

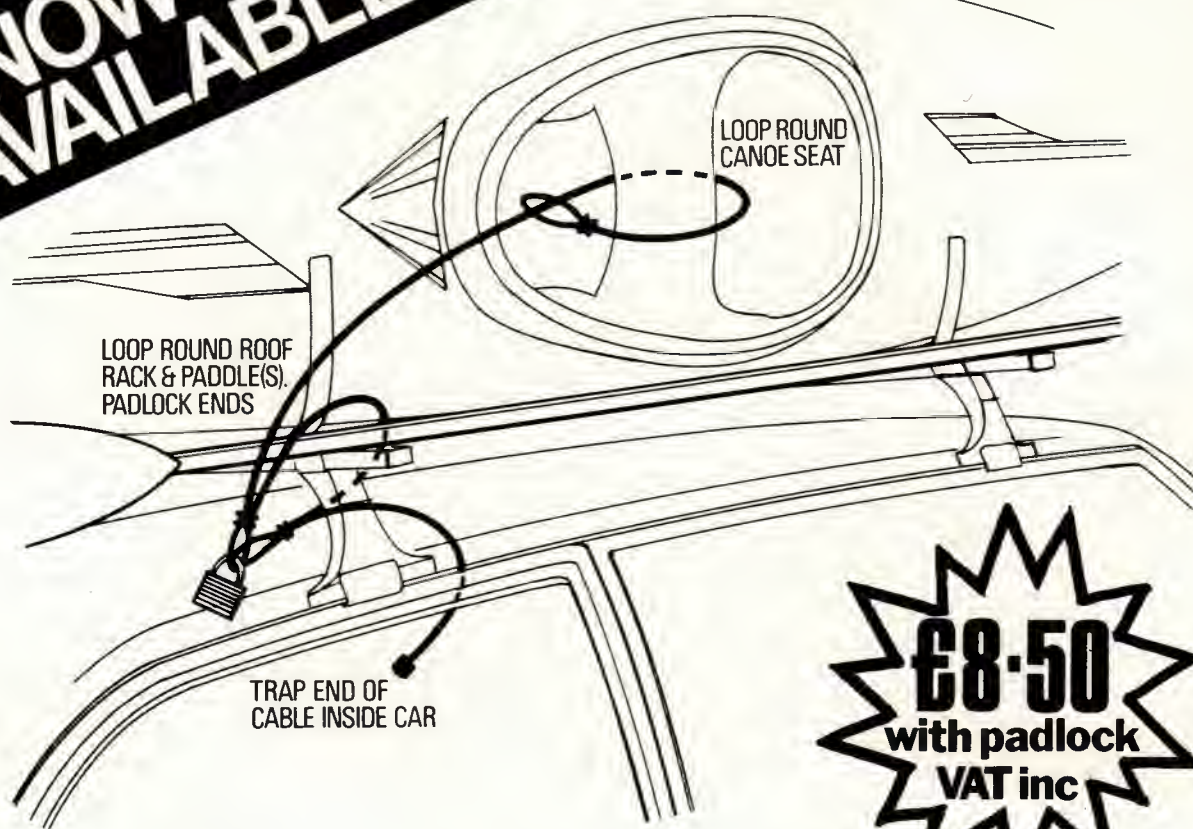
CANOE FOCUS

No. 29 WINTER 1982 · PRICE 60p

THE OFFICIAL MAGAZINE OF THE BRITISH CANOE UNION



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FRONT COVER

Chris Weaver - rides a big wave on a superb day at Pointe de la Torche, Brittany. This classic point break has become a prime holiday site for British Surfers. Photo: Vyv Cox.

BACK COVER

Alun Williams, Chris Canham, Steve Brown & Steve Jackson, 1982 Silver Medallists, Belgrade World Championships (Disqualified in very dubious circumstances).

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Editorial

"CANOE FOCUS" ON THE NEWS STANDS

Relatively few governing bodies of sport in Britain will have emerged unscathed from the effects of those twin scourges of our times, inflation and recession. The British Canoe Union is certainly not to be counted amongst the few, having just closed their books on yet another difficult financial year. Balancing the accounts has never been a simple undertaking for the keepers of the Union's purse, and the growing demand for expansion and improvement in services has necessarily to be tempered with the need for sensible financial management. "Canoe Focus" is of course, like most, caught up in the vicious spiral of escalating costs and reducing financial support, and despite the valiant endeavours of the Editorial Board to improve the standards of their publication, when ingenuity has been stretched to the limit and management skills exhausted, it really all comes down to money. Yet another reduction in the Focus budget for 1983 has obliged yet another rationalisation of production costs, and the unfortunate victims on this occasion are CHAMELEON PRESS, the Printers of "Focus" for the past three years. Sadly, but necessarily, the Editorial Board have been compelled to seek alternatives to those available from Chameleon, and in the event have appointed DDMA Ltd. as their printers and design consultants. The new

arrangements will minimally reduce the cost of producing "Focus", but more importantly will make available to the Editorial Staff a professional design service. Thus, the opportunity will be provided to achieve the high standard of presentation which is so important for a successful magazine. Readers may judge for themselves whether the ambitions of the Editorial Board have been realised, for this issue of "Focus" will be the first of the "new improved" version. Another first for "Focus" will be the launching of the magazine on the news stands this Christmas. Successive Editors have grappled with the imponderables of "going public" since the early days of "Canoeing in Britain" back in the fifties. The crucial question has always been, should the magazine cease to be a publication for members, by members, and about members, so that it might broaden readership interest, increase circulation, attract more advertising revenue, and subscription income, and so enable the production of bigger, better, and more frequent issues! Well the imponderables still exist, what has changed is the confidence of the Editorial Board to sell their magazine to non-members of the Union, and hopefully in so doing persuade them to join the ranks of organised canoeing. Wish us luck, see you in Smiths.

Membership - have we got it right?

It is too soon to wax eloquent regarding the response to the 'Union's radical approach to membership', reported in the last issue of "Canoe Focus". That it is not a failure however, is beyond dispute, and the early indications are that it may well be a resounding success. By the beginning of the 1983 membership year, that is the 1st November, 1982, new members and renewal applications received for all classes of membership, other than Family members, were in excess of those received by the same date last year. Hopefully this encouraging news will prompt the Council of Management to now provide as a matter of urgency, a new low cost Associate membership category for those canoeists not requiring the same standard of service as Full members. This most obvious of membership classes could not be provided earlier as the potential reduction of income to the Union arising from the loss of Full members was considerable, and the very delicate balance of the accounts that is maintained between surplus and deficit does not permit the luxury of financial optimism. However, it does at last seem reasonably certain that the Union will be enabled to provide a membership package that

will include a range of benefits that can be sold at a price that is directly related to the needs of their customers. All has not been sweetness and light of course, there have been some mumbblings and grumbblings down at t'mil, and the odd complaints regarding the new membership package have been received at Headquarters. However, it is reasonable to argue that 4 letters of criticism and over 3000 membership applications could hardly be described as a substantial minority of objections, even though most would readily admit that canoeists are wielders of the paddle rather than the pen. Dare we hope that the Union's Membership Working Party got it right when they reported 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." It does seem they were not far out with the first part of their statement, for the second part we'll have to wait and see.

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JONAH AND THE SAIL

In a recent endeavour to create greater harmony and understanding between canoeists and "grotty yachties", Mrs. Sandy Irwin that well known canoeist from the Southern Region Coaching Panel, recently "tagged" along on a Solent yacht cruising trip organised by the National Sailing Centre at Cowes. The intrepid crew's journey to Cherbourg was cut short by an imminent gale warning for the Portland, Wight sea areas, and a coastal trip to Weymouth was seen as the wise alternative. A near disaster was avoided when in heavy pounding seas off St. Albans Head, the 32 foot yacht broke its mast, and the forces created by the mast and sails dragging in the water threatened to capsize and sink the stricken yacht. Thanks to the skipper's experience, and Sandy's inherent instinct as a sea canoeist to do what was right, at the right time, the yacht was saved by cutting away the rig, the only blow to professional pride being the sighting of the incident by some third party, and the eventual arrival of the Swanage lifeboat, the crew of which insisted on towing the yacht into Poole Harbour.

Due to the harrowing nature of their experience, it was decided that the crew should put straight back out to sea. The Centre provided a brand new boat, which leaked water through hatches and companionways for the remainder of the week. The crew claimed this to be an omen brought on by the presence of a female canoeist within their midst! By the end of the week however, a strong bond of friendship and mutual respect for each other's abilities had been forged.

It is interesting to note that throughout this very wet and windy week, Sandy was the only one to stay dry and warm. The other crew members have since ordered the sea expedition cagoules which Sandy designed and makes for use at her own centre. When asked how she felt at the time of the "demasting", Sandy replied, 'I wish I'd had my kayak handy, I'd have felt a lot happier'.

MIRTH WITH MANCHESTER

The September issue of the Manchester Canoe Club Newsletter, contains a witty, and sardonic piece entitled 'Now here is next year's news', most of which is devoted to the British Canoe Union and its goings on. Space does not permit reproduction of the whole of this very entertaining epistle, but here are a couple of extracts, (hopefully Manchester will consider the whole thing to be a big enough joke not to take action against the Union for infringement of copyright).

OCTOBER

At Llandyssul slalom the water is high, the sun shines and competitors enjoy unlimited canoeing in perfect conditions but entries had been accepted without BCU numbers or the correct number of Robertsons Jam Golly stickers affixed to the cards. A spokesman for the Slalom Executive describes the event as 'an unmitigated disaster.'

NOVEMBER

The British Canoe Union negotiates with a well-known garden supplier and arranges for all members to receive, free of charge, a superior quality plastic garden gnome on re-joining the BCU. A further increase in subscriptions of £5 is envisaged, but, as the gnomes retail at £6.50, the new deal is described as a "bargain".

JANUARY

BCU Ltd. buys a paper shredder for use in the office. The new machine is capable of handling correspondence at a phenomenal rate and, when used in conjunction with the cheque spotter, allows the majority of queries to be dealt with to the Director's satisfaction without the letters being opened.

FEBRUARY

BCU Ltd. appoints a "Paper Shredding Machine Liaison Officer" on a salary of £10,000 per year. At Manchester's annual auction sale, two hundred and ninety seven plastic garden gnomes are sold for 5p each. Three with fishing rods are sold to an air rifle owner for target practice.

APRIL

Manchester Canoe Club win the Mersey Raft Race on a craft constructed entirely of plastic garden gnomes. BCU Ltd., in a successful takeover bid for ICI plc, offers £40 billion. The Editorial in Canoe Focus warns paddlers of "modest increases in subscriptions".

Other than the writer's apparent hang up with plastic gnomes, which is slightly worrying, most of his forecasts have a certain ring of truth - I am reliably informed that the purchase of a paper shredder is being seriously considered for example, and certainly the experience of Robertsons Jams in the sticky label business does make them attractive potential sponsors. However, more from Hounddog on this subject next issue - watch this space!

FELICITATIONS "FEED BACK"

The apparent demise of *White Water* as the, I quote, "official magazine of the British Canoe Union's Slalom and Wild Water Racing Committee", seems to have been signed, sealed and delivered, with the publication of 'Feed Back', a new magazine for slalomists whose object, according to its Editorial, "is to help the serious slalom racer by providing information on a variety of topics". Hounddog wishes good luck to both magazines in their search for readership. Whilst at the time of writing this column it is not absolutely clear to which market the new commercial and independent *White Water* will be selling, it is reasonable to suppose that it will seek to provide reading for those not satisfied with existing publications. This should mean that we can anticipate a dynamic, interesting and attractive magazine, competing with other similar publications for circulation, and this can only be of benefit to canoesport in the long term.

PARNHAM PERAMBULATES

Racing enthusiasts will not have forgotten Doug Parnham, who, when the mood was upon him, reigned supreme as British National K1 Champion over most distances for almost a decade. Many was the time that his brilliantly

talented performances produced apoplectic responses from his supporters and admirers, many was the occasion at international events that the deep gloom which was a consequence of miserable failure by British competitors, was relieved by his refusal to be overawed by the might of the Russians and East Germans. Well, from the 1st January Doug takes up a new appointment as the Amateur Rowing Association's full-time Coach for Junior Rowing. He will take with him the experience gained from competition at three successive Olympic Games and innumerable World Championships, an ability to motivate that is somewhat to be seen, enthusiasm and energy, and the heartfelt good wishes of all those who have respected and admired him over the years. Rowing's gain is Canoeing's loss!!

