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No. 23 SUMMER 1981 · PRICE 50p

THE OFFICIAL MAGAZINE OF THE BRITISH CANOE UNION



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COVER STORY

"Ready ... Go" C2 1,000 metres
Nottingham

Photo: Bella Domokos

BACK COVER

Action at Bala Pre Worlds 1980
Photos: Phil Bunt

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

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Flexel House, 45-47 High Street
Aldlestone, 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

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Opinions expressed in this magazine are not necessarily those of the British Canoe Union, its Committees or members.

Editorial

As a well known canoeing wit put it recently "the only remaining commitment to be undertaken by the Union in 1981, is to organise the Triple World Championships". Whilst this somewhat ingenuous comment may at first sight appear to be a masterpiece of understatement, it is in truth a most perceptive observation. For as with most well organised activities, if success is to be guaranteed, the real work must be completed before the event takes place. The Triple World Championships are no exception to this rule. The Year of the Canoe, and Canoe '81, which includes the World Racing, Slalom, and Wild Water Racing Championships, were formally presented to the media at an extremely successful press launch hosted by courtesy of John Dewar & Sons, on the 19th February.

Having thus wetted the appetites of public and press with the promise of an intensive programme of exciting and interesting canoeing activity during the year, Canoe '81 was inaugurated by the Secretary General of the International Canoe Federation, Professor Sergio Orsi, at the International Canoe Exhibition on the 21st February. Between 150 and 200 people were present on this occasion, widely representative of the various interests associated with Canoe '81 and the Union, and much goodwill for canoeing, canoeists, and Canoe '81 has emanated therefrom. At the meeting of the Council of Management on the 21st March, full and final reports were received from the Director Canoe '81 Bala, Stan Cooper, the Director Canoe '81 Nottingham, Mike Haslam, and the Director Canoe '81, Ron Emes, regarding their respective financial and organisational arrangements. The Council was informed that brass bands have been booked, choirs were rehearsing, parachutists, Red Devils, and Royal Marines were awaiting their call to the opening ceremonials. Technical installations were almost complete, voluntary officials had been trained and briefed, budgets checked, re-checked, and checked again.

On the 3rd and 4th of April the International Canoe Federation Slalom and Wild Water Committee, the Paddling Racing Committee, the Marathon Sub-Committee, and the Secretary-General of the Federation, met in London, to affix their final seal of approval for the technical arrangements at the respective World Championships. Needless to say glowing tributes to the Executive Staff and Organising Committees at Bala and Nottingham were the order of the day. Whilst therefore, it does only remain then to organise the triple World Championships, as prescribed by our canoeing wit, it is also important that you, the members of the

Union, should make every effort to participate in the greatest canoeing spectacular ever to be seen in Britain, and perhaps in the World, during the last two weeks in July and the first week in August. Do not miss the unique opportunity presented exclusively for your benefit, as a direct consequence of the vision and untiring devotion of a few dedicated enthusiasts. It will probably never happen again.

To use a well-known catch phrase, of which the Director of Canoe '81 is particularly fond - "having said all of that" ... Canoe '81 is but a means to an end - or as the Working Party established by the Union to examine the feasibility of Canoe '81 put it in January 1977 - "The British Canoe Union have cheerfully and willingly accepted the immense commitment that is implicit in the organisation of Canoe '81, because they believe quite simply that the possibility of changing their public image from that of a major minor sport, to that of a minor major sport, is imminent. The stimulus that will be provided to existing canoeing enthusiasts, and the interest that will be generated amongst the non-canoeing public by Canoe '81, will enable the Union to improve their resources and positively utilise the new opportunities for developing all forms of leisure activity, that will surely emerge in the 1980s." The Year of the Canoe is then but a rung on the evolutionary ladder, and the Union must prepare itself now, for the inevitable expansion of their sport that will be a direct consequence of Canoe '81.



Professor Sergio Orsi, Secretary General International Canoe Federation and David Wain President British Canoe Union at the Poolside of the Crystal Palace International Canoe Exhibition following the inauguration of Canoe '81 and the year of the canoe.



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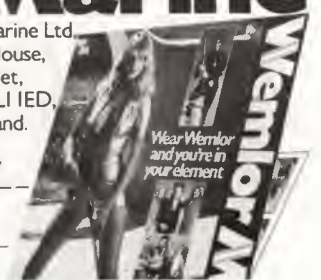


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Disabled? Who Me?

International Year of the Disabled was proclaimed by the United Nations, and despite mixed feelings about such special years, our Plymouth group agreed to put on a display on both days of the Canoe Exhibition.

The experienced members of our so-called disabled group were developing into a hard-bitten show-biz mob, with nerves of steel and an impressive sangfroid before an audience, but there is a significant difference between providing a leisurely display of skills at the annual Coaching Conference and fitting into a tight schedule in the tense atmosphere at Crystal Palace. We took our preparation very seriously.

Preparing a display by disabled canoeists presents ethical problems, as well as practical. We are totally united in our uncompromising rejection of sentimentality and morbid self-pity. Yet in order to illustrate the various physical handicaps that have been overcome or accepted by our students, we had to reverse our normal way of behaving by drawing attention to them.

When we invited someone to join our display team, we asked if we could talk freely to the public about their disability, and in all cases received their permission to be frank. This was a helpful exercise as we are so accustomed to underplaying the handicaps that we sometimes lose sight of them.

We asked three leading canoeists to give practical help, and despite the pressure of their work, John Gosling, Derek Hutchinson and John Ramwell gave their time generously and added spice and tone to the displays. It was a good experience for our team to rub shoulders with the 'great'.

The reaction of very many people on seeing a display by the disabled is highly emotional and feelings of sympathy and sadness are probably pre-eminent. Our aim was to inspire optimism rather than invoke pity. We hope that our contribution will lead to more disabled people taking part in canoeing, and more canoeists taking an active interest in making this possible.

Our team consisted of Darren Evans, 14 years old, who has no strength at all in his legs, although he can walk if he wears calipers. These are cumbersome when so he usually leaves them off, and comes in his wheelchair instead. His great trick is walking on his hands which he can do for long distances, and he displayed this skill at the opening of our demonstration.

Peter Tucker, 15 years old was next to appear. Pete walked briskly along the side of the pool and illustrated extremely well that not all disabled people are easily recognised. He looks perfectly fit and well — indeed he is. But Pete was a spina bifida baby and wears a urine tube and a bag at all times. He knows that he is minimally handicapped compared with other spina bifidas, and both he and Darren have entered several open marathon races, and won some. He may be a good canoeist but he's got a mind like a sieve — he left his red WW buoyancy aid in the changing room after the display and we never found it!

Dave Mann is older and works as a telephonist for a Plymouth bank. He was the only one who could instantly tell us the

time in the dark by feeling his braille watch. Dave brought his wife Sue who is also blind and although she's not a canoeist she enjoyed the weekend with us. In our first display on Saturday, Dave had to walk along two sides of the pool before plunging in and swimming to his boat, and as there were so many obstacles in the way his arm was taken by a helper along this walk. In the discussion afterwards, I said that it



Disabled youngsters enjoying their canoeing at Crystal Palace



would be more spectacular if he walked alone to the point where he dived in, so on Sunday he was pointed in the right direction and given a little push. He *always* walks at top speed, whatever is in the way, and his nose has the scars to prove it. On this occasion he'd taken about six steps, veered too much to the left and fell in. In less time than it takes to say it, he was out again, and walking — just as fast as before — towards me. The rest of his performance, including an eskimo rescue with Derek, was up to his usual high standard.

All three of these canoeists have en-

tered the DW this year — Darren and Pete paddling a K2 in the Junior event; Dave with a sighted partner paddling a touring double in the Senior race.

Next to enter was Ross Brewer — another 14 year old. Ross has general muscular weakness and particular problems with his wrists which are bent un-naturally inwards. This makes holding a paddle especially difficult. He demonstrated that relatively simple means can overcome apparently big problems by showing everyone his lightweight paddle made from 1" dowel and plywood. The blades are unfeathered because he doesn't have the mobility in his wrists to feather a blade. Ross also has his own spraydeck with velcro on the deck instead of elastic around the cockpit. He had been very frightened of capsizing and this was partly because he just didn't have the setrength in his hands to pull off an ordinary elasticated spray deck. Now with his velcro deck, he can paddle in wild water but if he capsizes, his spray deck pulls off easily. Ross demonstrated a capsizing after showing how he can perform high braces, being pulled sideways by ropes tied to the bow and stern of his canoe.

Ian Brewster jointed our group last year so he's one of the newer members. He uses fore-arm crutches — the short ones that don't fit under the arm-pit — and performs prodigious feats of teetering balance when he climbs into the minibus on them. Each time he goes canoeing he has to change his urine bag which fits onto an Ilial loop protruding from the side of his abdomen. He uses two large reels of adhesive tape a week on this fiddly job. The most notable thing about him is that he's always prepared to go canoeing, never wants to be carried anywhere, makes his own bed, and prepares his own complicated drips tubes and night bottle. He did a great job of capsizing a Caranoe and showing that even without the use of legs you can be rescued in deep water.

Our final participant was Martin Fuller, the Old Man of our display team. Martin has lost the use of his legs, can get out of his wheelchair only with great difficulty. He joined our display team to help us demonstrate that seriously disabled people can still canoe, with the proper amount of help, and the right equipment. Martin was lifted into a Caranoe by two strong men and was towed away by Derek Hutchinson.

We have taken Martin on long expeditions this way, and he's explored Plymouth Sound and the surrounding rivers with a tow on the long arduous bits, paddling himself on the more interesting parts. Frank Goodman lent us the Caranoe, which we've found an ideal boat for those whose balance is not good enough to keep upright in an ordinary canoe. We have spraydecks for them, and they go on long sea trips, grade 2 white water, or small surf.

The display ended with a raft of all students and instructors, with as many as possible standing. As Darren wasn't wearing his calipers, he stood on his hands.

Ron Moore.

ANNAPURNA

Canoe Expedition 1980 (Part 2)

A SPECIAL REPORT FROM CHRIS HAWKESWORTH

We climbed over the terminal moraine of the glacier and put in on the river, a fast flowing very cold mountain stream of grade II or so, meandering through the small barren fields of this high mountain desert. The valley floor was glacial deposit, little top soil and a lot of pebbles. The river cut its way through, and left the bigger rocks behind in its bed. Almost immediately after the medieval log bridge outside Manang I made my first mistake, bounced off a rock in the shallow water and ran up a shingle bank so fast I had to get out of the boat and re-launch. The water was no problem, except for the cold which numbed our hands and made reactions slow.

We progressed quickly, passing under some more log bridges lined with local people, to the camp site where we had left instructions that a sherpa with a spare paddle should stand on the bank until the last canoeist was home.

We were without any spare canoes, some having been left behind at Thal — the village where the party split up. The river cut its way into a gorge with scree sides and gradually the water became more and more difficult — no more than 30 feet wide, studded with boulders around which it was almost impossible to see. The speed of the water quickened. Occasionally a calculated risk had to be taken, and a small narrow gap shot through with only a brief few yards of clear water before more boulders.

Soon inspection was necessary, and a mistake on my part. A correct decision for a small portage, a slight slip on the scree bank, and the boat shot into the water, filled and settled between two boulders on the opposite side of the river. The others

seeing my difficulty took more care and Nigel Timmins, in a magnificent effort, pulled the boat out undamaged. We were now starting to drop behind schedule and two portages later I slipped once more and lost the paddle this time. Off it went down stream never to be seen again. Up to this point I had been leading the first group, though at a stop a short while earlier we had been overtaken by the Canadian Double and two kayaks. I had to climb out but what looked easy turned out to be a nightmare.

