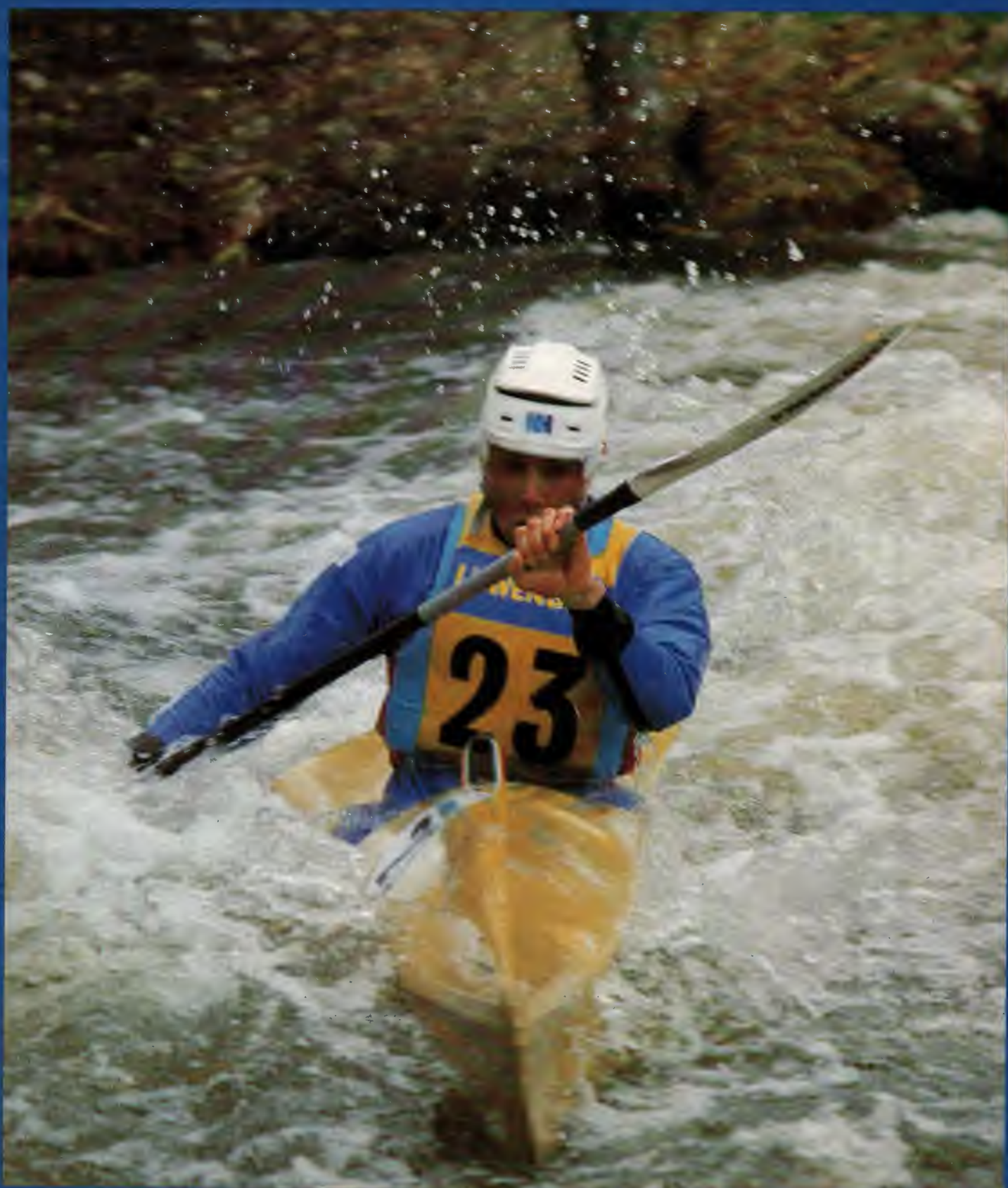


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No. 36 AUTUMN 1984 · PRICE 75p

THE OFFICIAL MAGAZINE OF THE BRITISH CANOE UNION



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Richard Fox competing in the 1984 Löwenbräu rapid racing championships.

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The team

# EXPEDITION COLD SWIM

Paul King reports on the 1983 Army Expedition to Canada.

Cold Swim was mounted from the Royal Military College of Science, the Army's University. To take advantage of the long academic holidays a ten man team was 'volunteered' to undertake four weeks adventurous training in the Rocky Mountains. Eight of the members were from the College itself and Geoff Moore and Andy Parritt were drafted in to make up numbers and add a little experience. A realistic assessment of our abilities prompted the title 'Cold Swim'. It was to prove to be quite prophetic!

Our initial appetites were whetted by Peter Knowles who provided much information and advice. Financial worries were eased by the generosity of sponsors to whom we are very grateful. To cope with the characteristically heavy water we would encounter we chose a variety of large volume kayaks supplied by Bala Canoes, Delapre Developments and Tim Ward Canoes. We were clothed by White Water Sports and our very durable Hydro paddles were provided by Andrew Ainsworth Designs. As Britain was

about to receive a heatwave we headed for Canada which was about to receive its worst summer for ten years. With preparation complete we set off from Manchester Airport on June 23rd and flew direct to Calgary courtesy of the RAF. Due to the seven hour time difference, we actually arrived one hour after take off. Our canoes had been freighted out in advance, and so the remainder of the first day was spent hiring vehicles, finding our canoes and searching for somewhere to sleep.

The aim of the expedition was not to paddle any single river from source to mouth, or achieve a daring first on some unconquered rapid, but simply to take full advantage of a few of the many exciting and easily accessible rivers which abound in this white water paradise. The experience of the group varied considerably and so it was intended to concentrate on selected stretches of river which could each be canoed in a single day and would allow a logical but fairly rapid progression of



Geoff Moore having fun on the 'White River'

difficulty. We were assisted in our aim by members of the Calgary Kayak Club who proved to be the most willing and helpful guides we could possibly wish for.

The Highwood, an Alberta river situated South West of Calgary, was selected as our introductory paddle. Although it was untypical of the more pushy rivers we would later paddle, the Highwood was ideal to warm-up on. Our 17 km paddle included numerous rapids of grade II to III with safe pools after each. This provided an excellent opportunity to enjoy a casual day's play, thus adjusting to the icy temperatures of the water in complete safety.

Although the initial intention was to portage the one grade V section, the temptation for Geoff Moore was too much. The rapid, named the 'Horseshoe', is situated on a sharp righthand bend where suddenly ninety percent of the water is channelled down a single chute approximately five feet wide. Geoff studied the ugly white boil at the bottom of the chute, and seemingly unperturbed by the sight of our Canadian guides already portaging, decided it must be done. As he was swept round the corner his line looked perfect, but as he descended into the awaiting froth we stood by helpless as he was sucked completely underwater. A few anxious seconds passed as we scanned the water and then suddenly the under-side of his canoe emerged trapped in the main stopper line. Each attempted roll saw him flipped back over and his canoe edging back into the chute. Tired and with lungs bursting Geoff bailed out in time to see his canoe disappear under for another circuit. Man and boat were eventually rescued without damage. The rest of us were quick to grab our canoes and follow our Canadian friends with their 'I told you so' grins.

Now warned to the task we moved to the magnificent scenery of the Rocky Mountains where the real canoeing was to begin. Our first stop was the Upper Bow. Although not the most difficult of rivers it presents the

unwary British paddler with a stark contrast to the lower volume rivers of Europe. Canadian rivers are big, powerful and fast. Although the technical grading is similar to that with which we are familiar, the sheer volume of water is very intimidating. First impressions were that the river was in heavy flood, yet this was relatively low water. Nowhere does the river ease up and give you time to relax. Calculations must be fast and the consequences of a mistake are undoubtedly a very long and memorable swim.

Before leaving Calgary we had been persuaded by the local kayakers to head for Jasper and compete in the forthcoming Alberta Provincial Slalom Championships. The competition would be held on the Maligre River on a section of heavy grade III. It promised to be a good social gathering and would make for a relaxing weekend. With this in mind we headed slowly North West stopping off to paddle anything on route.

Growing in confidence we elected to up the tempo and paddle the Kicking Horse. Our guide book described this piece of water as the most difficult and serious river in the book. Our reservations were eased by the fact that a railway parallels the river all the way, allowing for an easy exit in case of trouble. The river was by far the largest and fastest we had yet encountered and contained many long and rocky rapids.

On our initial recce two stretches gave cause for concern. The first hard section, ominously titled 'Portage Rapid', began with a four foot step as the river narrowed. The vicious stopper below had a very definite central weakness, but this then channelled you into a series of enormous standing waves, holes and stoppers. These would all have to be negotiated to ensure the correct line for the more technical lower section. A few miles further down the second worrying rapid was a mile of solid grade IV to V. The river bank consisted of sloping concrete and therefore afforded not a single break-out. The

Canadian term for stopper is 'Keeper', and looking at some of the monsters on this river it needed only one look at the final grade VI to make up our minds. We decided to run portage and exit before this last rapid.

With hindsight, to paddle something called 'Portage Rapid' on an expedition called 'Cold Swim' really was tempting fate. The run to Portage was big and bouncy but the fun was about to turn into drama. Andy Parritt after two seconds thoughtful deliberation advised that after the initial central line much of the big meaty stuff could be avoided by going hard for the eddy on the right.

'What eddy?', we cried.

'Follow me', he replied.

Within minutes five of us were to understand why Portage Rapid was so named, and believe me the swim was cold! Luckily most of us escaped without serious damage to ourselves or equipment, but Steve Perry, paddling a borrowed plastic canoe, experienced the terror of being in a boat as it bends around you. He was lucky to get out but in the panic the boat was lost.

Following this little confidence shaker, the slalom weekend offered a welcome chance to lick our wounds. We arrived early enough to paddle the length of the Maligre before the competitions began. This is yet another very accessible and exciting river. The close proximity to Jasper also had its advantages and Dave Thornton fell in love yet again, while Paul Shewry spent four days playing hard to get. Brian King, a Canadian paddler, paid the cost of enjoying a night on the town with Geoff Moore. Five jugs of beer and no breakfast can have disastrous effects on one's canoeing performance, and Brian who collapsed while paddling was lucky to be in calm water where he could be rescued. As for Geoff - never felt better! While Brian spent the next few days in hospital, Geoff took first place in the Alberta Men's K1 Open. Before leaving Jasper our treasurer Dave Smale returned our empty beer bottles



Portage Rapid



Toby Creek



Big dipper ride on the 'Kicking Horse River'

and was pleased to announce that the kitty was now fifty dollars richer.

After Jasper we felt it was time to return to the more serious side of canoeing. Our original plan had been to head west for the Thompson and Fraser Rivers, but we were advised that it was too early in the year, and so allowed local advice to steer us south towards Invermere. Most of the rivers in this area would make good ski runs. They are steep and swift, and generally more technical than those which we had experienced so far.

We camped at Paradise Mine, a very uncomfortable piece of ground, but which provided good access to Toby Creek. This so called Creek offered a choice of rapids from II to V and then descended into a long winding canyon which is yet to be paddled for the first time. Paradise is also situated close to Panarama ski resort for whose staff we are extremely grateful for encouraging us to make full use of their showers, pool, sauna and whirlpool.