WHITE WATER WITTERINGS

In his search for items of interest for his readers, a very laudable objective, the Editor of *White Water Magazine*, Stuart Fisher, is beginning to demonstrate a Freudian pre-occupation with what he perceives as the inevitable disintegration of the British Canoe Union. His most recent imaginative comment, vividly describes a call from the Sprint, Marathon, and Wild Water Racing disciplines to break away and set up their own organisations. Surf and Sailing are similarly reported as expressing their dissatisfaction with the Union, and questioning the value of retaining their association with other canoeing interests. Roger Annan, the Chairman of the Union's Sports Management Committee, that is the Committee responsible for overseeing the affairs of the competitive disciplines, was sufficiently concerned on reading of these alleged murmurings of disaffection, to pose the question, 'Is it true?' to a meeting of the Chairmen of all those Committees referred to by *White Water*. Other than Surf, the response was blank denial. It would be idle to suppose that the 10 disciplines, 9 regions, 4 national associations, and various other interests represented within the Union, the 500 odd clubs, and 12,000 and more members, all regard the division of the Union's resources, the quality of service with which they are provided, or the order of priorities established, as entirely satisfactory. Inevitably with an organisation that represents such diverse interests, some will get more than others, and usually it will be those who shout the loudest who get the most. Surf, as a peripheral canoeing activity, with many participants who do not consider themselves to be canoeists at all, but surfers, have not enjoyed the support from the Union they perhaps deserve, though even this is arguable. As for the rest, they know which side their bread is buttered - International Grant, Preparation Training Grant, and Sports Aid Foundation Awards are just three small examples of vast sums of money, which together with sponsorship, amounts to well over £150,000 paid out to Marathon Racing, Wild Water Racing, Slalom, Racing and Sailing during the past year. And that doesn't include facilities and equipment provided for their exclusive use. No Stuart, I fear your prognosticating suffers from a lack of objective evidence, I can only give you 2/10 for trying hard to improve the news quality of your magazine!

GARRULOUS GORDON

Those readers who consider Radio 4 to be entertainment, will probably have been edified by the "Breakaway" programme one Saturday morning in September when the subject of Canoeing was being kicked around. The pundit pontificating on this occasion was Gordon

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Richards, the past Director of the British Canoe Union. His main theme, apart from Gordon, was the publication of his book *The Complete Book of Canoeing and Kayaking!* No complaints about that, everyone's entitled to make a living, but during the fascinating discussions with the interviewer, Gordon mysteriously failed to

mention the existence of the British Canoe Union as the governing body for the sport and recreation of canoeing, that provides detailed information on every conceivable aspect of the art. The Canoe Camping Club on the other hand received a magnificent plug, and good luck to them, but it does make you think!

BOOK REVIEW

Canoeing - a Puffin Adventure Sports Book by Peter Little and David English.

An appraisal by Philip Blain.

60 pages for 95 pence, a good start, cheap - what about the value? Clear pictures, an easy text, and fun to read. Without doubt a good book to fire the interest of our novice and younger paddlers.

The publication sets out with a purpose with simple text and diagrams to excite and stimulate an interest. The text is short, concise and easy to read and understand. Full of information, much can be learned, and the diagrams add volumes to this text, and are far better than the normal photographs expected in such books. Photographs are nice to look at, but the expert looping the stopper seems far out of touch, whereas these diagrams want you to explore more, firing the imagination as you turn the pages. After giving this book to school-children, this is what I noticed most in the eyes as the book was browsed.

The picture explaining slalom typifies the information shown in one diagram, explaining much of the workings of a slalom. I am concerned however, with the use of words at one point "These gates are placed rather haphazardly to give the canoeist a difficult time". Perhaps a better use of words could have been found. On turning the page however, the picture of the canoeist battling through a gate seems to cover all ills, his expression tells all.



A glaring mistake is the picture of an old type slalom C2 labelled a WWR C2. A 1981 publication shouldn't have that type of mistake, and I am surprised by the inclusion of the 'high telemark' - rather a position than a stroke. But these few points are insignificant when summing up the book as a whole. In touch with Kayak and Canadian (how many books tell you how long a Canadian Paddle should be) this is a terrific book, good value for money, informative, but most important, very readable. A welcome addition to anybody's library.

Patriotic Pride

Paul Zetter, SAF Chairman, is determined that Sports Aid Foundation support for amateur sportsmen and sportswomen will not falter despite the recession and massive unemployment.

In a comment article in a recent issue of the Sports Council's magazine, *Sport and Leisure*, Mr. Zetter said: "When people ask me how I can justify raising money to pay for sports training at a time when three million people are out of work, I reply with my own question. "Why did 12 million British people get out of their beds at three in the morning to watch Robin Cousins win an Olympic gold medal?"

The answer, of course, is pride. Patriotic pride. When a British competitor wins a gold medal it lifts up our hearts.... No competitor who stands sufficiently high in the world rankings of his or her event is overlooked by SAF if there is a genuine need for financial assistance.

Wild Water Racing - Putting the record straight.

Wild Water Racing enthusiasts have quite properly complained that there was no reference in the Editorial comment "We are the Champions", contained in the last issue of "Canoe Focus", to the successes of the Wild Water Racers in World Championships held during the past decade. May we put the record straight, and hopefully placate the wrath of Wild Water Racers, by reporting that medals have been won in World Wild Water Racing Championships, since they were first established in 1959 as follows -

1971 - Merano, Italy

Bronze Medal C2 Men's Team Event- Allen/Williams; Bradley/Swift; Goodwin/Court.

1975 - Skopje, Yugoslavia

Gold Medal K1 Women's Team Event- H. Peacock; P. Goodwin; B. Mitchell.

Silver Medal Individual K1 Women- H. Peacock.
Bronze Medal Individual K1 Women P. Goodwin.

1979 - Jonquiere, Canada

Silver Medal Individual K1 Men- R. Campbell.
Bronze Medal K1 Men's Team Event- R. Campbell; J. Hibble; D. Taylor.
Bronze Medal K1 Women's Team Event- H. Peacock; S. Hornby; J. Adams.

1981 - Bala, North Wales

Silver Medal K1 Men's Team Event - J. Hibble; J. Truran; D. Taylor.
Bronze Medal K1 Individual Women -A. Plant.

1 gold, 3 silvers and 5 bronze medals in 10 years, is a truly magnificent performance by any standards, and hopefully the red faces of the Editorial Staff will be a small compensation for their omission.

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B ▲



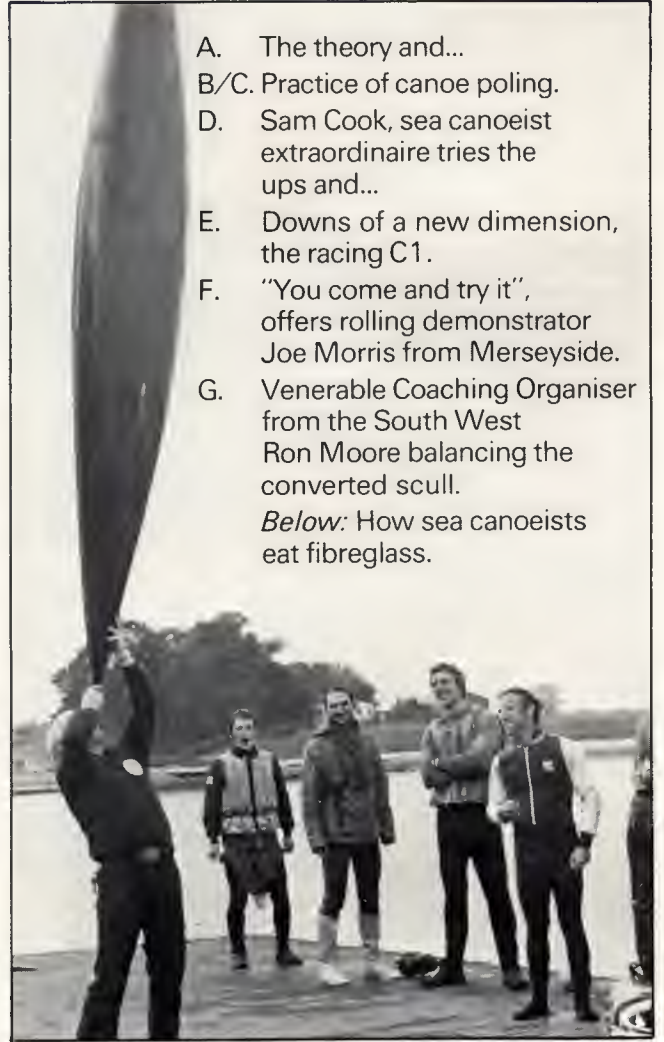
C ▲



D ▼



E ▼



- A. The theory and...
- B/C. Practice of canoe poling.
- D. Sam Cook, sea canoeist extraordinaire tries the ups and...
- E. Downs of a new dimension, the racing C1.
- F. "You come and try it", offers rolling demonstrator Joe Morris from Merseyside.
- G. Venerable Coaching Organiser from the South West Ron Moore balancing the converted scull.

Below: How sea canoeists eat fibreglass.



SURFS UP!

The canoe surfing season is nearly over. By the time this magazine is available, the British Surf Championships which represent the grand finale in the surf world, will have been held at Freshwater Bay in Pembrokeshire. The final results will be to hand, and the ranking list for the year will have been collated.

This season has seen a new and very distinctive style of surfing emerge. This style is linked with the radical designs of surf skis now being produced. The shorter more manoeuvrable surf skis, which bear more resemblance to a short surf board, rather than the traditional ski, have highlighted the trend towards radical manoeuvres of the type never before seen in traditional surfing. The manoeuvres include the lip turn, which until this time, all surf canoeists have watched with envy, their boardy counterparts perform. This radical new style has also seen the demise of some of the old masters who were renowned for their long controlled runs and artistically performed tricks.

This new style of surfing was in evidence at the English National Surf Championships which were held this year at Croyd Bay in North Devon on 7/8 October. It was noticeable that no surf kayaks made the final in this event. This was in spite of the thought by many, that the conditions were more suitable for the surf kayak type of craft.

The increased interest in the competition side of surf canoeing, is highlighted by the number of competitors, over 100, who took part in this event. This trend was further highlighted by the amount of sponsorship which the event attracted. Major prizes of a surf ski and surf slalom kayak were donated by Palm Glass Fibre and Cornish Fibre products respectively. The major wet suit manufacturers of North Devon also made donations of custom made wet suits for class winners. These firms include 'Ra' wet suits, Alternative Surf and Second Skin.

Whilst the old stagers, could be seen getting measured for their custom wet suits to conform with modern trends, the old guard could be seen in their 'pointy jobs' (slalom surf kayaks) demonstrating the dying art of surf canoeing as performed in a slalom type kayak. Although present trends are to abolish the use of slalom type kayaks in surf, one can only admire the very high degree of skill which is demonstrated by the slalom paddlers at competition level. It is still felt by many that this traditional art should be maintained at all costs.

The number of very skilled and very competent juniors now entering competition has further highlighted the expansion in this branch of the sport. Although a competition for juniors is staged at each event, their usually light bodyweights and quick reflexes, quite often see them competing side by side with the best of

the seniors. This can be seen most clearly when two juniors made the finals of the senior open event.

SANDY IRWIN

The results of the English Nationals are as follows:

Slalom	
1st. D. Rosenberg	28 points
2nd K. Trudgeon	27 points
3rd G. Adcock	25 points
4th T. Styles	23 points
5th C. Gunningham	21 points
6th A. Miles	20 points

Open Class	
1st M. Rowley	32 points
2nd R. Pountney	31 points
3rd M. Keeble	30 points
4th R. Green	29 points
5th A. Knight	26 points
6th N. Dungey	26 points

Junior Class	
1st N. Dungey	30 points
2nd R. Pountney	27 points
3rd M. Alderton	27 points

Ladies	
1st C. Major	29 points
2nd J. Kent	24 points
3rd S. Irwin	24 points

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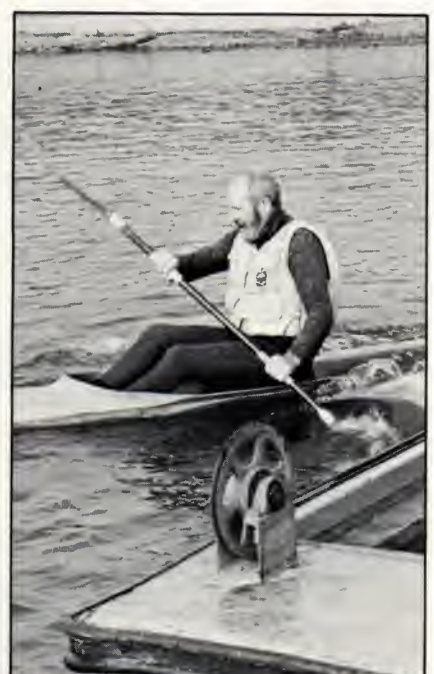
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WHITE WATER

COMMONWEALTH CHAMPIONSHIPS

The Second Commonwealth Canoe and Kayak Championships were held in Australia prior to the Brisbane Games in the first days of October. The Mayor of Grafton, New South Wales, welcomed the Slalom and Wild Water competitors to the Nymboida course, a natural waterway underneath one of Australia's oldest power stations, which had been improved and modified by the use of bulldozing equipment on the top section. Although continuous rain had substantially increased the amount of water in the river, the days of the actual competition dawned warm and dry.