The scree slope was more of a glacial cliff about 200 ft high, hard at the bottom where floods had washed the loose deposits away, soft at the top after wind, rain and frost had got to it. Toughie volunteered to help me out. We started off with me pulling and him pushing. From the bottom a 45° scramble became verticle and loose. A case of 3 feet up, and 2 feet back. Loose boulders were being pushed down on Toughie's head from each hand and foot hold of mine.

We couldn't let the boat go since Toughie would have gone with it. At one point we could climb neither up nor down, and a boulder the size of a football came loose, causing the two watchers below to scatter as it bounced down with a shower of smaller pebbles. Even near the top it wasn't any easier, having nothing to grip to. After several tries I managed to find a firm enough root to haul myself up with Toughie holding the boat. Then laying flat out I reached over the edge and pulled on the boat, only to find Toughie with neither foothold or handhold sliding backwards rapidly and about to peel off. Taking my spray deck off I passed him one end and pulled, and



The highest camp at Braga, taken looking South West. The river runs right to left.

he made it to the top. Right on cue Nigel trotted up with my recovered paddle. The deadline for reaching camp was now quite close, and it gets dark quickly around 5.30 pm. My advice to the other two was to find a suitable place and pull out also. I set off on my own to walk to camp, feeling bad about having let the side down twice. The track was only some 400 yards from the river, through bog with a sparse covering of fir trees.

I jogged to camp over an old moraine and arrived at dusk. None of the other paddlers had arrived before me and the epic I had been afraid of was taking an ugly turn for the worst. Fortunately we had plenty of

A paddler near Khundi



Jon Atkin on the upper stretch





Looking upstream from the ridge at Behundanda.

manpower, the porters and sherpas taking an interest in what we were doing. Immediately, the liaison officer left camp in charge of 10 porters to walk to my boat, about 6 miles, and then to come back and keep a look out for other people and their boats.

The temperature was now below freezing. The cooks had a big fire going so I changed in front of it whilst briefing the camera crew and the Sirdar (Head Sherpa). Just as a larger search party was about to move out, the C2 crew of Robin Witter and John Goodwin, with several kayakers, walked into camp. We still had four paddlers missing, it was now pitch black, cloudy, and not a light to be seen.

The liaison officer had been told where

the canoes were. In fact, they had quite independently of my advice pulled out less than 400 yards from me. We despatched a further group of porters to help the liaison officer, and with storm lanterns and as many torches as we could muster, set off sweeping from the river bank to the track. After a short while we found Toughie, living up to his name. He had carried his canoe for several miles and gave it up to a willing porter. The camera crew, equipped with lights, carried out an on the spot interview with a theme of how to b...-up an expedition in 50 difficult moves.

Three paddlers now were left. A ramshackle line of porters, the Sirdar, camera crew and ourselves searched through undergrowth so thick that we shouted to each other to keep in touch. Then at 7.30, 2 hours after dark, an answer came back. They could see our storm lantern and powerful camera light on the track. Thus Nigel Timmins, Frank Staniland and Les Lloyd staggered out of the bushes. They had accidentally passed the point where the C2 and deputy leader Allan Barber had pulled out, and then the river had run underground. With sheer cliff walls all around, the canoes had been left in the bottom to be recovered by a larger party later. They had just climbed out at the third attempt before it got too dark and had then made for the track. We made all speed back to camp to swap stories, Toughie telling us how, when climbing out himself, he had sent a boulder crashing down towards Les Lloyd who had been taken short ...

This day is related in detail since it shows how a well equipped, experienced, expedition can come unstuck so easily. The only section of river not inspected and it ran underground. No-one had been hurt, all the equipment was safe, and the liaison officer's party arrived back around 10 pm with the last of the canoes.

We had decided not to canoe at all the next day. So cutting our losses, we recovered the three canoes in the morning, had a bath in the hot springs at Chame and pressed on.

In the evening, three days later, it was back to the big suspension bridge where we were due to meet the RICE party. They were not there, but the Tilicho Lake party had caught up. They had made it to 17,250 feet, fought off altitude sickness and padd-

ed on the lake. A snow slope had been crossed in the dark and a canoe dropped 1,000 ft down the slope into the lake. It survived, was recovered and was following on — a tribute to the construction.

The RICE group were a day downstream and so as the next day was extremely difficult and not recommended by them, we did part of it, but set out first thing after lunch to catch them up.

That evening was the first time we had all been together for two weeks and several hard decisions had to be made. Eventually we settled on two teams of 5 paddlers. The river was now much wider and faster — plenty of Grave V to VI water, although knowledge of what needed inspection and what didn't made the whole thing easier. At Khudi the water was still extremely difficult.

There were plenty of rolls and swims but by now we were all much more used to the water, which is vastly different from Alpine canoeing. At lunch we met our support raft and almost immediately the C2 capsized — this time the rear cockpit fell out. Though a spare canoe was with us it was not immediately available, so Robin and John put the broken one up a tree, to be found later by a porter, and waited for a raft. This day's canoeing was the best we had, a long day of good water — plenty of rolls, loops and swims, huge stoppers and boulders. The adrenaline kept flowing all day. We made the evening stop without trouble, the sherpa on the bank with the paddle being a joyful sight to see. Then, it got dark — no raft, John or Robin, no camera crew. Another search party? In the end, with plenty of villages around, a good wide track and by now warm nights, we left them to stagger back to camp. Late in the evening they came to ribald comments and with John and Robin now having had to walk twice!

We spent several more days without mishap and finished up at Mugling, right on time. It remained only to sort out our Landrover, which had acquired a broken spring shackle, and catch the flight home after a day on a local bus to Kathmandu.

Kathmandu and no flight! The runway was being dug up, and the planes were coming in full and taking off half empty. We could be accommodated in three weeks time. A successful expedition had been

"At Tal it went underground, down a deep hole ..."



Sam Crymble rock dodging above Khundi



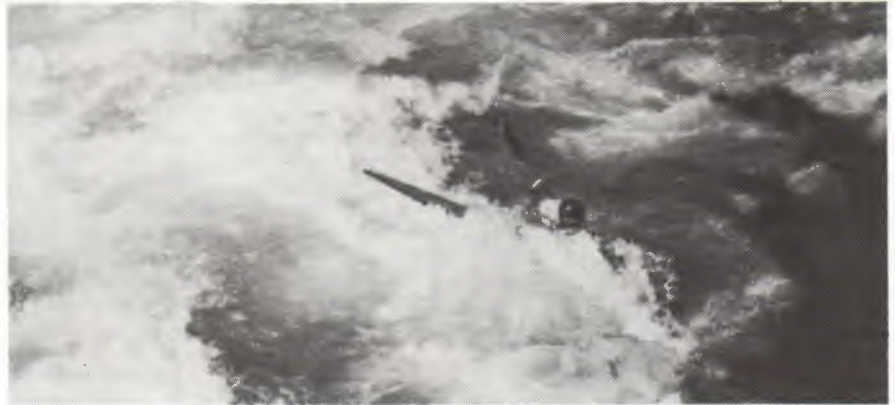
enjoyed, everyone speaking to everyone else, we liked Nepal, but no flight home — not even the possibility of a flight home. Then an idea. Could we catch a bus the 800 miles or so to Delhi? The local bus took several days, 4 to 6, depending upon who you talked to. An American knew of a German with an old Mercedes bus who would take us for a fee (about £20 with all our equipment.) We sought him out, and sure enough he could take us and we had just enough money left. He thought he could just get us to Delhi in time for the jumbo home, and sure enough he did after 42 hours of near non-stop driving. A full day was spent on single track and hairpin bends via Pokhara, Lucknow and Agra.

We had a swim in the Ganges, bribed our way to get diesel, and arrived at New Delhi with two hours to spare. Then disaster — we had left our best movie camera on the bus. £5,000 worth of gear just left behind! What an ending ... Then we were stuck in Pakistan because of the Middle East War for a few hours ... back to civilisation — or is it?

Top Right: A paddler on the middle stretch showing the large waves

Bottom Right: Chris Hawkesworth on the rapid near the Khudi Camp site

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Niger Delta Canoe Expedition 1980

Brian Sheen, David Braddon and Martin Compton have just returned from a successful expedition to Nigeria, which was run jointly with the Nigerian Scouts who supplied three members.

A local dugout canoe was hired at Onitsha on the River Niger and paddled into the Delta almost to the sea before turning inland to Port Harcourt. En route the group studied the local fishing methods which differ greatly from those practiced elsewhere.

The traditions of the Chief system are still widely upheld and Ancestor worship is universal. As the expedition was held over the Christmas period, many dances, called mascarades, were seen. Some of the dancers wore exotic head dresses and most of the dances were connected with the the history of the village.

Although the more dangerous animals have been driven away, the birds of prey provide a spectacular backcloth with eagles and vultures gliding overhead.

The support given by the Nigerian Scouts made the biggest contribution to the success of the expedition, which followed in the footsteps of Richard Lander of Truro, 150 years later.

During the expedition a large number of coloured slides were taken and a film made.

EXTRACTS FROM THE LOG

20th December, Enugu to Onitsha, to Ossomari by road. At Onitsha we were introduced to the other half of the Expedition Johnson Kaine, ex Navy Captain, Francis Odukwe a Headmaster, and Sylve-

ter Izukanne also a teacher. All three are experienced Scouters and Johnson is a Sea Scout Commissioner.

A 50 foot Motor Canoe had been earmarked for us, about four feet high. It came with owner, engineer and cook at N30 a day. Fortunately I had written that we did not want a motorised canoe and so we were able to reject this boat. We would not have been able to set foot in canoeing circles again!

We were taken to the home of his Royal Highness R. Olisa Nzedegwu the Second, the Obieze of Atamanya, Ossomala and Ossomari. At one end of the room was his throne, a large chair backed by a Red Carpet and Leopard Skin. All the local Chiefs sat around the room and we waited. After a while one man struck a gong three times, this signified the approach of the Obieze. He is an impressive man who came in long robes and surveyed the audience before taking his seat. The Chiefs came up one at a time to kneel before him and say "Okaaphu, Okaaphu, Okaphu, Okaphu." Before I really knew what was going on we three were out there on our knees! When we had finished he offered us a short tusk in his right hand for us to shake.

25th Dec Agbere Happy Christmas. The chicken, which had accompanied us for the past two days, was prepared for dinner.

Walking towards the end of the village we came across our first mascarade. All the children were completely robed with faces covered, around their ankles were strings of palmtut shells which rattled as they danced. On their heads were wooden carved crocodiles. Apparently they were

driving out evil spirits as they charged round waving wooden cutlasses to the hypnotic sound of drum band. The drums in this part of Nigeria are wooden cylinders or cones with a skin stretched taut across the larger end. Nigeria is a country full of such traditional dances, performed for the benefit of the participants and their friends, and not for a tourist trade.

27th Dec. Kiama to Yenogoa. 30 miles. The river was breaking up and at each junction we had to enquire as to the correct route. Fortunately there were just enough people about to give us advice. Although we paddled hard we found that Yenogoa did not seem to get any nearer and for the first time we were paddling in the dark. In the Tropics night falls very quickly. At six it is light, by seven it is pitch dark.

ACHIEVEMENTS

To say that you are the first to do something in the canoeing world is always dangerous. However, we think we were the first to do the following:—

Paddle from Onitsha to Port Harcourt (200 miles) since the Nigerian Civil War 12 years before.

First whitemen to paddle Nigerian Dugout Canoes on an Expedition.

First BCU Expedition to use local canoes as opposed to fibre glass imports. Also, one of the first in which the canoeing was a means to an end, rather than the end in itself.