During our stay in this area we discovered that the real hazard of canoeing is not the river but on the route to the river. Most of the tracks which provide access through the sprawling forests are called logging roads, and are simply mud tracks which have been

built by the loggers themselves. The loggers travel in heavily loaded articulated lorries at breakneck speed and have total right of way. They neither slow down nor move aside for oncoming traffic and you must simply pray not to meet one on a corner. If you have the nerve left to do any canoeing the reward is worthwhile. The Upper White River for example was probably the most enjoyable river I have canoed, not only does it have some demanding rapids but also provides a host of play spots. The Canadians are very fond of plastic kayaks, and paddling one on this type of river it was easy to understand why. Our canoes were ideal for negotiating the heavy water for which they were intended, but when it comes to dropping into holes and performing pop-outs and end loops the lower volume plastic boats combine exciting performance with enviable durability.

With our stay in Canada rapidly drawing to a close, we all felt the strong compulsion to return to the Kicking Horse, and attempt to master Portage Rapid. Our skills had improved considerably and we felt confident we could do it. Andy, despite much leg-pulling stood by his claim that the rapid should be run on the right, but this time no

one would listen. The central line was rough but at least you would meet obstacles head on. We decided to run in close formation with Geoff leading. As we rounded the bend the river picked up speed and the roar and rumble filled the ears. Manoeuvre to what felt like the centre and just hope to hit the chute correctly - Over the edge and accelerate down the drop to punch through the stopper. Blinded by the spray and numbed from the impact desperate to regain speed for the next wave. Too late as your nose is lifted vertical and you get the quick upside-down glance of the horrified canoeist behind you. Roll up and relief as you realise you haven't been held, then panic to regain the line and momentum. Crash into the next wave but upright and powering hard, into the next and the next... After what seems like a lifetime you are past the worst. A quick glance to check for the next guy and power on. Maintain concentration until finally reaching that welcome eddy.

High on adrenalin and filled with the elation of success we carried back up the railway to run the rapid again. First, however we stopped to watch Andy follow his chosen route. All went silent as he broke through the initial stopper and turned right for that elusive eddy. The speed was too great, and he dropped backwards into the next stopper. He was over, and as his C1 blade broke the surface for the intended roll he was already dropping into the next stopper. This one was less forgiving and as his C1 bounced and spun we waited. Then up came the familiar green helmet already downstream of his boat. Our first reaction was to cheer as this was Andy's first swim, but the sudden realisation that no one was downstream sent us sprinting along the bank. A very shaken and weak Andy was eventually pulled out a long way from where his swim began. Another stubborn attempt saw him swim again before finally retiring exhausted.

That night we camped by the river bank and made plans to examine the lower section of the Kicking Horse again. The weather which had been most unkind throughout our stay had saved its worst for last. Following a night of heavy rain we awoke to discover the river had risen three feet and was now a furious brown swell. Portage Rapid had transformed completely, and those stoppers and curlers which had presented difficulty were now insurmountable haystacks rising almost vertically. We looked hard for a route but as we observed a fallen tree make its way uneasily down the rapid it suddenly stopped. Despite its size it spent many seconds being thrown around by a particularly ugly piece of water. This was sufficient to demonstrate the consequence of having a wrong line. We abandoned our plan to run the lower river and instead went much higher to enjoy a big-dipper ride back down to the campsite.

We returned to Calgary on July 15th to the open hospitality of our Canadian friends. We had time to enjoy a barbeque party and also visit the Calgary Stampede before returning to sunny England where the heatwave was now breaking. Andy and the two Daves decided to stay awhile longer, and Andy revenged his defeat on the Kicking Horse by winning the Canadian National C1 Men's Open Slalom.

#### Expedition Members:

*Paul King, Linton Law, Steve Marshall, Steve Perry, Dave Thornton, Dave Smale, Paul Shewry, Geoff Moore, Simon Wilson, Andy Parritt.*

# 'To reconcile the irreconcilable'

By RON EMES  
Director of the British Canoe Union



Sensational headlines and emotive and provocative comments published recently in the canoeing press have served to concentrate the minds of all those engaged in seeking 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"\*

A recent report contained in the July edition of *Canoeing* magazine boldly proclaiming, "Canoeing v Angling – Total War in Yorkshire", "Go North Young Man and – in Yorkshire at least – run as many game rivers as possible", and similar though more restrained comment in the July edition of *Canoeist*, demands a rational and phlegmatic response from the Governing Body for the sport and recreation of canoeing.

Just over a year ago, the Chairman of the National Anglers Council, the Honourable Edward Davies, wrote in his Foreword to the controversial publication, "Angling and Canoeing – Statement of Intent" –

*"For centuries the ancient sport of angling has been practised on our rivers and streams. In close co-operation with the land-owners, angling clubs have conserved and improved waters and fish stocks to cope with the ever-increasing army of freshwater anglers.*

*These same waters are attractive to canoeists whose sport needs access and freedom of passage if it is to maintain a healthy growth. Inevitably, there has been a conflict of interest between the sports involved.*

*The purpose of this Statement of Intent is to try and bring together those who are already established on many waters through ownership and tenancy and those who wish to use these waters for canoeing. It suggests how the problems might be resolved and provides a framework for voluntary arrangements where sharing can be agreed.*

*In itself the Statement is not binding on anyone. Nor does it prejudice anyone's rights. It offers a set of guidelines to anglers and canoeists in the same locality seeking to enjoy their different recreations on the same water. The national organisations involved recommend it as a basis for sound, local agreements entered into entirely voluntarily and based upon mutual respect and trust.*

*Such agreements will help draw together two important and fast-growing water sports and give them a better understanding of each other's problems."*

**...Such agreements will help draw together two important and fast-growing water sports and give them a better understanding of each other's problems...**

How is it possible for any intelligent, enlightened, reasonable angler or canoeist not to accept unreservedly the guidelines offered by the Honourable Edward Davies, and the Joint Committee responsible for producing the Statement of Intent, as a means of harmoniously achieving a situation which would enable anglers and canoeists in the same locality to enjoy their different recreations on the same water.

Well, apparently it is possible, and in Yorkshire at least, otherwise intelligent, enlightened, and reasonable anglers and canoeists are not prepared to enter into



voluntary agreements based upon mutual respect and trust. Whilst the historic differences of perception and opinion in Yorkshire that have contributed to the existing impasse may be regarded as relatively localised, unfortunately the difficulties experienced there, have inhibited the ability of the Union to negotiate Agreements with angling organisations and riparian owners in other parts of the country. To this extent therefore, Yorkshire's problems are everyone's problems, and if canoeists are ever to achieve their stated objectives, referred to in the first paragraph of this editorial, these must be resolved. It is therefore very worthwhile to examine the evidence leading up to the present conflict, and endeavour to establish a balanced response thereto.

**...Yorkshire's problems are everybody's problems...**

The Regional Access Committee of the British Canoe Union Yorkshire and Humberside Region report the facts in the following terms –

*"The British Canoe Union has, for many years, been trying to make access agreements with Angling Organizations, so far with little success. In 1983 the Union and the National Anglers Council agreed a joint Statement of Intent recommending guidelines for negotiations, but up to March 1984 no fishing clubs in the Yorkshire and Humberside Region had accepted our invitations to meet them.*

Provided enough canoeable water on the fast moving parts of most rivers in the region were made available, very little time on each stretch would suffice. The Regional Access Development Plan – first sponsored by the Sports Council in 1979 – is intended to provide a basis for discussion. This puts forward a number of weekend dates equally divided between summer and winter plus spate agreements permitting canoeing when the river is above an agreed level. It falls well within the recommendations of the Statement of Intent.

A Working Party which included representatives of the Sports Council, the



British Canoe Union, the National Farmers Union, the Country Landowners Association, the Yorkshire Water Authority, the National Trust, the Derwent Trust, the North Yorkshire County Council, together with the major Angling Associations in the Region met on twelve occasions over a period of two years. They thoroughly discussed and approved the plan, only the Anglers dissenting.

On 8th September 1983, at a meeting in London, the National Anglers Council promised that discussion of the Plan would be resumed. The Union's representatives in Yorkshire made important concessions and gave undertakings which have been honoured to the letter without default. However, in spite of this, in May 1984 the four major Angling Associations in the Region refused to attend the re-convened Working Party on the Regional Access Development Plan to consider how best to implement the Statement of Intent in Yorkshire.

This development is a source of great regret to the Yorkshire and Humberside Regional Access Committee who nevertheless wish to make it clear that they are always willing to discuss the possibility of canoeing at agreed times and places. The canoeists requests for a limited amount of access are so obviously reasonable, fair and just that – once round a table – the Anglers would be forced to go some way towards implementing the Statement of Intent."

**...The canoeists' requests for a limited amount of access are so obviously reasonable, fair and just...**

Without doubt, the obvious reactions of the majority of canoeists on reading this account of the measures undertaken by officers of the Union, with the support and co-operation of other interested organisations, to seek a resolution to the access problems that exist in Yorkshire, will inevitably be anger, indignation and concern. It is quite apparent that for the past five years the Regional Access Committee's endeavours to obtain reasonable concessions

from Yorkshire anglers have been frustrated by their intransigence and dogmatic refusal to negotiate. However, it must be acknowledged that the irresponsible, aggressive and provocative rhetoric used by some appointed officers of the Union, purporting to represent agreed policies of the National Access Committee, but more often than not reflecting their personal views and perceptions of justice, has not encouraged anglers to regard canoeists in Yorkshire as deserving their respect and trust. One doesn't need to be a Jungian or a Freudian, to know that the inevitable consequence of frustration is aggression, and predictably aggression is the course of action that is now being recommended in Yorkshire. It will of course be argued by the anglers, that the aggression preceded the frustration. In the view of canoeists this is simply not true, and the facts as acknowledged by all interested and non-aligned parties, confirm their view.

**...endeavours to obtain reasonable concessions from Yorkshire anglers have been frustrated by their intransigence and dogmatic refusal to negotiate...**

Unlike some canoeists in the Yorkshire and Humberside Region, the Regional Access Committee have exercised admirable moderation and restraint throughout their abortive negotiations with the Yorkshire anglers, and despite their frustration have even now stood back from the brink of recommending a course of action to canoeists in Yorkshire which would commit them to condoning, advising, inciting or encouraging trespass.

The action that has been proposed by the Regional Access Committee, does however depart from the existing policy of the Union, and accordingly, before it can be implemented, the approval of the Council of Management must be sought. In the meantime, at a recent emergency meeting of the National Access Committee, it was unanimously resolved that urgent discussions should be initiated with the

members of the Joint Committee responsible for the agreement of the Statement of Intent, and that the Committee must seek a resolution of the difficulties presently being experienced in Yorkshire, before the autumn 1984 canoeing season begins.

**...irresponsible, aggressive and provocative rhetoric used by some appointed officers of the Union...**

Hopefully the final paragraph of the foreword to the "Statement of Intent" written by the Honourable Edward Davies, and referred to earlier in this Editorial, will prove to be true.

*"As a tribute to the many individuals who over the years have served on the Joint Committee, may I say that if local discussions and negotiations, fully utilising this Statement of Intent, can be pervaded with the same good natured resolution and determination to 'reconcile the irreconcilable' as my colleagues have shown, then the prospect of anglers and canoeists enjoying their sports with ever-increasing harmony and understanding will have been achieved".*

For to contemplate the alternatives which will arise as a direct consequence of failure to reach an acceptable understanding with anglers in Yorkshire, is to contemplate anarchy. Good sense must prevail, justice must be done, compromise and co-operation are the only realistic way forward.