The Slalom Course ran across three distinct sections of the river, the tail fall, a section of rapids similar to the dogs leg on the Tryweryn

and finally the Tennis Court rapid. This final fall was an impressive natural drop but unfortunately it consisted of three stoppers each of which was capable of capsizing, after each wave, shallow ledges led on to the next. This configuration was responsible for a number of incidents which included some nasty injuries. A polycarbonate crash hat was split completely in two, Steve Chapman (N.Z.) suffered a black eye, scarred nose, cuts to his cheek and hands, and one of the C1 paddlers ground his knuckles to the bone after capsizing over the shallow ledges. In the event the Australians dominated, due in great part, to their knowledge of the Tennis Court Fall. As one continues down the result sheet some of the names make interesting reading. Finishing 9th in the Mens K1 was Bob Campbell, far more renowned for his activities on the Wild Water Course. In the Womens K1 Sue Garriock of BRITAINS SLALOM TEAM finished just in front of Sue Hornby BRITAINS WILD WATER RACING CHAMPION, who went on to win the RIVER RACE in fine style.

The Commonwealth Slalom Champions for 1982 are:

MENS K1 - Ian Gardener (AUS) 286.45,
WOMENS K1 - Gillian Warren (NZ) 375.06,
MENS C1 - Kevin Songberg (AUS) 363.44.

The River Race represented more fully the capacities of English paddlers. Dave Taylor, suffering from the effects of jet lag and lacking in knowledge of the river, finished 2nd in the MENS K1, an event won by Peter Genders (AUS) 7 seconds faster in a time of 21 mins 42.83.

Susan Hornby swept away any hint of competition putting Lyn Goodwin (NZ), who finished second, over one minute behind. Susan retained the title she first won in Grandtully, Scotland, in a time of 24 mins 23.61. The MENS C1 represented a clean sweep for Australia as Geoff Donavan, Glen Gaynor and Craig McKay, paddling on their home water, finished within seconds of each other. The winner taking 25 mins 29.26 to complete the course.

LLANGOLLEN TOWN SLALOM

As usual a crisp and bright weekend welcomed paddlers to the final leg of the British Championships. A new course designer appeared on the scene - Richard Fox, who was determined to set an unusual and taxing course which would give paddlers a test of all the skills. For the first time the start was moved down river about 200 metres to just before the small fall above the Town Fall with the finish at the Hand Hotel. A similar course would be used for the International event the next weekend.

There were some unusual manoeuvres including a paddle back up through the Town Bridge for gates 16 and 17, also a move across the top of the bottom fall from gate 21 to 22.

The normal home paddlers were joined by Martin McCormick and David Hearn of the U.S.A, over for an early practice for the International. Both paddlers were to prove that they had quickly adapted to the British waters. After the first K1 runs we were to see Pete Godfrey in the lead with no sign of Fox on the leader board. He appeared to be suffering from effects of having to design the course, or was his course just too hard! In the C1 event Hearn was dominating whilst in the Ladies event Sharman was narrowly ahead of Roderick.

A few hours later the second runs had completely changed this. Fox had appeared on top with a result of (187.4) followed by Roger Manwaring (193.8) and Albert Kerr (194.3) who had made a return to training after his retirement following Canoe '81. Perhaps we can expect to see him in contention for a 'Worlds' place next summer. Everyone is fully aware of his capabilities and he now appears to be back in full training. His non-appearance in the Wine Bar would seem to back this up!

Martin McCormick gave a very creditable performance to finish 4th, just ahead of Martin Welsh, a promising youngster from Ribble Canoe Club.

In the Ladies event we were to see a turn around with Roderick (225.8) narrowly beating Sharman (227.3) followed by a steadily improving Jane Wilson (229.7) with Sue Small fourth and Sue Garriock fifth. David Hearn (210.2) maintained his lead over Hedges (220.0) with Les Williams (235.3) of Tiverton beating Bell and Cook from Bedford and Bath respectively.

Following the retirement of Young/Munro from paddling, Britains top crew of Robin Williams and Eric Jamieson gave an impressive display to win the C2 class in (229.1) followed by Joce/Owen (244.1), Smith/Smith and Read/Read of the Falcon Canoe Club in Oxford.

The final British Rankings are:-

K1 Men Premier.	Ladies K1.	C1.	C2.
1. R. Fox	1. E. Sharman	1. M. Hedges	1. Jamieson/Williams
2. R. Manwaring	2. (S. Garriock J. Roderick)	2. P. Keane	2. Joce/Owen
3. J. Dolon		3. J. Taylor	3. Smith/Smith
4. N. Wain	4. J. Wilson	4. L. Williams	4. Read/Read
5. A. Kerr	5. C. Pallett		
6. P. McConkey	6. G. Allen		

SLALOM SENIOR TRAINING SQUAD

Over the weekend the selection committee and the team management group met (again in Gales Wine Bar) to select the winter Training Group within the Policy announced earlier in the year. Whilst the main priority was to select a squad to cover the 1983 World Championships it was also necessary to take into account the ongoing commitment. The squad is:

K1 Men	K1 Ladies	C1	C2
R. Fox	E. Sharman	M. Hedges	Jamieson/Williams
R. Manwaring	S. Garriock	P. Keane	Joce/Owen
J. Dolon	J. Roderick	J. Taylor	Smith/Smith
N. Wain	J. Wilson	L. Williams	Read/Read
A. Kerr	C. Pallett	R. Donan	
P. McConkey	S. Small	P. Bell	
G. Helsby	C. Allen		
R. Smith			
J. Rennocks			

The squad will be holding monthly weekend meets on the Tryweryn with gym sessions and lecture evenings.



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ICF To discuss rule changes

Following pressure from the ICF Board, the Slalom and Wild Water Committee have considered changes in the rules, mainly slalom to make the sport more attractive to spectators and reduce the numbers of judges. The Committee have proposed to the ICF Executive that minimum boat weights be introduced, the penalty regulations be changed to simplify scoring, and the number of gates reduced to speed up runs. Full details will be announced after the ICF have considered these proposals.

We understand, they are:-

1. To revert the buoyancy aid rule to a vest worn on the upper body with buoyancy equally distributed back and front.
 2. That the minimum boat weights will be 7 kg C1/K1 Slalom, 11 kg C2 Slalom with Wild Water boats being slightly heavier. No change to boat design rules except that slalom boats need a 2 cm radius on the horizontal plane.
 3. The Slalom course will be shortened to 24 gates.
 4. The only penalty will be 20 points for missing or touching a gate.
 5. There will be no rule on presentation. Practice events will be held at Lofer, Bourg St.Maurice and Augsburg in 1983 with probable introduction in 1985.
- Europa cup will be two events from 1984 which can be in the same country.

OLIVER'S CHALLENGE MATCH

REPORT BY TOM CRONIN

The year 1958 - at least that's what you might have thought, had you seen the start list of a slalom that was held at Hambledon Weir in June. The event was a challenge that Oliver Cock threw open to any paddler who had competed with him in those early days.

Six competitors took up the challenge: Jim Barbour (Augsburg, 1957), Bill Goodman (Merano, 1953), Bill Horsman (Merano, 1953), Bill Crockett (Augsburg, 1957), Iain Carmichael (Geneva, 1959) and Don Lucas who had helped Paul Farrant in his training for the Geneva World Championships, 1959 when he won his Gold medal in the K1 class. There were also quite a number of veteran paddlers who came along, Paul Mayhew, Tony Cox, John Short, Frank Masters, John Lloyd, Chris Hazel, and Eric Blade. Heather Goodman (Augsburg, 1957), Margaret Bellord and Pepy Mouqué came along to watch.

For the rest of us, it was intriguing to watch the building of a Spuhler Mk.V. by Bill Goodman, all unfolded from a bag, and to lift that revolutionary canoe, the Klepper 'Jet' which weighed about 56 lbs.

The course had twelve gates, with a five-pole barrier and two single-pole 360° turns. We tried to keep to the old rules as far as possible. All the paddlers were given an opportunity to practise on the Saturday. The weir was in good form, of about Div.III standard.

Saturday night was enlivened by the Chalfont Park C.C. annual barbeque which was held in the old Boat House, just down-stream from the weir. This was to bring many memories back to our veterans of days when they slept on the floor round the old railway boiler at winter training sessions. Oh, happy days! With a few bottles of wine and some cans of beer well and truly down, everyone was ready for the following day's event.

The first runs began at the unearthly hour of 10.30 am. Oliver went for the high cross, looking good, but he misjudged the flow and was pushed down onto the barrier and only just managed to pull out without hitting. By the end of these runs Jim Barbour was in the lead. Paul Mayhew, although classed as a veteran, demonstrated how it should be done, even beating some Div.I. paddlers. By the time we were ready to start the second runs the tension was beginning to build up and the expressions on some of the faces were those of world champions.

In the end it was Jim Barbour who won the day, with Bill Horsman hard on his heels. Oliver came in third of his class. There was, of course

some appropriate handicapping, for the ages of both competitors and their canoes. All in all, it was a great weekend, not least for the marvellous prizes which Bill Crockett had made for the occasion. Oliver was extremely pleased to get a miniature rocking chair with a silver paddle

resting across the arms. He frankly admits hoping to get one of these ever since he saw Margaret Bellord get one when she retired from the competition scene some years ago.


Results

	Best Run	Age	Canoe	TOTAL
T. Cox	154	38	30	222
P. Mayhew	138	60	30	228
J. Barbour	195	40	-	235
E. Blake	177	30	30	237
I. Carmichael	161	54	30	245
W. Horsman	216	10	20	246
J. Lloyd	197	36	20	253
O. Cock	247	-	10	257
W. Crockett	215	28	20	263
C. Hazel	172	66	30	268
F. Masters	244	54	-	298
H. Goodman	283	28	-	311



Bill Goodman in his Spuhler MK.V. Folding Kayak.

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FOSTER'S DRAUGHT INTERNATIONAL

Llangollen - 30th/31st October

PHOTO STORY - KEITH WILLIAMS.

For the second weekend in succession the pretty border town of Llangollen echoed to the reverberation of loud-speaker systems and the crack of fibre-glass as, hot on each other's heels, canoeists tumbled down the Town Falls in pursuit of medals in the Foster's Draught International.

Apart from the International Competition events were also held for the Home International Championships and for the first time Inter-regional Championships. Practice began late on Friday afternoon, with a period also available early on the Saturday morning. One of the features of the event was the friendly atmosphere generated amongst the competitors as teams representing the nine regions and the Home Countries walked the course considering how the team could best tackle the gate sequences instead of the intensively personalised approach which is prevalent at the usual individual competitions.

Saturday began fairly overcast as grey misty clouds covered the rounded hills through which the River Dee passes. In the town the first competitors started their runs right on the dot of 9.30 crossing a sequence of gates above and below the upper weir before the steep drop down the Town Falls into the narrowing confines of the fast water above the bridge. Utilising the fast water below the bridge the third sequence of gates crossed the river to the final drop over the broken weir after which a short sprint took the competitors to the finishing line outside the Hand Hotel. Camera positions covering all sections of the course gave good coverage for the BBC Grandstand cameras which filmed the event for transmission the following weekend.

For the first time the new International Folk Centre in Llangollen was used as the competition control centre, a facility which contributed to the smooth running of the whole event and also acted as a focal point for press, camera crews and dignitaries from Llangollen and the Foster's Sports Foundation.

The main event of the weekend featured three of the reigning World Champions as well as many of the British Team paddlers in many instances representing their Home Country of England, Scotland, Wales and Northern Ireland.

The Ladies K1 event was won by Liz Sharman with two clear runs the fastest of which was 224.95. In second place the current British Champion, Jane Roderick, who was on this occasion slower on the water and was unable to clear the course on her second run without picking up a five point penalty on one of the early gates. In third place Ulrike Deppe, the West German World Champion, was unfortunate enough to pick up a 50 for wrong presentation at a gate on her first attempt at the winding course, her clear second run left her still twenty three seconds behind the winner.

In the Men's C1 International Jon Lugbill

recovered from an early set-back at gate six to complete a clear run in the second fastest time of the day, only Martyn Hedges was faster on the water but in picking up a penalty for wrong presentation on his first run his opportunity was lost. The surprise in the C1 class was Les Williams (GBR) who produced a fast and clear second run to finish only one second behind the World Champion in second place. In spite of his devastating form the weekend before David Hearn (USA) could manage no better than fourth place appearing slow on the water and turning in a scruffy second run which did nothing to dispel the problems he appeared to have.

