

CANOE FOCUS

No.30 SPRING 1983 · PRICE 60p

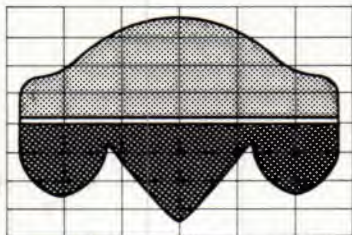
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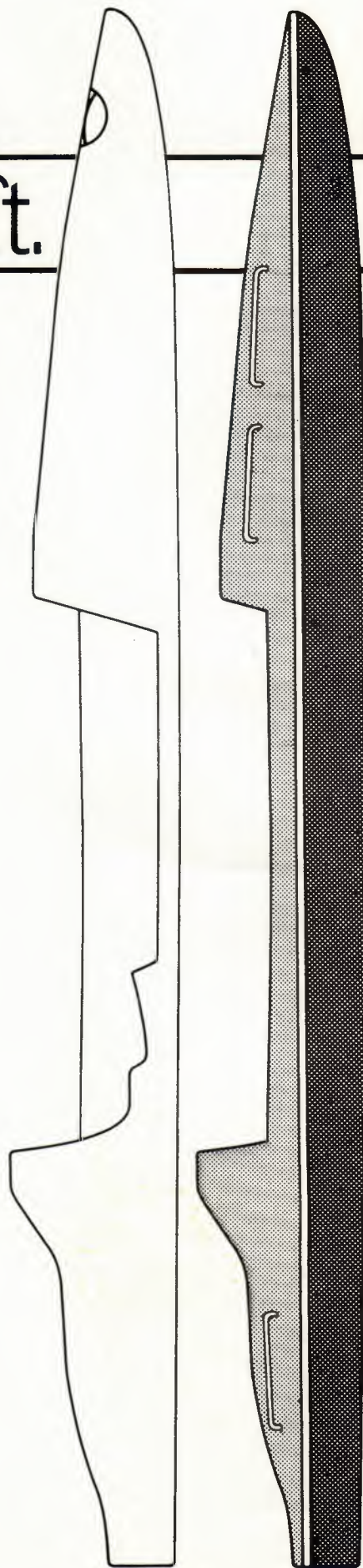
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CONTENTS

Houndog	3
Canoe Canada	4
The Seeds of Success	7
News from Calshot	8
Coaching for Competition	9
British National Surf Canoeing Championships	11
Through the Lens	15
National Sailing Centre	17
International Canoe Exhibition	19
Action on Access	23
Disabled Update	27
How Fast is a Sea Kayak	29
Where does the money come from	31
Holme Pierrepont	33
Dear Focus	37
Focus Classified	40

FRONT COVER

Marathon Nationals, Nottingham
Senior K1 Start

BACK COVER

"Shooting the Rapids" Voyageurs Running a rapid on the Mattawa River by Frances Ann Hopkins (Courtesy of the National Archives Canada) - Reproductions available from BCU Headquarters. (see advert in "Focus" Supplement)

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Editorial

ONWARD EVER ONWARD

As any student of Chinese astrology and most canoeists will know, 1982 was the year of the dog. For those whose duty it has been to steer the Union safely onwards through the confused and difficult waters of the past decade, 1982, even for dog lovers, was very much more than this, it was truly the end of the 70s, which were perhaps the most vigorous and expansionary period in the Union's history. During this relatively short time span, we have witnessed the transformation of the Secretariat from a hard working General Secretary with part-time clerical assistance, to a Director with supporting executive and clerical staff, housed in modern offices and aided by technology unthought of ten years ago. We have Federalised, Regionalised, Incorporated, re-structured our management committees and our membership classes, organised three world Championships, achieved international competitive success beyond the hopes of the most optimistic, tripled our membership, quadrupled our turnover, and, just to keep us all on our toes, and with hardly time to draw breath, produced a five year development plan for the eighties. Whilst the Union have always regarded their past with the degree of reverence and respect one might expect from an organisation whose history as a recreational pastime for English (and Scottish) gentlemen pre-dates the Crimean War, they are, nevertheless, properly concerned with the future, with progress, and with improvement. The implementation of the Five Year Development Plan has therefore become a major pre-occupation. What has been done has been done, what is to be done is still to be done! So let's do it! You may well ask do what? Well, briefly, for this is an Editorial, not a feature article, the Council of Management have agreed that the corner stones of their development plan, which they will seek to implement not later than the Union's Golden Jubilee Year of 1986, will be -

"The encouragement of greater participation in the sport and recreation of canoeing by developing regional organisation and the appointment of regional development officers.

To continue working actively towards, and

ultimately to achieve, a situation where canoeists can paddle all waters suitable for canoeing without challenge but with reasonable consideration for other water users, and with due regard to the law and conservation of the environment.

The continued development and improvement of the Coaching Scheme, with particular emphasis upon the appointment of a professional competition coach or coaches, and the improvement of resource material, publications and films.

The construction of the Artificial Slalom Course at the Holme Pierrepont National Water Sports Centre, Nottingham, and the transfer of Union Headquarters to the Centre when sufficient progress with the course has been achieved."

Some success has already been accomplished with the plan, and discussions with Sports Council and other interested organisations regarding the Union's proposals are proceeding. However, self-help is the key factor, and it is evident that financial support from without the Union will be in direct proportion to that generated from within. This message has been given particular emphasis by those agencies it is anticipated will respond to the Union's appeal for help with the construction of the Artificial Slalom Course. With this in mind, the Action Committee, who were appointed by the Council of Management last year to co-ordinate and initiate measures for promoting and inaugurating the Artificial Slalom Course project, have established a fighting fund target of £100,000.00 (See page 33 of this issue of "Focus"), which it is intended will clearly demonstrate the Union's ability to help itself. If we believe that a National Centre for canoeing, providing opportunities for indulging all aspects of our sport, supported and administered by the Union, with Headquarters established as an integral unit within the facility, is a worthwhile objective, it is up to us all, each and every one of us to give our active encouragement to the Artificial Slalom Course project. The sponsored paddle to be organised on May Day will clearly be the major fund raising venture during the year, but there are many other possibilities for the imaginative entrepreneur, beetle drives, coffee mornings, raffles, jumble sales, being but a few. Let us demonstrate our commitment to the realisation of perhaps the most imaginative and exciting canoeing concept the World has seen, and produce yet another first for Britain.

50+ ON THE WATER

TS Eliot once said, "The years between fifty and seventy are the hardest. You are always being asked to do things, and yet you are not decrepit enough to turn them down." Hopefully there will be lots of people in their fifties who will not be decrepit enough to turn down the Sports Council's entreaty to the over 50's to join their campaign, "50+ and All to Play For", which is to

be launched early in 1983. They say -

"Lots of people in their fifties are missing out by not enjoying any physical activity. Maybe you've never thought of it, hated sport at school, feel you're too old, flabby or unfit, are frightened of making a fool of yourself, don't have the time or money, don't know how to go about it, or just can't be bothered. Stop making excuses and have a go! The choice is vast. All ages and abilities are welcome. It doesn't have to be too expensive or energetic. Fancy yourself as a

coach, club secretary or team manager? Above all, taking part is fun and helps you to keep fit and active. Join our campaign; you've got all to play for."

Those of us who admit to being within the

relevant age range, heartily endorse the sentiments expressed by the Sports Council, and extend an enthusiastic invitation to those who are 50+ to join in the Union's canoeing activities during 1983.



RON THE RUN

Paddlers will have noted from the variety of comments contained in this and previous issues of *Canoe Focus* that 1983 will be the year that members are being encouraged to strain every sinew, and help to raise £100,000.00 for the Holme Pierrepont Artificial Slalom Course Fighting Fund. Not to be outdone by mere mortals who may consider that paddling in one sponsored marathon, and contributing their old socks to a jumble sale is a sufficiently generous contribution to the Fund, the Director, Ron Emes, his newly acquired MBE, and his dog, have volunteered to run in four half marathons, and one full marathon during the year, and donate the proceeds of all sponsorship monies raised therefrom, to the Fighting Fund. Admittedly the volunteering did occur at the office party, and no-one has yet had the courage to produce the signed agreement obtained by a wily member of staff for confirmation, but honour is honour, and the Director did give his word. So, if you know of any half marathons in your area, where runners may be sponsored for charities of their choice - Ron Emes is your boy. He doesn't know yet but the first run will be at Lincoln in April.

FOSTERS FROLICS

The shades of Rob Roy MacGregor, Edward VII (Past Commodore of Royal Canoe Club when Prince of Wales) and sundry dignified wielders of the paddle in days of yore, will no doubt stir restlessly in their mausoleums when the notes of the following doggerel, dreamed up by those inhabitants of the never never world of advertising, issue forth on the ether from Capital Radio - Sung to the tune of I'm a Gnu!

"If you'd like a canoe,
Have I got news for you.
Foster's have arranged a thing or two.
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From novice to ace,
You can man the boats, or watch the hotshots
race.

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And plenty of Australia's favourite brew.

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Foster's Draught International Canoe Exhibition.
Crystal Palace, February 19th and 20th.

'Y see blue, it's true -

There's plenty to do -

For everyone 'oo can canoe, can you?'

Australian Houndog comments - "Fair Dinkum Cobbler. Too right! Even if these Pommy Poofas can't play cricket, they can certainly organise an Exhibition."

HEADQUARTERS HEAVIES

Brian James and Dave Lawrence, the Union's Administrator and Development Officer respectively, were amazed to receive a cutting from the Woking News and Mail which read as follows -

"Three workmen were injured at the site of the new Civic Offices off Victoria Way, Woking, last Friday, when a sheet of double glazed glass came loose from a crane and crashed to the ground. They were Brian James and David Lawrence who are employed by the glazing company working on the site, and Michael Walker, a scaffolder. All were taken to Woking Victoria Hospital with cuts, but were released after treatment. It is understood the accident happened after scaffold poles slid underneath suckers which were supporting the glass on a crane. The glass was released and fell off."

Each of them hotly denies that they have any glazing skills whatsoever, and that despite the obvious attractions of moonlighting, both insist that they are much too hard worked at headquarters to countenance fitting double glazing in their (spare) time!!

PRODIGIOUS PORTSMOUTH

The faceless bureaucrats at headquarters, under siege from members asking for more services for less money, less services for no money, no services for even less money, and occasionally more services for more money - were delighted, astounded, exhilarated, and inspired to receive a letter one memorable day before Xmas, containingwhat a compliment, a thank you, and best of all a donation of £25.00 to the Union's funds - I quote

"As a result of a long chat at the AGM on the plight of the BCU we have decided on two things -

(1) To ask you Club members to join the BCU or at the least to think of ways which money could be raised for the Union.

(2) In addition to our affiliation fee we are sending a donation gift to the BCU of £25.

Portsmouth and District Canoe Club."

Need more be said - it's the thought that counts.

PENANCE TO PAULINE

As the most tactful member of the Editorial Staff of *Canoe Focus*, Houndog has been specially commissioned to apologise (yet again) to Pauline Goodwin and Hilary Boshier (nee Peacock) for the deliberate mistake - did you spot it? - yes you did - contained in our last issue, Page 5, "Wild Water Racing - Putting the Record Straight". It was of course Pauline who won the

silver medal in the Women's Individual K1 event at the 1975 World Wild Water Racing Championships at Skopje in Yugoslavia. Hilary won the bronze medal, not as printed, the other way around. Both Pauline and Hilary are of course now both Mums, and cannot undertake the time-consuming training commitments so necessary to maintain the high standards of skill and fitness that are required by international competitors. However, both are still actively involved in coaching and very much part of the canoeing scene, and will understand better than most the fallibility of the press in general, and the canoeing press in particular!

EXIT EMLYN

Emlyn Jones MBE, Director of the Sports Council, past Director of the Crystal Palace National Sports Centre, friend of canoeing and canoeists, TV commentator for the Olympic Slalom events at Augsburg in 1972, is to retire from office on the 31st January 1983. All those who were fortunate enough to be involved with Emlyn over the years, cannot fail to have been impressed by his friendliness, warmth, and understanding of the sporting scene. We have learned with sadness of his departure from the Sports Council for he was a true ally and supporter of canoeing, and was particularly involved with the financial arrangements for the Triple World Canoeing Championships in 1981. We wish you well Emlyn, a long, happy, and healthy retirement, and do remember the open invitation to the 50+ to participate in our events during 1983.

MEMBERSHIP MEANNESS

History repeats itself - Headline - *Canoe Focus* February 1977 - "Fight the Canoe Scroungers".

"A horrifying situation has been revealed by a sample analysis of persons who compete in BCU organised competitions. It has been noted that some paddlers have not been members of the BCU for at least two years but have still competed in major events organised, under the auspices of the governing body, by a small coterie of dedicated people who give unsparingly of their time to organise the events for the enjoyment of others and who also pay their membership dues. If people wish to have the benefits of membership and to compete, receive information, take part in the coaching scheme and possibly aspire to international representation, then it quite clearly boils down to being a straightforward commercial transaction, if you want the rights of membership you must pay. It is disturbing to witness so-called sportsmen adopting the unfair, unsporting, attitude of letting other people carry them because, quite clearly, those who do not pay their subscriptions are feeding off other people's contributions."

Five years on - letter from the Chairman of the Marathon Racing Committee December 1982,

"On checking every result/name for the 1982 Hasler Trophy, I find from the British Canoe Union membership list, that either no trace is found of paddlers on the attached list or information is needed to confirm their membership". There follows two pages of names.

Much has been written by many regarding membership of the Union during past years, and one incontrovertible fact emerges - for every canoeist who enjoys the facilities provided by the Union in one form or another, and does not pay his subscription, another must contribute at a higher rate to subsidise the activities of the non-payers. Fight the Canoe Scroungers, indeed we must.

CANOE CANADA

Nigel Timmins is in charge of Inland Canoeing at Plas-y-Brenin – the Sports Council's National Centre for Mountain Activities at Capel Curig, North Wales, a post he has held for five years. During 1981 he took part in the Sun Khosi expedition, and in May of this year he visited Eastern Canada. Here is his vivid account of the white water to be found there.

Eastern Canada, the land of huge coniferous forests, the Great Lakes, Beavers, Moose, voyagers and trappers, all these things I had heard of when talking to Canadians and when the opportunity to go presented itself last May I jumped at it.

We flew into Toronto and were met by a friend of ours who then drove us North for five hours to a tiny little village just outside Pembroke on the banks of the Ottawa. Here we met Paul Sevick, a Canadian who had been in Britain two years before and had always been on to me to come and try some of the Canadian rivers. He is the Director of a Canoe and Kayak school which is attached to a parent company, The Ottawa River Whitewater Rafting Company. They very kindly put us up for the duration of our stay and lent us Canoes and Kayaks.

One hell of a river.

The Ottawa River is one hell of a river – an enormous system of lakes and snow-fields feed it in the far north and then tumbles and forces its way south and then east into the St Lawrence at Montreal. For a lot of the time it is not just one river but a myriad of channels each bigger than the Thames at Windsor. A lot of its force and power has now been harnessed and large lakes and hydro-electric schemes are dotted down its length. A short section however, just east of Pembroke has been left providing two channels, the middle and the main, with some of the biggest white water to be found in North America. When we arrived in early May snowmelt had swelled the river to bursting point and some 90,000 c.f.s. was thundering its way down – but this is a river that can be relied upon to give really good paddling even late on in the driest summer since rarely has the river dropped below 25,000 c.f.s.

Rafters and kayakers alike are drawn here because of its enormous rapids lasting right throughout the summer. Three big rafting companies operate on this section of river, Ottawa River Whitewater Rafting being one of them. They operate in 22 foot long rubber rafts each carrying 10 passengers and one river guide – everyone is given a paddle and is expected to help control and power the raft through the rapids. All over America rafting is very popular and I can now appreciate why. In these large rafts one can attempt some enormous water, they have the ability to bridge really deep holes (stoppers – they are such powerful monsters – it seems more appropriate to call them by the Canadian name than British) in comparative safety, and yet the sheer excitement and fun is overwhelming. The boats twist and buck like a prize Rodeo bull and despite being so long will sometimes bury in the big holes and you really have to fight to get them out. If you have never been rafting on a big river and you get the opportunity – then take it because I am sure you won't be disappointed.

