

No. 28 AUTUMN 1982 · PRICE 50p

CANOE FOCUS

THE OFFICIAL MAGAZINE OF THE BRITISH CANOE UNION



Jim

hargreaves

CANOES AND EQUIPMENT

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CANOE FOCUS

No. 28 AUTUMN 1982

CONTENTS

Injustice in Yugoslavia	5
The Safety Debate	6
Hounddog	9
British Best in Europe	11
Rio Bio Bio Kayak Expedition – Chile 1982	14
World Stars Drink Fosters	17
Trade News	19
Dear Focus	21
New Sprint Racing Course	23
CANI Canoe?	25
International News	26
Focus Classified	27

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

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

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

Unless otherwise stated the Publishers assume no responsibility for the return of unsolicited manuscripts, artwork, or photographs.

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

Editorial

Membership – A new Deal

Most men and women of intelligence and imagination, and this includes, of course, almost all canoeists, will have pondered at some time or another the virtues of a Utopian state wherein all would be perfect, and perhaps more importantly, free. As these visionaries grow older and more experienced, the majority will accept, albeit reluctantly, that infallibility is not to be achieved within their lifetimes. With this mindbending discovery, some, though not all, will acknowledge that the perfect governing body of canoeing, providing a vast range of services without cost to its members, that would inevitably be an integral component of any self-respecting Utopia, could not be created, and would certainly not survive in the imperfect world in which we are all obliged to exist.

The consequences of this realisation, are that despite the valiant endeavours of a significant minority of Utopian activists within the Union, the Council of Management has finally dealt the coup de grace to those who have sought to maintain and occasionally extend benefits of membership to canoeists who do not, will not, or cannot pay a membership subscription. The philosophy that underlies the new membership proposals of the Council, agreed at their June meeting, which some might consider have sinister though somewhat distorted Marxian undertones, is – “for each according to his need, to each according to his ability to pay”. Thus, from the 1st November 1982, those enjoying the facilities provided by the Union or its Committees, with explicit exceptions, be they events, activities, awards, agreements or advice, must become members of the Union.

This radical revision of the Union's membership policy has arisen directly from the discussions of the Council last year regarding their Five Year Development Plan. Those readers of *Canoe Focus* who have an eye and a memory for minutiae will recall that in June 1981, a Working Party was established by the Council to “examine the membership structure of the Union together with its related financial implications.” In the Autumn 1981 (No. 24) issue of *Focus*, ‘Agitated of Addlestone’, in a sardonic epistle entitled “The Cloud Cuckoo Land Canoe Club” invited readers to submit their views regarding the Union's membership structure. The response to this invitation was extremely encouraging, and well over 50 letters and telephone calls were received, with suggestions for improving the Union's membership facilities, which ranged from the incredible to the blasphemous. All were considered seriously by the Working Party,

as were a variety of impressive membership statistics that disposed once and for all of a number of long-established membership myths.

Having carefully analysed the vast quantity of information made available to them, the Working Party concluded –

1) That the Union's growth rate during the previous decade had not maintained parity with the expansion in canoe sport.

2) That over the same period, membership of the Union was generally only sought by those for whom it was compulsory, i.e. competitors and members of the coaching scheme, or those who regarded information concerning canoeing activities as sufficiently important to justify the payment of a subscription.

3) That a significant minority were enjoying the facilities provided by the Union but were not contributing towards their cost.

4) That there are fundamentally two sorts of potential members of the Union – those who require an improvement in the existing benefits of membership and who will pay for them, and those who wish to be associated with, and be informed about the Union's activities, but who do not require the same standard of service as the former.

5) That the long-established policy of the Union to return membership to a club based system be re-affirmed, but that to achieve the efficient and necessary degree of organisation that would enable the services presently available to members to be maintained, would require a considerable improvement in the efficiency of Regions and Clubs.

Whilst some of the recommendations of the Working Party were rejected, the majority were accepted by the Council. These were effectively, that the rights of Full, Family, and Youth members be considerably improved, with a consequent increase in subscriptions, and that an Introductory one year low cost Associate Membership class be established for adults, similar in concept to the Cadet Membership scheme. Details of the new membership arrangements are contained in an explanatory leaflet included with this issue of *Canoe Focus*.

Perhaps the most profound of the comments contained in the Working Party's Report was – “It is self-evident that fundamental to the continued development of the Union, and of supreme importance to every single aspect of its activity, is membership, and without sufficient members the Union cannot influence public opinion, cannot finance developmental projects, cannot promote the sport and recreation of canoeing, and cannot provide the services that are increasingly demanded”. We'll drink to that!!!

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*A look that tells all.
Robin Ayres, 4th in K2 10,000m.
Photo. C. Canham.*

We are the Champions

The most recent international results received from Luxembourg and the European Marathon Racing Grand Prix, confirms Great Britain as the World's leading canoeing nation. Successes during 1982 include —

Marathon Racing — First nation European Grand Prix (Individual winners mens K1, mens K2)

Racing — Third nation World Championships (Silver medal K4 10,000m — disqualified)

Slalom — European Cup Champions (Individual winners mens K1 and Womens K1)

Wild Water — Third nation Europa Cup

At the beginning of the last decade, only 2 World Championships medals had ever been won by British competitors, Paul Farrant, gold medal Mens Individual K1 Slalom in 1959, and Dave Mitchell, silver medal Mens Individual K1 Slalom in 1967. (Ron Rhodes won a bronze medal in the European Racing Championships in the K1 1000m in 1959). Five years ago, a remarkable improvement in the performances of British teams abroad took place. Albert Kerr became the Mens World Individual K1 Slalom Champion in 1977, and his success was consolidated by a series of outstandingly fine results by British paddlers in all disciplines. Last year, for only the second time in history, the British K4 10,000m crew cracked perhaps the hardest competitive nut of all, by winning a World Championships bronze medal on their home course, just beaten by the Russians and Poles. 1981 seemed to represent for British canoe sport the zenith of success, but 1982 has proven to be an even better year. To what may this remarkable metamorphosis be attributed? No doubt opinions will differ, but the one identifiable variable that emerges clearly from even a brief comparison of the factors that contributed towards the making of champions 5 years ago and now, is the availability of Sports Aid Foundation awards for top athletes. The imbalance that existed for so long between the true amateurs and the semi-professionals of the international canoeing set has been re-dressed, and the effects thereof become more self-evident with each year that passes. Let us all savour the pride of our success, we have waited a very long time for it to happen.

INJUSTICE IN YUGOSLAVIA

1982 World Racing Championships

This years World Championships results mark the greatest improvement by our paddlers ever. This can be attributed to a number of factors. The improved attitude and dedication of the team must in no small measure be attributed to the **Sports Aid Foundation**. The financial support offered helps to close the gap on the "professional" athletes of the Eastern Block. Another major factor must be the improvement in coaching standards offered by such people as Brian Greenaway. With such a young team it is possible that in a short time we will achieve the medal standards.

For the second time in five years Belgrade, Yugoslavia was the venue for the World Racing Championships. For the first time the British team had realistic medal potential in six events. Potential substantiated by results from very successful International Regattas in Mechlen, Nottingham and Duisburg.

The Championships started with the K1 1000 metres on Thursday 29th July. In this event Kevin Smith was Britain's entry. Kevin managed to get straight through the heats and semi-final to reach the final where he had a good race and finished sixth. A well deserved result was that of Alan Thompson (N.Z.) who gained a second place in the final, finishing 1½ seconds behind Helm of the DDR with Rasmussen of Norway third.

The next event was the K2 1000m, Britain being represented by the crew of Williams and Jackson. The crew gained a very respectable result in the heat, gaining third place in a time of 3.27 minutes beating the well favoured Austrians. In the semi-final the crew were narrowly edged out into fourth place whilst in the final Parfenovitch/Souperato (USSR) were pushed closely by the Canadian pair of Fisher/Morris and third, Menendez/Ramos of Spain.

The K4 1000 metre crew of Bourne, West, Smith and Sherriff was first in their heat and second in the semi-final to the Swedes. The British boat had previously achieved good results and hoped for a medal. Labouring into a gusting head wind they managed only a disappointing eighth place. However the Swedish crew shocked the tense spectators by beating both the DDR and Russia to follow in the footsteps of the Spaniards who are the only Western nation to have recently won this event.

Friday 30th July saw the beginning of the 500 metre events. Grayson Bourne gained his place in the final with two outstanding performances in the heats and semi-final. In the close finish of a thrilling final Grayson was placed fifth in spite of a tremendous late burn which could have given him his much sought after medal. Parfenovitch the Olympic champion won the event for the third year in succession but only by the narrowest of margins pushed right to the line by Hempel (DDR) and Moberg of Sweden.

In the K2 500 metre event Britain was represented by Canham and Brown who were unable to make the semi-final due in part to the lack of any sort of luck in the draws. The formidable Parfenovitch and Souperato once again took the gold medal

which completed Parfenovitch's normal tally of three golds which have become a habit since he achieved a similar total at the Moscow Games. Thompson and McDonald took second place with a surprise performance which delighted the Commonwealth teams.

The most exciting event of any World Championships is the K4 500 metres. The speed of the kayaks and the closeness of the finishes is unmatched in any of the other races. Britain achieved a very creditable fifth place after being well placed in their heat and semi-final. This result appeared to be indicative of the team's overall performance, coming so close to a medal without quite achieving that goal.

In the long distance events Britain was expected to do well but we started with a disaster.

The fine K4 10,000 metre crew of Williams, Brown, Canham and Jackson went to the start to win a silver medal and did just that. But for the inadequacies of the racing rules and the ICF's lack of impartiality the British crew would have survived a protest concerning a collision on the start which was unavoidable. The Rumanian Chief Official acting on information provided by the Swedish team disqualified the British boat. However, after looking at the video tape of the race the Swedes discovered to their own embarrassment that the British were not responsible for a complicated incident involving the French, West Germans, Italians, Swedes and ourselves.

The ICF jury made a decision without looking at the video and despite a counter protest placed by the British Team Manager continued to uphold their decision. It seemed the collision became secondary and the primary point at issue was whether the ICF could face the embarrassment of making hasty or inaccurate rulings. The final result stood as first, Russia; second, Rumania; third, Hungary.

It would be interesting to see the jury disqualify an Eastern Block country as easily and perhaps we should not read too much into the fact that the Chief Official is from the second placed nation.

In the K1 10,000 metres Kevin Smith finished fourth beaten for the bronze medal in a close finish by Astapkovitch of the Soviet Union. At 5,000 metres Kevin made a very brave effort to break the field single-handed, and at one stage was well clear with the Russian who was reluctant to do any work. They were eventually caught by the chasing pack and the event was won to the delight of the partisan Yugoslavian crowd by their Milan Janic.