**...the prospect of anglers and canoeists enjoying their sports with ever-increasing harmony and understanding...**

*\*British Canoe Union Development Plan 1983-93 – "A Programme for Expansion – The Priorities"*



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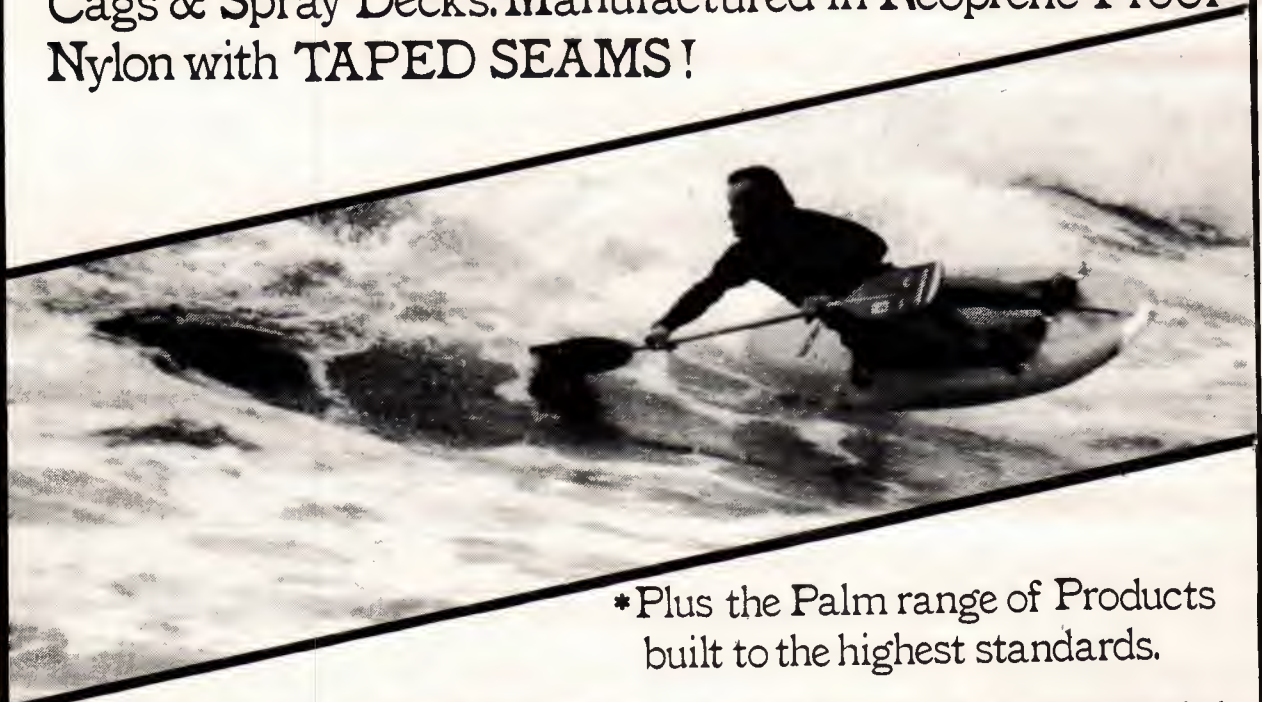
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*Houndog's roving reporters have submitted several literary gems in recent weeks that deserve reproduction for the amusement and edification of readers, even though other incredibly interesting material cannot be published due to limitations on the space made available to this column by the Editor. The first of these is extracted from Sam Llewellyn's recent book, "The Worst Journey in the Midlands", a horrifying tale of a canoeist, who as a consequence of his youthful experiences at the hands of a "Kayak Gauleiter", turns reluctant oarsman, and rows from Welshpool to Westminster in a clapped out, clinker built relic from the Victorian Navy. His hilarious adventures will be particularly appreciated by any canoeist who has undertaken a journey of any distance by water, and his classic description of fishermen and fishing is unique....*

Lord; the Lord's Damaged Fish; (the Returning to the Water when the keepnet shall be opened at the Last Weigh-in); and a Form of Words, comparable to Christian collects - the Joke or Jokes of the Day. There is also a tremendous volume of Scripture, divided into the Old Testament (the Lonsdale and Badminton libraries, Izaak Walton, and the *Treatise on Fysshynge with an Angle*) and a New Testament (Richard Walker on still-water fly fishing, and the new evangelists of bleak-bashing, quivertipping and gozzerzooming).

If this seems absurd, consider the facts. Anglers very seldom catch fish. Yet they sit hour after hour staring into murky water and displaying no signs of life, except occasionally to caress their maggots or, with a flick of the hand not unlike that used by a censng altar-boy, to fling another handful near their float. I strongly suspect that those hunched figures with the funny hats are contemplating the Great Analogies against the day when the Hook of the Lord will remove them from the Swim of Life and deposit them, using the Landing-net of Grace, in the Aquarium of the Chosen.

They also serve who only sit and wait.

Modern civilization next revealed itself in the guise of a fisherman. He was a foxy-faced individual, dressed in Lincoln green and looking like one of Robin Hood's merrie men who had gulped down one of the King's deer and was now experiencing acute indigestion. He shouted pettishly, instructing me to keep to the far side of the river so as not to disturb the fish. This I did, thinking that the brotherhood of the angle is a firm fellowship bound together by invisible chains stronger than steel. It was at this point that I ran into a

willow tree, sustaining severe abrasions to the limbs and torso. The merrie man must have seen it, and misdirected me out of sheer spite. I have always been a keen fan of Izaak Walton, in whose considered opinion anglers are honest men. The behaviour of this lizard-coloured little brute was therefore disillusioning.

At that early stage, however, it was possible to identify with him a little. Those of us who have fallen victim to the deadly addiction of fishing know the ease with which the quarry is put off its food. If you haven't caught anything for eight hours and it has been raining all day, the lowing of a cow three fields away can bring on an attack of murderous rage. Why cannot the bloody thing keep quiet, you mutter, chewing at the cork handle of your rod. It is ruining the fishing by making that appalling noise. But when the fish are biting, herds of cattle can rampage down the middle of the river playing percussion instruments, and you are pleased to see them, snapping your fingers to their infectious rhythm. On the River Wye it is even accepted that in order to wake the fish up and stimulate their appetites, the angler's dog should be encouraged to swim across the pool. (In earlier times, the wife did the swimming; this state of affairs is now, happily, dead - as indeed were many of the wives, particularly if they were involved in this ritual during the spring fishing).

The procession above Bridgnorth contained at least fifty anglers. While some were dressed in the regulation green drab, many others were clad in 1980s-style space angler gear, designed for the more convenient massacre of half-inch roachlets. This consists of a peaked cap as worn by American truck drivers; dark glasses, Polaroid, preferably aviator-style; brilliant red Match Kings T-shirt, green apron with kangaroo pocket (pocket filled with maggots), PVC miniskirt to protect bum from wetness and gratify plastic fetish if any; and thigh waders, worn with Captain Blood turnovers (it is not etiquette to get your thigh waders wet). The basket containing the gear is about twelve cubic feet of wickerwork, containing reels, line, floats, weights, lunch, tea, beer, whisky, fags, litter for distribution, knife for carving name on trees, lavatory paper to mark carsey site in riverside woods, and in really advanced cases Jam tapes for Sony Walkman. And all this wondrous gear, used in conjunction with a fat holdall of rods, a keepnet, landing-net, and umbrella, is designed specifically for the torture of fish which you can't even eat. Though it must be said, in all fairness, that this lot of anglers was not indulging in much fish torture. Only one man claimed to have caught a fish. Sixty per cent of the others told me, with wry grins, that they had large sums of money staked on their expectation of weighing in with the lightest catch. Then, showing further evidence of an irrepressible sense of humour, they told me (as I sped by on the spate) that it wouldn't be so easy comin' oop.

I was at first in some confusion as to whether fishing is a religion or a disease. The jokes clinched it; definitely a religion. It has most of the requirements: a belief in blind luck, whose workings become evident (but never plain) to the initiate; a Deity, associated with but not identical to gravity, which causes rivers to flow and groundbait to sink; a sacrament, being the maggot, vouchsafed to the fishy tribe in the form of groundbait but concealing, in some cases, a hook ('many are called, but few are chosen'); Heaven, Hell, and Judgement (the Keepnet of the ???)

*The second extract, which interestingly enough is also written by an oarsman, and a particularly arrogant, ill-informed and opinionated oarsman at that, is a treatise on "Manly Games and Exercises", extracted from the 1911 edition of "Cassell's Book of Sports and Pastimes"....*

"The cruises of Mr. MacGregor in the Rob Roy canoe in various parts of the world, and the subsequent publication of the log of his voyage; awakened an interest in what had hitherto been looked upon by rowing men as a "duffer's" craft. Paddling a canoe is an art which may be acquired in as many minutes as it takes days to learn even passable oarsmanship, and for this reason - 'loafers' who had neither energy nor patience to submit to 'coaching' for oarsmanship, but who none the less liked to dabble in the water, gladly took refuge in canoes, as being more easily managed than rowing boats.

The exercise cannot compare to that of oarsmanship, and is even injurious to growing frames if indulged in to any excess, tending to cramp the chest, and to employ the arms and shoulders only, while the legs and loins are passive. No growing boy should indulge, except for occasional pastime, in any exercise which does not bring into play his legs and loins. However, when canoeing became used as an end, and not as an end in itself, as a medium for enterprise and exploration in tortuous and shallow waters and strange countries which did not admit the use of oars, it obtained a certain amount of toleration among aquatic men which could not have been accorded if it had been sought as a mere exercise.

There follows instructions on the use of the paddle English and Canadian and details of type and size of canoes for paddling and sailing.

#### Racing Canoes

Of course canoes can be built, for sheer speed in paddling, much lighter, longer, and shallower than the build above described. They may run to eighteen feet in length and two feet in beam. But no sensible person will use them for choice. If mere speed without sails is the desideratum, better at once have a rowing boat.

The idea of a canoe is to be navigable in narrow tortuous channels which a rowing boat cannot enter, or to cruise under canvas with the paddle in reserve. A canoe built for racing and paddling would be useless for either of the above purposes, and would offer all the disadvantages of canoeing without its legitimate recommendations. Those who go in for canoeing had better use a craft suitable for the legitimate purpose of a canoe, as explained above."

***So look lively you 'loafers', "bring into play your legs and loins" in the approved manner - and whatever you do, under no circumstances use your canoe for mere exercise"!!***

#### STAFF ESCAPE

Those who telephoned BCU Headquarters on 3rd July will have been answered by that infernal machine with the response that "The telephone is unmanned today, please call after 9.00 a.m. on Wednesday."

"Why?" many of you will ask. Answer, the staff had escaped for the day and were ploughing their way along the Thames from Marlow to Henley and back in a small cruiser and 3 open Canadians. Their annual day out proved to be most pleasant and capped by a demonstration of their shooting in an open Canadian by Geoff Good.

