

CANOE FOCUS

No. 42 Dec 85/Jan 86 • Price 80p

THE OFFICIAL MAGAZINE OF THE BRITISH CANOE UNION



- ▶ Brabant Island Saga
- ▶ Rescue Conference Report
- ▶ Ladies Wild Water Tour
- ▶ Polyethylene Canoe Repairs



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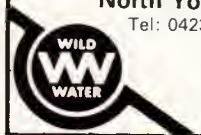
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Next Issue

Publication date: 10 February 1986
Last date for copy: 13 December 1985

FRONT COVER:

Off Brabant Island, Antarctica

Designed and printed by DDMA,
Bogod House, 50-52 Great Sutton Street,
London EC1V 0DE Tel 01-253 3272

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Dave Manby demonstrates the 'piggy back' carry

Canoe Focus is the official magazine of the British Canoe Union and is published bi-monthly by them.

Subscription Rates:— U.K. inland £10.00, overseas £12.00 for ten issues.

Advertising Rates and Data are available on application from the Advertising Manager at BCU Headquarters. Tel: No: (0932) 41341.

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

Canoe Focus encourages contributions of any nature but reserves the right to edit and condense to fill the space available and unless otherwise stated the Publishers assume no responsibility for the return of unsolicited manuscripts, artwork, or photographs.

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Other magazines which deal with specialist activities are:

Coaching: CoDe, Geoff Good, BCU, Flexel House, 45-47 High Street, Addlestone, Surrey, KT15 1JV.

Slalom Magazine: 1 School Terrace, Hubert Road, Selly Oak, Birmingham B29 6DY.

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Lifeguards: CoCLG Newsletter, Mrs. D. Wheatley, 8 Eastcote Road, Welling, Kent.

White Water Rescue Symposium



Sponsorship from Wild Water Centre enabled a small working party to assemble at Plas y Brenin in early September.

Their task was to review the rescue procedures commonly taught, evaluate the effectiveness of new equipment and ideas, make recommendations to update the elements included in Senior Instructor training and assessment, and set the parameters for a BCU publication on the subject.

Thanks to Mark Attenburrow and Ray Rowe, who led the weekend, and all those involved, those objectives were largely achieved.

Peter Midwood reported on the recommendations being forged by a joint working party for design features and fittings, for boats used for white water touring.

Colin Tee outlined the development of his chest harness, and Ray Rowe reported on his investigation of rescue methods on the Conti-

nent, which he pursued through a Mike Jones scholarship.

Concern was expressed by the meeting, that 'home-made' chest harnesses might appear, which were not fail-safe, and could trap the user.

The Symposium was agreed on the importance of evaluating the total situation when faced with an emergency. Ropes and other equipment had their place, but should be used with caution. Standard drills were helpful in allowing swift action to be taken when necessary, but the establishing of principles was important, as no single technique would necessarily work in a given situation.

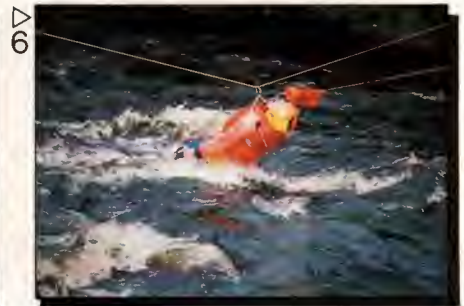
The necessity to practice with throw lines was emphasised and to belay the thrower with a quick release mechanism. Otherwise, the rescuer is pulled in!

Work has started on a booklet outlining principles and methods of rescue, which will

incorporate the findings of the Conference. It's availability will be advertised in due course.

- 1 Dave Manby demonstrates the 'piggy back' carry
- 2 A plastic boat is sacrificed for the cause
- 3 Peter Midwood clipping on for a 'short tow'
- 4 Only 60% accuracy was achieved with throw lines. Dave Horrocks, in dry suit, is nearly connected.
- 5 The chest harness permits the victim to 'ride' rather than submerge.
- 6 An 'unconscious' Guy Baker is evacuated across the river

Others giving input to the symposium were Sam Crymble, Andy Halliday, Jim Hargreaves, Chris Hawkesworth, Howard Jeffs, Alan Rees, Nigel Timmins, Graham Wardle.



PGL Sponsored Schools Rally

The third PGL sponsored schools rally slotted into a handy break in the wet weather pattern — it rained early on the Saturday morning only, of the 14/15 September weekend.

The only real hiccup was the unfortunate



The circular doubles relay



Change-over time on the circular relay

withdrawal at the last moment of several of the Coaching Scheme helpers who had pledged their support.

Brian Horn, however, with the magnificent help of those who did appear, once again

managed to ensure that the right people got to the right places at the right time. This meant the smooth running of the down river relay — one kayak, six paddlers waiting in turn at staging posts down river; the circular relay — one double kayak, teams of eight; and the marathon — 25 miles in double kayaks.