Another fourth for the British in the K2 10,000 metres. Dimmock and Ayres driven on by the rest of the team achieved this outstanding result in a race dominated by Western paddlers. The French crew created the biggest surprise by winning although the silver medal won by the Dutch was equally unexpected. In the final event of the day the fine young C2 crew of Train and Train finished a very creditable fifth; a vast improvement in Britain's canoe paddling.

THE SAFETY

Watch Your Nuts

It is not unknown for canoeists to suffer head injuries in spite of the wearing of safety helmets. The number of incidents reported is comparatively small in relation to the size of the market, a total of 10 cases being documented as a response of a request to the Coaching Scheme for information.

One main problem was that foreheads are exposed, or become exposed, and blows are received on this unprotected part. Another, concerns the amount of protection afforded where collisions with rocks occur in heavy water. Here, injuries have happened with one case of a helmet splitting on the impact.

Other common complaints from a general survey are that press studs release accidentally, and that they rust!

It would not be giving away a trade secret to state that the market leader in this country is 'Ace' but several other makers were also involved in this report.

Matters were therefore taken up with Robin Witter of A.C. Canoe Products. As a result of the discussions, Robin agreed to produce a set of manufacturer's instructions to be included with each helmet. These should, if followed, help to reduce the risk of the type of injury enumerated. They read as follows:

It is essential for the proper functioning of this helmet that it be optimally adjusted to each individual's headsize via the headband strap adjustment at the back of the helmet. If at maximum adjustment it is found that the helmet shell is not providing adequate protection to the temples and forehead another helmet should be chosen. The chin straps should be done up tightly under the chin at all times when on the water.

We do not recommend the use of a chincup with this helmet as, under certain circumstances, it may slip off the chin allowing the helmet to slip backwards on the head, leaving the forehead and temples exposed.

Should the spikes of the inner head-band become distorted for any reason, and particularly after a blow to the head, the helmet should be discarded and a new one purchased.

Also, when purchasing a helmet, it is worth checking — with a magnet — whether the rivets are non-corrosive. If they attract the magnet obtain the retailer's assurance that they are of *stainless* steel.

With 'Ace' helmets, the magnet should not be attracted as they are made of nickel plated brass. Helmets, similar in style but with corrodable steel rivets, were previously made for the skateboard market. These should never be used for canoeing.

Technical note: The 'Ace' helmet shell is made of high impact polypropylene which is a co-polymer from ICI.

Is the BCU opposed to solo paddling?

The simple answer is, there is no official policy with regard to solo paddling by those adults who know what they are at, and choose to undertake cruises or major expeditions on their own. A number of reports have been carried in Focus, and mention made of various solo epics, such as Pete Midwood's crossing of the Irish Sea, the

Mike Jones Rally

The Mike Jones Memorial week-end will take place this year on 4–5 December. However, following last years event these letters appeared in the Manchester Canoe Club news letter.

Whilst this is not an official BCU event, many members take part. As a consequence, the editorial board of Focus felt it best to air the concern that has been expressed in the hope that individuals and group leaders will take note.

We would not discourage anyone from taking part; all we would hope is that canoeists will approach the event aware of the inherent dangers of our sport and make every effort to avoid unnecessary risk.

The Mike Jones Memorial weekend took place on 31st October/1st November and was well attended, perhaps too well.

The water was a reasonable level, being over half the rocks by the Tail, but leaving no way to sneak round the stopper at the bottom, which many seemed to have an inexplicable need to get to grips with, and without boats!!

The sun shone on Saturday making for quite a pleasant day which brought out numerous weird and wonderful cardboard craft to provide entertainment and camera fodder — Cardboard '81 — which was a great success. On a more serious note, the

weather also seemed to encourage the 'Lemmings', a contingent that has been growing in size for the last few years and became quite alarming at times this year. Large groups of inexperienced paddlers (many barely 'drifters') shooting areas such as the Tail and the Town too close to each other and without adequate leadership.

It was not unusual to see, say, a group of seven shoot the Town, of which maybe 5 or 6 would swim and the survivors roll, luckily there were often competent paddlers around to act as rescue. People capsizing halfway down the Tail were often nearly speared by their own companions following too closely behind.

Of course, people will always capsize and damage boats on rivers like the Dee, but in view of the increasing numbers of incompetent paddlers attending this weekend each year, I feel it is only a matter of time before there is a serious accident, or even another fatality (I saw several people bounce off the tombstones). I can't help wondering if it isn't maybe time to try and introduce some form of control on the competence of paddlers attending this weekend, or at least on the leaders of groups.

However, to my knowledge no-one was badly injured this year (except a certain canvas victim of high spirits, alcoholic and otherwise, and the remains of a cardboard canoe in the early hours of Sunday) and the weekend was as successful, and nearly as enjoyable (a little overcrowded) as ever.

A concerned Div 1 Paddler

Maurice Rothwell kindly forwarded to me the article written by "A concerned Div 1

paddler" which appeared in a recent newsletter. In this there were several points I should like to answer.

The Mike Jones Weekend was started for everyone. I have never had any restriction on who can enter and I have no intention of trying to enforce any. They would be unworkable and against the spirit of the Weekend.

Part of the attraction of the Weekend is that the novice paddler can watch and imitate the better paddlers and so learn by their example. Surely this is one of the responsibilities of "concerned Div 1 paddlers". Being inexperienced is no reason for denying access to a grade 3 river. We do not want the bureaucratic chicken and egg mentality in canoeing. (Also I remember when I was a novice paddler Div 1 paddlers used to come and judge at novice events!)

Any form of control would be unworkable. Ranking status is out; I should like to be able to paddle legally at the Weekend. The old "certificate of competence"? Who signs them and who decides who signs them? I would suggest that they would be subject to abuse and rendered useless.

The Weekend is crowded. This is why it is necessary. Surely the answer is to supply the demand not restrict the demand. By limiting the numbers at the Weekend we will do ourselves a disservice in our fight for access.

Whitewater canoeing is dangerous. That is one of its attractions. That is one of the reasons I paddle, and it was one of the reasons why Mike paddled. ("A search for excitement".)

*A concerned non-ranked paddler.
D.G. Manby.*

DEBATE



Photo: James Muir

journeys round Britain separately by Geoff Hunter and Hans Thompson, Nigel Foster's epics, and Paul Caffyn's circumnavigation of New Zealand.

Rob Roy MacGregor, the father of European canoeing, undertook his major journeys solo, and his example has been followed by countless hundreds since.

Apart from this great numbers of competitors train solo, and so to say 'less than three there should never be' without any qualification, leads to a misunderstanding of the Union's position.

The 'golden rule', as stated, is a very sound piece of advice for beginners and intermediate paddlers. A properly trained group of three canoeists, working within their ability, are as safe a unit on the water as it is possible to achieve in the circumstances. In the event of a serious accident occurring to one person, a second can stay with the victim, while the third goes for help. Of course one can say 'well, suppose two get hurt, or even all three'. There is no answer to that except that you finally end up with hundreds backing up hundreds. A unit of three is a 'reasonable precaution'.

It is, however, a simple statement of fact that once a canoeist has separated from his craft — particularly at sea — he is virtually a 'gonner' unless another boat happens along.

In recent years, though, various single handed rescue techniques have been developed, which make two trained persons working within their capacity a reasonably safe unit, and now more and more attention is being given to the fitting out of boats to make self rescue a more reliable possibility. Bulkheads, pumps, and cockpit pod or liner, are all aids to this end. A pump is now being developed that empties large quantities of water fast, that can be operated by the foot.

There is then the experimenting with techniques for re-entering after a failed roll, righting the kayak, and proceeding with pumping while being supported by the lifejacket strapped to the paddle, and similar. Major John Crawford has undertaken some pioneering work in this respect. Elsewhere in this issue, John Ramwell, Chairman of the BCU Sea Touring Committee, reviews a report John Crawford has written following some extensive solo crossings around Norway.

Canoes are Dangerous — Official

The British Canoe Manufacturers Association, soon after its foundation in the early seventies produced the first standard for canoe construction in the world. Later, BCMA members worked with the British Standards Institute for a number of years to produce BS MA91 — Standards of Canoe Construction, published in 1980. Their concern with all things canoeing is reflected in a close relationship with the British Canoe Union, the sport's governing body, and their own permanent committee dealing with canoe safety.

This committee has noted with some concern a new hazard that has gained momentum recently. This is the sudden proliferation of dangerous canoes, made mainly in GRP but to a frighteningly low standard of both materials and construction. These boats are not the homebuilt craft of varying quality that have always been something of a safety problem, but are commercially built canoes.

The BCMA has been alerted again and again recently to incidents where canoes of pathetic quality have caused accidents — some of them near fatalities. There have been the amusing ones of course, where the would-be canoeist has been left sitting in the cockpit of his canoe in the middle of the river, while the canoe itself has drifted away — the cockpit and the canoe having parted company within minutes of taking to the water! But there have been more serious incidents where canoeists have been trapped after capsizing by spikes of resin left within the boat by incompetent craftsmen.

What are the reasons for this? Ignorance and greed seem to be the culprits — on the side of the builder and the customer alike. Canoes produced by impossibly poor quality workmanship and inferior materials bought by ignorant new-comers to the sport at prices that wouldn't buy good quality resin let alone the glass fibre. Most frightening of all, local authorities seem to be particularly prone to buying cheap to get their young people onto the water — and at risk.

There is a BCMA standard of canoe construction mandatory for all its members and BS MA91 too. Not to insist on this quality of canoe could seriously damage your health. Over the years, canoeing has been the safest of water sports, with a record that shows almost no accidents caused by deficiencies in the craft itself. This is changing. The BCMA suggest that money in the pocket or in local authority coffers is little compensation for bereavement.

