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No.35 SUMMER 1984 PRICE 60p

THE OFFICIAL MAGAZINE OF THE BRITISH CANOE UNION





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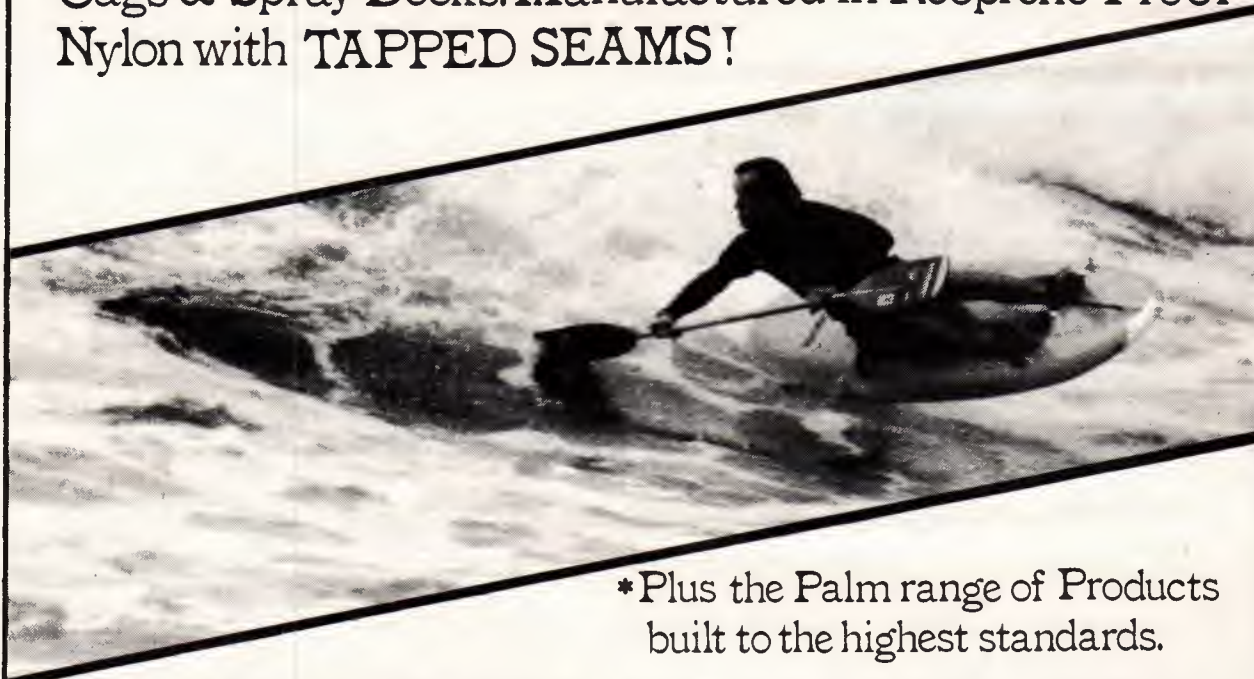
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FRONT COVER

Kevin Smith — at the first regatta
Kevin won every 1,000 metre event
and looks a likely candidate for Los Angeles.

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DESIGNED & PRINTED BY DDMA

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EC1V 0DE Tel: 01-253 3272

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Flexel House, 45-47 High Street
Aldershot, Weybridge KT15 1JV

Published quarterly by the British Canoe Union

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FOCUS is the official magazine of the British Canoe Union. Other magazines which deal with specialist activities are:

Surf; Beachbreak K.G. Smith 100 Wood Road, Treforest, Pontypridd, Mid Glam.

Slalom; Feedback R. Fox, 154 Lichfield Road, Stone, Staffs kST15 8PY.

Touring; Canadian Canoeist J.E. Pearton, 42 Fitzjohn Avenue, Barnet, Herts.

Wales; Ceufad, Roger Hayward, Pen y Bont, Corwen, Clwyd.

CoDe; Geoff Good, BCU Flexel House, 45-47 High Street, Aldershot, Surrey.

Commercial Publications;

Canoeing Magazine, M. Clark, Ocean Publications, 34 Buckingham Palace Road, S.W.1.

Canoeist Magazine, J.E. Fisher, 13 Wellington Crescent, Baughurst, Basingstoke, Hants.

OLYMPIC PROBABLES

1. *David Upsom. Royal Canoe Club at Teddington. Winner of the 500 metre K1 at the first regatta, probably Britain's fastest racer.*

2. *Grayson Bourne. Royal Canoe Club is one of the older members of the British team. After early season training in Spain he has yet to reach anything like his top racing form.*





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64 Millgate, Newark, Nottinghamshire
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3. Andrew Sherrif. Wey Kayak Club. Seems to be having an impact over the short distances after taking a back seat to Upsom and Bourne in recent years.

4. Jeremy West. Royal Canoe Club. Junior World's Silver Medallist from 1979, with Andy Sherrif in the K2 500m the crew looks promising.

5. Chris Canham. Royal Canoe Club. After twelve months off from the sport, Chris has come back with a vengeance. Bronze medallist in a K4 in 1981, Chris's K1 1,000 metre performance has improved beyond measure.

6. If Steve Brown, Nottingham can make the Games he will match the performances of Peter Lawler, Laurence Oliver and Douglas Parnham in making three Olympic Games.

7. (Only if you can get it in). Ken Smith from Reading won every 1,000 metre event at the first regatta.



3



4



5



6



7

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1984 A VINTAGE YEAR


By RON EMES — Director of the British Canoe Union

BRITISH CANOE UNION

Development Plan
1983-1993
"A Programme For Expansion"



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A PROGRAMME FOR EXPANSION

The Editorial published in the last issue of *Canoe Focus*, referred in somewhat pessimistic terms, to the possibility that 1984 might conceivably prove to be the year when the Union, as a consequence of apathy, indifference and lack of corporate interest, might restrict the rights of their members to participate in the process of democratic government of their sport. The analogy of the Orwellian state was offered as the ultimate outcome of inertia. Whilst this prophetic analysis of what might be remains a reality, in all other respects, 1984 is proving to be, for the British Canoe Union and canoeing, a year that has witnessed the realisation of a whole range of new, exciting, and memorable developments. In particular the "Programme for Expansion", which identifies the most effective means of providing opportunities for developing the sport and recreation of canoeing, has finally received the approval of the Sports Council, after almost three years of discussions and negotiations, and will be implemented from the 1st June this year.

The "Programme", which seeks to define from amongst the infinite range of activities for which the Union is responsible, those measures necessitating particular emphasis if their objectives are to be achieved, recommends that the following developments be afforded special priority —

1. The encouragement of greater participation in the sport and recreation of canoeing by developing regional organisation and the appointment of regional development officers.
2. To continue 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.
3. 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.
4. The construction of the Artificial Slalom Course at the Holme Pierrepont National Water Sports Centre, Nottingham and the transfer of the Union's Headquarters to the Centre when sufficient progress with the course has been achieved. Improved facilities for canoesport, slalom and wild water racing sites, regatta courses, swimming pools for canoe polo, launching facilities for surf and recreational canoeing.

5. The development of services available to members, the canoeing public, and commercial interests.

6. Improved liaison between the Sport and Recreation of Canoeing, Educational Services and Youth Organisations.

Each of these proposals is considered to be of fundamental importance to the overall success of the "Development Plan", and if the objectives specified are achieved, will serve as a catalyst, and will create opportunities for universally expanding the range of canoeing activity.

The strategy to be utilised by the Union for developing the resources required to implement their "Programme for Expansion", relies upon the conviction, that only by expanding their services and increasing membership income, will sufficient finance be available to achieve their objectives. Thus, the employment of a Sales and Marketing Manager, and the appointment of Regional Development Officers in the most heavily populated Regions, with the most immediate potential for expansion, that is London and the South East, and the Midlands, are considered to deserve the most urgent attention.

During the next three years the Sports Council has agreed to allocate an additional £85,000.00 in grant aid, to assist the Union in achieving its objectives, which includes their long term aspiration to become financially self-sufficient and independent, at least that is for the purposes of administration and coaching.

**Holme
Pierrepont**

ON THE WATER

PLUS

A NATIONAL CANOEING CENTRE

To complement the approval of the "Programme for Expansion", we have news of even more breathtaking proportions. The Holme Pierrepont Artificial Slalom Course project, so long an impossible dream, is at last a reality. Following the unprecedented generosity of Nottinghamshire County Council, who, yet again have acted in the finest traditions of a progressive Local Authority, when agreeing at the end of the year to contribute half a million pounds to the project, the Sports Council have allocated 1.4 million pounds towards the cost of constructing the Artificial Slalom Course. Thus the 17 year old saga, which began in a gravel pit alongside the Trent at Holme Sluice, has reached the final and conclusive stages of development, and soon, certainly by the Spring of next year, the contractors will begin to dig on site. As has previously been reported, the green light for the Artificial Slalom Course, also enables the Union to implement its plans for transferring their Headquarters to the Holme Pierrepont National Water Sports Centre, and so provide the opportuni-



ty for developing the Centre as the focal point for canoeing activities in Britain.

