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## COVER STORY

Richard Fox, Britains double World Champion, 1981.  
Photo: Keith Williams

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# Editorial

*Canoe Focus* is not in the "agro" business. Nor does it engage in acrimonious word battles with those who take issue with its pontifications. But this is too much — *Bala is only a small place with 3,000 inhabitants, and the whole of the organisation operated in tents on the river meadows. So it is understandable that in spite of all the efforts of the personnel the arrangements were bound to suffer. With difficulties to this kind of course the provision of sanitary facilities suffered too. In addition, Welsh pride required all speeches and addresses to be in Welsh as well as the three ICF languages, English, French and German, so that the patience of all who had an active role was sorely tried. So for many of them the high point was the free fall display by the RAF Parachute team.*

No, not an extract from the *Angling Times*, but part of the official report of the World Slalom and Wild Water Racing Championships held at Bala earlier this year, published in the *Bulletin of the International Canoe Federation* for consumption by readers from 40 canoeing nations throughout the World. Stan Cooper, the Director Canoe '81 Bala, has replied in full to the technical criticisms referred to in the *Bulletin* on Page 19 of *Focus*, in a letter to the Editor. It is the concern of this column to express an opinion regarding the wisdom of publishing the crass, tactless, chauvinistic comments contained in the official magazine of the ICF, which will cause so much offence to the vast voluntary labour force who worked tirelessly with much personal sacrifice of leisure and comfort, to present for the Federation *their* World Championships.

Admittedly, the *International Bulletin*, like *Canoe Focus* does not necessarily reflect the views of the publishers, that is the International Canoe Federation, and we suspect that the writer of the offending script was a member of a visiting foreign association and not a member of the Federation. These subtle distinctions will however be of no consolation to those who were grossly insulted by the remarks contained in the *Bulletin* and does not excuse those responsible for their publication from ultimate accountability. It must be said that the International Canoe Federation have not emerged from their "British Experience" with distinction. Whilst those members of the Union who have been involved with the international bureaucracy in past years have never been particularly impressed with either their system of priorities or their efficiency, their ability to "win friends and influence people" has reached a new low during the past year of

living together with the British. Their pre-occupation with protocol, status, and material manifestations of their importance subjected the overstrained budgets and the nerves of senior officials at both Canoe '81 Bala and Canoe '81 Nottingham to intolerable strain. Their apparent failure to grasp that the British Canoe Union is almost entirely a voluntary organisation, almost entirely dependant for its survival on voluntary personnel, who were seeking to organise three World Championships on a shoestring, was not only a disaster for the Union, but has grave implications for the future of international canoe sport. Many small, national associations around the World were carefully watching the proceedings at Bala and Nottingham, in an attempt to assess their capacity to organise similar events in their own countries. Many expressed their surprise and delight that the British Canoe Union, with all their problems of insufficient finance and professional support, inadequate resources and difficult terrain, had achieved a measure of success that even the most optimistic would not have considered possible (See the letter from Helen Brownlee, Australia, Chief Judge Wild Water Racing at Bala published on Page 19). Many returned home full of optimism and hope, determined to give it a try. They should be warned — four-star hotels, chauffer driven cars, free accommodation, only support roles for their carefully nurtured VIPs, and a dogmatic lack of sympathy with national priorities, are part of the price to be paid for the privilege of organising a World Championships. If these policies are maintained the consequences are regrettably that only nations able to provide the "fringe" facilities that are apparently more important than the organisation of a technically competent World Championships, can aspire to present future events. We all know who they will be!!!

In a lighter vein, it is always a pleasant experience to compliment others, and particularly so when the congratulations are extended to a rival publication. Those dedicated enthusiasts of the three World Championships who are anxious to preserve for posterity, a remarkably extensive, accurate, pictorial and well produced report of Canoe '81 Bala and Canoe '81 Nottingham, could do no better than spend 50p on the September issue of *Canoeing Magazine* — it's worth every penny!

## A.G.M. NOTICE

The Annual General Meeting will be held in the lecture theatre of Regents Park Zoo on 6th March 1982.

Details of elections & proposal of motion procedures can be found in the supplement to this magazine.

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# First Commonwealth Canoeing Championships

## GRANDTULLY AND STRATHCLYDE 1981

History was made on August 4 1981 when, on a sunny evening in the small park near General Wade's Bridge over the River Tay at Aberfeldy, Peter Heatley, OBE, chairman of the Scottish Sports Council, declared open the first Commonwealth Championships in Canoe Slalom and Wild Water Racing. These were two of the three Championships being organised by the Scottish Canoe Association on behalf of the Commonwealth Canoeing Federation.

Presiding over the Opening Ceremony was the well-known and highly respected Honorary President the SCA the late Mr Jack Cuthill, he was supported by the President of the Commonwealth Canoeing Federation, Dr. F.C. Whitebrook. Before the ceremony began, the crowd was entertained by a display of eskimo rolling as a number of canoeists participated in a "Rolling Competition".

During the next two days a very interesting and exciting wild water racing competition was held, with individual events on the first day and team events on the next. The numbers being much smaller than for most international competitions, the pressure was less and officials, competitors and spectators had more opportunity to get to know each other. Although the events had been planned to take advantage of the presence of overseas teams in Wales for the World Championships, it had not proved possible for all Commonwealth countries to send full teams, and this was reflected particularly in the team events, where in the ladies kayak singles and canadian singles, only three teams participated.

The British Canoe Union with its main responsibility for 'British' teams appeared to have experienced some difficulty in handling some of its 'England' responsibilities. If England is to take its rightful place in Home Internationals and Commonwealth Championships it must set up its own selection procedures and gather the necessary funds. It was disappointing to see that the other teams wore distinctive national track-suits whilst the English team had no attire

to identify them at the Opening and Medal Ceremonies. I hope this will be rectified before next year.

### Wild Water Championship Results

*Kayak Singles* 1 David Taylor (ENG) 22.4.9 *Ladies Kayak Singles* 1 Susan Hornby (ENG) *Canadian Singles* 1 Glen Gaynor (AUS) 27.32.7 *Canadian Pairs* 1 Goode/Williams (ENG) 27.01.7

*Team Events: K1.* 1. Australia 23.37.1; 2. Scotland 23.54.6; 3. England 24.17.9 *Ladies K1* 1. England 27.52.7; 2. Scotland 28.30.3; 3. Wales (Capsize) *C1.* 1. Scotland 31.22.4; 2. Australia 31.31.0; 3. England 32.25.4

### Slalom

The Slalom Championships opened on Friday, August 7th with a reception at Grandtully for all participants. The competitions began on the Saturday when the individual events in each class were held, though water levels were low, Jock Young had designed a testing course which made paddlers think. Clear runs were hard to come by with a very tricky gate 24. But by the end of the day all but the Mens C1. winner was clean. In the Mens C1. Martin Hedges (England) took the gold ahead of Pete Kean (England), with Larry Adams (Australia) the Bronze. It was however the run of Liz Sharman (England) in a time of 217.2 who led the way in the Ladies event. Almost 20 second ahead of the next competitor, it would have put her 8th in the Mens event.

The Premier event Mens K1. was taken by Nicky Wain (England) with a clear run in a time of 201.5, 3 seconds ahead of Roger Manwaring (England) with Jim Dolon (Scotland) taking the Bronze. There were good Youth results for the English Team with Russ Smith 5th and Brian Melia 9th. The top youth paddler was Ian Gardner (Australia) coming in 4th. The Open International was a close fight, Franz Kremschlinger (Austria) winning in a time of 201.5 just 3/100 of a second ahead of Sixten Bjorklund (Sweden) with Bruce Swomley (United States America) 3rd.

*Team Events: K1.* 1. England 228.1, 2. Australia 246.9, 3. Scotland 250.0 *K. Ladies.* 1. England 272.9, 2. Scotland 296.7, 3. Canada 366.2 *C1.* 1. England 278.6, 2. N. Ireland 392.1, 3. Scotland 400.4.

The next Commonwealth Slalom championships are to be staged in Australia. The slalom is to be held at Nymbooida on 25th/26th September 1982. Nymbooida is 230 miles from Brisbane and from the look of things an excellent site.

### Sprint Racing

The Regatta, held on the 8/9 August, was blessed with fine, sunny weather and its smooth execution owed much to the dedication and organising ability of Mrs. Anne Davidson and her team of officials. The Strathclyde Centre is situated by a lake in a Country Park some ten miles from Glasgow within sight of the motorway to the south. From the terrace of the regatta building there is a fine view up the course, but, situated as it is, at an angle to, and beyond the end of, the racing course, the spectators are remote from the excitement of the races.

The Programme listed 134 races with 16 of them of Championship status. The Regatta included events for all classifications of competitors, from the young people in the "Espada" class through to participants in the National, International and Commonwealth classes. With so many races it became all too easy to miss a major Commonwealth championship event. Of the eight member countries of the Federation, New Zealand and N. Ireland were absent, and Hong Kong could only be at the Regatta for the first day. It had been previously decided that at these first championships, a minimum of three participants was required for an event to qualify, and this led to the Canadian Pairs events being eliminated together with the 10,000m Singles. Again it was clear that the BCU had not made a serious effort to send its strongest team from England, where as the Canadians were there is some strength with their Manager Bob Sleeth, now a member of the ICF Board and leading figure from Canada in International canoeing circles. The results gave Canada the leading position and won for them the Hamilton Traders Trophy first presented at a previous Commonwealth Regatta for Commonwealth Events at Strathclyde Park.



Nicky Wain (Chester) World Slalom Team Champion and Individual Mens Kayak Commonwealth Champion — Photo: Stuart Brighton.

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# The Snoopy Column



## Piscatorial Perambulations

One step for man, one giant leap for mankind. The foregoing quotation which everyone knows refers to the technical advance of the century, may be regarded as particularly apposite to the recent agreement of Anglers and Canoeists to publish a joint "statement of intent" regarding access to fishing waters. We await with bated breath the terms of any statement that will hopefully contain advice that seeks to reduce conflict between fishermen, and canoeists. Certainly its taken long enough to persuade the adherents of Hiawatha and Newton even to speak civilly to each other, and with all the mutterings and mumblings from the ranks about mass trespass and worse, it's only just in time.

## Dog eats Dog

The term "poetic justice" was heard on a number of occasions at a recent Trade Conference when a well known canoe manufacturer with a reputation for producing boat designs that closely resemble those of his competitors, complained bitterly that someone was pirating his work — 'The wheel is come full circle' (Shakespeare)!

## Bottoms Up

Heard at the same Trade Conference, "Yes, if you are particularly sensitive to the preservation of your nether regions at the expense of your head, buy one of his life decks."

## Gift of the Gab

The Editor of this issue of *Focus* has roasted the International Canoe Federation for the insensitive remarks contained in the last issue of their Bulletin regarding Canoe '81 Bala, but 'Snoopy' was aghast at the audacity of the writer who complained at the length of the speeches that were delivered. Anyone who has ever experienced the speeches of the past President of the Federation, Charles de Coquereumont, who has been known to empty a whole stadium of athletes, officials, and spectators, after a solid one hour of rhetoric, must have breathed a sigh of relief when all the speeches at Bala were concludes within 50 minutes.

## Septugenarian J.D.

The Pater familias of British canoeing, John Dudderidge, OBE, affectionately known as J.D. to his admirers, Founder and President of Honour of the Union, reached his 75th birthday in August this year. John continues to be a veritable human dynamo, exhausting his younger compatriots with his comings and goings, his enthusiasm and zest for life. I don't know what his particular elixir is, but I am assured it isn't Phillosan.

I get the feeling that when Snoopy has gone to paddle that great K4 in the sky, J.D. will still be advising, encouraging, and cojoling those lesser mortals in the canoeing world, and for certain he is going to play a leading part in the Union's Golden Jubilee celebrations in 1986.

## Time Out

Those enthusiastic slalom judges who may be spending sleepless nights worrying about the security of the £25,000.00s worth of sophisticated timing equipment used at the Bala World Championships can rest easy in their beds. Mike Briggs, that indefatigable doer of mighty deeds, who was the "brains" behind the technical development of the Tryweryn Slalom Course, just as you might expect, has the matter well in hand. The equipment is stored under his bed! He informs me that he wife has adjusted the timing mechanism to award penalty points for his good and bad behaviour, and that at the moment he is due to be demoted to Novice status!!

## Burgeoning Bureaucracy

Another Amazonian rain forest bites the dust. Council, at their last meeting, agreed to the appointment of another four Working Parties to join the existing 35 Committees, Sub-Committees, Advisory Panels, and miscellaneous gaggles and assemblies. Their terms of reference are of course impeccable, they are enquiring into membership, finance, leisure in the 80's, the work or lack of it of the professional staff, and the proposed move of Headquarters to Holme Pierrepont. All these issues are desperately in need of examination, of course, but .....

