a strict one, a slight over or underloading of approximately 12 lbs is tolerable. When underloading any kayak the prismatic co-efficient falls and the amount of rocker becomes too big. However whilst the radius of turns decreases running at low (marathon) speeds becomes easier. A typical sprint paddler would rather overload in order to perform better in a short sprint. The PC is growing with the load and so unfortunately does the wetted surface. For low and medium speeds and for sharp turns an overload will not be of benefit.

The K1 *Cleaver* has been designed for paddlers above 12½ stone and the *Tiger* for those below 12½ stone. When at rest the bow should appear just a little (about 10 mm) above the waterline rather than the stern. At top speed the smoothest wave is formed when the bow rises until it clears the water.

The K2 *Pacer* was designed to reduce the wetted surface by means of rocker. This is a problem only to the heavy paddlers. If together the paddlers are below 25 stone, they will be able to turn easily and will have a high average speed, but, in short sprints they will perform better in the *Makker*.

The K4 *Commander* has a forebody so narrow, that the stroke paddler can only just sit in it. Fortunately it would not further reduce the resistance to make it any narrower. The sections are close to a semicircle with the top sides approaching the vertical as far as possible in order to maintain rigidity at speed.

Corryvreckan

Everyone who enjoys sport can recall the one lovely day when everything 'clicked' — the perfect half century at cricket, the almost flawless round of golf, the beautiful tennis victory, etc.

On Friday 19 September nine canoeists from various parts of England and Scotland camped on Craignish Point, in Argyllshire. The weather forecast — "Heavy showers and Force 4-5 wind" was far from good for the morrow's paddling.

The morning dull with some wind — a good breakfast — then the canoes were packed. Two ladies and seven men launched their slim 16ft. craft and set off across Jura Sound. Immediately the wind died completely and the sun came out in a clear blue sky with small fluffy clouds.

We paddled steadily towards the Gulf of Corryvreckan, site of the second largest whirlpool in the world, and slowly entered

the gap between the two uninhabited isles of Scarba and Jura. The sea was smooth reflecting the clear sky and sheer rocks rising from the water's edge. The combination of absence of wind and the slack between tide flow had reduced the great whirlpool for a short time to gentle canoeing conditions.

Near the shore we watched the great whirlpool begin to form as the tide flowed in. Beyond the whirlpool the huge tide race which rushes out to the Atlantic started to flow. We stayed near the steep rocky coast. The rocks are of the Dalradian Period which have stood for 500 million years against the sea's constant battering! Grey seals followed the canoes, their round heads with tearful eyes bobbing above the surface. Cormorants dived for fish, and occasionally jellyfish the size of dinner plates floated near the surface.

It was perfect. Nothing made by man was visible or audible. As the hours passed we forgot the outside world. We stopped at a small beach on Scarba for our dinner

break. The two ladies set out to climb the rocky hills round the beach while the men stretched out in the sun. Suddenly a shout — above the hills a huge bird circled slowly — one cried, "An eagle", others, "Buzzard"! I wondered if eagles hover and circle. It was too far to be certain.

We launched and paddled out to the Garvelachs Islands. After a difficult landing among the rocks, we climbed the western side and looked down the 200ft. rock face at the sea breaking below. "Surely," said a happy paddler, "this is what canoeing is all about".

The next morning the wind had risen to a force 4 which tore at the paddles and flicked the sea across the bows into the paddlers' faces. That also is what "canoeing is all about"! Craignish Point safely reached, we parted to start our various journeys home, after thanking "Lofty Wright", BCU Northern coach, and daughter Heather, who had organised this most successful trip.

R. J. Powell.

ACTION ON ACCESS

THE LAW

An Attempt to explain: 2 By Oliver Cock.

For this next article I want to go back in time, as it were, and try to explain what can make a piece of water have a "Common Right of Navigation". To achieve a basic explanation we must divide the waters of England and Wales (notice that I do NOT refer to Scotland or Northern Ireland, where the Law is somewhat different) into Tidal Waters and Non-tidal Waters.

TIDAL WATERS

Nearly all tidal waters are legal navigations. What is more, one does not have to go from A, to B, but can go round in circles. There are a very few pieces of tidal water where there is no right for the ordinary citizen to navigate. These are certain fisheries, and Queen's water. An example of the former can be found in two fish traps on either side of Ynys Gored Goch, a small island in The Swellies, that part of the Menai Straits between the two bridges. What is more, these traps can be positively dangerous at certain states of tide, so it is wise to keep clear of them anyway.