Mind-blowing Kayaking

But enough of the rafting. I had come for the Kayaking and Canoeing. Kayaking on the same stretch of the river as the rafts use is a mind-blowing experience to us British canoeists who are bred on small rivers and only very occasionally see big water. The river is surprisingly only Grade 4, since it is only the size of the waves and speed of the water that make it difficult. On each rapid there were big holes which normally had to be avoided, but all the manoeuvres were easy – basically start right and come out left, or vice versa. There were no rocks, or at least, very few of them – and nearly all the rapids finished in enormous flat water pools. The only exceptions



St. Anne De Norde, Start below Fall

were Garvens on the middle channel in high water which was a rocky "technical", thirty-foot drop, with big and powerful cup shaped holes, that once held you, wouldn't let go, and Coliseum on the main channel. Again, in high water this was an enormous rapid with fifteen to twenty-foot exploding waves, and three huge holes of which one has nightmares about. Both of these were Grade 5 – but in normal summer water Garvens became unshootable and Coliseum reverted to a difficult Grade 4.

Sattler's "folly"

The start of the whitewater run was across a calm and beautiful lake before turning a corner, when the sound of the first and quite difficult Grade 4's – "McCoys" – could be heard. The river just drops out of sight with clouds of spray and the occasional splashes of water trying desperately to release themselves from the thrashing, cavortions of the river. An inspection of this one was necessary since two holes had to be avoided – the first on the left called Sattlers – named after the famous Austrian slalom paddler who was ignobly unseated from it. Having avoided that, it led straight into the next – Phills Hole, a huge creamy monster which was at least a little more friendly than Sattlers. However, at first I wished to visit neither, so an S shape course down the rapid proved successful. On further runs down however, I was shown that there was a very narrow through-route on Phills – you couldn't see it from above, so it was a matter of trying to line yourself up and then hoping. When you could see the shoot through it was too late to do anything about it if you were not on line. If you were on line you disappeared



Phil's Hole on the Ottawa River



Rafting, a popular Sport



Black Shoot – Ottawa River



Macoy's with Phil's Hole

into a welter of foam, slowed, but then slowly slid over the top and away with whoops of joy. If you were not, the same plethora of foam, but a sudden slowing, dig hard with the paddles—but you could feel the slow backward sensation as you slid into what those on the bank could see was going to be a perfect back loop (you knew very little about it since the sensation of panic had clogged one's eyes). Most people performed a back loop, a front loop, a roll, surf the wave, before being front looped out. That was if you were lucky! You could stay in there longer, looping round and round, or could push the ejector button and bail out. Fortunately in doing so you were pushed to the bottom of the river and straight out of the hole. Then pick up the pieces in the flat water below. If you were in a fibreglass boat it would literally be pick up the pieces, since the water was so powerful it just chewed most glass boats up. Plastic boats are very popular in North America and with rapids like those on the Ottawa I can see why.

Raft Flippers

A mile of flat water brought one to a fabulous rapid called "Black Shoot", with a steep long tongue of black smooth water rushing headlong into a huge series of haystacks and boily water. Swing into an eddy on the right, which surged up and down by about four to five feet, and sucked one up to the top of the standing waves again. This was the first time I had paddled in an eddy which was Grade 3. A swift turn into the haystacks, and on down, heading hard right all the time, since a large ledge caused an enormous canoe gobling stopper. On the right was a shoot, with again a fantastic series of standing waves which you could easily loop on.

From here on the river quickened and rapid followed rapid, Butcher Knife, Big Wave and Normans being the biggest of the sets. Normans was a really squirrily rapid with some big rooster tails (big twisting breaking waves lying diagonally across the river) and you never quite knew where you were going to come out—which was a little nerve racking since Normans ran straight into Coliseum. As its name suggests, this is the biggest rapid on this section of the river. Extremely fast water and three big holes, two of which are difficult to avoid, make this a really exciting rapid. In high water it's a real stomach thumper, since the holes are enormous, and the waves regularly flip the 22' long rafts. It just has to be seen to be believed. The river then quiets, though you still have a couple of rapids, Dogs Leg and Black Velvet, but it has really lost its power and is just winding down.

In all, the trip is only 8 miles long, but it seems much longer than that. It can be run in just a couple of hours, but is far better to stop

and play on some of the huge waves or friendly stoppers. It is a fantastic playground with flatwater below most of the rapids and very few rocks, so one is quite happy drifting down upside down waiting for the right moment to roll. If you fail, well you just wait until you get washed into the quiet water below.

More, many more.

So much for the Ottawa. What of the other rivers round about? I was amazed by the variety and number of good kayaking rivers close by. Look at the map, but a short list and description of some of the more notable ones is necessary.

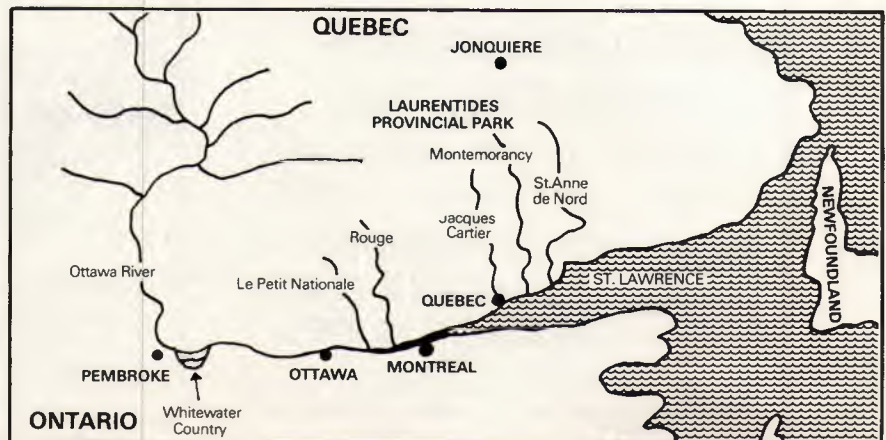
At the south end of Alogonquin Provincial Park lies the Madawaska – a fourteen-mile paddle from Whitney to Highway 60, mostly Grade 3, with one Grade 5, and one portage past a rocky 20' waterfall. Nearly all continuous, and a grand day's paddle. A little further away in Quebec lie some great rivers, and all covered in a superb river guide—written in French unfortunately, but it's not too difficult to translate the important parts. The Montmorancy was a true "Alpine style" river, rocky and technical, mostly Grade 4, and absolutely continuous – a real classic trip. An easier river at Grade 3, and again almost continuous, the Sainte Anne de Nord must rank as one of the classic medium grade trips in North America. A steep walk down some steps to the start of the river at a power station enters one into a gorge with no way out except at either end. The rapids are rocky and technical, but with numerous breakouts and very few sharp drops with fantastic scenery it all added up to a superb river trip. The finish is above a huge 300' waterfall which is really spectacular and well worth stopping to look at. Fortunately it is easy to spot and stop beforehand!

The Rouge is another popular rafting river

and offers two classic trips. High up is a 6 mile trip starting in "Le Canyon" a Grade 4. It is easily inspected beforehand, and followed by some Grade 3 water. Further down is another classic. Starting easily, one is led into a fairly remote region, and the river begins to show some force, dropping over a number of ledges, and then swinging round a corner. All this is difficult to inspect followed by rapids called the Mushroom, and the Washing Machine, about Grade 4 to 5, a great section for adrenalin junkies, as you hop from eddy to eddy, not quite sure what you're going to drop into next. Further down you are left with a desperate portage through forest and steep ground past Les Sept Chutes, not as yet done, though they are shootable, and it can't be long before someone plucks up courage and shoots them. Seven rapids, five of which are vertical drops ranging from 10 to 20 feet – we shot the last two, but they were not quite in the same range as the first five. Shortly afterwards you are sped under a road bridge into the swiftly flowing St Lawrence.

I only touched the surface of kayakable rivers in Eastern Canada—there are many, many more, and all within a day or two's drive of Toronto. A superb area – cheaper to fly to than the West Coast, and a lot more to offer than perhaps previously thought. I, of course, caught the best of the water—the main spring run off in May and early June, after which many of the rivers would be too dry. But it would still leave enough big rivers to keep you busy for quite a few weeks.

Whilst rushing round kayaking on these rivers I also managed to get some open boat canoeing in on both river and lake – which, of course, Eastern Canada is well known for, and I will mention more of this in the next issue.



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The seeds of success

Where is the sponsorship? Where is the publicity? Where are the resources? This cry has been raised by a number of paddlers and their supporters recently. And not just recently – and not only in our sport. Many believe "the BCU" could, and should do more.

So what has been achieved? Well, in the last financial year the Sports Council were persuaded to put into canoe sport a grand total of £ 297,321. The highest actual cash investment in any sport in the United Kingdom during 1981. Sports Aid Foundation Ltd paid out £51,896 to our international paddlers to assist them with training expenses – pro-rata arguably the highest amount for any sport. Sponsorship to the tune of £10,000 was attracted for various events, and further deals are in the pipeline.

These results are not achieved through waving a magic wand, but by careful and continuing negotiation and boring administration.

Admittedly we did not obtain the national press or television coverage we would have liked. But neither did a number of others, some fairly major sports, who, like us, seek to find ways into this exclusive club. Accusations have been made that insufficient effort is made in this direction, including a verbal rebuke from the Sunday Observer, who failed to obtain the results sought from one slalom event during a busy international season.

The problem is that the machinery required, and the cost involved, of providing immediate information for the national press, set against the likely results for that effort, make the setting up of such a system of dubious value.

"Angles" are needed. Stories. A bit of scandal to titillate the public interest. Gold medals are all very well, but the newspaper has to sell. Journalists who are happy to see servicemen's lives at risk in order that they can publish information that will help to sell a few more papers, are not impressed with arguments for helping sections of British sport for altruistic reasons.

Sound foundations have been laid, have been consolidated, and are currently being built upon, for the future development of our sport. We



Grayson Bourne, fastest man in Britain

can all think of the "show biz" personality who becomes an "overnight success". Investigation shows that the person has been "treading the board" for a generation or more. It has required some particular event to bring them suddenly to the public notice, and everything snowballs from there. So it is with our sport. We must keep trying. We must pay heed to the impatience of those who want to see us "arrive". We must harness and use that energy. But the main concern must still be with the steady routine of ensuring that the sport is fully serviced and able to respond in a lasting way when the real opportunity does arrive.

Meanwhile, let's give all due credit to the Sports Aid Foundation, the Sports Council, to our sponsors, and to all those who have enabled our sport in its total to function, and to succeed, during 1982. We look to their continued help to ensure British paddlers repeat their successes during 1983.

In spite of the substantial grand sums involved, individually canoeists still have to struggle desperately and make considerable personal sacrifices in order to win medals for themselves and their country. To them we say, thank you and well done. And may 1983 season prove to be an even better one in reward for your efforts.

LONDON'S DOCKLAND

London's dockland, now awaiting redevelopment, has a great deal to offer canoeists. The possible development of the royal dock as a rowing and canoe sprint course is common knowledge to many. Less well known is the impending development of part of the West India Docks for much wider uses.

At the eastern end of the Southern Basin is envisaged the development of a large water-sports centre housing several local boating clubs, and, with the largest space allocation, the Dockland Scout Project.

The main building would house clubrooms, changing facilities and toilets, including facilities for the disabled, workshops, including a dry dock, plus separate storage facilities for each organisation. Floating slipways and several pontoons would give adequate access to the water.

The Dockland Scout Project has been running courses and holding events in the West India Docks for three years. The nucleus of the team however, has been active in this part of London on board the "Discovery" for over 30 years as the Discovery service crew. It is funded by an independent trust, which is a registered charity.

The Dockland Scout Project is first and foremost a training base and as such is quite unique. Run entirely by voluntary staff, it holds courses in canoeing, rowing, dinghy sailing, RYA Sport-boat handling and off-shore sailing.

The base is primarily geared up to service scout and guide groups, sea cadets, rangers and other bodies, although young people from outside these organisations frequently join in.

The most outwardly active part of the project is the canoe section. For example, in 1983 we

are running twelve 1*/2* courses, two 3* courses, inland and sea proficiency training and assessment, a TI course, plus Instructor and SI assessment weekends. New for 1983 will be tests for the canoe safety award plus some "cub fun days" for the under 12's using open canadians.

Between March and October, all the sections combine to run monthly "open days". Training trips for the section include surfing weekends, whitewater training, plus a projected trip to Spain next summer.

Running the section are three Senior Instructors, plus an enthusiastic team of Instructors and other proficient canoeists of all ages.

Anyone who wishes to find out more about the project or would like to come on an inexpensive course, can write to us at: Dockland Scout Project, West India Docks, London, E14 or telephone us on 01-987-1757 Wednesday evenings.



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A Dockland Scout Project canoe surfing course prepares to get afloat, Kimmeridge, Dorset

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NEWS FROM CALSHOT

Paddlers will be interested to know that John Aberdein, the Head of Canoeing, is now returning to Scotland to teach in the Orkney Islands and John Kuyser has been promoted to take his place.

A very full programme of Canoeing, Boardsailing, Sailing and Multi-Activity courses is detailed in the 1983 Brochure of Britain's major sea canoeing centre.

Canoe courses range from Beginner to Advanced and run from May to October and several special events have been planned for 1983.

May 7th

Sea Canoeing Exhibition. A chance to try and buy Kayaks and equipment.

French Whitewater

Whitsun. A ten day whitewater trip to canoe in the Massif Central. For improver or expert. Proficiency tests can be taken during the holiday. 28–5 June.

Brittany Sea Kayaking

Early August. A ten day Sea Kayak tour of South-West Brittany in association with French Sea Kayakers. Proficiency tests can be taken during the holiday. 30 July–7 August.

Norway Sea Kayaking

Late August. Ten days. A self sufficient Sea Kayak Expedition from Bergen to Stavanger through the spectacular fiord and island seascape. Ferry from and returning to Newcastle. Again, Proficiency tests can be taken. 20–28 August

Details of all courses including Surfing, Welsh Whitewater and Round the Isle of Wight weekends are available free from: The Director, Calshot Activities Centre, Calshot, Southampton SO4 1BR. Tel: Fawley (0703) 892077.

SLALOMIST DROWNS TRAINING SOLO

21-year-old David Urry, a Division II paddler, disappeared whilst training alone on the Blackwater and Chelmer navigation at Chelmsford, in Essex, on Friday 10 December.

Thinking that he was attending a training weekend, his parents were not concerned at his absence, and so it was not until the Sunday afternoon that the alarm was raised, when the boat was discovered at Boreham Lock. David's body was found the following Wednesday, about half a mile downstream from the clubhouse on the Maldon side of Paper Mill Lock, near Great Baddow.

David, the only member to have drowned during 1982, was a highly competent paddler, having only just missed promotion to Division I. He was wearing a buoyancy aid and a crash helmet, and it is still not known exactly how the accident occurred.

Our sincere condolences are extended to Mr and Mrs Urry.

DEATH FROM A BLOW

Philip Mines, a 16-year-old member of Avon Canoe Club, shot Frenchay Weir, on the river Frome at Bristol, on 12 December, watched by his mother and brother. The river was high, and the weir is known to have a holding stopper, which makes it desirable for rescue arrangements to be organised.

Peter Sheath shot the weir first and waited whilst Philip came over, capsizing in the stopper. He offered his bow, but was himself capsized and swept away. Stephen Mines waded in and attempted to get Philip to hold onto a broken branch he was holding, but Stephen was then swept away.

The pathologist reported that death, which would have been instantaneous, was due to a blow to the left side of the neck. It is not clear at which point this blow was sustained. A crash hat was being worn, together with a buoyancy aid.