The Expedition suffered no personality problems. We did not fall foul of either the authorities or local people. The success was largely due to the support given by the Nigerian Scouts. We are grateful to the BCU for a Grant from the Expedition Sub Committee.



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TEACH YOURSELF BOOKS



John Deighton. Pillar-Eddied beside the Menai Bridge

A White Water Guide to the Menai Straits

Running between Bangor in the NE and Caernarfon in the SW the Menai Straits separate Anglesey from mainland Wales. Due to their narrow width, irregular bed, and tidal abnormalities, the straits behave more like a river than the sea. This 'river' does however change direction, and level with the tide.

The main area of interest to the white water canoeist lies between Telford's Suspension Bridge, opened in 1826 and then the largest suspension bridge in the world, and the Britannia Bridge. Both of which span the straits just south of Bangor; they enclose about one mile of the straits, in which some form of white water canoeing every day of the year, with no access problems or outraged fisherman to contend with.

Rather than describe all areas in great detail, we have given a six figure grid reference and some idea of the nature of the rapid. All grid references are to be found on Ordnance Sheet 115, Caernarvon and Bangor.

1. *Menai Suspension Bridge* GR 556715. A forceful rapid, stretching laterally across the straits from the Anglesey side to the main span. Formed due to the bridge supports. Often catches the unwary by surprise. Runs for approximately three hours starting about 1 hour before high tide. Access from the minor road running under the bridge or Menai Bridge public slipway. (GR 558718).
2. *The Ledges* GR 550716. An easy rapid suitable for novice paddlers, formed due to

a ridge of rock in the sea bed, that protrudes to form a series of small islands. Runs for approximately three hours, starting 1 hour before low water. Access as above.

3. *Ynys Gorad Goch* GR 545713. A dangerous place for the unwary, look out for the derelict fish traps, that now pose a threat for the unseated canoeist. In spite of this a good playground for the experienced paddler. A playful stopper forms on the North side of the island. Sport can be had here for one hour before high tide for three hours approximately. Access as above, but be ready for a hard paddle back against the current, most easily done on the mainland side, finishing off with a 'monster' ferryglide just below the Menai Bridge.

These are the three main playgrounds for the white water enthusiast. The Swellies (GR 549714) often give an exhilarating ride over fair size haystacks. A rapid also forms between the Britannia Bridge and Ynys Gorad Goch on the incoming tide. Although we have not paddled there it looks as though it may have potential.

When paddling on the straits, you tend to find yourself forgetting you are on the sea and not a river. Consequently in the event of a swim, stay with your boat, it is a long swim to the shore from most of the above-mentioned rapids, across strong and unpredictable currents. A sound knowledge of deep water rescue techniques from all the party will undoubtedly cut down on the degree of discomfort suffered by the swimmer.

All the above rapids run to some extent twice a day. They vary in size and time of day, and duration, with the tides. A quick check with the local tide tables (Liverpool: -22 min for Menai Bridge) will give the best water.

The Canoe Polo Explosion

It is fair to say that as far as the 'Polo discipline' of our sport is concerned there has been something of an 'explosion' in its development.

Never before has there been such interest in the sport of canoe polo with so many teams from throughout the British Isles showing an active interest.

The 1981 International Canoe Exhibition saw twelve of the Countries top teams meeting in an exhilarating contest, however,

it is estimated that there are over one hundred teams of canoeists playing canoe polo throughout the country.

With such an interest as has been shown toward the end of 1980 and the beginning of 1981 the 'Canoe Polo Committee' feel that the sport is definitely about to 'take off in a big way'.

Crystal Palace was once again the venue for the National Canoe Polo Championships. In the Senior section eight teams were in the

quarter finals of the knock-out competition. Luton Tigers retained the title for a second year beating the Bere Forest team in a dramatic final battle which was very closely fought, Luton eventually coming out on top by one goal. In the Youth section Luton were once again the dominant team convincingly striving forward to take the championship.

International Canoe Polo matches were played again this year with teams entering from Holland, Germany, Scotland, Wales and England. With the two England teams that of Luton - England 'A' and Bere Forest - England 'B' meeting in the final to provide a very exhilarating game.

Goal - Luton Tigers



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J.R. Meets the Round Britain Kiwi.

Paul Caffyn, a New Zealander, has circumnavigated North and South Island, mainly solo, in a Nordkapp. In May, June and July of 1980 together with Nigel Dennis, an auxiliary Coastguard from Anglesea, Paul made the first complete circumnavigation of mainland Britain.

John Ramwell, promoter of the Sea Touring Committee, currently secretary of the Advanced Sea Kayak Club and Coaching Organiser for Eastern Region, spoke to Paul before he returned home.

You were describing your life style to me. You said you are a geologist?

With the upsurge in the price of gold I've gone back to my old trade of looking for gold, staking out claims, and evaluating claims for people. In the summers I teach climbing. On the days inbetween courses I take people canoeing on the Clutha River. And I'm getting a little bit of income from my South Island book. I play in a band and get something from that too. Hopefully my North Island Book will be out this year, and then I'll settle down and write about my recent trip with Nigel Dennis canoeing round Great Britain.

Tell me about this book. How are you going to tackle it?

Because there is so much history involved and so many threads, like ship-wrecks and light-houses that come into the story, I really cannot write it in diary form. The patches where little happened will have to come together fairly tightly. The exciting bits like Cape Wrath and Pentland Firth will be in diary form and there will be plenty of photographs and colour plates — perhaps a photo per page, with maps and line drawings.

What plans for the future?

I've totted up the miles around Australia, and I think they add up to 8,000 which is too much! The Great Australian Bight would be the crux of this trip. This is 7- or 800 miles of cliff with no escape route. The East Coast and the West, are both fantastic and well worth paddling along, but I think 8,000 miles is a bit long, don't you? New Guinea — well I've thought of that but haven't totted up the miles. This leaves Tasmania. I'd love to have a crack at rounding Tassie. I was all set to have a go when Earle Bloomfield and John Brewster got there before me.

Do you have any comments on the comparison between canoeing, the canoeists and the gear you've seen here and back home?

Conditions. There is a lot more to offer when coastal cruising round Britain. There are such interesting open-sea crossings here when you're out of sight of land for 3 or 4 hours, needing so much more reliance on the compass and on navigation. Like the Thames Estuary was a 29-miler. The Solway Firth and the Firth of Forth,

they're all about 25 miles. And the Bristol Channel. You've got that patch in the middle when you're only out of sight of land, mainly because you have a haze here which limits visibility. We only really got a good swell once, and that was on the North Coast of Scotland for two days. But swell is always present on the West Coast of New Zealand — you rarely get a day when there isn't a heavy swell running. Here we had no wild surf landings — which were the rule along the West Coast of New Zealand. So I found I hadn't the mental strain with this trip, worrying about surf landings.

Canoeing the Cook Straits and other long open crossings you have mainly done solo.

Well yes, though Cook Strait only took me 3 hours. I was keyed up. But there was very strong tides up to 11 knots. And there is always a good roll, and the weather changes so rapidly. The Tamaki Straits (North Island) are even worse, as the seas are shallower and the weather whips them up quickly. Max and I did this one in August which is a late winter one. When we started off there was frost on the canoes and the decks were white — but fortunately we had a good day and we sprinted across.

What about loneliness. Does it every effect you?

Oh no! I really revel in being on my own.

Do you think it takes a particular sort of personality?

Yes, I think so. It's pretty fortunate in a way, or the sea might get rather crowded with solo paddlers, and then we wouldn't be solo paddling anymore! I was talking to you earlier about the Coastguards. There seems to be an over awareness of safety here. When solo paddling I like to be completely self-contained so that if I get into trouble I can get myself out of it. In New Zealand I don't carry flares or radio. I have a life-jacket, and I am confident I can roll and even enter the canoe when I get flushed out, which I have had to do on several occasions. The fishermen in New Zealand would say, 'You are going off on the sea and as soon as you get into trouble you'll be expecting us to come out and get you'. And that is not that I wanted, and so I stopped carrying flares. I was determined that if I got into trouble I was going to get myself out of it.

We have a maxim; 'what are you going to say to an enquiry if things do go wrong and you haven't covered all the safety angles'.

Sure, I totally agree with that. When I'm out coaching, I carry every safety aid like flares and radio. Though there is a problem in New Zealand. If you did fire a flare there would be no one around to see it, and I doubt the radio would be very effective for the same reasons.

Yes, even in our over-crowded waters flares are often of little use. How did you find the wild life?

The bird life is fantastic, colonies of Guilimots and Razor Bills. What amused us was seeing the Guilies and the Gannets teeming and wheeling around Ailsa Craig in their thousands. It was sights like that that really made this trip worth while. We saw propoises and dolphin off the North Coast.

Did you stop off at the Farne Islands?

No, we shot straight past. Tides are stronger here than in New Zealand. You have a bigger tidal range and the tides move more. At Cape Wrath there were two nasty tide rips mixed with a big swell and this was pretty lumpy. Pentland Firth was pretty straight forward. We waited at Donats Head for the ebb tide race to ease and we raced on through despite the fact we had been warned about this area. Fortunately we struck it lucky as there was a calm sea and no wind. There were no nasty bits along the East Coast, though the weather was very changeable. We had storms and lightning, everything but locusts and pestilence. We had a good day to go round Lands End, though I found the tides quite fast at the approaches to the Bristol Channel. Trevoze Head was nasty. Jack Sound we went through on the last of the tide. The Coastguards were very good for the forecasts, but most of the time they were interested in where we were, and where we were going. All in all they were very good, though they did warn us not to go out, when in fact we could have done so.

Is there any other major difference between coastal cruising here and at home?

One other thing that's different here from New Zealand is the danger areas you have around your coast line. Some days we would go through sometimes two firing ranges. Initially we would try to work in with ranges by telephoning or radioing in first. Some of them are open 08.00 to 22.30 and if you have a good tide and wind and want to go through, we expected to be told we could not go through. But in fact, we were told that as 'bone-fide' travellers we had a right of passage and they couldn't stop us. So in the end, with some of the areas we would paddle on to the range, they would spot us, stop firing, lowering their red flags and we would shoot through. Off Tynemouth the look-out must have fallen asleep and it was the closest show we had. You could hear the 6.2mm, it was like a helicopter flying overhead. The bullets would ricochet off the rocks into the sea.

Thanks a lot Paul for talking to us, it's been interesting. On behalf of sea canoeists here we look forward to keeping in touch and hearing more about you, and what goes on in New Zealand.

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"I have no Faith in Numbers"

by Oliver Cock, National Access Officer

"Water Space" is the journal of the Water Space Amenity Commission. In the last issue is a National Angling Survey, a survey on river canoeing, and a survey carried out by Arthur Telling, Barrister and Principal Lecturer at the Trent Polytechnic. A further one is being carried out with the assistance of WSAC and the Sports Council, and concerns rights of navigation on rivers. The BCU has been asked to assist.

Some very interesting figures have appeared, with the definition of an angler given as "any angler of 12 years or older who has fished within the last 12 months".

What would happen if in a survey on canoeing, every single kid over the age of 12 who ever got into a canoe in the course of a year was added to the total number of people who called themselves canoeists! If the anglers claim around a total of 3,380,000 by this process, we would dare to state that the canoeists in the country have a total not very far off this figure also.

Peter Tombleson, the Executive Director of the NAC, states:—

"The angler tends to be younger than the population as a whole and comes from a very wide range of social classes, especially the skilled working class and those in semi-skilled and un-skilled occupations. The angler is likely to be male because the Survey indicates that only 1 in 8 anglers is female, although this gives a figure of woman anglers well over 400,000.