An example of Queen's water can be found in the Gare Loch in The Clyde Estuary, where the Polaris submarines have a base, so it is understandable that the Queen's Navy wants to keep people away.

If tidal waters are Navigations, they can also be fished; but in all cases, the right to navigate takes precedence over the right to fish. Fishing from a moored boat could be deemed to be causing an obstruction, and no navigation may be obstructed, even when there is nothing else about to obstruct. Nevertheless, if fishing can't obstruct the navigation, nor can navigation unreasonably obstruct the fishing. In certain estuaries some fishermen are licensed to net salmon. Navigators must give these fishermen a reasonable chance to catch their fish, but by the same token the fishermen cannot hog the estuary with their nets.

NON-TIDAL WATERS

Here the Common Right to Navigate, where it exists, does not allow one to go round in circles. It is a "line right", that is to say that one has a right only to proceed from A. to B. by the best possible route, straight across a lake or straight up or down a river — or as straight up and down it as the river will allow.

The creation of the Common Right is either by long, "uninterrupted" use, or from time immemorial. "Time immemorial" is before 1189, so long as the river was also navigable in that year. Why 1189? Well, it seems that a number of wise men in the middle ages began to find that researching

back in time to prove a legal point got beyond a joke if they had to research too far back. How to choose a date beyond which one need no longer research? Take a pin? It would seem that that is what they did do, and the coronation of Richard III was as good as any other year.

So, that's two dates you know, now! An example of this type of Right is to be found on the river Ribble in Lancashire. There was a Roman quay at Rinchester, and there is a model of it in the museum in that small town. It means that the Romans must have navigated the Ribble from Rinchester to the sea. Therefore there is a Common Right of Navigation from Ribchester to the sea. There is no trace of any attempt to close the navigation, except that in the eighteenth century somebody built a weir across the river some way below Ribchester. Action was taken against this individual, and he was made to remove it some three years later, "because it interfered with the boats navigating the river".

The difficulty with a Right from Time immemorial is to find any sort of proof of the river having been used in those days. Ribchester's quay was a lucky find. If anybody knows of anything of the same sort, or even beginning to look likely, we want to know about them; so please let us know.

The Law in regard to long, uninterrupted use can be divided into two different categories. Although basically similar, time is the difference. One concerns what has happened in the past and the other concerns what is actually happening now. I will try to explain both these in the next issue.

COMMONS, OPEN SPACES & FOOTPATHS PRESERVATION SOCIETY

I've just been reading a little book called *The Journal of the Commons, Open Spaces and Footpaths Preservation Society*. There is very little difference in the Law of the Land between a right of way over dry land and the same when it has two feet or more of water on top of it. That is to say that in Law, a right of navigation on a river is very much the same as a right of way on a footpath or bridleway. The important difference is the method of transport. It is almost as difficult to ride a bicycle down a river as it is to paddle a canoe along a footpath.

Although the Society does not in any way as yet look towards navigations, the work that they do in protecting rights of way most certainly helps our cause and gives us points of legal wisdom which might well one day come in very useful to us. Their journal always carries the history of cases that have come before the courts, and the four issues each year are therefore always worth studying from cover to cover. The present issue has, in fact, been devoted mostly to Commons and Village Greens; but even here we sometimes have an interest

in order to gain access to our rivers. The BCU certainly supports the Society and I would strongly recommend both clubs and individuals to join. Clubs with less than 50 members pay an annual subscription of £4.50; those with more than 50 members pay £6.00. Individuals pay £4.50, except under-21's or old age pensioners, who pay £2.25. The full name of the Society is as above and its address is 25A Bell Street, Henley-on-Thames, Oxon RG9 2BA. As this is quite close to where I live, I shall be trotting along there soon, to see if I can get them interested in rights of way on water as well as on dry land.

Incidentally, they publish a little book called "A Practical Guide to the Law on Footpaths and Bridleways", all for the noble sum of £1.00. I'm getting a copy of that, too! "The Law of Commons and Village Greens" is a little more at £1.20. Postage and packing is extra.

OTHER PEOPLES' DIFFICULTIES

The habit of banning craft seems to be on the increase. We notice from "Diver", the journal of the British Sub-Aqua Club that that club is proposing to take action against Harbourmasters in Northumberland where a ban on launching dive-boats was imposed last year. The BSAC believe that a harbourmaster cannot stop any type of boat from using the harbour in the ordinary course of his duties.