The coroner has stated: "I am satisfied that there is an adequate procedure for rescuing a canoeist who overturns and is conscious, but I'm not sure if sufficient attention is paid to the prospect of his being unconscious".

It should be noted that this is the first casualty in recent times in this country where death has been recorded as being due to a blow.

COACHING FOR COMPETITION

Do you support a young, or hot so young, paddler? Take him or her to training sessions and events? Follow down the course? Shout encouragement – or other things? Keep an eye on the stop watch?

You don't have to be a paddler yourself to do these things – and your help can make a lot of difference to the individual concerned. It could make even more difference if you, yourself, had some means of getting simple advice on how best to set about preparing and training your protege.

The new *Competition Trainer* courses have been designed to do just that. To help you to help others. They are not complicated. You don't need a vast knowledge of the sport – or of physiology, action of muscles, and so forth. Any information you do need, and how to obtain more, will be given to you in easily digested form on the course.

All you require is a willingness to help your club's paddlers to improve their performance and to achieve their full potential.

The national competition coaches have set up a series of dates and venues when you could become a BCU registered Competition Trainer by attending a two-day course. There are no examinations, and no formal qualifications. Candidates are registered all the time they remain in membership, and supplied with helpful further information as it becomes available.

Hugh Mantle, in particular, has produced a first-rate series of courses for slalom. Each is staffed by a coach he has trained for the purpose,

while Hugh himself is now concentrating on publishing further resource material for circulation. Why not send for details about one of the courses listed below and join all those who are working now to ensure a continuing successful future for our paddlers?

Hilary Boshier (nee Peacock) has recently been appointed for Wild Water Racing, and a new national Racing coach will soon be established. Send to BCU office for details of the

Wild Water Racing and Racing courses for 1983.

Some clubs have obtained the services of a coach for a one or two-day training session for a group of their up and coming paddlers. Write to your regional competition coach if your club is interested (see Year Book or through BCU headquarters).

For the long term, however, you need to persuade members of your club to become *Competition Trainers and Coaches*.

19/20 March	Runcorn	Kayak Trainer	Hugh Mantle IM Marsh College Barkhill Road, Liverpool.
30 April/1 May	Ironbridge	Kayak Trainer	Hugh Mantle
21/22 May	Gloucester	Kayak Trainer	G. Lodge, 3 Westbourne Drive, Cheltenham, Glos.
2/3 July	Ironbridge	Canadian Trainer	H. Mantle
24 Sept	Serpent Tail Llangollen**	Kayak Coach Bridging Course	H. Mantle
8/9 Oct	Washburn**	Kayak Coach Course	H. Mantle
8/9 Oct	Washburn	Kayak Coach Course	H. Mantle
15/16 Oct	Plas y Brenin	Kayak Trainer	N. Timmins Plas y Brenin, Capel Curig, N. Wales.
Jan 1984	Nottingham	Slalom Coaches + Paddlers Conference	Roger Fox, 3 Moreton Avenue, Harpenden, Herts.

** Coach Bridging Courses are for those trainers who feel they need an intermediate course before attending a full coaches course. It is NOT compulsory.





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THE BRITISH NATIONAL SURF CANOEING CHAMPIONSHIPS

Report by Mike Keeble

Gordon Henderson demonstrates a perfect loop. Discredited a couple of years ago, it has re-emerged as a valid manoeuvre when executed as the climax to a high-scoring wave.

This year, the Surf Championships were to be held at Freshwater West in Pembroke, Wales on 20/21 November.

Despite the success of the previous year's British which were held at Croyde, it was felt by the 1982 committee that the number of competitors was too great for the premiere event of the season. Smaller numbers would allow greater flexibility in organisation and in particular, could mean four to a heat instead of the usual six.

It was therefore agreed to increase the qualification to reaching two finals in regional competitions, although this was later dropped to one final and one semi final later in the season. As a result, there were sixteen competitors in the open class (surf skis and surf canoes combined), sixteen in the slalom, five in the juniors and four in the ladies.

With the approach of the weekend, the weather predictably began to deteriorate and the usual depression and associated westerly gales set in. Most people travelled up on the Friday, in fact, the Jersey contingent had arrived on the Thursday. They were all faced with a mass of white water at Freshwater West which would have been impossible to surf. Some went to the South Coast at Manobier and were able to find more rideable surf to practise on.

On the Friday night, at Pennar Park, the organiser, Chris Blakey, wisely decided to use Manobier for Saturday's heats in view of the gales blowing at the time and forecast for the next day.

Competitors got up early to the noise of the wind beating against the windows of the flatlets. A convoy of boat-laden vans and cars then proceeded through Pembroke to arrive at Manobier about 8.30am. At this South facing beach, the surf was small to moderate with the occasional peak coming through at four feet.

Chris quickly had his organiser's marquee erected and the first heat of the open got under way only minutes behind the programmed time of 9am. The site did provide an excellent judging point on the cliff top overlooking the main break.

Three out of four in each heat went through to the quarter finals which were held in the

afternoon. The standard of surfing was very high in all heats and some unlucky paddlers were knocked out despite excellent performances and high scores. In the afternoon, the surf deteriorated with more and more lines becoming "close outs" and dumping as the tide dropped. Some particularly unpleasant rocks also became exposed but it was often the competitors prepared to surf directly in front of these that were able to take off on a peak and achieve the longest sections to work on.

The first two paddlers from each quarter final went through to the semi finals, together with the two highest scoring thirds and fourths. This is never a satisfactory system, but was necessary because of the mathematics of the entry numbers and the short time available on the water at this time of year. A repechage event with all the losers in to fight it out again for the extra places is fairer, but more time consuming. In the event, the unfairness was demonstrated in the open quarter finals when both the highest losers came from the first quarter final which had the advantage of much better surf conditions than the other three were to enjoy.



Colin Bull, one of the few consistent high-placed competitors to surf a kayak. In general most top places in open competition now go to ski riders.

When the last quarter final ended the day's competition, the great rush was not out into the surf, as at most competitions, but back to the holiday camp. Here, an excellent meal helped recovery and was followed by one of the best surf films I have ever seen. Without the hassle of an A.G.M., the evening was relaxed and enjoyable, only to be marred by the forecast of strengthening winds for Sunday.

Another noisy night (caused by wind rather than revellers) and even earlier morning start meant a bleary eyed convoy once again made its way to Manobier at 8am in the morning. The swell had increased in size but at high tide looked menacing as the closed out lines dumped on the beach or crashed into the cliff face. Phillip Poutney proved it was surfable with a magnificent ride on a board, but the judges could not be convinced that they would be able to see the rides with rain being driven by gale force winds onshore.

After a short discussion, it was decided by Chris to move to Broadhaven where although the surf would be smaller, there would be more protection from the Southerly gale. The convoy started up again leaving Robin Poutney desperately trying to signal to his son to come in from the surf, always a difficult thing to do at the best of times. An hour later we were looking at the small and irregular surf of Broadhaven, wondering whether we had made the right decision. It was too late to change again, so the semi finals got underway.

The alongshore gales quickly increased in strength and made conditions on the water extremely difficult, for me at least. I spent all my time in the first semi final trying to stay upright and if a wave did suddenly peak up behind me and I happened to slide down it forwards and the right way up, it was a bonus and one that did not last very long either.

Others however managed to excel despite the conditions and as the semi final gave way to finals and I had time to recover in the bar, I was amazed at the brilliant rides being taken. Mark Alderton in the Junior Final, Robert Poutney in the Open and Kevin Trudgeon in the Slalom deserve particular mention for their performances which would have been outstanding in

DERWENT CANOES

are saying nothing about their
revolutionary new product, on
display on Stand 65,
Main Hall, Crystal Palace.

any conditions.

Back at the holiday camp the prizegiving, thanks to Chris, went off as smoothly as the rest of the competition. In addition to the trophies for winners, the first three places also received inscribed hip-flasks. Prizes were also donated by Mark Gees, Dolphin Wet Suits, UK Surf Skis and Clywd White Water Centre. The prizegiving was also the opportunity to present the cups for the National Ranking Championships of the season. These go to the paddlers who have achieved the highest number of ranking points in their best three regional contests. The winner in slalom was Gary Adcock and in the open, Geoff Miles.

Finally, thanks must go to Chris Blakey and his willing band of helpers who made sure that the competition ran well despite the conditions and even provided hot dogs and coffee, something which I hope will set a new trend at surf contests.

On reflection, November is not the best time of year to hold any surf contests, let alone the National Championships. The 1983 committee have already decided to hold the 1983 British on the weekend of August 28/29 at Penwith, Cornwall.

Qualification will accordingly be changed to reaching one final in the period August 1 1982 to July 31, 1983 for the open and slalom classes and coming in the first three places of any Junior or Ladies event.

Results

OPEN

1. Robert Poutney
2. Mark Alderton

SLALOM

1. Kevin Trudgeon
2. Gary Adcock

JUNIOR

1. Mark Alderton
2. Dominic Bailey

LADIES

1. Sandra Irwin
2. Claire Major



Pete Seabrook shows the shape of things to come. Open contests are increasingly dominated by Foreign-designed skis, as the trend towards shorter, high performance craft continues.



Paul Foster on some of the best contest waves ever seen in Britain, at Red River, Cornwall.

Director Honoured

Each year one looks through the New Year's Honours list hoping to see someone we know, but hardly ever doing so.

Over the past five years only two canoeists have been honoured, Hilary Peacock and Oliver Cock. So it becomes a very pleasant duty to add another name to the list. Ronald W. Emes, Director of the British Canoe Union, receives an MBE for his services to Sport.

His interest in canoeing started back in 1944 when in the Royal Navy serving on the Battleship Duke of York. As a young sailor, he was required to take part in a bleep reconnaissance. It involved the use of a small boat, which first appeared to him as a rowing boat, but was, in fact, a wartime folding canoe used for amphibious operations. When joining the Police Office after de-mobilisation he was at a loose end in his spare time and spotted a design for a home made canoe and recalled his navy days.

For the next few years he paddled the river and canals around Birmingham never coming into contact with other canoeists as few existed, until reading about the Canoe Camping Club. In 1951 he was appointed Secretary of the Severn and Avon Club and as the sport grew he

could see a need for a local club in Birmingham. So, in 1953 Ron, together with Geoff Sanders, the current BCU Chairman of Council formed the Birmingham Canoe Club.

Four years later, Ron took his first team abroad to an International Regatta in Belgium and in 1959 was appointed British Racing Team Manager to take the team to the European Championships. In 1973 he retired from the Police Service in order to give greater commitment to canoeing, and went to University to study Physical Education and Social Administration, followed by a post-graduate teaching course. On completion in 1978 he was appointed as the Union's Development Officer with a special responsibility to set up the regional organisations. During this time he also held the post of Chairman of the Union's Sports Management Committee, Co-ordinator of the Olympic Training Squad, and Director of Canoe '81. His great experience and dedication made him the natural choice as the Union's Director early in 1980. In 1982 he was appointed to the Executive Committee of the Central Council of Physical Recreation and Vice-Chairman of their Water Recreation Division, in addition to his membership of the British Olympic Management Committee.

This recognition of his efforts for his sport has never been more deserved. Congratulations Ron!

A FURTHER BOOST FOR MINOR SPORTS

The amounts of money available to minor sports through the Fosters Sports Foundation have been more than doubled to £50,000. The decision was made during the first meeting of the Foundation Selection Panel. The Chairman, Dickie Jeeps was staggered to find that over ninety applications for grants had been made. An indication of how much can be done by some sports with an extra £1,000. The smaller sports need this money for coaching schemes, developing safety programmes and of course, to stage events.

The Fosters Sports Foundation, well known to canoeists, was originally launched in October 1982 as an extension of the wide ranging support already given by Fosters Lager to minor sports. In the first distribution of grant money there have been awards to sports as wide ranging as the Amateur Wrestling Association, the National Roller Hockey Association, and the Hoverclub of Great Britain.

The Jaguar K1 & Canoe Sport carbon paddles as used by Britain's finest and most successful K1 paddler at the last world championships.

CANOE SPORT UK'S 1982 RESULTS!

MARATHON INTERNATIONALS	SPRINT WORLD CHAMPIONSHIPS
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<p>KEY: S=CARBON SHAFT B=JAGUAR K1 or STILETTO K2. P=COMPLETE PADDLE</p>	



Either the Canoesport UK Carbon Shafts or the new 21cm Carbon Paddles were used by Rudi Helm DDR, Alan Thompson New Zealand and Einer Rasmussen of Norway to obtain 1st, 2nd and 3rd places in the Premier K1 event, the K1 1,000 metres at the

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ASYMMETRIC BLADE SHAPE: International 21cm. Standard 20cm. Small 19cm.

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With either Alloy Shaft, Carbon Shaft or Glass Shaft.

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Glass Jaguar K1	Cougar K1	£180 inc. VAT.	Carbon Paddles	£45 inc. VAT.
Glass Stiletto K2		£220 inc. VAT.	Alloy Paddles	£29 inc. VAT.

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3 GOLDS, 8 SILVER, 10 BRONZE IN THE WORLD CHAMPIONSHIPS

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NATIONAL SAILING CENTRE

In this the first of a series of articles in which we look at the venues, facilities and courses offered at our national centres, we look at the Sports Council's National Sailing Centre at Cowes.

Although the NSC is renowned as the premier dinghy and cruiser sail training centre in the country the resourcefulness of its Director, Brian Cole, has seen the introduction of canoeing courses over the past two seasons. Courses are now offered in all of the Centre's activities to cater for all standards of ability.

The Centre is situated adjacent to the West Bank of the tidal river Medina on the Isle of Wight and has easy access to the superb waters of the Solent and adjacent channel.

The residential accommodation is in six berth cabins with hot and cold running water. There are ample showers, drying and laundry rooms, with lounge and television room for recreation purposes, lecture rooms, library and also pleasant dining room overlooking the river. The centre maintains a high reputation for food of quality and quantity and has a licensed bar which offers a relaxed and pleasant atmosphere in which to discuss the day's events and meet other water users in a sociable atmosphere.

The new walk ashore marina facility is used primarily for berthing the Centre's own cruisers and rescue craft. The shape of this facility has provided a natural harbour effect, which this year will be utilised for the purposes of introducing students to bat polo. This is also a superb area for introducing novices to their first teetering strokes. The Centre's fleet of rescue launches and semi-inflatables ensure that



Time for a rest, or a very important part of canoeing teamwork



A group of well known faces in the sea canoeing world at the NSC. Left to Right - Drew Delaney, Derek Hutchinson, Roger Irwin, Sandy Irwin, Ken Snape, John Drew.

confidence is inspired in novices from an early stage.

The waters surrounding the Island are without doubt some of the finest canoeing waters in the British Isles. Within the sixty odd miles of its coastline the Island can offer conditions for all standards of canoeists from the beginner to the most advanced sea canoeist. The numerous sheltered harbours and inlets offer a safe and fascinating training ground for novices and beginners, whilst within a short distance one of the busiest commercial shipping lanes in the world can offer the experienced canoeist unrivalled opportunities to learn at first hand the very important subjects of buoyage and coastal navigation.

Beginners to the sport can relax in the knowledge that elementary tuition in all the basic skills will be given on the safe waters of the rivers Medina, Yar and Wooten Creek, all of which possess a charm and fascination which help to make the Island somewhere special to visit. Novices on completion of the basic skills and training, can proceed to more adventurous trips via the Medina, Cowes Harbour and the Solent all of which offer superb opportunities to

learn the very important skills of pilotage.

For the more adventurous and experienced paddler opportunities exist to view the famous Needles, and under certain tidal conditions the thrill of threading the Needles can be experienced, followed by lunch at Scratchells Bay which is only accessible by sea and sits at the foot of some very forbidding cliffs.

Freshwater Bay offers a suitable training ground for elementary surfing and canoe caving, whilst for the surf purist, Compton Bay offers surf rivalled only by the Devon and Cornwall Coast.