Richard Fox Britain's Kayak World Champion was once again absolutely dominant in his class. Not only fast on the water he produced clean and precise approaches and exits to the gates with a regularity that must be difficult to match. Both his runs down the course were within tenths of a second of each other only a 5 point penalty separated the two runs even though the slowest time he produced would have still won him the competition by a clear margin. As it was Roger Manwaring finished six seconds adrift in 209.23 with James Dolon completing the British clean sweep in third place. Shane Kelly of Eire, winner of the pre-World's in Bala 1980, finished in fourth



Kay/Pearton winners of the C2 Wild Water event (13 mins 38.43).

FOSTER'S DRAUGHT



The Australian for lager



Jon Lugbill (U.S.A.) Champion of the World, demonstrates a cross bow rudder.



Anne Plant spent 4 seconds sitting on a rock in the Town Fall, lost the event by 1 second.

place closely followed by McCormick (USA) and Ericsson (SWE). Bernt Deppe the younger brother of Ulrike finished in thirteenth place having had very little time to accustom himself to the difficulties of the course set by Albert Kerr.

In erecting the course on Friday afternoon Albert slipped from a ladder landing particularly badly on an ankle. The next morning sporting carpet slippers he competed in the men's K1 in a time which would have left him in fifth place. However, following advice from the British Teams physiotherapist he went off to hospital to find that he had chipped a bone in his lower leg, an injury which unfortunately excluded him from the competition for the rest of the weekend.

Jamieson/Williams (GBR) destroyed the field in the double canoe event winning by the large margin of 30 seconds after paddling much faster on the water and picking up only a bad 5 as a penalty on their second run.

The completion of the Home International series clearly demonstrated the dominance of the English team in spite of the consistent individual performances of James Dolon from Scotland, in spite of winning the first event in

Grantully and again in Llangollen, a bad fourth in Bala made his position such that Roger Smith of England finished level on points in the series having finished consistently second throughout.

The men's Youth Event was shared between two Englishmen Gladwin and Wright who playfully swapped places throughout the series.

The overall results of the Regional Competition showed a win for London and the South East whose slalom paddlers narrowly held off the North West Region with the Eastern Region finishing in third place in spite of their obvious handicaps because of lack of water. When the team event was held on the Sunday morning the Eastern Region ran out winners by a long way from London and the South East and the North West Region who finished in joint second positions.

WILD WATER RACE

Starting above the Chain Bridge Hotel, the course for the Foster's International Event followed that of the Dee Races although shortened by some yards to finish outside the Hand Hotel in Llangollen.

The quantity of water in the river meant that the paddlers capacity for picking the correct 'line' was of great importance rather than their capacity to cope with big water. The major obstacle was the Town Falls, most especially for the early paddlers who were in most danger from the rapidly retreating slalom poles as the course was quickly taken down following the team runs.

Kayaks and canoes crashed down the Town Fall in quick succession with breakouts onto the rocks above the bridge all too common. The event went fairly well to form, Kay/Pearton in the C2 wiping the floor with the opposition, some one minute in front, crossing the line in 13 minutes 38.43.

Dave Taylor nominated to paddle for his club Gateshead and beat the K1 field to boot although his margin over D.R.H. Taylor (England) was only around two seconds. Pundits having tipped Jeremy Hibble to win, David Taylor had to repeat his run for the T.V. cameras, had to be satisfied with his third place over one minute behind the winner who had cleared the course in 11 minutes 51.36.

The C1 went to Martyn Hedges who spent all weekend leaping in and out of one boat or



Ulrike Deppe (West Germany) Champion of the World, finished 3rd Ladies K1.



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Alan Brewster winner U18 Wild Water Race.

another, or racing round in his car to be at the correct start for the next event. Although Les Williams had usurped his slalom crown the previous day Martyn was never going to allow Wells or Goldsmith to repeat the indignity. His winning time was 14.08.11 minutes.

I don't often feel sorry for paddlers, you make your own luck, but Anne Plant deserves

some condolence. Two or three other paddlers had bounced off the same rock, in the Town Fall, during the event only Anne landed on it and was left sitting there some five seconds struggling to get away. Sue Hornby won the Ladies K1 by less than one second in 13 mins.08.73, Anne was second, four seconds behind.



Fox - Oh so dominant!

Organised by the Slalom and Wild Water Racing Committee, the Llangollen International was supported by the Town Council, Chain Bridge Hotel and numerous local businesses. The event was sponsored by Foster's the Australian for Lager.

At a conference of British Sports Bodies held in London, Watney, Mann & Truman Brewers announced a new development in the sponsorship of minority sport. The Foster's Sports Foundation has set up a fund to stand with an initial sum of £20,000. For the year October 1982 to October 1983, which will be available in grants of up to £1,000. Sports bodies generally will be asked to submit applications to the Foster's Sports Foundation and these will be considered by an independent committee of eminent sports men and women - under the Chairmanship of Dickie Jeeps, Chairman of the Sports Council. In order that grants may be made to supplement existing sources of revenue for sporting bodies As a further

extension of the Foster's Sports Foundation the Company is creating a new membership club to be launched in January 1983. Membership of the club will be open to all sports men and women by purchase of a single item of "Foster's Sport" merchandise. Members will gain immediate benefit with £50 worth of discounts on a range of sports goods and equipment. Special discounts will be made continually available through a quarterly Foster's Sports Foundation news letter.

All profits from the sale of the Foster's Sports Merchandise will be put back into the foundation for distribution to sports bodies throughout the year.

Langford swims again

Ken Langford, the ex-British Team Coach and well known figure in the slalom world, is now competing, or trying to, at veteran level.

Following his demonstration of how to swim down the Tryweryn earlier in the season, we were again privileged to see a repeat performance at the Llangollen Town Slalom. Unfortunately his boat came off worst this time - pity he hadn't renewed his BCU membership with its free boat insurance.

FLYING THE FLAG

John Barry, Director of the Sports Council's National Centre for Mountain Activities, is a mountaineer of some repute. Since the growth of canoeing at the Centre, John's reputation for seeking challenges when pursuing our sport for his own ends, has become legend.

A clue as to where he obtained his spirit of adventure comes through a report from Northern Ireland. Recently retired 65-year old Mr. Barry senior was located by some local paddlers after he had crossed, with John, from Ardrossan in Scotland. He was making his way to his home at Strabane. John Barry had to return by air due to other commitments, but his father, after achieving his destination, made the crossing back by way of Arran and the Mull of Kintyre, alone.

It was suggested by the Irish paddlers that he cover up the Union Flag on his boat before reaching Strabane. His reply was apparently to the effect that where the flag couldn't go, neither would he - He did.



FOSTERS-THE AUSTRALIAN FOR LAGER

RIO BIO BIO KAYAK EXPEDITION – CHILE 1982

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

Following an eventful journey to Chile the party took to the Bio Bio at Lonquimay in the Andes. During the second day on the river our happy band came across some rain soaked gauchos who had brought to mind a hill-billy sequence from the film 'Deliverance'.

A grinning gaucho woke us the next morning and two steaming piles of horse dung forced us from our pits. The usual fire of driftwood was soon alight, burning well even after a night's soaking. Dee's socks burnt well too, as the flames licked at the clothes line. Our food forage of the previous evening to Lago Maria y Jesus and the neighbouring Casas (farm), had resulted in neither fish nor eggs, so we breakfasted again on porridge. Still that instant muck must have some food value, for apart from a chocolate stop, we paddled Grade IV water continuously for five hours. At one point the paddling was so intense we thought we had overshot our intended campsite and entered Nirreco Canyon. All but one rapid was canoed on sight, and the difficulty of reading the water from the kayaks forced us into mistakes. Terry, who led most of the day, had to roll twice, and Dee went for a swim – another bottle of wine.

Our map was a photostat from the archives of the Royal Geographical Society and was about as up to date as the 'BCU Guide to British Waterways'. Fortunately our information from the rafters was more accurate, and when we saw a large tributary entering from the left (Oh God, not more water), we knew it was the River Lolco. Just past the confluence was a superb sandy beach sheltered, from the now raging sun, by trees, and offering a view of Callaquen, the 10,000 ft active volcano which henceforward dominated the view from our bedroom windows. Alun and Dee spent the evening making plans to climb it.

On day four, according to the Yanks, 'the s...t really hits the fan', so we had figs for breakfast (funny how anal humour always predominates on expeditions). A couple of Grade IV rapids, followed by some Grade III's, and then round the corner appeared the footbridge. A bridge looked for and yet dreaded because it marked the start of Nirreco Canyon, a sheer sided gorge where the water accelerates over a series of drops, falling as much as 75ft in one mile. The bridge also carried the river-side track away up into the hills, making escape from the canyon virtually impossible. Here a broken boat would be a real problem, an injury unthinkable.

The first Grade V in the canyon was 'Jugbuster' – an early rafting trip had smashed a five litre jug of wine in the enormous stopper at the foot of the rapid. The line was obvious – a shoot through on the right, difficult to get to – and the consequences of missing it awe-inspiring. Terry went first, had no problems, and Alun too found the right line. Dee however, missed a high break-out and through half-closed eyes we watched

him head straight into the vortex. The stopper grabbed his stern and he was looped end over end. He was trapped, alternately looped and rolled, until by chance his bow strayed into the downstream current, and he was spat out upside down. At this point he baled out. If he had stayed in his boat he could have rolled in the pool below, but if he had left his boat earlier...? For Jim, who had watched the whole incident through the viewfinder of our cine camera, this was too much, and he portaged.

Two miles downstream we made an early camp to give Alun and Dee the chance to climb the now smoking giant, Callaquen. They left at 5.00 pm with rations for 1½ days, saw sense, and returned for dinner at 7.00 pm. Our warm-up in the morning was 'Milky Way', a Grade V rapid, difficult to read because of its chocolate colour – caused by Callaquen's glacial stream entering from the right – and hard to memorise because of its length – nearly one kilometre, the longest on the river. Terry, going first again, had to roll, and Jim portaged the middle section. Dee and Alun made it look easy.

The next rapid, signposted by a stupendous 200 ft waterfall falling from the canyon rim, we all portaged. Other parties had trouble here, as the name 'Lost Yak', suggests. Every line was blocked by huge boulders, and our boats were too heavy for the necessary



technical paddling. We, at least, could not afford to lose a Kayak. Still, despite these rationalisations, it was the first rapid that none of us had paddled, and for an hour or two we were somewhat down in the mouth, more especially since we also portaged the next rapid.

'Lava South' was certainly possible. A straight run led through five foot high stoppers. But the mainstream ran under an overhung wall, and this blocked the way out of the stoppers on that side of the river. No one wanted to risk it. Perhaps if we hadn't been such good friends before the trip, an element of competition would have up'd the stakes.



But for us, the first rule of expedition planning is to go with your friends; and this combines well with a second principle –the journey is more important than its goal.

Fortunately every rapid on the Bio Bio is distinct in itself, separated from those before and after by a relatively flat stretch of water –a pool-drop river. Into one of these 'flat' sections of Grade II below 'Lava South' –we put in. Jim portaged the next rapid, 'Santiago's Wall,' where fifty yards of Grade IV water piled into the canyon wall, and Alun and Dee joined him in lugging their boats round 'Cyclops'. Obviously they weren't impressed by the way Terry paddled this Grade V rapid backwards, missing the canoe gobbling hole beneath the Cyclops eye by inches! 'Last Laugh' was the appropriately named finale to this energy sapping day, a big dipper fun ride at Grade IV, a good memory for the luxury campground on Jose's pasture. When the storm hit us, we were already huddled in the non-existent shelter offered by the gale-shredded fly sheet. Within half an hour, the tributaries between our sleeping bags were carrying away the breakfast. Since we then spent two hours building dams on the upstream side of our strip of neoprene, we should not have been surprised by the size of the river in the morning. But although the line we had scouted through 'Breakfast Falls' the previous evening, had now disappeared, and despite the new rows of giant 'hydraulics' marching across the river, we under-estimated the volume of the water. The result was near disaster.

The smallest of the base-line stoppers lay close to the right bank. Even so, it had Alun in the water, and nearly back-looped Terry. But the river saved its worst for Dee. Taking the wrong line near the top, and unable to correct himself, he headed into one of the biggest stoppers running across the centre of the rapid. The nose of the Olymp IV dipped, as it rushed down the front of the wave. And then it stopped. Not softly as it would in a wall of water, but jarringly, suddenly, as it would against a wall of rock. Dee had hit a massive hidden boulder doing perhaps twelve knots. The shock was transmitted through his footrest to his legs. He rolled up yelling with pain, struggled to the bank, and crawled out on to the boulders.