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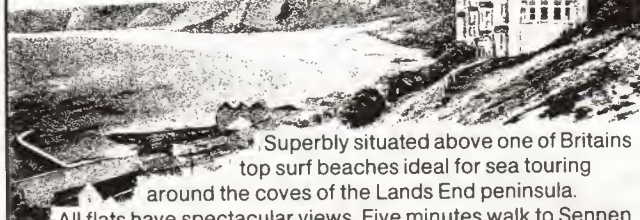
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HOUNDG



Belligerence in Belgrade

The reputation of the International Canoe Federation for probity descended to depths that even Jacques Custeau would consider frightening, at the recent World Racing Championships held in Belgrade. The disqualification of the British silver medal winning K4 10,000m crew by the Competitions Committee for allegedly colliding with the Swedish boat, had unbelievable overtones of nepotism. How it was possible to categorically identify the bow of the British K4, positioned in the very centre of a thrashing mass of 16 other boats, 100 metres from the bank, travelling at approximately 15mph, in a dense cloud of spray, and disappearing into the sunset, is a question the answer to which is awaited with bated breath by Professors of Ophthalmics throughout the world. It seems that in fact, only one official was able to make a positive identification, and his totally uncorroborated statement was accepted by the Jury. Strangely, the offer to provide a video playback of the incident by the Swedish team, which apparently exonerated the British crew from blame, was rejected, and the opportunity to establish the truth of the incident lost. British justice is perhaps a peculiarly British concept, but positive proof of guilt before the imposition of punishment is a tenet that should be regarded as inviolable.

Burgeoning Bureaucracy

A correspondent to the letter page of this issue of *Focus*, refers to the "expensive Bureaucracy which can be observed to be developing in Flexel House". I am assured by those overworked, underpaid bureaucrats at Headquarters, that whilst they are proud to learn that their efforts to improve the administration of the Union now qualifies for the ultimate accolade in that they are now regarded as a bureaucracy, "expensive" really is an overstatement of the facts — a recent 5 year comparison of the Union's expenditure on administration considered by the Council for the period 1978/1982, indicated that when prices had been adjusted for inflation, Postage and telephones had cost £3869.00 in 1982 compared with £6331.00 in 1978; Printing and stationery £3445.00 in 1982 and £6521.00 in 1978; "Focus" £4,982.00 in

1982 and £10,185.00 in 1978. Hardly burgeoning, but then reference has already been made to the Utopian syndrome.

The International Set

Having completed a long, arduous and highly successful competitive season in Europe, representatives from England, Scotland, Wales and Northern Ireland will be travelling to Australia to compete in the Commonwealth Canoeing Championships in all four disciplines, and for slalomists there will also be the Pan American Championships. A reduction of approximately 20% in the International Grant awarded to the Union by the Sports Council this year, will necessitate most of those competing relying almost entirely upon their own resources. Despite the generosity of the Sports Council, the Sports Aid Foundation, and the Union's specialist committees, there clearly remains a large gap in the provision of necessary support for our international athletes, and contrary to the views of some, who consider our elite performers to be cosseted and over protected, the age of self-help is quite definitely not over.

Uninformed Undercurrents

The facility of the human race for misunderstanding is a source of never ending surprise to Hounddog. Perhaps as Weber (not the composer) says, it's all a question of perceptions, of reality. A recent issue of *White Water Magazine*, "Undercurrents", takes umbrage with the Council for seeking to introduce legislation that would outlaw people with professional interests in the sport from holding office on the Union's committees. Not so. The original request for the Union to apply its pre 1943 rule more strictly, came from the British Canoe Manufacturers Association, who were rightly concerned that some members of the canoeing trade appeared to be using their positions as voluntary officers of the Union to obtain unfair trading advantage. The Council's response to this request was to observe "that the sport and recreation of

canoeing is too small, and the trade too intimately concerned with its day to day activities, to enable inflexible legislation preventing the appointment of those with commercial interests to the Union's Committees, to be imposed". They did agree however, to the appointment of an "Eligibility Committee", to consider specific complaints. Hardly the reactionary response implied by "Undercurrents".

The Celtic Fringe

Is it something to do with the national character of the English, that causes their Celtic neighbours to display their individualism whenever an opportune occasion arises, is it a lack of humility, a disregard for the values and culture of the non-English, or is it just that the Celts are more difficult than the English, or the English more difficult than the Celts. Whatever it is, there is a difference, and as the French say — 'vive la différence! To get to the point, a recent example of the English being misunderstood by the Welsh was referred to in *Ceufad* (pronounced Cav-ad), the magazine of the Welsh Canoeing Association, a superbly produced publication I would quickly point out. The magazine takes a side swipe at the English (British) in the Editorial of its Spring 1982 issue, when commenting on the disbursement of membership fees paid by members of the Association. I quote — "Where else does your money go; you might well ask ... Well Mike Scott our Treasurer kisses goodbye to 20% straight away to keep the English happy (What we get for this 20% is a guessing game)". Now as seekers after the truth, the Welsh should know that the 20% doesn't go to keep the English happy, it goes to help provide a British organisation that is of direct benefit to the Welsh, the Scots, the Northern Irish, and the English. As a matter of fact, because the English don't have an independent Association of their own, they contribute 100% of their subscriptions to the organisation of British affairs, and therefore indirectly subsidise their Celtic neighbours.

EXPEDITIONS — BRITISH CANOE UNION GRANT AID AND PATRONAGE

Members of the British Canoe Union organising International Expeditions next year, are invited to note the conditions that the Expeditions Committee have established for the disbursement of grant aid and the provision of patronage to those seeking support from the Union for Expeditions to be organised in 1983.

GRANT AID Normally recommended only for expeditions going abroad and attempting outstanding first time challenges and/or unusual and important scientific studies as part of the journey objectives. In all cases considerable relevant canoeing experience is regarded as essential, and previous expedition experience would be considered almost as a pre-requisite. Applications for grants for 1983 will only be considered if they are received by **October 31 1982** by the Director of the BCU. All applications should contain as much detailed information as possible especially:— journey details (including any previous attempts by

other groups); relevant experience of party members; equipment; budget details including personal contributions and all forms of financial support applications; insurance.

PATRONAGE Normally restricted to expeditions attempting 'first time' journeys on sea or river abroad. These expeditions will normally include people of proven experience in hazardous environments. In the case of young people patronage may be recommended for certain 'expeditions' within the UK.

NOTE Decisions on grant aid and patronage are taken by the BCU Expeditions Committee, and are subject to ratification by BCU Council. Grants awarded come from Sports Council and not from BCU subscriptions. All grants are a part grant towards a specific item of expedition expenditure such as travel. Applicants are advised to send full details as the grant awards are small in comparison to the increasing number of applications.

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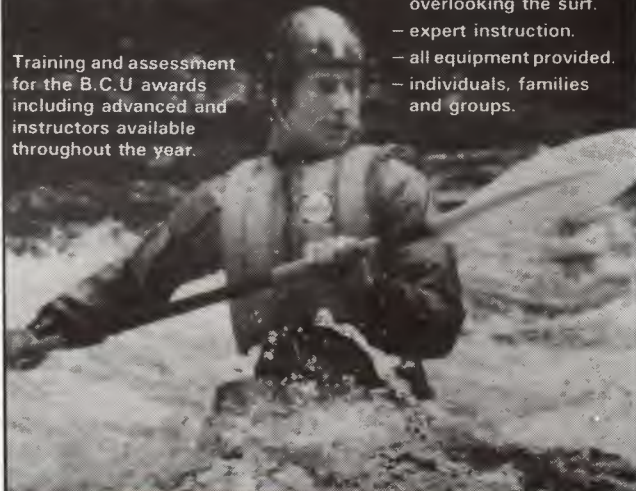
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British Best in Europe

Each year seems to see an improvement in the position of British Slalom canoeing. In the 1982 Europa Cup, which was virtually a world championship entry, the senior team easily beat all competition and picked up two European Individual Champions in Richard Fox and Elizabeth Sharman.

The first event of the season was in Tacen, Yugoslavia. On the outskirts of Lubijana, Tacen is a small village where a lake feeds a semi-artificial course through a sluice. The first section is a raging torrent which re-joins the main river half way down the course. The mens kayaks finished in close harmony in 6th (Manwaring) 7th (Fox) and 8th (Dolan) places. Whilst Young/Munro were 8th in C2 class with Hedges 7th in the C1 class. Our best result was in the ladies class which was won by Liz Sharman with Sue Garriock producing her best ever performance at Senior level to finish 2nd — a very promising result from a young paddler. Another notable achievement was that every team member won a medal in the team event. So after a week on this raging torrent we move to Merano and the wide, powerful river we know so well.

Merano, the site for next year's World Championships, was holding the Pre-Worlds on the river which has proved to be a very successful venue for the senior team over the years. However no-one expected the change in river conditions which occurred after heavy rain on Friday.

The river rose five feet overnight. The event was delayed and the team event scrapped. When the event did re-start British results were again impressive with Richard Fox 2nd behind Micheler of West Germany by less than one second with Roger Manwaring 9th in a field of 76 paddlers. Liz Sharman again won the ladies event with Young and Munro showing their class and chances of a World Championship medal taking the silver medal in C2. Martyn Hedges, finishing 5th, was finding that the American trio of Lughill, Hearn and Ford were still too strong as they had shown in Bala.

After 4 weeks at home, the team left Britain for the final 2 legs of the Europa Cup, knowing that in second place (13 seconds behind Czechoslovakia) they were in a strong position to win the Europa Cup in Slalom, if they could hold the expected West German challenge on their home waters of Lofer and Augsburg.

The idyllic village of Lofer set in the Alps near Salzburg holds international events on the river Saalach right in the village itself. However ones impression of an Alpine river is destroyed by the smell of an open sewer which emanates from the course.

Again as we reach the event, rain, which turns the river a muddy brown but luckily does not effect the level. However, the event ran exactly to time. For the first time in the memory of one of the sport's older statesmen, Albert Woods, Chief ICF Official, the team managers did not request any changes to the course set by the Austrians. The event was to prove the most successful for any G.B. team ever. The total penalty points collected by the British was 12.28 over the four classes. In the C1

event, Martyn Hedges broke the domination of the Americans beating Ford to finish 3rd only 7 seconds behind Hearn. In C2 Jamieson/Williams produced an excellent run to finish second, 5 seconds behind Struder/Rudin of Switzerland. These results, together with Richard Fox and Liz Sharman easily winning their class, made Britain the top nation, over 50 points in front of Czechoslovakia, France and West Germany. So to Augsburg, home of the 1972 Olympic Slalom, and its bubbling, unpredictable waters.

It is a completely different atmosphere to compete on a purpose-built site with all the facilities one would expect of an International Sporting establishment. One must congratulate the staff at the site for its condition, 10 years after the Olympics, and their excellent technical organisation. Again the Americans dominated the C1 class with Martyn Hedges fourth and Jeremy Taylor 9th. In the ladies event Liz Sharman won again with Jane Wilson finishing a very creditable 6th only 8 seconds off a bronze medal. Sue Garriock was very unlucky not to collect a silver medal, her time was the second fastest just behind Liz Sharman, but she collected an unfortunate 50 penalty on gate 3 which pushed her down to 12th place. Young/Munro again proved their World Medal winning potential, finishing second behind Studer/Rudin (Switzerland) by only 7 seconds. So to the hardest class, K1 with Peter Micheler paddling on his home water, even though as it proved, his club mate, Gabriele Schmid, had not been able to turn this to her advantage. After his first run he was 16 seconds in front of Fox who had also collected 20 penalties. However, Richard's second run was clear in 212.99 still 8 seconds behind Micheler but good enough for 2nd place. Micheler's special manoeuvres on certain gates had

saved several seconds. It was noticeable that he reversed down a section of the old canal.