Already the Council of Management has established a Working Party, to direct and co-ordinate all those proceedings that may arise as a consequence of the establishment of the Holme Pierrepont National Water Sports Centre as the headquarters and centre for British Canoeing activity, including —

1. The construction and management of the Artificial Slalom Course
2. The construction of the Headquarters building
3. Those aspects of the Golden Jubilee 1986 Committee's affairs directly associated with the Holme Pierrepont Development Project.
4. The transfer of the headquarters Secretariat to the Holme Pierrepont National Water Sports Centre.

At their first meeting, the Working Party agreed to recommend to the Sports Council, that the new Headquarters building should be so located, that activities on the Slalom Course, the Regatta Course, and the River Trent, could be organised and administered therefrom, thus giving practical effect to the general philosophy that has for so long been the ideal of the Union's planners, which is that the administrative resources of the Union should be readily available to those actively engaged in the sport and recreation of canoeing.

Having finally, after so many years of preparation, procrastination, and persuasion, achieved real success in progressing the Union's long term development plans, there is a natural tendency for those who have been involved to draw a deep breath, and having congratulated each other on their endeavours, retire in exhaustion to comparative obscurity. Regrettably this will not be permitted. The Union have merely placed their foot on the first rung of the ladder, and are now required to implement the "Programme for Expansion", build the Artificial Slalom Course and the new Headquarters, raise the £100,000.00 required from the Union during the next two years as their contribution to the project, transfer the Secretariat to Holme Pierrepont, agree and establish suitable management arrangements for the Course, achieve the targets for expansion agreed with the Sports Council, that is a 7½% per annum increase in membership, a 7½% per annum increase in activities, and a 7½% per annum increase in the sale of services. When all of these objectives have been achieved, and lots more besides, then perhaps it will be possible to contemplate consolidation, evaluation, and maybe even hibernation! In the meantime the following quotation from Machiavelli, 'The Prince', seems particularly appropriate in the circumstances —

"There is nothing more difficult to take in hand, more perilous to conduct, or more uncertain in its success than to take the lead in the introduction of a new order of things, because the innovator has for enemies all those who have done well under the old conditions, and luke-warm defenders in those who may do well under the new."

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SCOTTISH CANOE ASSOCIATION REGATTA'S 1984.

| | |
|-----------------|---|
| June 7 | Scottish K1 10,000m Championship |
| June 17 | Rowerdennan Fun Regatta Rowardennan Youth Hostel, Loch Lomond. |
| June 24 | Scottish K1, K2, K4 500m and 1,000m Championships Strathclyde Park, Hamilton. |
| July 22 | Scottish K2 10,000m Championships. Linlithgow Loch, West Lothian. |
| August 5 | Scottish K4 10,000m Championships. Strathclyde Park, Hamilton. |

Further details can be gained from Mrs. A. Davidson, 9 Lakeside Road, Kirkcaldy (0592) 266920.

Also available from the Scottish Canoe Association is the updated version of the 'Guide to Scottish Rivers'. The document is available from The Administrator, SCA, 18 Ainslie Place, Edinburgh, EH3 6AU. Price £1. Please send a large SAE.

Strathkelvin Kayak Club are reviving 'The Three Locks Touring Marathon', Scotland's answer to the Devizes to Westminster Classic Marathon.

The course is run over Loch Lomond, Loch Long, Gore Loch, River Clyde and the River Leven. Paddlers form teams of three canoes, carrying all their own equipment for the weekend. No outside assistance will be allowed once the race is underway early on the Saturday morning.

The 'Three Locks Marathon' takes place on 30th June and 1st July 1984. Further details are available from David C. McWhirter, 70 Oak Drive, Lanzie, Scotland.



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BY
ALASTAIR
BUCHAN

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It would have been wiser to stay in bed. It was bitterly cold, blowing half a gale and the rain turned first to sleet and then hail. Once upon a time taking ten canoes down the Tyne from Keilder to the sea appeared a good idea, even a middle order character building challenge.

It was rapidly acquiring the hallmarks of a genuine escapade and our only excuse was that it had been somebody else's idea. After six months of preparation and planning the original group had dropped out and we dropped in with only three brief weeks to put our act together ... short on resources and long on enthusiasm.

At six o'clock on a Friday morning we needed all that enthusiasm, Keilder may only be six miles long but with a strong willed headwind it has a spiteful, almost sadistic sea which positively enjoys slopping water over everything that floats.

By contrast, below Keilder there is a chronic water shortage. For canoeists the river hereabouts is described as "impracticable" ... meaning pick up your canoe and walk. Canoeing became one of life's rare luxuries. It was a day of mind numbing effort broken by pain as we fell further and further behind schedule. Any reasonable, unbiased observer would have reckoned even the gods were against us. He would have been right.

Just once, for about ten seconds, the sun dug a tunnel through the clouds, the wind took a breather and there was actually enough water to canoe. It was a moment to savour. The river had a beauty different from the stark, remote grandeur of Keilder. It is ironic that it takes a man-made lake in a man-made forest to give the illusion of natural, untamed wilderness so old and so unchanging it would have been in order for a cohort of Roman soldiery to march out of the mist. Now as we lost height and water the hand of man was



Most weirs were fun, especially in the upper reaches. There was always enough water to canoe above them and they ended with a grand slide.



Warden Gorge ... we expected to damage a canoe or two here. We did not despite clouting a few rocks. More damage was done higher up dragging canoes over the rocks.

more obvious and the countryside gentler.

Saturday brought a steady, never ending, untiring downpour carried on that everlasting wind but at least there was now enough water to canoe for most of the time. It made a pleasant change but could it last?

Just below Chollerford came Warden Gorge ... the river's best attempt to remind us it could bite as well as nag. Hedged in by cliffs it tumbled over gap toothed rocks like a water-borne pin table, all bouncing bells and tilt lights.

A few miles further on the South Tyne joined in the fun. Unhampered by dams the constant rain had brought it close to spate changing the water from a leisurely peat to a fast moving mud brown creased with threatening eddies and swirls.

It was a bully's bluff. Paddling became (very nearly) optional. We careered along between rolling pastures watched by curious

cows. At one stage our support bus clocked us at over 12mph!

The weir at Riding Mill brought our rush to a sudden halt. It was a lethal mass of foam and stoppers. Prudence insisted on a short portage before we could resume our headlong dash downstream. The memories of Friday were forgotten in our exhilaration.

A final weir and a last patch of white water brought us to Wylam and the end of a long day. We had covered 40 miles and were back on schedule.

It was fitting that Wylam, the birthplace of George Stevenson, saw the last of the countryside and start of the Dagenham graveyards, derelict power stations and empty coal staithes ... all reminders of a lost, more vibrant age.

The tide carried us down under the bridges into the river that saw the world's first turbine ship, that built liners like the Mauretania,

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that sent coal everywhere. Over there, at Wallsend is the replacement for the Atlantic Conveyor. Close by is the Sir Tristan, another Falklands veteran, still battered and still unbowed. Not far away is the Kharg built for the Shah of Iran and still awaiting collection.

It is impossible to escape a sense of living history. The shipyards may be quieter but the river is changing not dying. More and more pleasure craft now lie where once freighters waited for the tide.

A final bend past Jarrow brought the smell of the sea, South Shields and our destination ... the yacht club. We had made it ... almost. The wind pushing over the last remnants of the tide claimed the final word by throwing up an awkward, rolling sea just to remind us not to count your chickens while paddling your own canoe.

The last 100 yards of slap, rock and roll went on forever. The beach was tantalising close but toally out of reach. Almost 200 years ago the men of South Shields ran a newspaper competition which inspired the world's first proper lifeboat. For a time it seemed we could be calling on their suc-



cessors but at last, one after the other, ten tired bows touched the beach. Three days of paddling were over. We had done it ... and then (what else?) the rain stopped.

The bridge at Chollerford ... there was once a ford here and despite appearances the water is only a few inches deep. Yet, compared to higher up this is a positive flood.

SAFETY

SAFETY ON WHITE WATER

A Conference attended by some 45 delegates representing many of the best known names from the canoe building trade, and experienced white water paddlers, took place at Plas y Brenin in January.

Led by Nigel Timmins, head of canoeing at the Centre, who had represented the BCU at the International Conference on white water safety in Switzerland in 1982, the seminar dealt with a wide range of topics, but with a concentration on the incidence and problems of entrapment when boats become lodged against obstacles in moving water.

As a result of the Conference a joint working party of manufacturers and paddlers is to meet. Its job will be to decide what now needs to be done to try to answer the many questions which have been raised. A full report of the conference will appear in the next issue of *Canoe Focus*.

ACTION COMMENDED

Presidential Letters of Commendation have been awarded by the Council of the British Canoe Union to several paddlers.