Fortunately 'Papa Smurf' (Jim) diagnosed the badly swollen ankles sprained, rather than broken, and astonishingly Dee, who could not walk, decided he *could* paddle. We counted 16 Grade IV rapids that day, in the so-called 'Quiet Canyon'. One we nicknamed 'Fang', a giant tooth of rock dividing the river into two channels, one safe, the other treacherous. Another we called 'Hermit South' similar to Hermit on the Colorado, with a giant hole to be avoided. These holes kept creeping up on us on the Bio Bio, and on the last rapid of the day, capsized everyone except Jim.

Dee's foot was even more swollen at Camp VI, but still he refused to let it affect his performance. This was fortunate since we were about to enter 'Royal Flush Gorge', a stacked deck of rapids, each trying to outdo the other in flushing the unwary canoeist down-river. The first, 'Ace', was sufficiently serious at the lower end of Grade I to make Alun portage. None of us liked 'Suicide King', a Grade V rapid on a right angled bend, and the twenty yard portage cutting off the bend, was too tempting even for Dee to ignore. 'Queen', was fortunately an easier Grade V, for it was the only rapid on the river that could not be portaged. A severe rock climb enabled the whole rapid to be inspected (and photo-



graphed) from the canyon walls. Safely through that, we arrived at 'One Eyed Jack', a Grade VI, the most serious fall on the river after 'Lost Yak'. One look at the four stoppers blocking the main channel, their far end closed by the canyon wall, and we were all rushing to help Dee with his boat.

The last named rapid in Royal Flush Gorge, 'Ten', was a big, bouncy, Grade IV, and provided a good chance to do some filming. The movie camera was strapped to Jim's kayak, and the trigger extension shoved into his mouth. This temporary gag made us realise that occasional flashes of silence could make his conversation quite brilliant.

The remaining rapids to 'Mountains Gate' were brilliant as rushing to get to the campsite, we did Grade IV after Grade IV on sight, stretching our nerves and necks to the limit. At Mountains Gate, the sides of the canyon dropped away, and the river doubled in breadth. The best and worst was over. Setting up Camp thirty minutes later, we were feeling quite pleased with ourselves, until Terry discovered he had left the £200 SLR camera at 'Ten'. It took five hours to get it back.

Seven hours paddling the next day, took us thirty miles to our destination, Santa Barbara. We might have been tempted to break this

last day in the beautiful Andean foothills, but jumbo flies, with bites like hornets, kept us going – whenever we stopped, they started! So on to Santa Barbara, one unpaved street, two hotels, a bed for the night, and a bus service in the morning. Kayaks strapped to the roof, the bus bounced us to the railroad stop at Santa Fe. The romance of that name however, belied the reality of this one car hamlet, and, having dumped the canoes, we took a taxi to the market town of Los Angeles for some R & R.

Returning to Santa Fe for the Santiago 'nocturno', we were hard pushed to get on the train, because a religious festival was taking place up the line. So we pushed hard, using our paddles as persuaders, and fused the buffet car lighting system. This worried the pilgrims even less than the paddlers, and gaucho and gringo were soon rubbing shoulders in mutual hilarity at the futile efforts of the waiter turned electrician. But 'Peter Sellers' had the last laugh, as shrugging his way past us, he said very softly, 'buffet car now closed'.

Once back in Santiago Alun & Terry flew back to UK, Jim and Dee stayed on to do another river called the Maipo, but that's another story!.





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Action on access

The last three months have seen a flurry of activity within the field of Access work.

Our successes within the development of the team, have however been marred with some losses. The age old problems of redundancies and at the other end of the scale increased pressures of work, have meant the resignations of Mike Twiggs, Yorkshire and Humber, and Jim Mooney, North East Region, having to be reluctantly accepted by the Committee.

I would wish to record my personal thanks to both Mike and Jim, for the work which they carried out in their respective areas, and the achievements which they attained whilst holding their respective posts. They represent, a great loss to the Access Committee, and more importantly, the membership on whose behalf they have negotiated and represented. It is of further importance to note that at this point in time, replacements have not been found for either of their positions.

On a brighter note, several regions have been very active in the formation of their teams, and their approach to gaining access agreements on their local rivers.

Access and Touring Committees forge new links

As the result of an informal meeting between representatives of the Access and Touring Committees, a close bond has been established by those two Committees. It has long been felt that there was a possibility of the two Committees duplicating one another's work, but more importantly, essential areas could remain undelegated due to confusion over each other's role. The National Access Officer, has agreed to act as the monitoring agency for both committees. The first essential role, was to determine the roles of regional access and regional touring officers, and to determine the specific role and

duties of each. The following resolutions have been confirmed. "A Regional Access Officer and his team are responsible for opening up water not yet available to canoeists, and for maintaining access agreements and goodwill on all available water".

"A Regional Touring Officer is responsible for publishing and promoting this work by providing information on, and developing the use of, all areas of inland water within his region for which navigation rights or access agreements exist".

In order to achieve these ends it is expected that these officers should collaborate closely, in a joint attempt to promote the use of British Waterways and rivers by all canoeists.

AROUND THE REGIONS

Southern Region

John Kuysler, the regional access officer, has been instrumental in the design and construction of a wall chart, which shows the boundaries of the region and contains the rivers therein. A space appears on either side of the chart, on one side space is provided for trade outlets within the region to advertise, and on the other side a list of Canoe Club addresses. Their principal interest and a notation of the waters they use, is provided. It is hoped the format will be interesting enough for schools, libraries, youth clubs and other public places, who wish to publicly display this promotional poster. It is felt that the theme will reflect the work of the access team and the agreements achieved for the BCU and its members.

Eastern Region

The Eastern Region team, continue to compound their successes, where agreements at such venues as Dobbs Weir are well in hand, and where it is hoped that a pattern of use will be accepted throughout the year. The successful completion and opening of the artificial slalom course at Cardington, is yet another instance of authorities accepting the need for increased and improved canoeing facilities within the regions. The main area of concern at this time is at Offord, where an unfortunate chain of circumstances have made it increasingly difficult for the local club to obtain access agreements. It is hoped that common sense and further negotiation will prevail even at this site.

East Midlands

The work of the East Midlands team, bears special mention at this time. Under the leadership of Colin Broadway, this voluntary team have worked tirelessly in the production of river guides and information, and have been instrumental in many of the new ideas in the administration of access matters, which have been approved and adopted by the access committee.

North West

Edgar Whewell, the North West Regional Access Officer, continues to bombard the BCU offices, with his many communications, and his tireless approach to all things concerning access in the North West. For sheer enthusiasm and energy, Edgar's activities are a shining example to us all.

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Holme Pierrepont

Attending one of the specialist committees I outlined a plan to raise a Fighting Fund for the Artificial Slalom Course at Holme Pierrepont. (Don't put this down, it's important!) A blond haired Adonis in the corner chirped in with "I'm not supporting that", which really led me once again, to wonder where the hell we are going to in this sport of ours. It appears more often than not that the interdisciplinary rivalries interfere with any cohesive effort that the Union instigates, to such an extent that the sport of canoeing does nothing significant and goes nowhere, all the potential energy being used up arguing with each other, or back biting.

If that's the way you want canoeing to go - bickering to the end - good luck to you! Screw this up and throw it away because you won't want to contribute to the scheme anyway.

For those who want the whole sport to move on a little join me on my end of the rope, with enough tugging we could get somewhere but it requires some energy and a lot of fortitude.

If we want numbers in the sport generally we have to provide a feature which captures the imagination, and tickles the fancy sufficiently for the average Johnny to get in a canoe in the first place. In comparison with the numbers in slalom boats very few people are introduced to the sport each year by first jumping in a sprint kayak or surf ski. An individual's horizon broadens once the initial step has been made because he has seen something he thinks he would like to do.

The most exciting prospect has been available for years, you and I - canoeists haven't had the foresight, imagination or courage to grasp the opportunity we have had at the National Watersports Centre - to get the Artificial Slalom Course built.

What sprint racer, coach, sailor or marathon paddler put a penny into the National Watersports Centre - a country park and Olympic Canoeing Course that could be the centre of canoeing excellence in this country. The answer is no one, it was provided by the good offices of the Sports Council and Nottinghamshire County Council and gave Flat Water Racing the opportunity to take off. Great! Now we need some effort to create a Fighting Fund large enough to complete the project. Canoeing (the whole sport), needs that artificial course but canoeists need to get off their great fat butts and demonstrate it.

Next May Day we are going to ask you to take part in one of 18 sponsored paddles (2 in each region) to raise at least £10 as your contribution to the canoeists fighting fund. More information will be included in the next Focus along with a sponsorship form so please meet that target. If you're now saying to yourself "How do I benefit" - I can't answer you, I can only re-emphasise the Sport of Canoeing in Britain will benefit in the long run by continuing investment in Holme Pierrepont, by greater numbers to fight Access, or reduce membership fees etc. All you will get directly is a kick out of knowing the 11,000 odd canoeists are doing exactly the same thing at 10 am on Monday 2 May 1983 - trying bloody hard to build another canoeing facility. We want £100,000 - no joke £100,000.

To the bronzed blond Adonis - sit on your arse mate, the Sports Council's not going to prop us up for ever providing the money for the organisation of the sport. We must have greater participation - this is one way of achieving it. Not so Richard Fox can demonstrate his fantastic skill but in order that every Tom, Dick or Harry who wants to, can get some excitement and pleasure out of canoeing without being threatened or even shot at for his pains.

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Three Unique Firsts

The opening of three unique and brand new canoeing facilities during the past two months should be regarded as an epitaph to the optimism, enthusiasm, and industry of the Union's planners and policy makers. The Canolfan Tryweryn White Water Canoeing Centre, the Bala Canoe and Angling Club, and the Cardington Artificial Canoe Slalom Training Course, have all been built as a direct consequence of the British Canoe Union's ability to negotiate, persuade, cajole, and be responsible for, the 1/2 million pounds worth of facilities now available to canoeists throughout Britain.

The Tryweryn and Bala developments were a product of the World Slalom and Wild Water Racing Championships organised by the Union at Bala in 1981. Cardington was the brainchild of the Union's Eastern Region. In all three cases, taxpayers and ratepayers contributed 95% of the costs, but it was the subscriptions of members that indirectly provided the impetus and the organisation that exploited the opportunities for development when they arose. The Bala Canoe and Angling Club deserves special mention as a monument to the art of the possible, and is an example of

what can be achieved by those who, despite their conflicting interests, are prepared to forget their differences and co-operate. Who would have believed a few years ago, that anglers and canoeists would be prepared to share the same water, the same building, and the same club, and jointly work to improve facilities for the practice of their respective sports. This unique example of co-operation is a salutary lesson to all those concerned with water sports, hopefully it is only the first of many similar projects that will be initiated during the coming years.

CANOLFAN TRYWERYN

The past five months have been an exciting and hectic time for the National White Water Centre. There has been a lot of activity and at the same time some frustrations as well.

Over the summer period we have had many competitions, both slalom and wild water racing. Not only have we had Premier and Division One but also Division Two and Three competitions which have proved to be extremely popular. It is expected that these will become a regular feature of the centre.

In mid-June the Welsh Open Championships were held on the international course and on September 4th and 5th the Home Internationals were also held there.

September 4th also saw the official opening of Canolfan Tryweryn by John Disley, Chairman of the Joint Management Committee and ex-Olympic athlete. An inaugural tour for non-competitive canoeists was organised by the BCU touring committee to coincide with the opening.

Over this summer period 2230 canoeists have used the centre for training purposes. Usage has varied from slalom training through wild water and embraced advanced coaching. The youngest canoeist to paddle from the fish pass to Tyn-y-Cornel bridge was 9 year old Michael Coates, whilst the oldest was probably the manager.

Since 1st April 1982 there has been a total of 94 release days usable for canoeing from Llyn Celyn dam, but only 40 of those days were actually used by canoeists. However, during the winter months it is hoped that there will be more full volume releases and that this will encourage more canoeists to use the centre.

In the close fishing season, from 17th October 1982 until 28th February 1983 the whole of the river from the fish pass to just below the main road bridge in Bala may be used. Access may only be obtained via the Canoeing Management Officer for both summer and winter use. *There will be no access at all during the first two weeks in March as this is the beginning of the fishing season.*

The information package about the centre is being updated and reprinted. This should be available in the near future. A telephone answering machine giving an up-to-date forecast of water level in the Tryweryn has been installed since mid-May, but there have been teething problems with it. Hopefully these have now been resolved and you should now get the message. For those of you who would

prefer to talk to the manager he will normally be available between 4.00 and 5.00 pm Monday to Friday to answer your queries but

please only use this service if you need to know more than the forecast of water releases. The number is Bala (0678) 520826.



IT'S ALL YOURS

The Tryweryn white water site is available to all paddlers competent to cope with the water conditions. The grading varies according to the size of release.