The 1982 Europa Cup is over with Great Britain having two Europa Cup champions — Fox and Sharman with Hedges 4th and Young/Munro 5th. The Europa Cup (Slalom) comes to Britain for the first time with the largest victory ever. The team have proved they are the best but the measure of their win is due to the unsung heroes. Many people stand on the river banks in rain with stop watches and pads working out where the vital seconds are lost — thus providing paddlers on their second runs with a distinct advantage. The Coaches, Hugh Mantle, Ray Calverley, Pat Thorn and Jim Sibley carried out these duties with many helpers, too numerous to name personally, but the thanks of the team go to them as well as the boat repairers. Of particular interest are the new coaching personnel. For many years, Alan Edge and Albert Kerr have represented Great Britain with distinction and now they are taking up coaching posts within the senior team structure. Their assistance is invaluable and their knowledge and experience, will benefit the teams of the future. Each year new young faces are brought into the team and some 'old men' retire, hopefully to assist on the road Alan and Albert are now embarking upon.

We must now look forward to 1983 and the World Championships in Merano. Your support at the event is invaluable and we hope to see many of you there in June next year.

FOSTERS' DRAFT INTERNATIONAL CANOE SLALOM AND WILD WATER CHAMPIONSHIPS Llangollen, 30-31 October 1982

The end of Llangollen week will feature the only top class international event to be held in Britain this year.

Teams from France, West Germany, Czechoslovakia, Sweden, USA and Great Britain promise a magnificent spectacle. The event will also include the culmination of the Home International Series and a new event in the calendar, The English Regions Championships.

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

Frank Luzmore's Ninetieth



On 10 July 82 the Canadian Canoe Association of G.B. honoured Frank Luzmore by giving him a lunch at the 'Five Miles from Anywhere' Inn on the banks of the River Cam, to celebrate his 90th year and 76 years of canoeing — all of it in Canadian canoes. After the lunch a fleet of canoes accompanied Frank for a trip, in which he was partnered by John Dudderidge, now 76 and claiming over fifty years of canoeing. Frank was the founder of the CCA in the mid nineteen-fifties.

Frank was also a founder member of the Richmond Canoe club in 1944 and on his birthday in March this year about 100 canoeists, including current members and those with their own long histories of canoeing, gave him a party to celebrate all he had done for the sport.

Frank was an official at the 1948 Olympics. He took part in the first Devizes-Westminster race and became an important member of the organising committee for many years. His only canoeing love has been the Canadian and he became a recognised authority on the use of the single-bladed paddle. He lives alone in a flat at Richmond and we wish him many more years ahead on and by the River Thames.

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Overland to Turkey

Peter Knowles of the Frazer River Expedition, and Dave Manby who went with Mike Jones to the Himalayas are once more back on the expedition trail. They set off late in July in a twelve year old Morris mini-bus bought for a bargain price of £109.00. Starting on a 2,500 mile journey to Northern Turkey overland through Germany, Austria, Yugoslavia and Greece.

The party intend to paddle down a remote 200 mile long river starting 7,000 ft above sea level. The river called the Coruh runs down a fairly constant gradient with rapids all the way to the Black Sea. However, our intrepid canoeists will have to miss out the final 30 miles which are in Russia.

Dave Manby is one of Britain's most

experienced white water paddlers and he is hoping to return to the Braldu River on K2 in Northern Pakistan, scene of the tragic loss of Dr. Mike Jones in 1978. He is trying to raise £5,000 to kit out an expedition next year to paddle the river which starts close to the Russian border in the Karakorum range of the Himalayas. The expedition, two Britons and two Americans will attempt to paddle from source to the confluence of the Indes 180 miles downstream. The river is both fast and very turbulent, offering the most challenging white water possible. In addition, the intense icy cold of the water is due to the tremendous melt from the glaciers of K2, and adds greatly to the dangers to be found on the river.

Police Officers in Canoe Expedition



Two Leicestershire Police Officers, Geoff Ford and Tony DeHaven, have just returned home from their expedition to the southern tip of Italy and Malta. The first stage of their journey began on 29th June when the two Officers paddled their single seater kayaks 150 miles from Siella in southern Italy, down the east coast of Sicily to Capo Peloro, which is on the southern tip of the Island. This initial journey took them five days during which time they camped on the shore along the coast. Following a short rest, they set off on the final stage and the climax of the trip, a 60 mile crossing from Sicily to Malta — never before undertaken in single seater kayaks.

The Officers intended to paddle non-stop for about 22 hours arriving at the Grande Harbour at Valletta in Malta to be met by members of the International Police Association. However, this part of the trip did not go to plan. Because of the staggeringly high temperatures, the two canoeists were forced to attempt the crossing at night and as it turned out, in adverse wind conditions. Twenty six miles off St. Pieri, on the tip of Sicily, Tony DeHaven became very ill, suffering prolonged bouts of dizziness brought about by the strange wave

motion, the effect of which was enhanced by the darkness of the night. The heat and adverse wind conditions led the two men to seek help from the Captain of a passing ship, the M.V. Amber Pacific. Luckily, the Captain was pleased to assist and pick up the two men and their kayaks, dropping them off later not far from the Grande Harbour at Valletta.

The pair were impressed with the welcome they received in Malta in spite of the fact that they had failed in their objective although they immediately set about trying to set up a second attempt at the Sicily/Malta crossing with a support boat. Unfortunately, their attempts were unsuccessful and consequently they were unable to attempt a crossing.

In order to promote the sport of sea kayaking in Malta, they attempted a circumnavigation of the island to much local acclaim and completed the 48 miles in 12 hours 2 minutes, again travelling at night. Unfortunately, Tony De Haven, once again suffered with bouts of sickness and was unable to complete the distance. Both Police Officers arrived back in England on Wednesday July 28th beautifully tanned from the waist up.

Around the Eddystone

Sixty kayaks including two touring doubles left Plymouth Hoe at 0830 for the Eddystone Light, just visible, some 12 nautical miles SSW. Paddlers from all over England had come to Plymouth for the weekend, many having over £100 in sponsorship for the Cancer and Leukaemia in Childhood Trust. One of the paddlers was Geoff Bladon, a North Devon Policeman, who had instigated the idea of a sponsored paddle to raise money for a much needed local treatment centre in the South West.

The "Armada" was escorted by two RAF rescue launches, one naval vessel and four Royal Marine rigid raiders with additional help from three local civilian craft all linked by radio, that was able to monitor the progress of all kayaks.

The morning started sunny and calm as the kayaks made their way across Plymouth Sound for the Breakwater. A few miles out to sea four groups emerged, and as the forecast North Westerly breeze developed the distance between them began to increase. At the Eddystone Reef a three foot ground swell made the rounding of the lighthouse, and the nasty sharp bits, an interesting (and wet for some) interlude from the rhythmic paddling. The front group were over an hour ahead by this time and the wind, starting to back WNW, was steadily picking up to force 4. Dave Mann the blind paddler from Plymouth had made it almost to the Eddystone but the combination of SW groundswell and NW chop gave him difficult problems of balance and directional control. Still a very commendable performance.

Although many experienced sea canoeists took part, several paddlers had taken the opportunity of an escorted trip for their first try at offshore canoeing and did very well. The wind persisted for the rest of the afternoon and gave the last two groups a tiring few hours until they came inside Plymouth Breakwater. Times for the whole trip ranged from 7 hours to 9½ hours and of the sixty starters, 49 completed.

With no landing possible at the lighthouse, grateful and weary bodies crawled up the slipway at the finish, to very welcome refreshments provided by George Skinner of Strand Glassfibre. (This led one of the Doctors who went with the control launch to remark at the reception in the evening that "It's the fibre in your diet that counts".) George had taken care of all the land based operations and accommodation for this highly successful event which raised somewhere in the region of £4,000.

Mike Fennessy

CANOE POLO — NATIONAL KNOCK OUT CRYSTAL PALACE 1983

Entries are invited for the preliminary eliminating rounds for the above competition (November 6th or 13th depending on area). Please write for details to Brian Barfoot 18 The Cedars, Dunstable, Beds. before September 25th, enclosing a SAE. Entries will only be accepted if made on the official entry forms and received by October 1st 1982.

RIO BIO BIO KAYAK EXPEDITION – CHILE 1982

A Focus exclusive report from expedition members
 Jim Hargreaves, Terry Storry, Alun Hughes and
 Dee de Mengell

The Bio-Bio is the largest river in Chile and flows roughly North Westward after rising from Lake Galletue in the Andes, close to the Argentine border. The river is a little over 200 miles in length and after leaving the Andes mountains and breaking through a small coastal range of mountains empties into the Pacific Ocean at Concepcion, one of Chile's major ports.

The Upper Bio-Bio (known as the Alto Bio-Bio) is straightforward and offers no major difficulties. However, downstream of the Rio Lonquimay the Bio-Bio gradually increases in difficulty until it cuts through the Western extremity of the Andes forming, in the process, a system of superb gorges and canyons. It is in these canyons that all the major rapids lie.

The character of the Bio-Bio is that of a 'pool drop' river, this means basically that the fall in altitude from source to sea is achieved in a series of steps, each step followed by a calmer section of river, although this was rarely more than 100 yards long. With each drop the rapids increase in difficulty until the major rapids are reached in the main canyons, Nirecco, Royal Flush and the Quiet Canyon. The river then breaks out at Mountain Gates and flows swiftly to the Central Chilean plain. Every rapid on the river can be easily inspected, and there is always plenty of warning that something is happening up ahead. The water is a superb green colour

until about half way down when it becomes slightly coloured by a glacial stream which enters at a rapid called, appropriately, Milky Way. The water, by alpine standards, is warm.

The best time of year to run the river is during the Chilean summer, that is January or February. At this time of year the heat is intense in the canyons and great care is necessary to avoid serious sunburn. On average the temperature is between ninety and a hundred degrees fahrenheit. There is very little rain although cloud-bursts are not unknown(!) In 1981 the river reached its highest level for a hundred years during a freak summer flood. There was an American party from the Nantahala Outdoor Centre on the river at the time and they managed to pull off when the river reached 30,000 cubic feet per second. We had 6000 cfs for our run, its lowest level for 31 years, 6000–10000 cfs is normal.