Of the 12—15 years olds interviewed half had been fishing for more than three years, so that their interest appears to continue throughout the school age range. Only 1 in 3 game anglers is under 25. Strong recruitment occurs in the 12—15 years age group.

Over half of sea anglers are in the 25—54 age group and half of those who now sea fish have done so for five years. Recruitment in the earlier age ranges is lower possibly because of the higher cost involved."

If the word "angler" was changed to "canoeist" in the above, it would almost exactly fit our sport as well! What other recreations might fit into the same picture also? Mr. Tombleson also says:

"One important factor emerged from examining newcomers to the sport. Generally recruitment is from the school age range 12—16 years. There is very little recruitment in the older age ranges, so that the age profile of angling has shown a downward trend during the past ten years".

Again, would this not fit canoeing as much as it fits angling? It has been said that there are more people afloat on Saturday afternoon than there are watching football matches. This would indicate that there are more people afloat than there are anglers on the banks.

"I have no faith in numbers"!

Now let us look at the canoeing survey.

It is shown that out of the 629 rivers originally listed only 162 were used for canoeing, plus a further six thrown up but not originally listed. Of this 168 only 14 have so far disclosed ten or more groups canoeing on

them. Of the remainder, 69 rivers had only a single group listed. What of all the others? Don't tell us that they are not canoed at all! What does appear is that many recipients of the questionnaires have refused to reply because they don't want their own little bit of private water disclosed, thus severely restricting our pleas of "not enough water" simply by showing "not enough canoeists". With this huge number of refusals to reply, have we cut off our noses to spite our faces? "The information received is being computerised and in due course it will be tabulated and possibly published. A qualified cartographer will draw up a map of rivers used by canoeists which will be used as the basis for researches into the appropriate navigation/access legalities of some rivers.

"What cannot be tabulated and computerised will be valuable for the final document and is a summary of the criticisms, suggestions and comments very frequently added to the questionnaires".

The BCU has asked if it may be brought into the consultations before any further publication of the information received is undertaken. It is known that there are many rivers on which there is a navigation right, but these rights are so ancient and obscure that they will need considerable research before it is possible to say whether they exist or not.

Mr Telling then writes:

"So far as common law rights of navigation are concerned, the Cairngorm case decided in 1976 settles clearly enough that the right to navigate includes navigation for recreational purposes. This decision seems entirely logical and in accord with common sense. If someone is exercising a public right of navigation in a reasonable manner, it seems quite irrelevant to ask whether he is navigating for commercial purposes or for his own pleasure".

"But there are limits; the judges in the Cairngorm case were emphatic that the public right of navigation does not extend to every conceivable use of boats and other craft for recreational purpose. As one judge put it: "... the establishment of a public right of navigation does not open the door to every kind of user which physical prowess or exorbitant technology may make possible".

Here we are not at all sure that we agree with everything that he has on say on suggested reform.

"The uncertainty as to the actual extent of rights of navigation over many rivers ought to be resolved (Agreed). There should be legislation requiring the registration of all public rights of navigation whether common law or statutory. The ideal would be a system analogous to that contained in the Commons Registration Act, so that (1) effective registration would constitute conclusive proof of the right of navigation; (2) failure to register existing rights by a specified date would result in the extinguishment of those rights. This would obviously require the setting up of a registration authority and perhaps a tribunal to deal with disputed claims".

We do not agree with a specified date. We have already indicated that some of these ancient rights are extremely obscure, and trying to discover them may take many years of very careful research. Is this to be barred from us? This research has sadly had to be limited to a period of two years only and to only a few rivers. If any member knows of *anything* which may be of help we sincerely hope that he or she will write to us with it as quickly as possible.

Finally Mr Telling raises what appears to be a very sensible suggestion. To prevent overcrowding and to give everybody a fair share of the waters there ought to be a comprehensive system of registration under which every boat would display a registration number as a means of identification. This has long been a condition of access agreements by the anglers and the landowners. It is also supported by our friends in the Sports Council. More and more it is becoming evident that a great many of our difficulties will be overcome by a registration scheme of some sort.

The National Water Council publishes a journal called "Water", which has undertaken to continue some of the regular features of "Water Space", which is to be discontinued. It therefore behoves those concerned with access to obtain the magazine "Water" from the National Water Council at 1 Queen Anne's Gate, London SW1H 9BT.

New River Guide

North Wales White Water by Jim Hargreaves and Terry Storry. This well-constructed guide to the white water rivers and surf beaches of North Wales is adequately illustrated, and in a compact booklet gives guidance notes, including paragraphs on the Menai Straits.

Notes on each river, together with a route map is the core of the book. Advice on suitable levels, particular hazards, and best routes for rapids is given, together with access and egress points. The authors state specifically that mention of rivers, and put-in spots, does not imply a right of access.

Highly recommended. £1.50 from BCU Supplies.

Centres Under Threat

An alarming trend has revealed itself with the increasing economic restrictions on local authorities.

Some have closed their entire outdoor education programme, and others have major centres under threat. Burwash Place in East Sussex has been axed, and Calshot Activities Centre was only relieved after a large public outcry. Many letters of support from individuals and organisations, including the BCU, were written.

Calshot, situated on a shingle spit where Southampton water meets the Solent, is ideally placed for introduction to sea kayaking. Its full-time canoeing staff consists of three well known and experienced sea paddlers. Dave Evans, John Aberdein and John Kuyser. The Isle of Wight is just 4 miles away, and every aspect of sea canoeing within striking distance. Large ships and sailing traffic add even more interest.

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The Smurfs, those little blue creatures that keep petrol stations clean for National Benzole, are lending their weight to the Union's water safety campaign.

When approached for permission to use the Smurfs on the Cadet members badges National readily agreed and also suggested that they could be of use on posters and leaflets pointing out 'Safe ways to Canoe'. The result is a colourful double crown size poster which, along with the leaflets, will be distributed throughout clubs, schools, outdoor pursuit centres and Scout groups.

Posters are available if a S.A.E. 12% x 9" is sent to the Union Headquarters in Adlestone.

Kayak Expedition Canada Alaska 81

To mark the International Year of the Disabled Person, a self-supporting team of kayakers and rafters will attempt a descent on the entire length of the Alsek, in the Glacier Range of Northern Canada, starting on 1 July.

The Alsek is unpredictable, with numerous glaciers forming canyon walls. These are capable of shedding ice-blocks the size of houses, or damming the entire river, which is reputed to be the only huge river in the world with a water speed fast enough to stop fish. Summer storms bring rain and snow, while black and grizzly bears roam the area, together with wolves, foxes, beaver and other fur-bearing animals. Mosquitos and black-fly abound.

Scientific work, including the taking of samples for a specific biological research, sighting rare birds, and investigating a rare indigenous spider, are included in the expedition brief, which will raise money for the International Year of the Disabled Person. Specifically this will aid the continuance of the Handicapped Games in Nottingham, and set up a canoeing school at the unique International Field Study Centre for the Disabled in Cornwall.

The two British paddlers involved in the team of kayakers and rafters are Peter Montgomery and Paul Vander-Molen, the organiser.

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PUBLICATIONS

START CANOEING

There has been a gap recently in new books about basic canoeing. Anne Williams, who for several years was in charge of canoeing at Plas-y-Brenin, the Sports Council's National Centre for Mountain Activities, here gives a comprehensive introduction to the sport. Profusely illustrated by line drawings, with many good photographs also, most of the skills are broken down and understanding is aided.

The book is up to date, with minimal omissions in the skills section. Sea Canoeing, Camping, and Rolling are covered, and brief descriptions included of all aspects of this multi-faceted activity. Available from BCU Supplies at £4.25.

THE BOOK OF THE THAMES

"The Book of the Thames from its rise to its fall" by Mr. and Mrs. S. C. Hall, publisher Charlotte James Publishers, Teddington. Price £6.99.

Hardly had I started this book when I found myself reading every word instead of just skimming through as I had intended. I found it intensely interesting, full of little anecdotes about places I knew on the river and giving a very good impression of it. This is a reprint of a book that was first published in 1859. In those days they had the time to make a leisurely trip down the river talking to people they met and taking opportunities to go out of their way to find out about the history of the places on the river banks. If only we had the time to do the same today! It is quite fascinating to see how they used to live by the Thames over a century ago.

Of course, there is no canoeing in it. This was just before John McGreggor brought himself into the limelight, and quite a few years before the founding of the Royal Canoe Club, the first canoe club in the world. Nevertheless I strongly recommend the book to anybody who enjoys wandering down a river and having a real look round as they go. It is ideal reading for the pottering canoeist who is making a proper holiday by cruising down the river in easy stages. There are many wood-block engravings, all of scenes on the river and many of which can be seen today with very little change. There are also many engravings of the wild life to be found both on the banks and in the water. If you don't come out of the reading it a better man you just have not read it! It is very well worth the money. N.O.L.

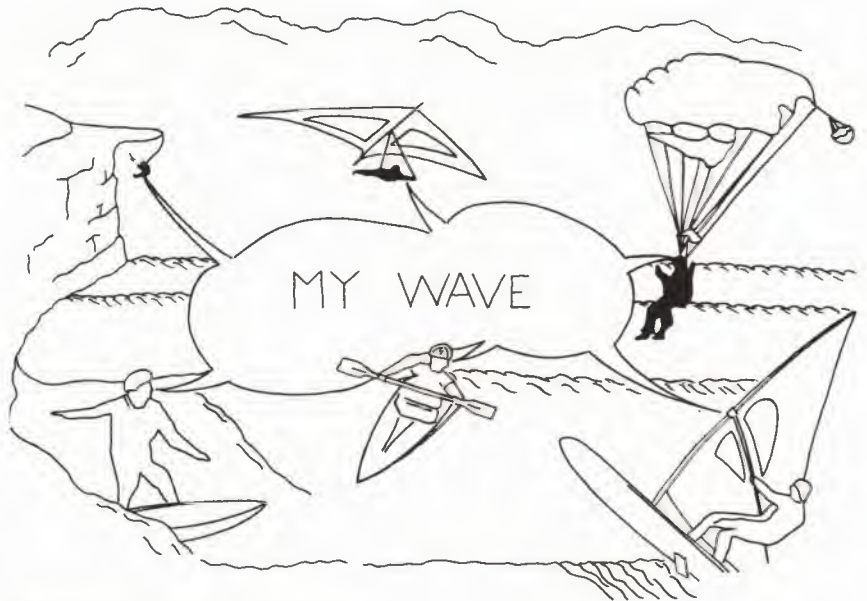
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"My Wave", Roger Lovesay, third prize

Focus - Cartoon Competition Results

The winner of the Cartoon Competition announced in the Winter edition of Focus is: Mr Roger Lovesay of Stroud, Gloucester, who receives a £20 voucher for purchases from BCU Supplies.

Whilst not contravening the obscene publications act, the editorial board felt obliged to request that those wishing to view the winning entry should send a plain, buff, s.a.e. to Addlestone. Complete confidentiality is assured!

The caption of the winning entry reads: 'THE FIRST ESKIMO ROLL'. Paul Smith of Forth Canoe Club came a close second (£10 voucher) and Roger Lovesay again in third place (£5 voucher).

It has been decided to leave open the class for 'good ideas without competent artistry'. Final closing date for the £10 consolation voucher is now 1 August 81. Entries already received will be considered.



Well Cap-e That...

The first prizes under the Open Racing Scheme sponsored by Cape Industries in association with the BCU Marathon Racing Committee were presented at Crystal Palace on February 21st and 22nd.