All that is necessary is a phone call to George Davis - there's a 24 hour answering service which tells you whether the water is on, and if so, at what level it's being released. Just turn up, pay your £1 (member rate) and enjoy a day's white water canoeing.

The following definitions are used to guide paddlers/leaders as to the level of release. Solo canoeing is not permitted.

Notes on water levels on the River Tryweryn

After observation of the various levels of water releases from the dam the following suggestions are made for guidance of leaders/paddlers unfamiliar with the river.

Fraction of full volume	Million Gallon Days	Expertise required	Grading
Very Low		- Unsuitable for canoeing	
Low	Below 80	- Could be used by small groups of novice canoeists, in a limited way.	Grade II
One third volume	80	- Up to Inland Proficiency Standard; Division 3 or 4 slalomists; or Division C Wild Water Racing	Grade II/III
Half volume	120		
Two third volume	180	- Inland Proficiency Standard or Division 3 slalomists;	
Three quarter volume	200	Division B Wild Water Racing	Grade III
Full volume	250	- Advanced Inland Proficiency or Division 1 or 2 slalomists; Division A Wild Water Racing	Grade III/IV

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CARDINGTON

A press launch in September, followed by the official opening on 11 October by the Minister for Sport, Neil McFarlane, MP, paid just tribute to the personalities and authorities involved in providing a much needed resource for slalom training in the Eastern Region.

The idea of building an artificial slalom course in the area was first put forward in 1970. Preliminary plans were drawn up and presented to the Anglian Water Authority, and the Sports Council, and in principle the idea was accepted. The problem was finding a suitable site, and it was not until 1976 that Cardington was finally chosen, because within the Priory Park area sprint and marathon canoeing, as well as slalom, could be offered.

The Anglian Water Authority were committed to the provision of a flood relief channel from the Great Ouse, and so rather than the total cost of a purpose built course having to be met, it was a matter of adapting the flood relief channel to canoeists' needs. The other main advantage was that half of the project cost (£273,000) could be met from the AWA land drainage budget. Flood relief requirements, however, obviously took precedence over canoeing needs, and it was during the design phase that the expertise of George Parr and Frank Goodman was of enormous help. They could talk the technical jargon of the AWA engineers, who were not too sure if the project could work, and managed to convince them that it would. Once the initial worries were overcome, then Geoff Pearson and Brian Elsdon tackled the design problems with a will, and John Hesp and Nigel Woonton took over at the construction

stage. Nigel became the terror of the workforce – everything had to be accurate to the last millimetre. When the course was completed these four took devotion to duty to the limit – they paddled the thing! In spite of a few duckings, they all managed to reach the bottom. To these gentlemen must go special thanks for their total involvement in the project.

The channel is 6m wide, constructed of concrete floor and walls, and 120m long, triple curved in plan, with a bed slope of 1:100. With a minimum flow requirement of about 0.75 cumecs, providing a depth of .5m the course is operable at most times. The maximum flow is about 3 cumecs, giving a depth of 1m. A sluice allows the water into the channel from the Great Ouse. This operates automatically during flood periods, but an hour's warning is available for the GRP foam sandwich barriers to be removed, and the course cleared, should an emergency situation occur.

A few paddlers are already cursing the steel stanchions which support the barriers. The 2m gap between each bay leaves exposed a hard steel edge, which has left its mark on some boats, much to the delight of canoe manufacturers. Experiments with car tyres to soften the blows, are proceeding. The idea of water filled bags as barriers was considered some two years ago, but it has not proved possible to obtain one for testing. Should a better idea come forward, the existing stanchions can be removed quite easily.

The efforts of Howard Darbon, Senior Regional Officer of the Sports Council (Eastern

Region), must be especially mentioned. At a time when the general economic climate was against him, his gentle form of arm-twisting worked wonders in producing the £136,000 needed. The Water Authority Recreation and Navigation Account granted £67,000, the Regional Sports Council £50,000, Bedfordshire County Council £10,000, North Beds Borough Council £3,000, Mid Beds District Council £2,500, Cambridge City Council £1,000, St. Albans District Council £800, Northamptonshire County Council £1,500, Peterborough City Council £500 and North Herts District Council £200. The storage building adjoining the course was built from money grant aided by the BCU Slalom Committee, and from that raised by canoeists from the Eastern Region.

The course is leased to the Eastern Region of the BCU for 33 years, and is run by a Management Committee, some of whom are also trustees for the lease. A Conditions of Use document has been drawn up, which groups must comply with. Most requirements are just plain common sense and courtesy. Camping is available within 100 metres of the course, although at present there is no drinking water, nor toilets on site. This problem should be overcome, but for now campers should come prepared.

The course is a permanent tribute to all that can be and is achieved by volunteers throughout our sport. Peter Wathen, Copper Harper, and other local paddlers stuck to their vision from 1970 until the time the work actually commenced in February 1981. Now they are active in organising for groups to use the facility. The gratitude of all the young and older paddlers of the region and further afield who will benefit from the site is due to these members. For further details please write to Mrs P Wathen, 1 Cherwell Road, Bedford, Beds (see page).



The course with barriers in position prior to opening the sluice gates



Anglia TV's presenter being helped aboard by Copper Harper, for a trial run



Richard Fox and Liz Sharman practise the course

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Dear Focus...

A FISHEY BUSINESS

The following item, condensed, appeared in the Spring edition of the Salmon and Trout Magazine and was sent to us by Alan Byde who draws our attention to the conclusion, one assumes by the Editor. "Ted Hinchcliffe, 61, river keeper, Masham Angling Club. Died on a Sunday in January 1982. Party of unauthorised canoeists on the river. Using his car he overtook them as they paddled downstream, again remonstrating with them from the bank. Suddenly he collapsed and died. The canoeists continued on their way.....the police..... suggested that after Ted's collapse they should lose no time in getting away from the river...." (Details of this deplorable affair, deserving to be described as manslaughter by default of decent behaviour, was sent in by Mr.R.C.Dales.)

Alan Byde echoes all our concern over such a tragic death, regretting that anyone should die defending that in which he believes. However, it happened, although not quite in the way that is suggested.

We contacted Ken Harrap, the River Adviser for the area who had learnt of the incident on the day that it took place. He writes: "The Constable told me that the angler who had found Mr.Hinchcliffe claimed that Mr.Hinchcliffe told him that he had been chasing three canoeists who were on the river. The Constable's reason for ringing me was that he was trying to establish whether there was any reason to believe that Mr.Hinchcliffe's death had been occasioned by either a physical or verbal exchange with a group of canoeists if, indeed the group of canoeists existed.

During my conversation with the Constable he made it clear that apart from the words of the angler who had found Mr.Hinchcliffe there was no evidence whatsoever, despite investigations he had been making, to show that there were any canoeists on the river at all.

To the best of my knowledge police enquiries over the matter were closed with my conversation with the Constable and the matter therefore left to rest as an extremely sad incident in which the angling club's Bailiff had died of a heart attack.

Frankly I do not know whether there were any canoeists about on the day in question, but nothing further has come to light in the months which followed the incident."

Certainly the phraseology of the letter to Salmon and Trout which leads one to believe that some canoeists virtually left Mr.Hinchcliffe to die, would appear to be a gross distortion of the facts. Clearly if this had been the position the Police would have taken further action.

It is a matter of great concern to the British Canoe Union that any magazine purporting to represent the anglers should print such unsupported allegations. This sort of reporting can only cause aggravation and confrontation at grass roots level making a situation which is already somewhat less than satisfactory, a great deal worse.

Ken Harrap went on "my own view as River Adviser is one of sadness that this angling club should take such an aggressive stand against canoeists and put its Bailiffs in ridiculous positions of policing the river during the closed

trout fishing season when at the very worst only the odd grayling angler might be found."

Dear Sir,

I have recently attended the Novice slalom organised by Bath Canoe Club at Poulteney Weir. Whilst I enjoyed the weekend and felt that on the whole the event was quite well organised I feel I must comment on one particular incident which did upset me and I'm sure did others.

On the Sunday morning I duly got up bright and early to practice as I'd been unable to practice the previous morning due to work commitments. There were already a large number of novices on the water all patiently waiting to do complete practice runs of the course. I joined them and as you can imagine, had to wait quite a long time for each run. As I was waiting with about 15 other people for my second run, a certain Division 1 paddler came down the river and went straight onto the course to do a run. Admittedly, he didn't hold anyone up, but after doing his run, he came straight back up to the top of the weir and commenced a second run while I and others were still waiting. Again, I didn't really mind, although his cheek annoyed me slightly, but then he stopped in the middle of the weir and started playing around causing a lot of people to bottleneck on the top of the weir. He was there for a good while and then I couldn't believe my eyes when a man with a camera waded out and started to take photographs of this Division 1 paddler playing on the weir. Consequently when my turn came for my second practice run, I was held up on the top of the weir, therefore unable to time a complete run. So in two hours of allotted novice practice I had 2 runs, one of them not being much use. Why do these people attend novice slaloms, does it indicate some insecurity in their ability to go and show off at a higher ranking slalom? As I have already said, I was quite impressed by the overall organisation of the event but I feel that when higher ranking paddlers dominate allotted novice practice time, something should be done. After all, I would have thought the whole point of organising a novice slalom is to encourage novices, not put them off.

Ms.Glenda Prytrech. Gwent.

Dear Sir,

Just a short story which may amuse! On Monday 30th August, 1982, I took a party of six canoeists for a short trip along the River Ribble near Preston. As we approached a number of anglers I was 'tail end Charlie' and I heard one of them bellowing, but I could not tell what he was shouting. My son was in the lead and he stopped and waited for me to catch up. I said to stick close to the far bank and to say nothing "follow me!"

As I came to the first angler he shouted "will you rescue my mate's tackle box?" I then saw the box bobbing about in the middle of the river. I towed it to the man, who by now had almost lost his voice as well. He was most grateful as the box contained not only his tackle, but also his jacket, money and his cigarettes. He insisted on giving me £2 (Salvage) so we later had a drink on the strength of it. Here's to all anglers.... tickled? I was....

Stephen W. Sharpe, Cheadle Hulme.

Dear Sir, Re: Slenningford Water Mill, West Tanfield, Ripon

I am writing as Manager of the above site which has the dubious pleasure of hosting the West Yorkshire Canoe Club West Tanfield Slalom.

A month or so ago I was strongly defending canoeing in the canoeing versus angling argument and I hear as a fringe canoeist that slalom venues are being lost. I am certainly not surprised.

Over the past 10 or so years whilst the Canoe Slalom has been run, I have had many trying times with cowboy canoeists, including water and gas switched off on the caravan site, music at 1.00a.m., many cases of too much drink and tomfoolery, litter and worst of all fools in cars attempting to stock car at 50 miles per hour on the site.

I must at this point say that the Slalom Organisers try to deal with these excesses of stupidity but I think it is very unfair of those concerned to create extra work for the Organisers who are after all trying to run a major slalom competition.

My reason for writing this letter is the incidents which took place following the Saturday night festivities at the Staveley Arms in the village of North Stainley which is close to the slalom site when, after the pub closed quite a few people appear to have run riot in the village.

Firstly a County Council traffic counting machine was sabotaged, then someone tried to run off with tables and chairs from the Cross Keys public house, house for sale signs went missing, two flag poles were taken down and bent and the flags stolen, drainage tiles were damaged on a building site and needless to say all this was not done quietly or without the village knowing who was responsible.

On the road back to the caravan park a group of revellers were slowing down passing traffic and baring their backsides to the drivers, this being not the first such incident involving canoeists during the past month. My understanding is that the last such incident involved Halifax Canoe Club who were showing a Tanfield resident the same respect.

Meanwhile back at the Slalom camp site I was having my peace disturbed by the usual fast cars and what sounded like seven or eight railway detonators going off.

Enough really is enough. I paddle for pleasure myself and I know a lot of decent canoeists. I feel that this is probably normal behaviour to the few, but it will not do for me. When the villages close to this site are given treatment as described above, I must seriously consider my position as Site Manager and decide whether I can cope with the inevitable criticism from local people, my employers and local angling clubs who say "I told you so".

If canoeing would like us to cease to be a venue for canoe slalom events then I would breathe a sigh of relief.

Francis R. Petchey.

Ken Harrap, the organiser of West Tanfield slalom (and also BCU River Adviser for the Ure) comments that after organising the event for 10 years plus, he too is sick at the excess of bad behaviour which took place on the Saturday evening of this year's event - so much so that irrespective of whether permission is forthcoming from the site owners, he and West Yorks C.C. are seriously considering whether the 1983 event should be organised at all. Ken's present understanding is that members or supporters of York Canoe Club were responsible for the after pub rampage through the local village and the matter has been taken up with the York C.C. Committee.

