

CANOE FOCUS

No. 22 SPRING 1981 · PRICE 50p

THE OFFICIAL MAGAZINE OF THE BRITISH CANOE UNION



Jim

hargreaves

CANOES AND EQUIPMENT

**CAPEL
CURIG
N.WALES**



Give us a ring for friendly service

06904-210

CANOE FOCUS

CONTENTS

H.Q. News	5
Canoe '81 Bala	7
Canoe '81 Nottingham	9
Technique – The Eskimo Roll	10
A Plug for the Championships	13
Watering Wanderings Mid Western Lochs	15
Marathon Canoe Design	15
ANNAPURNA Canoe Expedition	16
Action on Access	19
Going Abroad? Read This	21
Regional Review	24
Sport Spectrum	27
Dear Focus	29

COVER STORY

*French Wild Water Racing C2 Team
Pre-Worlds Bala 1980
Photo: Coloursport S Fraser*

BACK COVER

*River Alsek, Alaska 1980
Photo: Pete Knowles*

EDITORIAL BOARD

*Managing Editor: Ron Emes
Editor: Dave Lawrence
Design and Production: Bob Gray
Dave Colver
Advertising: Brian James
Access: Oliver Cock
Coaching: Geoff Good*

PRINTERS

The Chameleon Press Ltd
5/25 Burr Road, Wandsworth
London SW18 4SG

EDITORIAL OFFICES

Flexel House, 45–47 High Street
Aldershot, Weybridge KT15 1JV

*Published quarterly by the British Canoe Union
The printing of an advertisement in Canoe Focus
does not necessarily mean that the British Canoe
Union endorse the Company, item, or service
advertised.*

*Unless other wise stated the Publishers assume no
responsibility for the return of unsolicited
manuscripts, artwork, or photographs, unless
accompanied by a stamped self addressed
envelope.*

Editorial

Can it be a whole year since the Canoe Focus Editorial Board were offered the opportunity to produce the British Canoe Union's magazine? Is it really 1981 – the Year of the Canoe? Unbelievably, yes, it is, and we are all a little older, most of us a little wiser, and some of us a little greyer and balder. The threshold of 1981 and the anniversary of the Boards' appointment is an opportune occasion for evaluation and calculation, for balancing return against effort, success against failure, and to ask what has been achieved?

Most will agree that any attempt to measure progress must of necessity have regard to the motives, aspirations, and objectives underlying the production of *Focus*, in a word, editorial policies. The over-riding pre-occupation of the first year of operation has been to regain the confidence of the readership in our ability to publish a canoeing magazine for canoeists, on the dates promised, of a standard comparable with publications by other Governing Bodies. To this extent, and within the constraints imposed by lack of adequate finance, the absence of guidance and support from a professional journalist, the non-availability of a literary adviser, and the singular lack of enthusiasm for writing that apparently exists within the Committees, and among the Officers and Members of the Union, passable bricks were made, despite the paucity of straw available.

Canoe Focus was published exactly in accordance with the promised timetable, the amount of copy was increased, and design and presentation were improved. The Editorial Board are reasonably satisfied, though by no means complacent, that they have fulfilled their stated obligations during their brief stewardship.

What of the future you may reasonably be expected to ask. We regret, that the news is not good. Your Editorial Board has been tasked with the unenviable responsibility of producing four issues of *Canoe Focus* during the next financial year for the same costs as those incurred for 1980. An estimated actual decrease in funding of 18%! Ingenuity, artistry, versatility, creativity, will continue to be key words in the vocabulary of production, and we believe

that we can maintain and perhaps improve our existing standards. But we must repeat our plea – 'we will accordingly seek to provide a qualitative improvement in content. To achieve this modest objective requires the active support of our readers, for it will be your contribution that will ultimately determine our ability to produce a successful publication.'

There are alternative methods available to the Union for producing their magazine. Ever since *Canoeing in Britain* was first published in 1949, there have been proposals from various sources that individuals and organisations other than those directly representative of the Union should be responsible for editorial policy and production. Most have come from those who have regarded the magazine as a potentially profitable venture, and their priorities have been essentially commercial. The most recent offer however was rather different, and was submitted by the present Editor of White Water, Stuart Fisher. Stuart's experience and flair, and the improvements that he has effected in his own magazine, demanded that careful consideration be given to the detailed report which was submitted to Council and discussed in great depth. Despite the attractive nature of the submissions, the proposals were regarded as unacceptable, and rejected on the basis that overall control of the Editorial policy of the official magazine should be retained by the Union. It was not considered appropriate that a magazine purporting to represent our views and interests and financed by the Union and its members, should be controlled by an independent editor, who was not ultimately accountable to the Unions' membership.

Thus the integrity of the Union's policy for the past 31 years, whilst much bruised and abused during that time, remains intact and *Focus* will continue to be produced broadly as a magazine for members, by members, about members, and importantly – accountable to members.

Within this policy, and the practical constraints imposed on any production team who must of administrative necessity continue to publish the magazine from the Unions' Headquarters, talent, professional and amateur, is always in demand, be it artistic, journalistic, or photographic.

Readers please note that the publication arrangements for future issues of *Focus* have been agreed as follows:—

Issue	Publication Date	Receipt of Copy Date	Theme
Summer (23)	8 May	1 April	Canoe '81
Autumn (24)	3 September	20 July	Review of Triple World Championships
Winter (25)	10 December	30 October	Review of the past canoeing season
Spring (26) (1982)	9 February	1 January	The way ahead – the next ten years

PADDLESPORT

CANOES & ACCESORIES

Visit our stand at
Crystal Palace

River Gade Works,
14, London Road,
Apsley,
Hemel Hempstead,
Herts.

Tel: 49787

GOING TO THE CANOE EXHIBITION?

Look out for our stand in the main hall with all our popular designs, and a brand new:

SLALOM KAYAK DESIGN FROM KRAKATOA

You can still build your own canoe using Trylon Moulds and materials and save at least half the cost of buying ready made, and you can now build a top flight slalom design into the bargain. We will also be displaying an improved and extended range of accessories.

If you cannot get to the show then

Find out more by writing or phoning:

TRYLON

TRYLON LIMITED,
WOLLASTON,
NORTHANTS. NN9 7QS
TEL: WELLINGBOROUGH
(0933) 664275.



WE'LL BE AT CRYSTAL PALACE

WITH OUR QUALITY:-
BUOYANCY AIDS
CANOE CAGS,
PADDLES.

CHRIS FILM & VIDEO LTD
THE POPULAR FILMS IN
OUR LIBRARY NOW
AVAILABLE ON VIDEO
CASSETTES (VHS & BETA)

For details send S.A.E. to:-

THE WILD WATER CENTRE

(CHRIS HAWKESWORTH LTD) THE MILL
GLASSHOUSES HARROGATE
NORTH YORKSHIRE HG3 5QH
TEL: HARROGATE (0423) 711-624
TELEX 57986
FILM BOOKING (0423) 711310

H.Q. NEWS

HAPPY NEW 1981

The Year of the Canoe is with us — 1981 — Canoe '81!! In the early 70s a small group of far sighted, though sometimes maligned canoeing bureaucrats, met together at the Holme Pierrepont National Water Sports Centre, Nottingham, to consider ways and means of transforming canoeing from a major minor sport to minor major sport status. They conceived the idea of organising the three World Championships for Racing, Slalom and Wild Water Racing, not just in Britain which would have been a unique happening in itself, but at Holme Pierrepont. For a variety of reasons, all of which were fundamentally financial, Holme Pierrepont was not able to provide a venue for the Slalom and Wild Water Racing Championships, and so Bala and the River Tryweryn were nominated as an alternative site. It was anticipated that the publicity and global interest that would be aroused during 1981, as a consequence of the magnificent canoeing spectacular to be presented, would serve as a powerful stimulus to initiate the necessary metamorphosis. Well, almost 10 years later, 1981 is with us. Regrettably some of our inspired canoeing visionaries are no longer active within the sport, and the Triple World Championships have developed into Canoe '81, a whole year which now includes a wide variety of interesting and exciting canoeing activities. Canoeing strategists, hopefully with encouragement and advice from members of the Union, must again turn their attention to the future and consider what is to follow Canoe '81. What of the next 5 years? The next 10 years? The year 2000? Where to, how far, how much? With luck and much enthusiasm, industry and effort, the first, embryo beginnings of a plan may emerge for the next issue of *Focus*.

COUNCIL

The last meeting of the British Canoe Union Council, and the first full meeting of the Directors of the British Canoe Union as a Council of Management was held on the 29 November in Birmingham. Much time was spent by the meeting discussing the Unions financial affairs, and careful and detailed consideration given to the budgetary proposals submitted by the Treasurer of the Union for 1981. It was agreed, following recommendations from the Slalom Committee and the Sea Touring Committee, that Ian Pendleton, John MacLeod, Sid Edge, and John Ramwell, should receive the Award of Merit at the 1981 Annual General Meeting. Final approval was given to the criteria which were to be established when determining standards of bravery considered appropriate for a new British Canoe Union Award for Valour, and full details of this will be published in the next issue of *Focus*. The afternoon Forum was devoted to a debate on the development of *Canoe Focus* as the



Marcell Bauman (Sui) trying to paddle up hill at the Pre-World Championship Bala 1980. Photo P.G. Bunt (Photographer)

official magazine of the Union, and the outcome of this debate is referred to in the Editorial. The next meeting of the Council of Management is to be held on the 21st March.

ACCESS COACHING AND RECREATION MANAGEMENT COMMITTEE

The meeting of 22 November welcomed the Incorporation of the Union and congratulated Ralph Tyas, Vice Chairman of Council, Ted Owen, Treasurer, and the Director on the quality of the detailed work necessary to bring it about. The establishment of the 'Special Relationship' with the BSCA was also noted with pleasure.

Canoe 81 Outreach Campaign Committees to be encouraged to make opportunities for disabled people to participate in a 'Canoe for All' opportunity.

BCMA had expressed concern about officers of BCU Committees having commercial canoeing interests. ACRMC felt it foolish to turn down offers of help from competent people, but that the situation should always be monitored on an on-going basis so that conflicts of interest were not allowed to arise.

The Access Pledge system was reviewed and its success noted. An exercise is in hand to determine what the total cost would be if the BCU were asked to pay for the use of all non-public water. Once factual information is to hand, a realistic assessment can be made where a charge is proposed, and BCU has to consider whether or not it should be met.

Director of Coaching, and the Development Officer, to undertake a joint tour covering every region as soon as possible in the New Year. The presentation to Sports Council of a 5-year development plan under the 'maximisation of resources' scheme was scheduled. In particular the establishment of paid Regional Development (and Coaching) Officers to be sought.

The Budgetary proposals for the various accountable committees were debated at length and a presentation to Council organised.

SPORTS MANAGEMENT COMMITTEE

At the main meeting many general points of administration were cleared including distribution of tracksuits, VAT, submission of accounts, insurance, and Sports Aid Foundation grants. There is a dispute between Marathon and Racing over the new marathon rules. The committee also considered the re-formation of the Water Development Committee, the Holme Pierrepont project, and the 5-year plan for the Sports Council.

At the meeting of the finance sub-committee, the 1981 international grant was allocated. Once again an amount was allocated to Expeditions for distribution as appropriate. Priority was given to the two foreign World Championships at Marion, USA (Sailing) and Sofia Bulgaria (Junior Racing), whilst other committees took a drop in their share to accommodate these expensive events.

An apology. The back cover picture of the last edition was wrongly credited. The surfer was David Black. Photo: H. Black.

SCOTTISH CANOE ASSOCIATION NEWSLETTER

If the proliferation of canoeing magazines presently available is to be regarded as indicative of the enthusiasm and the vigour that exists within our sport, canoeing must qualify as the most lively of activities. From the 1 November we are pleased to welcome SCAN to the ranks of Canoeing's fourth estate. The Scottish Canoe Association Newsletter, the first issue of which was edited by Andrew Manwell (well known South of the Border as an experienced and enthusiastic canoeist, and a strong protagonist of Federalisation) fulfills a longfelt need for Scottish members interested in Scottish affairs. It was refreshing to note that Andrew has precisely the same ideas regarding the function of *Focus*, as *Focus* has of SCAN (and all other canoeing publications for that matter). It would seem that each regards the other as complementary, each responding, in their respective roles, to the demands of particular specialised interests, be they Scottish or British. Both are reasonably, though not totally, free of financial constraints and do not therefore compete for each other's reader circulation. This mutual understanding and goodwill, apparently does not inhibit SCAN when commenting on the advantages to Scottish members of receiving *Canoe Focus*. In his Editorial, Andrew accuses *Focus* in somewhat disapproving terms, of being pretentious. We understand this to suggest that *Focus* is affected or ostentatious, and therefore cannot be certain, in journalistic terms that is, whether to be aggrieved or to regard these comments as complimentary!! No doubt we will be enlightened in future issues of SCAN.

NEW CANOES AND KAYAKS FOR 1981 FROM:



International Canoes and Kayaks Limited

BELL LANE
BELLBROOK INDUSTRIAL ESTATE
UCKFIELD
EAST SUSSEX
TN22 1QL

Telephone: Uckfield (STD 0825) 5891/2

- FOR SLALOM: **DOMINATOR and PLUS '81 KIs**
SUPERMAX, MINIMAX and MICROMAX CIs
- FOR WHITE WATER: **DELPHIN '81 KI.**
NEW WHITE WATER CI.
- FOR SEA CANOEING: **VYNECK**
THE WELL-PROVEN SEA KAYAK USED IN MANY EXPEDITIONS.

KOBER NEW – CONSTRUCTION COMPETITION PADDLES

GAYBO COMPETITION CANOES AND KAYAKS HAVE ALREADY BEEN CHOSEN BY MANY INTERNATIONAL TEAMS FOR CANOE '81 AT BALA.

SEND FOR FULL DETAILS OF OUR RANGE OF COMPETITION, TOURING AND GENERAL PURPOSE CANOES AND KAYAKS, CANOE TRAILERS AND ACCESSORIES, ENCLOSING LARGE S.A.E. OR VISIT OUR STAND AT THE CANOE EXHIBITION.