The BCU administer courses for all the awards within their syllabus at this centre. This is supplemented by closed courses booked by colleges, schools, youth groups etc, and this year has seen the inclusion of one week canoe camping circumnavigation of the Island courses.

The Centre's flexibility allows courses to be structured to group's own individual needs, to this end the multiactivity course (dinghy sailing, windsurfing and canoeing) have become very popular with school and other similar groups.

The National Sailing Centre is administered by the Sports Council in consultation with the RYA and BCU, and therefore has the most modern approach to the art of teaching both sailing and canoeing in all its various aspects.

A separate brochure, giving full details of courses, prices and the very good group discount scheme is obtainable from the National Sailing Centre, Arctic Road, Cowes, Isle of Wight.



A student practicing the art of canoe water ski-ing

FOSTER'S DRAUGHT



The Australian for lager

THE FOSTER'S DRAUGHT INTERNATIONAL CANOE EXHIBITION

The new canoeing year gets into full swing at Crystal Palace when in excess of sixty of Britain's canoe manufacturers will gather together to display boats and equipment at the 1983 International Canoe Exhibition.

Foster's Draught Lager will once again be sponsoring the event, which always bodes well for the drinkers amongst us, and no doubt they will lend their own brand of enthusiasm to the weekend.

Promotion of the event is being controlled jointly by the Union and Foster's agents, a partnership which has given rise to some thirty second adds which will wing their way across the airways on "Capital Radio" in the week prior to the event. Listen out for the strains of "Can you Canoe" to the well-known tune of Flanders and Swan's "I'm a Gnu", sung in a rather strange Australian accent - No, it isn't the Director of the BCU celebrating the New Year!

Films, pool activities, lectures, seminars, 111 stands in total. The opportunity to try something or just ask advice of the many canoeing personalities who find their way to South London on the weekend of the Canoe Exhibition.

Old boats, new boats - wood, fibreglass, composite materials and plastics. Enough to make the novice's brain boggle and yet offer the expert something new to look at, mull over, or pontificate about.

We hope you'll turn up and join in this annual gathering. The canoeists who man the stands want to talk canoeing so don't hesitate to stop and have a chat.

POOL PROGRAMME 1983

Saturday	10.00 - 10.50. Polo
	10.50. - 11.15. COCLG Demonstration
	11.15. - 11.45. Fun Event
	11.45. - 12.15. Canoe Push Ball
	12.15. - 13.55. Polo
	13.55. - 14.50. Slalom
	14.50. - 15.20. Super Stars
	15.20. - 15.50. Canoeing through the Ages
	15.50. - 16.45. Slalom
	16.45. - 17.45. Polo
Sunday	09.30. - 10.50. Polo
	10.50. - 11.45. Slalom
	11.45. - 12.25. Polo
	12.25. - 12.55. Super Stars
	12.55. - 13.25. Fun Event
	13.25. - 14.20. Slalom
	14.20. - 14.40. Presentations
	14.40. - 15.10. Canoeing through the Ages
	15.10. - 15.50. Polo
	15.50. - 16.20. Canoe Push Ball
16.20. - 17.20. Polo	

Canoe Polo International Tournament and National Finals

An International Canoe Polo Tournament will take place at Crystal Palace for the International Trophy. The event will take place on Saturday 19 February and will include England, Ireland, Scotland, Wales, France and Germany.

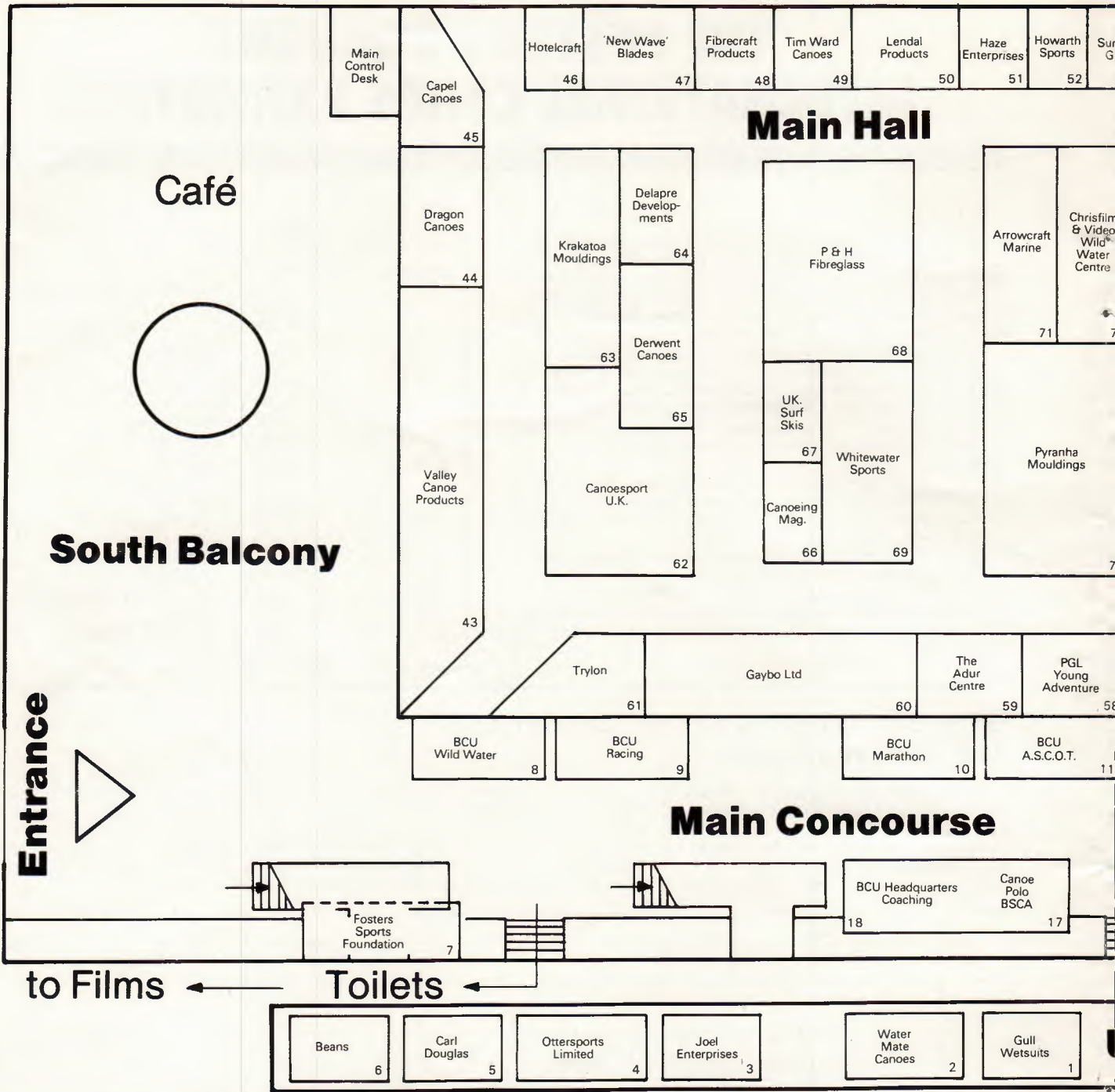
The National Canoe Polo Trophy will be

competed for on Sunday 20 February and the lineup, once again includes many of the teams who have demonstrated their undeniable skills in the past. Bear Forest, Cardiff, Fairthorn Manor, St. Albans, Walsall and two teams from Leeds will be trying to wrench the title and the

trophy from the well drilled and disciplined Luton Tigers.

The National Youth Trophy, also to be competed for on the Sunday at Crystal Palace will feature Bridgend, Hythe Harriers, Halifax and once again, the holders, Luton Tigers. In addition to this exciting programme spectators will be able to see the first ever Ladies National Canoe Polo final to be seen at the Canoe Exhibition.

BCU North West 76	Inland Waterways Association 77	Devizes-Westminster Canoe Race Committee 78	Canadian Canoe Association 79	Canoe Camping Club 80	Youth Hostel Association 81	Boy's Brigade Canoe Club	
National Sailing Centre 75	National Association of Boys' Clubs 93	Sea Rangers Association 94	Cardington Slalom Course 95	French Canoe Association 98	R.N.L.I. 100	R.L.S.S. 102	Long River Canoeists Club 83
	BCU London & South East Region 92	BCU Access 96	Spanish Canoe Association 97	Swedish Tourist Board 99	Canolfan Tryweryn 101		
I.L.E.A. 74	BCU Yorkshire & Humberside Region 89	BCU Northern Region 90	Plas-y-Brenin National Centre 104	BCU South West Region 106	National Scout Association 84		
	BCU East Midlands Region 88	BCU Eastern Region 91	BCU Southern Region 103	BCU West Midlands 105			
I.L.E.A. 73	BCU Canoeing for the Disabled 87	Advanced Sea Kayak Club 86	Calshot Activities Centre 85				



Exhibitors

UPPER CONCOURSE

- 1 Gull Wetsuits
- 2 Watermate Canoes
- 3 Joel Enterprises
- 4 Ottersports Ltd
- 5 Carl Douglas Racing Shells
- 6 Beans

CONCOURSE

- 7 Fosters Sports Foundation
- 8 BCU Wild Water
- 9 BCU Racing
- 10 BCU Marathon
- 11 A. S. C. O. T.
- 12 Welsh Canoe Association
- 13 BCU Slalom

- 14 North Shore Designs
- 15 Waveform
- 16 Lonsdale Centresport
- 17 Canoe Polo BSCA
- 18 BCU Headquarters

NORTH BALCONY

- 19 The Canoe Centre (Twickenham) Ltd
- 20 Mark Gees Paddles
- 21 Tiki International (Plastics) Ltd
- 22 Palm Glassfibre Mouldings
- 23 Wye Kayaks
- 24 D. & S. Marine Ltd
- 25 Harishok Ltd
- 26 Canoe Supply Co.
- 27 BCU Sailing
- 28 Outdoor Adventure
- 29 Freeblades
- 30 Avoncraft Lawrence
- 31 Avoncraft Lawrence

- 32 Dolphin Wetsuits
- 33 McNulty Seaglass
- 34 Courtlands Centre
- 35 Canoeist Magazine
- 36 BCU Surf
- 37 BCU Corps of Canoe Lifeguards
- 38 BCU Touring
- 39 BCU Sea Touring
- 40 Dagenham Watersports Centre
- 41 Marsport U.K.
- 42 Nomad Canoes

MAIN HALL

- 43 Valley Canoe Products Ltd
- 44 Dragon Canoes
- 45 Capel Canoes Ltd
- 46 Hotelcraft
- 47 'New Wave' Blades
- 48 Fibrecraft Products
- 49 Tim Ward Canoes & Kayaks

BUYERS GUIDE

A buyers guide to the range of canoes and kayaks available from British Manufacturers.

The craft are constructed in glassfibre reinforced plastic (GRP), Diolen (DIO), Kevlar (KEV), Composite Sandwich (SAN) and high density polyethylene (POL).

All prices quoted are as of 1 January 1983 and include V.A.T.

* Prices from indicated price

† Kevlar reinforced hull

** BCU recommended play boat

P/D Per day

P/B Per boat

TBA: to be announced

Classic D/L	154.40					Granta
Ardeche	150.00					Tim Ward
Ardeche	138.00					Haze
Sioux	138.00					Haze
Horizon				235.00		McNulty
Krakatoa T2	130.00					Krakatoa
Ardeche	161.00					Trylon
Adventurer T2	221.95					Avoncraft
Favourite T2	204.70					Avoncraft
Favourite O/C	213.32					Avoncraft
Trapper	230.00					P. & H.
Ozean				345.00		Gaybo

TOURING CANOES

	GRP	DIO	KEV	SAN	POLY	MANUFACTURER
Double Canadian	258.00	270.00				Baron
Capel Canadian	170.00					Capel Canoes
Kanook	249.65					Kirton Kayaks
Beaver Senior	229.00					D. & S. Marine
Beaver Junior	210.00					D. & S. Marine
17' Canadian	208.00*					Nomad
14' Canadian	140.00*					Nomad
13' Coleman					240.00	Whitewater Sport
15' Coleman					255.00	Whitewater Sport
17' Coleman					270.00	Whitewater Sport
Otter	264.50					Ottersports
Eagle I	195.50					Delapre
Eagle II	276.00					Delapre
Traveller	185.60					Granta
Coureur	236.80					Granta
13' Coleman					247.25	Tim Ward
15' Coleman					264.50	Tim Ward
17' Coleman					281.75	Tim Ward
Nomad	207.00					Haze
14' Heron	280.00					McNulty
16' Heron	310.00					McNulty
18' Heron	340.00					McNulty
Krakatoa	180.00					Krakatoa
Long Nose	293.25					Gaybo
13' Coleman					266.00	Pyranha
15' Coleman					284.00	Pyranha
17' Coleman					300.00	Pyranha
15'8" Scanoes					336.00	Pyranha
Beaver	286.35					Avoncraft
Wolf II	264.50					Avoncraft
Mic-Mac 3	297.85					Avoncraft
Mic-Mac 4						Avoncraft
Bobcat	253.00					P. & H.
Bobcat Camper						
Canadian	289.50					Valley

MISC/SPECIALS

	GRP	DIO	KEV	SAN	POLY	MANUFACTURER
Expedition Kayak						
Katana (Fraser)		178.00	212.00*			Baron
Guards Kayak	210.00					
Expedition Double						
STD)	145.60					Granta
Trylon)						
Wayfarer D/L)	165.60					Granta
Falcon Tutor	179.40	189.40				Tim Ward
Falcon Rescue	179.40	189.40				Tim Ward
Osprey Expedition						
W/W	179.40	189.40				Tim Ward
Caranoes	153.00					Valley
Caranoes (Special)	175.99					Valley

GENERAL PURPOSE

	GRP	DIO	KEV	SAN	POLY	MANUFACTURER
Sanna		179.40	216.20			Gaybo
Sting		179.40	216.20			Gaybo
Funa		179.40	216.20			Gaybo
Soar Valley MK1	159.50	167.00				Valley
Viscous	174.00	181.50	261.00			Valley
Mirage					212.75	Valley
Quest					224.25	Valley
Sierra	130.00	210.00				North Shore Design
Gnat 83	132.00	143.00				Avoncraft
Leda	135.00	145.00				Avoncraft
Sprat	105.00	115.00				Avoncraft
Sprite	129.00	137.00				Avoncraft
Easky II	138.00					Avoncraft
SKB 401	129.00					Avoncraft
Hustler	130.00	141.00				Avoncraft
Prijon Taifun					200.00	Avoncraft
Freestyle**					212.00	Pyranha
Freetime					212.00	Pyranha
Mirage					212.00	Pyranha
Quest					224.00	Pyranha
Amazon		170.00				Pyranha
Ace Mirage					185.00	Whitewater Sport

TOURING SINGLES

	GRP	DIO	KEV	SAN	POLY	MANUFACTURER
Zepher K1	198.00					Baron
Capel Tourer	115.00					Capel Canoes
Cygnat	175.68					Kirton Kayaks
Cresta	175.68					Kirton Kayaks
Saga	175.68					Kirton Kayaks
Valiant	175.68					Kirton Kayaks
Senior	107.50	118.60				D. & S. Marine
Sportsman	109.10	120.10				D. & S. Marine
KW9	115.70	127.95				D. & S. Marine
Tiger	85.40					D. & S. Marine
KW4 MK1	93.30					D. & S. Marine
KW4 MK2	107.50	118.60				D. & S. Marine
Python	78.20*	92.00*				Nomad
KW4	78.20*	92.00*				Nomad
Hartung	135.00	140.00				Arrowcraft
Python	135.00	140.00				Arrowcraft
Telstar	115.00	125.00				Whitewater Sport
Tyne Sportsman	139.00	149.00				Whitewater Sport
T.S.I.	172.50					Ottersports
S.E.A.	189.75					Ottersports
Arrow		115.00				Delapre
Classic STD	96.00					Granta
Classic D/L	112.00					Granta
T.S.I.	130.00	140.00				Tim Ward
T.S. Expedition	180.00	190.00				Tim Ward
Pawnee	92.00					Haze
Heron		145.00				McNulty
Harrier Hawk		150.00				McNulty
Hunter		150.00				McNulty
Krakatoa TI	100.00					Krakatoa
Tiger	120.75	126.50				Trylon
Lance K1	194.35		240.35	208.15		Avoncraft
Slipper Combi		182.28				Gaybo
Atlantic		184.00				Gaybo
Viva		145.00				P. & H.
Swift	135.00	145.00				P. & H.
Phazer		145.00				P. & H.
Alphaz		145.00				P. & H.
Phantom		145.00				P. & H.
Orinoco		145.00				P. & H.
Weekender	199.50	207.00				Valley
Weekender H	260.00	267.50				Valley