David Mamby and Peter Knowles
(more commonly known as Green Slime) try

TURKEY A LA KART

Slime's original idea was to hire a minibus, drive it round the corner, shove a roof rack on, load it to the hilt, and set off. Hertz, Avis et al. However, don't like Turkey and quoted about £1,000 for four weeks! The next idea was Mike Macdonald's who suggested we went in Slime's Polo. I thought the first idea would leave too big a hole in my pocket and that there was not a big enough hole in the mint, so I went out and bought a minibus. "Gertie", as she became known, was a 1970 ex-Royal Navy, ex-London school, Morris 250 JU minibus with 54,000 miles on the clock, and cost £109 – a snip. (The £9 was the cost of passing the MoT).

After a week-end spent servicing the van and converting her to a long-distance "Cruiser" (and a further two months performance testing round London!) we were all set, though a couple of problems had come to light: the king pins were worn, to say the least, but this would stop the driver falling to sleep on all night drives; she also jumped out of reverse, and synco was going on second – another blessing in disguise, as it would stop aspiring rally drivers thrashing an admittedly worn engine. The problem of the bald spare wheel was solved when I swapped my old Cortina at a scrap yard for a replacement wheel!

Now we needed two more paddlers and a driver. Tony Ward managed to get time off work after Slime had written an impressive letter on official "It's amazing what you can do with Letraset" paper to his boss. Dave Higson managed to afford the trip by getting a generously-paid job and an extended loan (I'm still waiting, Higgy) from a London building contractor. Richard Dixon, a friend of both Green Slime's and mine, was persuaded to come over from Antigua and spend his holiday driving old Gertie down the Coruh valley while we were paddling the river. When he arrived and saw the van he questioned both his and our sanity, asked about 5-star insurance, and offered odds against our getting to Lewisham!

After a slight delay when Slime decided to re-pack the van and Dixon insisted on washing it, we left Surbiton on the 25th June. By Augsburg, where we stopped for a quick paddle and a training swim, the control box was on the blink and the fuel pump was

causing problems – and we still hadn't made it to Lewisham! The control box was "repaired" by fixing a switch in the wire to the field coil, and the fuel pump problem was traced – petrol was vapourising in the pump, thus causing fuel starvation. This was solved by spitting a couple of mouthfuls of water down a hose pipe which led from inside the van to a rag wrapped round the pump.

Next stop Belgrade, and the water pump was on the way out. Unable to obtain a replacement from the scrap yard we were directed to the local BL agent: an amazing character who thinks BL's are the best cars and judging by the way his 1300 runs he could be right. The only problem was his command of English which beat our command of Yugoslav by two words – they were "No problem" – but they were very apt. "Can we sleep on your floor?" "No problem." "Can you mend the van?" "No problem." "Have you a new water pump?" "No." But he did obtain and fit new seals, leaving us with the problem of reversing out of his garage, past the thirteen or fourteen various Leyland cars parked in his driveway and garden. Next stop, Erzerum – no problem. 2,800 miles from London, and still no sign for Lewisham. After a visit to the tourist office and the barber's and the shoeshine boys and the Post Office to send those promised postcards, we went in search of the river.

The Coruh river starts 7,000 feet up in the Pontic Alps in the N E corner of Turkey, and flows down a gradient which varies between 30 feet per mile and 100 feet per mile for its 350 mile length until it arrives in the Black Sea, the final 30-odd miles being in Russia.

We drove up over the mountains to the plain at Erzerum and down into the Coruh valley, where we set up camp. The river was small with no real rapids, just sharp gravel bars and irrigation dams made from trees and rocks. The locals, however, were totally amazed by the sudden appearance of a couple of kayaks drifting down the river.

The following day the others set off down the river from the camp site whilst Dixon and I cleared and packed up. We thought we were to meet them later that evening at a suitable camp site. We obviously thought wrong, however, because though we arrived at a pleasant



Every carefully organised expedition needs meticulous planning

camp site with a fresh spring for water, the river party failed to appear. The following morning when they still had not appeared by eleven o'clock and a tractor had come which could tow us back across the ford, we decided we ought to drive back up the river to find the rest of the team. We found Slime and Dave about fifteen miles downstream of our starting point, teaching the locals how to paddle in exchange for their splendid hospitality the previous night. Tony, however, had drawn the short straw and gone in search of Mike Macdonald who had gone only two and a half miles downstream before losing his kayak, and who was supposedly waiting on the road side for the van to turn up with some tape, (This is what happens when you leave two Division I paddlers, a BCU instructor, and a BCU coach out on their own!) Understandably, Mike had grown a bit despondent after six hours of waiting, and had eventually been taken in for the night by the local English teacher who in the morning had sent Mike, by bus, to the army barracks, 45 miles away over the hill at Ispir where, he told us after we had collected him, he was fed with the officers and waited on by privates in full uniform carrying .303's! After a delay of two days the tour set off again and Dixon and I arrived back at the ford for the third time. This time, though, there was no tractor to tow old Gertie across, and we had to tow her ourselves. By this time Gerie was growing gills and made it across with "no problem" apart from the brake lights not working till we got back to England!



We're here!



Green Slime, 'laid back'!



That's Gertie



When the river's rough – pray!

The next day on the river was gentle and scenic. Every so often when rounding a corner we would come across a fisherman fishing with nets who was not only friendly but fascinating to watch. Unfortunately the driving got up to grade 5 with Dixon wishing he still had his Maico for a couple of the hills! The difficult driving and the fact that roads and maps didn't coincide meant that once again the river crew (this time five of us) failed to meet the van and were taken in by a local village. This village was an hour's walk from the road and had only seventeen houses to it, but the inhabitants provided a splendid supper, which went on and on arriving, – blankets, and beds to sleep on. Fortunately one of the villagers was a migrant worker home for a holiday from France and so we had a common language, though after three hours of French in a tiny village in Eastern Turkey I wished I had paid more attention at 'O' level.

Next morning after a splendid breakfast and a quick canoeing lesson cut short when the 'mayor' capsized and nearly swam the grade 3 rapid below the village, we carried on down still marvelling at the hospitality.

That night we spent at Ispir where the hotel manager thought nothing of allowing us to repair a kayak on his floor, and the attendant locals were suitably impressed when the old shoeshine man discovered Higgy's caliper boot and were told that it was a result of the Falklands conflict! It was impossible, however, to find out why England had been eliminated from the World Cup!

Ispir marked a change in the river: the valley narrowed and the gradient steepened and we started to get good white-water paddling of the best kind – rapid, pool, rapid, pool, and every so often a longer rapid. Then we came across the first big rapid, a single sloping drop falling fifteen feet in about twenty-five with diagonal stoppers on either side and a large rock in the stopper at the bottom. We carried with all the normal excuses after a long look at the decidedly grade 6 route down. It was annoying to portage a runnable drop, especially as it turned out to be the only portage, but it was the first "big one" and the possible swim would not have been very pleasant. Though it was the only rapid we carried it was not the only one we got out to inspect. Most of the route-finding was to avoid rocks, often hidden in stoppers, though on a couple of drops there were stoppers which were definitely to be avoided!

After a night camped peacefully by the river (until Slime decided (a) he had fleas and got out his dusting powder, and (b) he was going to burn the rubbish upwind of where everyone was sleeping) we were greeted in the morning by the local highways department. After a lengthy game of "Give us a clue" we decided they were trying to tell us that we couldn't go on down because it was very narrow or too big or not enough room, but whether this was referring to the road or the river or the van would have been beyond Lionel Blair! Three hours later we rounded a corner to see Gertie waiting for us – with a cup of tea and lunch, we hoped – on a bridge over the river. It transpired, however, that it had taken Dixon two hours to get that far across the bridge and he wanted us to see it. The small rickety bridge was made out of logs and had about an inch and a half to spare in width, and two and a half in height, and in addition the approach was angled. This meant that to 'line up' for this 'gate' he had to jack up the rear wheels and then move the back round by pushing Gertie off the jack several times! But this unorthodox manoeuvring saved a detour of at least two hundred miles. That night was spent in an hotel in Yusufeli after a few beers (the first since Europe) in the local beer garden. By this stage in the trip we were getting quite good at ordering in restaurants and in fact would go into a restaurant knowing which soup etc one would order, but the beer garden was very strange with bright coloured lights and loud Turkish music coming out of the badly-blown speakers. It was very out of place in an otherwise strict Muslim part of the world.

The following day we met a Swiss-Hungarian rafting group who were, it seemed, swimming the river! They had also managed to get one of the rafts stuck in the middle of a rapid when a trailing rope had snagged, but after our efficient rescue they asked us to guide them down the rest of the river. We agreed, but unfortunately the next rapid snuck up a little suddenly and well, it was fun to watch from the bottom! After rescuing the rafts and giving them a lift we returned to Yusufeli for the evening to swap river tales and hear how they had escaped from Hungary to Switzerland.

We arrived at Artvin the following day: the end of the river for us as Russia was down stream, and it's a shoot-first-ask-second border. All that remained now was the drive home: this caused Slime and Mike to say that they were off to have a look at the Zap river in

Southern Turkey, and Dixon to decide to fly home from Istanbul. We did manage, however, to do some crazy surfing on the Black Sea, and to drive from Geneva to London (630 miles) with no alternator. Maybe this was because we found a much shorter route back – via the Ardèche! But we drove a very devious route through London via the back of Catford to avoid Lewisham!

Turkey was great. I had forgotten about the hospitality and friendliness of the small villages and towns. The friendliness at times becomes oppressive with people even hanging around watching you and looking for something to do to help! At times it makes you wonder about tourism: not only are you the tourist, but you also become the tourist attraction for the locals, so rare are tourists in that area. I am going back next year to run trips down the river – anyone interested, let me know: c/o Prestfelde, Shrewsbury, Shropshire, SY2 6NZ.

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Trade News

NEW SHOWROOMS

WHITEWATER SPORTS previously of Woking in Surrey have opened their new showrooms in Shepperton. Overlooking a marina on the River Thames the top floor of the marina building has been turned into one of canoeing's finest retail outlets.

Catering partly for board sailers WHITEWATER SPORTS continue to stock a vast range of equipment and clothing specifically for the canoeing market. The showroom provides a large well set out display area where customers can browse or ask advice of Alan Jones, the proprietor, and his staff.

Well worth a visit, WHITEWATER SPORTS new address is Shepperton Marina, Felix Lane, Shepperton, Middlesex. Telephone 09322-47978.



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WHITE WATER WEEKENDS – INTRODUCTORY AND ADVANCED

OUTDOOR ADVENTURE, in conjunction with the Holne Chase Hotel, are once again running their whitewater weekend courses on the River Dart.

The programme operates at two levels; one for competent 'flat' water paddlers who want an introduction to whitewater, the other for experienced whitewater paddlers who want to further develop their skills. For those interested there will be a slalom coaching session during the weekend. In the evenings several excellent whitewater canoeing films have been arranged which can be enjoyed over a pint. Training and assessment for BCU awards (proficiency, advanced, 4 and 5 star) is also available.

The weekends are run by some of the country's most experienced whitewater paddlers, with backgrounds ranging from expedition canoeing to top level competition.

The hotel provides superb accommodation, food and facilities, all helping to create the ideal atmosphere. One of the best whitewater sections on the Dart is just a few hundred yards away, in the hotel grounds, and this allows easy access for sessions close to base.

OUTDOOR ADVENTURE state that these weekends are very popular, so early booking is advised.

Send for details to Outdoor Adventure, Forge Cottage, Clubworthy, North Petherwin, Cornwall.

EMERGENCY PROTECTION

An interesting emergency aid recently introduced into Britain is a low-cost exposure wrap which the makers claim could in an emergency save the lives of 'adventure' sports men and women. Designed for protecting against the effects of exposure, the Remis wrap is small enough and light enough to be carried in the pocket, yet when unfolded is large enough to cover the averaged-sized man.

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THE NEW TWICKENHAM CANOE CENTRE

The Twickenham Canoe Centre is now under new management. Following alterations in the structuring of Kirton Kayaks the Canoe Centre is now being run by Mark Gees, the Canoe and Kayak paddle makers in Twickenham.

After a six year absence Trevor Hunter, a past member of Britain's sprint racing team, has re-joined the paddle making business to add his expertise to the finest wooden paddle making business in Britain.

The Canoe Centre is canoeing's closest retail outlet to the metropolis and can be found at 18 Beauchamp Road, Twickenham, Middlesex. Telephone 01-892-8979.

Membership Renewal

Please note that renewal of membership is now overdue for all classes except certain cadets. A renewal form is enclosed for those members whose renewal had not been received as at 3rd December 1982. No further copies of the magazine will be sent until your membership is received.

Please note that your cover under the new insurance scheme is not valid unless you have renewed your membership. Full details of this cover were enclosed in the last edition of Canoe Focus.