## JGR Strikes Again — Clang!

Those readers who remember our late Director JGR, Gordon Richards to his enemies, will know that he could never be accused of hiding his light under a bushell. Well he's done it again — guess who's just published a new definitive study of our sport — *The Complete Book of Kayaking and Canoeing* yes, our Gordon. Slalomists will question the wisdom of referring to Nicky Wain as "Nicy", and Racing Paddlers will collapse into a hysterical heap when they learn that Richmond was the first Canoe Club to be formed in Britain (everyone knows it was Fladbury) but minor boobies on one side, the book is well worth reading, and I would definitely recommend it as good value for money 110 pages for £7.95!! I will not enlarge on the content of the book as I am reliably informed that it is to be reviewed in a future issue of *Focus*.

## Golden Oldie

Snoopy has received his first fanmail, a response to his plea for ideas regarding the celebration of the Union's Golden Jubilee in 1986, a campaign to align rights of Access to waterways with European Law ..... Well?

## Worcester Rules OK

Our special correspondent in Worcester informs me that there are stirrings amongst the rural canoeing population of these parts, the like of which has never been seen before. Always in the vanguard of Clubby activity, Worcester have embarked upon a breath-takingly exciting plan to develop their Club, and build a new Club House, at the enormous cost, for a canoe club, of £60,500.00. The Regional Sports Council, Worcester City Council, and Club members are financially supporting the venture, as are Mitchells and Butler, a well known local Brewery who know a good thing when they see one, and whom it is rumoured have measured the vast quantities of ale consumed each year after the National Marathon Championships. Work begins at the end of October, every success with your venture Worcester, you will soon join the ranks of that rare breed of Canoe Clubs who are fortunate to possess their own custom designed premises — and we all know who these are!!!

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# INTERNATIONAL ROUND-UP



Great Britain's World Championship K4 crew paddling to take the Bronze Medal in the 10,000 metre race at Holme Pierrepont — Alun Williams (Stoke), Steve Brown, Chris Canham, Steve Jackson. (Photo: Steve Belascs).

## Sprint Racing Revue

The basic organisation and composition of the racing squad has been run in rather a different way this year. The coach responsible for any particular section of the squad chose his members by referring to results from the previous season and by using his personal judgement and knowledge of the paddlers. From this original group, each coach selected his potential team at a fairly early stage (May/June), some preferring to leave it a little longer.

This obviously meant that at this stage some of the original group were dropped. However, I hope we made it clear to all concerned, that nothing was final until entries for the Championships were actually submitted ... the coaches were at liberty to make any alterations they thought necessary right up to the last minute.

In this way the squad was the team, and there was no selection problem on any one date or event. Selection was an ongoing process based on the coaches continuous assessment of the paddlers performances.

This system proved to be beneficial to the general 'team spirit'. Paddlers have worked as a team for International success, rather than working against each other for selection. Once they were confident that they were part of the team, they could settle down to train and improve their own performance.

The section held three full squad weekends at the National Watersports Centre at monthly intervals in January, February and March. All sections of the squad were invited, both senior and junior and there was an extremely good attendance at all weekends.

At Easter the full squad (with the exception of the junior canoe paddlers) gathered at Pontins Holiday Village in Norfolk for a week's training on the Broads. We shared the facilities of the Rollesby Sailing club, who made us very welcome and could not do enough to help. We seem to be particularly welcome at the sailing club, which can only reflect well on the general attitude and behaviour of our squad members. The Junior C1 Squad held their training week at Fladbury, again hosted by the local club.

For the most part things went according to plan throughout the year; a large team to Bosbaan and the Senior Men went on to Gent the following weekend ... training at Mechelen in the intervening period. The Five Nations Match should have been the next event, but was cancelled due to lack of support from the French and the West Germans. Copenhagen Regatta was also cancelled because the course buoying system failed. The Junior Team after much debating eventually went to Gothenberg (Sweden) instead whilst the Senior Team spent a very profitable six days at Duisburg Regatta as guests of the British Army in Glamorgan Barracks.

The Senior Teams that we sent abroad this year have come back with a very en-

couraging number of medals, and have begun to be a force to be reckoned with, even amongst the Eastern Block countries. Our increased strength internationally, culminated in the winning of a bronze medal at the World Championships ... a historical event, and a pointer to the potential achievement of many British paddlers.

The Juniors have not had a very encouraging year, our own standard being rather lower than in previous years. The Junior European Championships were generally dominated by the 'Eastern Block' countries, with only Sweden, Canada and Australia threatening their monopoly.

## Duisburg Regatta

A senior team of 5 women, 4 mens Canadians, 13 mens Kayak paddlers and 4 Officials travelled to Germany on the Wednesday preceeding the start of the three day regatta.

Previous experience of Duisburg regattas led us to expect the best of everything as far as organisation goes. In most respects we were not disappointed; we had been rather apprehensive about borrowing K4's, but the boats lent to us were as good, or better than our own. The superb tree-lined course remains flat, even in a fairly strong

wind, and the buoying was absolutely perfect, and had to be seen to be believed. I doubt if one of the 1000 buoys on the course was more than six inches out of place.

However, there were organisational problems that occurred through no fault of the organisers, more through lack of consideration of the federations making their entries. The programme we received prior to our departure from England indicated that 21 Nations had entered the regatta. Posters around the course on our arrival in Duisburg announced that 24 nations were taking part (3 more must have entered late?). At the Team Leaders Meeting it was yet another story, we were informed that 8 of the nations that had originally made an entry, had since withdrawn at the last minute.

Our first Final was the Mens K1 1000m. Both Kevin Smith and 'Willie' Williams, had won their semi-finals in almost identical times, and we were delighted with the final result. Smith finished 3rd, only 4 secs. behind the winner, Rasmussen of Norway, second place being taken by Thompson from New Zealand. This gave the Western nations a clean sweep in this event ... surely an unprecedented occurrence in an International of this size.

Other 'Finals' results on the same day were:-

Ladies K1	500m	Lesley Smither	6th
Mens K2	1000m	Ballard/Robson	8th
		Smith/Sheriff	9th
C2	1000m	S. Train/A. Train	8th
Mens K4	1000m	Williams/Sheriff/	
		Canham/Brown	7th

'The third day dawned fine and clear! as they say in all the best stories, and it was certainly a day we will all remember. Bourne and Sheriff had both won their semi-final in the K1 500m, in the Final however, Bourne had a very bad start which ruined his race, Sheriff on the other hand paddled very strongly into 3rd place, less than 2 secs. behind Parfenowitsch the World and Olympic champion from the USSR.

Other finals results were:-

Ladies K4	500m	Wetherall/Perrett	9th
		Clough/Crawley	
Mens K2	500m	West/Robson	7th
		C2	
	500m	S.Train/A.Train	9th
Mens K4	500m	Sheriff/West	
		Bourne/Hancock	6th

The 10,000m races opened with the K1 event in which our two competitors were Kevin Smith and 'Willie' Williams. They were both regarding this event as the final eliminator for selection for the World Championship K1 10,000m and were grimly determined to each prove himself the man for the job.

Willie went very fast off the start, in order to drop the slower starting Smith from the front bunch. Although this tactic succeeded initially, he was forced to lead the race for the first 2000m where Smith eventually caught him. In the race round the first turn the front bunch was reduced to four, Smith, Williams, Stepanenko (USSR) and Lebink (Holland). Lebink led for the next 3000m, disputing the lead with anyone who wanted to take up the pace. The Dutch trainer explained that he preferred to race in this way as he was unhappy wash-hanging.

At the halfway stage, Stepanenko made a bid to reduce the bunch, succeeding as Williams and Lebink clashed. Williams uncharacteristically came off the worst from this encounter and dropped about five lengths. The race continued thus to the next turn, where again Stepanenko took up the pace and dropped Smith and Lebink five lengths behind.

After the turn Smith, with Lebink on his wash went after the Russian, and caught him up in a distance of about 200m, Williams still trailing 10 lengths behind. Incredibly, Williams proceeded to creep back and catch the bunch, just before the last turn, where even more incredibly he initiated the sprint into the turn, and this time it was Lebink who was dropped.

So, out of the last turn came Smith, Williams, and Stepanenko. With 1500m to go, Smith moved off the Russians wash and pushed up the pace. I think the sight of an unknown British paddler pulling away from him was just too much for Stepanenko (often World Championship medallist in the event), he visibly wilted, and Williams came past him as if he were standing still, to take up his battle for supremacy over Smith. The Russian cracked completely, Smith went on to win the event with Williams 10 secs behind in second place. So ended a great weekend's racing, and we came away with: 1 Gold, 2 Silver, and 2 Bronze medals.

As if the medals were not enough, the crowning glory for me was when I received the final results and saw that Brian Greenaways, Mens Kayak Squad, had come second only to the formidable Russians in the Nations Competition.

Rowland Lawler OTS Director.

# 1981 That was the year that was! A great one for British Slalom !



Jim Dolan — the new boy in the British 'A' Team — at Bala. (Photo: Stuart Brighton).

1981 will remain in the thoughts of many British Canoeists for years to come. However a few elite paddlers will hold it in special affection. The year has been the most successful ever for British Slalom Canoeing. It is not only the excellent results but also the British presence at some events which has continued to help the development of Slalom canoeing throughout the world.

The teams main concern was the achievement of good results at Bala in the World Championships. To this end intensive training was undertaken on the Twyeryn throughout the winter followed by two selection events on the World Championship site.

Slalom canoeing seemed to be at a low ebb in Poland and Czechoslovakia and having received an invitation to events in both countries, we decided that a 'B' team presence would help bolster the sport. One must first mention the hospitality received, from the time we landed at Katowice Airport we were transported, fed and accommodated by our hosts, all in VIP style. In Poland the event went well and the results excellent. Graham Helsby, Roger Manwar-



*Richard Fox — Champion of the World Slalom K1.*

ing and Paul McConkey were second, third and fourth respectively in K1, Jess Taylor and Les Williams were 7th and 8th in a strong C1 class. Our ladies results were of particular note with Jane Roderick first, Julia Harling 2nd and Sue Garriock 5th. In the team events we were second in K1 men (Manwaring/Jayes/Helsby) 4th in C1 (Taylor/Cook/Williams) and 2nd in C2 (Bell/Hawksford, Jamieson/Williams, Joyce/Owen). In ladies we entered two teams with GB2 (Harling, Ward, McLeod) coming second in front of GB1 (Sharman Garriock, Roderick) who were third. It was noticeable how strictly the judges were enforcing the revised ICF rules. This meant that several paddlers, (especially Liz Sharman) were not given the benefit of the doubt on presentation.

So to Czechoslovakia and the Liptovsky Miculas artificial course. This novel course was built by the local canoe club with assistance from the district council. The event was also unique with three knock-out rounds and the top group from each heat going to a final on the last day. The competition in the Canadian Classes was very fierce and our results were a little disappointing. However in kayak events our results were better with Roger Manwaring and Liz Sharman winning their classes with Jane Roderick third. So ended a successful trip which had given many up-and-coming young paddlers a taste of international competition, helped the sport abroad and enhanced the British image.

Merano was set up as one of the major international events of the year. As the

competition would be strong the World Championship team attended. As in past years the team was assisted by Alitalia Airways to whom we are most grateful. Merano is always a favourite course for the British team and 1981 was no exception. At the end of two days intensive competition, we once again lifted the Nations cup. Richard Fox won the K1 with Albert Kerr seventh, Liz Sharman won the ladies event with Jane Roderick second. With Martin Hedges at home, Peter Keane came second in C1 and Bill Berrisford third. Young and Munro were third in the C2. In the team events we were 1st in C1 and K1 and 2nd in the ladies event. Merano an idyllic setting for slalom, being the jet set version of Llangollen, proved a successful event for the team. Our hopes for the 1983 World Championships must be good.

So to Bala to find the organisation impeccable. The team must show their appreciation to Mike Briggs and his army of helpers. It was noticeable how many volunteers turned up at weekends to carry out all types of functions, from path laying to rock laying to electronics work. Only one aspect marred the event — the rain! Despite these normal Bala conditions, we were unaffected and as I am sure you are aware, we achieved excellent results. It was our best World Championships ever with three gold and one silver medals.

Of particular note is the C2 result. Two years ago we decided we were not even strong enough to enter a team, now we lift the World Crown. It must surely be a tribute to paddlers in this class and their coach Pat Thorn. Pat, in his first year, has put a great deal of effort and many hours into achieving this result.

After a very successful trip to Grantully by the English team for the Commonwealth Championships, a small group of British paddlers flew off to Northern Sweden for their first ever International event. Over years past the Swedish paddlers have supported British events excellently and it was a pleasure to be able to reciprocate. On a site backclothed by an 80ft waterfall, we encountered the heaviest water of the year. The results were adequate with Jim Dolan 5th in the mens event and with Liz Sharman 3rd in the ladies event, immediately followed by Jane Roderick, Sue Garriock and Sue Small. Our mens team proved their excellence by winning the team event.