SATURDAY – Pool Programme

Time	Event
1015 - 1155	Polo (4 Matches) – Internationals
1155 - 1230	Demonstration – Corps of Canoe Lifeguards (Weymouth)
1230 - 1300	Jousting Tournament
1300 - 1330	Obstacle Race
1330 - 1430	Slalom Knockout and Team Event
1430 - 1500	Demonstration – Canoeing for the Disabled
1500 - 1600	Polo (2 Matches)
1530 - 1600	Kayak Wiggle Tests – Open
1600 - 1700	Slalom Grand Prix League
1700 - 1730	Polo – 1 match and presentations
1700 - 1730	Canadian Wiggle Tests – Open

SUNDAY – Pool Programme

0945 - 1125	Polo (Seniors 1st Round)
1025 - 1125	Kayak Wiggle Tests – Open
1125 - 1225	Slalom Knockout plus Team event
1225 - 1315	Polo (Youth semi-finals)
1240 - 1315	Canadian Wiggle Tests (Open)
1315 - 1345	Demonstration – Canoeing for the Disabled
1345 - 1445	Slalom Grand Prix League
1445 - 1500	Presentation of Slalom Trophies
1500 - 1550	Polo (Senior Semi-Finals)
1550 - 1615	Obstacle Race
1615 - 1715	Polo (Senior and Youth Finals and Presentations)

FILM PROGRAMME (Room G3)

Saturday		Sunday
10.30am	Blue Nile - Nahanni - White water/Blue Water	10.00am
11.30am	Dudh-Kosi: Relentless River of Everest	11.00am
12.30pm	Wild Water - Wild Water Racing	12.00 noon
1.30pm	Colorado	1.00pm
2.30pm	Mississippi Paddle 78 - Orinoco	2.00pm
3.30pm	Wild Water - Blue Nile	3.00pm
4.30pm	Dudh-Kosi: Relentless River of Everest	4.00pm

A charge of 30p will be made for each film session.

INTERNATIONAL CANOE EXHIBITION



**CRYSTAL PALACE
NATIONAL SPORTS CENTRE**

21/22 FEB 1981

CANOE '81 BALA

The Promotional Handbook containing a wealth of information about the Bala side of the World Championships is to be launched at the Crystal Palace Exhibition. It is not a technical handbook but of general interest giving some background and detail on the Bala set-up. The Handbook will be for sale and although much of the material has previously been available, the February launch has been chosen so that the Handbook is up to date and will not require revision before the World Championships.

It contains details of the structure and concept of Cane '81 Bala and gives an idea of the size of the operation. There are now about a thousand people involved and the Handbook is a must for them so that they fully understand the importance of their part in the total scheme of things.

Also contained in the Handbook is information likely to be of interest to people visiting the World Championships. This would include such items as parking, traffic information, site locations, a river map and some background on previous World Championships.

During the ten days of the Event there will be non-stop entertainment. This will include the Red Devils Free Fall Parachute Display Team, concerts, discos, an angling contest for the handicapped, a sailing regatta and model aircraft display. The Parade of Nations and Opening and Closing Ceremonies will have a traditional Welsh flavour.

One trade exhibition will be at the Slalom site and the other at Ysgol-y-Berwyn. In fact the School site will be a centre for a number of events.

The first batch of the six thousand promotional posters has been produced and is to be distributed. Also large colour posters of British World Championship medalists in action are available at £1 each. These are obtainable at the Canoe Exhibition or from the Canoe '81 Office, Bala. (Please add postage).

The Accommodation Committee reports that eight nations have already booked in and are expecting to deal with another seventeen. This is likely to represent 450 competitors plus team officials.

On the public pay days of the competition spectators will be given a tag and this must be displayed at all times to save the inconvenience of being bothered by security officials.

The marketing side of the operation also has a Welsh flavour featuring local crafts like pottery and slate work and the T shirts and sweat shirts are also local.

Many Slalomists will be surprised to learn that the B.C.U. timing equipment is not quite up to World Championship standard. Infact £25,000 is needed and although a Sports' Council grant is available we need to raise a substantial sum of money. Tickets for a Grand Draw will shortly be available and this requires everybody's support. The bonus is that the timing equipment is ours after the Championships are over.

WORKING WEEKEND 28/29 MARCH

Between now and the World Championships in July there will be an increasing amount of activity on the Tryweryn so that the events can take place under conditions which will reflect the status of the Championships. Although this work has been underway for over a year now, we are getting to the stage when short duration spasms of concerted efforts by enthusiastic groups of voluntary helpers will sort out small problem areas. The spasms are already more frequent than most people think.

A working weekend was held last year on December 6/7 and a reasonable group of helpers turned out to do what was needed. The next weekend will be on March 28/29 and the major intention then will be to clear the river of low-hanging tree branches. Even though this will need the help of a number of gangs of workers with bow saws and ropes, anyone who feels inclined towards rock-shifting or any other helpful activity (like tea-making!) will be most welcome. Also anyone who has repeatedly said to themselves that such-and-such really should be done before July, then now is the time to let me know so that it can go on the list of priorities. Or better still get yourselves organised so that "they" (who are

normally the people who "ought to do so-and-so") become real people who do things rather than think-up good things to do! But please before you do anything, liaise with either Roger Hayward, George Parr or Colin Manton; please do not rush in without co-ordinating your efforts — we want your enthusiasm, but not any consequences of what might be called irresponsible activities.

There is a well established system for site development and Roger Hayward is the man who knows it all. He is getting access clearance for 28/29 March, and George Parr is the on-the-day-man, because Roger is involved in a slalom organisation. So either just arrive on the day with your energy and enthusiasm (don't forget your saw and rope too) or contact George beforehand, if you want to, at:

George Parr 0602 869353 (evening) 0602 6101 x 2664 (day) or x 2676 (message)

If enough people come, we intend getting the wood to a place where it can be sawn up for logs for the old folk of Bala.

MAKING THE MOST OF OUR BUDGET

It is not just inflation that tends to make World Championships more and more expensive for the country hosting the event. The greater number of competitors taking part and the increasing standard of the competition calls for better facilities and organisation. Also with the increasing popularity of the sport, the needs of the media, sponsors, supporters and spectators also need to be catered for. So the size of the budget grows.

Although the World Championships are being generously supported by many organisations in either cash or services it is important to spend wisely. On December 6th and 7th this led to the first of the 'Bala Work Weekends'. The object of the exercise was to harness canoeing's greatest resource, fitness and muscle.

The bitterly cold weekend brought together a good group of canoeists from all branches of the sport who set about the task of clearing trees and undergrowth near to the start of the Slalom course. This has resulted in large clear areas for Slalom competitors to assemble with their boats before the start of their run.

On the Wild Water Race course one of the most exciting sections is known as the 'Graveyard' and is situated between the Dam and the start of the Slalom course. Unfortunately during the Pre-World Championships this section could not be easily seen by spectators. During the weekend a wide walkway has been cut through along the River bank so opening up this section of the course.

The organisation was good and within minutes of arrival jobs were found for everyone. Instruction was also available and a few canoeists can now add tree felling to their list of accomplishments. So successful has the weekend been that this is just the start and more are planned for next year. Details will be available on the Canoe '81 stand at Crystal Palace Canoe Exhibition.

The important aspect of the weekend is that essential work has been done and money can be spent in areas where we cannot help ourselves.

Wild Water Championships River Tryweryn, Bala, North Wales

Opening Ceremony: Thursday 16 July
Competition: Friday 17 July to Sunday 19 July

Slalom Championships River Tryweryn, Bala, North Wales

Opening Ceremony: Tuesday 21 July
Competition: Wednesday 22 July to Friday 24 July

Racing Championships Holme Pierrepont, Nottingham

Opening Ceremony: Tuesday 28 July
Competition: Wednesday 29 July to Sunday 2 August

AGENTS for SAILBOARD for all your Windsurfing requirements.
AGENTS for LENDAL — paddles galore.
most other thing we design & make ourselves:
CANOES of cokurse, plus **TABs, F.S. Footrests, Chevrons** etc.

GIVE A ROYAL WELCOME to
the **VISCOUNT**
A new G.P. Slalom Kayak,
See it at the Palace!

Starting now!
MOULD HIRE for
Sour Valley Special, Surf Shoe,
Bath Mat, Espada,
Viking Slimline, Viscount
£2.00 per day and materials
for as little as £32 per canoe.

VALLEY CANOE PRODUCTS LTD.,
PRIVATE RD. 4, COLWICK, NOTTINGHAM
Tel: 0602-249371

World Famous
for CANOES and
ACCESSORIES.

GLENMORE LODGE

National Outdoor Training Centre

Aviemore

Canoeing courses this summer —

Introductory, Intermediates and Advanced White Water; Scottish Rivers — Grand Tour; Spey River Descent; Slalom Race Training; Kayaking — Trainee Instructors Inland, and Senior Instructors Training Assessment. Prices from £34.50 to £115.00. Brochure from the Scottish Sports Council.



The Scottish Sports Council 1 St Colme Street Edinburgh EH3 6AA 031-225 8411

CANOE '81 NOTTINGHAM

Information is now available on all aspects of Nottingham and advanced bookings will be accepted at Canoe 81 Nottingham Office, 72 Bridgford Road, West Bridgford, Nottingham. Telephone 0602 819879 or 810686 or TELEX Nottingham 37662.

RIVER TRENT 50 MILE INTERNATIONAL CANOE TOUR — 26 to 29 July 1981

The tour will be held on the River Trent from Lichfield to Holme Pierrepoint. All participants will assemble at a reserved campsite near Lichfield on Sunday 26 July.

Groups will depart separately to a schedule on Monday 27 July and will complete the tour in two stages of approximately 21 miles and a short final stage of approximately 8 miles. The final stage will be completed on Wednesday 29 July to coincide with the Opening of the World Canoe Racing Championship.

Participating groups must be self-contained and self-supporting with a mobile back up team responsible for transport, tentage, food, etc. On the water each party must be led by experienced canoe leaders on the basis of one leader to ten members and must remain together as a group.

Individuals will be allocated to an established group for safety and control. Group leaders will be responsible for control of their party both on and off the water and for ensuring that members are of a proficient canoeing standard, and conform with normal safety standards.

The Tour Organising Team will be responsible for:— Campsite arrangements, canoe storage facilities, marshalling checkpoints, registering departures and arrivals at the start, finish and overall leadership.

Minimum age for participants will be 13 years, for individual entries, 16 years.

COSTS

For the complete week (8 nights 26 July — 2 August 81) £10 per person (overseas entries £20)

For the tour only (4 nights 26 July — 29 July 81) £6 per person (overseas entries £8)

All costs include tour admin costs and fees, all camping site fees and admission to Canoe '81 Nottingham events. The overseas fees include Grandstand tickets to events. British Water Board Licenses are required for the tour and may be obtained through the Tour Organisers. A brochure containing detailed instructions and guidelines will be issued to all applicants.

Entry Forms are now available from the Nottingham Office or from Les Sissons, 17 Rockingham Close, Shepshed, Loughborough, Leicestershire (05095) 3013. **The closing date for entries — Mondy 8 June 1981.**

TOURIST SERVICE — CAMPING AND CARAVANNING ARRANGEMENTS

The new purpose built camp and caravan site at the National Water Sports Centre will be available for visitors to the World Championships. The site covers 18 acres, has 360 numbered pitches with good hard standing access. A new Amenity block is being constructed and a shopping kiosk will be situated close by. Un-numbered pitches will be available for the general tourist and separate camping areas will be established for the Canoe Tour participants and the Camping Club of Great Britain, who will be holding their 80th Anniversary Meet in conjunction with the Racing Championships.

FEES FOR UK BASED VISITORS

	8 Night Stay 26/7—2/8/81		5 Nights 29/7—2/8	Daily Rate 29/7—2/8
CARAVANS (per Unit)	Site Fee	£12	£7.50	£1.50
	Entry	Adult £3.70	£3.70	£1.00
	Fee	Child £1.95	£1.95	50p
CAMPING	Total	Adult £8.50	£6.20	£1.60
	Fee	Child £6.75	£4.95	£1.10

NOTES Camping or Caravanning only during the period 29 July — 2 August will not be allowed. All fees include admission to the World Championships, Waterside Exhibition and Opening Night Spectacular, as appropriate. Site Fees only will be charged for days before 29 July or after 2 August.

CANOE 81 NOTTINGHAM, PASSPORT

A Canoe 81 Nottingham Passport in the form of a personal accreditation card, will be issued to all those who take advantage of the Tourist Service or take part in the Canoe Tour. The passport will admit the holder to all Canoe 81 Nottingham events, at concessionary rates, during the period for which it is valid. For those Camping or Caravanning the site fees shown will be included in the cost of the passport. Concessionary rates will not apply to the site fee or to those people booking for less than 5 days.

ADMISSION PRICES: WATERSIDE 81 AND THE WORLD RACING CHAMPIONSHIP (Inc. cost)

Daily Waterside (North Bank) £1 (Adults) 50p (Children)

Daily Grandstand (South Bank) £2 (Adults) £1 (Children)

CONCESSIONARY TICKETS: *Reduced rate tickets will be available to BCU Members and Clubs on advanced bookings, as follows:—*

	DAILY TICKETS	SEASON TICKETS (4 days)
Waterside	60p (Adults) 30p (Children)	£2.50p and £1.25
Grandstands	£1.50 (Adults) 75p (Children)	£6.00p and £3.00

All prices include VAT and free car parking at the National Watersports Centre.

Application forms for Canoe '81 Nottingham tickets and passports plus full information leaflets, will be available from the Canoe 81 stand at the International Canoe Exhibition. Also on sale, Canoe '81 T Shirts, Sweat Shirts, Jumpers, Stickers, Sports Shirts and Ties.



SEALPOINT

HOWARTH SPORTS

Howarth Sports manufacturers since 1969 of Canoe Cags, P.V.C. Welded Spraydecks, Spraydecks to pattern, Holdalls and the now famous Aqua-sac have moved.

Please note new address.

HOWARTH SPORTS

Office:

18 Brookdale,
Belmont,
Bolton. Phone Belmont 353

Works:

297 Halliwell Rd.,
Bolton.
Phone Bolton 392190 and 382500

Stocked by Canoe and Sports suppliers or direct from Howarth Sports.