Mr W. R. Doughty, Managing Director of Cape Industries Limited, presented to 16 year old Michael Smith, of Sheffield Canoe Club, a new "Cougar" Sprint K1 Kayak, and a cheque for £100 toward Sheffield Canoe Club funds.

Since the Cape Open Racing Scheme

was inaugurated last autumn more than 3,000 Certificates have been issued to participants. Each Certificate is numbered and once a quarter there is a draw for the winning number. To the club or organisation which issued the winning Certificate there is a prize donation and to the holder of the Certificate there is a new canoe or kayak, of the winner's choice, up to a value of £200.

Michael Smith not only held the first winning numbered Certificate but was also the winner of the Marathon race organised by the Sheffield Canoe Club and is a member of the British Wild Water Junior Squad.

Canoe '81 Nottingham

July 26 – August 2

CANOE 81 – Nottingham is more than an event, it is an occasion not to be missed. It is a week for all the family at prices that everyone can afford. Why not make CANOE 81 part of your holiday this year. Whether you camp or stay in a hotel; whether you travel by air, train, boat or car; whether you are a canoeist or not, young or old, CANOE 81 – Nottingham has something to offer you. Details of the Nottingham week are listed below, including admission prices. Camping and Caravanning fees are shown too.

Further information can be obtained from – CANOE 81 – Nottingham, 72 Bridgford Road, West Bridgeford, Nottingham. Telephone Nottingham (0602) 819879 or 810686.

CANOE 81 – NOTTINGHAM – PROGRAMME

1. The Trent 50 mile International Canoe Tour 26th July–29th July 1981
2. The World Championships Opening Ceremony and Parade of Nations 29th July 81 at 8 pm.
3. The Nottingham 81 Spectacular Bands, Displays, Gymnastics, Fireworks 29th July 8.15–10.30 pm.
4. The Waterside 81 Exhibition Multi-purpose exhibition, side shows and displays daily 30th July–2nd Aug.
5. "Fun Canoe Races" (open to all-Canoe Tourers) 30th July and 31 July.
6. **THE XVITH WORLD CANOE RACING CHAMPIONSHIPS**

THURSDAY 30th JULY 1981

	<i>Morning</i>	<i>Afternoon</i>
Mens 1000M	Heats	Repechage
Ladies 500M	Heats	Repechage

FRIDAY 31st JULY 1981

Mens 500M	Heats	Repechage
Ladies 500M (K4 only)	Heats	Repechage

SATURDAY 1st AUGUST 1981

Mens 1000M	Semi-Finals	Finals
Ladies 500M	Semi-Finals	Finals

SUNDAY 2nd AUGUST 1981

Mens 500M	Semi-Finals	Finals
Ladies 500M (K4 only)	Semi-Finals	Finals
Mens 10,000M	Finals	Finals
Racing takes place between	9.00–12.30	2.30–6 pm

7. Camping on site at the Holme Pierrepont purpose built campsite in a truly international atmosphere.

ADMISSION PRICES

1. Trent 50 Mile Canoe Tour £10 per person per week (overseas £20)
Tour Only £6 per person (overseas £8)
2. Opening Night Spectacular Terraces Adults 50p Children 25p
Grandstand Adults £1 Children 50p
3. Waterside Exhibition Country Park (North Bank) Adults £1 Children 50p
& WORLD CHAMPIONSHIPS. Grandstands (South Bank) Adults £1 Children £1
4. Caravans (Per unit) daily £1.50 plus admission fees
(concessionary rates for over 4 nights stay apply.)
5. Camping (per person) daily £1.60 per adult £1.10 per child
including admission fees.

ADVANCED BOOKINGS AVAILABLE AT REDUCED PRICES – DETAILS OF HOTEL AND GUEST HOUSE ACCOMMODATION AVAILABLE ON REQUEST.

Holme Pierrepont, already one of the best water sports centres in the world is to be further developed for the XVI World Kayak and Canoe Championships.

The improvements to the Centre account for £80,000 of Sports Council grant and will include new starting and finishing points on the course, new racking areas and the latest electronics to improve both the judging and the scoreboard facility. Dick Jeeps, Chairman of the Sports Council sees this injection of cash leaving lasting benefits for both canoeing and rowing in improved facilities for training and competition at all levels.

The debt of gratitude owed by the Union to the Sports Council, Nottinghamshire County Council and many, many others is immense and we all hope these championships will stand as a glowing testimony to their interest and the Union's hundreds of volunteers who all seek to make the World Championships the best yet.

See you in Nottingham



Black and Blue Peter ... that's the new nickname of a famous favourite Peter Duncan, one of the presenters of Blue Peter. Down the course for this year's World Canoeing Championships slack water with British team canoeist Melvyn Swallow, Peter but snapped a borrowed paddle when he capsized, gaining, in watches the world's best in action, he will be able to say: "I" Photo: Tom Roberts.

CANOE '81



Royal Visit

His Royal Highness the Duke of Gloucester is the Patron of the World Championships and a visit to Nottingham has been arranged for Thursday 30th July 1981. Included in his programme will be visits to the various camp sites, the exhibition, and a good look at the racing including the blind paddlers events for which he will be presenting the prizes.

Whilst the World Canoeing Championships are at the centre of the activities at Holme Pierrepont the additional attractions during the week will provide something to interest all the family.

Even before the opening of the Championships themselves, hundred of youngsters from all over the country will be completing their tour by paddling down the course. The 50 mile Canoe Tour will start at Lichfield on the preceding Sunday and will finish at Holme Pierrepont shortly before the opening ceremony begins at the Harvey Haddon Athletics Stadium in the city.

A gun salvo to celebrate the Royal Wedding will also herald the opening parade of at least 30 nations before the main attractions of the evening. A variety of bands, gymnastics, police motorcycle



children's television personality. He is children's He earned his nickname when he had a go at canoeing ps in Bala, North Wales. After some training in was invited to try the real course. He did quite well the process, some large bruises. Still, when he ve done that. I've got the bruises to prove it."

Canoe '81 Bala

July 16 - 24

All roads will lead to Bala in early July when Britain plays host to the top canoeists in the world. It is the chance for every canoeist in Britain to see the cream in action at first hand. It is the first time that the triple world championships have been held in Britain and Bala plays host to the Wild Water and the Slalom championships. More than 400 competitors from over 20 countries will be pitting their skills against each other on the River Tryweryn near Bala, North Wales. Bala was the scene of the pre-worlds last year, when the only thing the organisers didn't get right was the weather. Director Stan Cooper and his army of volunteers are now working on that! Seriously though there was only one possible verdict on last year's event ... an unqualified success and a credit to everyone who competed or help to organise.

In the past the world championships have been held in the Alpine countries or Canada because we cannot guarantee the water over here. Like many rivers in Wales the Tryweryn was tremendous in spate. But how many rivers are in spate in high summer?

This is where the Welsh Water Authority took a hand. The Tryweryn runs from the Llyn Celyn dam down into Bala Lake. The authority releases about 250 million gallons of water from the dam which surges down the course providing a demanding test even for the best paddlers.

Those canoeists familiar with the Tryweryn will have noticed last year how much work has gone into "landscaping" the river. There is now a sort of culvert arrangement known as the Irish Bridge near the start of the wild water race. Further down, through the graveyard, a new permanent base has been laid on the river bank at the start of the slalom course. In the bridge just below and on various bends rocks have been rearranged or moved to provide an even better course.

For the competitors there is an even more welcome piece of landscaping part way down the slalom course footpath.

PROGRAMME

July 16:	Wild Water race practice event
July 17:	Wild Water race individual events
July 18:	Wild Water race team events Medals ceremony
July 19:	Competitors practice
July 20:	Competitors practice
July 21:	Slalom practice event
July 22:	Slalom individual events Men's individual kayak Men's Canadian doubles
July 23:	Slalom individual events Ladies individual kayak Men's Canadian singles Mixed Canadian doubles
July 24:	Slalom team events Medals ceremony Closing ceremony.

Remember the rock face you used to climb while precariously holding on to a piece of rope? Well it's gone. There is now a wide, clean path all the way down the course, complete with steps. Vast areas of scrub have been cleared and trees pruned to provide excellent views for spectators the whole length of the course.

Anyone who was in Bala for the pre-worlds will remember forever the splash of colour and wonderful mix of nationalities, Americans, Germans, Japanese, Swedes, Austrians, Aussies, and many more have booked almost every hotel room, guest house and camp site in the area. However Canoe 81 administration office in Bala (Telephone Bala 520118) has set up an accommodation officer to help you find somewhere to eat and sleep.

Competitors practice starts on July 11 for four days until the grand opening ceremony on July 15.

A quick note about prices. There is no charge for the Wild Water race nor for the unofficial practice for Slalom. On the official slalom practice day there will be a charge of 50p. For the actual slalom days the admission charges are £1 for adults and 50p for children under 14. Three day tickets cost £2.40 for adults and £1.20 for children.

There have been generous grants and help in kind from many sources but these still do not meet the cost of putting on the event and the admission prices, programme charges and sale of souvenirs will all go towards meeting the cost of staging the event. In return the canoeists of Britain will have a permanent slalom site which is one of the finest in the world. However the cost of staging the event is about £400,000 which compares favourably with Canada's £1.25 million a couple of years ago.

If you are visiting the event try to catch the opening ceremony. Bala is a delightful, unspoiled town and to see the mile long procession march proudly down a main street packed with spectators adds Olympic spirit to the whole affair. Local children, brass bands, silver bands, flags, national costumes add up to a moving spectacle.

Canoe 81 also has a massive trade site. There are marquees selling all sorts of mementoes including some highly original posters, along with refreshment tents and other services all prepared to cater for an estimated audience of up to 15,000 people a day. This number is swelled by about 2,000 competitors and officials.

On the entertainment side every pub in the town is packed and going full swing every night, there are Eisteddfod artists, discos, receptions and displays by the Red Arrows Free Fall parachute team.

It is easy to talk glibly about the welcome in the hillside but one thing is for certain. The councils and other authorities in Wales have played a major role and been a constant source of advice and help. It is this involvement with the local community that adds the human element to this competition. Bala will turn into a sort of Olympic village for the fortnight where competitors will mix freely with spectators.

It is the biggest thing ever to happen in canoeing in this country and everyone will want to echo Max Boyce's famous catch phrase and say: "I was there."

displays, mock marine battles, parachuting high wire acts and other exciting events will precede the magnificent firework finale.

The Racing begins the next day with the heats of the 1,000 m. events but the massive leisure exhibition will also begin to roll. Waterside '81 will include special areas for the canoe manufacturers as well as many stands of general interest to the "outdoor type". In addition to sideshows, stalls and amusements, a display area will allow groups such as the RAF Falcons parachute team to 'drop in'.

Also on the water during the regatta there will be a host of other water activities scheduled in between racing. Chinese Dragon boat races, 'mini slaloms', canoe polo, windsurfing, hydroplaning, parascending, and, at the weekend, an International veterans' Water Ski competition sponsored by Peter Styvesant.

Almost at the water's edge the Camping Club of Great Britain will be holding its 80th Anniversary meet, an interesting reminder that the canoe camping and touring fraternity is the largest single interest group within the British Canoe Union.

The camp site at Holme Pierrepont has been reserved exclusively for canoeists during the period of the World Championships.



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Every member and potential member of our teams has been in dedicated training for many months. Excellence is achieved only at great personal cost and many have risked career opportunities and made immediate personal sacrifices to achieve honour for Britain.

Substantial help for our paddlers and sport has come from the Sports Council and the Sports Aid Foundation.

The Sports Aid Foundation is a fund-raising company committed to providing financial help to international athletes to assist with their training and competition schedules. Canoeists have been greatly aided by the SAF. Featured are our four paddlers who are in receipt of an 'elite' grant. This is substantial cash help granted only to an individual of World Champion potential.