So a season of varied sites was over. Successful — yes, and one must now hope that this improvement can be maintained and carried forward in 1983. Personalities disappear — Alan Edge the 1979 World Team Champion ceases to compete seriously and will no doubt be followed by other, older team members. But one must look to the youth, there are many young paddlers rising through the ranks who will replace and swell these elite paddlers.

**Brian James Team Manager**

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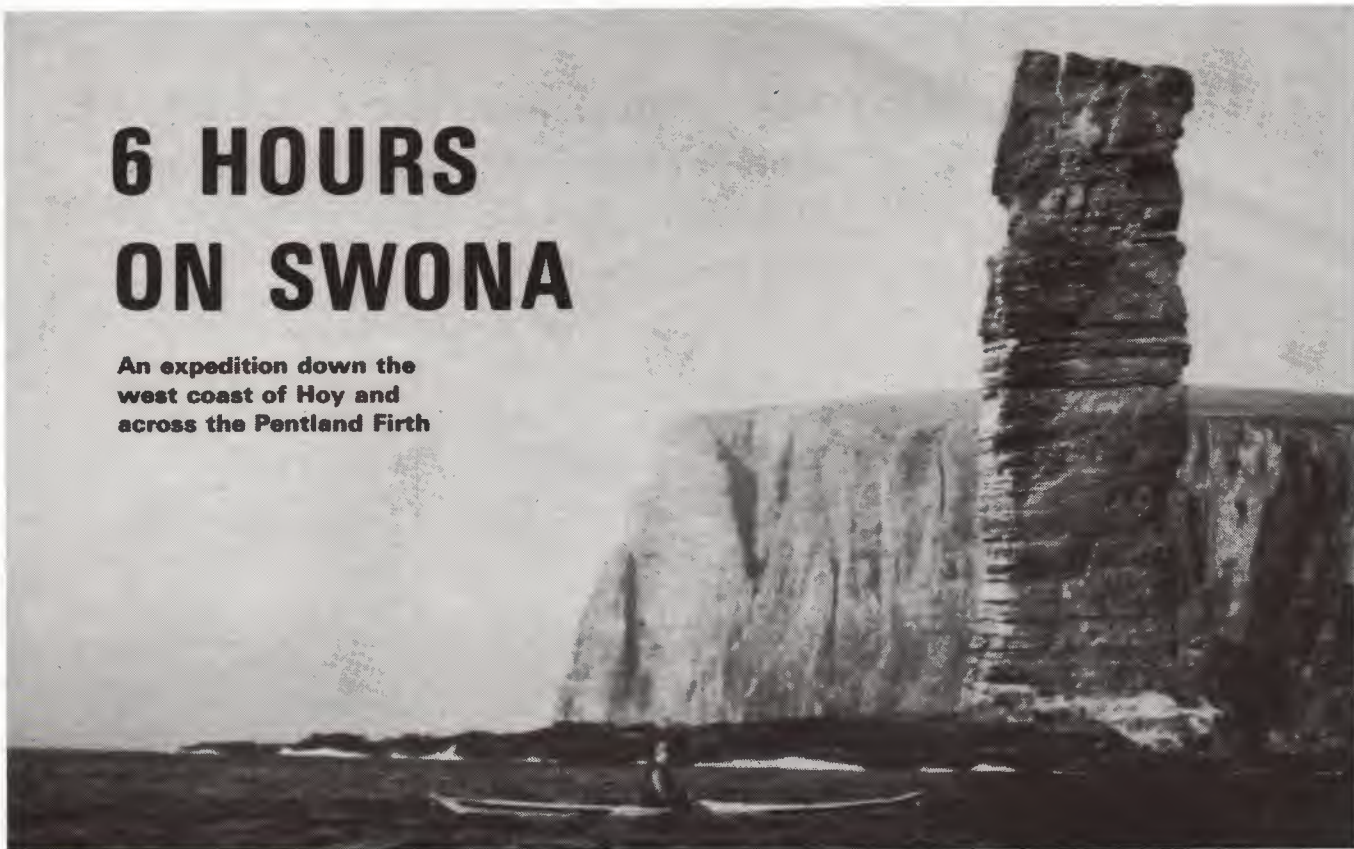
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# 6 HOURS ON SWONA

**An expedition down the  
west coast of Hoy and  
across the Pentland Firth**



Thirteen hours uneventful driving in high winds and torrential rain brought us to Wick, in time for a quick pint before dropping into our pits. The quiet hours of the morning became filled with the wailing of a foghorn as we shook ourselves from a drink induced sleep. Visibility was down to less than 50 feet, we just couldn't believe it after the gales that had been blowing for the past week. We called at the coastguard for a forecast and to look at the pilot. Over the radio there was constant activity with shipping in the Firth giving their positions, and with this in mind and the poor forecast (remaining foggy) we felt that to cross the Firth was a bit risky. A drive up to John O Groats to have a look, found thick sea fog but a beautiful sunny day inland. We decided to catch the ferry to Stromness in Orkney and canoe down the West coast of Hoy, and hope that in a couple of days time the Firth would be clear, however we arrived in Thurso only to discover the ferry had gone and there wasn't another till noon the next day so we paddled round Dunnett Head the most northerly point on the mainland which proved interesting, bog cliffs and a teeming birdlife made it well worth the effort.

A late start and a lot of packing, caught us on the hop and we only just made the ferry the next day. As we approached Hoy we caught a glimpse of the 'Old Man' a 450' sea stack, and we also became aware of quite a strong wind, making the forthcoming trip seem quite serious. Upon docking at Stromness, we staggered out of the car deck with our loaded Nordkapps and launched from the slipway nearby, to the startled gaze of the locals we paddled off into the direction we'd just come from five minutes before. The wind was strong but the sun came out and put a brighter face on things and we quickly surfed across to Hoy and then South to St. Johns Head. As the cliffs grew in height so the wind dropped and we

ended up having a calm paddle down this most spectacular coastline, sandstone cliffs of 1100' feet dropping straight into the sea, sea birds nesting all over them. We both ended up with sore necks with constantly straining to see the full height of the massive cliffs. As we rounded St. John's head the 'Old Man of Hoy' came into view completely dominating the horizon. We had vague hopes of climbing it — front hatches stuffed with ropes, slings, boots and the rest of the paraphernalia that was needed, but we were so 'impressed' that we decided to leave it for another day. We pressed on round Rora Head, back into the wind, and a hard paddle brought us to Rackwick — the only landing spot on the West coast of Hoy. An idyllic camp site a huge meal and an evening stroll completed a memorable day.

The sun shone down on us as we had a leisurely breakfast and then we pressed on down a coastline that didn't look that interesting on the map, but that was only because the cliffs were only 600' high, an absolutely amazing sight, with caves, stacks and massive waterfalls off the cliffs. We pulled round into Longhope Bay (the bay of the lifeboat disaster) camped and walked up the road to a quaint old hotel with a small bar and some real characters who treated us to numerous whiskies and many fine stories. I for one found it quite difficult to walk back to the tent that night.

We called Kirkwell coastguard for a forecast and to let him know we were going to try the crossing however, light south easterly winds with extensive fog banks didn't bode too well. We paddled to the light house opposite Swona 7 km away, landed and walked up to the keepers house, in the misty horizon. We had hoped to cross on the end of the ebb and beginning of the flood, but as the stream was running much stronger than we had anticipated we decided to wait till slack, paddle to Swona, wait for 6 hours till high water slack then

paddle across the outer sound to Strona and so to the mainland. As the current died we leapt into our boats and with the adrenalin running fast we set off across the Firth. The paddle to Swona presented no problems and we landed some 45 minutes after leaving Hoy and then set about exploring this fascinating uninhabited island. There used to be about 30 people on the island with the last two leaving in the early 70's. The hours passed quickly exploring the island, looking over the buildings and homes of the hardy and adventurous islanders. We found large quantities of flotsom on top of the 30' cliffs — what a hell of a place to be in a westerly gale and an ebbing tide.

Off into the mist again searching for Stroma. We made good time at first but then seemed to paddle for ages without making headway, we decided to drop the ferryglide and go with the flood, which improved matters no end. We swept into an eddy and elatedly paddled to the southern tip of Swona for the last easy bit to the mainland. We landed at Huna a few miles west of John O Groats in a glorious sunset, made camp and went in search of a hostelry. On hitching the next day to get the car we came across an old crofter who talked to us about fishing and farming on the islands off the Firth and mentioned the strange effects of the currents setting 'off' from the islands, so much so that fishermen in foggy conditions who wanted to pass through the sound would allow the tide to flush them through knowing that it would keep them well clear of any islands. It was this setting 'off' of the current that had made our carefully planned ferryglide to Stroma so difficult. An easy and obvious explanation, to what was at the time a baffling problem, the sort of problem that makes the sea such an intriguing medium to explore.

**Nigel Timmins - Jim Hargreaves**

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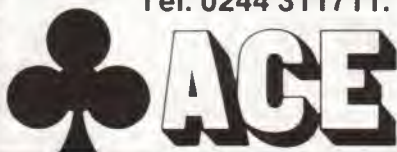


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# STOP IT! ...That tickles

*This may not appear to be the normally exciting, dynamic photograph that appears on these pages, however, Bob Joce of this duo is just recovering having caught his head under Bob Owens armpit — it shouldn't have been too unpleasant, the British Team Manager tells me they are still using up the remnants of the 'Old Spice' smellies they were given last year! Photo by Stephen Hodgson*



## Fraser River Kayak Expedition



The Fraser River Kayak Expedition has arrived back in Britain having paddled 800 miles from the Rocky Mountains to the Pacific.

Paddlers of the calibre of Pete Montgomery, Peter Knowles and Sue Hornby canoed down one of the largest undammed rivers in North America in spite of its reputation for dangerous canyons, huge rapids, 40 foot whirlpools and boiling white water. Hundreds of lives were lost in Pioneer days by those trying to run the easier sections of the river now largely bypassed by modern roads and settlements.

An exclusive article on this journey will appear in the next magazine followed by the expeditions film which will be shown on BBC TV next Spring. Kama canoes have donated a stand at the International Canoe Exhibition in February in order that equipment used on the trip can be shown and questions referring to the organisation of this, and other expeditions, can be answered by the team members.



## He's Been To London to see the Queen!

*Captain Stan Cooper with his wife Sylvia at Buckingham Palace following the presentation of Stan's MBE.*

*A nomination from the Army List, the Director of Canoe '81 Bala received his award for services to the sport within the Armed Services. Whilst he is best known for his connection with the World Championships Stan has also represented the Army's interest within the BCU Council for a number of years.*

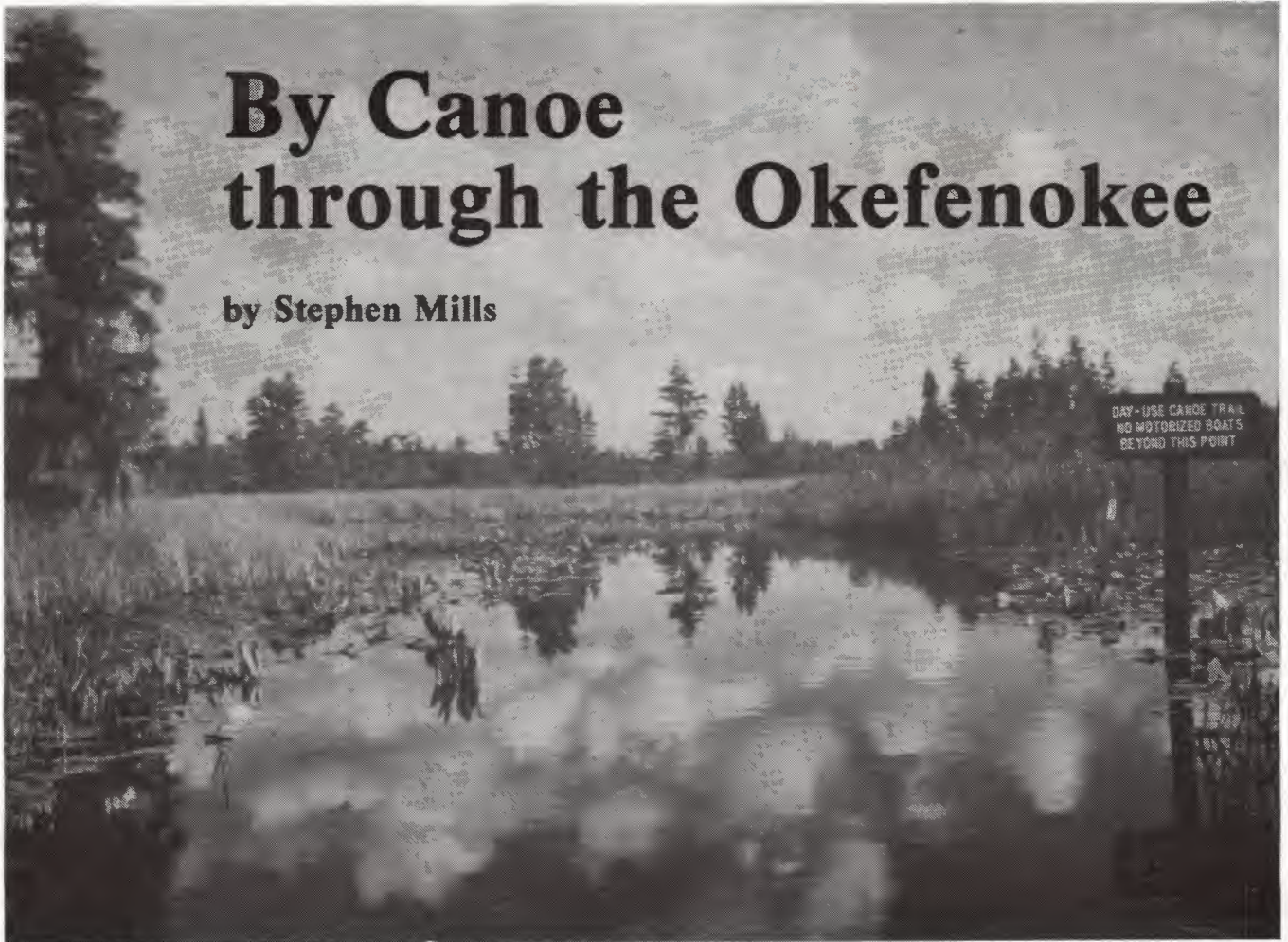
## Outreach '81

A 'Come & Try It' weekend held in Roundhay Park, Leeds, during the sunny month of August, raised a significant sum for the promotion of Disabled Canoeing. Dales Canoe Club and local manufacturers provided sufficient boats for the projects, coordinated by Richard Constable, which even attracted fishermen, there's hope for us yet! — Photo Richard Constable