We shall look forward to hearing the result of their action in due course.

Exhibition '81

The Canoe Exhibition is rapidly approaching. This year is the last occasion that the Greater London & S.E. Regional Sports Council will be responsible for the administration, although their continued support will be invaluable.

The theme for this special year is 'Canoe '81'. The launch of this canoeing year will take place at Crystal Palace during the week-end.

Dates for your diary are:

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Dear Focus...

Dear Sir,

Mr. Rowlands letter in the last issue seems to have misunderstood Vyv Cox's message on Canoe Surfing. The sport is not for boring people, be they 'boardie' or 'boatie'. I don't know any super he-men or macho orientated canoe surfers. I do know a considerable number of very skilful canoeists from other disciplines who would rather watch surfing from the cliff-top, than be out there doing it. At a guess, most of the spectators at the recent 1980 English Nationals at Bude would have preferred a gentle paddle across the Irish Sea to being on the breakline that day.

The 'Newcomer' to the sport must be an experienced canoeist, who would hardly become experienced without coming into contact with some type of competition or other. Once he has paid his dues getting 'wiped out' on going over the falls a few times, and he at last masters take-offs and manoeuvres on big waves, he will naturally want to test these skills in competition. When he does this he will find his twenty-minute heat more demanding than any 3-minute slalom run, 25-minute white water race, or 5-minute 1000m race. When after say 2 years, he gets anywhere near the top in the sport, he will be considered by his peers to be a tough paddler — not necessarily 'masculine'.

Take a look at English National Surf Ski Champion Kevin Andneisson. Certainly he will not be considered 'boring', and he will be very far from 'average'. You can bet no one will enjoy their surfing more than he.
LES REED, Surf competition coach.

Dear Sir,

Whilst sympathising with Liz Sharmans frustration at having received what she considers unjust penalties in the Pre World Championships at Bala thus denying her of a win, I feel that her public condemnation of the judging to be ill considered on several points. The first of these is the undermining effect this sort of comment has not only on

the judges themselves who, whether Liz believes it or not were sincerely reporting what they saw, and we are all human, but also the immense amount of work that Neville Unwin and his colleagues put in to organize a difficult task. More important than this however is the effect this comment may have on our credibility world wide. We have been given the opportunity not only to present the world championships but to show the world that we are competent to stage manage an event of such import and offer fair, unbiased competition. Shouting 'I was robbed', by our own international stars on home ground will not I fear give foreign competitors confidence in our ability to do so.

Fortunately I was able to give Liz 'clear' on my gate. I wonder who 'done it', the cad!

J. H. PARKER, Chatham.

Dear Sir,

The correspondence in your Autumn edition regarding Marathon Racing Rules highlights one of the problems involved in canoe competitions.

Mr. Train can analyse the results and produce as many statistics as he likes, but little will now convince the 12 year old who is faced with racing Espadas in his slalom boat. One takes part in a competition to win — not for the honour of having competed. Different classes of boats in the same race is unfair, and is no way to encourage a youngster to take up a new sport.

In sailing events when different classes race against each other there is a handicap. Surely it is possible to divide canoes into classes and calculate a handicap per mile (at least for divisions 6-9) so that it is the ability of the canoeist which counts and not the money he has to obtain a specialist canoe.

R. Trim, Chairman North London Rescue Commando.

Dear Sir,

It is time the Marathon Racing Committee dropped the word fun from its promotional literature. The divisional system works quite well for those for whom it is intended — the racing man — but it is a disaster for the thousands who use their boat for white water, touring, surfing and do not specialise in racing. For all of these there is no fun in racing any more and this is born out by the absence of slalom boats in all the first 6 divisions.

The Anglian Series of Marathon Races was supported well enough to allow separation by type of boat, sex and age group and where classes had to be combined a fair handicap system was evolved. Under the new rules the series has collapsed.

In the race that we organise at Sudbury we ran, against the rules, separate slalom classes and divisional races. Given the choice the entry speaks for itself, thirty two boats in the divisions and seventy six in the slalom classes.

I believe the Marathon Racing Committee should be more ready to respond to existing demand than seek to impose its will in favour of the dedicated racing competitor.

Lionel Goddard, Braintree.