Martyn Hedges. Aged 24.

Mens C1 Slalom

Clubs: Bath and Windsor.

Martyn is the first British paddler to achieve world status in slalom C1 paddling.

A member of the British Slalom and Wild Water Racing teams since 1974. British Slalom Champion 1975, 76, 77, 79, 80. Wild Water Racing Champion 1976, 77, 80. Martyn was runner-up in all cases in the intervening years. In 1980 he moved into No 1 position internationally when he became European Champion, winning three of the events, and then taking the Gold Medal at the Bala pre-World Championships.

Martyn has taken his finals for a B.Sc Honors Degree in Microbiology, and is currently in full time training under the supervision of Tom. Hudson on a sports scholarship scheme at Bath University.



Elizabeth St. Clare Radford (nee Sharman) Age 23 Ladies K1 Slalom

Club: Bury St. Edmunds

Commenced canoeing 1974. From novice to Division 1 – 1975. Won the British Schoolgirls Open Championships. 1978 – British Champion.

7th in Europa Cup Series. 2nd at Pre-World Championships Jonquire Canda. 1st British Open, Llangollen, Gold Medal, Tryweryn International.

1979 – British Champion. Silver Medal, World Championships, Jonquire, Canada.

1st at Bala, Augsburg, Lofer, Llangollen Internationals, 2nd at Merano. Plus team 2nd and 3rd.

1980 – British Champion

Coached by George Radford, whom she has subsequently married, Liz is currently in full-time training at the West Midlands Centre of Excellence under Ken Langford.

Robert Campbell. Aged 25

Mens K1 Wild Water Racing

Commenced canoeing about 10 years old, paddling on local river and then joining Viking Canoe Club. Gravitated to slalom, paddling for Britain, before specialising in Wild Water Racing, becoming an International paddler in 1978.

1979 Silver medal, individual and Bronze Team medals at World Championships, Jonquiere, Canada, 1979/80 British Champion. 2 Team Gold Medals and a Silver Medal, in Europa Cup events.

Robert is in full-time training under Martin Bosher's guidance operating from the Viking Canoe Club at Bedford.



Richard Munro Fox. Age 20

Mens K1 Slalom

Club: Stafford and Stone

Commenced slalom 1975. Obtained 2nd place in first Senior International event Moutalhal (Switzerland) 1977.

Gold Medal at Merano (Italy) International 1979. Bronze individual and Gold team medals, World Championships, Jonquiere, Canada 1979. 1980 British Champion and Runner Up in Europa Cup (1st at Beil-sur-Royal, Spain).

Coached by Ken Langford, Richard has been in full time training, based at the West Midlands Centre of Excellence, since September 1980. His registration as a student at Birmingham University being voluntarily suspended for a year to enable him to concentrate on his preparation.

We wish all our contenders every success at Bala and Nottingham.

We ask every member to support our paddlers by attending these exciting events – and bringing family and friends.

We thank the Sports Aid Foundation for their vital generous support of individual athletes.

We thank most sincerely the Sports Council and the other public and private bodies who have made it all possible.

Canoe 81 – Paddlers Profile



ALAIN LEBAS – FRANCE

Not a typical Paris policeman Alain has achieved success at World Championships in a number of different events. Whilst his most pleasing success must have been his first medal in the K2 1,000 in 1978 the prize he will most cherish is the silver medal in the K1 1,000m in Moscow. Alains improvement has been steady over a number of years but his determination has reaped reward. If Western Europe are to win medals in Nottingham then the French, and Alain Lebas in particular, seem good prospects.

A Briton to watch



GRAYSON BOURNE

Grayson was the fastest man in Britain last year, occupying the 500 m K1 slot of the Moscow Games. As a full time paddler he left his home town of Chelmsford some years ago to live in the middle of the strong southern clubs of Royal & Richmond. At twenty two Grayson got close to the Olympic Final but after another hard winters training I am sure he will be hoping to go one place better this year and make the World Championship Final.

PARFENOVICH – RUSSIA

No stranger to Nottingham shores Parfenovich turned the Olympic Regatta into his own personal event with wins in the K1 500M, K2 500m and K2 1,000m.

A student at the Belorussia Physical Culture Institute and a member of the Krosnoye Znamya Club in Minsk he started canoeing in 1973 and has now, at the age of twenty three, achieved a dream many sprint canoeists have.



RUDIGER HELM – EAST GERMANY

Twice Olympic K1 Champion, powerhouse in the immensely powerful East German K4 (Olympic Champions) Rudiger Helm is one of the sports institutions. His dominance in the 10,000m events at previous International Regattas has been almost frightening and no doubt he will be the man to look out for.

Weather conditions can mean a great deal at Holme Pierrepont and the distinctive all blue, East German boats are likely to be affected more than most if the course begins to get choppy. However, Rudiger Helm must be the firm favourite for at least one of the individual K1 events in Nottingham.

BIRLADEANU OR DIBA – ROMANIA

It is difficult to know which Romanian will be more dominant this year. Birladeanu gained the bronze medal in the 1,000m K1 in Moscow and not to be outdone. Diba won the bronze medal for the 500m distance.

Diba is the man with the track record. Twice World Champion previously, he stands out in my mind for his performance in Sophia during the 1977 Worlds. Nearing the end of the 1,000m K1 final he stopped paddling, turned to look over his left shoulder at Helm. He was far enough ahead of the field to collect himself, carry on and still win by over a length.

A return to the form he showed on that day would bode well for Romania's chances.



INAR RUSSMUSAN – NORWAY

The Norwegian team did not compete at Moscow and one of their Kayak team must have felt the disappointment more than most. Before the Olympics, Inar paddling with Olaf Soylan held the World 1,000m K2 Championship. They had beaten the Russians at the Sportakiad and Inar held the silver medal for the 10,000m K1 event having been beaten by Janic. Inar will most probably race his single in Nottingham in all of the events, knowledge of his training methods and personal motivation can only lead us to believe that this sports student from Oslo is a golden prospect.



JEAN PIERRE BURNEY – BELGIUM

Certainly one of the greatest White Water Racers in the world. Four times World Champion over a period of ten years. Now at thirty six years of age Jean appeared to have retired last year, but who should appear at the top of the Wild Water list at the First International race of 1981.

Jean works in the Ministry of Sport and has moved nearer to Brussels recently, away from his native Ardennes.

If Burney is fit he is quite likely to be seen at Nottingham as he is a highly talented racing paddler with a number of exceptional results at World Sprint Championships behind him.



ULRIKE DEPPE – WEST GERMANY

Ulrike is the Europa Cup Slalom Champion and has been very successful in that particular competition for a number of years. Success at a World Championships has been illusive and at twenty seven this may well be her last chance of winning the individual title.

Ulrike works as a librarian in Neuss, Westfalen and has been canoeing for eleven years during which time she has attended six World Championships in both Slalom and Wild Water Racing.



GISELA GROTHAUS – WEST GERMANY

Whilst her home is in Berlin Gisela is at present a student in Toulouse at the University.

Whilst Gisela is not the present Wild Water Racing Ladies Champion she has won that honour on four previous occasions. Having already won the Europa cup events last year she went on to finish at the top of the ranking in PreWorlds at Bala.

ALISTAIR MUNRO (Bluebell) and JOCK YOUNG

Alistair is a student at Paisley Technical College and lives in Greenock. Britain's best Canadian doubles paddlers Young and Munro have made gradual progress over the last few years until along with the rest of the team they gained the Team Gold at the second of the Europa Cup events last year. Jock is twenty five, hails from Edinburgh and is a teacher of technical subjects at Penicuik High School.

Paddling a new boat this year Jock and Bluebell received at the Pre-Worlds, the only individual crew medal Britain has ever won. See action photograph on page 27.



CATHY HEARN – USA

This twenty three year old stole the show in 1979 at the Jonquiere Worlds. World Individual Salalom Champion, World Team Slalom Champion and World Wild Water Team Champion.

Since Janquiere Cathy's results in Europe have not reflected the dominance she showed in Canada. A third place in the 1980 Europa Cup behind Deppe and Radford could only reinforce her need for some hard work this last winter.

Welsh National Canoe Exhibition

BRIDGEND RECREATION CENTRE

Saturday 10th October 1981

Canoes of every size and shape will be on display at the 1st Welsh National Canoe Exhibition.

Welsh Canoe Clubs and Manufacturers will be present to offer thier advice and information on the various aspects of this sport.

The Welsh Canoeing Association caters for the needs of Canoeists in Wales, and what better way to do it than at a Welsh Exhibition complete with H.Q. desk, shop and its many specialist Committees and Disciplines.

At the Welsh Canoe Exhibition you will be able to see and buy the latest in Canoe equipment, you can also enjoy some of the world's finest Canoeing films.

Take this great opportunity to visit the 1st Welsh Canoe Exhibition and bring along your friends and maybe next year the Welsh Canoe Association will be able to extend the Exhibition over two days.

A Briton to watch



ALBERT KERR

The 1977 World Slalom Champion was "judged" out of a Silver medal in Jonquiere in spite of protests by several national teams and video tape evidence.

As a salesman for Pyranha Mouldings, Albert has been able to contribute his knowledge and experience to the 'Red Boats' to be used by the mens kayak team in the defence of their World K1 Team title.

At twentyseven this is probably 'Brambles' last chance at the individual title but with an incredible capacity to succeed on the day and with his knowledge of this particular course Albert Kerr may well be World Champion for a second time in July 1981.

Warning: This man is allergic to red poles!

Goodies from Bala

£1,000 GRAND DRAW

Prizes totalling over £1,000 can be won in Canoe '81 Bala's Grand Draw. Star prizes are Gwyd W/W Snipe Kayak, Gaybo W/W Kayak, Granta Kayel wooden Canadian Canoe Kit, Nomad Supermann Slalom Kayak, P.&H. Slalom Kayak, plus many more prizes which include paddles, clothing, buoyancy aids, helmets, etc.

A book of four tickets costs £1 and can be obtained from: Canoe '81 Bala, Town Council Offices, High Street, Bala, Gwynedd, North Wales.

Please enclose a stamped addressed envelope. Tickets are also available at some Slaloms and during the Event.

SOUVENIR HANDBOOK

The Slalom and Wild Water World Championship Souvenir Handbook is now available. These can be obtained from the Bala Office at a price of 60p which includes postage and packing.

ACTION POSTERS OF FAMOUS NAMES

The official World Championship posters are of Bob Campbell, Richard Fox, Liz Sharman, and Martin Hedges and cost only 50p plus 25p postage and packing for any number of posters. Send your order to the Bala Office.

OFFICIALS SWEAT SHIRTS

The Officials Sweat Shirts are now available from Bala. The Royal Blue, 'V' necked tops are £5.00 but the order forms should be returned by the 31st May 1981.

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Harishok Competition Vest	18.30	1.25
Harishok Life Decks – please state boat	31.00	1.25
Nylon Canoe Mittens – Kayak, red or blue	6.40	.75
Paddle Bags – full length zip, holds 2-3 pairs	12.50	.95
Ace Crash Helmet – Standard	6.92	1.00
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Azzali Blades Only – each – wooden or metal tip	11.50	1.00
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Mohawk Paddles – Canadian	8.80	2.00
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Pyranha Woolen Jumpers V Neck, Blue – 'S', 'M', 'L', 'Ex L'	16.50	1.00
H.H. Lifa Tops Turtle Neck	5.95	.95
H.H. Life Super Vest Long Sleeves	5.90	.95
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Press a button to start; press another to display lap-time, press again to carry on timing.