TOURING DOUBLES

	GRP	DIO	KEV	SAN	POLY	MANUFACTURER
Trekka	138.00	148.00				Baron
Ardeche	138.00	148.00				Baron
Enterprise	125.00					Capel Canoes
Sioux	142.00					Capel Canoes
Ventura Lo-Line	218.41					Kirton Kayaks
Ventura Hi-Line	218.41					Kirton Kayaks
Ventura (Open-Cockpit)	229.92					Kirton Kayaks
Ardeche	118.00	155.00				D. & S. Marine
Traveller	165.00					D. & S. Marine
Tourer Open	178.00					D. & S. Marine
Tourer Twin	170.00					D. & S. Marine
Ardeche	120.75*	135.70*				Nomad
Trekka	120.75*	135.70*				Nomad
Doublet	189.00	199.00				Arrowcraft
Ardeche	159.00					Whitewater Sport
T.D.2	230.00					Ottersports
Explorer (Twin)	241.50					Ottersports
Explorer (Open)	247.25					Ottersports
Envoy I	130.00					Delapre
Classic STD	138.40					Granta

OTHER RACING	GRP	DIO	KEV	SAN	POLY	MANUFACTURER						
Espada K1	216.38		252.03	233.63		Kirton Kayaks	HR:LHR	333.00	340.50	583.00		Valley
Winner K4	672.75		757.85	672.75		Kirton Kayaks	HM: Cape Horn	379.50	387.00	629.00		Valley
Delta C1	267.13		302.78	284.38		Kirton Kayaks	ANAS ACUTA	232.00	239.50	482.00		Valley
Cheeta C2	323.55		370.70	346.55		Kirton Kayaks	Anas Acuta H	292.50	300.00	542.50		Valley
Effendi K1	233.66		269.31	250.91		Kirton Kayaks	Shore Line (STD)		170.00			North Shore
Tasman K2	276.56					Kirton Kayaks	Shore Line (Rigged)	265.00				North Shore
Barracuda K2	268.43					Kirton Kayaks	Banook	£195.00				Avoncraft
Espada K1	189.00	199.00				Arrowcraft						
Cadet STD	105.60					Granta						
Cadet D/L	116.80					Granta						
Canoesport K4				600.00		Canoesport UK						
Rapide	182.85		228.85	196.65		Avoncraft						
Marathon	171.35			185.15		Avoncraft						
JUNIOR KAYAKS	GRP	DIO	KEV	SAN	POLY	MANUFACTURER						
Cob	97.75	103.50				Trylon						
Junior Krakatoa	80.00					Krakatoa						
Inn Minor	74.75	74.75				Haze						
Nipper		109.00				Tim Ward						
Inn Minor	63.00	80.00				Nomad						
Junior	115.00	120.00				Arrowcraft						
Imp	99.00	109.00				Whitewater Sport						
Wanderer STD	66.40					Granta						
Wanderer D/L	78.40					Granta						
Junior	120.00					P. & H.						
Kadet	147.93					Kirton Kayaks						
Junior	87.00	94.95				D. & S. Marine						
Scamp	75.00					D. & S. Marine						
Imp	75.00					D. & S. Marine						
Junior Slalom												
Junior Olymp		135.25				Gaybo						
Junior												
Junior	122.00					Pyranha						
Minnow	111.55					Avoncraft						
SURF KAYAKS	GRP	DIO	KEV	SAN	POLY	MANUFACTURER						
Weaver	98.00					Capel Canoes						
Vega	175.68	184.88	206.73			Kirton Kayaks						
Weaver	107.50					D. & S. Marine						
Surf-Yak II	159.00	169.00				Arrowcraft						
Ultimate	149.00					Whitewater Sports						
Arrow		115.00				Delapre						
Weever		115.00				Trylon						
Surfer MK II	160.00					P. & H. Fibreglass						
Charger	160.00					P. & H. Fibreglass						
Fishtail Surfer	160.00					P. & H. Fibreglass						
Moccasin	170.00					Valley						
'Ton Mor'	115.00					Avoncraft						
SURF SKI	GRP	DIO	KEV	SAN	POLY	MANUFACTURER						
Big Gun				143.00		Baron						
Infinity Hot Ski				171.00		Baron						
Short Hot Ski				171.00		Baron						
Surf Rider	175.68					Kirton Kayaks						
Palm Ski	126.00					Whitewater Sports						
Hydraski		126.50				Delapre						
Surf Shoe	95.00					Tim Ward						
Hurricane	150.00					McNulty						
Krakatoa Custom	300.00		330.00			Krakatoa						
Fishtail	145.00					P. & H. Fibreglass						
Ski M	145.00					P. & H. Fibreglass						
Ski L	145.00					P. & H. Fibreglass						
Competition	145.00					P. & H. Fibreglass						
SEA KAYAKS	GRP	DIO	KEV	SAN	POLY	MANUFACTURER						
Meridian	192.06					Kirton Kayaks						
Lindesfarne	245.50					D. & S. Marine						
Lindesfarne (Basic)	129.95					D. & S. Marine						
Falklander	150.00	165.00				Nomad						
SeaHawk	179.00	189.00				Arrowcraft						
Islander	204.00					Whitewater Sport						
Lindisfarne	159.00					Whitewater Sport						
Huntsman STC		185.00				McNulty						
Huntsman D/L		285.00				McNulty						
Sea King	212.75					Trylon						
Umnak (Basic)	198.72					P. & H. Fibreglass						
Umnak (Expedition)	334.65					P. & H. Fibreglass						
Icefloe (B)	223.10					P. & H. Fibreglass						
Baidarka (B)	223.10					P. & H. Fibreglass						
Dawn Trader (B)	223.10					P. & H. Fibreglass						
Icefloe (EX)	356.50					P. & H. Fibreglass						
Baidarka (EX)	356.50					P. & H. Fibreglass						
Dawn Trader (EX)	356.50					P. & H. Fibreglass						
Vyneck		185.15	322.00	230.00†		Gaybo						
Atlantic		184.00				Gaybo						
Ozean		345.00				Gaybo						
Nordkapp						Valley						
SS:SM:LS:LM	239.50	247.00	489.50			Valley						
SR:LR	272.50	280.00	522.50			Valley						
HS:LHS:HM:LHM	300.00	307.50	550.00			Valley						
WILD WATER K1	GRP	DIO	KEV	SAN	POLY	MANUFACTURER						
Marlin		165.00*	266.00*			Baron						
Machete		165.00	255.00			Baron						
Scimitar		165.00*	255.00*			Baron						
Sabre		165.00	255.00			Baron						
Bullet	150.00				170.00	Capel Canoes						
River 81	190.61	202.11	226.26			Kirton Kayaks						
Shark	190.61	202.11	226.26			Kirton Kayaks						
Mac		160.20*	205.85*			Nomad						
Schuss		184.00*	219.65*			Nomad						
Mekon		184.00*	219.65*			Nomad						
Fury	126.50	126.50	166.75			Haze						
Electron		170.00	200.00		210.00	Krakatoa						
Zero		155.25	189.75			Trylon						
Gil Speedy		150.00	220.00			P. & H.						
Delphin 79		207.00	310.50	253.00†		Gaybo						
Delphin 81		207.00	310.50	253.00†		Gaybo						
Interceptor 3		207.00	310.50	253.00†		Gaybo						
Interceptor 4		207.00	310.50	253.00†		Gaybo						
Prijon Delphin	157.00	169.00				Avoncraft						
WILD WATER C1	GRP	DIO	KEV	SAN	POLY	MANUFACTURER						
Etalon		161.00*	192.62*			Nomad						
Talon		170.00*	205.00			Nomad						
Gil Mustang		172.50	242.50			P. & H.						
Mustang		213.21	316.25	259.21†		Gaybo						
Dash		213.21	316.25	259.21†		Gaybo						
WILD WATER C2	GRP	DIO	KEV	SAN	POLY	MANUFACTURER						
Manta		161.00*	198.00*			Nomad						
P. & H. C2		207.00	277.00			P. & H.						
Prijon		311.54	402.50	356.50†		Gaybo						
BATH TRAINERS	GRP	DIO	KEV	SAN	POLY	MANUFACTURER						
Bat V	80.00	92.00				Baron						
Bat Polo	80.00	92.00				Baron						
Papoose	55.00					Capel Canoes						
Bat	147.03					Kirton Kayaks						
Vampire Bat	87.00	96.95				D. & S. Marine						
Papoose	75.30					D. & S. Marine						
Bat	63.25	74.75				Nomad						
Competition	78.20	92.00				Nomad						
Wombat	109.00	114.00				Arrowcraft						
Vampire Bat	109.00					Whitewater Sport						
Super Bat	74.75					Delapre						
Wombat STD	68.00					Granta						
Wombat D/L						Granta						
Wombat	85.00					Tim Ward						
Bat MK V	74.75					Haze						

Cosmic Touring Single All of the Range	G.R.P. G.R.P. G.R.P. (Over 5)	80.00 90.00 62.25 57.50	Krakatoa Krakatoa P. & H. P. & H.	HIRE	WEEKLY	DAILY	MANUFACTURER
				Surphski	£12	£3	P. & H.
				Surfer MK II	£15	£4	P. & H.
				Cammanche	£28	£7	Baron
				Condor	£28	£7	Baron
				Katana	£28	£7	Baron
				Snipe	£14	£2	Capel Canoes
				Hustler	£14	£2	Capel Canoes
				Enterprise (Double)	£17	£3	Capel Canoes
				Most of the Range	£18.50	£3	Arrowcraft
				Ace Mirage	£25	£5	Whitewater Sport
				Ardeche Double	£35	£7	Whitewater Sport
				Ottersport TS1	£25	£7	Brookbank
				Ottersport TS2	£35	£10	Brookbank
				Python	£25	£7	Brookbank
				Toledo	£25	£7	Brookbank
				Mirage	£18	£4	Tim Ward
				Surf Shoe	£18	£4	Tim Ward
				Hurricane (Surf)	£20	£5	McNulty
				Harrier Hawk	£20	£5	McNulty
				Junior Harrier	£16	£4	McNulty
				Heron	£20	£5	McNulty
				Horizon (Double)	£24	£6	McNulty
				Huntsman (Sea)	£32	£8	McNulty
				Icefloe (Expedition)	£30	£7.50	P. & H.
				Umnak (Expedition)	£30	£7.50	P. & H.
				Tourer	£18	£4.50	P. & H.
				Swift	£15	£4	P. & H.
				Junior	£12	£3	P. & H.
MOULDS	HIRE PER DAY/ PER BOAT	SALE	MANUFAC- TURER	CANADIAN CANOES			
Eclipse Slalom	2.30 P/D		Tim Ward	Capel Canadian	£20	£3.50	Capel Canoes
Olympia	2.30 P/D		Tim Ward	13' Coleman	£40	£8	Whitewater Sport
GP Slalom	2.30 P/D		Tim Ward	15' Coleman	£50	£10	Whitewater Sport
Surf Shoe	6.90 P/B	160.00	Tim Ward	17' Coleman	£60	£12	Whitewater Sport
Bat Mk V	2.30 P/D	112.70	Trylon	Ottersports	£35	£10	Brookbank
Wombat	2.30 P/D	132.25	Trylon	15' Coleman	£35	£10	Brookbank
Weever	2.30 P/D	143.75	Trylon	15' Coleman	£18	£4	Tim Ward
Tiger	2.30 P/D	171.35	Trylon	14 Huron	£24	£6	McNulty
Snipe	2.30 P/D	177.10	Trylon	16 Huron	£28	£7	McNulty
Zero	2.30 P/D	193.20	Trylon	18 Huron	£28	£7	McNulty
Cub	2.30 P/D	149.50	Trylon	Bobcat	£20	£5	P. & H.
Lynx	2.30 P/D	198.95	Trylon				
Ardeche	2.30 P/D	209.30	Trylon				
Sea King	5.17 P/D	270.25	Trylon				
Soar Valley Mk1	2.30 P/D	264.50	Valley				
Soar Valley Mk3	2.30 P/D	264.50	Valley				
Viscount	2.30 P/D	264.50	Valley				
Surf Shoe	2.30 P/D	264.50	Valley				
Espada	2.30 P/D	N/A	Valley				
SPECIAL CATEGORIES				MOULDS FOR HIRE OR SALE			
				MODEL	HIRE COST	SALE PRICE	
				SWIFT	£5.75 per day	£300.00	
				PHIGHTER	£5.75 per day	£200.00	
				TOURER II TWIN COCKPIT	£5.75 per day	£200.00	
				PHAZER	£5.75 per day	£300.00	
				SLALOM C1	£23.00 for 3 days use	£300.00	
				WHITE WATER RACING C1	£23.00 for 3 days use	£300.00	
				SLALOM C2	£23.00 for 3 days use	£300.00	
				WHITE WATER RACING C2	£23.00 for 3 days use	£300.00	
				P. & H. Fibreglass			