Start of the Junior Boys down-river relay

1985 National Coaching Conference



Chris Hare of 'Greenland' fame — is he saying 'Hello' to George Steed, or describing the seal that got away! Graham Lyon, Coaching Scheme Chairman, opened the Conference in classic style; Dave Hellawell, Northern Region Coaching Organiser, was presented with a buoyant sea serpent to ward off warm water predators.

Plas Menai, the Sports Council for Wales National Centre, on the Menai Straits, was the venue for this year's National Coaching conference, and over 70 delegates from all parts of Britain attended the 2-day sea-based symposium.

There were several highlights in the programme, from Graham Lyon's introduction, complete with parrot and 'pieces of what?' to a flares demonstration and helicopter rescue.

Frank Goodman's after-dinner talk — 'My Life and Times in Canoeing' must, however, remain in everybody's memory. Did you know that Maurice Rothwell once took over the controls of a light aircraft headed for Augsburg, while the pilot attempted to dispose of the results of his micturation through a 3" opening just in front of Oliver Cock's nose? It's a tale worth hearing again.

Serious debate covered topics ranging from the syllabus of the advanced sea and proficiency tests, to a recommendation that buoyancy aids are acceptable wear for sea expeditions.



Franco Ferrero, Head of Canoeing at Plas Menai, co-ordinated the programme and showed he had a flare for that sort of thing — kindly demonstrated by HM Coastguard Les Ogier from Caernarfon.

The co-operation of canoeists was sought in avoiding bird nesting sites at the critical time in April, May, June, but draconian measures to restrict navigation were not envisaged.

The findings of the Conference have been relayed to the National Coaching Committee and will be publicised in due course.



Volunteer 'victim' Christine Dean is rescued by the SAR team from RAF Valley.



Break-time during the Sunday cruise

The staff of PGL worked their proverbials off in order to ensure that everyone was fed, watered and transported.

Grateful thanks are again due to PGL Schools Adventure for their continued support of this event, which gave such great pleasure to over 200 young people and staff.



The assembled company



Paddy Quinn from Northern Ireland, assessing the advantages of a life jacket against the natural buoyancy of his regional coaching organiser, Robert Livingstone.

Practical sessions backed the debates with self-rescue methods, the application of basic skills to sea kayaks, and the relative performance of buoyancy aids and life jackets coming under scrutiny.

Mike Gash of the Nature Conservancy alleviated the fears of many when he explained the purpose of the Marine Nature Reserves.



James Moor, fresh from his circumnavigation of the Faeros with David Taylor, shows that he's a really well balanced chap.

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For full details of how you can get one of these tickets read your copy of "The Jubilee Appeal News" contained within this issue of Canoe Focus.

WORLD HAND ROLLING RECORD ATTEMPT

The London and South East Region will be putting on a Jubilee Canoe Show at the 1986 International Boat Show, three times daily between 1-12 January 1986 as part of the Union's Golden Jubilee Year celebrations.

One of the events in the show will be a Canoeing Skills Competition and the other a Hand Rolling Competition, aimed at setting a new world record for the number of hand rolls completed in two minutes.

The Daily Express will be presenting Cups to the winners of each competition as well as medals to the competitors. Boats and equipment will be supplied by Gaybo and Wave Sports. In addition competitors will receive complimentary tickets for their families to attend the Boat show.

Interested in taking part? Further details from Guy Baker (London & South East Region Development Officer) 35 Stanton House, Thames Street, Greenwich, London, SE10 9DT. (Tel. 01-853 2644).

THE BIG DIG BEGINS

A month of fine weather has brought a remarkable change to the Holme Pierrepont National Water Sports Centre. The big dig has really begun and the White Water Course

is already a reality that must be seen to be believed. Giant diggers and mammoth cranes are everywhere, tearing away at the willing earth as the fine autumn weather makes it possible to get on at a "rapid" rate.

For those who have lived with the dream of the course for so many years the sight of concrete and earthworks stretching deep and long across the once full Winfield Pool and Country Park grass makes you pinch yourself into accepting its reality. Thank you, the Sports Council and thank you, Nottinghamshire County Council, for your financial support, thank you, John Laing, for creating the reality. Slalom paddlers rest well in your beds, the big dig has begun!

PUT YOUR TRUST IN CANOEING

To support the Jubilee Appeal and to make sure that canoeing gets the best return for the money invested by you, the canoeist, the BCUC Council have approved the setting up of a Trust Fund to be known as the JUBILEE CANOEING FOUNDATION. The Foundation will be a registered charity and as such will qualify for full tax benefits on all the income invested in it. Further information about the Foundation and its uses is contained on the Comment page.

ADVANCE NEWS

Plans are well in hand to hold a Golden Jubilee Celebration Dinner on board the Cutty Sark on the evening of the AGM on Saturday, 1st March 1986. The dinner will be a fund raising event for the Jubilee Appeal and numbers will be limited. For full details, including costs, see your Jubilee Appeal News.

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Not James but G.T. Sports Bonds are coming your way through *Canoe Focus* and BCUC affiliated Clubs. Tax Free investments that will generate money for you, the Jubilee Appeal, and your canoe club. Yes, you've guessed it, further details in your Jubilee Appeal News.