TECHNIQUE

The Eskimo Roll

Compiled by the Director of Coaching

The Eskimos have been rolling their kayaks for many centuries. It was only in 1927 however, that Edi Pawlata, an Austrian, became the first European to perform a roll, having studied the writings of Nansen and Jophansen.

In 1930 Gino Watkins, an Englishman who had gone to the Arctic to survey for a possible air route, learned rolling directly from the Eskimos and undertook kayak hunting expeditions in order to survive. Regretfully he died on one of the expeditions.

A study of the BCU film loops, or the memories of those who learned to roll prior to about 1965, will serve to show that the art of returning to the upright position following a capsized, was largely a matter of levering the body out of the water by dint of a prodigious sculling sweep, the boat being recovered by hip rotation as an after-thought. The Eskimo kayaks then available (in particular the classical Angmassalik — what memories those beautiful craft evoke) were popular for learning in, together with the latest slalom boats.

Interestingly enough, a missionary writing in 1765* describes ten methods by which an Eskimo righted his craft — the variation being by use of his full paddle, half a paddle, harpoon, until finally he would resort to hands only — although this, the writer observed, did not always work! A significant observation in the account is that once the paddle was positioned, the kayaker then applied 'a flick of the hips' to recover. It was the re-discovery of 'hip flick' in about 1965 that revolutionised the learning of rolling, and this, together with evolution of boat design, has led to its much greater incidence of successful application. The inclusion of the 'beginnings

of' rolling in the 3-Star test reflects this situation.

There are two basic ingredients to modern rolling technique. First, is the mastery of the 'hip flick'. This is best learned using the rail around a pool-side, or else holding onto a paddle shaft supported by an instructor (fig 1). A consistent smooth rotation of the kayak to the upright position, with the body and head following, is essential before proceeding further (fig ii).

The second ingredient is to get the paddle to 'bite' the water to obtain the leverage which allows the hip-flick to be applied. The quickest method to demonstrate this is to perform a 'put-across' half roll. This is the acceptable minimum for the 3-Star test. With the paddle held as for normal paddling, the hands should then be moved to the end of the shaft (fig iii) to allow a long lever on the rolling upside.

The paddle is positioned at right angles to the body, as for a recovery stroke. An instructor can hold the tip of the blade to prevent it sinking before the canoeist is ready. The paddler capsizes towards the paddle, allowing his arms up to the surface. When ready, he pulls sharply down and applies hip-flick (figs iii, iv).

Provided a reasonable hip-flick has been achieved prior to the first attempt, the instructor can invariably let go of the paddle tip at the moment the paddler strikes, and he will roll up unaided.

By this method, immediate success can be achieved, and the essential ingredients have been consolidated: 1 — Hip-flick; 2 — Paddle-bite.

Watch an accomplished roller. What is happening? He or she may lean forwards or backwards. The paddle may be held in the normal way (screw position fig v) or extended forwards (Pawlata position — fig vi) or backwards (Steyr position — fig vii). Invariably however, you will see the paddle blade sweep, bringing the body towards, but not breaking, the surface. When the paddle is about 90° from the body, then the blade 'bites' and the canoeist hip-flicks upright — boat first, body and head following. The easiest roll to succeed with is the 'Put-across' — the paddle 90° from the body, and pulled straight down from the surface, with the hip-flick applied at the moment the blade 'bites' the water. It is really a recovery stroke performed when upside down.

Unfortunately it is the most difficult position to organise for, particularly in moving water. Therefore, Pawlata or Steyr sweeps are used to position the blade. But it is essential that the hip-flick is applied at the moment of 'bite', and not at the commencement of the sweep, as is often still taught.

No mention has been made of body position — forwards or backwards lean. To some extent this is a matter for personal choice. Most canoeists seem to prefer a forward position to commence, but finishing up with the body lying back, lowers the centre of gravity, and assists the recovery.

Once consistent rolling is achieved on one side, work should start on mastering the skill on the other, until the whole repertoire can be performed fluently. It is then vital to practice in the real element — adapting to cold, moving water, until the confidence is gained which will enable the roll to be used for its real purpose — the ultimate safety technique.

The re-written booklet No. 4a (The Kayak Roll) is currently being printed and will be available shortly. This deals with the subject comprehensively. The illustrations used are taken from this booklet, which will form the rolling chapter of the new Canoeing Handbook (replacing the Coaching Handbook) which will also be available shortly — details in next Focus.

With grateful thanks to Brin Hughes, LIIP, Photographer, who is coaching organiser for NE London; to Keith Harrison of Hillingdon Sailing Base (the canoeist); and Harry Mackie, Trainee Instructor from Welsh Harp Sailing and Canoeing Base (the instructor).

**Birch Bark and Skin Canoes of North America* — Smithsonian Institute

SWEDISH CONNEXION

The Swedish Canoe Association has an education committee which is trying to aid young canoeists of their elite sprint racing team who would like to stay in Britain to study English.

Some wish to work, or work and study, whilst still being in a position to continue training. I believe a reciprocal arrangement may be possible so if you are interested please contact

Svenska Kanotförbundets utbildningskommitte,
Ingrid Eliasson
Klinlvagen 17,
S-175 40 Jarfalla, Sweden

TONY BROWN MEMORIAL TROPHY

At the 23rd November, 1980 meeting of the Slalom Executive it was agreed that members of the Executive, and others with whom Tony had particular contacts, should be asked to contribute for a memorial trophy. The trophy is to be presented to the first placed man in Division One, K1.

Colin Midgley has designed and is producing the handsome trophy — slalom kayak in wood mounted on a silver base.

Contributions to John Liddell,
3 Tysoe Close, Hockley Heath, Solihull,
West Midlands.



Fig i

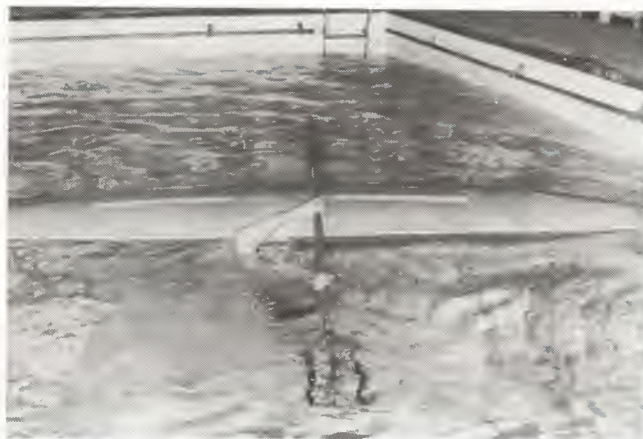


Fig v



Fig ii



Fig vi

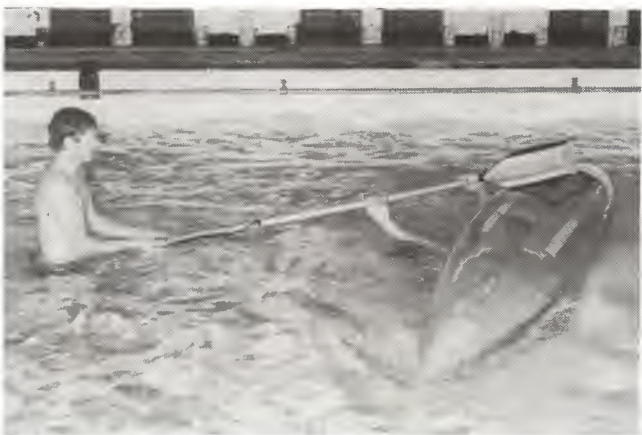


Fig iii



Fig vii



Fig iv



The author, in those halcyon days, failing to roll by the "Heavo Ho" method using an Angmassalik kayak.

Cougar K1 Jaguar K1 Stiletto K2

CanoeSport Racing Kayaks

- *Hold all British best ever sprint times (mens/ladies).
- *Were in use with 4 Olympic Teams and all 3 Kayak types made the finals.
- *JAGUAR K1 1st & 2nd in Tour de Gudena (Javelin K1 3rd)
- *STILETTO K2 Senior Marathon Champion for the 3rd successive year.
- *COUGAR K1 for the "lightweight" paddler

CanoeSport Racing Paddles

- *3 shapes "NEW FASTBACKS" "STANDARDS" "SAMPSONS"
- *with either "glass", "aircraft alloy" or "carbon shafts"
- *as used by the whole of the British Olympic team
- *1st, 2nd, 3rd in Tour de Gudena
- *Won 5 medals at the 1st World Wild Water Championships
- *As used by Sprint World Champions!

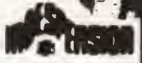
CanoeSport (Martin Bosher)

97 High St. Hampton Wick, Kingston-on-Thames Surrey. Tel: 01-977-4924

TOWA TRAILER

For business or leisure
make the best use of
your vehicle

WITH



**MECHANICAL SERVICES,
BELMONT ROAD,
BOLTON
TELEPHONE
58434 (24 Hrs.)**

**FREE
COLOUR
BROCHURE
FROM**

KAYEL Kits & ready built boats in wood & glassfibre

A wide range of lightweight Canoes, Kayaks, Sculls, Punts and Dinghies. Kayel Kits are complete, including varnish, etc., and can easily be assembled without any previous woodwork in the course of two weekends, plus a few evenings, to give you the satisfaction of having built your own boat. Large stocks held. Send for illustrated brochure. Callers welcome - Open Mon.-Sat.

**SPECIAL WINTER
DISCOUNTS NOW
AVAILABLE**

Granta[®]



**GRANTA BOATS
RAMSEY HUNTINGDON TEL: (0487) 813777**

NEW
Ultimate Surf Canoe
Mould Hire & Materials



Where great
paddling adventures
begin on the river,
sea or lake, Palm has
something to suit
everybody at
competitive prices

also large range
of accessories



Palm
Canoes and Kayaks

Unit 15, Marsh Lane, Easton-in-Gordano, Nr. Bristol. BS20 0NW
Tel: Pill (027581) 4671

Plas y Brenin

National Centre for Mountain Activity

Canoe 1981

Canoe courses now
throughout the year.
For details of these and
many other courses in
Mountaineering, Climbing,
Fishing, Orienteering,
Environment and Photography

Send for a free
colour brochure.

Book early to ensure
a place.

Plas y Brenin (bookings)

Capel Curig,

Betws y Coed,

Gwynedd.

Telephone: 06904 280



SEA TOURING

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

6,000 copies sold world wide.
Now in its fourth edition

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.

Publications

ENJOYING YORKSHIRES WATERS

A pocket guide of interesting walks and pleasant places to visit in Yorkshire's countryside. It uses easy-to-follow maps and a host of colour pictures tell the reader of delightful places to stroll, picnic, fish, sail, canoe, watch water sports or birdwatch. As well as showing locations of water amenities the Map Section lists many places of historic interest. Birds, fish, fungi, trees, butterflies, wild flowers, animals are most attractively and accurately illustrated. A highly informative and charming little book — splendid value indeed!

Price 25p from the Yorkshire Water Authority, West Riding House, 67 Albion Street, Leeds LS1 5AA.

WHITewater RACING

(two-thirds of this book is about Slalom)
E. Evans and J. Burton 166pp (Pub. J. Burton Nantakala Outdoor Centre, Starr R.T. Box 68, Bryson City, N.C. 28713, U.S.A.) reviewed by Hugh Mantle

Any book concerned with Slalom and Whitewater racing and also incorporating canadian paddling techniques must be welcomed, as there is a dearth of literature in this area. The experienced authors have adopted a friendly encouraging style and claim the book is for those new to the sport and also for the experienced paddler. To this extent the book falls somewhat short in trying to cater for both the expert and average competitor. There is a wealth of information in this book, but this does not easily emerge being clogged by American verbosity and photographs which are more decorative than useful. In some instances the techniques described are old fashioned eg negotiating reverse gates in kayaks and only the very basics are mentioned in tackling upstream gates. The canadian canoeing section makes interesting and informative reading — although a fair degree of knowledge is expected of the reader and this along with the kayak section would have benefited from some line diagrams. The latter part of the book covers whitewater racing and the physical/mental preparation for competition in general. This is sufficiently detailed for paddlers up to Division two, otherwise it is somewhat elementary. Finally the book gives insights into the many facets of competing at various levels based upon practical experience and a certain amount of research. Division 3 paddlers, parents and slalom trainers may find the book useful.

A PLUG FOR THE CHAMPIONSHIPS

We've actually won, and in a battered one hundredweight C2 plug I found round the back of our clubhouse, and with tatty kit-built paddles, and with actual races as our only training. The whoops of glee and the flying bootees amazed the Wharfedale sheep as much as the onlookers.

The Appletreewick rapids had never seen the underside of a plug before, and we both agreed it would be unfair to deprive them of such a privilege, just because the race had been finished short of them. We hacked our way on down, enjoying the roller coaster ride until I noticed a massive rock in the middle, which we somehow tweaked our way past.

We were through to the Tryweryn Championships. Lots of lovely grade 4, stardom, paddling with all the big names you quote over your beers, like Hibble and Campbell.

My club, perhaps for fear of embarrassment, built us a new P & H, officially, honest — Mr. P & H man who wanted to know all about it — we forgot to glass the plate in! Our practice run took care of that anyway. At the foot of the upper section known as the graveyard, this big hole appeared that Maurice never mentioned on our walkabout — all part of a plan, I think — and surprise, surprise, we found a rock at the bottom of it. We stopped, quite quickly and we spun broadside, tipped and folded quite neatly round Mount Everest. (In fairness, Maurice had told us about that one, and even named it.) Many thanks to hero of the day, Green Slime, who rescued our repainted paddles. Alas I chalked up my sixth lost bootee, and Robin, whose definition of a canoe is anything which doesn't sink within a minute, had to admit that our new P & H was a write-off.

Jaws, our old battered C2 plug, was not looking her best. The Dulux white gloss was flaking, but still contrasted quite nicely with the black original and the red green and blue patches. We cleared the graveyard like it wasn't there, then tragedy struck just above the upper slalom site. We swung round a bit sideways (note technical jargon) on a long sort of weir, and a nasty rock took a foot long bite out of the bows. We straightened up for the first bridge, and screaming at each other that we were in the wrong place, shot the drop under it. Robin nearly disappeared from sight and I was up to my neck in the stopper, much to the delight of Chris Hawkesworth's cameramen. Slowly we broke surface, and made for the bank. We had sunk in under 30 seconds, so by definition it was no longer a canoe. This was the Tryweryn though, and we would finish come hell or — yes, well, never mind.