# By Canoe through the Okefenokee

by Stephen Mills



The significance of the canoe trip that my wife and I made through Georgia's Okefenokee Swamp might have occurred to us the night before we actually set out. We sat on the wooden balcony of a little house in Folkston, the last village before you reach the swamp. Our hostess was telling us about her 80 years spent in the same house among the crickets, the honeysuckle and the rocking-chairs. Behind us the traffic rumbled past her garden, pulling noisily at the roots of the old southern way of life.

This conflict — the way it was versus the way it is and will be — was even more apparent when we entered the National Wildlife Refuge at dawn the following morning. At the end of the new road stood a huge visitor centre, surrounded by a moat-like carpark and battalions of litter-bins. Beyond the complex of offices, shops, museum and lecture rooms the swamp spread away dolefully into the distance. Every day it suffers the probings of the public. There are boardwalks, boat tours, nature-trails by car, fishing trips and, for the most committed 100 miles of canoe trails.

We had chosen to canoe the Okefenokee as part of our research into how America's nature reserves are coping with the growing pressure of recreation. First we had to agree on an acceptable route with the refuge manager. Normally, better to book in advance, he warned. A maximum of 20 people and 10 canoes is permitted in each group. One group per route. As there are 13 routes there might be 260 people out in the swamp on any one day. However, he

admitted, they preferred a solitary pair of naturalists to groups. In fact, we were the only people who were going to be out there. That was our first surprise.

Our second surprise was how cheap it was. All the equipment rentals were handled by a concession there at the Headquarters. A canoe, paddles and tent cost about £3.50 per day. Within an hour we were launched in an aluminium Canadian canoe loaded with cold foods, cameras and camping gear and a total of 45 miles to cover in 3 days.

We had our final surprise when we rounded the first bend in the water. The concrete and commercialisation ended abruptly and we passed back into the old world again. The conifers, laden with Spanish moss, gave the land an abandoned look as if it were overhung with cobwebs — 400,000 acres of peat bog, left behind by the Atlantic Ocean when it receded half a million years ago. Now the water is smooth the colour of tea and gives back perfect reflections. Our misgivings were forgotten as the charm and mystery of the place absorbed us.

For several miles we followed a wide canal, lined with cypresses. It was cut into the swamp at the end of the last century to facilitate logging enterprises. By the time the area became a Wildlife Refuge in 1937 the best timber had been removed. Fortunately it was the Okefenokee's only industrial resource — except tourism.

Patricia paddled in the bow to get a close look at the alligators. One by one

they would slide off the banks and glide across the water in front of us, or lie floating under the shadows of the trees like upturned canoes.

The canoe trail left the main canal, cutting a swathe across lakes of water-lilies. From this point no other boats were permitted and we saw none. The trail, indicated by markers every quarter of a mile, took us past islands of gum trees and pines, resounding with the drumming of woodpeckers. For two and a half days we were fanned by dragonflies and inspected by vultures — not a hard paddle — no current, no rapids — just the drenching August humidity and the barriers of weed. Round each corner cranes and herons would stretch their necks at us and flap off into the swamp grass. White ibises would rise up from among the lily leaves as if the flowers were taking flight, and always there were the watching eyes of alligators, some no bigger than the blade of the paddle.

The first night we slept on a platform raised above the marsh. We sat listening to the evening cries and a curious droning sound that started just before dark. Suddenly we guessed what it was and dived for our tent — just in time. Within a few minutes it was covered with mosquitos, poking their probosci thirstily at us through the netting!

The next day Patricia discovered the disadvantage of sitting up front. The trail had taken us into thick undergrowth where the stream became so narrow that we had to give up paddling and pull ourselves along by





grabbing the exposed roots of the bushes. The leaf canopy came lower and lower. Sometimes great branches spread close to the water and we had to lie flat in the canoe to get under them. Then the spiders' webs began — huge webs strung right across the stream, so dense that they slowed us down. Each contained a giant hairy-kneed spider, the size of a child's hand and striped with yellow and black. Some of the webs caught Patricia unawares, snapping over her face and sticking down her eyelids. They were not something she'd wanted a close look at, though their owners were quite harmless.

On the second night we camped in a log cabin, once a hunting lodge. It stood on an island, notorious for its rattlesnakes, far out in the swamp. Barred owls stared down from among the bay trees and the following morning we found tiny black and golden

hooded warblers feeding beside the beached canoe.

That last day we read the water-level and precipitation meters, a duty asked of any canoeist who goes deep into the marsh, and paddled out into the more open waters again. When we finally rejoined the canal we drifted back towards the headquarters, thinking about the future of the swamp.

Refuge managers face a difficult dilemma. There is no doubt that they owe a debt to the public. The 390 National Refuges cost the U.S. taxpayers about £12 million a year. The debt can be paid by developing recreational facilities, something for which the government is pressing. But as the need for these grows so, more acutely, does the need for undisturbed sanctuaries for That's what the refuges were supposed to be.

At the moment a few careful canoeists,

using this superb way of watching animals, do very little damage in the swamp or in the other large refuges where canoeing is permitted. But what if there were more canoeists, enjoying each others' company rather than the wildlife? What if some were unscrupulous about paddling into otherwise inaccessible breeding areas?...

When we returned to the visitor centre these anxieties reasserted themselves. The refuge intends to double its visitor intake to about one million annually over the next two years. It may not be so pleasant to canoe there when one is part of a crowd.

The Okefenokee Swamp was named by the Choctaw Indians to mean "Land of the Trembling Earth" — I'm afraid it may one day have reason to tremble.

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# Canoe '81 Bala and the ICF

In our editorial, comment was passed on ICF criticism of the organisation of Canoe '81 Bala. In order that you, the reader, can judge, the following extract is printed verbatim from ICF Bulletin No 4.

## XIITH WILD WATER AND THE SLALOM WORLD CHAMPIONSHIPS

15TH-24TH JULY 1981 AT BALA/  
WALES/GREAT BRITAIN

At the relevant ICF Congress Great Britain had been awarded the right to hold three World Championships in 1981 because they proposed to construct an artificial slalom course alongside the canoe racing course at Nottingham and to hold the Wild Water World Championships there in the vicinity as well. However, this had become impracticable, primarily because the construction of the planned slalom course became impossible for financial reasons. So the ICF had to declare its readiness to transfer the World Championships for Wild Water and Slalom to Bala in North Wales where the conditions were much less favourable.

In the first place this hampered the organisation, for Bala is only a small place with 3,000 inhabitants, and the whole of the organisation operated in tents on the river meadows. So it is understandable that in spite of all the efforts of the personnel the arrangements were bound to suffer. With difficulties of this kind of course the provision of sanitary facilities suffered too. In addition, Welsh pride required all speeches and addresses to be in Welsh as well as the three ICF languages English, French and German, so that the patience of all who had an active role was sorely tried. So for many of them the high point was the free fall display by the RAF parachute team.

The weather during the Wild Water races were fairly bright but the Slalom competitors from the 21 participating countries had to put up with heavy rain and especially with unexpected cold temperatures.

The River Tryweryn, a natural course of world championship standard with water levels that could be kept constant throughout every day by a dam, carried dark coloured water in which the equally dark coloured stones and rocks beneath the surface were scarcely recognisable.

The Slalom course, for the second of the World Championships, was situated within the 8,200 metre long wild water racing course which presented challenge at some difficult rock-obstructed places in its upper part above the slalom finishing point and a high spot at Bala Mill.

The organisation under the direction of Mr. Stan Cooper did their best, but in spite of that the experienced older World Championships competitors amongst the 14 countries in the Wild Water events in particular felt a sense of disappointment, which lasted from the opening to the presentation of awards. There were hardly any spectators and the course itself as a whole was not uniform because the first part, which was fully of World Championship standard, was followed by a stretch of river without difficulties, which particularly favoured the "racers" with lightweight

boats. Those who had the appropriate boats for the second part and covered the first part of the wild water course with caution were bound to come highly placed out of the second part. The French particularly had noticed this in the course of previous visits. The specialised boats and skills of their competitors brought France a great victory. In the total of 9 events France won 7 gold, 3 silver and 2 bronze medals and thereby beat off Great Britain, which was quite unable to benefit from the advantage of being on its own site.

It is quite obvious that it is an enormous task to organise these two world championships within the period of a week at a site remote from any large towns. And when moreover the weather does not co-operate it can easily lead to dissatisfaction amongst those taking part.

The following is Stan Coopers (Director of Canoe '81 Bala) reply to this article made on behalf of the Canoe '81 Bala organisation and the British Canoe Union.

The International Canoe Federation did not have to transfer the World Championships to Bala, this decision was taken a number of years ago, therefore, the ICF could have awarded the Championships to an alternative country and venue. The River Tryweryn was inspected by representatives from the International Canoe Federation, before any alterations to the site took place, surely the time to complain that the River Tryweryn was not up to World Championship standard was before the Championships and not after the events have taken place. Perhaps one should point out that the river race for the World Championships in 1981 is comparable with the World Championship course for both Switzerland and Yugoslavia in 1973 and 75.

As for the remarks regarding lightweight boats, nearly all federations competing at Bala, attended the pre-World Championships, all the countries therefore had the same opportunity to decide on the type of equipment that their competitors should use for the World Championships in 1981.

It is true that many of the voluntary officials for Canoe '81 Bala used the officials camp site alongside the river, however, the organisation operated from the town of Bala and not from the officials camp site as is suggested by the ICF.

As for sanitary arrangements, some £6,000 was spent on providing toilets on all Canoe '81 Bala sites, with representatives from Meirionnydd District Council overseeing this side of the organisation, we were forced to comply with the Health Act in this country.

For those who have attended previous World Championships, I am sure they will agree that the speeches at Bala were probably the shortest on record, there have been World Championships where the Opening and Closing speeches have lasted far longer than those at Bala. If there were no spectators, then one wonders who was doing all the cheering during the slalom events. As for the typical English weather, one can only presume that

Muatatol, the venue for the 1973 World Championships, where the slalom course was almost entirely washed out, must have had typically Swiss weather.

In spite of the remarks by the ICF, regarding the overall organisation, a considerable amount of correspondence has been received from a wide variety of people and organisations throughout the canoeing world, congratulating the British Canoe Union on the running of the 1981 World Championships at Bala.

Yes, Bala is a small town and like all federations before us, one does not have to be reminded about the problems of organising a World Championships. For our part we can only apologise to the members of the ICF for the fact that the best Hotel in Bala was apparently not up to the required standard for ICF officials taking part in the Championships.

Finally, on the subject of organisation, if the International Canoe Federation is not happy with the way World Championships are run perhaps they should produce a document on the organisation of the World Championships. Also involve themselves in the organisation, two years before the event, if they wish to change certain aspects of the Championships and not two days, as was the case with the Prize Giving Ceremony at Bala.

In view of the remarks made in the ICF Bulletin No 4, many of which have no foundation, one feels that the British Canoe Union should demand an apology from the International Canoe Federation.

In conclusion, we publish a letter received by the Director from Helen Brownlee of Australia, who was chief judge for the W.W. Race at Canoe '81 Bala.

GLADESVILLE, NSW, 2111

28.8.81

Mr. R. Emes,  
British Canoe Union,  
45/47 High St.,  
ADDLESTONE — WEYBRIDGE.