GREENWICH JUBILEE WEEKEND 1-2 MARCH 1986

The National Maritime Museum at Greenwich has been chosen as a fitting venue for the BCUC AGM in Jubilee year. A complete weekend programme is being arranged. Book the dates in your diary now!

SATURDAY

Morning:

Opportunity to visit the National Maritime Museum including their collection of historic canoes

Afternoon:

Annual General Meeting

Evening:

Cutty Sark Dinner

SUNDAY

All Day:

Historic Canoe-Kayak Design Symposium

The Design Symposium is being organised by the Royal Institution of Naval Architects Historical Group and the British Canoe Union. It will take place in the Runciman Lecture Theatre at the National Maritime Museum by kind permission of the Director and Trustees. Mr Fred Walker of RINA has engaged a group of highly qualified speakers including Frank Goodman of Valley Canoe Products. We expect two speakers from the other side of the Atlantic who are experts in their field.

This is a unique opportunity for all those interested in canoe design to listen to experts and ply them with questions. Morning coffee, buffet lunch and afternoon tea are included. Apply to BCUC HQ for full details and application form.

SOWERBY BRIDGE SLALOM COURSE OPENED

The weekend of 5/6 October saw the opening of the new slalom course at the Sowerby Bridge Canoe Festival. This achievement by Halifax Canoe Club will inspire other clubs to

follow their lead. Richard Fox performed the opening ceremony and the competitions for the weekend were started by an inaugural run down the course, as bow paddlers in C2s, by

West Yorkshire Metropolitan County councillors Maisy Eade of the Economic Development Committee and John Sully Chairman of the Recreation and Amenity Committee.

- 1 A few weeks before the event Halifax Canoe Club Development Officer Derek Clark shows Regional Chairman Ron Rymer and Regional Secretary David Gent where the river bed has been altered and 1628 tons of rock carefully placed to Dr. George Parr's design.
- 2 A view down the course from County Bridge showing the new launching area and the raised sill to the weir which causes all the water flow to be concentrated at the right hand end by the railway arches.
- 3 A competitor is seen shooting the biggest fall on the course to exit from the weir outflow into Parr's Pool. The course which follows must not be underestimated as it has already claimed two kayakers.
- 4 A view of the festival crowd and the trade and local charity stands, set out on the site of the former Longbottoms Mill which was completely demolished and cleared in the three weeks prior to the event! The sponsors banners on the wall are on the opposite side of the River Calder. A new riverside walk will be created on the near bank leading to the proposed new Halifax Canoe Club Headquarters off to the left.
- 5 Councillor Maisy Eade on the course.



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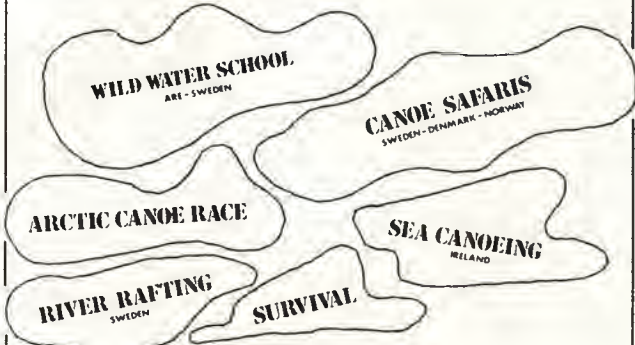
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PADDLING TECHNIQUE FOR BEGINNERS

by Brian Greenaway

Having been connected with international kayak teams for many years, I have been very concerned with the number of international paddlers who have very basic faults in technique. Because they have been paddling many years, the faults are so ingrained that they are extremely difficult to rectify. Faults that are established early on, are normally there for life. It is therefore crucial that new paddlers are given good basic instructions in technique when they start. By the time they make international teams it is too late. The three most common problems are:

1. Blades are not held in the right place, ie the hand grip is either too narrow, too wide, or in many cases totally lop sided.
2. The length of blade is much too long or too short.
3. Paddlers often have no idea of exactly what they should be striving to achieve.

These are points that should be taught as basics

1. With the blades held on the head, the elbows should make a right angle, making sure the hands are equidistant from the ends. Tape either sides of the hands, so that when you are paddling you can feel if your hands are slipping out of position.

2. It is not possible to be too dogmatic about paddle lengths. So much depends on the make of blade, its area and spoon. However nearly all men paddle with blades between 219cm — 223cms, 221 cms being the usual length for the average sized male. Ladies range from 214cm — 218cm, 216cm being about average. These are lengths for flat water paddling.

3. The difference between good and bad technique is simply the length of stroke the paddler is able to get forward of his body.

The reason for this is that in order to get a longer reach, you must rotate the upper body. This enables you to use the very large back muscles, rather than just the relatively smaller arm muscles. Obviously the larger muscle group you can use the less fatiguing paddling will be.

It follows that poor technique is the result of paddlers who do not rotate their upper body at all, or if they do, they unwind their rotation before the blade is in the water.