With a survival bag taped wholesale over the bows, we made the campsite before sinking again. Survival bag torn to shreds, we stuffed everything we could cannibalise from Jaws plus any spare clothing into the hole, and silver taped it all up like some grotesque Christmas present. We finished in just under 2 hours, surely a record. Robin dashed off to find a marshal who needed persuading that we really had finished. Bib returned (persuasion is a wonderful thing), we hobbled off with really healthy thigh bruises and strained muscles.

Yes, we know one usually records race times on a clock, not a calendar, but thank you for organising an amazing race and a weekend we shall never forget.

Brian Biffin



From little acorns! This one is at Leny Slalom. Photo: Mary Conacher

If you want to paddle your own canoe, why not build it?



Introducing the Comanche, the new single-seater, all purpose kayak from Strand Glassfibre. Safe, sturdy and reliable, it is the latest in a line of high quality kayaks and canoes you can build yourself.

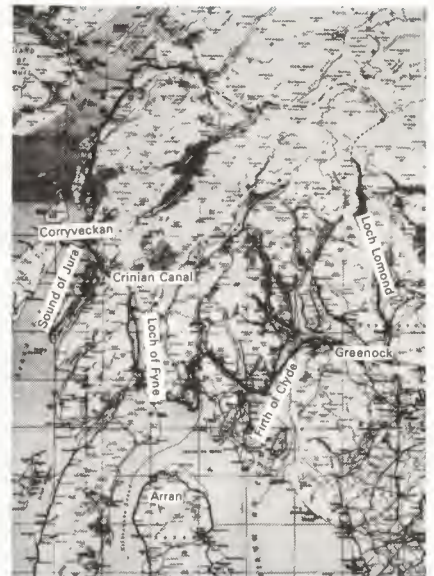
When you hire or purchase moulds for the Comanche, the Sioux two-seater kayak, or the Canadian family touring canoe, we'll supply the materials and tools, give you all the advice you need, and even arrange free demonstrations of the basic techniques to show you how easy it is.

Strand Glassfibre are the biggest supplier of glassfibre materials and accessories, and we have branches throughout the country. There is sure to be one near you.

S strand glassfibre

Brentway Trading Estate, Brentford, Middlesex TW8 8ER. Tel: 01-568 7191.

Ashford, Birmingham, Brentford, Bristol, Cork, Derby, Dublin,
Glasgow, Ilford, Leeds, Liverpool, Norwich, Plymouth, Portsmouth, Reading, Southampton, Stockport, Stockton.



Watery Wanderings Mid Western Lochs

'To those who ardently adopt and consistently adhere to Practical Canoeing as a health-giving pastime, who find in it both an incentive to skill and a source of education as well as an outlet for the development and independence of their character, I venture, with respectful sincerity, to dedicate this Log.'

Thus wrote T.H. Holding in March 1886 to introduce his account of a canoe journey, carried out the previous summer, from

Greenock on the Clyde through the Kyles of Bute, up Loch Fyne and the Frinan Canal, to the Sound of Jura, past the Gulf of Corryveckan to Oban and into Loch Etive. Thence overland to Loch Lomond, down its length, and into the Leven to arrive back again into the Clyde at Dunbarton and on to Greenock.

A double and two Rob Roy singles were used by the four paddlers whose ages ranged from 26-40. Their first meeting was

at the dockside at Greenock, and together they faced the whole gambit of experiences that expediting brings.

130 canoeing miles, plus 30 by train, 9 walking and 9 by cart, all in 8 stages, is no mean feat. The cost per person — 30 shillings!

This fascinating account by the founder Chairman of the Canoe Camping Club gives a unique insight into the attitudes and undertakings of our early canoeing brothers. Any member interested in reading the full text (144 pages) can be supplied with a photo-copy version for £3 including p & p.

Marathon Canoe Design – The Case for Common Sense

In 1980 the International Canoe Federation (ICF) finally agreed to recognise the fast increasing sport of Marathon Racing. Although we still have to wait for full status separate from the Racing sub-Committee. It was decided, prior to Moscow, to adopt the Olympic Sprint K1 and K2 specification as the approved designs for the "new" discipline. This was, presumably, because of the number of Olympic class kayaks already being raced in marathons in the British Isles, Spain and most other European countries. Unfortunately this meeting failed to specify the design for Marathon canoes. It is important to rectify this omission as soon as possible.

Canoe marathon racing has been practiced for many decades in North America. In 1958 a separate association was formed to deal with marathon canoeing and since then this form of racing, in the USA, has mainly been organised under the rules of the United States Canoe Association (USCA). Unfortunately this presents a problem in itself as there are now two separate associations governing canoeing in the USA. The American Canoe Association (ACA) for the most part interests itself in Sprint racing, Slalom and Wild Water and is the only association represented on the ICF. Perhaps, therefore, the case for the adoption of the USCA designs was not presented as forcibly as if the USCA had been able to have their say. I have noticed, on recent visits to the USA, that it is now becoming the normal practice for the

USCA to include classes for Olympic kayaks in their Canoe Marathons. Indeed in their 1978 National Championships they even provided the RAF Mississippi team with some K2s to race against. Why, therefore, should the ICF not look especially closely at the existing USCA canoe designs as raced by *hundreds* of competitors throughout the summer season. Let us look at some of the advantages of adopting the USCA canoe designs:

1. The designs are well proved and have been established for many years.
2. The free transfer of canoeists between North America and Europe could take place without the costly air transport of canoes
3. Having no deck the designs are easy for clubs or individuals to manufacture.
4. The canoes are relatively stable and are,

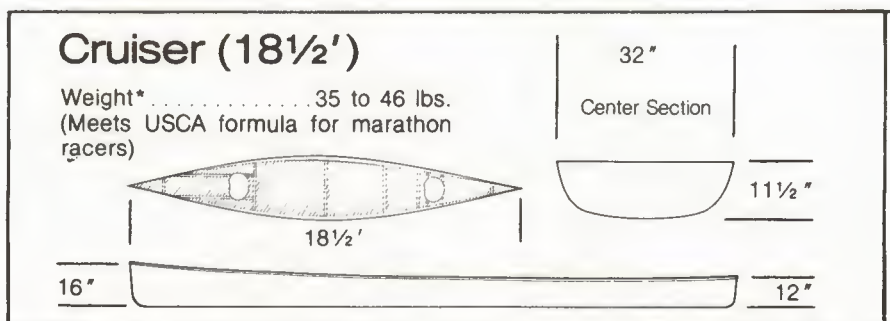
therefore, easy for beginners to paddle.

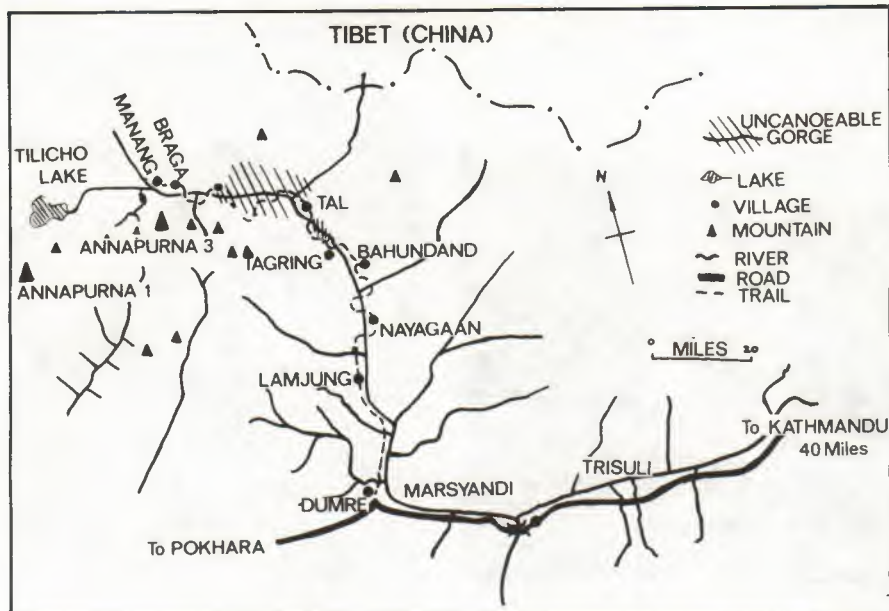
5. Both the C1 and C2 are also suitable for non-competitive fast cruising.

6. Finally, and perhaps more importantly, if the ICF adopt a different design there is a real risk of losing, from International canoeing, the many competitors from the USA, Canada and part of Scandinavia who regularly race the USCA canoes.

The illustration shows a design in some detail, but as there is no substitute for the real thing, my pride and joy, a wood-strip USCA C2 cruiser, will be on display at the International Canoe Exhibition on the Canadian Canoe Association of Great Britain's stand in the small hall. We also hope to race the cruiser throughout the 1981 season starting with the winter series of races.

Fit.Lt. Brian Smith





ANNAPURNA

Canoe Expedition 1980 (Part 1)

A SPECIAL REPORT FROM CHRIS HAWKESWORTH

I spent 4 weeks in Nepal making a film on high altitude sickness during the winter of 1978. This involved walking around to the South and West of the main mountains in the Annapurna chain. Across several tributaries flowing southwards and up the main Kali — Gandaki river valley to the Tibetan Border.

Unlike Everest and the mountains in Eastern Nepal, which are the border between Nepal and Tibet, Annapurna is some 10 miles South of the border and it is possible to walk all the way round it providing you have six weeks to spare, the legs of a mountain goat and the constitution of an Ox.

Allan Barber from West Yorks CC wanted to go to Nepal before he got married. He offered to reconnoitre some of the rivers. From his visit a short list was drawn up. After a lot of consideration the Marsyandi River was chosen. The river rises on the northern slopes of Annapurna 1, and flows East, South and East again round the Annapurna Himal.

After contact with 'Himalayan River Exploration', it was decided to work out a joint Canoe/Raft support expedition for 13 people. One of their Guides, Krishna Gurung, offered to walk the whole of the river and send us a report. So in the spring of 1980 we knew more or less what we would be in for.

Word soon spread around the canoeing world and Allan or I were in receipt of over 110 letters or other requests from paddlers wanting to come along. We held a selection weekend on the Thames and eventually the expedition was 26 strong (18 paddlers, 3 camera crew, 1 stills photographer and bank support/safety crew. We left on a Pan-American Jumbo from Heathrow for Delhi on 11 October.

The transport of canoes and equipment to foreign parts, where airlines run infrequently, and to capacity, where time-tables are used as guide-lines only, must be described as horrendous. Two containers by ship to Bombay. In one was a Landrover bought second-hand, and in the other the trailer kindly donated by Indespension of Bolton. The Landrover repair materials and Landrover spares. The second container held all the canoes including two spares and two Canadian Canoes (C2).

In Kathmandu we had to arrange filming permits to visit the area, and find our two guides, a Government Liaison Officer, 122 porters, 7 cooks, 5 other Sherpas and the Landrover. Everything materialised except the Landrover. Three of our members had left UK some two weeks ahead of us to collect the gear in Bombay and drive it the 1,200 miles to Kathmandu. We were all set and ready to go and still no gear.

After the first crisis meeting it was agreed to scour Kathmandu for canoes. We had brought several paddles and lifejackets with us. Peter van Stipdonk, the former Dutch slalom team member was with us. He had been to Nepal before and had left some of his canoes behind. A Swiss team had left several and some Americans. In the end, surprisingly, we had enough equipment for all the paddlers. Just as we were about to collect all the gear together a phone call told us that the Landrover was in Pokhara (120 miles West). The trailer had been written off after hitting a tree in India, though all the canoes were undamaged. The Landrover crew had hired a local bus and a wagon to take all the canoes to the Trisuli River and they would meet us at the put-in point in the morning.

We had planned to run about 50 miles of the Trisuli to get used to the heat, about 90° f, the cold water, and the food. The Trisuli runs due West from Kathmandu and the main Kathmandu-Pokhara road follows it. We did the run in the three days with only one mishap — Frank Staniland broke his new Pyranha Everest H playing in a large stopper.

These three days were very useful. Though some questions had been asked about the relevance of this river back in UK, the decision to run it was more than vindicated by the facts. Although the river looked nothing from the road it had several large rapids, resulting in several swims and rolls. The cameramen were happy shooting us from the rafts, and we were happy to be on the water at last. The weather was faultless, fine and sunny, the camp sites excellent on sandy banks.

We had chosen October/November to get the best weather for canoeing. The wet months are June, July and September, with some rain in early October and late May. By cutting the tail of the monsoon close we would hopefully have water in the rivers without the unpleasantness of incessant rain, leaches, bugs and wet gear. More by luck than good judgement we were successful. The Trisuli was several feet above its winter level and tremendous sport.

Our rafts were left on the Trisuli for a party of Holiday Makers to use. We made our way in several Landrovers further up the Pokhara Road which follows up the Marsyandi Valley for 25 miles or so to Dumre.

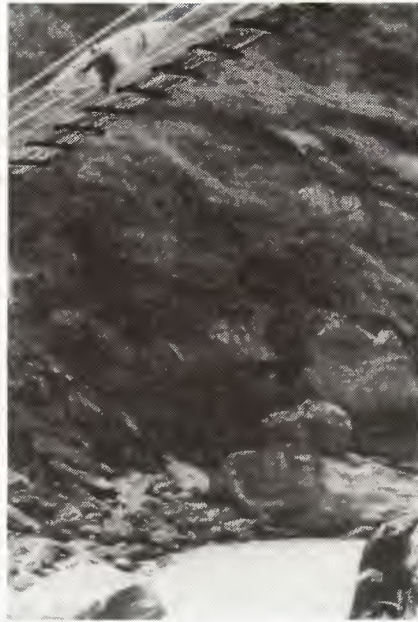
Dumre was the start of the 10 day walk to bring us to the head waters of the river. An afternoon spare at camp was so warm that everyone was in the small stream, even reading books up to their necks in water. The damaged canoe was repaired, excess equipment sent back to Kathmandu, and everything prepared for the walk.