Prompt and efficient action, reflecting a particularly high degree of personal paddling skill, positive thinking, and rescue ability, was demonstrated by the following:

Dave Evans of Calshot Activities Centre; **Frank Goodman** of Valley Canoe Products and **Dave Patrick** of P & H Fibreglass, who went to the assistance of a group of French people in difficulties when their dinghy capsized. The trio were assisting on a Corps of Canoe Lifeguards course in France at the time.

Sam Roberts, of Bude Surf Life Saving Club rescued a fisherman who had fallen overboard in strong surf. **Nicholas Hill**, of Exeter

Canoe Club, saved another paddler who was in danger of drowning at Flower Pot Weir, Exeter.

FEWER DROWN

In spite of the record breaking summer of last year only four persons drowned from canoes in Great Britain. One was an experienced paddler trapped against weir staunchions. One, a 15-year old boy, a poor swimmer not wearing a buoyancy aid, capsized 1½ miles off the North Wales coast. The third, an 11-year old boy, also not wearing a buoyancy aid, drowned on placid water whilst under unqualified and inexperienced supervision. The fourth, also not wearing a buoyancy aid, died in the Wye, at Monmouth, when his open canoe overturned.

The lesson continues to be that the wearing of a buoyancy aid or lifejacket is paramount to the avoidance of drowning from a canoe.

On the sea, HM Coastguard reported 41 significant launchings to investigate calls involving canoeists. Of these, 24 incidents included the rescue of canoeists by lifeboats or other powered craft. Insufficient information is available to make a completely accurate analysis. However, only about 6 of the calls would appear to have been to help fully trained canoeists.

Dick Richards, Area Controller for Swansea, who is the BCU Coastguard Liaison Officer reports: The overall impression is that the vast majority of sea canoeists do take their sport seriously, are safety conscious, adequately equipped and have a responsible attitude. A minority of incidents indicate a lack of awareness of the potential difficulties of sea canoeing on the part of inland paddlers. The incident involving loss of life was caused through a complete lack of caution by adventurous youngsters.

It would be helpful if all sea canoeists appreciated the situation from the Coastguard's point of view, and realised that any information or report, from whatever source, and however incomplete, which indicates danger to life, simply has to be checked out. Every stretch of UK coastline is covered by one or another Coastguard MRCC/SC available to give weather and sea conditions and log a note of your activities. This could save con-

siderable investigation if difficulties do arise or we receive enquiries. In no sense do we wish to police your activity, but the better knowledge we have of all that is occurring on a 'particular patch' the more effectively and efficiently can we discharge our responsibilities.

HAVOC AT HAMBLEDON

For the third time in four years, the Premier/Division 1 has not been completed satisfactorily with the majority of the Sunday programme being cancelled this year.

Again the BCU Slalom AGM has been proved right in not allowing a selection event on the un-natural and unpredictable Thames. Now after the disasters at Hambledon they must now consider the re-location of top class events.

SLALOM ENTRIES IMPORTANT

Slalom paddlers should all, by now, have received their 1984 year book, courtesy of the Post Office, the "stuffers" and the long-suffering Ranking List Compilers.

If you have not received your copy, the chances are that it was YOUR FAULT. Common failings are: moving after your last event last season and not telling anybody; not putting an address at all (eg. c/o MUCC); or just plain illiteracy!

In 1985 the Post Office will not accept bulk mailings unless every envelope bears a POST CODE. This means that if you do not include a post code in your permanent address, you will not receive a year book next year.

Please also note that if you are in Divisions three up to Premier you must obtain a bib from the relevant officer for your Division, and quote your bib number on all entry cards.

Mike Carter
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COMMONWEALTH CAPERS

Readers of the sports pages of our national press, will know that the English Rugby Union have recently caused much heartsearching within the Commonwealth sporting community, as a consequence of their agreement to tour South Africa. Now it may be that the average canoeist, not much caring about a game that involves the use of an asymmetric ball, which to the casual observer is odd to say the least, caring even less about a quadrennial sporting jamboree that includes bowls, badminton, and archery, would observe with considerable diffidence — So What! Well Mr. Average Canoeist, you are about to be edified. The Commonwealth Games began in 1930, guess what was a demonstration event on that occasion 54 years ago in Hamilton, Canada? Right — Canoeing! Guess what's never appeared on the programme since that time? Right — Canoeing! Guess what should have appeared on the programme of the 1986 Commonwealth Games to be held in Edinburgh, but for the intransigence and bureaucratic obstructionism of the Organising Committee? Right — Canoeing! It's all a long story, but when the constitution of the Commonwealth Games Federation was re-written in the 1970's, due to the endeavours of our President of Honour, J.W. Dudderidge OBE, a short but important paragraph was included which contained the words —

"If rowing is included in the programme of the Games, only Sprint Racing Canoeing events may take place, and in Article 29 Rowing/Canoeing shall be considered as one sport. If Long Distance and Wild Water Racing events are included without Rowing events, then Canoeing shall be considered on its own as an additional event."

The Edinburgh Organising Committee decided to include Rowing on the Programme in 1986, but have consistently refused to acknowledge that by so doing, Sprint Racing Canoeing should also take place. The rumour is however, that the organising Committee will invite Canoeing to be — guess what! A demonstration event! It seems therefore that the circle has been well and truly squared, in Commonwealth terms at least, and we're back where we were in 1930.

OLYMPIC BON VOYAGE

This will be the last issue of *Canoe Focus* to be published before the flame is lit (and extinguished) at the XXIII Los Angeles Olympic Games. Hounddog has previously commented

in somewhat jaundiced terms regarding the more extreme commercial activities of the Organising Committee, and the most recent bulletin from our American correspondent, has not increased our confidence in the ability of our cousins across the water to sustain the Olympic ideal. That there will be the usual politicising to which our Olympic athletes were subjected at Mexico, Munich, Montreal and Moscow, is quite obvious. Even as I write, the Commonwealth Countries are threatening boycott as a consequence of the English Rugby Union Tour of South Africa, and the Russians, whilst not admitting to the word "boycott" appearing in the Russian/English lexicon, are using "niet" with increasing regularity and talking about "non-attendance". These macro-problems, are of course of little significance to our aspiring Olympic canoeists, whose total preoccupation must and should be, with completing the 500 metre or 1,000 metre course at Lake Casitas on the 6th/11th August in the fastest possible time.

As this will be the last public opportunity therefore, Hounddog extends his very good wishes to all members of the British Olympic canoeing team, and to use a well worn coaching phrase, may they realise their full potential, go faster than ever before, enjoy their moments of glory, and remember they're British!! We will all be glued to the tele' cheering them on, sharing their success and disappointment, and experiencing the pride and pleasure that is a natural consequence of being part of the same sporting family.

THE GOLDEN YEAR

News is abroad that the Golden Jubilee Committee are planning an action packed year in 1986, and have produced an impressive and exciting programme to celebrate 50th Anniversary of the Union's foundation in 1936. Beginning with a New Year's Day Rally on the River Thames, where it all began, and to which will be invited those veterans of yesteryear still capable of wielding a paddle, the Committee intend to organise a Round Britain Tour, and a series of Regional Competitions in all disciplines with the Finals to be held at the Holme Pierrepont National Water Sports Centre. It is planned to present a water spectacular over the four days of the August Bank Holiday, hopefully to coincide with the official opening of the new Artificial Slalom Course and the headquarters building, which will include an Exhibition and Trade Show, a National Slalom, Wild Water Race, Regatta and Marathon, together with a wide range of other canoeing activities. Other proposals include a Banquet, the publication of a 50 year history of the Union, and the introduction of the newest canoeing discipline to emerge, "Canastics". It seems that there will be some very busy people beavering away during the next two years. Hounddog wishes them every success and strength to their arm.

SLOW MOTIONS

An examination of the Motions submitted by the Board of Management of the International Canoe Federation, and the National Associations to the Bi-annual Congress of the Federation, to be held in Sofia, Bulgaria on the 6th/7th October, provides an unprecedented opportunity for engaging in a little Freudian analysis of our canoeing comrades across the sea. Bulgaria and the Soviet Union for example are seeking to ban cash prizes and restrict their material value to 200\$. Hungary does not consider that new international disciplines, such as canoe polo, should be fully recogniz-

ed internationally, until 15 nations are actively involved. The Danes believe that advertising should be permitted on clothing at World Championships. The British Canoe Union have submitted almost as many motions to the Congress as the other 42 countries affiliated to the federation put together. Commiserations and sympathy to our delegates to the Congress, who will be seeking to represent the best interests of the Union, and to present rational and cogent arguments in support of their motions.

IT WAS ALL HAPPENING 30 YEARS AGO!