The only further points I would make, are that in order to propel a canoe forwards, you

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are pulling the boat past the blade. Therefore the effort should go into the pulling movement not the push. Secondly good technique will not improve your maximum speed, that is more to do with how strong you are, muscle fiber composition etc. What a good technique will enable you to do is maintain what speed you have with less fatigue.



Although this paddler shows good body rotation, he has not marked, with tape, the positions his hands should be on the paddle shaft.

Repairs To Polyethylene Kyaks

The number of polyethylene kayaks purchased by individuals, clubs and centres, for general purpose use, has been dramatic.

"Virtually indestructible" has been the claim, and the canoeist has responded to the challenge! Even so, breakages have been largely eliminated, and while some routine maintenance problems arise, in the main products on the British market have proved their value.

The main weakness of polyethylene is its lack of resistance to abrasion, and boats which are constantly dragged over rough, unyielding surfaces, will eventually wear through. Repairs of such damage is very difficult.

Holes and Splits

The 1986 Buyers Guide, when it is produced in February, will show which traders are prepared to carry out repairs.

Both Pyranha and A.C. Canoe Products, (ACE) currently undertake repairs on their own products. But is it possible to home-repair polyethylene boats?

Certainly it is, although in some instances the cost of the hot air gun, or glue gun involved may be prohibitive. Where a Centre or Club has a fleet, however, the investment is probably well worthwhile.

Recommended Repair Methods

Linear Polyethylene

For the repair of holes or splits, ACE CANOE PRODUCTS recommend the use of a hot air gun. Ideally this should have a temperature control. The air must be directed through a narrow nozzle. Hot air guns can be purchased from good hardware or do-it-yourself shops.

Off-cuts of the material (available from the suppliers) are melted into the break and fused into the surrounding material building up the repair from the outside. After cooling, the repair can be smoothed off with a spoke shave or similar sharp tool.

PYRANHA, on the other hand, recommend that linear polyethylene repairs be undertaken by one of two methods.

A hot melt adhesive, called EVA, is dispensed from a hot glue gun. Cheap versions are available at about £6.50, but the 3M Jetmelt EC, at around £40, does not easily clog up like some of its cheaper counterparts, and runs at a higher temperature, giving a better bond.

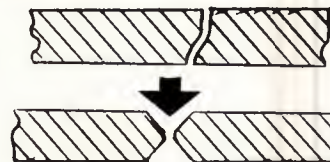
The split requires shaping with a sharp knife. It may then be glue-filled from both sides. (See diagram)

Alternatively, an extremely cheap soldering iron, the Bosch PLP 100 with a plastic welder tip is as good as anything. The principles are

similar to metal welding, but points to remember are:

Do not overheat the plastic as it will become brittle (discolouration is a likely sign of overheating)

Do a small part of the weld at a time and allow to cool, before moving on



Throat of cuts is left wide enough for hot glue to drip through and form a plastic rivet.



Ethylene foam may be used to stop liquid glue dripping through.

Cross-linked Polyethylene

Any dents may be eliminated by heating the appropriate area — the best way is with a hot air gun. Because the material has "memory" it will reform to the original shape.

In the unlikely event of a slit, it may be repaired by the use of EVA adhesive, as described above.



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Dear Focus...

MORE CHOICE WANTED

Dear Focus,

I see that I must now pay an extra £2 on my membership fee in order that we can all have a BWB licence. I am delighted as, I should imagine, all the sea tourers, WW racers, slalomists and other surfers etc are. For goodness sake, what proportion of members actually use BWB waters to justify penalising all of us. It was bad enough when the fees were bumped up to provide canoe insurance. I appreciate that canoeing competitions are organised under the auspices of the BCU, but competitors pay an additional levy to the BCU for the privilege of competing. Can't we have a system whereby we can opt out of these extras on our membership?

Geoff Turner — Cramlington

The National Development Officer Replies:

The BCU has negotiated insurance and BWB licences at a fraction of the cost that would be charged to an individual but this is only possible on an all members or none basis. As a National Governing Body the BCU strives to provide benefits wanted by the majority but realises that not all members will want all the benefits of membership. The steadily rising membership of the BCU indicates that we have put together a widely acceptable package. If the BCU operated a free choice system for membership benefits it would lose the low costs of bulk arrangements and the administrative costs of the headquarters would rise considerably. The effect would be that the cost of those of the benefits required in individual cases would result in a subscription significantly HIGHER than we are now able to charge for a standard package made up of the benefits required by Geoff Turner and those he does not require.

SPORT FOR ALL

Dear Focus,

I was interested to see the item about Paul Vander Molen and his work with disabled canoeists, because it confirmed my faith that canoeing really is a sport for all, to be enjoyed at many levels. My novel for children, entitled "Banty" which won the Kathleen Fidler Award for children's fiction, is about a growth restricted child who learned to paddle a canoe, and gained self confidence and friendship through paddling. It is due to be published by Blackie and Son after Christmas, and hopefully will encourage both the handicapped and canoe clubs to use the sport to their mutual benefit.