This part of the expedition was a standard Himalayan Holiday Trekk, except we had extra porters for the canoes and photographic equipment. Then more porters were needed to carry the food for the extra porters and so on! Although we did not have to carry anything, most of us had day bags and some carried almost all their own gear. The 'day' — was a porter 'day' — not how far we could walk. About 5.30 am a breakfast of porridge and tea or coffee, some cooking pots left the camp on fast sherpa's for the lunch stop and we walked until we saw lunch. Then the pots took off again, and we walked until we saw them in the evening, and sat down. One sherpa was always with the last of our mob, and one always at the front. If you were daft enough to get in front of the lead sherpa you could find yourself overshooting lunch, evening camp, or getting lost. At first it seemed as if we could all do a double day, and walk twice as far as the porters. Some of the paddlers were wondering if my description of Ben Nevis before breakfast, before lunch, and before tea, was really true.

However, after a few days the routine had been settled into and no-one overshoot lunch and were quite happy to stop in the evening. Some of the porters were carrying two kayaks each all day. These were 50lb Everests or Olympias in the main, supplied by Arrowcraft Ltd. Some of the



1 ▲



2 ▲



3 ▲



4 ▲



5 ▲

1. Robin Witter at Braga, trying out the local de-luxe transport • 2. The C2 crossing one of the many long bridges • 3. Chris Hawkesworth on the lake above Manang, 12,500 ft. • 4. The Braga children were fascinated by the C2 here being filmed by Sid Perov • 5. Jon Atkin, rock dodging.

tracks were so narrow that the porters had to walk side-ways. We were following the river, though at a distance, and sometimes several thousand feet above it.

All went well until the big suspension bridge at the village of Tagring. Here the main trail crosses the river and we camped underneath it. We had started off walking through Paddy fields with the river relatively flat. By now the trail was cut into hard rock and the river grade 5+ with a big impossible bit above us. Paddlers faces had got longer as the river became more difficult. Several pieces of impossible Grade 6 already. Some members thought that we had reached the practical limit for canoeing though several were for going further. An afternoon of rain hadn't helped spirits either. In the end we opted to walk one further day to Thal before making a decision. This was impressive. The river was in a deep gorge hundreds of feet below, with several boulder chokes. At Thal it went underground, and down a large hole. There was not one stretch of canoeable water in the day.

By now the party had crystallised into two camps, the main body for going on whatever the cost in lost days of canoeing,

and those for going back and pathfinding for the main party on the grade 5/6 stretches.

It was also becoming apparent that my original plan of one days walking up (about 15 miles per day) to one day back on the river, was too optimistic. Two days back for one up would have been a better ratio on this upper middle stretch. At this second crisis meeting, yet a further faction became apparent. A few members wanted to walk up to Tilicho Lake, one of the sources of the river, just to get as high as possible. Discussion also revolved around the ethics of a canoe expedition. The cameramen led the faction that said we should find the source and canoe it all. Others said that if we had reached the upper practicable limit that was it. After all Mike Jones had missed out big chunks of the Dudh-Kosi — why shouldn't we? It was decided that we should do as much of the river as was canoeable. The party split into one large and two smaller groups. We detached a sherpa, some cooks and several porters to assist this latter group who became known as RICE (Renegade Irish-Canadian Expedition).

We press on, our goal the village of

Manag at 12,500 ft. After several more days of spectacular walking, with the river being more impossible than canoeable, we camped near Manang at the village of Braga. By now the mountains were spectacular. From this camp we could see the peaks of Annapurna 3, 4, and 2. Gangapurna, Glacier Dome, and Roc Noir. All peaks except one over 24,000 ft. The nights were bitterly cold with a hard frost. Temperatures in the 22f—25f were experienced. Wood had to be bought since we had left the tree line some while past.

We would be canoeing back in the morning, having reached our main objective. No canoes had been here before. The largest canoe expedition ever to have come to Nepal was ready to start back. The Sherpa guide knew of a glacier lake near Manang. We decided to put on it for a laugh in the morning, and claim a height record for a hand roll, a roll with a paddle and a C2 height record. The village turned out to watch, the sun shone, the cameras whirred, the water was freezing (literally) and the epic had begun.

Part 2 will be in the next issue of 'Canoe Focus'

**CALSHOT ACTIVITIES CENTRE.
BRITAIN'S MAJOR SEA CANOEING CENTRE**

CANOE CALSHOT '81

1/2 Star	1st-3rd May
1/2 Star	12th-14th June
1/2 Star	3rd-5th July
2/3 Star	8th-10th May
2/3 Star	25th-27th Sept.
Hol. for Young People	20th-24th July
Sea Proficiency	1st-3rd May
Trng. & Asst.	18th-20th Sept.
Senior Inst.	8th-10th May
Trng & Asst.	25th-27th Sept.
Adv. Sea Trng.	9th-11th October
Sea Exped. w/e	12th-14th June
Woolacombe Surf	19th-21st June
Adv. Inland Trng.	Dates not avail.
Anglesey sea Week	17th-22nd August
Alpine White Water	August.

Send for free brochure to Dept. CAN.
CALSHOT ACTIVITIES CENTRE,
CALSHOT,
SOUTHAMPTON SO4 1BK
Tel: Fawley (0703) 892077

STRUER DESIGNS WIN AGAIN & AGAIN!

The Olympics, The International Marathon series Europa cup, The Devizes/Westminster race and all home marathon and sprint events.....

The majority were won in Struer Boats either in wood veneer from Denmark or in G.R.P. from The Canoe Centre.

CAN YOU AFFORD NOT TO PADDLE STRUER?



THE **CANOE CENTRE (Twickenham) LTD**

SHOWROOMS OFFICE
18 BEAUCHAMP RD, TWICKENHAM, MIDDX.
TW1 3JD tel. 01-892 8979
FACTORY OFFICE
MARSH LANE, CREDITON, DEVON EX17 1ES
tel. 036-32 3295



Mitchell Paddles,
Canaan, N.H. 03741
U.S.A. **Inc.**

Designed and Hand-made by a
CHAMPION for CHAMPIONS
Now available again in this Country
Details and prices (s.a.e.) from
Colin Mitchell, 28 Hough Green,
Chester, CH4 8JQ. tel:(0244) 679004

American design invades Britain

Honor Marine proudly introduces the Lincoln world-famous high quality canoes.

Honor Marine's reputation for building sailing craft of quality is now enhanced with the introduction of the famous American Lincoln canoe designs to their range

For years Lincoln canoes have been innovators in the refining of the classic American Indian canoe. Now this expertise is available to British enthusiasts

Here are some of the unusual features

- Sliding seat for balance regardless of the paddlers weight.
- Shallow arch for increased stability.
- Optimum flex construction eliminates hull distortion.
- Unique asymmetrical design revolutionises canoeing experience.

EXCLUSIVELY FROM **honor marine**

The Lincoln Canoe from Honor Marine
Please send me your colour brochure immediately.

Name _____
Address _____

Honor Marine (Totnes) Ltd.,
Seymour Wharf,
Totnes, Devon
Tel (0803) 862228

'LIFEMASTER' LIFEJACKETS

(MANUFACTURED TO BS 3595)

ARE RECOMMENDED BY THE BRITISH CANOE UNION FOR USE BY THEIR MEMBERS

YOUR SAFETY IS OUR CONCERN

TRUST 'LIFEMASTER'

GENEROUS DISCOUNTS OFFERED TO B.C.U. MEMBERS

Full details and prices from:

VACUUM REFLEX LIMITED
Barrack Square, Martlesham Industrial Estate, Ipswich, Suffolk IP5 7RF
Telephone: Ipswich (0473) 624080

SUPPLIERS TO THE MINISTRY OF DEFENCE OVERSEAS GOVERNMENTS, N.S.S.A., B.C.U. OIL COMPANIES, PORT AND HARBOUR AUTHORITIES, CIVIL ENGINEERING COMPANIES, WATER BOARDS, FIRE BRIGADES, CENTRAL ELECTRICITY GENERATING BOARD, LOCAL AUTHORITIES, AND SCOUT GROUPS THROUGHOUT THE COUNTRY
Y.H.A., SAILING CLUBS, TRADE OUTLETS, ETC.

ACTION ON ACCESS

THE LAW

An attempt to explain: 3 (Part 1) by Oliver Cock

At the end of Part 2 of this series I promised to explain what is meant by "long, uninterrupted use", and said that it could be divided into two different categories.

1. USE FOR A FULL 20 YEARS

Notice the term "full 20 years". Just to make sure that it is a *full* 20 years, people very often say 21 years. I suppose one could say "all of 20 years". To make the point even more clear, here is a for-instance. If you started to canoe on a river at mid-day on the 5th March 1941, you must go on canoeing frequently on it until mid-day on the 5th March 1961, or a little bit longer. Then you will have established your right on that particular bit of water for ever and ever — so long as you have not been "interrupted". The right is for you and you alone. If you get the inhabitants of a village to canoe on it, then they have the right, but nobody else. If you tell all and sundry to canoe on it, then they have the right, and we can say that there is a Common Right.

I said that you had to go on canoeing. This does not mean that you cannot stop at all for food and drink and things. The term is "reasonable use". What is "reasonable use"? That is anybody's guess, including the judge and the people who have seen you at it and will stand up before the judge and say so. But judges are not unreasonable people, so long as you have all been making reasonable use of the river, it will be accepted.

"Interrupted" means that someone who has a right to stop you (a landowner for instance) has called out and asked you to stop. I do not think it matters if you don't stop. He has "interrupted" your passage down the river. It does not count as an interruption if you push your great, clod-hopping foot through the bottom of your canoe and sink. That is not an interruption, whatever you may think about it.

We talked in Part 1 about "Expressed Dedication" and "Implied Dedication". Expressed Dedication means that you have gone along to the landowner and asked if you might canoe on his river and he has said: "Go when you like, old boy", and you have. Be a little bit careful here, though. Get it in writing if you can. Some people have been known to perjure themselves when it came to the call and say they never did.

"Implied Dedication" means that you did not ask permission and went canoeing regardless, and nobody interrupted you. This used to be a more likely way of getting a right of passage. Sadly, it is less easy

nowadays as we are more likely to be interrupted.

Oh, by the way, a common is not usually "common" to all and sundry. It is open to "commoners" who have certain rights on it, like grazing cattle and sheep. Many commons are open to the public, but this is only a condescension. The land can be closed off to the public at any time. They cannot earn a right to be there, as they can on a right of way.

Whilst on this tack, I'll add about a village green. This is open to the villagers only and again, people from outside the village can be kept away from it. In both this case and that of the common, the land belongs to somebody, just as the bed of a river does, or a footpath or a road. The terms upon which people may use these things are entirely in the hands of the landowner. Unless you have earned a right of passage/way/navigation (they all roughly mean the same thing) by one means or another, you haven't got it and that's that. And those three words mean what they say: a right to go from A to B. You haven't even got the right to sit down and scratch. However, if you have an accident, most landowners are good enough to let you stop and sort it out; but they needn't if they don't feel like it. It's all a matter of condescension and agreement, so let's work on it.

That is rather a pessimistic note to finish up with. And I haven't even been able to squeeze into this matter on Common Right, that of finding out if it used to exist in times past (not immemorial time; that was dealt with in the first of these essays). I will deal with that one next time. Let me just end now by giving you one or two sayings:—

A right of way is a right of way over land — even if it has got a layer of water on top of it. If you like, you can say: A highway is a highway is a highway.

Once a right of way, always a right of way.

If commerce has a right of passage, so usually have private individuals, but not necessarily the other way round.

See you in the next issue.

ACCESS TO THE YORKSHIRE DERWENT

We are still trying to get evidence of canoeing on the Yorkshire Derwent in order to prevent the action which is being attempted on closing this river. It has now been suggested that there may be club records of expeditions on the river and that these would be very useful in producing the evidence which is needed.

We shall be grateful to receive any further information on this vital subject.

COMMUNICATIONS PROBLEM

From a regional newsletter of the Inland Waterways Association we read: "The Council has been disappointed recently in the response we have received in our approaches to angling organisation. We are very conscious that IWA represents all users and lovers of waterways, be they walkers, boaters, anglers or whatever. As such, it is important that we talk to all users and understand their problems and how all users can integrate their activities harmoniously. Regrettably almost universally, the angling organisations have, to date, rejected any dialogue with IWA and some articles in the angling press have shown a definite bias against other users. So if any readers happen to be anglers, *please encourage your associations to talk to us.*"

We have suffered in exactly the same way. Occasionally we have got anglers round the same table as ourselves; but on nearly all these occasions their replies to our prayers have been flat refusals. One wonders when it will be borne in upon them that eventually they will lose out.

Apparently the IWA are struggling against people who have decided that Public Rights of Navigation are not essential. The IWA are convinced, as we are, that they are vital, and there is now a body of people calling themselves PRON who are dedicated to finding, salvaging and maintaining all such Rights. In 1968 the then Labour Government put through a Transport Act which made it possible to remove these rights. We must all keep our eyes and ears wide open for any attempts to close Rights of Navigation. This is one very important reason for the Access Pledges and Donations. Very great thanks to all who have offered help so far. We want more and more and MORE. Have you helped yet?

GRANTS FOR LOSS OF VALUE OF AN AMENITY

Do you know that an owner can get compensation for loss of value if he allows people bent on recreation to come onto his land or water?

Put in more simple language, if a landowner allows anglers onto his land for a certain fee, and subsequently allows canoeists onto the stretch of water being fished, and this causes "a diminution of the value of the property", then the landowner can claim 50% of that diminution from the Countryside Commission. In the National Parks the grant is 75% from the local planning authority and comes under the National Parks Supplementary Grants scheme.

Such grants should surely help in our efforts to gain access to waters at present rigorously closed to us "because of loss of value".

Why don't you take it up with your local landowners?

MIKE JONES — BRITISH KARAKORUM CANOE EXPEDITION

Molly Jones has been kind enough to notify us that BBC1 North Region are showing the film "Search for Excitement" on Tuesday, 21st April 1981 at 6.45 p.m.

THE NATIONWIDE GUIDE TO CANOE SHOPS

THE SHOPS BELOW OFFER A FULL RETAIL SERVICE TO CANOEISTS,
STOCKING A LARGE SELECTION OF CANOES & ACCESSORIES, FROM
ALL THE LEADING MANUFACTURERS.
TOP SERVICE & EXPERT ADVICE AVAILABLE.