The American parties have divided the river trip into a ten day run, each day ending at the best camping spots along the way. There are Indian tracks all along the river which eventually lead to dirt roads. A number of primitive Indian settlements and farms are dotted along the riverside where it may be possible to buy simple food such as eggs or freshly baked bread. Although it is possible to get off the river fairly easily before the canyons, once these are entered the trap is sprung and the only real way out is downstream.

The River

News of the Bio-Bio trickled into Britain via a number of sources. 'White Water' magazine reported it as being one of the 'Big Five' for rafting purposes, Perception mentioned it in their advertising blurb because they had supplied kayaks to an American expedition, and various geographical magazines such as *Outside* carried articles on the river. None of this information was detailed but it was enough to act as a catalyst and arouse more than the casual interest of a group of white water addicts. In September 1981 we set to work researching the river. We wrote to one of the first paddlers to do the river, Pete Skinner in the USA. He wrote back with a little bit of information, but not a lot. The first rafting company to complete the river was a firm called 'SOBEK', so we wrote to them, their reply was calculated to put anyone off unless they were accompanied by a 'Sobek' raft. Jim phoned Pete Skinner in the States and asked him a little more about the river. Unfortunately Jim got the time difference a little wrong and still half asleep he was pumped for information and bombarded with inane questions. He allayed some fears by saying that the river was no-where harder than Grade 4, but we forgot how good he was. Gradually over a period of a month we pieced together as much as we could, all our information pointed to a river that was more than a little bit different.

The descriptions we were given varied from ".....the most dangerous river in the Southern Hemisphere", to ".....a piece of duff". Satisfied that the truth lay somewhere in between we decided to give it a go. For the next six weeks the 'phone remained permanently engaged, and the typewriter developed verbal diarrhoea. Chris Bonnington, hastily approached, agreed to

Left Map of the Rio Bio Bio. Right A camp on the banks of the Bio-Bio. Notice the equipment, the group carried everything in their boats for the ten day journey through the Andes bringing the weight of their kayaks to over 85lbs. This made turning the boats in Grade 5 water cumbersome!





Jim on 'Queen', one of the rapids in the Royal Flush Gorge

be our Patron to assist with fund raising, and the BCU gave us their approval. Our original plan was to go in the Winter of 82/83, during the height of the Chilean summer, but plans soon changed as support for the trip snowballed. Being, amongst other things a petrol retailer, Jim approached National Benzole to see if they were interested in sponsoring us. Within a few days National put the trip quite firmly into the realms of reality by donating £2000 towards our estimated £5000 budget. We decided to bring the trip forward a year and go in early January 1982. Chris Hawkesworth of 'Wild Water' gave us some of his really excellent anoraks, buoyancy aids and 'Twinseal' spray covers and a cheque for a further £200. With this encouragement and an application for a grant from the BCU Expedition Fund in the pipeline, we borrowed the rest of the money from the listening bank (all the others were blind and dumb!).

On the morning of the 5th January we drove to Uckfield in Sussex and collected our custom built kayaks in National Benzole colours from Gaybo who made an excellent job of 'Smurfalising' our craft. We stayed the night with Alan Jones of 'Whitewater Sports' and watched the video of 'River of Ice'. This helped us to sleep really well!! The next day we were met by the National Benzole Public Relations representative who proudly handed over our cheque for £2000 and a rubber 'Smurf' as a mascot. Jim adopted the character and saved its life on more than one occasion.

So, the day before the big freeze gripped Britain the four exploradoes flew south to the sunshine, señoritas and cervesa.

The Descent

We arrived at the river head by plane and train. Heathrow, Miami, Santiago was as painless as twenty hours on your coxis can be, and after liberal applications of charm and bulls..t — not necessarily in that order — Pan Am allowed us to take the kayaks free.

Chilean railways, although suffering from that typically South American disease, form filling in quintuplet, were also very good to us — the four kayaks travelled 300 miles for £7 and our own tickets were a mere £5.50 each.

Before leaving Santiago we bought sun-tan cream, baseball hats and nine days supply of food. Purchases in Spanish were somewhat fraught — we never did find the phrase for 'have you got any porridge oats, not this instant muck' — but spirits definitely rose, on boarding the 'nocturno' at Santiago's Alameda station, when a buffet car was spotted. This was rapidly reduced to a shambles by the four gringos with the help of seven bottles of Chilean collapse. Peter Sellers look-alike waiters however, were still smiling encouragement at two in the morning as we launched into our fourth thousand pesos note. But at four thousand two hundred pesos (£52) Dee announced that he was getting sick of the South American grape, and promptly was. Swift exit of party. Having changed trains at Victoria, Chile's equivalent of Thomas the Tank Engine — at one point superbly steered by Jim the driver and expertly fuelled by Terry the stoker — took the team to Lonquimay, a small border town surrounded by Andean volcanoes. Incredibly the station was just one hundred yards from the Rio Lonquimay, the t..d filled tributary we were to paddle to the Bio-Bio. Banishing all thoughts of porter strikes, camel sit-ins, or donkey refusals, we rushed to try out our kayaks (we had collected the brand new 'Smurfalised' Olymp IV's the day before leaving Heathrow). Alun even tried a few rolls, in the belief that swallowing some of the water would acclimatise his stomach to Chilean food.

Fortunately for the more romantic amongst us, all signs of 'civilisation' on the Rio Lonquimay disappeared around the first meander. We set out at 12.10pm on January 11th 1982, five days after leaving London, and again at 1.30pm on January 11th 1982, because Dee had left his

passport in our lodgings (a house rented by the rafters in Lonquimay). The boats weighed 85lbs each and behaved rather like tugs. Even so we were pleased they behaved at all, loaded as they were with nine days supply of food and equipment — only one person (a Yank) had previously done the river without raft support, and he had taken four days supply. Four or five miles of flat water and some Grade II and III rapids gave us time to get used to the weight, before we met the Bio Bio, and the excitement of it all proved too much.

We made camp shortly after the balsadero (an Indian ferry made of logs) at Rahue. Dinner was a bit of a balsadero too, but at least we had not taken Jim's idea of 'living off the river' too literally. Every evening he would make his foray to the river bank equipped with rod and fly, intent on 'a bit of a sport'. And that was all he got, while the Indians, sometimes only yards away, reeled in trout after trout on worm baited string wrapped round old tin cans.

Prepared for the ferocious heat of the Chilean summer, we were not a little upset to be turfed out of our camp by a cool breeze and a shower of rain. Donning every available bit of clothing, including wetsuits, we caught sight of four cape clad gauchos, breaking the horizon on their horses looking like extras from a Spaghetti Western. If they carried rifles, they were keeping them hidden from an expected downpour, and sure enough, after thirty minutes paddling, the suntan cream was being washed off our faces by the drips from our sun visors. Fortunately the rapids, at Grade III, were sufficiently continuous to keep our thoughts from 'Deliverance' and the 'English' weather. We were beginning to get our elbows wet, and Jim went for a dip, thus owing us a bottle of wine for the first roll. That night we employed our secret weapon, the split paddles, to spread our flysheet wide enough for four.

To be continued in the next issue.

A cowboy or 'Gaucha' has his first feel of the paddle. These characters would appear and disappear like ghosts, their riding skill was unbelievable.



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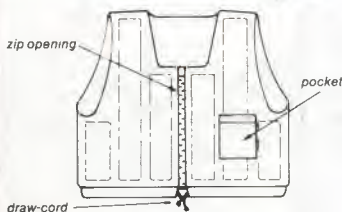


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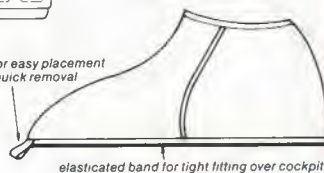
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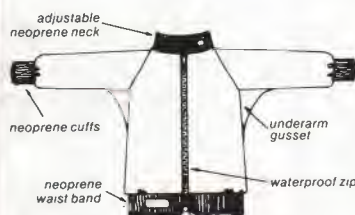
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The Fosters Draught International Canoe Regatta attracted the world's top kayak and canoe paddlers to the National Water Sports Centre at Nottingham, June 18th-20th. Olympic and world champions participated from the foremost canoeing nations in the world: Canada, East Germany, Hungary, New Zealand and Spain.

Olympic gold medalist Rudiger Helm of East Germany was in top form winning the K1 1000 metres and 10,000 metres and was also a member of the crew that won the K4 1000 metres event.

Britain's 500m paddler, Grayson Bourne, was beaten into second place by less than half-a-second by Peter Hempel of East Germany in the mens K1 final. Very creditable results were achieved by Chris Canham and Alan Williams in the K1 10,000 metres when finishing 2nd and 3rd to Rudiger Helm. In this race they beat two world championship medallists.

The Fosters trophy was presented to P. Hempel and H. Felix of East Germany, winners of the Mens International K2 500 metres final. This event was individually sponsored by Fosters.

Picture shows the Fosters Trophy being presented by Bert Drage representing the Fosters Sports Foundation, to P. Hempel, left, and H. Felix of East Germany who won the final of the mens international K2 500 metres at the Fosters Draught International Canoe Regatta at Holme Pierrepont.

FOSTERS ROUND LONDON MARATHON

The last week-end in April 1983 will see the first International Round London Kayak and Canoe Marathon if plans can be completed in the near future. Starting at Greenwich on the Thames, the race will be split into two days racing of 20 and 36 miles, leaving London's river at Brentford to follow the Paddington spur of the Grand Union canal to Little Venice, and then on to Lime House Dock to complete the distance.

Fosters' Draught Lager to sponsor the International Canoe Exhibition for a second year

Fosters Lager have confirmed their intention to be involved in the Canoe Exhibition in 1983. The theme next year revolves around the historical aspects of the sport and has allowed David Colver to design a poster which is sure to become something of a collectors item.

A collection of historical canoes and kayaks will take to the pool during the week-end including some of the very earliest Rob Roy designs built in England. French, Spanish and American canoeists are expected to exhibit amongst the one hundred and twenty-plus stands.

The date for your diary is the 19th/20th February 1983. Price £2.00 Adults. £1.00 Children (under 16).



Left: Chris Canham finished second to Rudiger Helm in the K1 10,000 metres. An outstanding performance for a nineteen year old.
Right: East German K4 finished first in the 1,000 metres inches in front of the British crew of West, Bourne, Sherrif and Smith.