Janet Collins — Telford

THE JOYS OF TOURING

Dear Focus,

Since my very early years of seventeen, setting out in a hired canoe from Shanklin to paddle round the Isle of Wight, some of my leisure time has been enjoyed happily in a canoe. I used folboats, those small collapsible folding canoes, and by far the most mileage was covered in my canvas and ash White Water. The originals are still in service after fifty years.

Some of the lovely stretches of the Thames and side streams, Scottish Lakes and Welsh fast flowing waters, and also coastal waters have been my delights, but in retirement stretches of the Waveney from Scole or Diss

to Beccles have proved so lovely, deserted and satisfying. They twist and turn with old mills and occasional chutes to glide over and fish that wander along as on drifts with the flow. This year it has been so high and fast that even the Waveney valley pastures could be paddled over many times. No prettier sights are seen anywhere.

One could give many accounts of trips, children taught and escapades of life in a canoe, over many generations. I have taught and canoed with three generations, my brothers and some of their children, youth Clubs, Canoe Clubs, my own daughter and her children.

I look back at the construction of these original White Waters of canvas and ash bars, well remember the new glass fibres coming in and teaching the making and handling of them in a Teacher Training College in Buckinghamshire.

On the whole with a Canoe tucked up on the roof rack, along with tents, we have enjoyed thirty six holidays in Britain, a fortnight each time, and only ever encountered two years when we had more than three wet days! So much for holidays at home! No travel sickness! No stomach sickness through foods, water or whatever! Browned bodies in the sun every year, and some of the most beautiful rivers, streams and lochs one could find in the world. At 68 years of age I am an old salt that has travelled half way around the world sailing in East African waters, South Africa, the Azores and Mediterranean, but a camping and canoeing holiday in Britain offers the greatest of times for all who love the outdoor life and nature! Fantastic! Alone, or with company!

Sydney Stewart Ex RN, Alburgh, Norfolk.

GRAND CANYON TRIP

Dear Focus,

We are trying to put together a private charter trip for May 1986, to travel down the river Colorado through the entire length of the Grand Canyon. There are only twenty places. Briefly we will travel in 16ft. oar powered dories, rowed by boatmen from Martin Litton's Grand Canyon Dories. The trip through the Canyon takes eighteen days, during which time we will ride over one hundred and fifty whitewater rapids, some of which are rated as the most severe in the world. Each day there are guided treks up side canyons, opportunities for photography are unbelievable, plus for those interested in geology it

would be a perfect chance to study the many different rock structures. Our every need is catered for by a very able crew — including the abundance of free beer! Arrangements could be made to take a canoe along with the group should anyone wish to try the rapids in one. For full information, please contact me at the address below, but hurry there are only twenty places on a trip!

G.W. Fallows, Glan Elwy Cottage, Llangernyw, Nr Abergele, Clwyd, N.Wales.

CANOEING "WHICH"

Dear Focus,

I would like to ask whether you in the BCU have ever, or are going to do a "Which" type article in your Canoe Focus about the different canoe manufacturers. When ever you go to a canoe manufacturer they criticise other companies' products and it is hard to create an accurate picture and to see through the fog of counter-claims.

Alex Loader, Northwich.

CALLING COMPUTER BUFFS

Dear Focus,

Take a computer programme such as 'Road Race'. Alter the road to a river. Alter the cars to canoes. You then have 'Canoe Race'. There are some computer buffs in the BCU. Why not get one of them to write it and get more money for the BCU? Another game I could think of would have to be called 'Council Meetings'! There will be many others.

Mike Wood, Sandbach.

Comment: Well what about it you members who are into computer programming? All offers to BCU Headquarters, please.

HELMET BUREAUCRACY

Dear Focus,

Are we too bureaucratic? I'm writing as one of the organisers at the recent Tail (Prem/Div 1) slalom. Over the weekend we had a debate about the relative safety of certain paddler's helmets. This followed a request to refuse runs to paddlers whose helmets did not comply with the BCU rules. The helmets in question were the new glassfibre ones (made by Apollo) which have a minimum of padding inside them. However, thinking about the BCU rules, a lot of other types of helmets are also illegal. Crash hats must have ... a soft inner harness (rule 23b). Surely this rule also bans Wild Water helmets (as well as Coopers,

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Founder member.

etc)? And which helmets were most successful in the recent BCU tests? Of the cheaper ones, Wild Water. But they don't comply with rule 23b). So, does an organiser enforce the BCU regulations? Or does he use his discretion, which appears to be the more sensible course.

If he uses his discretion, what's the point in having the regulations? Or do we leave it to paddler's judgement and save organisers from getting into more arguments?

Nick Taylor — Warrington

TRY TRYWERYN TRIP

Dear Focus,

Please may I express through your pages, my thanks to the BCU and its marshalls on the day for what was really an enjoyable trip until Bala Mill Fall, where I am told I leaned upstream. After this minor mistake, my special thanks to the young man at Bala Club House for the use of his bandage, the St. John's Brigade for cleaning me up, to the doctor at Bala Medical Centre for his needlework and most of all, to Tim, the SI from Milton Keynes for escorting us down the river and running me about in the car to various destinations for treatment.