VISIT YOUR NEAREST SHOP NOW TO SEE THE ALL YEAR ROUND CANOE EXHIBITION

jim hargreaves
CANOES AND EQUIPMENT



CAPEL CURIG
N. WALES

OPEN EVERY DAY
8.30 TO 8.00 PM

ALL LEADING MAKES
OF CANOES &
ACCESSORIES AVAILABLE


06904-210 or 323



LENDAL

A CANOEING SHOP
RUN BY CANOEISTS
FOR CANOEISTS

SCOTTISH AGENTS FOR
ALL MAJOR CANOE
& ACCESSORY
MANUFACTURERS

Shop and Office Address
**LENDAL PRODUCTS LTD.,**
30 HUNTER STREET
PRESTWICK KA9 1LG, Ayrshire
SCOTLAND
Telephone
0292 78558

**WEST MIDLANDS
CANOE CENTRE**

112 NEW HALL STREET, WILLENHALL
TELEPHONE:- WILLENHALL 634567

A FULL RANGE OF CANOES &
ACCESSORIES AVAILABLE FOR
BEGINNER OR EXPERT ALIKE

OPEN MON TO SAT 9.00 TO 5.00



OPEN
9.30 TO 5.30
MON TO SAT

**WHITewater
SPORTS**

canoeing · surfing · wind surfing equipment
22 Guildford Road Woking Surrey · Telephone Woking (048 62) 72426
PROBABLY BRITAIN'S LARGEST RANGE
OF CANOES & ACCESSORIES

WANTED – TOP CLASS CANOE SHOPS IN CERTAIN AREAS TO COMPLETE
OUR NATIONWIDE COVERAGE. CONTACT ALAN JONES AT WHITewater SPORTS
IF YOU THINK YOUR SHOP IS UP TO THE REQUIRED STANDARDS.

Going Abroad?

Read This

FRENCH COASTAL RESTRICTIONS

In our last edition, it was stated that the BCU Sea Touring Committee would provide a Competency Card to groups wishing to cross the channel, indicating that in our view the expedition was suitably experienced and equipped for the voyage. There was a disclaimer to the effect that there was no guarantee that this would be accepted by the French authorities. It was, in the circumstances the best the BCU could offer in the way of support to those intent on carrying out a cross-channel canoeing venture.

Following the AGM of the Sea Touring Committee, it has been decided not to proceed with this plan. A majority of the membership at the meeting decided that this action might be interpreted by the French that we were encouraging members to break their law, and that the ongoing negotiations could be jeopardised. It could also lead to members sticking their necks out when in fact there is absolutely nothing the BCU could do to help them should they be imprisoned or their equipment confiscated as a result of their actions.

Please note therefore that we are NOT in a position to support members undertaking cross-channel canoeing expeditions.

Negotiations are continuing, and pressure is being brought to bear, both from the BCU and now by a group of French canoeists themselves, to have kayaks exempted from the 300m 'beachcraft rule' operated around the French coast.

A POINT OF CLARIFICATION

There are several DIFFERENT ISSUES involved in the current crop of regulations affecting the use of canoes in foreign countries. These should not be confused

one with another, and so hopefully this will put matters to rights:

1. *French Coastal Restrictions.* This is a restriction put on all 'unseaworthy' craft which restricts them to operating within 300 meters of the coast. This is a French national law.
2. *Registration of Craft.* This is a requirement put on by the French that all ships be registered. Average cost £150! This has now been postponed to allow less costly system to be adopted by Britain for pleasure craft. In any case, canoe (singles and doubles) are exempt. A letter to this effect from the French ministry is available to members on receipt of s.a.e.
3. *Customs Declaration.* It is sometimes necessary to complete a declaration at Customs to ensure that the same number of boats return as are let into a country. In other words, you haven't made a profit! A problem could arise when a boat is lost. In this instance a statement signed by a local official (policeman?) would help. BCU will issue a letter stating that member(s) are bona-fide sportsmen not intending to sell their craft and equipment, which may help. This Customs requirement is not always applied, and varies from country to country and customs post to customs post.
4. *International Certificate for Pleasure Navigation and Helmsman's Overseas Certificate of Competence.* The Council of Europe under Resolution 133 requires a Certificate for the craft, and for the competence of the owner, when operating in European waters. The text of the Article states 'sailing craft or motorised craft' and we are advised by the Department of the Environment that canoes are excluded. However, members using the Danube, for example, have experienced difficulties, and a card can be issued to members on payment of £1 and the production of a Proficiency Certificate, for use should they be challenged.

Death on the Dee

The only canoeing fatality in recent times on this section of river occurred on 16 November 1980. With the Dee at Llangollen fairly high, Mark Thompson (20) was drowned when his boat (an Olymp 4 with diolen hull) was pinned against the right hand stanchion of the broken weir, half-a-mile above the Town.

Experienced paddlers present were of the opinion that an extra stroke either way would probably have made the difference between glancing off and what actually happened. The boat wrapped around the stanchion and Mark was trapped.

All attempts at rescue were foiled by the heavy water, and it was not until this was reduced the following day that he was released.

The Coroner recorded a verdict of 'death by misadventure'. Our sincere condolences go to Mark's family.

EXPEDITIONS

CANOE THE WILDERNESS?

Recently I had the pleasure of listening to and watching the presentation by Pete Knowles and Pete Montgomery (Green Slime and Pedro!) on their wilderness trip to British Columbia and Alaska. There are a number of remarkable factors surrounding the expedition.

The team seemed to gell very well, and the paddling skills demonstrated are of a very high order. The trip was informal and holiday based, and yet a 'first' was achieved in the running of the Stikine Gorge — a totally committing and serious canoeing challenge. The whole trip being achieved at modest cost — about £400 per paddler.

Pete Knowles is considering another trip, 24 Aug—14 Sept this year, paddling up to grade IV, and can be contacted at: 125 Hook Rise South, Surbiton, Surrey.

For those looking to North America for unhasled, genuine wilderness canoeing, Canoe Alberta publish a comprehensive guide to the waterways systems of that State. It is presented as 5 booklets, No 1 being general background information to running the areas' rivers, and the remainder covering the separate river systems of the area, showing grades, put-in and recovery points, and general hazards. There are several rivers for which little or no detail is available. Price \$12.50 (Canadian) including p & p from Alberta Canoe Association, PO Box 4571, S. Edmonton, Alberta, T6E 5G4.

EXPEDITIONS ADVISORY CENTRE

The Expedition Advisory Centre, administered by the Royal Geographical Society and the Young Explorers Trust have organised a number of seminars concerned with such topics as Collecting for Expeditions, Surveying on Expeditions, Expedition Photography, Catering for Expeditions and Diplomacy. List available from HQ — s.a.e. please.

	BCU SUPPLIES	TOG JACKETS £25.00 £20.00
	SPECIAL SHOW OFFERS AVAILABLE ONLY FROM OUR STAND	BCU KNITTED JUMPERS £8.25 £7.00
		TRAINING SHOES (limited sizes) £9.50 £7.50
		BCU MEMBER TRACKSUITS £15.25 £13.00
		LEATHER JACKET (a few only) £38.00 £25.00
PLUS ALL GOODS IN OUR NORMAL RANGE		
45 HIGH STREET, ADDLESTONE, SURREY		

As suppliers of Travel Facilities to most BCU committee's, we now offer our services to everybody. So whether you require Air Tickets, Ferry Tickets, or any of the holidays or mini cruises offered by the ferry companies, contact us.

For Travel Advice, Brochures or Bookings Contact: ALLEN MILLER at

SPORTING TRAVEL SERVICES

14, THE CAUSEWAY,
BASSINGBOURN, ROYSTON,
HERTS. SG8 5IQ.

TEL: ROYSTON (0763) 42867. Anytime

SPECIAL CONCESSIONARY RATES when BCU members book ferry crossings with us to attend International Events Abroad.

FILM HIRE

Please note that the BCU have transferred their film library to:

Chrisfilm
Glasshouses Mill,
Harrogate,
North Yorkshire.
Telephone: Harrogate (0423) 711310

All booking for after 23 February should be sent to the above. Prior to this date, contact Brian James at BCU Headquarters.

The list and charges on the SSF list still apply until a revised list is issued.

CHEAP ACCOMMODATION FOR PADDLERS

Westward Ho! North Devon. Surf, Sea, Estuary and River. Self-catering buck-house for 12 and Mobile Home for 5. Shower, cooker and heating. £1.25 per head per night.

SKERN LODGE OUTDOOR CENTRE,
DIDDYWELL, APPLIEDORE, N. DEVON.
Tel. BIDEFORD (02372) 5992. Multi-Activity Courses organised for all levels.



FINEST DESIGNS HIGHEST STANDARDS THE BRITISH

CANOE MANUFACTURERS ASSOCIATION

- A.C. CANOE PRODUCTS LTD., PO Box 62, Chester.
Tel: 0244 311711
- ARROWCRAFT MARINE LTD., 19 Lingfield Close, Great Wyrley, Walsall, WS6 6LT. Tel: 0922 415045
- AVONCRAFT, Burrowfield, Welwyn Garden City, Herts.
Tel: 07073 30000
- CANOE CENTRE KIRTON KAYAKS LTD., Marsh Lane, Credition, Devon. Tel: 03632 3295
- CYMRU CANOES, St. Hilarys Road, Llandudno.
Tel: 0492 77067
- GAYBO LIMITED, Bell Lane, Bellbrook Industrial Estate Uckfield, East Sussex, TN22 1QL. Tel: 0825 5891
- HARISHOK LTD., Unit 3, Clarendon Trading Estate, Hyde, Cheshire. Tel: 061 368 9216
- JIM HARGREAVES, Canoe Kayak Specialist, Capel Curig, Snowdonia. Tel: 06904 210
- CHRIS HAWKESWORTH LTD., Glasshouses Mill, Pateley Bridge, Harrogate, Yorks. Tel: 0423 711624 Telex 57986
- HOWARTH SPORTS, 18 Brook Dale, Belmont, Bolton, Lancs. Tel: 020 481 353 or 0204 392190
- KAMA CANOE, The Old School, Siddick, Workington, Cumbria.
Tel: 0900 61709
- LENDAL PRODUCTS LTD., 18-20 Boyd Street, Prestwick, Ayrshire. Tel: 0292 78558
- McNULTY SEAGLASS LTD., Victoria Road, South Shields, Tyne and Wear. Tel: 0632 563196
- P & H FIBREGLASS LTD., Old Stanley Colliery, Station Road, West Hallam, Ilkeston. Tel: 0602 320155
- PALM GLASS FIBRE MOULDINGS, Unit 15, Marsh Lane, Easton in Gordano, Bristol. Tel: 027581 4671
- TRYLON LTD., Wollaston, Wellingborough, Northants.
Tel: 0933 664275
- VALLEY CANOE PRODUCTS LTD., Private Road 4, Colwick Estate, Nottingham. Tel: 0602 249371
- WATER RAT CANOES, Market Weston, Diss, Norfolk.
Tel: 037989 651

FAMILIAR NAMES THAT OFFER YOU THE BEST IN CANOES

Write or ring for full details

WET SUITS

and
Kits



Direct from our factory.
Superb value, top quality,
Wide range, large stocks,
Quick delivery.
Long Johns from £23.65,
Jacket & Trousers £45.45.
Quite unbeatable.

See For Yourself - write or ring for free brochure, or call in.

**DOLPHIN WETSUITS
AQUAQUIPMENT**

3/4 Ashwell St., St. Albans
Herts, Tel: 66666

CANOE '81

SUPPLIES

NOTT'M

BALA

		A	C
T Shirts	Canoe '81 Motif	2.50	2.00
	Slalom Motif	2.50	2.00
Long Sleeve	Canoe '81 Motif	3.60	
T Shirt with collar	Canoe '81 Motif	3.60	
Sports Shirts	Canoe '81 Motif	5.50	
Sweatshirts	Canoe '81 Motif	8.80	
V-Neck Sweaters	Canoe '81 Motif	8.50	
Ties	Canoe '81 Motif	3.70	
Car Stickers	Canoe '81 Motif	30p each	

Mail Order from:

Canoe '81 Nottingham, 72 Bridgford Road, West
Bridgford, Nottingham.

Telephone: 0602 819 879

Postage and Packing 50p for individual order
12p for stickers - £1 for bulk order of six
items or more. (20 stickers equals one item)
All items available in various colours and
chest sizes.

Discount prices - special arrangements and
discount prices for clubs. Phone Administrator
Canoe '81, Nottingham.

Slate souvenirs from the Blaenau
Ffestiniog area where this unique rock was formed
over 500 million years ago.

Wedge shaped Winding Clock	12.60
Battery Wall Clock with silver dial	28.40
Battery Wall Clock Screen Printed	22.40
Round Paper Weight	1.30
Round Pen Holder	2.20
Pin tray with Penholder	4.40
Ash Tray with Penholder	4.40
6" Place Mats	1.40
6" Plaques	1.30
Thermometers from:	1.80
Clock on slate slab	13.08
Barometer on slate slab	13.08
Coasters	60p
Small Pendants	50p
6 coasters from	4.40
6 place mats from:	8.40

For full list and club discounts contact:
Administrator, Canoe 81, Town Hall, High St. Bala.

AVONCRAFT

For all that's best in value and quality
See the complete range of
VARDY-LAWENCE kayaks, canoes and
accessories at the Crystal Palace
International Canoe Exhibition. Check
our unbeatable prices on, Wet Suits,
Shorties, Kober Paddles,
Klinger Spray decks etc.



All at our Showrooms:-
BURROWFIELD INDUSTRIAL ESTATE,
WELWYN GARDEN CITY,
HERTS. AL7 4SR.
Telephone: 070-73 30000.

Send Stamp for our new colour
brochures 1981

Suppliers to:- H.M. Forces. Education
Authorities. Canoe
Clubs. Exporters.

CANOEES AT SENSIBLE PRICES

CANOEES: SLALOM, TOURING, WHITEWATER
CANADIAN & DOUBLES, GENERAL
PURPOSE AND TRAINERS.