Extracts from 'Canoeing in Britain' — Summer 1954

A Promising Start

The slalom season 1954 went off with a flying start. Each of the five slaloms under review — out of a total of 13 scheduled for this year — received a greater number of entries than one even two years ago would have thought possible. The standard of watermanship showed marked improvement. This applies not only to the old hands. It can already be said that the most outstanding feature of the slalom season 1954 will be the great number of slalomists who suddenly have moved up into the top class. The systematic training which has been going on in a number of clubs, during winter and in early spring is beginning to show promising results. In this respect the efforts of the Chertsey Group of the CCC and of Twickenham CC are particularly worthy of note.

National Championships 1954

At the time of going to press it has not yet been decided whether this year the Union will be collaborating with the Skiff Racing Association in the organisation of a joint championship regatta over the Henley course on August 28th and 29th. Full particulars will be sent to all clubs in due course.

I.W.A. Race on the Bedford Ouse

A handicap race in canoes was held on the Ouse from Bedford Bridge to St. Neots Bridge on Sunday, May 2, under conditions of wind and rain. 24 boats started and 21 completed the course which included several portages and the shooting of a number of broken locks. The race was open to all kinds of canoe and John Dudderidge of the BCU was responsible for handicapping the craft. The 'field' included Canadian canoes and folding canoes of many sizes and shapes, touring kayaks and racing kayaks, and the competitors ranged from rather unskilled to quite high standard racing men, all having two features in common, enthusiasm and determination. The winner was C. Gautier of Weston Bay CC, paddling a racing kayak, whilst the runner-up was G. Swettenham of Richmond CC in a fast touring kayak. The Jackson brothers, also of Weston Bay, came in third in a folding canoe. The winner's time was 2 hrs. 31 mins. for a 15-mile course.

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It was as a result of a casual conversation at the stand of Mr. Carl Douglas, the manufacturer of "The Canoe" at Crystal Palace Exhibition 1983 that I ended up paddling a dream canoe. Like most canoe exhibition visitors who go to Crystal Palace each year, I look for something special or at least innovative. This year two or three things caught my eye; sailing canoes in glass fibre, plastic kayaks galore and surpassing all else the most beautiful wooden traditional Canadian canoe I have ever seen.

Talking to the manufacturer, Carl Douglas, about the form and features of this canoe I was immensely impressed by his depth of knowledge of pure design, and enquiring about the likely speed of the canoe I was surprised at his claim of an easy 5 miles per hour. If like me, you are a keen Canadian paddler and you have been involved in Canadian expeditions as fortunately I have, you will quick-

ly realise why my ears pricked up and my curiosity grew. Carl has a background of racing shell (skull) construction that is known throughout Europe, and "The Canoe" is purely an offshoot and a hobby, but the craftsmanship is surely a work of art. Imagine my amazement at being offered a paddle in this most beautiful craft. Having confirmed that the offer was serious (and checked my insurance for cover against damage) myself and Steve Derwin, K2 partner who has been foolish enough to suffer the Devezes to Westminster race on two occasions with me, took loan of the canoe in May last year.

The design of the boat is for speed and easy cruising comfort. At 18' long and 32" beam I anticipated a boat that would be difficult to turn and steer. However, due to the lack of keel and an excellent hull shape we found that the canoe was much easier to manoeuvre than expected. More than anything else it

was, however, its forward speed that showed its racing background and breeding. The seats are constructed of wicker cane and the front one is adjustable fore and aft in order to trim the boat to a variety of paddlers' weights. A moulded yoke centre thwart is fitted for easy carrying by one person which is no great effort considering the total weight of the entire craft is less than 40 lbs.

Under trial the only difficulty we experienced was in finding a method of maintaining position in the craft when paddling hard. The interior finish is so smooth that with a bit of Tees mud in the bottom and some splashed water the interior becomes slippery and it was all too easy to lose the paddling stance. Carl has now rectified this problem by adding an extremely effective non-slip interior surface to his list of specifications.

Following some good river trips, Steve and I decided that we must enter a race to discover the boats true competitive potential. After some serious thoughts and reference to the USA racing manuals we sawed in half our best slalom paddles, put a crank in the shortened shafts and we were then ready to enter a mini-marathon at Sunderland on the River Wear. The gun fired and we paddled off against an assortment of marathon boats and naturally, like all local marathons, we raced the first 2½ miles into the teeth of a gale and against an ebb tide. Maintaining a straight course is generally very difficult in open Canadian under these wind conditions, but here "The Canoe" showed its form and held course with very few corrective strokes. After rounding the marker bouy, with the wind and tide now behind us, we seemed to fly back to the finishing line and keep ahead of a K2 pair who had lost time on a sloppy turn. Whilst paddling into the sun's reflection on a wind rippled surface we must confess to hitting some rocks, an accident which brought beads of cold sweat to our brows and the expectation of water bubbling in through a huge hole in the hull. However, to our surprise, wood veneer as well as giving unparalleled appearance, can certainly take a knock and all we had succeeded in doing was scraping the varish a little. Event over and a quick calculation of our time showed that we had maintained over 5.5 mph, confirming Carl's claim. This canoe is quick.

Well, all good things must come to an end and we returned our much prized Canoe back to its owner. There is no doubt that this is a most beautiful and practical canoe for family touring or for competition. Perhaps we will get the chance to paddle one again on an extended cruise; could be quite interesting!

And the cost? Well, consider that The Canoe is in a class of its own in design, construction, performance and sheer beauty, and you will not be surprised to hear that it is a boat for the more discerning canoe enthusiast, prepared to pay for the distinction this craft confers. After all how much would you pay for a genuine article of Sheratan furniture?

D. Hellawell
National Coach.

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| Splashsport | Challenger | | Slalom X |
| | Universal | | Shortie Expedition |
| | Voyager | | Shortie Instructor |
| | Turbo | | |
| | Turbo Junior | | |

The Standard has been jointly agreed between the British Canoe Manufacturers Association and the British Canoe Union. Copies are available from the BCU Office on receipt of a stamped, addressed, envelope.

International Canoe Exhibition

CRYSTAL PALACE

A record attendance of 12,000 people swelled the portals of Crystal Palace and yelled their heads off around the pool as the competitions unfolded. Polo, slalom, super stars and obstacle races in addition to a glittering display of the finest canoe and kayaks.

Photos: Bob Martin.

1. Canoe Polo — gentlest of games. Luton Tigers thrashed Bere Forest in the National Final.

2. Lesley Smithers usually looks far more lovely. Liz Sharman and Sue Hornby shared the women's 'Superstars' competition. Alan

Williams, World Racing Champion won the men's.

3. Bushy Hedges in action in the indoor slalom.

4. So that's how you paddle a C2.

5. Luton Tigers winning a 'goal'.

6. Mick Druce competing in the indoor slalom at Crystal Palace.



1



2



4



3



5



6

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And if you do that, you will have enough to pay for the something better."

John Ruskin (1819-1900)

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INTERNATIONAL RAPID RACING CHAMPIONSHIPS

PHOTO-STORY: JOHN GRIFFITHS

The Rapid Racing Championship took place in March on the Tryweryn. Four courses were chosen on different sections of the River Race course which resulted in 500m dashes down 'The Tunnel', 'Graveyard', 'Staircase' and 'Mill Fall'.

Competitors from Austria, Belgium, France and Ireland took part as well as the top paddlers from Great Britain. Notable among the faces on the start were Jean Pierre Burny — much heralded World Champion from Belgium, Richard Fox and Liz Sharman from Slalom and Claud Benezit the World Champion at Bala in 1981.

In the end John Dunseath and Mike Smith shared the Rapid Racing Championship with Benezit and Leroux of France taking third and fourth places. The ladies event went to Fiona Mitchell of Great Britain with Ann Plant in second place. Gail Allen of Slalom fame, finished a creditable fifth.

A. Fiona Mitchell — pensive on Mill Fall.

B. Susan Hornby — flying off the Mill Fall.

C. Jean-Pierre Burney in the 'Graveyard' heading for his lowest result in the Championship.

D. Jeremy Hibble — his lack of 'power' showed in the rough sections.

E. Bob Campbell — just back from the States he improved steadily then dropped down the field on the 'Mill Fall'.

F. Corrine Helm pensive on the 'Mill Fall'.



A.



C.



B.



E.



D.



F.

British Canoe Union APPOINTMENT

Regional Development Officer (British Canoe Union London and South East Region)

Applications are invited from a self motivated person of high calibre and initiative, who is suitably experienced and qualified, for appointment as Regional Development Officer for the British Canoe Union London and South East Region. The appointment will be initially for a three year period.

The Union is the Governing Body for the Sport and Recreation of Canoeing with approximately 12,000 individual members and 600 affiliated clubs. Its Headquarters are presently situated at Addlestone, Surrey, and will move to the Holme Pierrepont National Water Sports Centre, Nottingham early in 1986.

The successful applicant will be required —

1. To support and enhance the activities of voluntary workers in the London and South Eastern Region in promoting and developing the sport and recreation of canoeing within the Region.
2. To promote membership of the Union, to assist with the establishment of new Clubs, and the strengthening of existing Clubs, and to improve the service, support, and liaison with Clubs.