Michael Walsh, Sudbury.

RIVER SWALE

Dear Focus

Does the editor see only the good points of letters or is he appending particular titles to them in order that readers will glean from them only what he wishes.

Colin Stegeman recently informed readers that the vast majority of angling representatives would NOT permit canoeing at any time on the Swale. Two only would allow canoeing over a short stretch for which thanks was duly accorded. The heading of "THE FISHERMEN CO-OPERATE" is misleading and inappropriate. He could more reasonably have said "FISHERMEN REFUSE TO CO-OPERATE". Let's please be more realistic and honest and stop trying to pull the wool down over our eyes.

Clearly the decision not to proceed with the full tour was a matter for the Swaledale Outdoor Club, but are they aware that navigation acts apply to much of the Swale?

Colin Asquith — Leominster

AMSTERDAM CANOE POLO TOURNAMENT

Dear Focus,

It was with considerable interest that I read the report of the International Canoe Polo Tournament, which was published in your October issue. I think that Iain Williams must have been at a different tournament to most of the other British teams, as I do not feel that his report sums up the feelings of the majority of players. It appears that the Dutch are anxious to have their style of game adopted by the ICF, but if the Amsterdam tournament can be used as a guide, then most of us who played there felt that the game had major problems leading to player frustration.

While we all agreed that the hospitality of the Dutch hosts was first class, there were several criticisms of their style of play and of the refereeing. The main areas of concern were;

1. The use of water polo goals. This led to defensive players packing in front of their own goal to prevent goals being scored.

2. The use of the paddle for striking the ball to score goals left players with black and blue arms. This technique seems to be rather

dangerous, making the wearing of face masks compulsory.

3. The marking system, where only one player is allowed to mark another is a great problem for players and referees.

4. The fact that the two playing areas were only divided by a pontoon, which had the referees for both games standing on it, also caused problems. British players, used to stopping when the whistle is blown, often stopped playing when the other game was supposed to stop. Even worse, no-one stopped, but kept on playing thinking that it was the other game which was stopped.

5. The standard of refereeing left a great deal to be desired. The referees were often totally confused and did not have any real control of the game. To give an example, one of the referees attempted to send Iain Williams off, but Iain decided to try to get away with it. He paddled away from the referee, who gave up, shrugged, and allowed the game to continue! Tony Rackman, who is normally such a mild mannered Secretary for the Canoe Polo Committee, was actually seen jumping up and down in frustration at some of the decisions.

6. Many of the teams who played in Amsterdam indicated that the tournament there next year is one to miss, unless there are some sensible ICF Rules which are correctly interpreted.

Ian Taylor — Bromsgrove

BRITAIN FOUND WANTING?

Dear Focus,

I am one of the players in the current Bere Forest Canoe Polo team, and I would like to bring to your attention some points which we find frustrating and unjust. Bere Forest have been playing for many years and in the majority of those years have been at the top — not only in Great Britain but at many international venues. Compared to other international canoe polo teams, such as Holland, France and Germany, the British offer *NO COMPARISON* to their hospitality. The Dutch have a high support from their Union, offering us good accommodation, a good competition

(with several matches even for the teams which lose), a good social life and generally a great welcome. The teams which come to England arrive with maybe one person to greet them; a competition not guaranteed to give many games, and a non-existent social life. Also foreign teams give us pennants and team motifs — such as T-shirts etc, all given to them from their Unions. **WE HAVE NOTHING OTHER THAN WHAT WE BUY OURSELVES!** Our subsidised track suits cost £26 each. They also seem to have more support and capital offered to them. So far in one year, Bere Forest have won the national championship; won in Caen in October 1984; won in Holland in May 1985; came 2nd in Holland in July, and have regained their title in Caen this month. No team has beaten us in the league so far this year. Generally we have little, or no publicity, all publicity goes on slalom and Richard Fox. As I expect you realise, we as a team are not at all happy, and it is about time Canoe Polo was thought of a little bit more, as it is an exciting sport to watch.

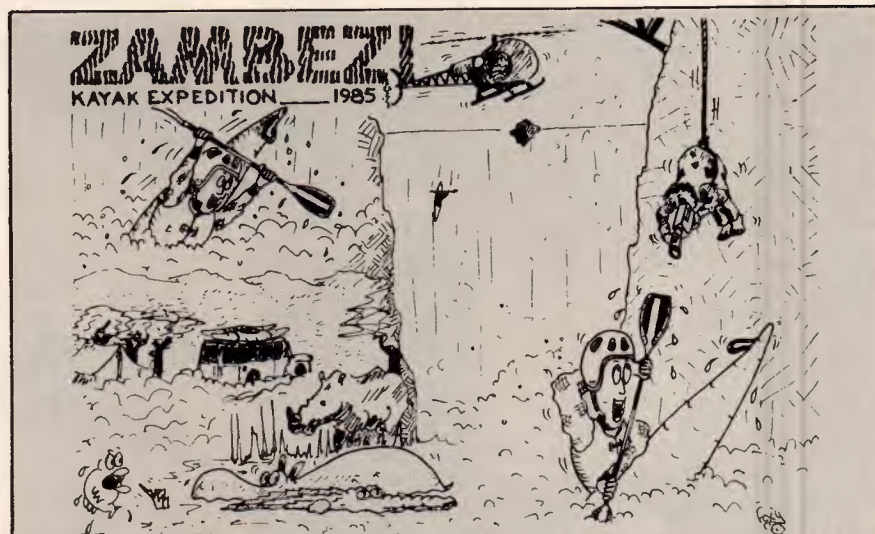
Dave Fancourt — Southampton

The Director Comments:

Dave Fancourt has a valid point with which few would disagree. Regrettably, his complaints are equally relevant to other canoe sport disciplines, and indeed to British Sport generally. In the end it's all about money, resources and priorities, and sharing out a very limited financial cake. At its simplest, more expenditure on Polo necessitates more income or reducing existing services. Are polo players prepared to pay more money for their sport to provide the facilities that Dave Fancourt agrees are so vitally important, that is the real question.

Canoe Focus encourages letters to the editor but reserves the right to edit and condense to fill the space available. All letters will be treated as having been submitted for publication and must include a name and address for verification. Please send all correspondence to: "Letters", Canoe Focus, British Canoe Union, 45-47 High Street, Addlestone, Weybridge, Surrey, KT15 1JV

Short letters have the best chance of being printed.



FOXY ON THE ZAMBEZI

Guy Reeve and Alan Fox (the well known cartoonist Foxy) have made the first kayak descent of the Batoken Gorge on the Zambezi. They put in below (we assume!) Victoria Falls and during a six day exploration they paddled the Batoka Gorge with only four portages and shot the biggest rapid on the

river at Sidinda Island. There are tales of paddling among scores of crocodiles and the support vehicle negotiating Zimbabwean minefields! If you want to know more contact Alan at 375 Milkwood Road, Herne Hill, London SE24 0HA.

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SURF ACE

This month we are crawling to ACE (we reckon they should pay for this Add).
Is it not time that the B.C.U. started a surf comp class for Dancers? (Not the flash variety). So! as our add does not refer to Submarines and to swell the ranks of Surf Desenters...
(Da Da Trumpets etc.)
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By the way send us £1.00 or order £35.00 worth of gear and you will know what the sea canerist gives is.
A slight hint for Junes Cheapo in Focus. What's sold at parties and is not killable?
Finally, if anybody has got any good ideas for products that there would be a demand for in canoeing centres let us know.
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See "Canoerist" for July & Aug Cheapos.
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ACCIDENTS ANALYSIS

An analysis of fatalities occurring from kayaks and canoes between 1970 and 1980 was published in Focus.

This showed an annual average death rate of 10, but each year only one person who died was a trained, properly equipped canoeist. The rest were inexperienced persons using canoes or kayaks. Invariably the untrained persons who drowned did so in the most innocuous of circumstances, where the wearing of a buoyancy aid would almost certainly have prevented loss of life.

The statistics for the last five years show a similar pattern. A surprising feature is the drop in the number of deaths in both 1983 and 1984 — each of which were "bumper summer" years. It should be noted also that the total number of fatalities remains constant, whilst all the signs are that the number of people both "having a go" and purchasing canoes, continues to grow apace.

Significant trends during the last five years are: four losses of life where blows to the head were involved; three losses of life where incompetent (and unqualified) leadership was involved; and three losses of life of competent canoeists who were training, or paddling, solo. Two of these were fully equipped, while one, paddling on the sea, was not wearing a buoyancy aid.

1981 — 10 FATALITIES

Singles

2 on rivers

1 11 yr old boy on Tamar — Manslaughter charge subsequently against leader (unqualified).

1 young soldier — not drowning — sudden death due to exercise.

2 on lakes

1 lake Bala — no BA.

1 on loch — no information — almost certainly no BA.

Doubles

1 on sea

German from Plymouth attempting to cross Atlantic.

1 on river

Hired canoe overturned on Wey — no BA.

4 on lakes

2 on lake Bassenthwaite — no BAs (canoe).

2 on lake Cleaton — no BAs.

1982 — 11 FATALITIES

Singles

1 on sea

Borrowed kayak between islands in Orkneys — no BA.

5 on rivers

1 on Irwell — no BA.

1 on Weaver — no BA.

1 on Tyne — properly equipped — trapped on metal spike — wrap around.

1 on weir on Frome — properly equipped including helmet — death due to blow on head.

1 on Chelmer — experienced slalomist training solo.

1 on estuary

Doctor soloing at Portmadoch.

2 on lakes

1 'sudden death' on capsizing on calm, warm lake while on a course — 'heart failure'.

1 Frenchman drowned from canoe on Loch Lomond.

Doubles

2 on lake

Man and boy after canoe capsized on fishing lake — no BAs.

1983 — 4 FATALITIES

Singles

1 on sea

Local boy off Welsh coast — no BA.

2 on rivers

1 'in care' youngster on Nene — incompetent leadership (unqualified).