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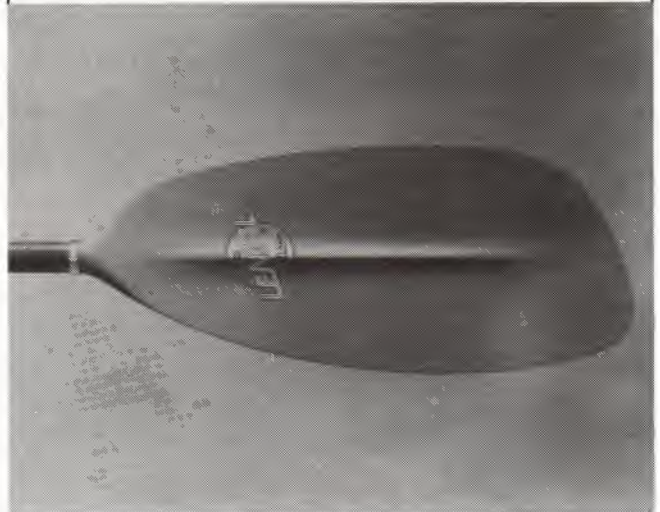
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Trade News

Chronometer

Casio have produced a stainless steel watch which they claim is water resistant to a depth of 200 metres. The new DE 100 will display hour, minute, seconds, am/pm, day of the week, date of the month plus alarm set indication all simultaneously. There are many alarm and buzzer modes but possibly the most useful, from a canoeists point of view, is the addition of a stopwatch with 100th of a second timing and a 1 hour capacity. The Litium battery should last for at least seven years which really does away with a perfectly good excuse for being late for meetings.



Valley Sailboards

When there is no surf, many canoeists have taken to the water with a windsurfer, and to help their customers along with this new string to their bow, Valley Canoe Products took on an agency for Sailboard. This is the German company, licenced under the windsurfing Patent, who produce the Race, Free, Vario and Sport boards. Such has been the success of these designs that Valley have been able to make a special deal with the company and are now able to offer 10% off list price for the Sailboard Sport. Also in stock are a few, very few, Varios, that championship board that can be used for normal windsurfing, but can be converted in a few moments to a wave-jumping board. Valley Canoe suggest that you don't get too hooked and give up surfing in your canoe.



Grey Owl

The fine range of canoe paddles from Ontario, Canada is now available from the Canadian Canoe Co. Ltd., of Congleton, Cheshire.

In the Americas the name of Grey Owl is synonymous with canoeing, producing as they do, one of the largest ranges of paddles for every possible use.

If you're into Beavertails, Ottertails, Sugar Island or Voyageur paddles in Birds Eye Maple or Cherry woods then you'll find them available at this address: Canadian Canoe Company, Riverside Mill, Congleton, Cheshire (79861).

Canadian Canoe Company Supply Trans Globe Expedition

Round the clock working resulted in canoes being built to ease the plight of Britain's two Transglobe explorers, drifting on an ice floe 2,500 miles away in the region of the North Pole.

Sir Ranulph Fiennes and Charles Burton, aim to complete their epic three year expedition in the Red Indian style canoes — fitted with skis — hastily modified and supplied by the Canadian Canoe Company in Congleton, Cheshire.

Starting on a Tuesday night, work went on round the clock, helped by local firms, and the aluminium-hulled 15-foot long canoes were despatched by the week-end.

The canoes will enable the explorers, the only men to have travelled to both South and North Poles, to complete their last 150 miles to the edge of the ice floes, where they will be met by the expedition's ship, the Benjamin Bowring.



New Waterproof clothing

Gordale Clothing produce one of the finest ranges of waterproofs in the world. Now added to their range are blouson jackets and parkas based on the principles used for generations by Eskimos but constructed in man made materials to provide Eskimo type performance.

If the jackets are of the same quality and design exhibited in the waterproofs then these garments are bound to be extremely popular. Free catalogue from:— Gordale, Bowling Green Mills, Bingley, West Yorkshire BD16 4DZ.

Lendal's Phoenix

An improved version of Lendal Products' Powermaster is now gaining acceptance by Britain's top paddlers. The new Lendal Powermaster, made of composite materials, (a glassfibre blade with rigid inserted aluminium spine) makes a very robust blade with no loss of emphasis in its improved light weight. The profile of the new Powermaster is also superior to its predecessor giving a far finer edge to the blade. The paddle is available with one of three types of shaft: glass, aluminium and carbon fibre to enable the paddler to make his own choice of rigidity. The Powermaster is an extremely well finished product with clearly a lot of attention given to the finishing. All in all this is a very fine paddle and could well re-establish Lendal as one of the world leaders in the production of paddles for flat water racing.



Book Review

OFFSHORE SEA CANOEING by John Crawford. An appraisal by John Ramwell.

At first glance John's 22 page presentation with the title *Offshore Sea Canoeing* is a modest production written in such a factual manner that you really need to be a sea canoeist to understand what lies behind such paragraphs as: "Initially I crossed the Norwegian in-bound shipping lane then the out-bound lane seven miles offshore and made visual contact with Homborsund Light House. At 0600 I was back in the shipping lane and as the wind had picked up to a northerly force 3 it looked as though a sprint, or as much of a sprint as is possible after 21 hours paddling, was in order. This was set in motion, but did not prevent my being carried out to sea, so that by 0630 I was back in the in-bound lane. Clearly I was in a 3½-4 knot current which, working in conjunction with the wind, was going to prevent my making a landing for some hours."

For those considering long open water crossings, a read of John's report is well worth while. He looks, albeit briefly, at the ethics of solo sea canoeing and most of his own marathon expeditions are so undertaken. Consequently he requires his equipment and skills to be of a high order and his writings on both these aspects of sea canoeing explore all the important features. He particularly elaborates on his sea anchor and on his outrigger (consisting of half a paddle and a life jacket) and it occurs to me that he writes from real experience, having put both items to the test.

I was interested in his comments on his radio hand held direction finder (DF). It appears he found it an important navigational aid as well as a psychological boost each time he picked up a radio signal which told him he was heading in the right direction, and that land was not far over the horizon. These small DF sets have been available for some time, and it seems to me that we could well be making more use of them than we do!

John has also made short notes on other items of equipment such as compass, foot pump, back rest, dress and so forth.

Two good methods of deep water rescue techniques are included with diagrams to back up his written explanations. Both his methods, which are aimed at the solo paddler, require the use of a lifejacket. Unless you are carrying two, one to wear and one spare, I gather one must make use of the worn life jacket. This means removing the jacket and this worries me a little. Normally when not coaching, I carry my one and only jacket on the rear deck and wear it immediately the going gets rough. If I am to follow John's method I am faced with a choice of continuing to wear it, against the obvious advantages of using it to assist a self rescue (obviously I must have failed to roll) and bear with the attendant risks involved. Perhaps the answer is an effective hand pump or one of Alan Bydes cockpit liners.

It is difficult to provide useful comments on John Crawford's sea canoeing exploits without sounding boringly factual, for John's own accounts of his kayak trips are far from boring but do amount to the bare facts only. I can say with some conviction that his trips are quite remarkable. As a sea canoeist myself I am able to read between the lines as it were, to understand the real adventure lying beyond his written words. "At 1430 the Danish coast had slipped over the horizon and as the Swedish coast would not be in sight for some hours I settled down to push over before there was any change in the weather."

Johns tells us about three major sea canoeing expeditions he had recently undertaken solo, and is honest enough to explain how on two out of the three trips he was picked up (not rescued) by passing trawlers. When one considers that all three trips were in the region of 50 miles each, all undertaken in the North Sea, and all done solo, I for one cannot help but wonder whether he was very fortunate that the trawlers were available when he required them most!

Two useful pages of medical notes explore the use of sleeping pills, seasickness tablets, saturated skin, the effects of salt and sunblindness. His comments on these and other topics are short, but meaningful. Again I feel he obtains most of his information, not from other people or from books, but from his own experience.

It's a challenge

Archie Beale has recently been awarded the British Canoe Union Award of Honour. Nominated by the members of the Coaching Scheme, Archie won his award for his long and devoted service to the teaching and promotion of canoeing. However, even at 77 years of age he feels unable to hang up his paddles. To prove the point Mr. Beale completed this year's Devises to Westminster race with his partner George Skinner, manager of Strandglass in Plymouth.

In spite of a combined age for the crew of 117 years Archie (Senior) achieved his tenth finish in fourteen starts — an achievement the Editor is not madly keen to emulate.



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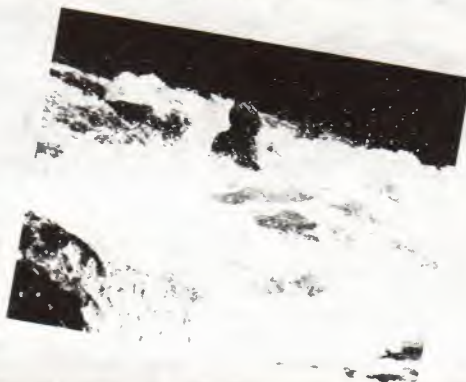
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Dear Focus...

Dear Sir,

At a recent gathering I overheard one of our Action Groups discussing Direct Action in regard to gaining access to more waters. On enquiring what "Direct Action" meant, I was told that if somebody thought that he had a legal right to canoe down a river, he should make up a party and canoe on it.

The worrying word there is "thought". There are a lot of people nowadays, who "think" they can do all sorts of things, when legally they can't. Although I am no navigation right, then the Committee will invite people to run the river and, if they get taken to Court the BCU will employ that Counsel to defend our claim. By this means we have the best chance of winning the case. When we start winning cases we shall be on better ground when we discuss things with the anglers.

WE MUST WIN! If anybody is silly enough just to think he knows, goes canoeing, gets had up and loses the case, our position will be worse. We already have on record a case which went against us, on the Wharfe some years ago. Although the evidence of interference was inconclusive, the judge ruled against us. This case is continually being brought up in our discussions with the anglers, to show we have no rights. Further actions of this type will only exacerbate the situation. Anybody who is selfish enough to act in this way wants his head examining.

If you think you have the evidence to show a right of navigation, then send it all to BCU Head Office and the new Access Officer so that he can look at it and send it on to Counsel. If you would like to do some research to dig out more evidence, then write again. I am sure there is plenty of work still to be done in this field.

O.J. Cock — *Wargrave*

Dear Sir

Canoeists attacked by Pirates

Once again the blatant pirating of canoe designs is with us. This time, the Anas Acuta, that fine sea-boat designed by Geoff Blackford and manufactured by Valley Canoe Products of Nottingham, is under attack.