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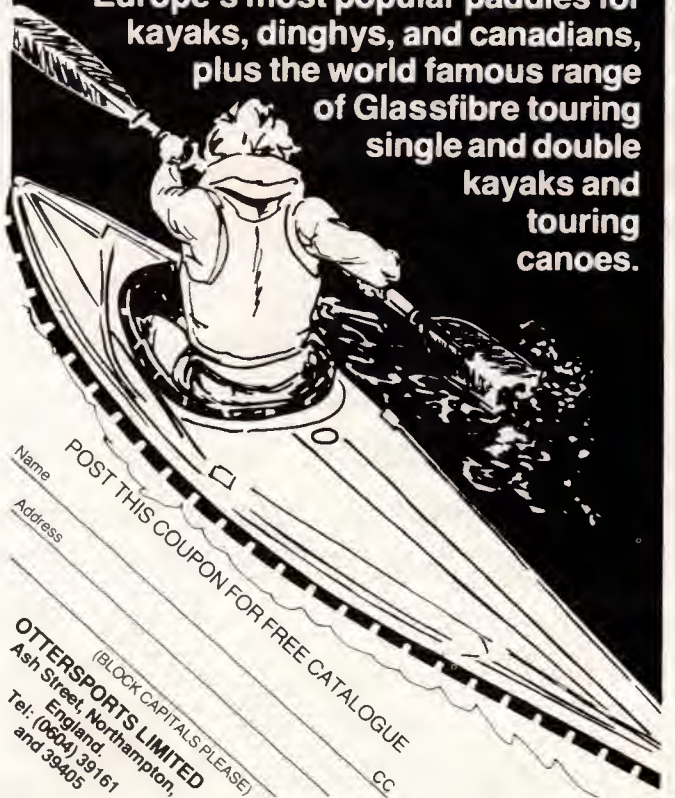
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CC

# FOX BREAKS MICHELER GRIP

## PRE - WORLD SLALOM CHAMPIONSHIPS

Augsburg is to host the world's premier event next year for the first time and will coincide with the town's 200 year anniversary.

A full team of British Paddlers therefore, attended the pre-world championships to familiarise as many paddlers as possible with the Augsburg course.

The Europa Cup team after a successful event in Liptovsky Mikulas, Czechoslovakia were joined by additional paddlers for this event only.

Over the past few years, events at Augsburg have been dominated by Peter Micheler of West Germany. After the first runs of men's kayak it appeared that he was to continue his tradition with the next paddler, Martinot (France) over 10 seconds behind on 231.79 clear. However Fox was only 5 seconds slower than Micheler but had unfortunately collected a 50. However second runs proved quite a different matter. Micheler improved his time to 213.80, 8 seconds faster, but collected a 50 leaving his first run of 221.43 still at the top of the leader board. Hilgert of Czechoslovakia was close behind with 217.25 + 5 only to be passed by Prigent (France) with 222.17 clear. Paddler after paddler failed to beat Micheler. Then a large crowd appeared running down the course with the last paddler, Fox. Entering the new course at gate 12 he was still clear and up on time. He cleared the difficult gate 17 and in typical Fox style was flying towards the finish, clearing gate after gate, with the authority of a champion. His time of 211.59 was the fastest of the day, giving Britain their first win ever in K1 men at a major Augsburg event. Drama followed the next day when it was discovered that Hilgert's 5 was a transmission error and he was moved into

second place behind Fox with Micheler only 3rd.

Britain's fortunes in C2 were less rewarding with Keane/Wolkenstein (337.41) finishing 11th behind Mohout/Bencs (Czechoslovakia) 277.56, E. Jamieson and Williams finished 14th and it was obvious that their performances here and in Liptovsky Mikulas, Czechoslovakia had suffered from Eric's preparation for his Olympic sprint debut. Hopefully the reverse will not happen and his performance in LA will not suffer from this event. Again it seems to prove that it is impossible to compete in 2 disciplines at top international level without both sports suffering.

C1 was again dominated by that American duo of Lugbill (249.45) and Hearn (259.83). But a creditable display by Bob Donan (271.63) to win 6th place coupled with Pete Bell's 5th place in Liptovsky Mikulas did much to show that at last British C1 paddling appears to be 'on the up'.

We were again looking for a good result in Ladies where Alan Edge seems to be building a group of World class girls around him. However on the day Grange of France (255.40) was to prove the victor with Gail Allan (272.71) picking up second place. Liz Sharman who was badly baulked on her second run fell foul of some suspect judging and was denied a re-run by a chief judge who was influenced by his view from the bridge and not the facts. She finally had to settle for 7th place. The new girl in the team, Karen Davies finished a creditable 16th after her 13th in Czechoslovakia.

In the team events GB1 (Fox/Dolan Smith) 262.66 collected one 5 which dropped them to 3rd place behind Yugoslavia and West Germany. After disastrous results in the C1 and C2 team events the situation was

retrieved by a ladies team victory in 350.80 some 37 seconds in front of the French. The team of Sharman, Allan and Roderick paddling in a changed formation proved very effective and with great promise.

So to next year's worlds, forward with mixed feelings, it is obvious that considerable work is needed after these pre-world championships.

## STOP PRESS

### CAN NOBODY CATCH THE FOX?

At the final of the Europa Cup at Borg St Maurice, France at the end of July, a headline from the 'Sun' newspaper suddenly appeared on the results board the day before the event.

Few people were to realise its significance. Referring to the 'Fox' of St Albans one could easily mistake him for Richard Fox also of St Albans. The Sun got it right - nobody could catch the Fox. After a first run of 206.00 plus two silly '5's on gates 19 and 20. This 'fast and clean' second run of 204.35, some five seconds clear of the field proved Fox to be the true champion he is, winning all three of the Europa Cup events.

### Sharman comes through

After winning all three previous two legs of the Europa Cup, Marie Francoise Grange was favourite for the final event on her home water of Bourg. However, at last, Sharman came good to beat Grange into second place by 8 seconds with Gail Allan a creditable 5th, missing the bronze medal due to a silly 5 on the last gate.

Martyn Hedges proved, at last, that he is still a World Class Paddler, with a 5th place whilst in C2 the young crew of Arrowsmith/Brain returned a promising performance.

The ladies team produced an excellent result to finish 2nd as on their first run Gail Allan was severely injured at gate 11 but paddled on after a 20 second rest and still only finished 18 seconds behind the French crew. They were unable to take their second run due to this injury. The C1 team won a bronze medal.



Walling/Ambridge.



Arrowsmith/Brain.



Pete Bell.



Karen Davies, the new girl to the team.



Chris Doughty, USA



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FOOTLOOSE (YHA MAGAZINE) June 1984

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TRADE ENQUIRIES WELCOME

# HELMET SAFETY

There is no agreed standard in Great Britain for a canoeing safety helmet.

In order to assist paddlers to make an objective judgment concerning the protection afforded by the various models available, the manufacturers or suppliers listed in the following report, freely supplied helmets for a series of tests to be undertaken on them by the British Standards Institution.

No assessment of the comfort of the helmets, or the suitability or convenience of the fittings, are contained in the report, which refers only to the ability of the helmets to absorb impact and resist breaking.

## Extract from Test Report and Results

The BCU decided that the *shock absorption* test should simulate a collision sustained at a maximum velocity of 17 km/h, assuming a head mass of 5kg. The *penetration* test should be conducted using a steel striker dropped onto the helmet. One sample of each type should be tested at approximately 20-25°C (ambient) one tested at 0°C and one tested after immersion in water, at 10-15°C, for a minimum of 2 hours.

From an initial examination of the samples BSI personnel expressed the opinion that some

samples would not withstand a 17 km/h impact without damaging the helmet mounting system. It was agreed that between 10 and 14 km/h were probably more realistic impact velocities and thus samples with questionable shock absorption properties could be tested at an impact velocity considered to be appropriate to their design.

## Notes to BSI Report

Transmitted forces recorded as lower than 4.0 kN should be considered as less than 4.0 kN, but not necessarily as the quoted figures, as the scaling range of the instrumentation could result in inconsistent readings at very low load washer outputs.

(1) 1st impact at 17 km/h resulted in reading of 15.0 (scale limit of instrument). Scale range changed, 2nd impact resulted in 19.3 reading and damaged headform. Velocity changed to 10 km/h and 3rd impact resulted in 1.9 reading.

(2) Instrument scaling limit, 2nd impact reading 20.5

(3) Instrument scaling limit, 2nd impact reading 18.7

In the following table, the lower the figure, the better resistance to impact is indicated

Manufacturer Model	Liner Details	Conditioned	Shock Absorption Transmitted Force kN				Penetration Assessment	
			Impact velocity 10 km/h	Impact velocity 10 km/h	Impact Site	Impact Site	C	SS
			Front	RH Side	Rear	LH Side		
ACE 'Polypropylene'	'Nylon' cradle and headband	Ambient	14.2	9.5	14.8	10.2	C	NS
		0°	14.6	9.5	15.5	11.2	C	SS, 25mm
		Wet	15.5	13.8	15.7	10.4	C	NS
ACE 'Polycarbonate'	'Nylon' cradle and headband	Ambient	14.2	7.5	14.5	10.2	C	NS
		0°	14.0	10.8	11.5	9.3	C	NS
		Wet	14.30	6.8	13.3	10.8	C	NS
ROMER 'R38'	'Nylon' cradle and headband	Ambient	11.3	11.0	10.3	9.0	C	NS
		0°	15.3	13.3	14.5	13.5	C	NS
		Wet	14.6	12.7	13.8	13.5	C	NS
ROMER 'R39'	'Nylon' cradle, foam comfort pads	Ambient	9.7	10.0	12.8	10.1	C	NS
		0°	7.9	8.4	13.4	9.7	C	NS
		Wet	13.0	7.2	10.4	9.4	C	NS
			Impact velocity 10 Km/h	Impact velocity 14 Km/h				
ROMER 'R41'	Foam liner, 'Nylon' headband	Ambient	1.9(1)	6.6	17.9	13.7	NC	NS
		0°	6.1	1.9	17.0	12.4	NC	NS
		Wet	1.6	2.4	16.3	>15.0(2)	NC	NS
PERCEPTION 'Pro-tech'	Foam liner & comfort pads	Ambient	1.2	8.9	13.5	18.8	C	NS
		0°	0.5	3.9	9.1	20.1	NC	NS
		Wet	5.0	9.2	9.8	19.7	NC	NS
ISLAND CANOE HELMET	Foam liner and fitting pads	Ambient	5.4	8.2	16.0	16.9	NC	NS
		0°	1.9	5.8	15.6	>15.0(3)	NC	NS
		Wet	6.1	7.9	15.9	15.9	NC	NS

## Footnote

A good potential to protect the wearer is of little use if the helmet does not remain firmly in position when it is needed.

Considerable problems are encountered however, in seeking to establish objective tests to indicate a helmet's performance in this respect. What is known is that crash hats tend

to be pulled backward when a canoeist capsizes in rough water, thus exposing the forehead and temple.

Until further research has been carried out, paddlers are advised to make sure that the helmet of their choice adjusts to a firm fit, and remains well down on the forehead when a sharp tug is applied upwards on the rim.



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Ace Polycarbonate. RRP: £12 + VAT  
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Romer R.38. RRP: £10.39 + VAT  
White Water Sports



Romer R.39. RRP: £17.34 + VAT  
White Water Sports



Island Helmet. RRP: £10.42 + VAT  
Island Supplies. Also marketed as 'Wild Water' by Wild Water Centre



Romer R.41. RRP: £26.04 + VAT  
White Water Sports



Protec. RRP: £17.35 + VAT  
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# ..SPORTS ROUND UP...!



## MASTERS GAMES JUEGOS VETERANOS JEUX DES MAÎTRES TORONTO 1985

The world's first MASTERS GAMES will be held in Toronto, Canada, August 7-25, 1985. Thereafter they will be held every four years in great cities around the world.

Independent of race and religion, the MASTERS GAMES are for men and women who compete in sport throughout their lives. They combine excellence of performance with quality of participation to provide fine competition in a world-wide multi-sports festival.