The salary scale for the post will be related to that recommended by the Sports Council for payment to Executive Officer grade, that is commencing at £5,786.00 rising by four annual increments to £8,078.00 per annum. (Subject to an inflationary adjustment from the 1.4.84). In addition Outer London Weighting of £500.00 per annum will be paid. Normal conditions of service regarding leave and allowances are applicable, and a private pension scheme is in operation. The Officer must provide his/her own motor vehicle, for which standard mileage allowance and out of pocket expenses will be paid.

Marketing Manager

Applications are invited from a self-motivated person of high calibre and initiative, who is suitably experienced and qualified, for appointment as the British Canoe Union Marketing Manager. The appointment will be initially for a three year period.

The Union is the Governing Body for the Sport and Recreation of Canoeing with approximately 12,000 individual members and 600 affiliated clubs. Its Headquarters are presently situated at Addlestone, Surrey, and will move to the Holme Pierrepont National Water Sports Centre, Nottingham early in 1986.

The Marketing Manager will be required to initiate, promote, and manage the Union's commercial and marketing activities to benefit the Union and its members, and will be particularly responsible for sponsorship, membership, publications, and expanding services related to the supply of canoes and equipment, and canoeing holidays, and the organisation of Exhibitions and Displays.

The salary scale for the post will be related to that recommended by the Sports Council for payment to Higher Executive Officer grade, that is commencing at £8,166.00 per annum rising by five annual increments to £10,218.00 per annum (subject to an inflationary adjustment from the 1.4.84). In addition a sales based incentive scheme will be negotiated, and Outer London Weighting of £500.00 per annum will be paid. Normal conditions of service regarding leave and allowances are applicable, and a private pensions scheme is in operation. The Officer must provide his/her own motor vehicle, for which standard mileage allowance and out of pocket expenses will be paid.

Letters of application should be sent, together with details of past employment and qualifications, and the names of two referees to:

The Director, British Canoe Union,
Flexel House, 45-47 High Street, Addlestone, WEYBRIDGE, Surrey KT15 1JV

(no application forms are issued)

A copy of the job specification will be sent to all applicants.
The closing date for applications is the 6th June 1984.

Action on access



LEVEN WILD WATER TEST

31st YEAR Marked a milestone in the history of this classic annual event. After 31 years of organising and running the Leven Wild Water Test, Eric Totty has reluctantly declared it to be his last.

Eric has served the BCU well over the years and made major contributions within the Access field.

Although well into his seventies, Eric maintains that gentlemanly image and quiet enthusiasm that we have all come to respect. Typical of Eric is the excitement and sense of satisfaction he derives from being involved in well run events, and perhaps as a result of such events, receiving just one letter expressing gratitude for the efforts of people like him. This, in this largely ungrateful age, when so much is taken for granted is the only reward for service that Eric has ever sought, and derived great pleasure from.

It is not surprising therefore, that Eric should have now decided to give up the ma-

majority of his committee and administration work to, in his own words, spend a little more time enjoying active canoeing. Eric would be the first to admit that although he still heeds the call to travel "far and wide", he can no longer do so with the same headlong abandon of youth.

A piece which appeared in "The Field" in 1980 fits Eric admirably, and acts as a worthy tribute:

*We in the midst of business life's alarm
Look forward to retirement and calm
When hectic calls to travel far and wide
Are over and last we can subside.
Yet when our age advances, relaxation due
Seems to come only to the idle few.
Thus active age still goes in search of work
And finds new duties that it may not shirk.
So more and greater labour is our plight,
Indeed we find in this a new delight,
Fresh pastures here abound in things that last,
Still looking to the future but remembering the past.*

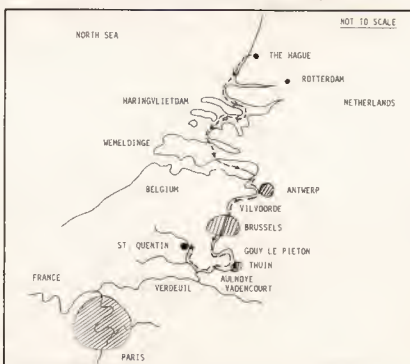
AN INLAND VOYAGE RECREATED



This classic story by Robert Louis Stevenson of a canoe trip by river and canal, from Antwerp to St. Quentin, which Stevenson made with a friend in 1876 has inspired the Federation Francaise de Canoe Kayak to recreate this memorable cruise.

The final details have yet to be confirmed, but it is envisaged that an exploratory cruise consisting of a party of 8 to 10 European pad-

dlers of proven ability will depart from the Hague and travel some 460 kilometres to St. Quentin — near Paris. The tour will be broken up into 11 stages and will probably be held sometime between 14th July to 15th August. The type of boat to be used will be announced shortly along with the final programme. If successful the cruise maybe adopted as an annual International tour. Any paddler or paddlers who may be interested in joining this historic cruise should contact Denis Cheminade, Direction Technique FFCK, Boite Postale 58, 94340 Joinville le Pont, France, giving details of availability and experience.



THE CANOEIST AND WILDLIFE

We are pleased to announce the publication of the first of a planned series of educational leaflets and booklets covering a number of topics of interest to all canoeists.

The first leaflet produced on the wildlife and conservation theme should have a broad appeal to all age groups although its principle target is the younger paddler.

It has been attractively produced with photographs, live drawings and text from the joint staffs of the Welsh Water Authority and the British Canoe Union with valued sponsorship from Shell UK Ltd. Other planned publications are the all new and updated Guide to the Waterways, a series of Regional Canoe Trail leaflets and a club package giving detailed but simple explanations of Access and related matters.

The Canoeist and Wildlife leaflet is available now from BCU Headquarters either singly or in quantity for club group distribution.



Roger Irwin, the National Access Officer and his wife Sandy, were amongst the Access Team members who were available throughout the weekend of the Canoe Exhibition at Crystal Palace, to answer access queries and offer advice on numerous topics and subjects. Over 600 enquiries were answered and hundreds of pounds worth of Access and Touring literature was sold or distributed. The chosen theme of Information, Education and Communication was well received, and the number of visitors to the stand this year is indicative of the support the membership are now giving to Access Team. Our sincere thanks to all voluntary officers who helped during the weekend.

ERRATUM RIVER GREAT OUSE

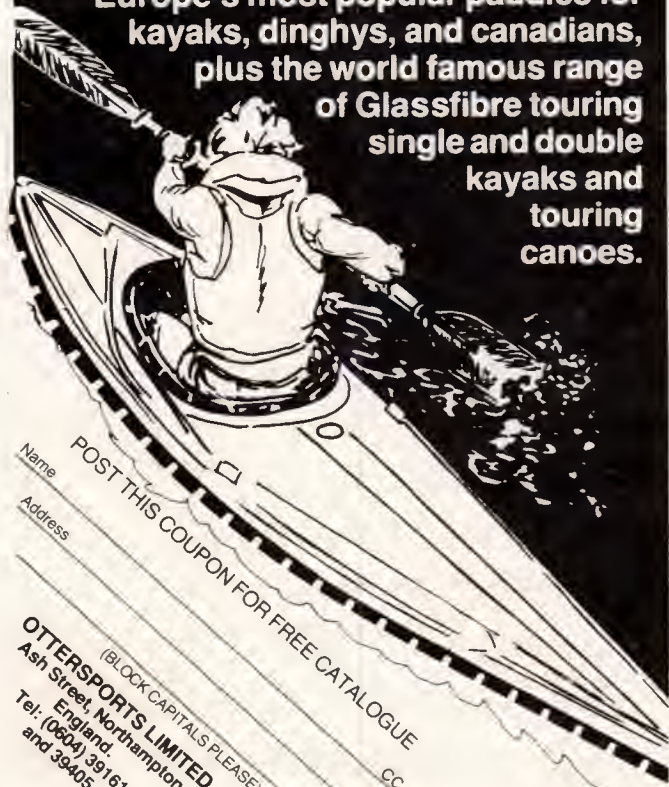
Long distance canoe trails from Felmersham Reach, to read Navigation extends from Bedford at Kempton Mill to a point 3 miles downstream of Denver Sluice. Due apologies made to all local Access workers for any problems this error may be caused.

BRITISH CANOE UNION MEMBERS HANDBOOK YEARBOOK 1984

Page 13 (last paragraph) RIVER MEDWAY — Should read: Extent of the Navigation Downstream limit — Allington Lock Upstream limit, the concrete arch footbridge immediately downstream of the flood regulating barrier at Leigh near the A21 Tonbridge Bypass, is now regulated by the Southern Water Authority Act 1982 Part IV, for which a licence fee is payable. Details from the Southern Water Authority, Capstone Road, Chatham, Kent. ME5 7QA.

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INTERNATIONAL CANOE TOUR FESTIVAL 1984-85

The Canadian Recreational Canoeing Association under the auspices of the Canadian Canoe Association and the International Canoe Federation, is pleased to announce the International Canoe Tour Festival 1984/85.