Copies are being sold of the Anas Acuta, and they are coming from a secret workshop in Malden, Essex; the exact whereabouts not known at the moment. Unfortunately, these boats can only be sold if people are prepared to buy them, and just as pirates at sea need a stronghold to retreat to, so

these illicit builders can only survive if the canoeing public are prepared to protect them. Mr. Hack, who lives somewhere in Barnet has one of these pirated boats, but we haven't been able to find out just where it came from. We'd be glad if he'd tell us. This sort of blatant pillaging of other people's designs is sickening.

As an individual company and a founder member of the British Canoe Manufacturers Association, we shall do our best to stamp it out, and we trust that the BCU and its members will join us in condemnation of this practice. In the long run it can do no good for the sport, even if a few people get a cheap boat. Only constant development work (which is costly) can provide the quality of design and the safety standards needed for the sport. If designs are pirated, then a fair return to the designer, usually the manufacturer, is impossible. Few people realize that a new design must sell at least a hundred boats in order to break even. Sometimes a design doesn't catch on and this must be paid for by the more successful efforts. All in all it means that the manufacturer is constantly walking the financial plank. Pirating just means that he's being pushed off the end ... who says British Waters aren't shark-infested.

F.R. Goodman. *Valley Canoe Products Ltd., Nottingham.*

Dear Sir,

I refer to your remarks in the editorial column of the recent edition of *Canoe Focus*.

I note that you assume the London venue for the Company's Annual General Meeting to be reasonably accessible and wonder whether you have made this assumption in the knowledge that many members of the Union live many miles from this remote city in the South of England. Has the possibility of running the meeting elsewhere been considered?

I believe the real reason for the disappointing attendance at the meeting may well be the fact that to many members the sole benefit of membership is the right to enter competitions. I am dismayed to see that the mood of the meeting was that the already exorbitant rate of subscription should be further increased. Those organisations which threaten the access of our rivers are frequently heard to claim to have millions of members. Is there any prospect of our own membership swelling to such numbers when the cost is so high? My own solution would be to reduce the cost of membership to, perhaps 50p per year and then charge additional sums for the competition licences and services to those members requiring them. The duties of the Union should, so far as possible, be devolved for clubs thus reducing the requirement for the expensive bureaucracy which can be

observed to be developing in Flexel House. In this way, perhaps, the Union might become an efficient ally of the canoeist instead of the large organisation which now exists with the apparent objective of justifying its own existence. The strength of our sport has always been at club level. Here canoeists are receiving excellent value for money and I am sure the addition of the small BCU levy to club subscriptions would be readily exchanged for the present heavy charges.

Finally, I should be grateful if you would outline how the issue of the motion concerning the imposition of levies was put to the meeting. Prior to the meeting I had sight of correspondence between the Union and the proposer of the motion and it did appear to me the tactics employed by persons within the Union to prevent this motion being debated for three consecutive years had been, to say the least, underhand.

I regret that I was unable to attend the meeting as my Club had arranged a function in advance of the date of the Annual General Meeting being announced. I wonder how many persons present were active canoeists. I shall be grateful if you will publish this letter, in full, in *Canoe Focus* in the hope that some discussion of the matters mentioned may be encouraged.

M. Chambers — *Stockport*

Dear Sir,

Focus and the introductory package quite rightly contain a great deal of information about safety and proficiency. Considerable emphasis is placed upon safety in numbers and I do not wholly disagree with this advice.

I believe that to enjoy the sport to the full, basic training in boat craft, planning the elements, survival swimming and life saving are essential. Particularly for young people with no previous experience. Once the basic knowledge and skill is learnt, people should be left to use their own judgement and to develop the values as in other activities. My experience leads me to believe that "groups are not always the safest way for me to enjoy my sport." Furthermore, the article in *Focus 28* and other papers strengthen my scepticism. The constant and growing emphasis and the insistence upon canoeing in groups gives me the feeling that I impose upon any spectator, or the environment, when travelling alone or in a lone double. This should not be so!

Much as I enjoy group activities in many sports true canoeing, for me, is to be socially relaxed and away from commitment albeit, at times, only for an hour or so.

John McGregor's boat appears in the magazine. Now, I wonder what that pioneer would think of the growing interference with our lives and activities generally. Perhaps if we are truly safety conscious, the article *Breaking Point*, concerning boat design, gives hope. Certainly boats must be designed for any activity and used with design parameters in mind. Rolls for rolling and surfers for surfing, but it must not be forgotten that in the canoe it must be possible to stack a few beer cans and kill eels. Furthermore, extreme sub-aqua skills should not be necessary.

Canoeing can be a wonderful occasional past time, for a lifetime. We should feel free!

Pete Edwards — *London*

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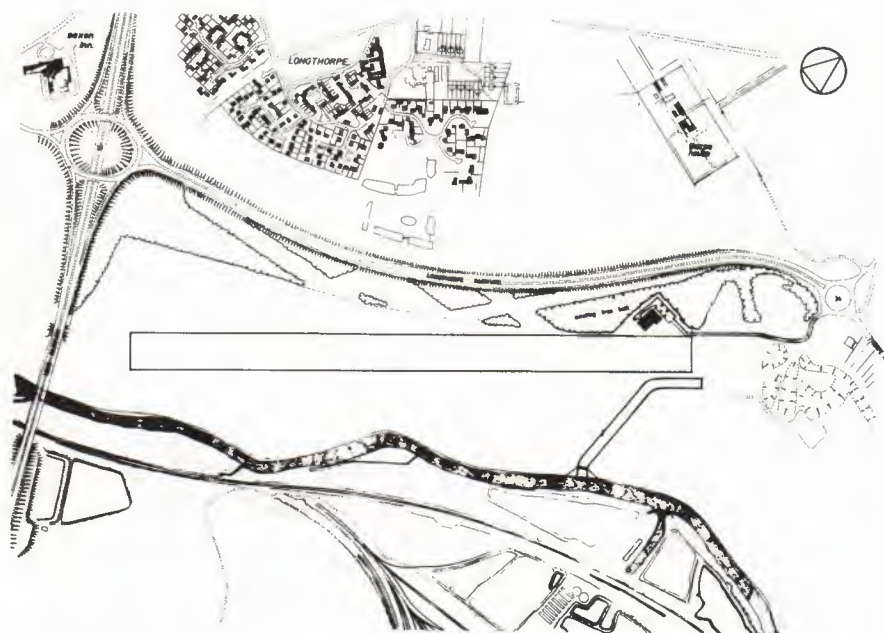
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NEW SPRINT RACING COURSE

The East of England Rowing and Canoeing Centre,
Nene Park, Peterborough



Plan 2. Proposed rowing and canoeing course

As shown at the International Canoe Exhibition in February work will commence at Peterborough in August on building Britain's second purpose built rowing and sprint canoeing centre.

The project has been made possible by the need to provide extra flood storage and the course to be excavated will provide it. This positive design and use of a 'balancing lake' will be a vitally important, perhaps never to be repeated, addition to Britain's rowing and canoe racing facilities. It therefore has the enthusiastic support of the Amateur Rowing Association as well as the British Canoe Union.

The centre, being undertaken by the Peterborough Development Corporation, will be situated within the 2,300 acre Nene Park, only a mile from the centre of the Cathedral city and new town of Peterborough — the fastest growing city in Britain. The Nene Park extends for seven miles along the valley of the Rive Nene from the city centre to the A1. There are lakes for sailing, windsurfing and boating; two public golf courses and a pitch and putt course; some of England's finest coarse fishing water; many miles of footpaths, bridleways and cycleways; a horse riding centre; a trim track for keeping fit; adventure play features for children; a Caravan Club site; a miniature railway; hundreds of acres of meadow and woodland for casual play and picnics; and the Nene Valley Railway runs beautifully preserved steam trains through the park. Near the city centre the park contains playing fields, swimming pools, an athletics track and a theatre.

In March, the first part of the scheme, an

access road into the site, was constructed. This provides a direct link to Peterborough's motorway network, which connects to the A1 (Great North Road), A47, A15 and A605.

The major part of the project will be the excavation, during the next year to provide the water course. In order to meet the anticipated local, regional and national use the course will be 70 metres wide (to accommodate four rowing racing lanes and return lane or nine canoeing lanes) and 1,000 metres long, with an additional 20 metres at the start and 80 metres at the finish for circulation. There will be a 20 metre wide channel at the eastern end to provide access to the river. This will allow river training to continue alongside activities on the course and 10,000 metre and marathon canoe races will be able to use the course, river and upstream lakes.

The course will be roughly parallel with the river and aligned south-west to north-east in line with the prevailing wind. The finish will be near the road access where a clubhouse will be built together with trailer and car parks for 400 cars. Areas are also to be reserved for camping for training weekends and when regattas are staged. The access road will continue alongside the course as a 3 metre wide coaching path. There will be space for spectators along the full length of the course but a special spectator embankment for up to 2,000 people will be provided near the new clubhouse.

The clubhouse development will be started in the Autumn for the Peterborough City Rowing Club who need to be re-accommodated because their existing club

premises are to be demolished to make way for a new motorway. The ARA and BCU with Development Corporation support, is trying to attract a commercial sponsor to supplement the funds available to provide a regional centre with a full range of facilities.

The clubhouse will be on an embankment overlooking the course and the finishing area. It will include a bar with kitchen and stores, offices for club and course administration, changing rooms and toilets for events of up to 1,000 competitors and a boathouse which will include a workshop and gymnasium. The bar has been designed to cater for large numbers at regattas, but it will be possible to sub-divide it with partitions to form three smaller rooms for separate functions including lectures. There will be a separate judging tower adjacent to the finishing line.

For both rowing and canoeing, the main use of the new course will be tuition and training. In winter, when rowing training is over long distances on the river, it will be used at weekends for teaching new members, and junior and novice rowers and scullers; in summer, when training is concentrated on shorter distances, the course will be used seven days a week. Nevertheless, the course will also be used for special events and existing annual regattas will be transferred from the river. The ARA also has a firm policy that it will use new facilities wherever possible and at Peterborough events of a regional, national or international status are envisaged.

For canoeing, this new centre will provide a regional base as envisaged in the BCU's five year development plan. At present, racing in the Eastern Region is conducted in a number of isolated areas. The new course will provide a badly needed venue to concentrate these activities. Regional uses for at least ten weekends each year are expected to include weekend regattas once a month from May to October, training and assessment courses for sprint and marathon coaches, slalom training and assessment courses and training camps for regional racing squads. It is envisaged that national events could include sprint squad and marathon squad training camps, regattas and 10,000 metres and marathon races using the course in conjunction with the river and other water in Nene Park.