The MASTERS GAMES have been created to provide long-term goals in sport and to promote the ideal of sport for life. They offer the inspirational message to athletes of all ages that continuing sports competition at

the highest levels can be a lifelong pleasure.

These games encourage participation in an international, multi-sports festival. They are not restricted to narrowly-chosen, elite competitors. Their aim is health, fitness and pleasure through the joy of participation and competition. Their spirit is sport for the wonderful fun of it. They will bring to mature sportsmen and women the world over the delight of lifelong athletic achievement.

Sometimes known as veterans or seniors, the masters are mature athletes competing in age-related events, most of which begin at 40 for men and 35 for women.

Some of the sports included in the 1985 programme have divisions that begin at earlier or later ages. Most are classified in five year ranges.

Masters may be either amateurs or professionals. Some may once have been international champions. Others will become champions among masters. Some are late-comers to their sports; others play solely for the purpose of beating their age.

More than 10,000 will come to Toronto to meet, compete, have fun and enjoy the contacts, companionship and excitement of sport played at the world level.

The masters will come from all around the globe, but not as members of international teams. Instead, they will compete as individuals wearing the colours and uniforms of their sport and sharing the multitude of events, ceremonies and festivities that make up the MASTERS GAMES.

Many masters will be accompanied by family or friends. They will be able to choose from a very wide range of accommodation throughout Metropolitan Toronto and they can combine vacations, business and

sightseeing along with enjoyment of the many specially organized cultural events.

Above all, the 1985 masters will be a unique group as the first participants in a great, new and multifaceted world event, the MASTERS GAMES.

The nominal entry fee for competitors will admit them to all ceremonies, events and activities in the formal running of the Games.

The venue for Canoeing is the Civic Regatta Course and area, Centre Island, Toronto. Competition dates are 11th, 12th, 13th August 1985, following the Canadian Canoe Association Sprint Championships on 8th, 9th, 10th August. The Masters programme will comprise 23 sprint and 7 marathon events.

### Sprint Events

Men: C1, C2, K1, K2 - 500, 1000, 10,000m.  
C4, K4, C15 - 500, 1000m.

Women: K1, K2 - 500, 5000m. K4 - 500m.

### Marathon Events

Men: C1, C2, K1, North Canoe - 25km.

Women: C2, K1 - 20km.

### Age Categories

Men: 35-39/ 40-44/ 45-49/ 50-54/  
55-59/ 60+.

(C15 and Marathon North Canoe will be one race, combining age categories.)

Women: 35-39/ 40-44/ 45+.

If you are interested in the 1985 Masters Canoeing, please send your name, and address to - The Director, British Canoe Union, Flexel House, 45-47 High Street, Addlestone, Weybridge, Surrey KT15 1JV.

## The British Schools Slalom Championships

held at Cardington June 30th/  
July 1st sponsored by Volvo/  
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organised by St. Augustine  
Scouts & Viking C.C.

The event attracted over 300 young canoeists from all over Great Britain from as far away as Belfast, Scotland and Exeter, competition was keen but very friendly. It ran spot on to time thanks to Leicester Canoe Club's timing, the ladies in control and Sid Edge, Chairman of the jury.

Hopefully at last all the knockers of Cardington will now use their paddles instead of their mouths as 300 young paddlers from first time novice to premier all had such a great time. They can't be wrong!

### Results

Winning School	- Richmond School
Top club	- Tees K.C.
1st C2	- Lord/Fleet, Giggleswick School
1st K.1 Boys under 14	- G. Marriott, Notts K.C.
1st K.1 Boys under 16	- S. Pearce, Parkhouse School
1st K.1 Boys under 18	- C. Arrowsmith, SOAK
1st K.1 Girls under 15	- R. Fox, St. Albans
1st K.1 Girls under 18	- L. Badger, Furzeplatt School

## Olympic Team Adopted

Gomeldon Primary School, Salisbury have adopted our Olympic team and we illustrate below a few of the school's letters.

The Canoeist  
There was a man who built a canoe  
In a town near Lake Canstar,  
He thought he'd used some water-proof glue,

But the boat fell into pieces  
So he went to the shop to ask what was best

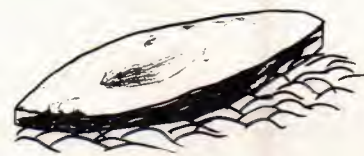
"Oh! glass-fibre," said the man,  
So our canoeist put it to the test,  
Can it float? Oh yes it can!

The canoeist got better, and better he got,  
'Till he was the best in Britain,  
He rowed so hard, he got so hot  
So Olympics, here he comes!



Good Luck  
REBECCA HANNANT

If I could have an Olympic Wish,  
Hithough I do swim like a fish,  
I'd like to paddle a canoe,  
Half as well as I know you do.



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# The National Maritime

A display by the RAF Red Arrows, a garden party for several thousand schoolchildren and other events on 26 June 1984 attended by HRH the Duke of Edinburgh in his capacity as senior trustee of the National Maritime Museum, marked the centenary of the world's adoption of the Greenwich Meridian as Prime Meridian in 1884. Exactly 50 years later, Greenwich was again in the news with the Royal Assent being given to the Act of Parliament setting up the National Maritime Museum. While the expectations of the founders were high, few could have foreseen the enormous growth in size and prestige of the young body, which is now one of the world's finest museums.

The site chosen was amid the Royal parks on the south side of Romney Road at Greenwich and with the beautiful Inigo Jones designed Queens House as centrepiece. The house had been destined for Anne of Denmark, the wife of King James I and VI, but was not completed until 1635 when Henrietta Maria, consort of Charles I was on the throne. Greenwich has had associations with Royalty from Tudor times, and an equally close association with the Royal Navy, indeed the Royal Naval College, Greenwich, where senior officer training is carried out is the Museum's nearest neighbour.

Currently the Museum has a staff of nearly four hundred involved in the diverse tasks associated with any large museum, including cataloguing of collections, setting up displays and exhibitions, research in specialised fields, general administration and in these less secure days, ensuring adequate surveillance is continuous. Teams are involved in conservation and repair, and most members of staff assist in handling the Museum's mammoth load of postal enquiries. The outreach of the organisation can be gauged by the involvement, and in many cases partnership, with other bodies in the United Kingdom as far apart as Brixham in Devon and Dumbarton in Strathclyde.

The purpose of a National Museum is not just to collect and, where possible, display artefacts of interest, beauty and value, but also by research and publication to reflect every aspect of the history, current affairs and indeed aspirations of our land. History is not in the dim and distant past, but is being created every minute and when recorded mirrors much of our current thinking and attitudes. In Greenwich

the fields of study are wide ranging, from archaeology to marine painting, from ship design to hydrography and from astronomy to marine engineering. There is an ongoing educational programme ranging from pre-booked school visits to short term education courses as well as several conferences per year, one of which at least is of international status like 1933's "European Shipbuilding: One Hundred Years of Change" and this September's "The Shipowner in History".

The organisation of the museum is in three bands. First there is the curatorial group, responsible for the collections and displays and whose members variously serve in the departments of Archaeology, Astronomy and Navigation, Pictures, Printed Books and Manuscripts and finally Ships, Weapons and Antiquities. Closely associated departments include Conservation charged with advising on the physical upkeep and preservation in good order of all items in the Museum, the department of Museum Services with the education and design units and finally the newly created Information Project Group set up to integrate the vast stores of information in the Museum, and using computers to reproduce these in easily used form. The second group is Administration including finance, bookshops, cleaners and personnel services, and finally and by no means least, the friendly, smart, discreetly ubiquitous uniformed security and warding staff.

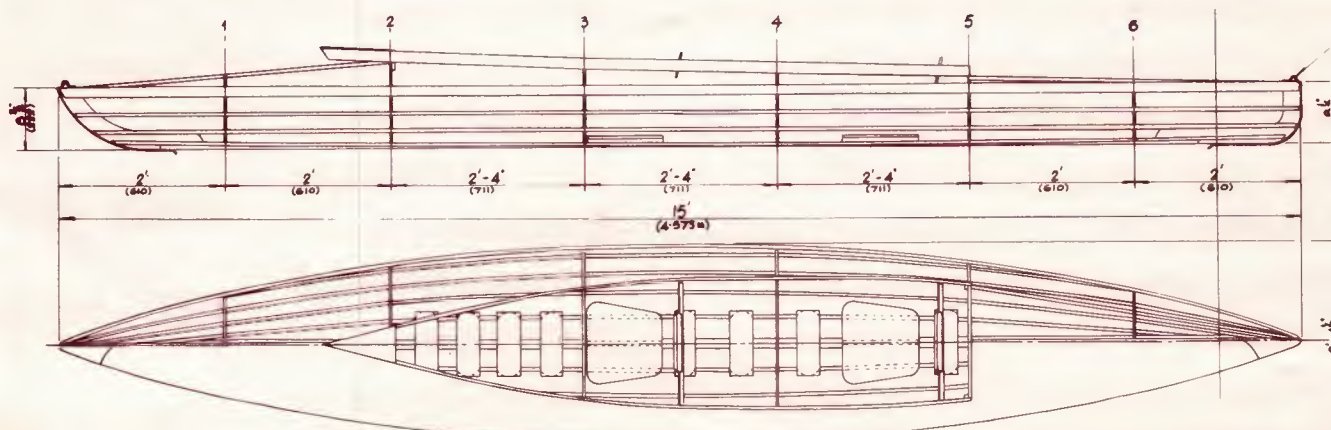
For those interested in canoeing, the department of ships has most to offer, as it looks after full size ships and boats, models and historical records. The department has well over 4,000 models ranging from a 4 metre replica of the 1939 battleship HMS *King George V* to miniature models of RNLI lifeboats. Of the full size ships, pride of place goes to the steam paddle tug *Reliant* built by Eltringham's on the River Tyne in 1907 as P.S. *Old Trafford* for the Manchester Ship Canal. When her working life was completed, this tug was dismantled and then re-erected within the Neptune Hall, and on most afternoons with the aid of electric power her "grasshopper" or side lever engines turn her feathering paddles as of old!

A vital section of the Museum is Ship Plans and Technical Records, where over the years there has been built up, a massive accumulation of unique technical data including one

million ship plans, making Greenwich arguably the world's largest technical archive, and holding some information on almost every kind of ship from the early 18th century onwards. Currently the most obvious gap in the specification and design of a whale factory ship – an omission that will be remedied some day. Of the many hundred collections (which are kept intact and known by their donor's name) the largest and most complete is that of the Admiralty, accounting for possibly 40% of the plans held. It goes back to the 1700s and as it is regularly added to by the Ministry of Defence becomes more important and magnificent as every year passes. In the commercial sector there are major holdings from shipyards including Denny of Dumbarton, Thornycroft of Southampton, Barclay Curle of Glasgow, Goole of North Humberside, Stephen of Linthouse and Fairfield of Govan, and similar holdings from well known shipowners like Andrew Weir, Furness Withy, P. & O., and Sealink. Continuous efforts are made to fill gaps in the collections and to obtain plans and details of ships built in the 1850s – in this respect commercial secrecy is respected and important designs are put under "closure" for an agreed number of years.

In recent years, more and more information on sports craft has been gathered including several major yacht collections, and about a year ago the Museum was pleased to accept the Royal Yachting Association's original plans of national dinghy classes. On the canoe front, the attempts to build up a meaningful set of plans received great encouragement when Whitewater Sports presented design and construction drawings of 1930s and 1940s canoes. Further donations of this kind will be welcome.