Never before in the history of North America has the body responsible for Canadian Olympic International Canoeing sponsored an International Canoe Tour on the North America Continent. A pre-world tour in August, 1984 will precede the formalities of the recognised International Canoe Federation Touring Events scheduled for August 1-30, 1985.

The event will take place in the Temagami District including Lake Temagami, Lady Evelyn-Smooth Water River System, Lake Nipissing, Lake Temiscaming and Algonquin Park. The event is expected to attract 4,000 participants and an audience of in excess of 50,000 in each of the two years. The Lake Temagami District has been chosen by the National Canoeing Association responsible for recreational paddling in Canada because of the circular canoe route management and the number and variety of canoe trails in both

open and moving water conditions. The trails are both semi-wilderness and wilderness and span approximately 1,700 kilometers. Participants will have a choice of a variety of canoe trips, varying in both degree and intensity. Approximately 45,000 hours of recreational canoeing will take place as a direct result of this international event.

This event enjoys the support of the Government of Ontario, Ministry of Tourism and Recreation and the Federal Government through various levels of assistance.

Along with the touring events there will be a series of highlight events, races, regattas, demonstration and canoe schools as well as survival courses, camping equipment seminars and environmental education opportunities. The Festival component of the tour will tie in numerous local events in the Temagami and Ontario "Near North" regions with the tour.

ACCESS AND TOURING INTERNATIONAL

In seeking to develop the Access and Touring interests of all canoeists, we

have extended our brief to cover international events.

INTERNATIONAL TOURING EVENTS

XXI (21st Edicio del Rallye Turistie Esport in

Intenational del Rio Noguera Pallaresa, Sort, Spain. 15/22 July, 1984.
Organisers Address: Commissio Organitzadora XXI Rallye, Casa de la Villa, Sort, Spain.

Rallye International de la Loue Doubs, France. 9/11 June, 1984.
Organisers Address: Federation Francaise de Canoe-Kayak, 87 Quai de la Marne, 94340 Joinville le Pont, France.

International Canoe Tour Festival 1984/85 Temagami District, Ontario, Canada. 1/30 August 1984. (See separate covering article)

For further details contact: Rob Metras, Box 500, Hyde Park, Ontario, Canada, NOM 1Z0

Summer's Coming

Weil's Disease: A Canoeists Illness?

Dr. John Whitehead, BCU Medical Advisory Panel.

"I went training on the canal on Monday and Tuesday. It was really hot and the canal had almost dried up: to keep cool we were mucking about doing bow rescues and hand rolls. On Friday I had a bit of a temperature and a really bad headache. We called the doctor out and he said it was flu. My legs got sore and they were so painful later in the evening that we had to get the doctor out again. He sent me to hospital which was just as well. I became as yellow as a China man with jaundice and very sleepy. Luckily my mum told the consultant I'd been canoeing and they did lots of blood tests and said I'd got Weil's disease. He said he hadn't seen a case for 20 years. Apparently it was touch and go for a week or so and I was in hospital for four weeks. Even four months later I don't feel quite right and the doctor says I can't drink alcohol for at least 6 months!"

What is it?

Weil's disease is a bacterial infection carried in rats urine which contaminates stagnant and slow flowing water.

How serious is it?

It can be a serious illness requiring hospital treatment and can lead to kidney and liver failure. One patient in 10 dies with it. No canoeist has died with it yet.

How do I catch it?

The bacteria are absorbed through the skin and mucous membranes of the mouth and eyes. It gets into the blood stream more easily

if you have a minor cut on your skin or feet or if you do capsize drill or rolling.

When do I catch it?

You can get it at any time of the year but you are far more likely to catch it in very dry spells in the summer, in very slow moving or stagnant water or after a flash flood when rats urine has been washed into the canals.

How common is Weil's Disease?

An average of 39 cases for the *whole of the British Isles* occurs each year. Most occur in farm workers but last year 5 cases were confirmed in canoeists in Britain — two on the Trent and Mersey canal at Stone, one on the upper Thames at Hambledon, one on the River Soar and one on the Medway at Maidstone. ALL OF THEM HAD BEEN ESKIMO ROLLING. Since these were only the severe cases admitted to hospital it is possible there were other mild 'flu' like illnesses in canoeists which were not reported. As you can see it is a VERY RARE DISEASE INDEED but 5 cases out of 39 total in the U.K. last year were canoeists in Britain and a further 2 were canoeists who contracted the infection abroad. Thus 18% of the cases last year occurred in canoeists.

What should I do about it?

If you feel ill after training on stagnant water or pools and have any of the features in the case history *call your doctor early*. The most common early symptoms are *temperature*, an influenza like illness and joint and muscle pains. **TELL YOUR DOCTOR YOU HAVE BEEN CANOEING AND WHERE AND ASK HIM IF YOU CAN HAVE A BLOOD TEST FOR WEIL'S DISEASE. TELL THE BCU WHO WILL LET THEIR MEDICAL PANEL KNOW ABOUT IT.**

What can I do to avoid it?

If you are an instructor or course organiser take sensible precautions. Be careful of stagnant canals and pools in hot dry weather in the summer or just after flash floods. Avoid known areas of rat infestation. If you want to instruct in capsize drill or eskimo rolling, choose relatively fast flowing deeper water or better still a swimming pool.

If you are an individual canoeist.

Avoid capsize drill and rolling in shallow polluted water during dry spells in summer. Cover minor scratches on parts of the body exposed to such water with water-proof plasters. Try to wash or shower after canoeing. Wear something on your feet to avoid sustaining cuts in polluted shallow water.

Broader aspects

Clearly the disease is very rare and my view is that providing canoeists take sensible precautions, no specific measures are warranted or necessary. However, because of the sensational nature and 'rarity' value of the disease newspapers and local opinion may over-react. Obviously a blanket ban on canoeing on certain rivers or at certain times of the year would be disastrous. Already the Medical Officer of Health in Staffordshire is considering the imposition of a ban on canoeing on canals in the county. If you run into problems of this kind, don't negotiate by yourself but involve the BCU urgently by telephone so that you may be properly advised by the BCU medical panel.

In summary

1. Avoid capsize drill or rolling in stagnant water in hot weather during the summer.
2. Wash or shower after canoeing in hot weather.
3. Cover minor scratches on exposed parts of the body with water-proof plaster.
4. Use foot-wear to avoid cutting feet.
5. If you have a flu like illness after canoeing go to your G.P. early — tell him you are a canoeist.
6. Let the BCU know if you contract the disease or if there is the likelihood of any local ban on canoeing because of the disease.

I am indebted to Dr. Sheena Waitkins PhD MRCPATH, Director of the Leptospirosis Reference Unit Public Health Laboratory Service for help with this article and in particular for the 1983 figures and to Dr. J.G. Cruickshank MD FRCPATH, Consultant Bacteriologist, R.D. & E. Hospital (Wonford) Exeter for general advice.

WHITEWATER SPORTS

BRITAINS BIGGEST AND BEST ALL YEAR ROUND CANOE EXHIBITION — TRY US

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Telephone: Walton on Thames (0932) 247978 or 225988. Telex: 291674.

STOP PRESS BARGAIN

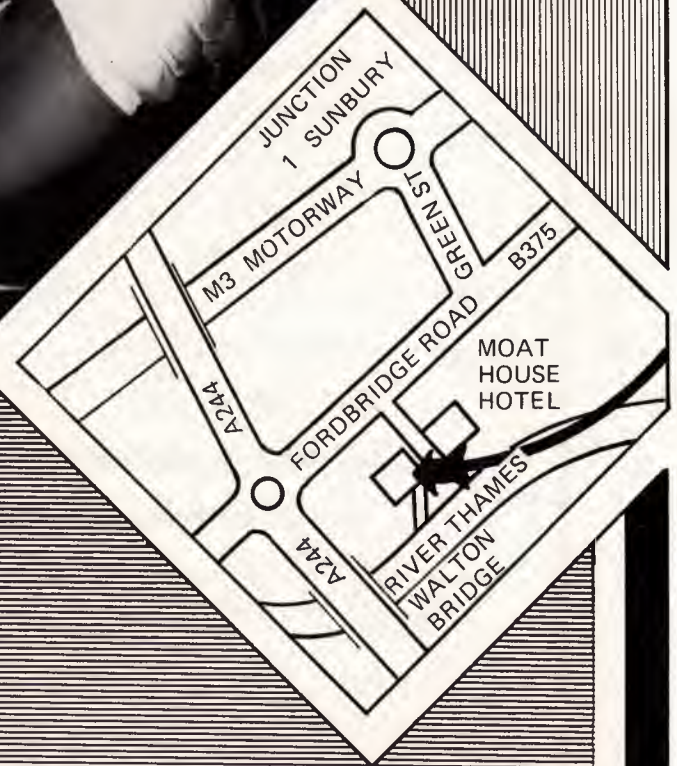
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TOURING TITBITS



The Canadian Canoe Association of Great Britain found last year that a Midlands venue attracted more members than London for their Annual General Meeting. This year they crowded the club house of the Royal Leamington Spa Canoe Club for a Saturday morning, under the leadership of vice-chairman Tibor Herbert, many got afloat through snow to break the ice and enjoy a cruise on the rivers Leam and Avon to Warwick Castle and back.