For both canoeing and rowing, the main asset of the new facilities will be indoor accommodation, especially for all-year training, coaching and instructional courses which can cover a wide variety of interests in addition to the two main sports. In addition to the clubroom/bar, the gymnasium could be used as a lecture room as could the course workspace area. The facilities will be used by schools, youth and adult organisations as well as the general public, and it is anticipated that full-time or part-time coaches will be employed.

From next summer therefore, facilities for sprint canoeing in the eastern counties will be second to none. In conjunction with the sponsorship appeal, discussions have been held with television companies and coverage can be expected. Therefore the sport will also gain a badly needed shop window.

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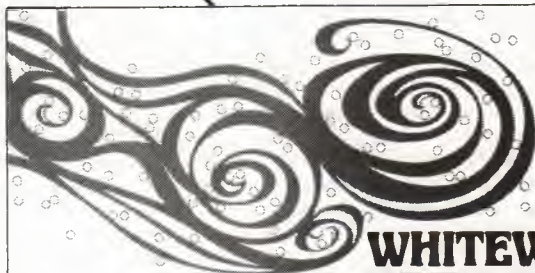
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CANI Canoe?



Above: The fish traps River Bann. Below: Paddy Sharkey and Phil Chatterley. Top Weir.



Above: Quarry Polo. Below: The Irish Dimensions



"If you miss the goal, you'd best paddle backwards a bit quick, because there was a bit of loose rock coming down when we were fixing the bolts in the quarry wall!" Delivered in Alan Parke's engaging Irish accent, this warning is just one lasting memory of a great weekend spent with a cross section of paddlers in the Province, towards the end of April.

To start at the beginning, the meeting had finished in Nottingham after 11pm on the Friday evening. And so across to Birmingham to sleep, then to the airport for the first flight to Belfast.

Two welcoming Irish faces the other end — Norman Uprichard and Roger Telford — and away by car through the security checks. Norman has been annually re-elected Chairman of the Northern Ireland Canoe Association for many years now, and has guided it from an independent association, to its present status as the body delegated by the Union to be responsible for governing the affairs of the sport of canoeing in Northern Ireland.

Bushmills Outdoor Pursuits Centre in the north, was our destination — a school converted into a residential centre. This is one of five centres in Northern Ireland, where only in recent years have education boards established them.

Great succulent gammons awaited us, which I was informed are responsible for a high incidence of heart disease among Ulster males. Then in to meet the paddlers, some 46 in number, who were attending this coaching get-together.

Alan Parke, the Centre's Director, who had undertaken much of the planning for the course, introduced Ian Gillespie, an instructor for Belfast Education Board who updated the assembly on surfing technique, conduct and terminology. Then it was my turn to discuss developments within the Scheme, and matters of particular concern to Northern Ireland.

After lunch, Robin Ruddock led a group in open canoes for a short journey on the river Bann. Ken Mort, of the Canadian Canoe Company, had been delivering some Grumman's in the area, and had joined the course when he learned of the Canadian interest. A general forum on Canoes had taken place on the Friday night. Two weirs and a small rapid created interest, while the low conditions exposed a fish trap, emphasising it would best be avoided in high water. Apart from the usual scenic beauty, the arduous of the trip were lightened by the frequent capsizing battles which seemed to delight the participants.

Meanwhile, the greater part of the group were embroiled with a good-sized surf at nearby East Strand, Portrush. This is just one of numerous beaches — and there are many more in the south — which have consistent waves and very few surfers. For some reason we didn't get the open canoes out when we got there, which had been the original intent.

Action replay followed back at base, with video taken by Bill Greaves, showing both the canoe paddlers and the surfers in action. An entertaining account of his Alaskan trip with John Ramwell and Ray Rowe was given by Frank Maguire, of the Runkerry Centre, followed by Robert Livingstone, who had just returned from a month's journey around Corsica. He paddled his Nordkapp, which he had adapted to take a 9' mast and a small sail just ahead of the cockpit. Robert, an all-rounder, including slalom C1, is the Northern Ireland regional coaching organiser. During his account of the journey he stated that although, because of wind direction, the sail was only effective during one section, he was able to tow the three other kayaks, and the flotilla still travelled faster than was possible by paddle.

The evening film programme was well worth sitting up for, but I must confess to an early retirement in order to be prepared for the Kanoottipooling (that's Swedish for Canoe Polo) on the morrow. After explaining the rules — there seemed to be general disappointment on discovering that these existed — we loaded up for the quarry, and I was soon in situ on the Landrover, backed up to the water's edge, with a goal board hanging from the rear window. The session seemed to go reasonably well, all things considered, and I even avoided what appeared to be an inevitable ducking during a general free for all at the end. This, in spite of constant shouts from trouble maker Ian Gillespie that 'the referee is still dry!' The trick is to avoid all eyes and maintain tight clutch on non-waterproof camera.

Back to the airport late, and on to the crowded shuttle home to drive down to Calshot to a farewell 'do' for an old colleague who was retiring. It was fun, but fortunately not every weekend is quite so full.

My grateful thanks to the canoeists of CANI, and in particular the organisers who put together such a worthwhile weekend. The Irish don't have a word for 'access problems', but they do know the meaning of hospitality for other paddlers, who care to make the journey.

Geoff Good

INTERNATIONAL NEWS

ICF BULLETIN

Hans Vesper of the West German Canoe Federation has been responsible, through the Propaganda and Information Committee, for producing the ICF Bulletin since 1954.

In July this year he tendered his resignation because of ill-health and proposes not to offer himself for re-election to the International Canoe Federation. The ICF Bulletin will continue to be published in Duisburg although arrangements are now being made for a new Editor.

ICF FLAT WATER RACING

Women's K4 approved for Los Angeles Olympics. After years of effort by the International Canoe Federation the Women's K4 500 metres is to be included in the programme for the 1984 Olympic Games. Whilst the organising Committee are prepared to accept the additional event in the timetables, they will not accept any increase in the size of the teams. Consequently the women will now be in the difficult situation that the men have been in since 1972, having to double up paddlers so that they can fulfil a complete programme of racing.

FUTURE ICF CHAMPIONSHIPS

The Slalom and Wild Water Championships look very much as if they will be held in West Germany in 1985. The proposed venue for the slalom will be the Olympic course at Augsburg and for the wild water race, on the Upper Loisach at Garmisch Partenkirchen.

Two applications have been made for the 1987 Championships from Bourg St. Maurice in France and from Tarcen in Yugoslavia.

NEW TASKS FOR THE ICF

The Slalom and Wild Water Committee of the ICF have been charged with the task of examining thoroughly the problems of dangerous boats. In some quarters the radical design of slalom boats and the paper weight hulls of the wild water racing boats are thought to be extremely dangerous. Consideration of design rules and also the question of buoyancy aids will be considered in the next few months.

The proposed minimum weights for wild water racing boats are suggested to be as follows:— K1/11 kilograms, C1/13 kgs, C2/18 kgs.

LARGE CREW BOATS

The Racing Committees of the ICF have been looking recently at alternative canoes and kayaks to the designs which are presently in keeping with International Regulations. A variety of other boats have been suggested for regulation including Polynesian Outrigger canoes, Dragon boats and the very impressive war canoes demonstrated at the 1976 pre-Olympic regatta. The ICF have decided that since most of these designs have been used from time immemorial, then they should leave an invitation open to any national federation

on its own authority to include such racing in an international programme.

CANOE SAILING

The next World Canoe Sailing Championships will be held in 1984 and will be hosted by Sweden at Fiskeboda probably in the month of August.

NEW CANOEING FEDERATIONS

The International Olympic Committee are continually urging sports to broaden their appeal to as many countries as possible. The number of countries that should take part in a sport for it to receive Olympic status has most recently been put at fifty. It is obviously, therefore, very important for canoeing that new federations should be promoted and established and the most recent of these include the Ivory Coast, Costa Rica, Guatemala, Peru and Venezuela. The last World Championship event to be held in South America of course was the 1973 World Championships in Mexico.

HONOURED

At the last International Olympic Committee Meeting in Baden, Charles de Coquereumont for many years President of the ICF and now President of Honour received the Award of the Silver Medal of the Olympic Order.

At the Alpine World Ski Championships in Bradening in Austria, Schladming Gregor Hradetske (Austria), who won the K1 Gold medal for 1,000 metres at the 1936 Olympic Games in Berlin and a second Gold medal in the mens folding singles 10,000 metre event, was awarded the Olympic Order Medal for Sportsman of Merit. He was the most successful canoe competitor at these games and also won a Bronze medal for 1,000 metres K1 at the first World Championships in 1938 at Volksholm in Sweden.

CONGRATULATIONS

1982 heralds the fiftieth anniversary of the Luxembourg Canoe Federation. The first sporting event between clubs in Luxembourg took place in 1931 and from a regatta held at Remich, the Luxembourg Canoe Federation was formed. Three clubs originally founded a Federation which has now grown in size to an organisation of 733 members spread between seven clubs in one of our smaller European neighbours. In spite of what at first appears to be a small membership, the Luxembourg Federation is extremely active within the International Canoe Federation, its activities directed by Mondy Engel who is also Chairman of the ICF Slalom and Wild Water Committee.

I am sure all the members of the British Canoe Union would like to extend their congratulations and best wishes to our friends in Luxembourg.

COMMONWEALTH GAMES

Thanks to the strong representations submitted by the British Canoe Union to the Commonwealth Games Council for

England, it appears probable that the Commonwealth Games Federation will uphold the recommendation that sprint race canoeing be added to the programme in Edinburgh 1986. As things stand at the moment, rowing has already been accepted for the Commonwealth Games. However, article 29 of the Constitution dictates that rowing/canoeing shall be considered as one sport. It therefore seems very likely that the general assembly will rubber stamp the motion and a canoe regatta will be included in the Commonwealth Games for the first time.

Canoe tempts world class designer



Latest in what is now becoming a stream of sailing celebrities who are joining the International Canoe Class, is Ian Howlett, designer of the 12 Metre, Lionheart. Ian explained this mind boggling change of dimension the other day; "It's something I've been meaning to do for ages — after all, the fastest single-handed monohull is a very tempting challenge. It's purely for my own enjoyment — there's no underlying objective to use the Canoe as a test bed for design development."

Ian is developing an all glass International Canoe with a foam glass and aluminium sliding seat assembly, using a German plug from which to make his moulds. Target date for the launch of the first two boats is now well past so we will look out for some early results

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SLALOM COMMITTEE AGM

Change of date

Please note that the date for the Slalom Committee agm is now Saturday 27 November, NOT 4 December as previously stated. See Supplement for details.

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