Dear Ron,

One letter seems hardly adequate, but I would be appreciative if you could convey, too all concerned, my sincere appreciation for hospitality and friendship extended during the World Championships for Slalom and Wildwater Racing.

I personally counted it a privilege to work with so many dedicated and enthusiastic people from the canoeing fraternity — they were "superb"! The complex organisation involved in the daily administration of the competition left me with a deep respect for British efficiency — particularly when a sense of humour was maintained under all manner of conditions.

Congratulations on a most successful event. With my best wishes for the future of canoeing in Britain,

Kind regards,

Helen Brownlee

# THE OPEN CANOE

The kayak skills which most canoeists learn, came originally from canoes. They were taught to kayakists in the early 1950s by one Milo Duffek, a Czech Canoe slalomist, who moved to Switzerland, and changed to kayaks. From his repertoire of techniques, Oliver Cock and others identified and devised our system of basic skills. The Americans still call a bow rudder, a 'Duffek' stroke.

Apart from being propelled by a paddle, a traditional canoe can be sailed, rowed, poled, or motored. The 'Voyageurs' were trappers, hunters and traders of the 17th and 18th centuries, who began to earn their living by transporting goods and passengers in Indian-built bark-skin canoes, hundreds of miles across the network of waterways that comprise much of Canada. There are professional marathon racers in Canada today, with a number of classic events one of up to 1,000 miles duration, competed annually.

The voyageurs would sail or pole their craft to take advantage of the conditions. Poling (or punting) is reckoned to be the fastest way to ascent a stream by human power and the poles can be used like paddles. There are canoe poling races held on the Thames even today at boating club regattas, which have been running for very many years. In America, races are staged up rapids.

Identified below are the very basics of learning to control the open canoe. A more comprehensive list of skills is contained in the new *Canoeing Handbook*. There are at least six variations of the forward steering stroke! Balancing skills, such as 'gunwale bobbing' are involved, canoe over canoe

*The power stroke and kneeling position*



rescues are easily effected, and a doubles pair can even self-rescue by means of a system known by the picturesque name of 'Capistrano Flip'.

The canoe was evolved to carry man and belongings on natural waterways. The techniques developed enable the boat to be navigated safely and successfully in whatever situation presents itself. Essentially a load carrier, the canoe allows great ease of entry and exit, and is a much 'drier' vessel than is a kayak.

## Forward paddling — the Power Stroke

The paddler should kneel on the bottom of the canoe, the knees spaced comfortably apart on a closed cell foam pad, posterior resting on the thwart. Solo paddlers kneel in front of the centre thwart. For doubles, the bow thwart is fitted further away from its end, than the stern thwart is from the other end.

Kneeling on one knee — the paddling side — with the other leg forward, posterior on the thwart or for maximum power, the racing-high kneeling position, with the body and thigh in a straight line, are alternatives.

When the blade is just buried in the water, the handle should be level with the forehead. The top of the handle at eye level, with the blade tip on the ground, when standing upright, is a rough guide for starters. Place the grip well up into the armpit. Where the fingers of the bottom hand lie when the arm is stretched down the shaft, is where the lower hand holds.

Choice of paddling side will depend on individual preference, but one should aim to be ambidextrous, and able to control the canoe from all four positions.

In theory, the blade remains still, gripping the water, and the boat is levered past it. Place the paddle in the water, blade at 90° to the keel line, by extending the lower arm and reaching forward with the body. Do not produce an exaggerated lean. The top arm guides, to keep the paddle upright, and an equal distance from the keel line throughout the stroke. The trunk should be rotated around the spine, and it unwinds, with the body coming back to the upright position, as the lower arm pulls the blade through the water.

When the bottom hand is level with the hips, the blade is lifted cleanly sideways out of the water, and taken forwards to recommence the stroke, by the top arm dropping, the top wrist feathering the blade with the thumb pushing forwards. Keep the leading edge high in case of catching a wave.

## Backwater stroke

To stop or go backwards, use the non-drive face of the blade. (The 'drive' face is the side of the blade that is pulled against the water in a forward power stroke.) Lean slightly back, insert the paddle blade, and push with the bottom arm, again using the powerful abdominal muscles as the trunk unwinds.



*The 'J' stroke, used for steering.*

## The 'J' stroke

A solo paddler, or the stern man in a double, controls direction by using 'J' strokes and sweep strokes as necessary.

If the boat is turning away from the steering side, a steering element needs to be introduced to the power stroke, to bring the canoe back on course.

When the paddle blade reaches level with the canoeist's hips, instead of lifting it from the water, the blade is turned through 90° while still fully immersed, the stroke continued, and the blade gradually taken away from the side of the boat. The gunwale may be used for leverage at first.

To turn the blade through 90°, the wrists are rotated so that the wrist of the top arm is turned with the thumb pushing forwards — the drive face of the blade turns out away from the side of the canoe. This forms the shape of the letter 'J' when performed on the left side. It is the tail of the 'J' — the blade gripping the water and pushing sideways — that gives the correcting moment.

## Goon stroke

The 'goon' stroke is the method of steering most likely to be adopted by those left to their own devices. The paddle is rotated so that the drive-face of the blade is turned towards the canoe during the steering part. It is less efficient than the 'J' stroke, because of the 'drag' that is caused by the angle of the blade, but it allows for more support.

## Draw stroke

Used to move the canoe sideways or to turn. Apart from the kneeling position, the stroke is the same as for a kayak. First turn the head through 90°, then turn the shoulders — rotating at the waist — and reach the paddle well out, with the forearm of the lower arm at 90° to the shaft. The drive fact of the blade is towards the

canoe. Pull the blade in, keeping the paddle upright, until about 6" from the side of the canoe, when it is feathered out, and the action repeated.

A canoe can be turned in a circle by a doubles pair each performing a draw stroke. It is used for breaking-in and out, and for avoiding obstacles whilst maintaining a straight course.

### Sweep Strokes

To turn a canoe away from the paddling side, or correct its course if it is turning towards the paddling side. A canoe rotates around its centre of gravity. Solo, it will rotate around the paddler, and for doubles, in an arc that passes through the shoulders of the bow and stern man. The maximum effort should be applied along this circular path the most efficient turning.

Reach well forward, with the top arm low. The bottom hand can be brought up to allow the paddle blade to be inserted further forward, and achieve a wider sweep. The paddle shaft will be at about 45°, and body rotation used to achieve power.

For solo paddling, the blade is inserted near the bow and continues in a wide arc, the blade just covered, until reaching the stern. The top arm will push across to drive the blade into the stern, once it reaches the stern quarter. For doubles, the blade's arc is 90° only. The bow-man reaches almost directly ahead, and rotates until the blade is at right angles to his body. The stern-man commences the stroke from right angles to his body, and finishes with the blade well astern.

Sweep strokes can be applied in reverse, by doing the opposite. The non-drive face of the blade is used.

### Stern rudder

The paddle is trailed using the 'goon stroke' angle — driving face towards the canoe.

### Low brace (Recovery stroke)

The non-drive face of the blade is presented to the surface, with the paddle held as near horizontal as possible. Lean the canoe

*An Open Canadian Touring Double shooting a fall on the New French Broad River, USA. Photo. Pete Midwood.*



towards the paddle, and recover with a sharp push down onto the blade. Used to prevent a capsize, or to maintain stability in a rapid.

### Bow cut

The ancestor of the modern kayak bow-rudder. The blade is taken forward and out from the side of the canoe by the lower arm. It is turned, with the wrists pushing in — top thumb pointing back towards you — so that the drive face of the blade is towards the canoe, but the leading edge and tip is angled out away from the boat. The shaft should be at about 45° with the top hand just above the shoulder. Both wrists will need to be pushed well forward to achieve the correct angle on the paddle.

The canoe must be making good speed. A solo paddler or bow-man then places the rudder firmly in, and holds the paddle in position, resisting it solidly. The bow will be drawn towards the bow rudder, the stern man sweeping or drawing. The position of the top hand is important, as if it is held in front of the face there is a danger of injury should the blade strike an obstruction.



*The cross-bow cut (rudder).*

### Reverse 'J' stroke

When paddling backwards, the direction of the canoe will need to be controlled by a reverse sweep, or a reverse 'J' stroke. The paddle is taken through the water as for a simple backwater stroke, and the blade rotated through 90° with the non-drive face turning away from the canoe — the top thumb will be pointing backwards. The effort is applied as for the 'J' stroke.

### Sculling draw (as for Kayak)

Turn the head, then the shoulders. The drive-face of the blade is turned towards the canoe, and the paddle remains the same distance from the keel-line throughout the stroke. With an upright paddle, inserted ahead of you towards the bow, the blade is set to 45° from the keel-line — the drive face towards you — and moved from fore to aft. At the end of the stroke, the blade is turned so that the drive face remains towards you, but the opposite edge is now leading, and is pointing out 45° from the keel-line. Move the paddle from aft to fore, when the angle is again reversed, synchronising exactly with the change of direction. A continued action will draw the boat sideways through the water. The relative position of the bow or stern can be corrected by adjusting the angle of the blade, or extending the length or strength of the pull.

### Pry

To move the boat sideways away from the paddling side, a pry stroke may be employed where the gunwale of the canoe



*The pry stroke.*

is used for leverage. Slice the paddle in behind the paddling position and lever the non-drive face of the blade out, by pulling on the paddle shaft, using the gunwale as a fulcrum. A pry can be combined with a power or sweep stroke, and is best applied towards the end of the effective part of the stroke. It should not be used on the downstream side in shallow water as it may capsize the canoe if it catches a rock or hits the bottom.

### 'C' stroke

In order to maintain steerage in certain conditions, particularly of wind, it is sometimes necessary to commence the power stroke with a draw. The paddle is inserted forwards and out from the canoe, and drawn in, so that the movement blends into the normal power stroke. End with a 'J'.

### Balance (solo demonstration)

'Gunwale bobbing' is a means of propelling the canoe without paddling! Stand near the stern deck, with one foot on each gunwale. Sink the stern by bending the knees and straightening the legs downwards. The canoe will shoot forwards. As the stern rises again, allow the legs to bend and repeat the driving downwards action.

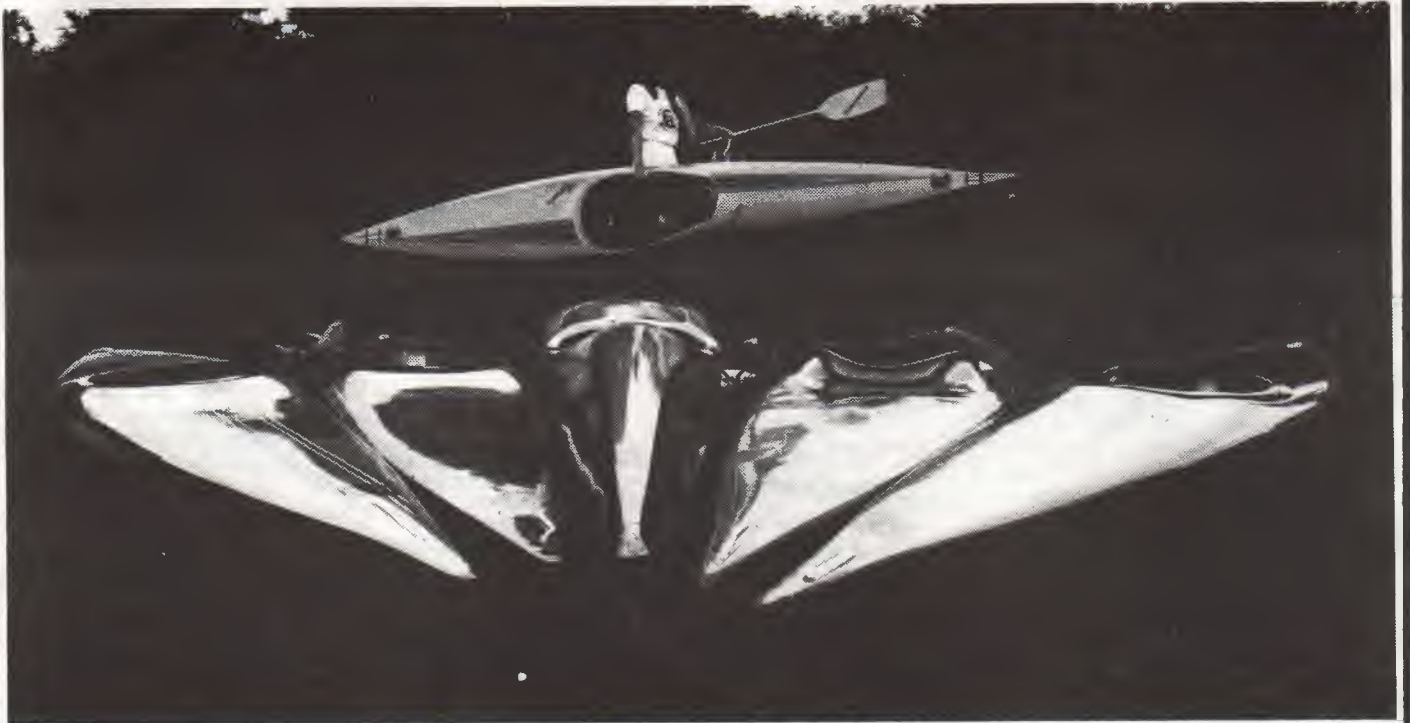
### Conclusion

For those who wish to delve deeper, the American Red Cross Canoeing Manual (available from BCU Supplies price £5.25) is the classical comprehensive work. The highly recommended Path of the Paddle Film 'Solo Basic' is now available from the BCU Film Library through Chrisfilm Ltd., Pateley Bridge, Harrogate, Yorkshire, and a copy of the Canadian Recreational Canoe Association's Standard Tests of Achievement for Canoes can be obtained on request from BCU at £1 to cover postage.