MANUFACTURERS ADDRESSES

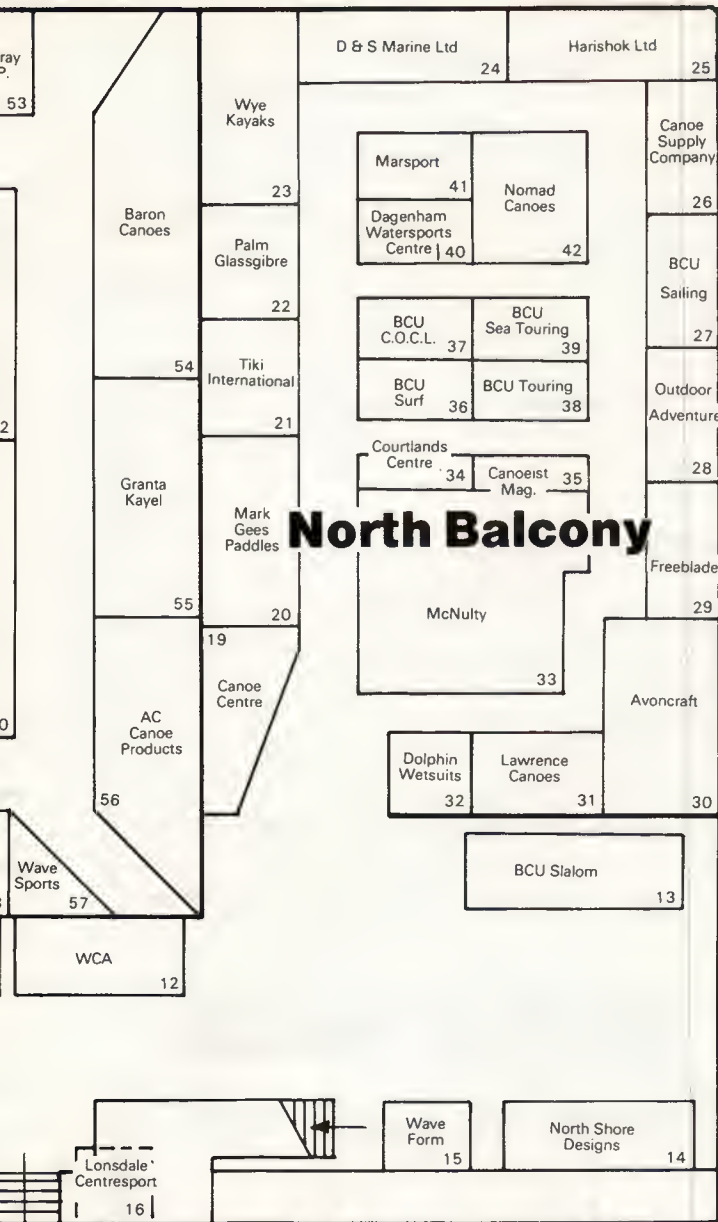
Arrowcraft Marine, 19 Lingfield Close, Great Wyrley, Walsall, WS6 6LT.
 Avoncraft, Burrowfield Industrial Estate, Welwyn Garden City, Herts.
 Baron Canoe Supplies, 1 Highlea Close, Yeadon, Leeds.
 Brookbank Canoes, Shrigley Road South, Higher Poynton, Cheshire.
 Canoe Centre, 18 Beauchamp Road, Twickenham or Marsh Lane, Credition, Devon.
 Canoesport UK, 97 High Street, Hampton-Wick, Middlesex.
 Carbocraft, Barge Walk, East Molesey, Surrey.
 Capel Canoes Ltd, Five Oak Green, Nr. Tonbridge, Kent.
 Delapre Developments, Smallcraft Centre, Fetter Street, Northampton.
 Derwent Canoes, Unit A3, Meadow Lane Industrial Estate, Alfreton, Derby.
 D. & S. Marine Ltd, Unit 9/10, Seddul Bahr, Allington Lane, West End, Southampton.
 Gaybo International Bell Lane, Bellbrook Industrial Estate, Uckfield, TN221QL.
 Granta Boats Ltd., 29 Great Whyte, Ramsey, Huntingdon, Cambs PE17 1EZ.
 Haze Enterprises, 25 Primrose Hill, Tockenham, Wootton Bassett, Swindon, Wilts.
 Kirton Kayaks, 18 Beachamp Road, Twickenham or Marsh Lane, Credition, Devon.
 Krakatoa Mouldings, St. Johns Works, Bedford.
 McNulty Seaglass, Victoria Road, South Shields, Tyne & Wear.
 Nomad Canoes Ltd, Unit 15, Deeside Industrial Estate, Clwyd, N. Wales.
 Northshore Designs, Tanton Hall Farm, Stokesley, Middlesborough.
 Ottersports Ltd, 39 Ash Street, Northampton, NN1 3HX.
 Palm Glassfibre Mouldings, Unit 12, Marsh Lane, Easton in Gordeno, Nr. Britstol.
 P. & H. Fibreglass Ltd., Old Stanley Colliery, Station Road, West Hallam, Ilkeston, Derby.
 Pyranha Mouldings, Marina Village, Preston Brook, Nr. Runcorn, Cheshire.
 Tim Ward Canoes & Kayaks, Henley Villa, Wycombe Road, Stokenchurch, High Wycombe.
 Trylon Ltd, Thrift Street, Woolaston, Northants.
 Whitewater Sports, Shepperton Marina, Felix Lane, Shepperton, Middlesex.
 Valley Canoe Products, Private Road No.4 Colwick Industrial Estate, Nottingham.



INTERNATIONAL CANOE EXHIBITION



**Crystal Palace
National Sports Centre
19-20 February 1983**



North Balcony

→ Toilets → **Exhibition Hall 2**

Upper Balcony

- 50 Lendal Products Ltd
- 51 Haze Enterprises
- 52 Howarth Sports
- 53 Sunray G.P. Ltd
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 - 80 Canoe Camping Club
 - 81 Youth Hostel Association
 - 82 Boys' Brigade Canoe Club
 - 83 International Long River Canoeists Club
 - 84 The Scout Association
 - 85 Calshot Activities Centre
 - 86 Advanced Sea Kayak Club
 - 87 BCU Canoeing for the Disabled

- 88 BCU East Midlands Region
- 89 BCU Yorkshire & Humberside Region
- 90 BCU Northern Region
- 91 BCU Eastern Region
- 92 BCU London & South/East Region
- 93 National Association of Boys' Clubs
- 94 Sea Ranger Association
- 95 Cardington Slalom Course
- 96 BCU Access
- 97 Spanish Canoe Association
- 98 French Canoe Association
- 99 Swedish National Tourist Office
- 100 Royal National Lifeboat Institution
- 101 Canolfan Tryweryn
- 102 Royal Life Saving Society
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- 104 Plas y Brenin National Centre
- 105 BCU West Midlands Regional Group
- 106 BCU South West Region
- 107 The Sports Council

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Action on access

To come in line with the new format of Focus, the Access column has also expanded.

Certain regular items will now be included, these will cover legal and legislative matters which may affect us as canoeists, and which no matter how we try to dress them up will remain boring to most and uninteresting to the remainder. However a basic knowledge of the law as it affects us is a basic requirement if we are to prevent some of the major misunderstandings that have arisen, thereby creating conflict over interpretations of the law.

Other points of a more interesting nature will include details of Access agreements which have been made and where applicable details of how they were made will be included. This will be of use to those members actively involved in establishing their own agreements.

A somewhat lighthearted approach to a serious problem, that of conflict between anglers and ourselves has prompted the creation of our caricature. He will appear regularly highlighting incidents which have happened and hopefully demonstrate how they could have been avoided.

Finally a series of "profiles" in which we will outline the work and background of one of the Access team. The first of these is included in this issue.

ACCESS PROFILE

Colin Broadway – Regional Access Officer East Midlands.

Colin is self employed and lives in Leicester. He was born in London some thirty-two years ago and whilst at school built his first canoe, an old canvas boat which he used to use on the River Thames and River Bec whilst training for the Duke of Edinburgh Award, which unfortunately he did not get around to completing.

He gave up canoeing at the age of sixteen when he was introduced to beer and women! After drinking his way around the country, sitting in a pub one night with a group of friends (all adventure playground leaders) the suggestion was made that they should take up canoeing for something to do during the day to get away from the kids.

To cut a long story short, they turned up for their first lesson in suits and ties, on a cold October day to the horror of the instructor, and promptly all fell in and walked home rather wet. Some nine months later, all, including Colin, managed to wade through the Inland Proficiency Award.

With the desire to improve the distances and variety of pubs he could visit, Colin went on to take TI then SI awards, and by this time

the kids he was working with were paddling with him.

So, to escape from the kids yet again, Colin took up Canadian Canoeing and discovered you can carry a barrel of beer in an open Canadian, and you don't need to rush from pub to pub before the bell goes.

By now, Colin assisted in the setting up of the Lame Duck Canoe Club for the kids and being club secretary he was invited to the regional meetings and was finally elected as Regional Access Officer three years ago by default, nobody else wanted to do it, and everyone else in the room already held a committee post.

Since becoming RAO he has discovered that there are more than two rivers in the region and has now collated information on over sixty-one! All off which have pubs somewhere along their banks! Access to these rivers now became important and with the backing of the region he was given the task of paddling these rivers and producing a regional guide.

Colin is currently involved in the collating and updating of river information for the BCU. All offers of help in providing information will be gratefully received and should be addressed direct to his home at 23, Garendon Street, Leicester.



NAME THE ANGLER COMPETITION

A BCU supplies token worth £10.00, will be given to the entrant who in the opinion of the editorial board submits the most humorous and fitting name for the "cartoon angler".

The purpose of his creation is to help highlight some of the incidents which occur between anglers and canoeists and using the medium of humour help prevent such incidents happening in the future.

BYELAWS A further threat to canoeing

In recent months, a number of proposed byelaws, which could by definition be of a restrictive nature to canoeing interests, have been reported to BCU HQ. This, coupled with the concern shown by the outdoor pursuits division of the CCPR into the effects of byelaws on sporting activities, has prompted me to produce the following article in conjunction with Ralph Tyas.

Although the article is self explanatory, I feel it is important that all canoeists are made aware of this possible threat to our activities, and are capable of spotting proposed byelaws, interpreting their possible implications and taking the necessary action at source. Byelaws are local, and therefore require action locally. As always the headquarters staff are available to advise and support all such actions.

WHAT THEY ARE

Byelaws are a form of "subordinate" legislation. Statutory Regulations are another. Both are "subordinate" because their scope and validity depend on the wording of the provision in the Act of Parliament (the "enabling power") that authorises the byelaw making authority to make them. Statutory Regulations are normally made by a Minister of the Crown and apply throughout the country. Byelaws can be made by Government Departments, local authorities and public authorities of various kinds. Their distinguishing feature is that they are *local* in their application.

SCOPE AND LIMITATIONS

1. Byelaws are regulatory and usually restrictive. They cannot create facilities.
2. They cannot regulate unlawful acts but only acts that otherwise would be lawful.
3. They cannot prohibit something absolutely unless the "enabling power" expressly gives power to do so, either by using the word "prohibit" or a synonymous expression.
4. Offences against the requirements and restrictions of the byelaws are enforceable under "criminal" law in magistrates' courts etc.

CHESTER WEIR

At a meeting of representatives on Friday 10 December 1982 at Chester, the following agreement was drafted and approved.

This site has proven once again that negotiation between the interested parties can usually result in a mutual agreement. Our thanks go to Keith Stokes the Divisional Administrator to the Welsh Water Authority and Edgar Whewell Regional Access Officer for their assistance in drafting and gaining acceptance of the agreement.

AGREEMENT BETWEEN THE BRITISH CANOE UNION AND THE WELSH WATER AUTHORITY FOR CANOEING AT CHESTER WEIR

1. Between 1st March and 31st August inclusive each year. No canoeing to take place one hour before high water to three hours after high water except Saturdays.
2. No canoeing from half an hour after sunset to 7am, between 1st March and 31st August inclusive each year.
3. No access to fish channel under the gratings at any time.

THERE WOULD BE NO RESTRICTIONS TO CANOEING ON THE FOLLOWING OCCASIONS

1. On any Saturday throughout the year.
2. Between 1st September and 28th February inclusive each year.
3. Up to one hour before high water and after three hours after high water. 1/3 to 31/8
4. The annual slalom competition organised by the Chester Sailing and Canoe Club.
5. One additional Sunday for organised competition.
6. Canoeing by organised educational establishments one day per week (educational establishments would prefer a Tuesday or Wednesday).

BCU members are respectfully requested to study the agreement and adhere to it. All tidal information will be taken from the Liverpool tide tables with differences calculated for Chester.

In the case of dispute or query the persons concerned should contact the Regional Access Officer, Mr. Edgar Whewell at 479 Manchester Road, Bury, Greater Manchester.



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5. Because of this and because they are "subordinate" to an Act of Parliament—
 - a) Their requirements and restrictions must be within the "enabling power" authorised by Parliament.
 - b) They must be certain and unambiguous in their wording.
 - c) The requirements and restrictions must be reasonable.

If a byelaw offends against any of these, a court is likely to regard it as "ultra vires" and unenforceable.

6. Only a few types of authority have power to make byelaws that prohibit trespassing (thereby making trespass a criminal offence enforceable by the police (e.g. Defence Department land, railways). Trespass is a "civil" wrong committed by one person against the interests of another, and the remedy is for the person wronged to take a civil action in a civil court (e.g. county court). A local or public authority such as a Water Authority cannot use its normal byelaw making powers to make trespass on private land or water a criminal offence.

HOW BYELAWS ARE MADE

The procedure is to be found in the "enabling" Act of Parliament though many make use of a standard procedure laid down in a schedule to one of the Local Government Acts (see indexes to the statutes in reference libraries to find it). Normally the first *formal* step is for the authority to decide to submit byelaws for confirmation to the appropriate confirming Minister after statutory notice has been given. This is usually 28 days, and is published in local newspapers and on notices posted up in the locality where the byelaws are to operate, and often also in the London Gazette or the Welsh, Scottish or Northern Ireland equivalent. The notices must

say where a copy of the draft can be obtained or inspected, and how objections may be lodged. The authority then "makes" the byelaws and submits them to the Minister for confirmation. (At this point anyone who may be adversely affected should look up the "enabling" Act power to see whether the proposed requirement or restriction is within its scope). Objections can be lodged with the Ministry concerned against confirmation, proposing omission or modifications (usually on the ground that the objectionable provision is "unreasonable", "arbitrary", "ultra vires" or otherwise seriously prejudicial to the objector). The Minister may order a public local enquiry (as recently in relation to the Anglian Water Authority's proposed recreational byelaws relating to the River Stour), the Inspector hears the authority's case for making byelaws, the objectors' case against them, and the authority's defence against the objections. All these may be presented by an individual or by legal representatives. The Inspector reports to the Minister, who in due course decides whether to confirm and whether with or without modifications in view of the objections. The confirmed byelaws have again to be advertised and notice given of the date of operation.

HOW TO OBJECT TO PROPOSED BYELAWS

It is clearly best to object to the authority before it starts the formal procedure... and cheaper. This means watching the local press for reports of council or committee discussions of proposed regulating policy and establishing contact with the authority's officials and/or members so that the points of objection can be discussed *informally* before the authority commits itself to going ahead. At this preliminary stage it is often useful to put forward possible modifications that would reduce the objection and still enable

the authority to get all reasonable control of the mischief against which the byelaws are directed. The importance of establishing continuing contacts of this sort at local (e.g. regional) level cannot be over-emphasised, because it is an advantage from the authority's point of view to meet objections before the formal stages if they can, especially if they are likely to be involved in the expense and delay of a public inquiry.

Once the formal stages have started it is important to do exactly what the "enabling" enactments prescribe for the lodging of objections; especially, time limits must be observed; if the objections cannot be fully presented in all the necessary detail in time, nevertheless an objection should be lodged in time in general terms stating the nature of the objection, and promising further details later. Objections should explain the "status" of the objector or the objecting organisation, and precisely why the objector (or the objector's members) will be adversely affected; and if possible propose modifications that might prove acceptable to the byelaw making authority when properly explained and presented. It is not uncommon for this to happen, the byelaw making authority informing the Ministry (or the Inspector at an inquiry) so that the Minister can embody the modification when confirming the byelaws.

IF A PARTICULAR ACTION IS CHALLENGED AND ASSERTED TO BE CONTRARY TO BEYLAWS

It is a good plan to ask the person making the assertion to give chapter and verse i.e. to state precisely the title of the byelaws, the number of the particular one that is being contravened, and the name of the byelaw making authority. A copy of the byelaws can then be obtained from the authority, or consulted at the local library, to see whether the assertion is true or bluff.

CROSSING THE ATLANTIC

Percy Blandford has been a canoeist for over forty years. A prolific writer and designer of boats, including canoes, he has a knowledge of our sport which ranks him alongside a small number of people.

Here he writes following some researching in a book "An illustrated history of small boats". (Spurbooks 1974, now out of print).

A German, Captain Romer, crossed in 1929. He got Klepper to build him a folder twenty-one foot six inches long and thirty-six inches beam, which he called "Deutscher Sport". In it he left Lisbon on 28 March and reached Las Palmas, in the Canary Islands, seventeen days later. He caught a fever and did not leave there until 2 June. After fifty-eight days at sea he reached St Thomas but wanted to reach Florida, which meant island-hopping, with not more than 40 miles between islands. He left on 12 September for Santo Domingo, but was caught in a hurricane and drowned.

He must have had sail as well as paddle. Klepper gives the distance covered as three thousand eight hundred and fifty-two miles (ninety-six thousand one hundred and ninety-nine km) in 58 days, with an average of fifty-six point six miles (ninety km) per day and the best twenty-four hour period as one hundred and twenty-eight miles (two hundred and five km). Romer was decorated with a gold medal by the American Governor, W. Evans.