CHOOSE from our comprehensive range, over
25 designs catering for the ENTHUSIAST,
NOVICE and FAMILY. Be it competition or fun
we have it. Popular models include KW7, KW4
SNIPE, LINDEFARNE.

DON'T MISS THE BOAT, for details contact:

D. & S. MARINE LIMITED,
UNITS 9/10,
SEDDUL BAHR,
ALLINGTON LANE,
WEST END,
SOUTHAMPTON.
Tel: 04218/3379.

Regional Review

LONDON & SOUTH EAST TALKING SHOP OR WHAT?

Humble submission by Chris Childs, Weald and Downland Canoes Association, member of the Regional Committee — "we must do, not just talk" (cri-de-coeur).

Accustomed as I am to acrimonious dispute with other paddlers in hostels adjacent to WWR or Slalom sites and coastal pubs I am hardened to accusations that YOU do damn all for us except collect our subs. My heart bleeds for you, mate! Who is YOU? Who is US? I am one of YOU but I am by ascription an US. My mind boggles, you are driving me to schizophrenia.

What about it? What activities should the Region promote? Bear in mind that all we here can command is a typewriter and duplicator (borrowed) offers please to host Regional activities. Getting together can be fun and can be mutually advantageous. When I think of the parties I have magnanimously accommodated to my Centre floor, without benefit of insulation or padding, and the fruitful reciprocal relationships which have developed from these hardships, I am emboldened to seek, nay ask, nay even demand, your co-operation in setting up

not just a rather asceptic verbal interaction, but face to face encounters.

I am currently considering what my club's contribution to this might be but in default of a committee meeting when I can consult them this must remain under wraps for the moment.

CORPS OF CANOE LIFEGUARDS

The Corps AGM is to be held during the International Canoe Exhibition at Crystal Palace, at 11 am on Sunday 21 February 1981. A formal notice of the meeting has been sent to all members and affiliated Units under the new Rules and we look forward to meeting members and representatives in Room GX55. Others may come in as observers and we look forward to seeing you, too.

WEST MIDLANDS REGION

The WMRG are organising a Regional Conference day on Sunday March 22 1981 at Leamington Canoe Club. For further

details of the programme, please send a SAE to Brian Porter, 20 Flyford Close, Lodge Park, Redditch, Worcs B98 7LU.

The LCO for Worcestershire, Mick Powell is arranging a coaching get-together on Thursday 9 April at 8 pm at Worcester Canoe Club.

REGIONAL COMMUNICATION

Sir,

Is there anyone who actually wants the new BCU regionalisation scheme?

If there is someone in the London and SE Region, why was he or she not at the most important meeting in its history, namely its first Annual General Meeting?

I, for one, do not want the BCU to add another layer of 'ivory' to its 'tower'. However, I did attend the meeting (representing my Club) and found that only two others turned up, one of the three being the region's secretary. It seems obvious, therefore, that everyone else in the region has even less interest than I have, although that is hardly possible.

Where were all the people who pressured for regionalisation? Where, indeed, was the regional committee? Where were the major clubs in the region, Royal, Richmond, Wey? Where was a representative from BCU central office? Surely the first AGM of the country's largest region warrants someone turning up to give moral support and to learn.

The date did, of course, clash with the Exe Descent, but that was strongly pointed

FREE ADMISSION TO CRYSTAL PALACE

SPEND £15.00 OR MORE ON OUR STAND
AND WE WILL REFUND YOUR ADMISSION
FEE.

SPECIAL SHOW OFFERS

KOBER ALL WOOD SLALOM PADDLES £31-50
LOAD CARRIER ROOF RACKS £16-00
NEOPRENE SPRAY COVERS £13-50
DRY DECKS £12-50
PLUS MANY MORE
BARGAINS

**RH
&H** Fibreglass
Limited

OLD STANLEY COLLIERY
WEST HALLAM, ILKESTON, DERBY
Telephone: Ilkeston (0602) 320155

SEASPORTS

WET SUITS

A NAME SYNONYMOUS WITH QUALITY IN
WET SUITS

Look at these features:

- * Individually handcrafted by skilled operators. (We've been manufacturing Wet Suits for five years)
- * Top quality Neoprene (from 3mm to 8mm) bonded with Nylon using a heat vulcanising process.
- * All seams double glued and sewn by special machines.
- * Ten stock sizes for men and six stock sizes for women. Plus fast made to measure service.

Send SAE for Price List

Trade Enquiries Invited

SEASPORTS, Wet Suit Manufacturers,
119 Seamer Road, Scarborough, YO12 4EY.
Telephone 0723-67564 (24 hour answering service)



Welcome

out at the inaugural meeting. The regional committee decided to ignore that fact. It was because of this clash that I was persuaded into attending myself. I have no interest in the running of the BCU and less in this addition to bureaucracy, but because it will have effects on the club, my committee felt that someone should attend.

Couldn't any other club in the region find one representative? Couldn't those who were foremost in pressing for regionalisation even be bothered to find a stand-in, even if they were away themselves?

I suggest that all those who want to play politics with our sport get on with it. Form your regions, organise your committees, have your meetings, but don't expect any interest or help from the rank and file canoeists, because if you can't do better than this — why should anyone else bother?

JOHN KIDD

Tonbridge Canoe Club

EDITORIAL NOTE

A notice was sent round to all clubs changing the date for the inaugural meeting of the London and SE Region due to a loss of venue, which subsequently had to be amended. Again, a notice was circulated which it would appear was not received by Tonbridge and West Kent Canoe Club. The Regional Secretary attended the original rendezvous in case of this contingency, and explained the situation to Mr. Kidd. A full meeting did take place at Merton Adventure

Centre on Sunday 23 November. No-one from HQ staff was present (all three full-time officers were otherwise engaged). The Chairman of the Steering Committee, Mr. P. Wells (subsequently elected Regional Chairman) was the Chairman of the Review and Planning Committee of Council which forged the concept of Regionalisation however, and the present vice-Chairman of Council, Mr. R. Tyas, was also in attendance.

Far from being a layer of bureaucratic ivory, the whole intent of regionalisation is to make more paddling opportunities available to more members in their locality. The BCU is not a separate administrative structure, which is something vaguely to do with sports politics — it is the coming together of active canoeists to safeguard and further the interests of their sport. Its success is directly proportioned to the interest and effort its members make to that end.

No doubt with some Canoe Clubs there are too few organisers and workers endeavouring to cater for an increasing demand. Regionalisation is a means of bringing more helpers into the field to ensure that the canoeists' voice is heard where necessary, and sites and opportunities developed, both now and for the future.

A club is the coming together of paddlers for a companionable and meaningful programme of canoeing activities. The Region should be the coming together of the clubs for mutual strength and support and the provision of opportunity for its members beyond the immediate club level.

NOT SO MUCH A JOB MORE A WAY OF LIFE

We are looking for energetic, enthusiastic RYA/BCU qualified and/or experienced instructors over 18 to become fully involved in the demanding but rewarding world of our Childrens Adventure Holidays.

BRITAIN: We can offer positions for long or or short periods between March and September, and/or one week at Spring Bank Holiday, full board and up to £25 per week.

SOUTH OF FRANCE: We can offer positions for approximately 6 week periods from May to September, and/or one week at Spring Bank Holiday, full board, return travel to France and up to 160 francs per week.

FURTHER DETAILS

Elizabeth Cox,
PGL Young Adventure Ltd.

or

Gill Hinton,
PGL Sunsport Holidays Ltd.
804 Station Street,
Ross-on Wye, HR9 7AH.
Tel: (0989) 5023

Islander

FOR FULL DETAILS, WRITE, CALL,
OR PHONE WYE KAYAKS, 31,
EAST ST. HERFORD tel 65453

FROM
£139.99
EXC VAT

**STABLE, COMFORTABLE
MANOEUVERABLE**

**INSTANT
CREDIT
AVAILABLE**

Wye Kayaks

Harishok Action Boatwear

SEE the Centre Model SBBNF Buoyancy Aid (Complies with latest BCU Coaching Recommendations).
TRY our new expedition canoe cag.
DISCUSS the lifedeck, with National Team Coach Ray Calverley.
ALL on the Harishok Stand at the International Canoe Exhibition.

Trade and Export Enquiries to Harishok Ltd.
12a Jackson St Hyde Cheshire SK14 1BX
GREAT BRITAIN

Tel: 061-368 9216
Telex: 668798 Hultvl G



HERON — the kayak designed for the novice; stable with rounded gunwhales, safety lines, comfortable seat and cockpit and a directional stability that makes you want to paddle on.

HARRIER HAWK — the all purpose kayak which can be manoeuvred through white water; travel the coastline; has the capacity for inland touring, yet is an enjoyable surf boat; stable in heavy water but buoyant and easy to roll. What more do you need!



M'NULTY
Seaglass Ltd

VICTORIA ROAD,
SOUTH SHIELDS,
TYNE & WEAR,
ENGLAND.
Tel: (0632) 563197.

Please send for free brochure of:
SUPA NOVA competition kayaks
HIGH NOVA competition kayaks
HARRIER HAWK all purpose kayaks
 Junior **HARRIER**
HERON general purpose kayak
HURON 14', 16', 18' open Canadian canoes

HURRICANE surf kayak
HORIZON double kayak
HUNTSMAN sea kayak
CHANDLERY

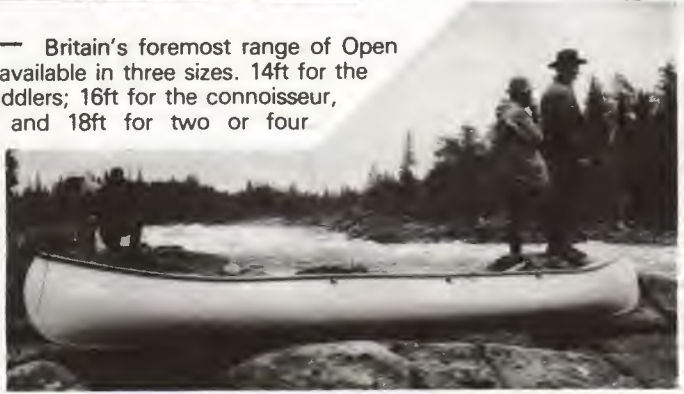
tick which is required

Name

Address

.....CF

HURON — Britain's foremost range of Open Canadian Canoes, available in three sizes. 14ft for the single or double paddlers; 16ft for the connoisseur, single or double; and 18ft for two or four paddlers. In the white water of Lapland or the local lake — the Huron range — Unbeatable.



PADDLE POWER

SEE YOU AT
 CRYSTAL PALACE
 STAND No 39



PADDLE
LENDAL
POWER



30 HUNTER ST.
 PRESTWICK
 AYRSHIRE KA9 1LC
 0292 78558

Sport Spectrum

The Rother Valley Recreation Park

From Coal Mine to International Canoe Course

Three hours up the motorway from "The Smoke" is one of the most enterprising leisure projects in this country, certainly in the Yorkshire and Humberside region.

Enclosing a total area of 750 acres the Rother Valley Park will provide leisure facilities for the population of North Derbyshire and South Yorkshire. Activities such as golf, dry slope ski-ing, rambling, bird watching and sailing are provided but, of most interest to the canoeing fraternity is the 1,500 metre Sprint Canoeing and Rowing course which is one of the main features of the project.

At present the site is the Open Cast Mine of Medowgate which is coming to the end of its useful life. Even while mechanical diggers and mammoth lorries are finding their way around the site, the preparation of the bed of the lake and course is underway. Both ends of the major lake are complete but at present a veritable mountain impinges in the middle of the course, an obstruction the Coal Board intend to remove by May.

The water depth on the course will be 3.5 metres with a bottom of compacted mudstone. One side of the lake is a 1500 m "straight edge" whilst the opposite side expands into a kidney shaped area of water suitable for sailing and recreational boating. All the banks are shelved at one in eight

gradients, providing an effective damper for the waves produced by the passage of boats.

The leader of the parks design team, Mr. Ian Newman, envisages two or three lanes of the course being open for training throughout the year whilst the major part of the lake is turned over to sailing. However, the whole area will be used for Canoe Racing on the two or three occasions during the year when a major event may be held.

The design team is establishing means by which the nine lane canoe course can be used in either direction along the main lake, so as to allow a choice of wind conditions, and a floating pontoon arrangement for starting will be moveable so as to accommodate direction changes and also the 500m and 1000m starts.

The Coal Board's site engineer Mr. Greswell hopes to be off the site during 1981, after he has removed his "mountain", (from which the photographs were taken looking up and down the course). The filling of the lake will then take place along with building and park works perhaps allowing the park to be in use by summer 83.

We wish Mr. Newman and this project well and look forward to its first Sprint Racing Kayak and Canoe Regatta.

WILD WATER RACING

The Wild Water Racing Executive is considering a new system for ranking paddlers at the end of a season, for implementation next season, and as proposed by Melvin Swallow.

Starting from the idea that since WWR involves time trials, and that positions in races are fairly irrelevant for ranking purposes, the new system abandons the present positional basis (and points system) for ranking and proposes instead the following:

- a) the basis of ranking should be a paddler's time performance relative to the best for the season in that class
- b) that the ranking time should have a real and immediate meaning and not only be some mathematical index of performance.

The proposal is:

1. The winner's time in seconds in any race is "corrected" to a standard race time — this could be anything, but 30 minutes (=1800 seconds) has been suggested. This would involve multiplying the actual race time by a race factor, which would be greater than one if the race time was less than 30 minutes and less than one for a race time greater than 30 minutes.
2. Any paddlers time in excess of the winners time for this race is multiplied by the race factor — this is then the time he would have been behind the winner for a time of paddling by the winner of 30 minutes and is that paddlers score for that race.
3. The same is done for all races using the same standard race time for all races. A paddlers best three races scores (his three lowest) are then averaged to give his season score; paddlers are ranked on this average of three, with lower season scores being ranked higher.

Mud — glorious mud ... the birth of a racing course. Photo: D. Lawrence



SCOTTISH CANOE EXHIBITION



**MEADOWBANK SPORTS CENTRE
EDINBURGH**

28th and 29th MARCH 1981

Dear Focus...

As this item will no longer affect the outcome of the Council elections for 1981 we have accepted the invitation to print both the original handout, circulated amongst some members, and a reply by Mr. Peter Davies, Chairman of the Access Committee.