Details of the Canadian Canoe Association of Great Britain can be gained from: Leslie H. Rowe, 198 Canbury Park Road, Kingston upon Thames, Surrey.

Touring log-books, though in short supply at Crystal Palace Exhibition, are now readily available at a cost of 50p to members (non-members 75p). Send direct to BCU HQ or direct to your Regional Touring Officer enclosing a sae 9" x 6". Remember that your RTO is your area's representative to the BCU Touring Committee and so he can put you in touch with happenings around the country and clubs in your area which have an interest in touring, what to take, what to wear and general safety advice.

REGIONAL TOURING OFFICERS

(when requiring general information, please also enclose an sae). North West Patrick Moran, 1 Mawdaley Ave, Woolston, Warrington, Cheshire. Northern Robert Graham, 19 Halton Road, Newton Hall, Durham. Yorks & Humber side Colin Priestley, 5 Glen Mount, Lane Ends, Wheatley, Halifax, West Yorks. West Midlands Tony Crocker, Croft Cottage, Pershore Road, Upton Snodsbury, Worcester. East Midlands Bryan Ward, 46 Cosford Close, Birchwood, Lincoln. Eastern Graham Bourne, 2 Clay Hill, Enfield, Middlesex. South West Dennis Walls, 3 Endfield Close, Exeter. Southern Peter Baker, Ash House, 2 Tower Place, West End, Southampton. London & S.E. Jeff Simmons, 52 Ashgrove Road, Ashford, Middlesex.



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BCU N.W. REGION

Regional Mystery Tour and Coaching Rally. 23/24 June 1984.

Roll up, Roll up, to the Mystery Tour. Magic is in the air as the most ambitious Regional tour ever organised, prepares to get under way. Touring three separate sections of water and arriving back at the start point, but a different route, on the second day.

If you can't carry all of your camping gear in your canoe, then we will transport it for you.

Saturday lunch is next to a weir, where you can play if you want, with a friendly local only a ¼ mile away. The campsite is next to the clubhouse of a rowing club and the bar is to be opened specially for you. Local facilities, within ½ mile, include pubs, cinema, cafes, etc, and even a free canoeing demonstration at the local baths.

Sunday includes a waterside cafe for those who don't like cooking.

Sounds interesting, doesn't it? There is more besides but I don't want to give everything away. Parking is in a special car park. Don't worry about the distance — 15½ miles the first day and 12½ the second with easy grades of water suitable for all types of canoe. Full maps and information at the start.

Last year I had a great response to the fancy dress so this year we shall be doing it again but on a different theme. As Saturday 23rd is Midsummers Eve and the Druids will be out to play, I want you to base your thoughts on the theme of 'Magic and Mystery'. Plenty of scope there!

Unfortunately there has to be a tour fee as part of the tour uses British Waterways water and also a special tour sticker is to be printed. The cost will be: £2.50 — BCU members/£3.50 — Non-BCU members.

A reduction of 50p may be obtained on production of a current waterways licence.

Please arrive between 9.00 and 9.45 am ready for a prompt 10.00 am start.

Mike Wood
Regional Touring Officer.



Standing in front of the newly dedicated memorial to the Cockleshell Hero's are Co. (Blondy) Hasler and Bill Sparks of the Royal Marines.

The British Canoe Union commemorate the raid up the Gironde River in December 1942 by the award, each year, of the Hasler Trophy. The pair of silver figures represent service and civilian canoeing standing in remembrance of Blondy Hasler's leadership of the wartime raid on Bordeaux which destroyed enemy shipping. Col. Hasler and Marine, Bill Sparks were the only survivors.

Holme Pierrepont

By George & Frank We've got it!

George Parr and Frank Goodman are now working with Nottinghamshire County Council Engineers and the Sports Council on the final drawing of the Artificial Slalom Course on the

Trent. Work begins on site early next year to be completed by the World Rowing Championships in August 1986. It is proposed to move the headquarters by 1st January 1986.

Holme Pierrepont Slalom Course

A world class artificial slalom course with variable routes and controlled water conditions which will cater for the competition and training needs of all slalomists (whatever their standards), the training needs of other rough water canoeists and provide a unique facility for other forms of rough water adventure.

General Description

Holme Pierrepont Artificial Slalom Course will be the result of 10 years research by the British Hydromechanics Research Association, Nottinghamshire County Council, Nottingham University, and the BCU Water Development Committee.

It will consist of an artificial channel between the upper and lower levels of the River Trent at Holme Pierrepont flow control gates. Obstacles, islands and variations in the base of the course will give rough water conditions suitable for all levels of canoeists up to international standard.

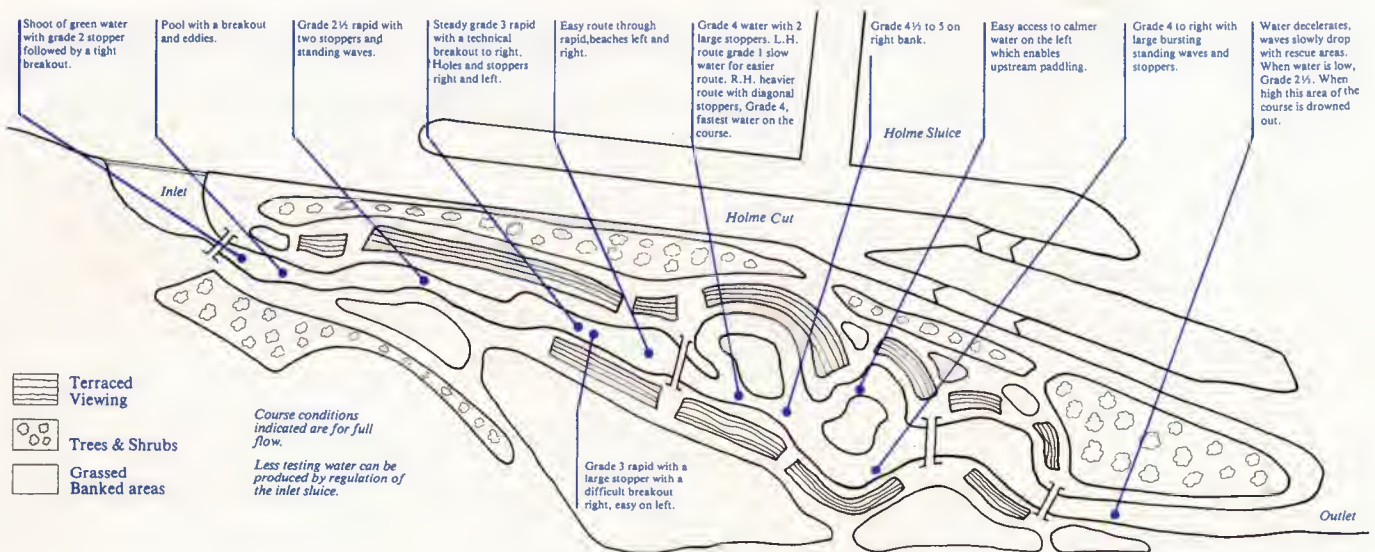
The first artificial slalom course was built by the French at Vichy, and finished in 1964. The flow and slope available there will give grade I-II conditions which is only suitable for low level competition. The Germans built the first artificial course to international standard, at Augsburg, for the Olympic Games in 1972. The Augsburg course has an immediate limitation in that the flow cannot be controlled and so only canoeing on grade IV-V water is available, which is only suitable for top class competition.

We have been able to avoid the mistakes made in the design at Augsburg which lead to surging water, erratic wave patterns and difficult rescue conditions due to vertical side walls.

The artificial course at Holme Pierrepont has been designed with beaches at either side making it easy to get on and off the course and gives very predictable wave formations. The flow of water down the course will be variable making it possible to create the ideal degree of difficulty to suit the differing standard of canoeist.

When not in use for slalom all manner of 'Adventure' uses are envisaged, rafting, inner tubing, sub-aqua for example.

The landscaping will give natural terracing giving excellent viewing facilities.