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BALLINDALLOCH HOSTEL situated 200 yards from and overlooking the Spey just above the River Avon junction. A newly converted railway station with accommodation for 16. The Hostel is on the new Speyside walkway, 14 miles from the Lecht ski grounds.

Both Hostels have showers and drying facilities and are within easy driving distance of the Ness, Findhorn, Avon, Dee and Tay. Ballindalloch Hostel is only 25 miles from the surfing beaches of the North East Coast. Canoeing, Sailing, Skiing, hire, instruction and full holiday courses based at these centres are also available.

Full details from: Clive Freshwater
Insh Hall,
Kincaig,
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HOLIDAY NOTES

Canoe Canada

It's almost impossible to count the canoeable lakes and rivers in Canada, a country that contains 15 per cent of the world's known fresh water supplies.

Fortunately for canoeists, there are many well trodden routes that provide plenty of excitement but with the safety of having other canoeists in the vicinity. Really experienced canoeists can try out virgin rivers or take routes that last for 20 days or more.

Within the last couple of years a few British tour operators have begun to include canoeing holidays in their brochures which solves many of the problems of finding outfitters, maps and so forth.

One company providing very innovative tours is Twickenham Travel, the UK general sales agent for Yukon-based Rainbow Adventure Tours.

Ten to 14 days canoe trips on the Yukon River following the Klondike Gold Rush route are combined with Arctic camping

tours, rafting and hiking expeditions to provide a really stimulating experience in Canada's northern region. Some trips include Alaska. Prices (excluding transatlantic airfare) commence at £352 and include all equipment except a sleeping bag. Further details from Twickenham Travel, 84 Hampton Road, Twickenham, Middlesex.

North Saskatchewan is one of Canada's great wilderness sanctuaries and Suffolk-based All Canada Travel and Holidays can organise four or seven-night trips to the region. Both commence with an afternoon's canoeing familiarisation and a night at the main lodge on Otter Lake.

The seven-night route covers six lakes spread over 68 miles with 18 portages. 17 aluminium canoes weighing just 75 lbs are used, each canoe being outfitted for two people. The cost (£127 for four nights or £167 for seven) includes airfare from Saskatoon to La Ronge, transfer to Otter Lake, two nights' accommodation at the lodge food all equipment and a professional guide.

Sweden

The White Water School in Åre, Sweden, run teaching courses from basic to advanced wild water paddling in some of the most magnificent countryside.

The river water is pure enough to drink and the thousands of rapids of varying difficulties make this part of Sweden one of the most natural and challenging environments in which to learn or improve your capabilities.

Åre is the most famous ski centre in Sweden, one day's car drive from Gothenburg, in the province of Jamtland. The best way of getting to Åre is on the Felixstowe-Gothenburg ferry and from there by train or car. Accommodation is available from camp sites to first class hotels and food can be on a self-catering basis or using some of the excellent restaurants in the area.

Equipment for canoeing is provided with boats supplied by Gaybo Limited so if you are interested or would like more details write to Lennart Ekstedt, 830 05 Järpen, Sweden.

Prices of courses: 5 days £45, Groups of 10 or more £40 (inclusive of equipment, instructors and transport during the course.

Pub Food



Whilst we appreciate that crossing the threshold of hostelry is a completely foreign experience to the vast majority of members, we did receive in the office one of seven Pub Food Guides for the Midlands and the South.

Covering 200 pubs for the grand total of 36p these guides should help you to find establishments who serve such excellent dishes as Pork in Marsala Wine, Scotch salmon and Grilled Halibut.

No doubt you can wash down farmhouse soup followed by Stow pie, with the odd pint but first please contact: Donald Mackinnon, Whitbread Flowers Limited, Monson Avenue, Cheltenham, Glos. including 36p in postage stamps.

Tin Mines and all that

"Outdoor Adventure" is a new centre in Cornwall for activity courses and adventure holidays. The range of activities offered includes Canoeing, Canoe Surfing, Windsurfing, Fell Walking, Surfing, and also Riding and Water Skiing. These are available as day courses or combined as complete 'Adventure Holidays' with accommodation overlooking the surf.

The canoeing courses cover the basic BCU Star Tests and up to advanced level in whitewater, surf and sea canoeing. Special arrangements can be made with Schools, Colleges, and clubs to provide 'custom' courses to suit their particular requirements.

In addition the facilities are available for instructor training and assessment, competition coaching etc.

The Canoe Surfing is based at Widemouth Bay, a well known spot to canoe surfers. In addition to the canoe surfing courses are "hire out" facilities for surf canoes, skis and boards. If the surfs not up why not try a windsurfing course or hire a windsurfer.

For more details contact Jeff Gill, Outdoor Adventure, Forge Cottage, Clubworthy, North Petherwin, Cornwall. (056 685 303).

Lerags House

For self-catering holidays in Scotland, Lerags House is secluded but not remote, being off the main road but only four miles from Oban, holiday centre of the West Highlands.

The Georgian House has been converted into flats without losing its country house atmosphere and attractive gardens slope down to the tidal inlet of Loch Feschan, with direct access across the foreshore. By leaving the Loch through a shallow channel canoeists can find some interesting waters such as "Corrievechan", the "Falls of Lora" or Oban bay.

Space is normally available between Easter and mid-May and from about mid-September as there are gaps in the normal pattern of family holidays however, it is possible the owners can fix you up in peak periods so do not hesitate to contact Charles and Kay Hunter, Lerags House, by Oban, Argyll, PA34 4SE, Scotland.

Aviemore

The Aviemore Holiday Motel is offering three holidays afloat this summer on Loch Morlich and the River Spey in the Cairngorm mountains.

Canoeing, Sailing, and Windsurfing are offered in the Try-a-Sport range of holidays which includes hill-walking, skating and fishing. All these water activities are based at a new boathouse with showers, toilet, changing and lecture facilities although all meals and accommodation are at the Aviemore Chalets Hotel, only a short walk from the Aviemore Centre.

Leaflets and booking forms are available from Aviemore Chalets Motel, Inverness-shire, or from travel agents. Prices from £87 for five days.

Free Canoe and Bike Holiday for Oldest Granny

Energetic Grannies and Grandpas could be in for a free holiday, free bike and free canoe if they are prepared to take on the Low Countries by either method of transport this summer.

YHA Travel, the travel agency arm of the long established Youth Hostels Association, recently announced their "Free Pedaller" and "Free Paddler" holidays, in which a bike and canoe are included in the price of the holiday to keep after the trip.

YHA want to make it clear to would-be pedallers and paddlers of advancing years that they are just as welcome as the young.

Travel Controller Alan Rodford says, "Not surprisingly, our name and association with youth and adventure holidays sometimes deters older people from booking. Some of our trips require no more energy than sitting on a plane and walking to the beach".

For further information contact Alan Rodford, Youth Hostel Association, 14 Southampton Street, London WC2 7HY.

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.

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Glasgow, Ilford, Leeds, Liverpool, Norwich, Plymouth, Portsmouth, Reading, Southampton, Stockport, Stockton.

During the past three years two fundamental developments have taken place in the design of canoes, surf/racing skis and rescue craft which, hitherto, have not received the attention which they demand in this country. Many craft with these safety devices are already in four European countries, Scandinavia, North and South America, Canada, Australia, New Zealand and South Africa. In this country the main stronghold is South Wales, although several craft are scattered around elsewhere. The developments referred to are Alan Byde's 'Safety Cockpit' (or cockpit liner) and Gareth Lucas's 'Tree Cockpit'. Anyone who has tested these devices and consequently owned a craft, thereby gaining experience, would rarely, if ever, revert to the more conventional craft. To date the BCU and the larger manufacturers who, understandably, in difficult economic times do not want their canoes rocked, have taken little notice.

There is an increasing need for improved safety at all levels of our rapidly growing sport. The greater use of the sea with its associated dangers, due to increased problems of access to rivers for the larger numbers of canoeists, added pressure on local rescue services as a result of more leisure time, safe craft for instructing purposes and a need to reduce fatal and near fatal accidents, all mean that the manufacture of safer craft must take topmost priority. Safety Cockpits have been installed in slalom boats, sea touring craft, inland touring craft, rescue craft and children's boats whereas Tree Cockpits are widely used in surf boats, rescue boats, sea and long distance racing craft, and very recently have been installed in slalom boats. Any canoe fitted with these devices can be re-entered upside down in very rough water, rolled up and paddled immediately with full control without the use of a spray deck or pump and without assistance from another party. Alternatively, in flatter waters the craft can be rolled over and re-entered without assistance — again without spray decks.

What are these devices, how do they work and what situations suit them best? What are their advantages and disadvantages?

The Cockpit Liner is sealed by fibreglass around the cockpit rim and to the underside of the deck. Although touching at the bottom of the boat, it is not glassed to it. It, therefore, provides a sealed unit

Safety Cockpit



Safety Cockpits

The Need for the Future

by Nick Padwick

leaving a void inside the canoe from the bow, round the sides of the liner into the stern. Buoyancy blocks in bow and stern would be fitted as normal to provide belt and braces safety. The footrest would be of polystyrene blocks or any convenient light material. The shape of the Cockpit Liner is such that in the event of a capsize without a spray deck, the canoe can be rolled up and about half a bucket of water would remain in the cockpit and full control is immediately available. Compare this with the half ton of water which, for example, a conventional waterlogged kayak would hold. Deep water rescues in very rough conditions are made simple, towing a canoe which has been separated from its occupant can be done upside down or the right way up without emptying, severe damage on rocks caused by a waterlogged canoe is virtually impossible at best and very unlikely at worst, even on the dumping beach. The added strength created in the canoe by the box section formed by the liner is enormous, providing protection for the canoeist and yet bearing in mind that the liner replaces the conventional seat, seat braces, foot rest flanges, foot bar and fail safe clips, a completed kayak will only be about one half a kilo more in weight.

One disadvantage of this type of cockpit is that a hatch has to be fitted if it is required to store equipment in the canoe for a trip; however, this disadvantage is compensated for by the major advantage that any equipment so stored is retained in the canoe in the event of a capsize and cannot get in the way during rescues. Another disadvantage is that in parts of the canoe than normal, repair patches would have to be applied externally; however, for reasons which will be described later, the need for them has shown in practice to be much less.

With the Tree Cockpit the canoeist sits on top of the craft with the tree held between his thighs as a brace. The deck is shaped to fit the canoeist's body and the footrest is adjustable as required. No spray deck is necessary and rolling the craft is as easy or even easier than for a conventional craft. The craft is completely sealed and forms an air tank which requires a drain cock. More recently the techniques have advanced even further whereby certain craft can be fitted with high pressure foam making them almost indestructible. There is a slightly different feel about the boat which requires no more than half an hour to get used to.

The advantages of the Tree Cockpit over the conventional cockpits are the same as for the Safety Cockpit. There is a further advantage that some people, particularly novices on the sea or moving water, feel trapped in a conventional kayak should they

turn over. Their confidence is much greater with the tee, you just fall off!

There are some relative advantages and disadvantages between the two types. The tree design leads to a lower declivity which reduces the internal storage space and hence its use in touring craft would be unlikely. On the other hand, this is a tremendous advantage for rescue and racing craft. For rescue boats, a low lying declivity with reduced centre of gravity for handling patients is essential. For racing craft, windage is dramatically reduced. With the tree design the paddler's body is in contact with the atmosphere and water at all times, whereas with the Safety Cockpit his lower body and legs are inside two layers of glass fibre and hence the warmth factor has to be considered. When racing, surfing or in slalom competitions this is of little or no consequence provided wet suit protection is adequate since heat loss is easily balanced by heat developed by the paddler. For rescue work it is a positive advantage since getting on and off the craft is so easy that the extra speed of rescue is very considerable. For touring, particularly at sea, slalom, teaching in cold conditions and for those who prefer the conventional kayak approach, the Safety Cockpit is more advantageous.