Dear Sir,

Can I appeal to members to help themselves! If they don't it will be no fault of the management of the B.C.U. whether paid or voluntary. You canoeists must become more politically aware. Most change takes place by tedious talking to the right people at the right time over a lengthy period. If you want to support Oliver Cock in his campaign for more access for canoeists, then please, please answer questionnaires sent to you and give information to the official people who request it. Those in Wessex Region who received a questionnaire of mine, it may not be too late to return it! I just hope the water authority has the same understanding and patience. It shouldn't take 3 months to fill in a form!

Bob Hinton RCO Wessex.

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Trade News

A. C. Canoe Products Limited, manufacturers of the well-known Ace canoe helmets and paddles, have introduced a new paddle claimed to have exceptional strength to withstand the toughest canoeing conditions. The "Rapid" has blades manufactured from foamed glass fibre reinforced polypropylene. This material has its own integral skin and is, therefore, much stronger than conventional twin-material constructions. The other secret of its strength and rigidity is an aluminium insert at the core, running the entire length of the blade, right to the tip.

The blade shape was designed by top Olympic and white water canoeists, with the latest paddling techniques in mind. The shaft is in blue PVC coated aluminium, ovalled at the hand grips. The blades are light blue with maroon decals.

The "Rapid" retails at £23.58 complete or £21.51 in kit form (VAT inclusive) and is available from canoe manufacturers and dealers or direct from A. C. Canoe Products Ltd.

Wye Kayaks claim more and more experienced paddlers are turning to fibre pile in place of wet suits for warm paddling gear. They are marketing the Javlin Super '5' Salopette which they believe is the best fibre-pile garment available to the canoeist. It is a superbly made lightweight laminated pile one piece suit, giving high thermal efficiency with great comfort and smart appearance. These popular garments are available at £37 including P & P.

Their new showroom is now open on the first floor at 31 East St. Hereford, from Monday to Saturday 9.00-5.30 p.m. Big stocks of all the popular gear are carried. The manageress, Ruth Devitt, is a Senior Instructor with a wide canoeing knowledge.

If you are having difficulty getting Admiralty charts Wye Kayaks offer a service for the whole range.

Pains-Wessex Schermuly have produced a personalized distress signal pack. The Handsmoke 2 flare produces orange smoke for a period of 50 seconds. It is unaffected by immersion, and available in two types of holder - a belt fitting for either waist or leg.

Also of interest to canoeists is the new Pinpoint Red Mk 6, which burns for 60 seconds at 15,000 candela. This, like the smoke flare, has a very positive mechanical firing system, and is unaffected by short immersions.

Available from yacht and dinghy chandlers. Information direct from Pains Wessex-Schermuly, High Post, Slaisbury, Wilts.



The Handsmoke Mark 2 leg and back pouches.



Liz Hayman, Keith Fielding and Linda Morrison in 'Varrington!'

Pyranha Vladivar Grand Prix. On Monday 25 August many National and International paddlers gathered at the Pyranha Watersports Centre to compete in the Vladivar Grand Prix.

Two parallel, seven gate courses were set up and the event was run as a knockout.

A large number of spectators were there to see the skills of World Champions Jon Lugbill (USA), Richard Fox, Albert Kerr and Alan Edge, though with exception of Jon (the kid) Lugbill, the rest were overshadowed by the dynamic Grand Prix skills of Sixton B Jorklund (SWE) and the eventual winner, Pete Godfrey. A major attraction was Keith Fielding, star of a famous television sports programme, who has for some months been coached by members of the centre staff in the art of canoeing in readiness for the next series of TV Championships.

The event gained much needed publicity in the Northern area.

Palm Glassfibre Mouldings announce the 'Hunter' which is for the novice, or expert canoeist, who enjoys a stable, very buoyant craft which is well balanced and able to carry a reasonable amount of equipment. The buoyant hull will lift you clear of trouble and the carefully designed deck easily sheds the water. Because of its stability and very good handling characteristics Palm Glassfibre Mouldings are producing three versions:— Sports, Instructor, and Explorer.