Rowing Course

Existing Rowing Course and Sprint Canoeing

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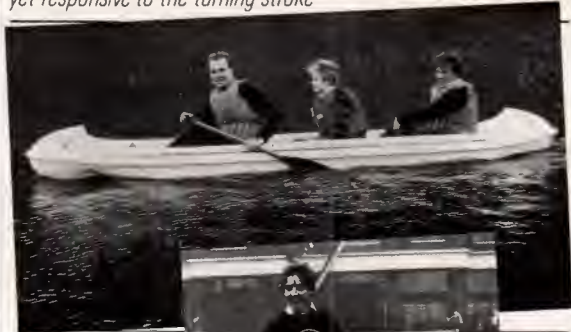
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carries up to 3 heavy adults



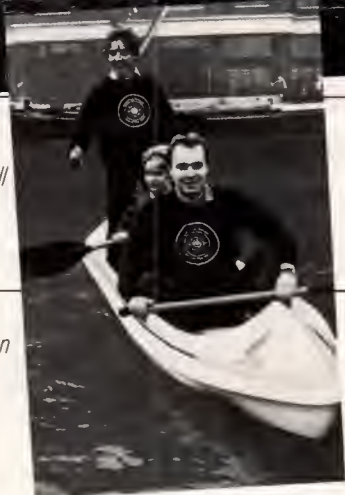
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shape makes it so
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Dear Focus...

SINGLE HANDED ROUND BRITAIN

On 15th April this year, Robert McLaughlin set off from Westminster on a 2,200 mile circumnavigation of Britain. Over the last four months he has paddled along the South Coast, being held in storms for days on end, up the West Coast, across the Bristol Channel, along the Welsh Coast (after being shot at by the RAF — he HAD notified the Coastguards prior to his crossing) along the top of Scotland, around the Pentland Firth. He completed his epic during September by landing on County Hall steps next to Westminster Bridge in London, having completed 2,093 miles!
Congratulations!

Dear Sir,

Reference the short report on Robert McLaughlin's UK circumnavigation (page 33 Spring).

MOD Ranges of various kinds are common all around the UK coast, are indicated upon the 'O' series of Admiralty charts and are mentioned in Admiralty Sailing Directions (Pilots). Coastguard MRCC/SC's are not automatically informed whenever ranges are in use or likely to be in use and unless a specific enquiry is received we would assume that anyone navigating inshore through a range area would have checked with the range as part of his passage planning. Red danger flags are flown from the range boundaries ashore when firing is underway and in some cases the seaward boundaries are patrolled by range craft to warn off fishing and other vessels.

I'm afraid that notifying Coastguard of your passage does not entitle anyone to assume that all possible difficulties, including the use of MOD ranges, have been cleared.

S.R. Richards
Regional Controller Swansea
Coastguard.

Dear Sir

I'd like to add a comment to the letter about veteran competitors in Canoe Focus No.34, p.37.

I see no point in preventing canoeists from being ranked in the normal way in divisions once they have declared themselves to be veterans. All that does is discourage people from competing as veterans. As it is unlikely that older people will rise far in the hierarchy of divisional canoeing, why try to stop them? Does it offend the egos of the young to think that they may be beaten by the 'old'? It certainly is not that it prevents the 'old' from occupying the divisions, they just don't admit their age. I reckon it's one of the most futile regulations I've ever come across.

P.E. Shurr,
Ageing Juvenile.

Dear Sir,

We were given your address by the "Deutscher Kanu-Verband e.V."

We are a French-Germany family, the three of us canoe-fans (active members of the Kehl club). Our son, 14, would like to find an English friend — keen on canoeing — to spend 3 weeks together — during the summer holidays in England and Germany. We are a French-German family and we can't speak English very well. Address: George and Kristiane Kirsch, Berliner Strabe 45, D - 7640 Kehl (across Strasbourg on the Rhine).

Dear Sir,

Builth Slalom Site, Builth Wells, Powys.
I am writing to you in the hope that you will provide the necessary publicity in order to

reduce, and hopefully stop, a problem that exists at the Builth slalom site.

This site was used for a Div. 3 slalom during October of last year, after a lapse of approximately two years. Since the slalom, canoeists have been gaining access to the river, across the private property at the slalom site. It has been reported that lorries, cars, trailers, etc., have been on this private property.

Worcester Canoe Club have very good relations with the landowners etc., associated with this site. However, if irresponsible canoeists continue to make a nuisance of themselves they could quite easily cause the loss of an excellent slalom site — the classic case of a minority of canoeists spoiling it for the majority!

To conclude, if people wish to go canoeing on the Upper Wye, and there is any doubt about access etc., they should contact the appropriate access officer before tramping all over private property.

Michael W. Hawthorn
Slalom Captain, Worcester Canoe Club.

Dear Sir,

On behalf of a young Scout troop who are keen to add canoeing to their activities, may I appeal through you to any member or club that may have canoes (kayaks) and associated equipment gathering dust and would like to donate or offer at minimal cost (minor repairs can be undertaken) to contact me.

We are situated just behind Brands Hatch between A20 and A2 and would be prepared to collect from any reasonable distance. As a BCU member and keen canoeist I would like to foster this interest.

J.F. Nicholls
22 Spring Cross, New Ash Green,
Dartford, DA3 8QG.

Dear Sir,

May I bring to your notice an anomaly which makes the BCU appear ridiculous.

As a schoolboy in the late 1940's I built myself a 14' Scout kayak, an 11' extended to 'improve' the lines; towed it behind my bike to Chertsey where I camped as a member of the Youth Camping Association, and started canoeing. No bureaucracy. I joined the BCU, paddled the Jicwood sprint kayaks, was taught to roll by Oliver Cock in his folding Tyne Greenland kayak at the YMCA in London, and enjoyed canoeing. Then came National Service and work which took me away from canoeing until the early 1950's. I developed the SK method of building round bilge kayaks from plywood and published my first book — 'The Book of Canoeing', when it seemed to me there was no other book on the market which catered for the person who just wanted to build a canoe (kayak) and paddle it with a minimum of fuss — just as I had done twenty years earlier. I re-joined the BCU, became a Senior Instructor and ran a school canoe club.

In 1981 I moved to Coll, a small island in the Inner Hebrides where there is little opportunity to coach and less to participate in competition. BCU membership seems to be an indulgence. Then came Basic Membership which appeared to be designed just for me.

The first snag arose when the Scottish Canoe Association turned down my re-application — they do not have Basic Membership. So I sent my application to BCU HQ. Surprise, Surprise, they turned me down too because they have an 'agreement' with the SCA.

Now CoDe is exhorting its readers to plug Basic Membership, Canoe Focus is extolling Basic Membership (Editorial, Winter 1983) but

nowhere does it mention that this is open only to English canoeists. Is the BCU an English only organisation? In which case it should surely be called the English Canoe Union. Or is it British? In which case all forms of its membership should be open to all regardless of where they live in the British Isles.

Finally, on another tack altogether, why on earth do we need yet further bureaucracy to encourage paddle to paddle canoes on flat water? The main attraction of canoeing (as opposed to any form of coaching or competition — see CoDe No.17, page 11) is its freedom from organisation. The BCU should spend every spare resource on extending that freedom, NOT increasing its bureaucratic hold on canoeing. Five percent of its income from membership subscription does not impress me as trying very hard to improve access. As for Long Distance Trails, all those mentioned were available in the late 1940's, so what is new?

Let us have less pandering to the desire of some people to increase bureaucracy (and their own importance) and more common sense.

Dennis Davis
Isle of Coll, Argyre.

Dear Sir,

Improvements to the facilities at Hambelden Weir have been under discussion with Thames Water. However, these discussions are being jeopardised by the use of unregistered canoes.

Could you please publish the enclosed letter in your magazine to bring this matter to the attention of all concerned.

K.I. Parkin
Marlow, Bucks.

REGISTRATION OF PLEASURE CRAFT.

It has come to my attention that the requirements to register vessels with this Authority before they are used on River Thames is not being observed by some canoeists visiting the Hambelden Weir site.

I should point out that the maximum penalty for this offence against The Thames Conservancy Acts has recently been raised to £200 and ask that you bring this matter to the attention of any persons who are likely to visit the Thames in the future.

Any enquiry regarding the registration of craft should be made to: Director of Finance, Thames Water, Income Section, Nugent House, Vastern Road, Reading, Berks, RG1 8DG. Telephone: Reading 593300.

Barry King
Deputy Navigation Inspector.



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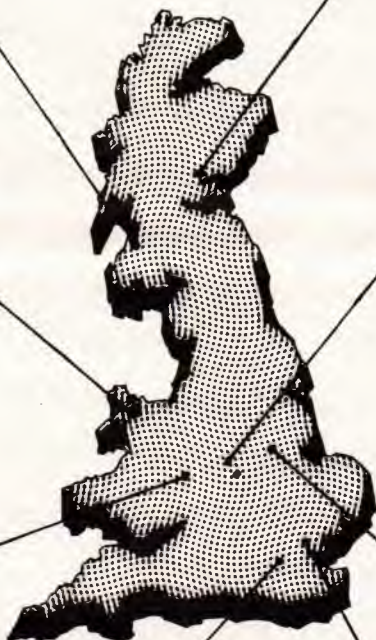
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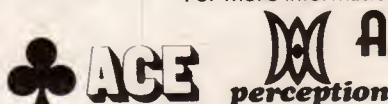
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