Museum staff are asked how objects, models, books and other items come into their possession. In modern times, mostly by gift and indeed most museums are indebted to one or two individuals – in the case of Greenwich to the Scots shipowner and shipbuilder Sir James Caird of Glenfarquhar whose benefactions were incalculable and whose name is attached to the main trust fund for research, travel and publications. However from time to time the Museum does purchase and in this respect conspicuous care is necessary in apportioning the limited funds, especially when one realises





# Museum at Greenwich

that certain objects like paintings can absorb a total budget, whereas newly commissioned models of ships or shipyards or of machinery can give high visual impact and equal educational value at a fraction of the cost.

When objects are offered to the Museum, it has to be made clear to the donor, that if accepted there is no guarantee that public display will follow, but assurances are given on safe keeping and for availability for private study provided reasonable notice is given. Before accepting gifts most curators ask questions like:

Is the object unique or of national importance? Is it typical of others and therefore worthy of collection?

Is it outstandingly beautiful or well made?

Has it an interesting story?

An answer to any of these in the affirmative would tend to make the curator accept, but on occasion other factors have to be considered including storage difficulties and cost of transport, and the possible use of cranes or strengthened floors. Important items have to be kept in conditions of steady temperature and humidity and with low light levels as in the Royal Barge House where Queen Mary's Shallop, a 17th century vessel, but last used in 1919, and the 18th century and dramatically gilded and carved Prince Frederick's Barge are kept in immaculate order and hopefully will remain so for hundreds of years to come.

Described as the world's most beautiful museum, the National Maritime can be reached from central London in 20 minutes by train or about one hour by river launch. It has something for all the family – a visit to Nelson's Gallery, to Cook's Gallery, an inspection of the unbelievably lifelike shipbuilding dioramas (including one of a modern Sunderland yard), a stroll in the park and a climb up the hill to admire the view, to stand astride the meridian line and then visit the old Royal Observatory or perhaps attend a show at the Planetarium. Some years ago the Royal Observatory moved to Herstmonceaux in Sussex, but with recent improvements in visibility in London skies, research work has recommenced at the old observatory.

No day would be complete without a visit to the bookshops, the restaurant or along the road to the independently administered *Cutty Sark*. This wonderful old Clyde built tea clipper is now

permanently drydocked nearby. Admission charges were introduced by the Museum last April, but with concessionary rates available for students and certain other categories.

\*Fred Walker who is a member of BCU is naval architect at the National Maritime Museum.

1. *Construction drawing of a 4.57m canoe from the Whitewater Sports collection.*
2. *A tandem paddling canoe of 1887, with a fan drop keel or Radix Keel. This lovely craft 4.89m x 0.80m (16' 0 1/2" x 2' 7 1/2") was built by R.J. Turk at Kingston on Thames.*
3. *Brought across the Atlantic on the liner Queen Elizabeth II this 14 foot wooden canoe was presented to the Museum by the English Speaking Union of America. It was built in Ontario in 1908 by the Peterborough Canoe Company.*
4. *A view of the National Maritime Museum from the south. The old Royal Observatory can be seen on the skyline behind the Queen's House.*

## Fred.M.Walker



▲2



4▼

▲3



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# MEDWAY MARATHON 1984



Leading K2 group at East Farleigh.  
(J. Speck/G. Hall, Royal; & I. Lawler/G. Burns, Elmbridge.)



Leading K2's at Branbridges.  
(P. Wells/D. Blyth, Richmond/Royal; J. Speck/G. Hall, Royal;  
D. Pendle/M. Wells, Richmond/Norwich; I. Lawler/G. Burns,  
Elmbridge.)

Strong head winds meant that last year's record time of two hours five minutes, fifty seconds, set by R. Kinch and P. Lanigan, who this year finished 2nd and 3rd respectively in the singles, was safe.

P. Wells and D. Blyth were first home this year, two minutes outside the record. The fourth boat to Tonbridge was the Elmbridge crew of I. Lawler and G. Burns in a new junior record of 2-10-31 for the eighteen miles. A. Plant and W. Clapham won the ladies doubles in a new record time.

The race attracted an entry of two hundred and nine, many of the competitors were participating in the sponsored event run in conjunction with the race, which has hopefully raised in excess of £500 towards a cancer scanner for a local hospital.

#### Steve Aldridge.

Instructor/Secretary, Whitchurch & Rhubina Youth Canoe Club.

<b>Senior Men K2</b>	1st	P. Wells/D. Blyth	Richmond	2-07-42
	2nd	M. Wells/D. Pendle	Richmond	2-08-36
<b>Senior Men K1</b>	1st	A. Williams	Royal	2-19-14
	2nd	R. Kinch	Reading	2-21-14
<b>Junior Men K2</b>	1st	I. Lawler G. Burns	Elmbridge	2-10-31
<b>Ladies K2</b>	1st	W. Clapham A. Plant	Richmond	2-26-35
	<b>Mixed Doubles</b>	1st	M. Garrett A. Freer	Richmond
<b>Ladies K1</b>	1st	P. Coomber	Leighton Buzzard	3-03-54
<b>Junior Men K1</b>	1st	S. Rust	Leighton Buzzard	2-30-43

## RESCUES, RESCUES & MORE RESCUES

River Rescue/Techniques & Training Course – Alfion Ogwt Nov 11th-13th.

#### Participants Report.

I arrived at Bridgend Rec. Centre car park on the Saturday, having been unable to make Friday: was greeted, introductions exchanged, followed by the signing of the River Ogmores access register. With the group I observed the adjacent river and weir. (Yes, right alongside the car park). The water was low but the weir under-estimated by some, was soon to gain every respect.

All that morning it proved to be a major source of excitement, demanding skill and ability for all manoeuvres. With the aid of 'safety men' standing in the weir and coaching from John Whitworth we were able to practise weir rescues involving:- canoeist to canoeist applying 'bow & side on' presentation, single man tow, tow in tandem, rope to canoeist both from man and canoeist, flatable aid on a rope to

canoeist and most successful in this case swimmer to canoeist. Yes, the water was cold, but it's surprising how one's enthusiasm adds to the resilience.

After lunch we paddled up river, practised 'HI, TX' Eskimo all in and self rescue techniques and finished off the river session back in the weir. We later set off for Pencoed Leisure Centre.

The warmth of Pencoed swimming pool spoiled us rotten; again the theme being rolling and rescues, with confusion arising (dare I say panic) when some tried swimming for their paddle before rolling up. With time out the thirst for a pint was soon to be quenched.

In the pub that evening the 'feedback' and comments of the group led us into heavy discussion. Topics being equipment, standards expected, rescues, and our old favourite

'access'. The latter being spearheaded by John, not surprising as he is the Ogmores river/access officer.

The Sunday involved a paddle from Pen y Fai Bridge to Bridgend Recreation Centre and included incidents being 'set up' and rescues and options discussed followed by the practical demonstrations. The whole point being – equipment carried, quick thinking and improvisation. Various pointers were given throughout the paddle and although the river was low it was evident this river has enormous potential, no wonder John gets his 'back up' with access breakers.

In conclusion I offer my congratulations and thanks to John Whitworth for his efforts in arranging the first course of this nature which, without doubt, proved successful and beneficial for canoeists of proficiency, TI & SI standard. Let's hope now that the first has been established, more will follow on a National basis. Why not contact your LCO, RCO to chase this up? The next step is to get this course recognised and run annually throughout the regions.



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# Action on access

The Director of the British Canoe Union has commented by way of the Focus Editorial on the highly emotive words and threatened deeds of at least some canoeists by way of the pages within recent Canoeing and Canoeist magazines. In an attempt to "reconcile the irreconcilable", the unenviable task of the British Canoe Union's Access Committee and its officers is to maintain the balance.

At their emergency meeting held in Nottingham on the 21st July, the committee considered all aspects of the current problems experienced in Yorkshire and the attempts by the popular "canoeing press" to "precipitate" a non aligned course of action.

One of the principal difficulties has been to establish and where necessary re-establish that which is current BCU policy, that which the committee may have wished to proceed towards and that which many may feel is the undeniable moral right of canoeists in this country. The latter being the stumbling block which if mismanaged could plunge the Union into heavy financial commitments which at the end of the day would result in guaranteed wins and substantial financial gains for the members of the legal

profession, with no clear cut guarantees of canoeists being any nearer to that which they seek to enjoy having being attained.

Due consideration was accordingly given to the substantial pressure being exerted for changes in policy to be made. It was therefore regrettably agreed that in the absence of further machinery to "get the Yorkshire anglers round the table" further courses of action must ultimately be sought. It was proposed that:

"Whilst noting and understanding the BCU Y. & H. Regional Access Group's frustrations, the National Access Committee were unable to accept some of the points contained within their statement as these went beyond the existing N.A.C. policy. It was accordingly agreed that the Committee's officers should enter into urgent discussions with the parties to the Statement of Intent in sufficient time to achieve agreements for the Autumn 1984 canoeing season". This was approved nem con.

It was further agreed, that should this "last ditch" offer to Anglers to reconvene be declined, the following proposal would apply. "Subject to the above proposals, and having due regard to its contents, the Access

Committee confirms that it will review and give consideration to changes in its policies at its next regular meeting to be held on 22 September 1984. This was approved Nem Con.

As certain statements and actions had been directly attributed to Mr. Geoff Wood the Regional Access Officer for Yorkshire & Humberside, the committee sought to resolve the uncertainties surrounding Geoff Wood's actions and therefore his suitability in the post of Regional Access Officer. Mr. Wood agreed to the following which was minuted as follows.

- 1) He would support the committee's current course of action.
- 2) He would actively pursue the National Access Committee's existing policy.
- 3) He agreed to pass all statements to headquarters for approval prior to publication. The committee then agreed the following proposal.

"In the light of the personal attacks made on Mr. G. Wood the Yorkshire & Humberside Regional Access Officer, by members of the Angling Community, the National Access Committee expresses its confidence in Mr. G. Wood as the Regional Access Officer, in his pursuit of the policies of the BCU's National Access Committee." Agreed Nem Con.

The meeting was concluded at 6.00p.m. with the members, delegates from Yorkshire & Humberside and the officers being of one accord. A more detailed report and course of action will follow after the next regular meeting of the BCU Access Committee scheduled for Saturday 22nd September.

## MARINE NATURE RESERVES

There has recently been concern and speculation, over the Department of the Environment's proposal to establish Marine Nature Reserves. Accordingly contact has been made with the DOE and the following statement has been issued.

The establishment of Marine Nature Reserves, will not automatically mean the creation of no-go areas. Indeed, restrictions on so harmless a pursuit as sea canoeing are likely to be imposed rarely, if at all, and in any case to be applicable only to certain small enclaves within a reserve during periods when it is considered necessary to prevent any disturbance. Even then, there will be provision for exceptions to be made in emergencies.

The reasons given for excluding both government and commercial vessels from the proposed marine nature reserve by-laws, is that as such they are subject to controls by administrative arrangements or other instruments which it would be inappropriate to duplicate. It does not however mean that they will have unhindered access.

In management terms there will be obvious difficulties in attempting to identify the extent of a reserve or even of a small special area within a reserve. In such cases it will be the responsibility of the Nature Conservancy Council to decide on the most effective means of notifying potential entrants as to where the boundaries lie and what restrictions apply. Such arrangements will, of course, depend very much on local circumstances and no rule of thumb can be laid down. It is significant that our intervention, has resulted in the British Canoe Union being included on the list of bodies who will be consulted throughout the procedures leading to the establishment of any reserve anywhere around Great Britain.