PUT C.A.G. ON COUNCIL

C A G stands for Canoeists Action Group

C A G seeks to:

1. Take a positive approach to access with direct action where this is appropriate;
2. Push in every way for the artificial slalom course to be built at Holme Pierrepont to complete the canoeing activities. This will be a facility for all standards of canoeing not just for those at the top;
3. Encourage and get off the ground more chances for paddlers to just go and play on wild water without having to compete. Such weekends as 'Cardboard 80' are too infrequent;
4. Move the BCU headquarters to Nottingham so that it shows that we are serious about Nottingham being the centre of canoeing and that it will be accessible to members;
5. Give a voice to active paddlers to demand action;
6. More of this action and less bureaucracy;

So don't throw your ballot sheets away, use them to vote CAG members onto council. You will be:

- (a) reducing the average age of council by many years;
- (b) giving a voice to a group of people who will speak with one voice on behalf of the active paddler.

CAG members: Brian Churchill — South Yorks, Stuart Kershaw — Proteus, Vic Hartley — RAFA, Pete Montgomery — Chalfont Park, Ian Winson — Aylestone Rainbows, Ron Rymer — York/Dales. Paul Rea is already on council and supports CAG aims.

Dear Sir,

I am disturbed by the enclosed circular from the CANOEISTS ACTION GROUP. It is obvious to me that these fuzzy-thinking people don't know what the BCU is for or how it works. The BCU, nationally and regionally, has too much to do, in too little time, with too few able and willing people to do the work. The actions of the CAG can only prove detrimental to the advancement of canoeing in Britain.

Let us consider some of the points in their circular: Point 1. "Take a positive approach to access with direct action where this is appropriate". As chairman of the BCU Access Committee let me say that I do not recall seeing any of these names in connection with Access. What have they been doing, apart from standing on the sidelines and criticising? Their "point" tells me that they are unaware of the real situation of Access and what it's all about.

Point 2. "Push in every way for the Artificial Slalom Course on the Trent at Holme Pierrepont". Do they think the ASCOT Committee have not been pressing in every possible way? Are they not aware that the cost is not thousands but millions of pounds. That kind of money is not available to us, yet! When it is we shall have our ASCOT.

Point 4. "Move the BCU Headquarters to Nottingham so that it shows that we are serious about Nottingham being the centre of canoeing, and so that it will be accessible to members". I agree that Addlestone is not the best of choices for the location of our HQ, but why Nottingham? Other places have equally good claims. Holme Pierrepont should not be regarded as our only centre of canoeing. Accessibility depends upon where you live, how far you are willing to travel, and whether you need to visit HQ. Wherever we have HQ it will only be directly accessible to a small proportion of our members. That is the nature of a national organisation. Accessibility is best offered by our Regions. It is in the Regions that the BCU makes contact with the grass-roots canoeists.

Point 5. "Give a voice to active paddlers to demand action". By active paddlers, do they mean competitors? The non-competitors say that competitors already have too much say and influence in

the BCU. Or do they mean the non-competitors? If those want special action then they must get themselves organised.

Point 6. "...less bureaucracy." No organisation can operate without a minimum of bureaucracy. If the BCU seems to have a lot, let me say at once that it doesn't, not compared to what we are doing and trying to achieve. If you study the faces in this "bureaucracy" you will see the same ones again and again, the same people having to wear many hats, so that the necessary work gets done.

Point (a) "Reducing the average age on Council by many years". This snide, ill-chosen comment serves to show up the woolly thinking of the CAG for what it is. In the 2½ years that I've been involved in BCU affairs I have observed that it is these older canoeists who have the ability, the knowledge and experience, and the willingness to serve. Without them the BCU would be in a sorry state.

I would not normally write on such a subject but I am worried that other members may be unwittingly taken in by this pressure group to the detriment of our sport.

P. A. DAVIES, *Enfield*

Reply to letter from Braintree C C covering the new Marathon Racing Scheme

I am sorry that Lionel Goddard takes the line he does in his letter, because, of course, the new system was designed to do the exact opposite of what he states.

The divisional system allows anyone to compete in any type of boat, the principle being that people race against those of comparable ability. Progression is made by either becoming fitter or by improving the skill of sitting in a narrower and faster craft.

Quite obviously, in the higher divisions the racing K1 emerges, but there are plenty of examples of whitewater boats, manned by competent paddlers, winning the higher divisions.

I am also sorry about the Anglian Series as my own involvement with the sport started at Bedford and my sons' first races were in the series.

It is unfortunate that Braintree should race against the rules and then use their results to justify their arguments. There have been many races, within the rules, this year where in Divisions 8 and 9 there have been 80 and 90 boats of all types providing good competition for all.

The new system was agreed at an A.G.M. of the Marathon Racing Committee which is the governing body for the sport. Braintree like any other club has the chance to speak at that meeting but it does seem to me that once rules are agreed we should abide by them. It seems grossly unfair to paddlers if clubs put on races which are meaningless in a national context.

All sports have rules and in some competitors are banned if they compete outside the system. This is not so at the moment in marathon but if each club makes its own rules then to preserve a national system pressure would soon arise to make this the case.

As an ex-chairman of Viking Kayak Club I appreciate the work done in the past by the clubs in the Eastern Region. The new system developed out of my experience at Bedford and Fladbury. I sincerely hope that Braintree will give it a try and help to make the Eastern Region back into the force it once was in long distance racing.

DAVID TRAIN, *National Organiser Marathon Racing Scheme*

Dear Sir,

The Yorkshire Derwent — an alternative view

Ray Pettit's views and interpretation of the Yorkshire Derwent situation (Focus Extra No. 21) are not shared by all. Having just moved from York, I have many happy memories of canoeing and instructing on the Derwent. However I also spent much time working as Field Studies Adviser for the Yorkshire Mammal Group helping to study the Derwent and defend it from exploitation.

The Anglers and conservationists are not seeking to ban canoeists from the river. They are, however, very worried about the impact of powered boats, commercial interests and the pollution they would bring (eg disturbance, litter, oil film, toilets etc). The Derwent is a beautiful, unspoilt lowland river and contains abundant wildlife including rare fish and many species of birds, insects, plants and mammals — including a few otters. The dredging and bank tidying, moorings and associated facilities needed to re-open navigation to powered boats would transform the Derwent from its present form into a boring, clinical, inland waterway. For me this is too great a sacrifice and I would prefer the present limited access arrangements to the alternative of more access but to a spoilt Derwent.

R.A. WELLS, *Kenilworth*

The inside story on

Rapid

the new extra-tough paddle

The Rapid is a new paddle from A.C. Canoe Products, with exceptional strength along its entire length

To find the secret of its outstanding strength you must look inside. Beneath a hard integral skin is a core of foamed glass fibre reinforced polypropylene, which incorporates an aluminium insert running the entire length of the blade, for extra strength and rigidity.

This unique construction, combined with a blade shape designed by top Olympic and white water canoeists, with today's paddling techniques in mind, results in a paddle which is maintenance-free, will not sink and — most important of all — is virtually indestructible.

Blades — blue with contrasting decal.

Shaft — blue PVC coated aluminium, ovalled at hand grips.

Available assembled (206-212 cm) or as kits.

Available now from canoe manufacturers and dealers or direct from A.C. Canoe Products Ltd., P.O. Box 62, Chester. Tel. Chester (0244) 311711

Specialist manufacturers of canoe and kayak paddles and helmets.

ACE

**SOUTH GLAMORGAN COUNTY COUNCIL
STOREY ARMS ADVENTURE CENTRE
COURSES 1981**

CANOEING

Introductory and BCU Proficiency 5/7 June and 3/4 July
BCU Trainee Instructor 20/22 March and 6/8 Nov.
BCU Senior Instructor Assessment 20/22 March and 6/8 Nov.

MOUNTAIN LEADER TRAINING: COURSE DIRECTOR: BOB A PUGH

Introductory Course 18/25 April and 24/25 Oct.

CLIMBING

Introductory Climbing Course 17/19 July

CAVING

Introductory Course 2/4 October

Details and application forms from:-

The Warden, Storey Arms Adventure Centre, Libanus, Brecon, Powys LD3 8NL (Tel. 0874-3598)



B.C.U. Insurances

COMPREHENSIVE CANOE INSURANCE

SEND S.A.E. FOR PROPOSAL FORM

JOAN BAKER

33 Somerset Rd Histon Cambs CB4 4JS

Phone Histon (022 023) 2781

CYMRU

CANOES of LLANDUDNO

choose from our range of
**CUSTOM — BUILT canoes for
SLALOM — TOURING — GENERAL PURPOSE**

Call and discuss your personal requirements at **CRYSTAL PALACE**

NEW FOR '81

NEW FOR '81

MAGNUM
OUR NEW PADDLE
The latest force behind canoeing



*CYMRU CANOES
ST HILARY'S ROAD
LLANDUDNO.
LL30 1PU.

(*Pronounced Come-re)

TELEPHONE: 0492-77067

Focus Classified

FOR SALE

Baron Sabre White Water K1, good condition, £95.00.

Telephone 0246 (Chesterfield) 79565 (Evenings)

Nordkapp H.S. Very good condition

Yellow/White, with pump and deck fittings/ropes. £200.00

Telephone Titchfield 42805 Fareham, Hants.

Two orange coloured competition slalom boats in excellent condition.

Phone Wheeler, Formby (07048) 76481.

MARK GEES quality timber paddles for competition slalom, flat water racing, sea canoeing, touring and kit paddles for the budget canoeist. Leaflets from Mark Gees, 19 Coombe Road, Hampton, Middlesex. Tel: 01-979 6592

Espada Excellent Condition £130.00

Junior Slalom Canoe £60.00

Telephone Winkfield Row 2778

Winner K4 - Glass Fibre fully fitted with seats, footrests, etc.

Good condition. Offers around £300.00 to: The Paddling Mate, Royal Canoe Club, Trowlock Island, Trowlock Way, Teddington, Middlesex. Telephone: 01-462-2116

Anas Acuta for sale. Fore and aft water-right hatches, deck fittings and lines, spray deck.

Used only twice - as new £200.00 Ring Rhyll 38202

Surf Canoes

Ultimate Box and Fin winning design

£90.00 also P & H Mk. 2 £60.00

Telephone Blackburn, Lancs 53330

We have been stockpiling canoes during the winter to enable you to buy at sensible prices. Specially strengthened Snipes £79.00. Apaches £75.00 KW4's £79.00 other models made to order. Demonstration models available. Discount for canoe clubs, youth and scout groups.

Stan Holtorp 01-398 3118

SLALOM P & H cobra Z. Very good condition £100 o.n.o. Doncaster 23720

SUPA MASC Competition Slalom C1 for sale due to owners spinal injury. Trans Red, Diolin Hull weight 261lbs never used in competition as new! Complete with Spray Deck £150. ABSON 3458

Small quality of high quality Michell Canadian Paddles for sale P.O.A. ABSON 3458

C1 Mould for sale, ex-works mould produced a medium volume C1 ideal for improvers or big water touring £100 I need the space, ABSON 3458.

HOLIDAYS

JAPAN - SEA KAYAK EXPEDITION

Seeking the ultimate exotic sea trip next summer? Contact this small

expedition 0983, 291234.

If you know canoeists in Japan, reverse the charges!!

SPEY VALLEY CANOEING

Bring your car and enjoy recreational canoeing on beautiful Scottish Highland rivers and lochs. All necessary equipment available for hire: Canoes £10 weekly for £2 daily; roof-racks etc.

Guest house accommodation DBB at £7.50 daily or self-catering Chalet at £8 nightly rental.

Send SAE for brochures to 'Canoe-Hirers' Lochail, Boat-of-Garten, Inverness-shire.

ACCOMMODATION

ROSS-SHIRE, West Coast near Achiltibuie: stonebuilt cottage, sleeps 4-5, H & C water, electricity, shower, fridge. Opposite Summer Isles, also convenient for lochs and mountains. £30-47 per week. Groom, 75 Carden Avenue, Cardenden, Lochgelly, Fife, KY5 OEL. (0592.720334).

COURSES

Rolling Course re-commenced March 4th 1981. Prochester Baths, Queensway London W2. Wednesday Nights 9 pm. - 10 pm Beginners with some experience welcome. Stan Holtorp 01-398 3118.

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

The Lake District Outdoor Pursuits Centre

provides challenging multi-activity courses for educational groups, industry and unaccompanied young people and has vacancies for:

EXPERIENCED INSTRUCTORS
& TRAINEE INSTRUCTORS

From end February and end April through until September, principle activities canoeing, climbing, expeditions, sailing.

Applicants should be willing to become fully involved in the life of the Centre and should preferably hold a current driving license. Application forms from:

The Lake District Outdoor Pursuits Centre
Fallbarrow Hall, Windermere. LA23 3DX
Telephone: (096 62) 5454

OUTDOOR EDUCATION AT I.M. MARSH B. Ed. Hons. Degree Full-Time

This course trains teachers for outdoor centres and schools. It is recognised as an acceptable qualification for work in the outdoor education field in all areas of Britain.

The course involves a wide range of practical outdoor pursuits on mountains and water linked with the study of the environment from an environmental science point of view.

Advanced Diploma Full-Time

This is an advanced diploma course which provides a unique opportunity to combine experience and training in a variety of outdoor pursuits with the theoretical aspects of outdoor education, education, environmental science and human physiology.

For further details contact: Mr. Hugh Mantle,
Liverpool Polytechnic, I.M. Marsh Campus, Barkhill Road,
Liverpool L17 6BD (051-724-2321)

HAMPSHIRE COUNTY COUNCIL

CALSHOT ACTIVITIES CENTRE

CANOEING INSTRUCTORS

Instructors in Canoeing required from April to October 1981.

Applications are invited from experienced canoeists willing to train as instructors as well as from those with Trainee and Senior Instructor qualifications

Calshot is the largest residential Outdoor Pursuits Centre in the Country running courses for all ages in a variety of activities.

The posts are residential. The rate of pay is from £6.10 per day. Accommodation and meals provided free of charge.

Applications giving details of experience should be made direct to:

The Director
Calshot Activities Centre
Calshot Road
Calshot
Southampton
SO4 1BR