### Propelling the canoe by gunwale bobbing.



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# A QUIET WEEKEND AWAY

**Cathy Miller describes an expedition to Lundy Island**



Two days to go and then my weekend off, I thought I'd have a quiet weekend and generally take things easy. Next minute Pete Midwood came up to me. "Cathy, how would you like to paddle to Lundy and climb the Devil's Slide?" The words "paddle" and "climb" made me wake up — gone there and then was my quiet weekend.

Friday arrived and with various jobs and tasks completed, we tied our two Nordkapp sea kayaks to the roof of Pete's car. Leaving at 10 pm, we had a six hour drive from North Wales to Woolacombe, Devon, the start of our crossing to Lundy. We found a carpark just outside Woolacombe and stopped to catch a brief three hour sleep. I managed to lift my heavy head to peer through the window, but it wasn't worth it as visibility was only about 400m. We tried every conceivable combination on the buttons of our magical digital watches, but they were unable to produced cooked breakfasts for us. We agreed that watch manufacturers still had a lot of improvements to do, while we munched through some soggy digestive biscuits.

Eventually we were ready, and heaved the Nordkapps onto the beach. "Lundy Island is out there ... somewhere, it says so on the chart", it was now 8.45 am. Pete had bought a small radio along to relieve the boredom of a four hour crossing. The most we managed to get out of it was a high pitched squeak every now and again, as it was half drowned going through the surf — I think it did eventually go to the great radio shop in the sky. We paddled up the coast to Morte Point and passing Morte Stone buoy turned north west. As the tide was ebbing, we paddled on a north westerly bearing and the tide pushed us due west



onto Lundy Island. The crossing was uneventful, visibility from 400m to 1 mile and after 17 miles and 4½ hours paddling, interspersed with a few stops and a lot of talking, we arrived at Landing Beach on Lundy.

The island is famous for its rock climbing and abundance of seabirds. The human population is about 20, but increases during the summer months with the influx of climbers, ornithologists, day trippers and one or two canoeists.

From the beach it was a long haul up a gravel track to the village and the campsite. Luckily some climbers helped us to move our boats high up the beach, away from the high spring tide and also took some of our gear to the campsite. After little sleep the night before, a 4½ hour paddle and then a mile trudge uphill to the campsite, with ropes, climbing gear, food, and camping equipment, we were more than happy to accept an offer of help.

By the time we had pitched our tent, sorted gear out and brewed a mug of tea it was 3.30 pm, drizzling and visibility was down to about 200m, time we did our Cinderella act and changed from paddlers into rock climbers. Together with ropes, rock climbing boots and a map of Lundy, we set off in search of the famous climb — The Devil's Slide, a 390 ft severe graded, slab rock climb. According to the guide — 'a sheet of flawless pink granite, its foot lapped by the swirl of the western ocean, sweeping lazily upwards'. It sounded good. "I hope we can find the climb" I said quietly to Pete, "No problem" he returned. With the aid of our map and compass we soon got lost!! Finally an hour later we found the top of this classic route.

By this time the mist that had been with us all day, was beginning to break up. We put on our boots and scrambled down the grassy slope, left of the slide. A quick abseil down to the block at the bottom and soon Pete was leading off on the first pitch. A seal lazily swam around watching us and soon I was climbing up, with the rock drying out with the ever increasing sun. After the first easy pitch, the climb imperceptibly steepened. The granite became less friendly and the situation demanded care as the climb took on a more serious nature. Good protection was hard to find. After 130 ft Pete searched hopefully for the mentioned peg belay, that had long since gone. Trusting a small wire and a slightly dubious block he soon bought me up to the second stance. The third pitch continued up for 20 ft to where the slide steepened into a vertical headwall. Pete found a good thread runner

through an old peg, before stepping left on thin holds to the dark recess of a coarse, fist jamming chimney. We arrived at the top of the climb in glorious sunshine, well pleased with this superb route. It was 7 pm and back to the campsite 1½ miles away for supper and repacking the boats. During our walk back we must have seen about 200 rabbits, scurrying here there and everywhere and a wealth of birds, horses, cattle, sheep and deer.

While, I cooked the meal, Pete went down to the boats and packed what he could into them during the daylight. After supper we downed a quick pint in the Tavern and then off to bed at closing time. We both set the alarms on our watches to go off at 1 am which came and went with both Pete and myself still in the land of nod. Soon I felt an arm shaking me, "It's 2.40 am Cath. Get up!". We sleepily stumbled down to the boats and hastily loaded the tent and sleeping bags and took to the water. There were few clouds in the sky and just a slight swell. We paddled for an hour or so in the silver moonlight, before the brilliant orange of the rising sun illuminated the horizon. At this early hour we were not alone as we were accompanied by a few gannets swooping and gliding around us.

By 7.45 Sunday morning, we had arrived back at Woolacombe. It was time for our breakfast as the rest of the world was waking.

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# Dear Focus...

Dear Sir

## Canoeing Management Officer

I refer to the advertisement of the above vacancy in the current edition of *Canoe Focus* and would like to say that I am disappointed to see our funds being applied in this way.

I fail to see why it should be necessary to appoint an officer to develop the use of the Tryweryn site when its full potential has evidently been realised. The site has an obvious physical limitation in that the dam does not store an infinite supply of water and, once the available water has been allocated, I cannot see how the use of the site can be further developed. Indeed, the allocation of the available water must be a matter of Union policy and it is difficult to see how the appointment of an officer will help in this.

I note that the development of an artificial facility at Holme Pierrepoint is now a real possibility and wonder whether it is impudent to divert attention from this project at a time when I feel it must receive the highest priority.

Please will you explain why the Union believes it necessary to appoint the above officer and inform me of the financial implication to the Union for the current time and future years. I should be interested to learn by whom the three priorities mentioned in the advertisement were formulated and whether we could expect to see any actual use of the river by canoeists who have contributed to the development costs.

**N. Chambers, Cheshire**

## The Afon Tryweryn — reply by Geoff Good

I first heard of the Afon Tryweryn in about 1974 from Mick Fletcher, of Itchen Valley Canoe Club. The picture in my mind was of a totally dry river bed, over which wires were strung, and gates hung. No problems of access — the Water Authority owned the site — and no difficulty with anglers — after all there is little point in fishing where there is no water! Periodically an engineer would open a giant valve at the dam, and a regulated flow of water would fill the river and allow hostilities to commence. A veritable canoeists' heaven.

The reality of the situation, as always proved rather different, as I discovered when appointed as the Union's representative to a Joint Management Committee with Sports Council and others, to develop the use of the river by canoeists.

When it was decided to hold the World Slalom and Wild Water Racing Championships there, the Sports Council agreed with the Welsh Water Authority and ourselves to finance the work needed to make the site suitable for this purpose, provided the river remained available for international and national competition for the foreseeable future. More than this, the Welsh Water Authority agreed that, properly managed, the top section of the river could be used all the time that a sufficient depth of water was available, according to the normal operational requirements of the authority. It must always be understood that the prime and over-riding responsibility of a water authority is to provide drinking water and to control flooding. However, it is likely that more often than not, in the future there will be sufficient water in the river for canoeists to make use of it.

It became apparent that the only way that this opportunity could be fully exploited, was for a full-time manager to be employed. He would negotiate with the authority for special releases of water for an agreed number of major events. Gradually he would evolve a system to enable all canoeists competent of handling the water to be given an opportunity of paddling on it.

When Stan Cooper started out as the Director of Canoe 81 Bala, he discovered for himself the reality of the situation, referred to above. It is one thing to have a facility. It is quite another to be able to make use of it when the continual presence of numbers of people, requiring numerous facilities, and viewing access over private land, affects adversely the lives of those who live locally. There are considerations also of environmentalists, anglers and others, whose interests may not be best served by the rate of release from the dam which suits canoeists.

Great strides were made by Stan Cooper in establishing consultative groups locally, and achieving co-operating from all concerned, to ensure a highly successful World Championships.

In order to consolidate this work, and see that the river remains as a major white water canoeing site, available to all — with due regard to the rights and interests of others — your Council agreed to contribute to the salary of a full-time manager. Whilst the amount to be found from canoeing sources was 25% of the total, the actual cost to central funds from membership subscriptions would be only £750 per annum. This was felt to be well justified in order to ensure that all members competent to paddle the river, be given reasonable opportunity so to do.

Although some proverbial 'last minute hitches' have occurred, the appointment of a full-time manager should go ahead in the immediate future. Once the person is established, members will be informed of the arrangements for consulting him or her over the use of the site.

Apart from the Directorate of Canoe 81 Bala, several voluntary officers — Mike Briggs in particular — have spent untold time at considerable personal expense, working on your behalf. Please, therefore, do not place the project in jeopardy by unauthorised use, or by attempting to make contact with the Water Authority or its employees. All enquiries should be made through myself at BCU head office.

A canoeist paddling without permission down to Bala would seriously undermine our relationship with the Bala anglers, undo countless hours of patient negotiation, and put in doubt our ability to stage another wild water race there.

Dear Sir,

Less than two years have elapsed since my guide to the rivers of Australia and Bavaria was launched through White Water Publications. Over 250 copies have now been sold and only a handful remain. I was delighted with the reception the guide was given and have been able to incorporate a number of suggestions in amendments issued earlier this year. A second set of amendments will be distributed later this year. Having put a shaky foot into the publishing world and survived the experience (no nasty letters from my bank manager). I have now had time to reflect upon past mistakes, and what is more important, to look to the future.

With the facilities at my disposal and given a year or so, I firmly believe that the current guide could be expanded to cover the Alps from Yugoslavia in the East to France in the West. Such a work would be limited to white water rivers canoeable either throughout the year, or at their best between May and September when most canoeists could be expected to come over to the Continent.

During the past couple of years I have been fortunate enough to paddle a number of Italian and Swiss rivers and have been passed some notes on French rivers. This is a start, however, no matter how much material I may be able to gather together myself, it is the notes of other canoeists that are most valuable. These give me an insight into conditions on new rivers to me, and can either update or give a different slant of notes already prepared. May I ask anyone with knowledge of any rivers suitable for inclusion in this future guide to write to me. In this new work I plan to include a number of black and white prints and would welcome any photographs thought suitable for inclusion.

A small cash surplus will arise from my first guide — this will be passed over to the Tryweryn development in due course. I would hope that progress on the Trent slalom is such that any profit from the new guide could be similarly subscribed.

**Tony Ford, SSO Munsterlager, BFPO 14, Germany**

Dear Sir,

Having read your recent edition I find an article expressing a disappointment in the support for Thorpe Regattas, due to lack of publicity.

My fellow paddlers and I feel disappointed in having missed such a chance to race at such an easy location. We are all involved in the Marathon Racing Scheme, but some of us have recently branched out into sprint racing as we all enjoy it. However, we are finding it increasingly difficult to get some race practice in, although local clubs have organised a few events that have been well supported. To find we have missed such a regatta through lack of communication is a little upsetting.

We have half a dozen sprint paddlers and lots of youngsters in the area belonging to other clubs, who would appreciate details of such events. Please could you do your best to inform us and paddlers like us of such Regattas or put us in contact with someone who can, as I know many youngsters who would love to participate; given the chance.

**Heather Carpenter, Essex**



Dear Sir,

Try as I might to support and recruit members to our organisation, I often feel disappointed at what I can only describe as a lack of direction from Flexel House.

This year I was trying to beat the drum as enthusiastically as possible, really believing that in this year 'Canoe 81' canoeing was going to clean up. 'The massive media coverage' ..... where was it, I asked, and bought papers, I saved every cutting anybody could find me, I haven't got enough to fill a sheet of A3.

I ran a 'Come and Try it' event as you asked from the Outreach Scheme timed perfectly 2 weeks after the end of Canoe 81. but when I asked 'my' organisation to send me literature and handouts it never arrived.

Then the final insult, in the year Britain won Gold at Bala, British aces had trained and tried, my organisation sends me my magazine with a picture of two Germans on the cover. What's wrong with British paddlers on the cover of the British Canoe Union's magazine. The only colour pictures in my magazine shows this C2 and Mr. Kent in one piece sunglasses.