Another German, Dr. Hans Lindemann worked in Liberia for an American rubber company. He sailed across the Atlantic in a twenty-three foot six inch dugout canoe in

1955 in two months without incident. He only did it to get experience of trade winds before doing it again in a folding canoe. He bought a standard Klepper "aerius" seventeen foot four inches long and three foot beam, weighing sixty pounds, with the standard built-in air bags along the gunwales. The makers did not know about the trip until afterwards! He called this "Liberia III".

At Las Palmas he met James Wharram, a leading British Catamaran designer and sailor, who first thought he did not stand a chance of crossing, but finally gave him a fifty/fifty chance. At Wharram's suggestion he fitted a small outrigger, mainly for convenience in performing his natural functions. He trained by practising Yoga. He learned how to survive without proper sleep. He carried milk and beer instead of water. His only sail was quite small.

Lindemann left Las Palmas on 20 October 1956. The following months were when the trade winds are strongest. He records capsizing three times and losing some stores. His use of

a fishing speargun enabled him to get enough food and keep going. He reached St. Martin, Leeward Islands after seventy-six days and was able to walk up the steps on the quay, although he was fifty pounds lighter.

Even more remarkable was the crossing by Dr Alain Bombard, who drifted across in an inflatable without food or water. He wanted to prove that man could survive by eating plankton. He left Casablanca on 24 August 1952 and got to Las Palmas in 12 days. He left there without food or water on 19 October. Only one near thing was recorded: he went over the side to recover a cushion and the wind blew the inflatable away at about the speed he was swimming. It took him an hour to get back. He spoke to only one ship, when he had 700 miles to go. He got to Bridgetown, Barbados after 65 days at sea and a crossing of 3,000 miles—quicker than Lindemann!

He had proved his point, that a man could live on what he got from the sea, but he said there were more important things for survival. A shipwreck survivor has to surmount, in order of importance, despair, fatigue, thirst and hunger. Percy Blandford.

BRITISH CANOE UNION NEW AMATEUR RULE

At its most recent meeting, the Council of Management approved a new British Canoe Union Amateur rule, which replaces the old rule approved in March 1979. The new Amateur rule, which was adopted from the 1st January 1983, is as follows—

"An amateur is a sportsman who, having a basic occupation designed to ensure his present and future livelihood, devotes himself to sport as an avocation for his own pleasure and for his own moral and physical well-being without deriving therefrom, directly or indirectly, any material gain."

Definitions of the rule, will be published in the next issue of *Canoe Focus*, together with notes of guidance containing an advisory and mandatory code of conduct, and regulatory procedures for seeking, obtaining, and disbursing sponsorships, sports scholarships, and sports and foundations awards.

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DISABLED UPDATE

BY RON MOORE

So many are keen to help disabled people take part in canoeing, and almost all start off by thinking that they need first, gadgets, and second money! I receive on average a letter a month from a well-meaning young person, and they have an uncanny similarity. They say either, "I am writing a dissertation on "Canoeing for Disabled People", and part of my project is to design a canoe suitable for handicapped people. Can you send me some information?", or "I am an experienced canoeist and would like to start a local club for disabled people. Can you give me some tips on how I might raise enough money to buy a fleet of canoes, life-jackets etc.?"

My answer to the first question is that professionals like Frank Goodman and Jonathon Sprague of Hotelcraft have already done it. Their canoes are described later. It's most unlikely that a young student working at the drawing board will create anything better. As for raising money in order to start a special group, it seems to me that this is the wrong way round. First you must start your group in a small way and when it is working, you may inspire local businessmen to support what they can see to be a worthwhile enterprise.

My own feeling is that gadgets and money come a long way down the list of essentials. What's needed is the right attitude, and before we get down to the pictures of the gadgets, which everybody finds so fascinating, I'd like to spend a few lines on this boring old subject. Attitude is what's really important.

First of all, it's not much good if you fancy yourself as a virtuous benefactor of mankind. Too much interest in the recognition you may get from society for the work you want to do will almost certainly result in disappointment.

Neither is it useful to have strong feelings of pity for the people you have in mind. Satisfactory relationships are hard to make on such a foundation. This is not to deny the great value of natural human sympathy for fellow beings who suffer great burdens, but there is a difference, and it is vital.

I would say the two greatest attributes you could have to make success likely are:-

1. A quiet respect for all people, including those most grossly handicapped.
2. In the early stages at least, a great lack of ambition, and a contentment with small numbers - as small as one or two.

If you've got your attitude right, the rest is a lot easier, but there are still some tricky hurdles. For one thing, *all* human beings suffer from a fundamental psychological fault called "Wanting to have your cake and eat it." Disabled people, being human too, unfortunately suffer from this defect to a greater or lesser degree. For instance, I have a paraplegic friend who wants to be recognised and respected as an equal wherever he goes, and he *climbs stairs* in his wheelchair to justify this. However he also expects special efforts to be made to provide access for wheelchairs in inaccessible buildings, ships, planes, lifts, buses, etc.

He doesn't like people hovering round him when he's pushing himself up a perfectly easy hill, but he *does* expect help double quick when he confronts an insurmountable obstacle.

There's no simple answer to this. You just have to be aware of the problem, and both parties must cope with it as sensitively as they can.

Another tricky and unexpected problem is that serious and easily recognised disabilities

are often found easier to cope with than those that are less obvious. For example, most people would agree that to be totally blind is probably the greatest sensory catastrophe that man can suffer, yet blind people often seem to adapt to their handicap much better than the deaf, similarly, while we may find it comes easily to make proper allowances for a seriously mentally handicapped person, someone "Just a bit slow", may irritate us unbearably.

As usual, the answer to all of these problems lies in two apparently conflicting strategies. They should be faced, identified, discussed and resolved as far as possible, but they should not be constantly worried about, and once a healthy open discussion has taken place, the best attitude is probably a careless disregard for most of the time.

Now at last! The gadgets! Although I firmly believe that we're right in the BCU when we declare that "Normality should be our aim", the inventions illustrated here have played a significant part in helping some people get on the water who would otherwise have found it impossible.



The Caranoe

Without doubt the most widely used aid for disabled canoeists is the V.C.P. Caranoe. This has been in use for several years and can be fitted with an Ottersports folding backrest and a Velcro fastened spraydeck. It does what an ordinary high volume slalom or general purpose touring kayak does - a bit slower - but with immense lateral stability. The cockpit is big enough to get most legs in, no matter how stiff - and more important - out again! The coaming is rounded, with no lip, which makes it an easy boat to get in and out of and reduces the likelihood of getting scratched or bruised. Of course it also makes the spray deck less waterproof but despite this we've used Caranoes for years on grade 2 water and on Plymouth Sound in winds up to force five or occasionally six.

The Kadet

When we first borrowed the Hotelcraft Kadet, we didn't like it as much as our Caranoes, probably because it didn't look much like a canoe, but after using it for a year on long loan, we bought it from Jonathon Sprague and it's now a useful part of our fleet. It's at least as stable as the Caranoe, and it has the different factor (notice I didn't say "advantage" or "disadvantage") of a completely open cockpit, so that your knees aren't under anything. This makes you feel less secure if you like the protective feel of a fibreglass deck, or more secure if you're afraid of being stuck upside down. It's very popular with several of our students, particularly those with really poor balance and severe loss of muscle strength. It's so easy to get in and out, and the moulded footrests fit a



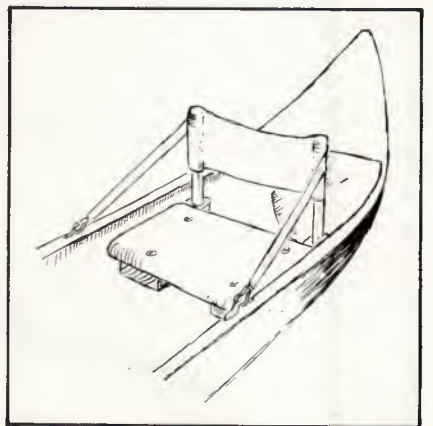
wide variety of size without any adjustment. You can paddle it under water and it still floats right way up, and if you capsize it, *all* the water falls out as you flick it over.

Sharon Lambert made a spray-deck for it with Velcro fastenings which falls off in a capsized, but sticks on when it's right way up.



The Beaver

The Beaver was a gift to our group recently so I can't tell you much about it, but you can see it's built to be stable, and has as integral backrest like the Kadet.



Canoe Backrest

Here you can see a simple adaptation used by the Minnesota Outward Bound School to make a double Canadian suitable for a wide range of disabled people by adding a backrest made of aluminium tube and nylon webbing. There are two additional webbing straps that clip on to the gunwale to take the strain, otherwise the sockets holding the tube would soon be wrenched off.

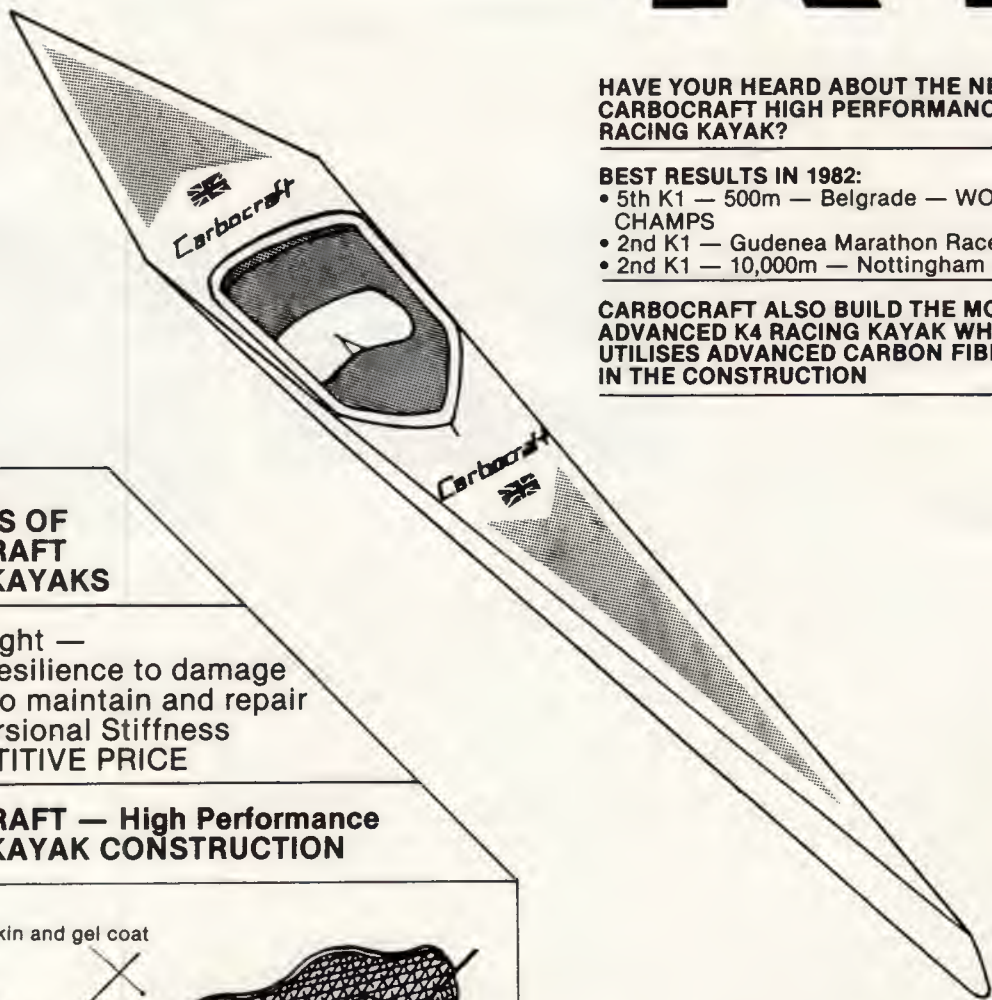
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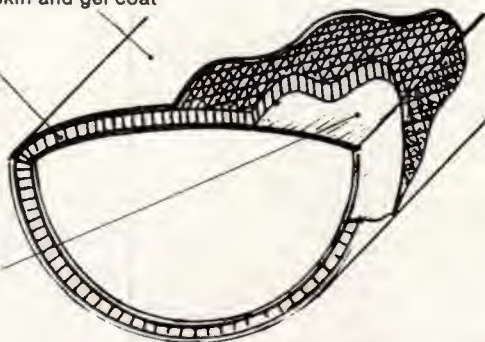
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All four of these boats have one thing in common—a backrest. But remember, there are many, many disabled people who can use ordinary kayaks and canoes and who have no need for these special craft, or who could at least progress to an ordinary boat after initial training in one of these.

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HOW FAST IS A SEA KAYAK

BY JOHN KUYSER

One of the reasons for buying a specialised Sea Kayak rather than modifying a general purpose Slalom Kayak is because the Sea Kayak should travel faster. Long Sea Kayaks should be fast as maximum speed is decided by the water line length, but how fast?

For some years I have been interested to observe that high volume Slalom Kayaks (with skegs) do not seem to be significantly slower than specialised Sea Kayaks during day or weekend sea expeditions and in a recent informal sprint of similar strength/weight paddlers in a wide range of Sea Kayaks of different characteristics the finishing result showed insignificant differences in speed between them. The differences lay with the paddlers themselves.

This reinforced the results from the B.C.U. Sea Canoeing Exhibition at Calshot where Keith Holmes of the Canoe Camping Club supervised a series of comparative paddles over flat water to try to quantify what differences there were between a varied selection of Sea Kayaks. The results from analysis showed that the variations in paddlers' power accounted for 83% of differences in Kayak speeds; boats only varied by 5% all having an average speed of 5 knots (Nautical miles per hour).

In the Isle of Wight Time Trial in June the results obtained in rough windy conditions indicated that it was not the boat's characteristics that won the race but the fitness and skill of the paddler as theoretically "fast" Sea Kayaks did not dominate the event and were evenly spread throughout the final placings.

The buyer of a Kayak for sea touring must balance considerations of comfort, speed, dryness, weight, quality, cost and aesthetics bearing in mind whether they are contemplating major sea expeditions or day coastal trips and should consider whether a modified high volume touring slalom boat might not prove suitable, remembering its usefulness for river and estuary touring and for teaching.

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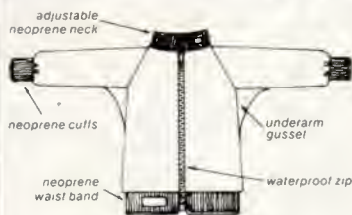
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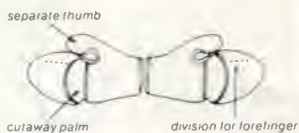
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Where does the money come from and where does it go?

Canoeists reject call for 100% subscription increase

The 34th Annual General Meeting of the British Canoe Union in January firmly resisted a move by Major R.G. Jones to raise the full BCU subscription by 100%. Instead, the Council motion to seek an increase of 10/- in the Full members' rate, bringing it to 25/-, was carried. This brings the BCU more in line with other sporting bodies. Other increases were agreed where the previous rate was uneconomic - Youth members now pay 15/-, Family members 5/- and Clubs 70/-. These rates apply from 1st November this year.

Observant readers of the canoeing press will know that the extract from *Canoeing in Britain*, reproduced above for their interest, does not refer to the proceedings of the 1982 Annual General Meeting, but to that of 1974. Membership subscriptions now, as then, are a reasonably sensitive issue, and the 26% increase in the Full membership rates from the 1st November 1982, deserve a fuller explanation of their justification, than has perhaps been provided until now. Before commenting on the detailed financial considerations that have necessitated these increases however, it is perhaps appropriate to comment generally regarding the new membership arrangements. For many years it has been the wish of the Union's Council of Management to make available an attractive membership scheme providing tangible benefits for canoeists with varying degrees of involvement in the sport. Thus they have sought to introduce differing payments and benefits for adults and young people, families and new members. The obvious omission from the present arrangements is a class of membership for those who do not, or cannot participate in the full range of activities that may be enjoyed by the full member. Hopefully, this situation will be regularised when a new form of Associate membership is considered for the next membership year, that is from the 1st November 1983, after there has

been an opportunity to assess the effect of the existing scheme.