## Great Ouse at Turvey

Paddlers are reminded that there is a nature reserve downstream from Turvey. The top of this property is now marked with a notice board on the left bank. Paddlers should continue along the right hand bank quietly until some 200 yards downstream of the large house on the left banks.

## Austrian Touring Information

Springfield Books Ltd announce their involvement with Freytag and Berndt the Austrian map publishers.

They have in stock a substantial range of road maps, walking maps and of interest to the canoeist, a significant number of maps specifically for canoeing in Austria. Members wishing to receive further information on the list of maps available, should contact Messrs. Springfield Books Ltd, at Springfield House, Norman Road, Denbydale, Huddersfield, HD8 8H, or c/o BCU Supplies at BCU Headquarters.

## Halton River Lune

Arrangements have been altered from those published in the 1982 May issue of Canoe Focus Extra. An Access Agreement has been successfully negotiated by the members of Ribble Canoe Club.

It is essential therefore that all BCU members and affiliate groups wishing to use the River Lune at Halton should contact Mr. C. Wade at 30 Carnforth Avenue, Bispham, Blackpool, FY2 0BH. A stamped addressed envelope should be included with your request for information.

## British Waterways Board

With the increasing use of the British Waterways Board's canals and river navigations, they have requested that we advise our members on a number of safety aspects associated with boating on the waterways. Whereas we accept that the

majority of touring canoeists do not wish to avail themselves of the use, and therefore the operations of swing bridges, locks and the like, preferring to portage all such facilities, it is important that those using the various waterways, are familiar with the Board's request and instructions.

1. *Lift and Swing Bridges.* It is essential that users are aware of the safe operation of moveable bridges and the need to ensure that the operator, boat crew and members of the public are clear of moving equipment and adequate clearances are maintained at all times. Children should never be allowed to operate the lift and swing bridges.
2. *Navigation within daylight hours.* In the interests of safety boat users should navigate the waterways in daylight hours when the visibility is satisfactory.
3. *Locks.* Users should be aware of the safe operation of locks and that in the interests of water conservation locks should be shared with other boats and wait turns whenever possible.
4. *Angling.* Boat users are asked to show courtesy by slowing down when passing anglers and keeping to the centre of the channel where possible.
5. *River Navigations.* All boat users should be reminded of the need for extra care to be taken on rivers particularly when wind or flow conditions are such that navigation is made hazardous.

## Navigation on the Swale.

The Pierce Bridge formula by Ray Selkirk published in 1983 throws new light on Roman river transportation and postulates the navigation of rivers to Roman Forts and towns. It is likely that the Swale was navigated at least to Caterick and it is possible that the river was used to ferry lead down to the mines in Upper Swaledale.

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It is also significant to note that old traditions referred to by Marie Hartley and Joan Ingleby refer to the Vikings travelling up to Richmond by boat.

Such theories and speculations, need however to be supported by hard facts. The need therefore to produce old books, manuscripts and likely items to prove navigation are essential at this time. Tom Bradley's book on the River Swale published

in 1895 refers to the Marrick Ferry above Richmond which was still used in the 1940's and referred to in a letter to "Dalesman" in 1957. A token has also been found showing the wording "Robert Kingferry 1666" which is referred to in the history of Richmond by C. Clarkson. And at Myton upon Swale, Roger D. Mowbray granted the Abbey of St. Mary a ferry boat in the reign of Steven. This ferry was reported

in 1676 and in the 19th Century. This source of information is Victoria's History of Yorkshire Volume 2 page 157.

The above references should give the budding navigation aspirant some background ideas on possible sources of information. I look forward to being "flooded" with the hard facts which make proving our rivers to be navigations as of right.

## Air bags improve safety on white water

An experiment at Plas y Brenin, the National Centre for Mountain Activities, illustrated dramatically the way in which air bags can prevent a kayak becoming pinned against an obstacle in moving water.

A scaffolding pole was rigged from the scaffolding bridge on the Tryweryn, onto the upstream bed of the river. A well built fibreglass slalom kayak (pre low volume design) containing the standard amount of buoyancy as fitted by the manufacturer was manoeuvred against the obstacle from up-stream. To do this, ropes were attached to the ends and operated from each river bank.

*The result:* Crunch! The kayak, with cockpit facing upstream, wrapped right around the

pole, with the two ends trying to touch each other downstream.

Next, an identical boat, but with inflated air bags fitted at each end, was let downstream as before. It would not jam. Chief Instructor at the Centre, Dave Walsh, was then belayed down onto the boat and wedged it under water against the pole by standing on it.

*The result:* Still it would not stick, and it would not bend!

When the scaffolding pole was taken away, a bend was noticed in it, which it was believed was caused by the air-bag fitted boat!

Graham Goldsmith, of Gaybo, well known British Wild Water Racing Team C1 paddler,

commented on hearing of this experiment at the White Water Safety Conference: "We used to get a lot of boats damaged in training through being jammed against rocks. Now we insist on air bags being fitted, and I don't think we've lost one since!"

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*Forcing the boats into position.*



*The remains of the kayak containing only standard buoyancy.*



*The boat supplemented with air bags will not jam.*

## John Drew

The sudden and untimely death of John Drew on the 17th July at the age of 44 years has robbed the canoeing community of one of its best examples of sound, solid, grass roots workers.

John enjoyed his sport for its own sake, but was the epitome of the caring, sharing, person whose largely unseen, and unsung efforts, keep the wheels of our society turning.

I first became aware of John as a person, and as a canoeist, in about 1969. His unassuming, but highly competent assistance saved an 'incident' from turning into an 'epic' on a rather hairy day at Hurst - the Solent's well known tidal race.

Over the years, John's enthusiasm for canoeing continued to grow. His total reliability made him much sought after, both as a paddling companion, and as an instructor.

Finding canoeing dormant in his home area, he set about calling all the coaching scheme members together, in and around Portsmouth. Such was his persistence with personal contacts, that finally a high proportion started to meet and paddle regularly together.

From this grew Portsmouth Canoe Club,

which is now an active and thriving group. John was playing a full part up to the time of his death.

As a school teacher, he had undertaken to run canoeing activities at the schools' sailing base. In a short time a programme developed, and today countless numbers of Portsmouth school children owe their introduction to our sport directly, or indirectly to John Drew.

To those who knew him personally, John



*John as he would have wanted to be remembered. Defiant, full of fun, giving and getting 100% out of life.*

was a highly valued, and loved friend, and excellent companion. Many paddlers and others suffer a feeling of great personal loss.

The community has been deprived of someone who had much still to offer, and personified the type of person we can ill afford to lose.

In spite of his many involvements, John managed to maintain a balanced life. To his wife, Carol, and young family we extend our very deepest sympathy.

*Geoff Good.*

**JOHN DREW  
R.I.P. E.L.F.**

At the request of the Portsmouth and District Canoe Club, a Memorial Trust Fund has been established, the funds from which will be used to promote and further the aims of canoeing. The Trustees appointed are Mrs. Carol Drew, Roger Irwin and Declan Dempster.

Cheques or postal orders should be made payable to The John Drew Memorial Trust Fund and sent c/o Roger Irwin at BCU Headquarters, Flexel House, 45/47 High Street, Addlestone, Surrey.

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**Closing date: 3rd September, 1984.**

*All applicants are considered on the basis of their suitability for the job irrespective of disablement, race, creed, sex or marital status. Disabled candidates whose applications have the written support of their D. R. O. will be guaranteed an interview.*

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Tabard  
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**Wild Water**  
Deluxe Zipped  
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Junior Shortie  
Slalom X  
Shortie Expedition  
Shortie Instructor

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.



# A WEEKEND IN NORMANDY



*Padding from Jersey to Ecrehous on the Friday night.*



*On the beach in France.*



*Preparing to leave the Ecrehous for France.*



*The Ecrehous.*

Over the last six years we had looked longingly towards the French coast as we sat on the Ecrehous, a small reef of rocks situated roughly halfway between Jersey and the coast of Normandy. Only 8 miles, unfortunately the French maritime authorities had imposed severe restrictions on the use of various craft within their territorial waters. Kayaks came within the beach craft category and as a result were not allowed offshore. Taken to its conclusion this meant that anybody paddling

into French waters was immediately breaking the law and liable to arrest.

Various canoeing magazines in the autumn of 1983 carried notices to say that there had been a relaxation in the rather severe French rules and so I immediately sent off a request to the relevant authorities in Cherbourg, asking for permission for a group of us to cross to Carteret in April. For two months I heard nothing so I began to think that the request had been deemed unworthy of a reply. Then one Monday

evening on return from work there sitting on the mat was a letter from France. It contained written permission for us to cross on the weekend asked for, subject to visibility being greater than 3 miles, wind strength below force 4 and reporting in at the start and finish of the crossing.

The spell of settled weather which existed during the early and middle parts of March was quickly brought to an end as one Atlantic depression after another rushed in from the



*The pleasures of paddling to France.*

## Expeditions 1984

The British Canoe Union Expeditions Committee have approved the payment of Grant towards the costs of the following Expeditions during 1984:

- |   |                |
|---|----------------|
| Solo Kayak Expeditions North Western Europe     | — David Webb   |
| Niger Canoe Expedition                          | — Nigel Dennis |
| Caribbean Sea Expedition                        | — Pete Midwood |
| Knowsley Youth Trust: Youth Canoeing Expedition | — Paul Reaney  |
| Canada 1984                                     |                |
| British Kayak Expedition to Zanskar             | — Guy Baker    |
| Reading University Canoe Club Sjoa River        | — Andrew Smith |
| Norwegian Kayak Expedition                      |                |
| Adventure Dolphin Ice Cap Expedition            | — Chris Blakey |

Full reports of their activities will be published in future issues of *Canoe Focus*.

# 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.

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 30th September 1984



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#### CANOE CENTRE KIRTON KAYAKS LTD.,

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#### GAYBO LIMITED,

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#### JIM HARGREAVES,

Canoe Kayak Specialist, Capel Curig, Snowdonia. Tel: 06904 210

#### CHRIS HAWKESWORTH LTD.,

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Private Road 4, Colwick Estate, Nottingham. Tel: 0602 614995

#### TIM WARD — CANOES & KAYAKS,

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#### WHITewater SPORTS,

Shepperton Marina, Felix Lane, Shepperton, Middlesex TW17 8NJ

Tel: Walton on Thames 247978

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west bringing wind, rain and a feeling of gloom among the Jersey Canoe Club members who were hoping to do the paddle. Five days before we were due to leave it was blowing a Force 9, hailing and was the coldest April day in Jersey for over 20 years. Hopes were not high but on Thursday morning the weather was beginning to show signs of behaving itself as an anti-cyclone began to develop, and by Thursday evening the paddle definitely seemed feasible so it was home to pack camping gear, passports and French money.

The plan was to cross from Jersey to the Ecrehous on the Friday evening slack water but due to certain difficulties e.g. some of us not being there on time we were an hour late leaving. As a result the tidal streams were not as favourable as they could have been but it was six very contented paddlers who arrived at the Ecrehous just after dark on the Friday night. The cooking of the evening meal was accompanied by eager chatter as we discussed what we hoped would be happening the next day.