The last chance to mitigate my organisation's poor sense of direction has been missed. I think I'm going to start fishing.

Richard G. Constable, Leeds

Dear Sir,

Whilst at Widemouth Bay for the English National Canoe surf Contest over the August Bank Holiday, I learnt of a most disturbing incident which occurred on another West Country beach during that same weekend, involving a slalom boat and a board surfer. So serious is the story that I heard that I decided to enquire further: The following is a distillation of reports given to me by the Chief-of-Lifeguards and two other reliable witnesses.

An as yet unknown canoeist, whilst paddling in the surf at Croyde Bay, collided into a novice board surfer and speared him on the sharp pointed end of his "low volume", slalom competition kayak. The surfer was pierced in the abdomen, the end passing through a cavity in the pelvis and deep enough into his body to cause external bruising on his back-side. The canoe *all but* passed clean through his body! Whilst the lifeguards were trying to bring the casualty ashore, patch him up and summon the Air-Sea Rescue service, the canoeist in question just disappeared without even enquiring into his victims condition!

To date, the 'boardie' has undergone two sessions in the operating theatre and awaits further surgery to his nervous system — necessitated by the disruption caused internally by the end of the canoe. Miraculously, the major organs appear to have escaped serious damage and as the surfer is a "fit, young man" he has survived.

The conduct of the canoeist in question leaves me stunned and angry and I only hope that the person in question comes forward to face the consequent responsibilities.

Some comments are appropriate at this time:— Low line slalom boats are not suitable for use in surf, and the extreme versions with the pointed ends are positively lethal! Those of us on the BCU Surf Committee are soon to consider banning them from use in all future slalom events at surf contests. Speaking as a regular slalom surfer I welcome the move for the good of the sport and the safety of all concerned. A more general point on slalom boats in surf:— Although highly manoeuvrable in the conditions for which they were designed, slalom boats become slow to respond and awkward and heavy to handle when on the 'plane' and they are generally difficult to steer with precision in most surf conditions — especially for novices or those not acquainted with breaking seas.

The ability to handle a slalom boat expertly in white water does not mean that it can be handled competently in surf. The forces involved are generally greater and the skills required are new and need learning properly. Slalom surfers in particular should practice well away from other surfers, swimmers and even each other! — until they have mastered the skills, know the rules of surfing and have the ability to follow them! There is little joy to be gained from surfing amongst the crowds anyhow. Most discerning surfers would aim to steer well clear of the popular Summer resorts such as Newquay, Bude and Croyde Bay.

Canoeists such as the one mentioned above could do well to heed my advice, for as a direct result of his action I understand that the local council intend to bar canoeists from using Croyde Bay during the Summer season. St Ives have already done this and several other councils are making similar threats.

The sea is one of the few free areas remaining to us so please exercise care and discretion in surf and help ensure that it remains so. And please, think of the other man!

Dennis Ball, Kent



## Jack Cuthill 1911–1981

### Honorary President of the Scottish Canoe Association

Jack Cuthill passed away peacefully at home on 5th October, 1981. Having spent much of his early life involved in the Scout Movement Jack moved in later years to his chief interest, canoeing.

Handicapped by the loss of the use of one leg, as a result of polio, canoeing was a particularly well suited sport and in 1934 he was a founder member of Forth Canoe Club. As its Secretary and eventually Commodore for thirty years he was the driving force behind the club which is now one of the largest in Scotland. For the past eight years he edited and produced, with the help of his wife, the only Scottish Canoe Magazine "Kayak".

He led the West Coast Canoe Camping tours from 1946 to 1968, was Secretary and Treasurer of the SCA for 15 years and continued to devote his energies to canoeing as Honorary Vice President, and later, Honorary President of the SCA. He started several canoe clubs based from the Compass Adventure Centre which he himself set up and ran for 20 years.

In 1948 he was on the organising committee of the Olympic Games Sprint Racing at Henley and since then has involved himself in the organisation of many events in Scotland, culminating in the first Slalom and White Water Commonwealth Championship event held this summer on the Tay.

In 1959 Jack became a BCU Coach and in 1977 received the Torch Trophy award for his services to Sport. At the time of his death the Scottish Sports Council had nominated him for the New Year's Honours List.

A list of achievements however, does not do justice to the man. It is quite impossible to describe in a few sentences his life-time commitment to help and serve others without reward.

As a result of his efforts he made many friends in his Edinburgh home, where he lived with his wife Betty and sons David and Gordon and this was always open to passing friends to share a coffee by the fire and to chat about current and past canoeing affairs. Jack had a fund of stories and his warm heart, generous spirit and good humour will be sorely missed by his many friends.

A. Morton

At a recent meeting of the SCA Council it was considered appropriate that in remembrance of Jack Cuthill some part of the Association's site at Grandtully should be dedicated to him. Any member who would like to contribute to this project should send his/her donation to the Office of the SCA at 18 Ainslie Place, Edinburgh 3 6AU. Full details of the project will be published in a future issue of Focus.

## TRAVEL PADDLE

— A new idea for clubs, schools or even large families! Two BCU Instructors with canoes and equipment for up to 12 people (any age, any size!) for weekend tuition/testing on sea/lake/river in your locality. We'll come to you. Boats comprise: Viscounts, Snipes, Comanches, KW45, Tigers, Gnats and Mantis (junior boat). All of these can be built from moulds available for hire — so use Travel Paddle to choose your boat. As an option the Saturday evening can include an illustrated talk on home canoe building or a lecture on other aspects of the sport. The equipment provided includes — paddles, spraydeck, anorak, crash hat, warm wear vest and buoyancy aids. This service will operate from April until October 1982. Travel Paddle can be contacted through John or Sparks Beattie on Fleet 22604.

**jim**

**hargreaves**

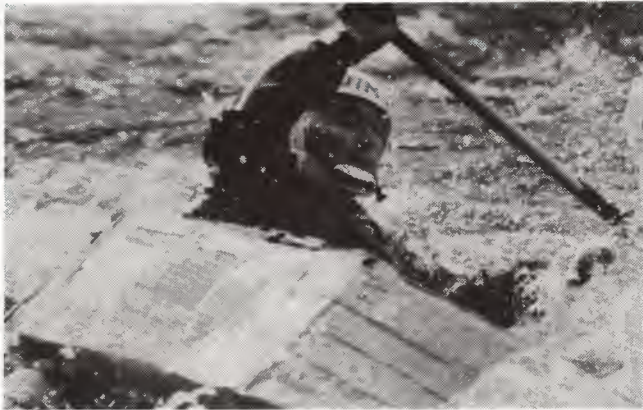
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Competitions showing style and determination in Cardboard '81.



# Mike Jones Memorial Rally and Cardboard '81

October 30th, November 1st 1981

Nearly 1,000 canoeists took to the river Dee at Llangollen in tribute to the late Dr. Mike Jones. It was the largest gathering since the Mike Jones Memorial Weekend was launched four years ago.

The event has been held annually since the leader of the British Karakoram canoe expedition died in August 1978 while attempting to rescue a friend on the river Braldu in Pakistan.

It was organised by Dave Manby of Prestfelde, Shrewsbury who accompanied Mike Jones on several major expeditions including the tragic K2 descent. "The weekend was a tremendous success," said David Manby who returned from a canoeing holiday in Canada to stage this year's event. "It was a tremendous get-together, and really marvellous to see everyone enjoying what was a fun weekend."

One of the highlights was the second World Cardboard Canoe Championships, with a record 76 entries racing 300 metres from the Chain Bridge at Llangollen down through The Serpent's Tail Rapids. Most sank along the way, with just six crossing the finishing line.

The weekend raised £940 for the Mike Jones Memorial Fund which was set up to encourage and promote adventure, especially among young people. On the Saturday night, films were shown in the Llangollen Town Hall, including shots of the Australian Expedition to the Sun Kosi River.

Mike Jones brought expedition canoeing to the public with his informative television documentaries and his enthusiasm for adventure. The Dee was one of his favourite rivers. — Story and photos courtesy of Shropshire Star.

## Rubic Cube



If an engineer's solution is to take it to bits,  
A chemists solution is to use chemicals to move the sticky coloured labels,  
A mathematicians answer is to use group theory,  
A programmers inclination is to ask a computer,  
Is this the best solution a canoeist can come up with?

K. Robinson



## Would You Believe the 'Real' Reason!

To everyone who has stood in the rain on the muddy banks of a grade IV river, watching endless streams of bearded men (and women) floating helplessly down into the waiting arms of jagged rocks, fallen trees and treacherous drops into bottomless pits — canoeing must seem the sport of the mentally retarded! After all, why should anyone in their right mind risk their life and shiny new wooden paddle? It cannot be for the vast sums of money involved — because there is none. Neither is it the chance to squeeze into the glistening deck of a new boat and crash into every slalom gate and judge that gets in the way. What serious competitor can honestly say that he or she actually enjoys bombing helplessly down a white river with grade V rocks in the way, gulping gallons of filthy bilge water and pulling silly faces at the photographers?

Well I now realise the real reason for all this clowning around. It is all due to the longlens gang — the inevitable photographers. They can be found along the river bank, precariously positioned in overhanging branches with great black, foot-long lenses dangling about their persons. Sometimes, they even hang from the bridges over the good part of the river doing a Ron Fawcett (known to the rockclimbers amongst us). You will invariably see gatherings of camera-clickers fighting for supremacy and the best position, all eagerly awaiting that once in a lifetime shot that never appears.

So the reason for the canoeists behaviour is the photographer. The boat-riden mob love to pose in an "action packed" position, pulling their faces (faces!) into all known

contortions and positioning their new paddles in perfect picture-book technique (never to be used in competition!). After hearing the shutter release click, they return to the normal, dull paddling position and gently slip past into an eddie and the chance for a quick respite, (ensuring Eddie does not mind of course!)

So, all has now been revealed. All you paddlers out there will never be the same again. Each time you pass a grinning photographer out for that scoop photo, just remember what you have read as you fake a half-roll and pull your lips out of position.

Finally, just a small question — Do canoeists have legs??

Kevin Holton



# Trade News

**P & H Fibreglass Limited** are certainly not letting the general economic position slow them down. This Autumn they have already introduced six new models and now a further new model surf ski is being worked on, ready for showing at Crystal Palace in February.

With the French range of canoes, designed by GIL, in full production, which include the Gold Medal winning K1 River Racer (Speedy) and the Gold Medal C2 River Races (Mustang), together with the C1 Slalom (Ultra Gil) and K1 Slalom (Dauphin), **P & H** expect a full order book during the Winter months. Not content with increasing their range, they are knocking their prices down too, by cutting out the middle man. Their latest advertisement gives details of large reductions on their range of canoes.



*The new Down River K1 from P & H.*

**Baron Canoe Supplies** is the new development from a partnership between the Burnell brothers and Jeremy Hibble of Wild Water Racing fame. Baron Canoes Ltd will continue as a manufacturing base whilst distribution of boats and accessories will take place from Leeds although Jerry can be seen at most wild water races — Baron Canoe Supplies, 1 Highlea Close, Yeadon, LS19 7LU. Telephone Leeds 506169.

Canoe manufacturers, **Arrowcraft Marine** of Willenhall, near Wolverhampton, have a habit of being involved in the exceptional. Last year, for example, they build and provide most of the canoes for the extremely testing British Annapurna Expedition to the Himalayas. This year, however, they put their canoe building skill to good effect on the land.

Birmingham-based cyclists David Hughes and Tony Webb approached Arrowcraft for their assistance in the construction of their human powered record speed machine "Dark Horse". The same qualities of high strength, lightness, resilience and streamlining were required for its shell as for a canoe, with the one difference that it had to operate in air rather than water.

The "Dark Horse" recently came a close second to the world record holding Americans in the Aspro Clear Speed Challenge competition for unaided human powered vehicles held on Brighton's seafront — with a speed of over 45 mph. Next target for the "Dark Horse", after a period of development and training, will be an attempt under ideal conditions on the Americans' world record of 62.9 mph.



**Scholl** have for the first time introduced a range of 'Sports Aid' accessories intended to reduce the number of injuries caused by participation in sport. For many committed canoeists this end of the season heralds the beginning of activities designed to increase their general body fitness. Running is one of the most unpopular activities, in many peoples mind a necessary evil probably because of the various leg injuries associated with poor running technique or the problems of stress associated with regular road running after the long season when this particular activity has either been greatly reduced or ignored altogether.

The 'Runners Wedge' from Scholl has been medically designed to help prevent injuries such as shin splints or problems associated with the knees. The wedge, developed in the United States, helps to prevent 'torque' the technical term for the twisting that occurs at the feet and throughout the lower limb during running/jogging. The Scholl version is made of thermo-plastic rubber and are available in unisex sizes between 4 and 11 at a small cost.