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PYRANHA

Two new slalom kayaks have been introduced by PYRANHA, designed by Graham Mackereth. Premier II, a very manoeuvrable kayak, has already won the Scottish Championships and the Serpents Tail Premier event. This new top boat is for paddlers up to 13 stone.

The second of the two is Meran 'L', a low line kayak for paddlers up to 9 stone but ideal for the 7 - 7½ stone paddler. Easy to dip but with sufficient buoyancy for heavy waters.

PYRANHA have a van visiting the southern slalom events. Mathew Petre is running this new service which will be based in Romford. If you would like Mathew to visit your club or any event your club is running or you wish to try out demo boats please contact: Pyranha Watersports Centre, Marina Village, Preston Brook, Runcorn, WA7 3DW. Tel: 0928 716666.

WINTER HAS ARRIVED

Instructors at the LAKESIDE Y.M.C.A. in Cumbria are looking for elevation to the very top of Mount Olympus. Now that they have proved their capacity for walking on water Barry Howell and Ian Sadler look forward to receiving 'burnt offerings' in place of their usual meat and two veg.

(Last winter was only the third occasion this century that Windermere has frozen over).



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SALTY TALES

REPORT ON THE BCU SEA TOURING COMMITTEE MEETING AT THE ANGLESEY SCHOOL OF SEA CANOEING, N.WALES

J.J. Ramwell

It's been a great weekend and I am now recovering back at work, I thought you might like to hear about it so here is a short report.

When the Committee last met at Calshot, Southampton, in order to 'pass motions' it was determined to coincide our meetings with some attraction in order to motivate members to show up. We scheduled our next meeting for September on Anglesey from where, there is some exciting canoeing to be had.

Our host for the weekend was Nigel Dennis who kindly put his School of Sea Canoeing at our disposal. Facilities here are ideal and this allowed us to enjoy a relaxed and successful weekend. Nigel and his School are situated at Trearrdur Bay only yards away from the sea. There is a swimming pool among the range of facilities and though it was not put to use as part of this weekend, one or two found a few minutes for a dip.

Some time ago I wrote to all the Committee members and Regional Representatives to the Sea Touring Committee and invited them to the weekend and explained we would be doing some sea canoeing as well as 'passing motions' (in fact I almost did both simultaneously as we played in the overfalls not far from Souto Stack!)

I suggested that each member bring up to two or three fellow paddlers with them and several took this up. Consequently by 10.00 am on the Saturday morning eighteen of us were assembled at the School. After consulting the tide tables we decided to canoe from Cemaes Bay to Holyhead via the Skerries.

We left Cemaes Bay shortly after high water and as the tides were on springs we were swept along at a rate of knots towards the Skerries. First we heard the booming of

the fog horn; visibility was down to about a mile as a thick murky mist shrouded everything. Soon the Island and the lighthouse came into view. It seemed a short time indeed before we were caught in the tide rips around the Island. Paddling to the north of the Skerries the main group swept down to the seaward side to effect a landing.

The two of us set our compasses on 160° and allowed the tide to bounce us through some overfalls and eventually into Holyhead.

No sooner had we landed than the main party came into view and by 5.30 pm we were all safely gathered in. So was a dinghy missing for over twenty-four hours with its four occupants. We had been asked to look out for them, in fact as we landed the Coastguard asked three of the party to effect a search from canoes for two missing divers who were later rescued several miles from their point of dive. It appears there were few dull moments off the Anglesey coast even though the holiday season is virtually over.

After a meal we got down to the business of our meeting. Chaired by 'yours truly' we got through a full and interesting agenda including plans to lay on sea canoeing meets of varying levels at different venues throughout next year—so watch for the BCU National Calendar and for general press releases.

Of course we all adjourned to the Beach Hotel after the meeting and during this time I was enthralled to hear first hand of Duncan Richards' solo voyage from Sitka in Alaska, Derek Hutchinson's escapades with kites off the U.S.A. and Nigel Foster's incredible sea canoeing stories backed up with film and slides.

By 9.30 the next morning we were all ready for some more sea canoeing. As you can see,

very little time was wasted. Off we went to Portdafarch from where it was only a short distance to the tide race and overfalls. Being spring conditions they were running well and there were many eddies, whirls, stoppers and standing waves all mixed up with confused water. After almost an hour playing among this lot some of us decided to take in the Stacks and this we duly did. This part of the coastline never fails to fascinate me and the run through the gap between South Stack and Holy Island, though calm that day, can be quite exciting. The rock formation along the cliffs, a playground for climbers, is quite startling.

We returned to Portdafarch through calmer waters and proceeded on the first stages of our respective journeys home by changing and lashing kayaks on to cars. It was at this time that someone commented on the two instructors about to take a 'bevy' of youngsters on the sea. Here they were, all in the right gear, all raring to go, perhaps getting their first taste of being master of their own craft on the ocean. Tomorrow's sea canoeists perhaps. We salute the two in charge—unsung heroes, the backbone of the Coaching Scheme who, unlike myself who seems to spend too much time writing about it, actually get out there and do it. Good Luck to them.

THE FRENCH CONNECTION

300 metre rule

Representations by the French Federation Canoe Kayak (F F C K) and CK/MER supported by the BCU Sea Touring Committee are now producing good relations between the new breed of French Sea Kayakist and Maritime Authorities and a relaxation of this rule to extend to 1 mile (sailboards are already permitted out to 1 mile) is to be officially announced shortly. This relaxation will only apply to paddlers who satisfy seagoing standards (BCU Sea Proficiency Kayak and equipment specification more or less). Further relaxations in the rule are hoped for in due course.

Cross Channel Restrictions

The situation is unchanged although the 'Mitterand' Government's Maritime Authority has new officials and is generally more helpful to pleasure boating.

That Authority maintains that Kayaks cruising the 'Pas de Calais' are a danger to themselves and merchant shipping and the Authority will not therefore allow cross channel paddling.

However, several groups, heavily supported by large escort vessels have crossed the channel since the restrictions were first enforced upon the Jersey group in 1979. The basis they have not been stopped would seem to be that they are regarded as 'tenders' to the larger vessels and remain close to them. It is likely that small groups of unescorted Kayaks have also slipped across by launching and landing where 'Les Gendarmes' are less vigilant.

CK/MER

This association of sea canoeists is now well supported and officially recognised as the French Authority for Sea Kayaking. Now in its second year, it circulates a newsletter, liaises with other French groups of similar interests. Syllabuses for Sea Kayak Awards are currently under consideration.



CANOE LIFEGUARD CHAMPIONSHIPS

The Gosport and Fareham Inshore Rescue Services kindly hosted the Corps of Canoe Lifeguards Championships at Stokes Bay in September. The weather on the Saturday was far from fine and although it tried to make up for it on the Sunday it only succeeded in raining in the morning.

The competition events on Saturday were of the stimulating sort, being a jump-out relay race (have you ever tried changing over a swimmer, a canoeist and their protective clothing out to sea?); rescuing a 'tired' swimmer who turns out to be a member of your own team and therefore gives you all the help he can; guiding a canoeist through a maze by signals from the land; rescuing two non-swimmers and their waterlogged canoe (the 'non-swimmers' are local volunteers and are nearly always very good at acting their part); and the rescue by one member of each team of another, 'unconscious, non-breathing' volunteer. In these events there was always some form of timing but at the same time the lifeguard(s) had to see to the proper handling of their patients.

The Sunday event is always the Main Incident, and all the teams are tucked away safely so that each cannot get tips from the others as to what is going on. On this occasion the 'Incident' consisted of two swimmers getting into difficulties out to sea, two members of the public going out in a small rowing dinghy to help them but, in their efforts to pull the swimmers on board, the dinghy capsizes, breaks the forearm of one of the swimmers and knocks one of the dinghy crew

out and traps him underneath. On observing all this, another member of the public calls the lifeguards out to rescue them.

Your correspondent had the privilege of being on the inshore lifeboat with the judges on board who were judging the work of the lifeguards while they were out to sea. More judges watched their work as they got the bodies ashore. It was extremely interesting to observe the efficiency of each team of three, and how they coped and organised their rescues.

O.J. Cock

National Challenge Cup	1st GAFIRS I	39	points
	2nd St. Austell	34	points
Home Challenge Cup			
(Best performance in the main incident - team)	1st Weymouth I	28	points
	2nd GAFIRS I	26	points
Sea Link Trophy			
(Best performance in the main incident - individual)	1st Dave Martyn		
	2nd James Lawrence		
Individual Trophy	Stephen Flack of Weymouth		
Apps Trophy			
(Best overall placing for a new team).	Barking Marine Activities Centre		

GLOSSARY OF COMMONLY USED CANOEING TERMS

The following terms have been set out to help the novice or beginner paddlers amongst us.

ADIDAS TRACK GEAR:

Posers clothing.

ANGLERS:

Fish hunters, often seen waving arms, catapulting small wriggly things and heard uttering obscenities. (To be avoided.)

B.D.H.'s:

Leaky, breakable, tough, waterproof containers.

BEAVER TAIL:

Shape of canoe after being run over by large truck.

BUOYANCY AID:

(feminine) Large rugosities on chest.

BULK HEAD:

Person winning event and letting everyone know about it.

CAMERA:

Expensive equipment often carried on trips, submerged in rough water, dropped, kicked and thrown. Seldom produces photographs.

CANOEING:

Sport where a person sits in a plastic boat floating down a river, gets wet and keeps hitting the water on alternate sides with long flat-ended pole.

COLOURED DECALS:

Found adorning old canoes, great for covering holes in boat and paddler.

CRASH HAT:

Used for head butting submerged rocks. Ideal projectile for hurling at mistaken officials.

CRYSTAL PALACE EXHIBITION:

Anthropological show of canoe/kayak designers.

EAR PLUGS:

Useful items for chewing on to relieve boredom on boring river trips.

FIBRE PILE:

Paddlers best clothing, red or blue, worn zip and beer stains.

FOOTREST BRACKET:

Ingenious construction enabling paddler to scratch itchy little toe on.

HANDS:

During winter - blue, rigid, oddly shaped objects on end of arm, vital for altering paddle angles.

INSTRUCTOR:

Administrator of tortures/Qualified sadist, requires little or no payment.

KAYAK:

Original name for canoe. Developed from hollowed out cow like animal from Mongolia.

LIFA UNDERWEAR:

Being non absorbent, will not mop out canoe, dry hands, hair, etc...

MARS BAR:

Staple diet of paddlers, relieves boredom, fits neatly into mouth.

MONEY:

Rarely seen tokens exchanged for gear, Mars bars and smelly transparent liquid from Arabia.

NOSE CLIPS:

Accessory preventing nasal objects polluting water.

OUTDOOR CENTRES:

Houses of ill repute responsible for over crowding water-ways.

PLAS Y BRENIN:

Hostelry where torture is administered in form of S.I. Assessment.

POLY BAG:

Useful on long car journeys for shouting 'Bill' into, or taking the parrot on long journeys.

RIVER:

Moving wet object, meeting place of paddlers.

ROCKERED KEEL:

Plastic Banana.

ROOF RACK:

Ironmongery on car top used to scratch car and new canoe, breeding ground for rust.

SLEEPING BAG:

Smelly, greasy, once warm cocoon. Paddlers can be found festering in these during the hours of darkness.

SPRAYDECK:

Nylon skirt for preventing Mars bar crumbs getting into cockpit.

SUNGLASSES:

Vital for macho, cool, States type image (MUST BE REFLECTIVE).

SURFING:

Aspect of canoeing involving paddler breaking canoe and being impregnated with salt water causing rotting and overall weakness.

TRAINING:

Form of torture familiar to competitive paddlers.

WETSUIT BOOTIES:

Source of foul odour emanating from wet bag.

CROSS LINKED, HIGH DENSITY, INDESTRUCTIBLE POLYETHYLENE BOATS:

Tupperware.

Kev Holton. Staffs.

(Ed: Any additions to the Glossary of Canoeing Terms would be gratefully received by the management).

The Water Sports Lobby

Ron Emes, Director of the British Canoe Union, has been re-elected by the Water Recreation Division of the Central Council of Physical Recreation, as their Deputy Chairman and member of the Council's Executive Committee for a further term of two years, 1983/85. The Water Recreation Division is representative of almost every organised water sport and recreation in Britain, and its membership includes such diverse interests as the British Association for Shooting and Conservation, and the Surf Life Saving Association. It is a powerful and vocal water sports lobby previously chaired by the late David Nations, now by Derek Hales of the National Federation of Sea Anglers, and provides an invaluable forum for debating issues of common interest to water sports enthusiasts and recreationalists.

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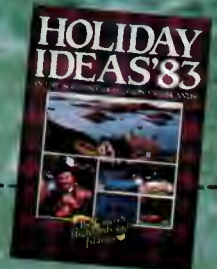
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