The shipping forecasts at 06.25 and 08.30

were just what we wanted to hear and just before 09.30 we paddled north-east towards the French coast. It quickly became apparent as we cleared the outlying rocks off the reef that the tidal streams were running much faster than we anticipated and as a result we had to correct our compass headings. The French fishermen have very kindly placed lobster pots all the way from the Ecrehous to the French coast so every 100 metres or so we could get up to the minute tidal information as we paddled past the ropes and marker buoys. After two hours of steady paddling we were about one mile off the French coast.

Our first impression of the French coast was that it was flat, backed by sand dunes but as we paddled in it was good to see that we had been wrong and it was an interesting last mile or so along the base of small cliffs. We landed at Carteret 2½ hours after leaving the Ecrehous and several months after writing for permission. We grabbed our passports and walked up the beach practicing our best French; "Nous sommes ici" and "Bonjour Monsieur".

Unfortunately French customs officials don't appear to work at the weekend so there wasn't anybody to announce our arrival to.

We had originally planned to camp but the sight of a lovely hotel and restaurant less than 100 metres from our canoes was too much to resist. Clean sheets, a hot bath and a superb meal all helped to produce a very pleasant evening. The locally produced cavadros inspired discussions which were carried on into the early hours of the morning. We felt that you don't necessarily have to rough it to enjoy sea touring.

We were fortunate in that a weekend we had chosen so early in the year produced favourable weather conditions and although the distances were not that great, the crossings only being 14 miles in each direction, the weekend was memorable because of the quality of the paddling and the good food and company. I am sure that a return visit will be occurring relatively quickly.

# News and Views

## MEMBERSHIP FEES 1984/5

The Council of Management were also required at their last meeting, to agree the level of members' subscriptions for the 1984/85 financial year. A demand from the Union's insurance company for a massive increase in premiums which had arisen as a consequence of their extremely adverse boat insurance claims experience, presented a particular dilemma, and only after long and careful deliberation was it agreed that part of this increase should be absorbed by raising membership subscriptions. The effect of this decision is that membership fees for the next year will be as shown in the table below.

The good news for those joining the Union in 1984/85 is that this year Full and Family members will continue in membership for a whole year from the date of joining, and not as previously terminate their membership on the 31st October, irrespective of the date of joining. Thus all classes of membership now offer the facility of one year's benefits from the date of joining. Additionally, arrangements have now been concluded with the Union's Bankers, National Westminster, Piccadilly, for a direct debit system for those members wishing to pay subscriptions by this method.

	1984	1985	Increase 5% inflation	Insurance
Full	£12.50	£13.50	62.5	37.5
Youth	£6.50	£7.00	32.5	17.5
Family	£5.50	£6.00	32.5	17.5
Cadet	£3.00	£3.00	15p rounded down	—
			No increase	
Introductory	£6.50	£7.00	32.5 rounded up	—
Basic	£4.00	£4.00	20p rounded down	—
			No increase	

## EVENT TICKETS

At the last meeting of the Council of Management it was agreed that for a one year experimental period, commencing on the 1st November 1984, non-members of the Union would be permitted to participate in one event normally requiring membership, by purchasing an event ticket for a fee of £1.00. The precise details of this scheme are still being considered, but it is intended that it will provide the final link in the Union's "Radical Approach to Membership", which has been developed over the past four years. The opportunity will now exist for non-members of the Union to participate in a Marathon Race, Regatta, Slalom, or some other activity for £1.00 plus any entry fee that may be levied, and, should they enjoy their experience and wish to become more active they may join the Union as Introductory Members for one year if over the age of 18 years, or as Cadet members if under the age of 17 years. Third Party Liability insurance will be provided and the £1.00 fee will be subtracted from any subsequent membership fee that may be paid. Event organisers will receive 50p of the subscriptions to defray the cost of administration.

## FIRST AID BOOKLET

Due to a production difficulty experienced by the supplier, the First Aid booklet designed to be carried in an instructor's first aid kit, could not be included with CoDe No. 18 circulated in June.

If you have not received your copy please send a 12½p stamp to BCU Coaching Office.

The booklet is also available to those not in the Coaching Scheme. Please send 3 x 12½p stamps.

## Opportunities for employment

A register is maintained at the BCU office of members with coaching qualifications who are seeking full or part-time employment. As opportunities are notified, those on the register are informed immediately. You are invited to forward your name and address to the Director

of Coaching, BCU if you want to be informed of opportunities for employment as a canoeing instructor, as they arise.

## D/W VICTORY

Cornish and Vilgoen won Devizes to Westminster on a warm weekend. The slow conditions hindered any realistic attempt on the record but the 17hrs 22 mins 07 secs represented a considerable dominance of the event which they won by 30 minutes. Second place, over the 125 mile course, was taken by Robertshaw and Heath of the Royal Engineers.

The 'traditional open canadian' we featured in the last issue of 'Focus' was paddled to victory in its section of the race. The D/W Canadian Trophy was presented to Hellowell and Derwin of Tees Kayak Club for their 24 hrs 41 mins 30 secs paddling Carl Douglas's fine craft.



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### PRICE LIST — AUGUST 1984

All prices include VAT at 15% where applicable. Prices are subject to change without prior notice.

**POSTAGE AND PACKING** — Add 10% for orders under £20.00 (50p min). Add 5% for orders over £20.00. All paddles £5.00. All canoes and kayaks £12.50. For large orders we will calculate prices individually.

**DISCOUNTS** — We will be pleased to quote competitive prices for official orders from clubs, education and Armed Forces. Please send details of your needs for a quotation.

#### KAYAKS.

Tyne Junior	99.00
Comanche Budget	109.00
Rapido or Snipe	119.00
400 Super or Merano	119.00
Telstar	125.00
Sportsman	139.00
Ardeche Double	159.00
Tyne Open Double	179.00

#### Extras available.

Diolen Hull	12.00
Double reinforcing	15.00
Glitter Finish	10.00
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Roto Bat	115.00
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Shorti (s,m,l)	19.95
Harishok Gold Label (s)	20.95
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Expedition vest	32.95
Life Jacket (BSI)	34.00

#### SPRAYDECKS (Please state boat).

Nylon Standard	7.95
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Neoprene	18.50
Neoprene deluxe	24.95

#### PADDLES.

Canadian Kit	8.95
Flat Kit	11.95
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Flat ABS paddle	14.95
New Wave Hydro	29.95
Freeblades Slalom	33.95
Azzali Slalom	34.00
Gees Champion	39.50
Kober Moldau	43.95
Freeblades Racing	33.95
Lendal Powermaster	39.95
ABS Canadian	9.95
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Azzali Canadian	24.95

#### ACCESSORIES.

Ace crash helmets	9.50
Romer R38 helmets	11.95
Romer R39 helmets	19.95
Romer R41 helmets	29.95
GUL Cag	17.95
4 ozs canoe cags	16.95
2 ozs canoe cags	12.50
Pogies paddle mitts	5.95
Lendal footpump	12.95
Fail-safe footrest clip	0.75
J & R footrest	9.75
White toggles (pair)	0.55
Repair tape 40mm x 50 metres	3.95
50mm x 4.5 metres	1.25
Buoyancy bags each	3.95
set of 4	12.95
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Gul canoe Long John	52.00
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Gul SurfLite Long John with matching cag	69.00
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Neoprene Surf Cap	6.50
Neoprene open palm mitts	9.95

#### CANOE SCHOOL.

Our canoe school at Shepperton covers basic to advanced courses. We can arrange special courses for groups. We also operate a canoe hire service. Ask for our canoe school brochure.

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A new venture for 1984. We will be carrying a comprehensive stock of gear from Ultimate, Peter Storm, Brasher, Survival Aids, Kamimor, Berghaus etc.

#### IMPORTANT NOTICE.

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WHITEWATER SPORTS, SHEPPERTON MARINA, FELIX LANE, SHEPPERTON, MIDDX.  
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Sea Kayak mould includes two deck designs with/without hatches – excellent condition. £250. Contact Mr. Des White, Risehow Industrial Estate, Flimby, Maryport. Tel: 814664.

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Kent Water Sports for all canoes and accessories. Slalom – GP Boats top brand names for all canoe equipment. Club discounts available – Mail Order Service. Phone, write or call our showrooms at 15 High Street, Strood, Rochester, Kent. Telephone 0634.724403.

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For further details and price list of these and all our products write or phone: Sue Hornby (Ref CF) 34 Kelvinbrook, West Molesey, Surrey, Tel: 01.941.2714.

*(Editor's Note. We apologise to Suzy's customers for any confusion as a result of printing incorrect prices for the products in our last edition. A full price list can be obtained from Sue at the above address on application.)*

### INSTRUCTORS

Plas y Brenin National Centre for Mountain Activities. Instructor required for 5 year contract commencing Autumn 1984. Applications are invited from experienced canoeists and mountaineers. Further details and application forms from The Chief Instructor, Plas y Brenin, Capel Curig, Gwynedd. Tel: Capel Curig 214.

### HOLIDAYS

Marine Activities – situated on slipway, 10 seconds from beach in Robin Hood's Bay. Exciting canoeing in overfalls and surf, or touring (Whitby 6 miles, Scarborough 18). Canoes and equipment hire, - storage for your own. Full self catering facilities or B & B for individuals or parties. Excellent beer. From £7 per night 0947.880496.

### DERBYSHIRE ACTION HOLIDAYS.

Canoeing/Multi-activity holidays. Peak National Park. B & B/Camping near Matlock Bath. Action! Brochures – Kirby House, Winstler, Derbyshire. Telephone: 062988.716.

X-PERSEI HOUSE – The perfect base for group and individual canoeing holidays on the River Wye in Herefordshire. Low cost short breaks or longer stays with residential instructor and BCU consultant Chris Charters who can provide coaching to advanced standard if required. Equipment and transport also available. Beautiful situation, comfortable rooms, great atmosphere and good food. Residents own bar. Full or half board accommodation with very special rates and free places for leaders. Write or ring for free brochure: X Persei House, Staunton on Wye, Hereford HR4 7NF (09817.308).

### ACCOMMODATION

Wye Valley. The Bredwardine Centre, seven miles east of Hay-on-Wye and near the Brecon Beacons National Park, accommodates small or large groups up to 45 people on a self-catering, part or full-board basis. In addition, a self contained 4 bedroomed house is available for small groups and family use. These premises stand in attractive rural surroundings and are an ideal base for canoeing (beginners and experienced canoeists), field studies, and mountain walking, with or without qualified instruction by centre staff. Caving and pony trekking in the National Park may also be arranged. For full details please write to The Bredwardine Centre, Bredwardine, Herefordshire. Telephone: 04974422 or 08742355.

### MISCELLANEOUS

Canoe Insurance – Send sae for details to Joan Baker, JB Insurances 17/30 High Street, Waterbeach, Cambridge.

Canoe Insurance – Special low rates for BCU members. Contact Weller & Co, 16c Main Ridge West, Boston, Lincs. Telephone: 0205.65505.

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# The **LÖWENBRÄU** 500 May 1984 – March 1985



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19 May 1984	River Tryweryn, Bala, Gwynedd, North Wales Division A/Open	8 December 1984	River Teme, Ludlow, Shropshire Division B/Open
20 October 1984	River Washburn, Blubberhouses, North Yorkshire Division B/Open	19 January 1985	River Dee, Llangollen, Clwyd Division B/Open
17 November 1984	River Dart, nr. Ashburton, Devon Division A and B/Open	9 March 1985	River Tay, Grantully, Perthshire Division A and B

[ALL TIMES AND DATES MAY BE SUBJECT TO ALTERATION]