*Turn trainers into running shoes with Runner's Wedges from the new Scholl Sports Aid range.*

Following the introduction earlier this year by **Canoe Supply Company** of roto-moulded kayaks, Mirage and Quest, Canoe Supply Company are pleased to say that many of the retail Canoe Shops are now holding stocks of these boats. Shops: Jim Hargreaves — Capel Curig, Whitewater Sports — Woking, West Midland Canoe Centre — Willenhall, Pyranha Watersports Centre — Runcorn. As more shops take the roto-moulded kayaks and other items from the Canoe Supply Company range of stock we will keep you informed. For further details of stockists contact: John Gosling, Pyranha Watersports Centre, Marina Village, Preston Brook, Runcorn, Cheshire, WA7 3DW.

**Chrisfilm and Video Ltd** will soon have available the official film of the Triple World Championships CANOE '81. Partly sponsored by the Union the film is expected to run for 90 minutes off two reels and will include action from the two venues, Bala and Nottingham. Contrary to Chris Hawkesworths expectation he tells us that the sprint racing is proving to be as photogenic as slalom or wild water racing. An additional feature is the sinking of the Headquarters dragon boat starring Roger Annan (Chairman of the Sports Management Committee) and Carel Quaife (ACRMC).

28th December is the date of the television showing of *Annapurna — The Rageing River*. Chris Video Tapes will soon be on sale and hire through the Union Headquarters, also opportunities for trade advertisements are available. Full details from Chrisfilm and Video Ltd., Glasshouses Mill, Pateley Bridge, Harrogate HG3 5QH. Telephone 0423 711310.



A.C. Canoe Products Ltd., of Chester, makers of the World renowned Ace helmet, were specially commissioned by 21 of the 23 competing countries to provide helmets for their teams, with distinctive National Colours and emblems at the recent World Slalom & White Water Championships at Bala only the Swedes and the French chose to use other styles. The design for the British helmet was prepared by team gold medallist Nicky Wain from Chester who is studying design, those for the remaining countries were prepared by the firm's Managing Director Robin Witter and Production Manager Steve Leary in close collaboration with various National team authorities. Over 85% of all the world's competitors at Bala were using Ace helmets and the firm hope also to capture the French for the World Championships in Marano in 1983.

Since Whitewater Sports took over the business of Tyne Canoes they have found it difficult to give their usual good service on the Tyne Folding Kayaks. Whilst this is now, of course, only a small part of Tyne Canoes in use through the world, they require specialist knowledge. Whitewater Sports wish to sell off this part of the business, complete with all available spares and literature, for a nominal sum. Anyone interested should have a good working knowledge of Tyne Folding Canoes. Whitewater Sports will pass all enquiries to the person who takes over this work. It would be an ideal part-time venture for an older canoeist, with a small amount of storage available, such as a shed, garage or even a loft. Tel: 04862 72426.

The Canoe Centre are about to announce the latest in their long line of glassfibre replicas of Struer K1's. A development of the World Championship winning Cleaver, the Tiger is built for the lighter paddler of around 12½ stone. Available at the Canoe Exhibition will be a new slalom boat and also a range of single touring kayaks with either large or small cockpits to suit the type of trips you intend to undertake, also the knock-up fin rudder developed for the Racing/Marathon market will soon be available on touring and sea boats.



The Tiger, shortly to be manufactured in glass.

New from Pyranha is the Bullett 82, extensive research in Wild Water Racing design goes back to Pyranha's first Racer eight years ago. Following the Viper and Bullett series Pyranha is pleased to announce 'Bullet 82' — faster than the forerunners, better balanced and slightly more stable. New ideas of bow wave and spray deflectors have been incorporated to enable the paddler to concentrate on maintaining speed in the rough. The hull form is a rounding 'U' shape to give minimum possible wetted surface area. Bow and stern are exceptionally slim to enable small waves to be cut through but buoyancy higher in the hull make her ride over the larger waves. When paddled her bow-wave splits cleanly off the bow to further reduce wetted surface area. A low even bow and stern wave are further evidence that theory is working in practice — Available in two seat sizes from Pyranha Mouldings.

At Bala in the slalom World Championships the Premiers, Thunders and Storms in use by the British Team had a new Deck Flash design in Red, White and Blue introduced for the event and kept exclusive for the World Championships. Following the success of the Pyranha boats taking Gold and Silver medals the deck design is being offered at a special price until 31st December, 1981 of £6.00 on all new boats ordered from 'E' construction models.

Winter offers at the Pyranha Watersports Centre include Competition Cags, Azzali Kayak Paddles and the Equipe 81 range (Super 'E'). Reduction of as much as 10% last until the end of the year or until stocks run out.

Following John Gosling's promotion to a Director of Pyranha, Albert Kerr has become shop manager. Consequently, should you be seeking advice on the type of kayak or equipment to buy you can be assured that expert advice is available. For further details of the Pyranha Watersports Centre offers and range contact Albert Kerr at Pyranha Watersports Centre, Marina Village, Preston Brook, Runcorn, Cheshire, WA7 3DW. Tel: (0928) 716666.

## Canoe '81 Bala — Raffle Results

The raffle was drawn following the Wild Water race at Bala. If you have not claimed your prize would you please contact Roger Heywood, Pen-y-bont, Corwen, Clwyd.

1. A.C. Canoe Products, Helmet, Ticket Number 03020, G.E. Mathews, 20 Myrtle Road, Lancing, West Sussex.
2. Arrowcraft Marine, Harishok, Ticket Number 18284, Fullard, RAMC 'A' COLL, Keogh Bks, Ash Vale, Aldershot.
3. Baron Canoe, Canoe, Ticket Number 17760, Cfn Wilson, 24555558, CET 197 SEE Arborfield, Nr. Reading, Berks.
4. Capel Canoes, Harishok Vest, Ticket Number 06475, K. Harrap, Elmwood Grove, Horbury, Wakefield.
5. Cymru Canoes, Helmet, Ticket Number 17923, Sgt. Weir, RSME WKSP REME, Wainscott, Kent.
6. Hawkesworth, Paddle, Ticket Number 13317, Pollard, Hillsborough, Old School Lane, Llanfairpwll, Anglesey.
7. Hawkesworth, Buoyancy Aid, Ticket Number 03010, A.J. Green, 4 Elms Drive, Lancing.
8. Freeblades, Paddle, Ticket Number, 07707, I. Renton, 50/52 High St., Winsford, Cheshire.
9. Clwyd White Water, Snipe, Ticket Number 00986, K. Cummerson, 2 The Chestnuts, Coppull, Chorley, Lancs.
10. Gaybo, River Racer, Ticket Number 00623, R. Hampson, 32 Sea Lane, Runcorn, Cheshire.
11. Granta Boats, Canoe Kit, Ticket Number 17000, Capt. Norman, 33 CTT, Whittington Bks, Lichfield.
12. Kirton Kayaks, Cagoule, Ticket Number 02135, N. Stephenson, Post Office, Walton Lutterworth, Leics.
13. Krakatoa, Paddles, Ticket Number, 07698, S. Leggat, Montrose, Weston Lane, Oswestry, Shrops.
14. Lendal, Jewellery, Ticket Number 01528, P. Ballard, 17 Emyline Buildings, Eton, Windsor.
15. McNulty Seaglass, Paddle, Ticket Number 18848, Buddle, 9 Alphonso Close, Aldershot, Hants.
16. Nomad Canoes, Superman, Ticket Number 01594, F. Russell, 21 Matson Lane, Matson, Gloucs.
- 17 P & H Fibreglass, Kayak, Ticket Number 02553, Andy Foulds, 37 The Crescent, Cherry Treet, Blackburn.
18. Pyranha, Cagoule, Ticket Number 01404, M. Richardson, 61 Kosta Way, West Drayton, Middx.
19. Robert Vardy, Spray Deck, Ticket Number 03825, M. O'Donnell, c/o S. Fisher, Tadley 2911.
20. Strand Glass, Vouchers, Ticket Number 01604, G. Avison, 11 Astbury Avenue, Audenshaw, Manchester.
21. Valley Canoe Products, Expedition Aid, Ticket Number 02077, Croft, 12, Holmecroft Road, Luton, Beds.
22. Water Rat Canoes, Cagoule, Ticket Number 12608, M. Barry, 8 Anker View, Polesworth, Tamworth, Staffs.
23. White Water Sports, Neoprene Spraydeck, Ticket Number 03001, R. Pinner, 5 Bradley Fields, Oswestry, Salop.

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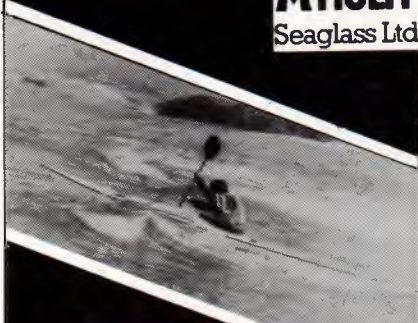


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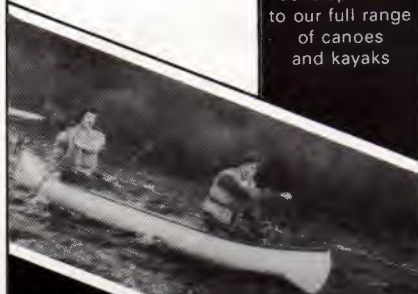
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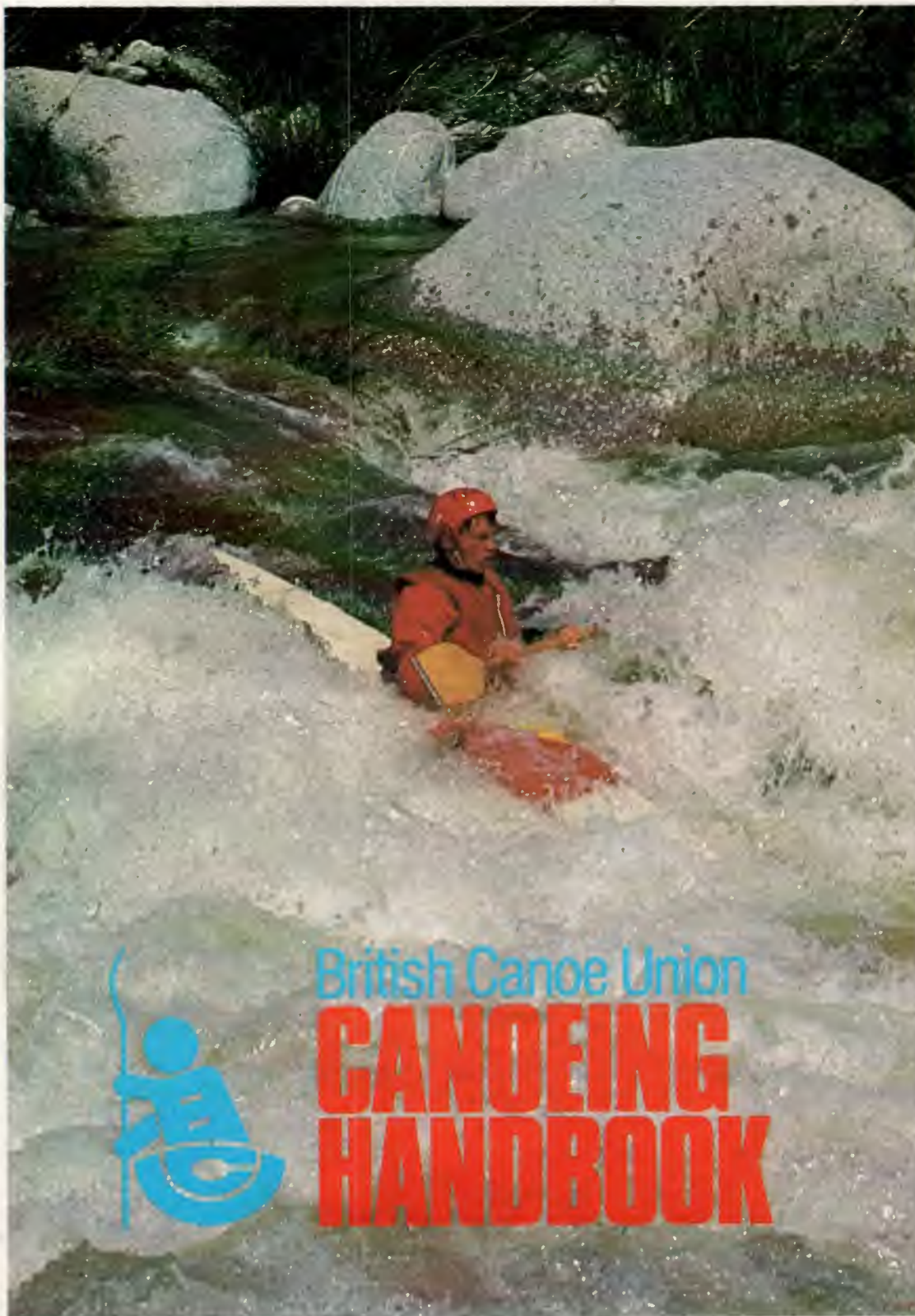
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