Returning to the general increased safety afforded by these cockpits, a completely different approach to canoeing is developing. This has already been seen with teaching, racing, touring, self rescue and more advanced rescue techniques. Advanced rescue techniques developed over the years by the Surf Life Saving Association, both in this country and particularly in Australia, are possible. These include the roll over rescue of a patient, administering mouth to mouth resuscitation in deep water, instant self rescue inside large surf breaks or in deep rough water — the very places where even the most experienced want to get out of trouble, often very quickly and without involving others. One reads in articles, on sea touring particularly, of the most ingenious methods of assisted rescue involving ropes, paddles, life jackets, exposure bags, etc. These ideas are all very well if time and situation allows them to be used and if there is sufficient immediately accessible storage to house all the equipment, and if the ropes do not get tangled up and if the boats can be held together to be pumped out, etc. Why bother? Get the boats right, learn how to use them and where is the problem?

A Cockpit Tree



CANOE '81 ZALA

Item Description

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PLEASE NOTE

Large items of slate are not recommended for postage. However, arrangements can be made for delivery/collection at various canoeing events throughout the country.



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Trade News

Trylon Ltd., of Wollaston, Northants announce the addition of the LYNX to their extensive range of canoe designs.

The LYNX is a low line top flight competition slalom kayak, designed exclusively for Trylon, to the highest standards, by Krakatoa of Bedford.



Moulds are available for hire or purchase with glassfibre materials so that you can build your own original 1981 design for around £50.

We are also improving and extending our range of canoe accessories for this World Championship Year. Canoe Cags, extra buoyancy Aids and lifejackets, additional spray decks including the 'one size' Drydeck are all new, as well as an updated range of paddles including the new POWERMASTER range from Lendals.

Mountain Centre report on interesting development in Broughton-in-Furness, Cumbria.

The popular surfing beaches of South Cumbria and the adjacent rapid rivers of the Leven, Crake and Duddon have vastly increased the call upon the service of the staff of Mountain Centre for spares and repairs to keep the canoes rolling. Consequently, the premises in Broughton-in-Furness are being extended to better accommodate the full range of canoes stocked and displayed, as well as improved facilities for the cycling and mountaineering departments.

The staff of Mountain Centre can provide advice on the choice of equipment based on considerable experience. Some members have an impressive array of national awards in the field of out-door

pursuits. In addition to marketing, and a highly competitive mail order department, Mountain Centre staff are the authors of the popular book on Wild Water Canoeing.

A. C. Product Chester — *A plea from Robin Witter.* "It has again come to my attention that, despite previous warnings, helmets similar in style to those which we manufacture for canoeing but which were originally intended for skateboarding are still being sold — usually at cheap prices — to canoeists. This was especially evident at the recent Canoe Exhibition at Crystal Palace.

In my opinion these helmets — which are immediately recognisable by having metal press stud fastenings at the chin strap attachment — are totally unfitted for canoeing use. Our own experience has shown that these buckles, which are made of ferrous material, will quickly rust up (even within a week or so of their being in contact with water) and I would advise anyone not to purchase such helmets — or if they have recently done so to return them to the supplier from whom they purchased them requesting a refund. It is also my opinion that all outlets selling helmets with these buckles are aware that they are unsuitable for use in water.

I should add that helmets with a similar press stud fastening, but where the female adjustable part on the chin strap is of plastic material, will not cause this problem of corrosion — the opposite male part on the chin loop being of non-ferrous material.

In conclusion I would suggest that all purchasers of helmets should do so from reputable suppliers and that Ace helmets as supplied by us for canoeing purposes represent the best value for money on the market.

We are proud to have been commissioned (so far) by the British, Canadian, Irish, West German and New Zealand National Teams to supply helmets for the forthcoming World Championships to be held on the Trewern and to have been requested by the British Team authorities and others to supply helmets for all World Championships since 1975".

Yamaha's — For Sale. Canoe 81 Bala tell us that there are six brand new Yamaha generators available for purchase from them at £390 each, Petrol driven, the generators produce 240 volts at 2.2 kva or 12 volts at 10 amps. Please contact the Canoe 81 Office, High Street, Bala, Gwynedd.

Southern Canoe Supplies want you to start the new Marathon racing season on the right footing. Southern Canoeing Supplies have joined forces with Wye Kayaks to market the most exciting racing kayaks to be launched for many years. The Mustang K1 and Puma K2 are manufactured to the high standards and quality that has given Wye Kayaks their excellent reputation, and feature a new design of rudder giving the kayaks exceptional manoeuvrability so important in the Marathon discipline.

Fast and stable as these kayaks are, Southern believe that the Marathon paddler will take to these boats in a big way, not least of the attractions being the price. Instant credit/Hire purchase facilities will be available and typical repayments over 1 year after the deposit of £63 are £2.50 to £3.50 per week.

Southern Canoeing Supplies can be found at many Marthon races and Regattas so come along and try these exciting new kayaks.

Wye Kayaks have a new telephone number. It is Herefore 57111 (Factory). They are now area stockists for Krakatoa.

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*PHOTO: Nordkapp on the Arctic Circle - Iceland

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Dear Focus...

DEE-TOUR. In the last issue the circumstances surrounding a fatality on the Dee at Llangollen during a Manchester Canoe Club tour were highlighted.

Members' attention is drawn to the necessity of booking in advance on all touring activities, and complying with the requests of organisers for safety and general access reasons, to ensure that the use of sites is not jeopardised. Please note the contents of this letter and the support given to Manchester Canoe Club by the Access, Coaching and Recreation Management Committee in the matter, who have stated:

"The ACRMC welcomes clubs in general opening meets to all BCU members. Any BCU member, club or otherwise, wishing to attend meets by clubs other than their own, must apply to the organising club in advance, and abide by any conditions which have to be imposed. It was further agreed that a member who ignores the Canoeists Code of Conduct published by the BCU is in danger of bringing the sport into disrepute and all that this entails".

Dear Sir

The Manchester Canoe Club committee is concerned at the number of members of other clubs or unaffiliated individuals attending its tours uninvited and without even contacting the leader on arrival so that he may be aware that they are on the water.

The Club welcomes visitors from other clubs but there may be occasions when it is necessary to limit the size of the meeting or to ensure a level of competence.

Our own members have for long been expected to notify the leader if they propose to attend and similarly others should write to the organiser requesting permission to attend.

This to be accompanied by a s.a.e. so that the organiser can return details of the type of paddler for whom the tour is intended, notes of the type of water conditions usually expected, any special requirements of landowners at start and finish points or of angling clubs controlling the water and also a statement that the Club cannot accept responsibility for the safety of individuals or groups, this responsibility falling on the individual or group organiser applying to join the tour (MCC rules state that all persons taking part in club meets do so as individuals and the Club shall not be responsible for any injury which may occur to them or for any damage they may cause).

Maurice Rothwell, Hon. Sec. Manchester Canoe Club.

Following the article by Flt. Lt. Smith in the last issue of 'Focus' we are pleased to publish a reply from the Chairman of the Marathon Committee.

Dear Sir,

As a member of the international group which instigated the move towards recognition of Marathon Racing by the ICF about five years ago I am perhaps more aware of the background than Flt Lt Smith.

When the rules were being drawn up for presentation to the 1978 Congress, in London in February of that year, the BCU were host to something like nine or ten national representatives including Andy Toro from USA. I believe the USCA design referred to is one of his. He is a Naval Architect by profession and has considerable Canadian experience including an Olympic medal in sprint C1. He supported, and indeed, pressed for dimensions which would make ONLY this style of Canadian eligible. As many of the nations who were using sprint Canadians in large numbers did not at that time either actively compete in, or support Marathon Racing, it was felt quite rightly in my opinion, unwise to MAKE them re-equip totally. After all the Kayaks — racing boats could be used. The argument against sprint Canadians was the high paddling position which the USCA design does not require. It is a multi-position paddling boat.

To overcome this apparent problem the length and breadth restrictions of Canadian sprint boats were kept, but not the weight. Spray deck rules were also written. ALL these rules were compat-

ible with the USCA design, making it possible for any prospective paddler to choose which he wants.

Therefore the overriding theme of the article, ie encouragement of Canadians in Marathon, has mine and the Marathon Committee's wholehearted support. But there has not been any omission as far as design is concerned, or any neglect of the situation. We are now awaiting the next move of the ICF Marathon Sub-Committee, of which Andy Toro is the member for the Americas, before being able to take further action.

A L Laws Chairman BCU Marathon Committee.

Dear Sir,

I read with interest in the last edition of Focus that B.C.M.A. has experienced concern about B.C.U. committee officers having commercial canoeing interests, and that A.C.R.M.C. felt it foolish to turn down offers of help from competent people, with the proviso that the situation should be constantly monitored.

I would like to know a lot more about this important issue as I have watched with concern the gradual 'take over' of some sections of our sport by persons with commercial interest. It has appeared to me to be dangerous to allow this practice to develop. It places a heavy responsibility on the Union to protect its members from exploitation and other manufacturers from unfair competition.

Can we have more information on this issue in Focus so that our membership can be alerted to the dangers of allowing one person to serve the two roles of a commercial and voluntary representative in canoeing? The question must always be asked as to which hat is being worn at any particular time.

It would be informative to have published the full text of the B.C.M.A.'s letter to A.C.R.M.C., and to hear how that committee propose to monitor 'on an on-going basis' the behaviours of B.C.U. officers with dual interests. Monitoring pre-supposes that there is some criteria by which behaviour can be judged. Can we hear more about this? What, for example do the B.C.U. rules have to say on the matter?

Dudley Courtman, Essex.

Editorial note: The BCU Rules state that 'a member who is a full-time employee of the Union, or has a commercial interest in canoeing, shall not be eligible for election as an Officer, or as a member of Council, or to serve on any committee of the Union, other than 'in a non-voting co-opted capacity'.

The Access Coaching and Recreation Management Committee minute reported in the last issue went on to say: 'Wherever there is a person with a commercial interest serving as a co-opted member of an accountable committee, an item would appear on every ACRMC agenda to review its operation'.

At the next meeting, further debate was enjoined on this topic, and the names of three such officers considered. A final decision is awaited from Council defining 'commercial interest'. The ACRMC have agreed in the meantime to accept that their criterion for monitoring purposes shall be that 'commercial interest' means 'a person's main source of income is derived from a commercial interest in the sport'.

Dear Sir,

In July 1980 I sent out requests for information on the use of the river Derwent in order to furnish Dr. Graham Smith of the Yorkshire Derwent Trust with a record of canoeing that had taken place over the past twenty years. This was followed up with a further request which appeared in Focus Extra No. 21.

I am pleased to say that the legal adviser for the Y.D.T. was most grateful for the information received, which incidentally covered 33 years of canoeing activity on the river. I received 42 copies in all some which covered many years of use by groups of canoeists. Needless to say the Y.D.T. is keeping the details and its plan of action quiet, but those required to make statements to the Trust's Council will be informed by the Trust in due course.

In the meantime can I take this opportunity to thank you all for your valuable help and forgive me for not replying to you all personally. If the outcome is not made public I will endeavour to report in a future edition on Focus.

With reference to Mr R. A. Well's letter in Focus No. 22. I have never expressed my views or tried to interpretate the situation regarding the use of the river Derwent. I have merely asked for information on the use of the river by canoeists in order to provide the Yorkshire Derwent Trust with some facts.

Ray Petlit, York.

Focus Classified

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