There are of course members of the Union, who, for a variety of reasons will have comprehensive insurance cover, and are able to obtain other facilities by personal initiative. However, the Union's Brokers have advised that the benefits available through their insurance scheme are extremely difficult for the average canoeist to obtain at the premiums being paid, and certainly the overwhelming supportive response to the new membership arrangements, which have resulted in a 10% increase in recruitment to date, confirms this.

A small minority of members have expressed opposition to the improved service now being provided at very modest cost. Circumstances have however, necessitated that positive action be undertaken by the Union, and inevitably there will be those who disapprove. It is particularly important to emphasise that the costs of providing a Governing Body for the sport and recreation of canoeing, which some may consider to be unnecessary, but which nevertheless is acknowledged by the majority to be of vital importance to its continued survival as an organised activity, have been met by approximately one-third membership subscription income, one-third taxpayer, and one-third from commercial activity. The real benefits of membership are accordingly considerably higher than the subscription represents, and the Union are subjected to constant pressure to adjust their membership rates to levels which will relieve the financial burden undertaken by those agencies presently providing subsidies. The Union have so far successfully resisted these imprecations, and membership subscriptions, until the last increase, have remained relatively stationary for many years, other than essential inflationary adjustments. How much longer it will be possible to retain this extremely favourable arrangement is unknown, but it will not be indefinitely, and it is the responsibility of

the Union's elected representatives to prepare for the day when they must either reduce their services, or increase their subscriptions. The new membership scheme is but the first measure in achieving a more equitable balance.

The tables and charts reproduced in Figures 1, 2 and 3 clearly demonstrate the imbalance that has existed in the past between income and expenditure, and between the income received from central government, members and other sources. International and Preparation Training Grants, which accounted for a further £97,000 of government aid received in 1982 are not included. An examination of Figure 3, indicates that membership subscriptions have maintained a reasonably constant relationship with rates of inflation, but that in 1982 the gap widened and thus enabled subscriptions to overtake Sports Council Grant (See Figure 2) as the major source of income for the first time. In real terms the table reproduced at Figure 1 demonstrates that expenditure has remained almost static since 1978, that there have been massive reductions in spending on almost every single item of administrative expense other than salaries (the appointment of a full time Development Officer, National Access Officer, and Tryweryn Management Officer accounts for most of this increase), office rent, and grants to Specialist Committees and Regions. Income from Sports Council has decreased in real terms, and from subscription and other sources has increased.

What does it all mean then? Well hopefully the Council of Management have just about got their sums and forecasts right. Membership classes and benefits have been well received, though there has been some opposition (14 written complaints) and with the introduction of a new Associate membership category next year, the membership package should be complete. The balance between self-help, that is subscription and commercial activity, and government aid is being gradually redressed in favour of self-help. Whilst it is early days yet, other than a very small inflationary adjustment of perhaps 4/5% and providing there are no unforeseen financial disasters, subscriptions should remain fixed for the next membership year.

EXPENDITURE (Minus International/ PT Grant/SAF)	1978	1979	1980	1981	1982	1982/ (Budget) Adjusted to 1978 Prices
Gross	92250	132894	129984	163191	174814	92651
Focus	10185	8487	10694	8946	9400	4982
Salaries	31075	49981	58536	78732	86015	45587
Postage/Telephones	6331	4247	6880	6889	7300	3869
Advertising/Publicity	500	504	325	359	250	132
Office Rent	3637	6105	7075	8359	9000	4770
Printing/Stationery	6521	5158	6701	6434	6500	3445
Travelling Expenses	5655	6421	6865	7438	7740	4102
Rooms for Meetings	1098	660	575	498	400	212
P.L. Insurance	2270	1305	1155	2373	2250	1192
Grants - Regions	150	2354	3035	4566	3630	1923
ACRMC	266	1362	3789	4814	4295	2276
SMC	4656	4496	5920	5770	4543	2407
INCOME						
Gross	84336	110641	132006	153808	203400	107800
Subscriptions	33688	39359	44649	51819	81600	43248
Other	14533	15726	23323	30289	42800	22684
Sports Council	42116	55556	64034	71700	79000	41878

FIGURE 1 - Major Items of Income and Expenditure 1978-82

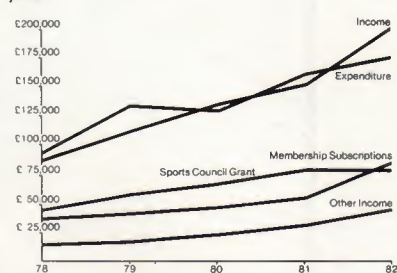


Figure 2 - Expenditure and Major Sources of Income 1978-82

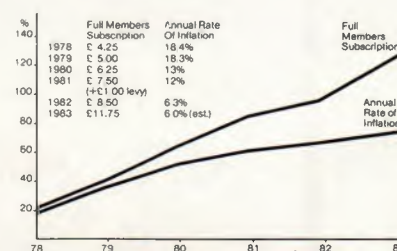


Figure 3 - Full Membership Subscriptions related to rates of inflation 1978-82

jim

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There is no one good reason why you should help the Union to raise £100,000 to build the artificial slalom course at Holme Pierrepont. Two factors alone are enough to put anyone off helping out.

The size of the quantity of money we need to continue with the project - £100,000 as a fighting fund which is not such a huge amount as you imagine. It only requires each member of the B.C.U. to determinedly go out and raise ten pounds, and how many of our paddlers, graced with the gift of the gab, could go and talk £1 out of each of ten friends or work mates without suffering fifteen miles of agony to justify it.

The other factor of course is that you've heard it all before. It's been going on for thirteen years now and many of us remember the hue and cry which has gone on from time to time to force the project forward. However, we have now reached a point where a project which appeared to be dead has been brought back into public awareness, because of the attention of a small number of people who believed the course

Sponsored Appeal 1983

should be built. Most especially it is once again under the eye of the Sports Council whose confidence must be gained but whose good will is paramount in the furtherance of the project. I believe it is true that if we drop Holme Pierrepont's Artificial Slalom Course now it will be dead and buried with no chance of resurrection.

So what happens now? The Union needs to demonstrate its wholehearted support and what better way than putting money where many people's mouths have been. We need to make a realistic contribution to a project whose time is ripe! The economic circumstances are such that the Manpower Service Commission are prepared to wade in with manpower and cash. In addition many offers of help have been forthcoming, all of which will be useful in due course. However the burning need is for us to demonstrably show we want a slalom course of International significance in the East Midlands, right in the middle of motorway, air and railway

links, for British Canoeing.

It depends whether you are a slalomist, marathon paddler, tourist or sprint racer as to how you view this course. The great difficulty is we need everyone's support - sixteen year old or fifty plus. Please come out on the 2nd May and join us, the other members of the Union, at 10am at any one of the eighteen venues for this sponsored paddle. I am conscious of the fact that it is far easier and possibly a great deal more comfortable to stay at home or just not bother but we want a little bit of you in that 500 metres of concrete. I'd like to think that any canoeist could look at the finished course and say "I - helped to build that!" I am sure an awful lot of blood, sweat and tears are still to be spilt during construction of A.S.C.O.T. project; however we need some of that in the bank now.

If the sponsor forms are not with this magazine you can get them from the B.C.U. Headquarters, Flexel House, 46/47 High Street, Addlestone, Surrey.

David Lawrence

IMEDIATE REQUIREMENTS

In spite of the immense amount of money which has already been spent, two items are urgently in need of completion.

A 1983 price needs placing on the project by the group of Consulting Engineers. This is in hand having been aided by the Mike Jones Llangollen week-end in 1982 the organisers of which were able to present the Union with a cheque for £700 specifically to get that job done.

The large step forward requires the financing of the final Working Drawings and the completion of the feasibility study by the Sports Council. The Working Drawings are the final step before building can take place. The idea of what needs to be built is down in black and white already; it's been planned out on the ground. What is now needed is the drawings of the cross sections which will eventually tell the engineers exactly how to build the course using

the latest techniques and technology.

That for a start is where twenty of this £100,000 is going to go; the rest will be used to put in the 'canoeing' necessities when the concrete trench is in the ground. Meanwhile two presentations will be made, to the Management Committee at Holme Pierrepont and the Sports Council in London, using the video tape promotion paid for by the Peterborough Paddlers from Proteus Canoe Club and produced by Chris Hawkesworth in Yorkshire.

The stone is rolling, and gathering momentum - help push - don't be the one to stand in the way!

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Dear Focus...

Dear Sir,

In the last issue of Canoe Focus, Hounddog quoted from the Manchester CC Newsletter, and commented about a "hang up with plastic gnomes". Unless I am much mistaken, this was not a hang up but a well-deserved swipe at the BCU Boat Insurance Scheme. Try re-reading the article with "insurance" substituted for "gnome"!

Frankly, I consider the new BCU scheme a disgrace, both in the way it has been imposed, and in the benefits it offers. Let us consider such major facts as are at our disposal.

(1) Without any consultation with its members the BCU has imposed compulsory boat insurance on all its members, irrespective of whether they actually own a boat. The notion that this insurance is "free" is utterly ludicrous; no insurance company gives away free insurance. The BCU has refused to declare the premium it is paying per head, but since subscriptions have risen from £8.50 to £11.75 this year, I would guess at £3.

(2) The insurers are unable to provide a copy of the policy, so we cannot (as yet) find out what the BCU has spent our money on.

(3) The benefits offered under the new scheme are significantly worse in several respects than the old BCU Insurance. For example:

(a) Any boat worth between £150 and £250 (ie most racing K1's) will cost an additional £10 premium compared with a total premium of £5.60 or less under the old scheme.

(b) The insured has to pay £25 of each claim compared with £10 under the old scheme.

(c) The new scheme only appears to cover canoes (without a copy of the policy it is difficult to tell). The old scheme permitted the addition of paddles, camping equipment, clothing etc. to the insurance.

Perhaps you would care to publish this letter in full, and alongside it an article by the BCU explaining in detail why I am wrong.

In the meantime, your readers may care to note that the old BCU Insurance may be continued under a different name for those who wish to take advantage of it, such as insuring a second boat.

P.D. Finch, Woking

Peter Finch is perfectly entitled to exercise his obvious talents for cryptography, by interpreting "plastic gnomes" to mean the BCU Insurance (not just Boat) Scheme - what he is not entitled to do, is to incorrectly allege that the Union has refused to declare the premium being paid for the benefits provided, nor to guess that the cost thereof is £3.00 per member. In fact the increase in the full membership subscription for 1983 was based on the following factors-

	£
1982 Subscription	8.50
10% inflationary increase	.85
Members Insurance Scheme	1.85
Cost of employing a full time National Access Officer	.50
Boat identification sticker	.15

£11.85

10p of this amount has been absorbed by reducing expenditure and the membership subscription fixed at £11.75. The copy date for Canoe Focus was arranged for the 4th January 1983 some considerable time ago. Peter Finch's letter was received on the 4th January,

and there was accordingly no time to obtain a comment from the BCU Insurers concerning his detailed complaints regarding the Insurance Scheme. A reply will therefore appear in the next issue of Focus.

The complaints regarding the failure of the Union to consult with its members also demonstrates a myopic perspective of the facts. In an article entitled "The Cloud Cuckoo-land Canoe Club", published in Canoe Focus No. 24, Autumn 1981, Page 9, members were informed that a Working Party had been established by the Council of Management, to examine the membership structure, and were invited to submit their views. Well over 50 letters were received in reply to this invitation, and were carefully considered by the Working Party before recommendations were submitted to the Council. The Council is appointed by the members of the Union, and by Specialist and Regional Committee, to manage the Union's affairs. It is fully representative of all the diverse interests within the Union, and its decisions, which are agreed by majority vote reflect the majority interest. Councillors are encouraged to consult with and express the opinions of those whom they represent, though this is not always possible and is not a constitutional obligation. Having regard to the complex nature of the Union's organisation, the Council have very successfully accomplished their dual and sometimes conflicting responsibilities of consulting with interested organisations and individuals, and managing the affairs of the Union as effectively as they are able. The Council would not consider that the action undertaken regarding membership classes and subscriptions has departed from established practice, which is -

1. To consult the members and representative organisations through their elected or nominated representatives - that is the Council of Management.

2. To consult the members individually that is through the pages of Canoe Focus and Club News.

3. To consider the views of the members by correspondence and by discussion.

4. To arrive at a decision, having regard to the information available, and as required by the Union's Articles of Association.

Peter Finch is therefore wrong about the failure to consult regarding the new membership scheme, he is wrong about premiums, he is wrong regarding the refusal of the Union to disclose information, and it can only be presumed that he is right regarding "plastic gnomes"! No doubt the anonymous author of the mythical plastic gnomes will advise us all in due course!

EDITOR

Alan Bye commented in the last Focus Extra that in his view accidents linked with kayaks which fold up and trap the occupant's legs were becoming more noticeable.

He went on to suggest that despite several years of correspondence the canoe manufacturers had refused to pursue the matter.

Frank Goodman of Valley Canoe Products wishes to reply.

Dear Sir,

I took very great exception to the letter from Alan Bye in the December issue of Focus.

The comment he makes about the Lake District accident is without foundation. The canoeist was trapped by the weight of water, not by a crushed canoe. But this is a minor error

compared with his second paragraph, which is unforgivable!

"...a matter of life and death for a few, and so far, despite several years of correspondence, the canoe manufacturers have declined to pursue the matter...." That statement Alan, is a very naughty fib, and well you know it!

The British Canoe Manufacturers Association has had a standing safety committee for many years now, which discusses and takes action on ALL safety aspects of canoeing. Its members brought out the first ever safety standards for canoes and these were developed into the B.S.I. MA91 standard. B.C.M.A. members spent many hours on this committee too.

The problem of boats folding onto their occupant is not new. There are several ways of lessening this worrying problem, but they all have drawbacks. The manufacturers are well aware of the problems that Alan hints at, and several solutions are currently available. Is Alan's coyness at suggesting an answer simply the fact that he has patented a "pod" that he thinks is the only one?

Alan will no doubt recall that at Crystal Palace last year, I spoke with him about his "pod" and in spite of several reservations, I offered to allow him to fit pods to any of my boats, if the customer requested it. I offered to deliver the boats to him free of charge, and he could then fit the pod and charge the customer his price for fitting. I also offered to advertise his "pod" at my expense, and this I did. I would have thought this was a very good offer to anyone trying to further his idea. However, to date, I haven't seen a single advert. from Alan advertising this service!

I don't know what Alan thinks his veiled innuendos about the manufacturers, or the nervous way he twitches on in correspondence about the inherent dangers of the sport, are actually doing for the canoeist in general. Not a lot, I'd guess.

If the "pod" was the answer to crushing problems, I would use it. The reason I don't is because I think it is not viable commercially and I don't like features of its construction.

We all know canoeing is a potentially dangerous sport. Why don't you be brave Alan, and do something really dangerous? Like getting up off your butt, running to the bank manager and borrowing £10,000 or so. Then really start sorting out your pod. Design it properly, advertise it properly, and market it properly. In other words, put your money where your mouth is, and take the commercial risks all other manufacturers take, instead of whining in the background expecting everyone else to develop your ideas without actually sorting the problems out yourself.

Let me say this to the canoeist:

1. Most reputable manufacturers (within and without the B.C.M.A.) have pursued and are pursuing ALL problems of safety.
2. The B.C.U. and the B.C.M.A. safety committees are in close liaison, and look at all reported accidents.
3. DON'T WRITE TO ALAN BYE! Your efforts will be far better served by writing to the B.C.U. safety committee.... there are accident report forms available.... when a group of experts can evaluate your experience.

Let me say this to Alan:

1. Would he please write just one more letter to the Canoeing publications apologising for his deliberate slight on the canoe manufacturers, most of whom put a great deal of work into their products.... including the safety aspects.

F.R. Goodman - Valley Canoe Products



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