Pyranha are now introducing to their new range of Azzali Paddles a wooden bladed, alloy shafted kayak paddle. Offering the new large blade with its strengthened area this new paddle combines the quality of a strongly laminated wooden paddle with the lightness of an alloy shaft. Available at an incredible price because of the strength of the £ and weakness of the lira. This offer is only available for a limited period. List price £28.00 made up or for the D.I.Y. people £25.00

At Bala in August they introduced two new kayaks: The New Equipe S.L. with its new look deck and cockpit area, has the shape of the '80s. The New Equipe K.1 a very manoeuvrable kayak, is not only low, but has the new low-line cockpit, first introduced by Pyranha at Crystal Palace on their Equipe SLK. Capable of the tightest turns, allowing decisions to be left later, this kayak is particularly suited to the not so strong paddler and lower water. The third new boat to be seen at Bala was Storm C.1. This low-line C.1. combines the directional control and acceleration of Ultramax with the manoeuvrability of the Elite. It can be pivoted on both the stern and the bow with ease, and is still very stable. Since Bala, and hot out of the workshop, comes the New Thunder C.2. Winning its first race at the Welsh Open, this C.2. seems to handle more like a kayak. This new dimension is claimed not just as an improvement, but out classes all past boats. Because of this the older Elite model is withdrawn. Thunder is very stable and even with decks awash is highly controllable.

The Good Health Guide. Designed to help you examine your life. Written with the co-operation of educationalists from the Open University. A large volume which makes interesting reading to those of us concerned with our general health, rather than the incredible fitness of the more athletic competitive hawks.

Published by Harper & Row, this colourful book is priced at £8.95.

Regional Review

NORTH-WEST REGION

The 3rd Annual General Meeting of the B.C.U. North-West Region will be held at 8 o'clock on Wednesday, March 18th 1981 at the Tickle Trout Motel, Preston, by Exit 31 of M6 Motorway.

For a copy of the agenda, please send a stamped, addressed envelope to the Secretary, L. Ward, 267, Oxford Road, Macclesfield, Cheshire SK11 8JY.

EASTERN REGION

To investigate the needs of canoeists in rural Norfolk and to endeavour to arrange suitable activities, Keith Millican of the Rockland St. Mary Canoe Club has been appointed as Development Officer for Norfolk. With his expenses financed by a development grant from the Sports Council, this should be a worthwhile experiment as he seeks to publicise the work and facilities of the BCU and to liaise with other agencies in the county.

The Sports Council have also grant aided us to 50% of the cost of 10 Espadas for use in introduction work amongst potential young racing paddlers. We acknowledge with thanks their support and also that of WATERSPORT ACCESSORIES who have sponsored us for the remaining 50%. These Espadas will go in pairs to five clubs.

We are fortunate in having few if any access problems and whilst on the whole our relationship with anglers is still good there are signs that we may yet have problems from them as they seek to restrict us from new waters.

A weekend meeting of the Region's racing coaches and trainers was held in October at Kempston with lectures from invited speakers and coaches. Various schemes for the future were introduced and discussed.

REGIONAL ANNUAL GENERAL MEETING will be held on Saturday 7th March 1981 at 2.30 pm at the Teachers Centre, Hospital Road, Bury St. Edmunds, Suffolk. Regional Committees will meet during the morning.

WEST MIDLAND REGION

The Chairman, Carel Quaife, has recently moved, and is now at 30 World End Road Handsworth Wood, Birmingham, B20 2NP.

Our Access Officer, Don Cook, has resigned. We thank Don for the effort he has made to collect information. The job has never been easy, but is made more difficult by many clubs failing to help collect and pass on information. Our negotiations for better facilities and more use of water

can only go ahead if ALL canoeists are willing to co-operate. Geoff Fellows is prepared to form an Access Team to collect, record and circulate information, particularly where a grievance exists and could be placed in jeopardy by indiscriminate use. If you can help, or your club could appoint an access representative, please contact Geoff at 21 Brooklands Avenue, Great Wyrley, Walsall, Staffs. The WMRG publish a bi-monthly club newsletter. Copies are sent to all Secretaries as it contains information of developments in the region, forthcoming competitions and events and many other items. Clubs are welcome to contribute to the newsletter or to advertise events. Please contact Brian Porter, 20 Flyford Close, Lodge Park, Redditch, Worcs, B98 7LU. If you are a member of a club and do not see a copy, ask your Secretary where it is!

At the end of September, SOAK organised a regional slalom at Stratford. This offered an ideal opportunity for novice paddlers to try slalom. Also for ranked paddlers to practice and compete on a handicap basis. The one-day event was very enjoyable and well organised by SOAK. Stafford and Stone CC are again organising their series of mini slaloms this winter. Dates are 31 Jan, 14 and 28 Feb 1981. Details, George Clough, 84 Bodmin Avenue, Stratford.

The WMRG AGM will be held on Wednesday 4 February. The venue is Birmingham Angling Association Headquarters. Nominations for Executive Committee and representatives to Specialist Committees, together with Motions should be received by the Secretary six weeks before the meeting.

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