1 at Shepperton Weir — trapped on stanchions — wrap-around.

Doubles

1 on river

At Monmouth — no BA — (Canoe).

1984 — 6 FATALITIES

(RoSpa statistics — BCU record incomplete)

2 on rivers

Student on Dee — tied on to swamped canoe — trapped in tree.

Wild Water Racer on Teme — head injury contributed to death (wearing helmet).

1 on sea

Man attempting to paddle Atlantic.

1985 (so far) — 9 FATALITIES

Singles

4 on sea

2 from Anglesey Coast — no BAs.

1 experienced member of Jersey CC — solo training paddle — no BA.

1 9 yr old playing from beach — no BA.

4 on rivers

1 on Avon — no BA.

1 at Flowerpot Weir, Exeter — well equipped — head injury contributed — wearing a helmet.

1 at Kempston, Bedford — jumped in to save student — no helmet — head injury contributed.

1 at Poultny weir, Bath — K2 — choked on vomit.

1 on estuary (loch)

Northern Ireland — claim for damages against the leader's employers pending (leader not BCU qualified).

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BRABANT ISLAND SAGA

Joint Services Expedition To Brabant Island, Antarctica
Based on Clive Waghorn's account of the Expedition.

The Brabant Island Expedition made national news last summer when BCU member Clive Waghorn RN broke his leg whilst on a land traverse of the island. Canoeists awaited the daily news bulletins with growing concern until during a brief break in the bad weather he was lifted off by helicopter. At least the circumnavigation of the island by boat was behind him when the accident occurred!

Clive's team, part of the second summer party to the island left the Falkland Islands on Boxing Day 1984 aboard HMS Endurance and had a remarkably calm two day voyage across Drake Passage to Brabant Island. Based on the one good landing place at Metchnikoff Point, Clive's boat party planned to continue exploration of the island from sea level, to circumnavigate the island by boat and canoe, visiting all the interesting snow free areas and offshore stacks and islands, conducting scientific surveys, and mounting seaborne climbing expeditions.

The anti-clockwise voyage was done in six legs. All but part of the third leg were canoed. After a very quick paddle from Minot Point to Humann Point the only possible landing proved to be a storm beach under an overhanging ice cliff. Although the canoes came ashore successfully it was no place for boats, so the canoes relaunched and they embarked on the boats to look for safe landing, planning to return later. In the event no landing was found until after rounding the South end of the island they came ashore on the North side of the Chirigrano Bay.

Clive Waghorn Writes

"We had shown that in these Antarctic waters, in the summer, canoeing was a perfectly feasible mode of transport; in fact freed of inflatables we could have landed in several more places than we did. However without the boats our other work would not have been possible.

Our kit was fairly conventional; the excellent VCP Nordkapp canoe and Lendal carbon shafted blades. Our clothing was, in the weather experienced, almost too hot. We wore thick thermal underwear and thick fibre pile jackets and trousers. With waterproof overtrousers and NWWC sea cagoules we were very warm and yet still free enough to paddle easily. We also did not have any problems changing into canoeing gear outside of our tents. Even on the poor days the kit was satisfactory; if the weather had been bad or anyone capsized often a lightweight modern dry suit might have been better. Anyway we did not paddle on the bad days and our training paddles in the Portland races ensured that everyone was capable of handling the roughest of conditions. To complete our clothing most of us used the fibre pile lined Splashsport paddle mits. These were really warm except when short sharp waves were soaking everything in cold driving spray.

In the splendid NWWC expedition buoyancy aids we carried numerous come-in-hand bits and pieces; spare hats and gloves, glacier cream and goggles, food, sea water battery operated lights and LOCAT emergency beacons. In addition to the normal charts and



compasses and spare paddles on deck we carried flares. Our experience with mini-flares, used when communicating from one group to another, was that they were NEVER seen (never ever and we fired about a dozen!) The day night smoke worked well on the one calm day we used it. For real effect, but never used, we each carried one white and one red parachute flares.

To keep our kit we each used several VCP Aquasacs, large medium and small BDHs and for our sleeping bags Coleman Drybags. All worked well. With the exception of the Coleman bags all our kit was British made; it all performed excellently not just for the canoeing but for many other uses throughout the expedition. To all our supporters and sponsors, 'thank you very much'."



During the three weeks spent on reconnaissance work in essentially good weather Clive Waghorn and Kerry Gill are seen paddling their Nordkapp kayaks to Metchnikoff Point, watched by chinstrap penguins.



◀ An inflatable and the canoes approach Minot Point at the end of the second leg. The kayaks carried all the canoeists kit but scientific equipment and climbing gear was carried in the inflatable.

▶ After nearly a week at Chiriguano Bay the team set off for Dayglo Point. The picture shows the lunch stop at Avicenna Bay. The food cache in the background has been scattered by falls from the ice cliff behind. An inflatable was nearly swamped by waves from another large icefall.



◀ Later the same day the team crossed Buls Bay. Here Richard Clements capsized in choppy water and did the one operational roll of the trip.

▶ The team reached DB point after a two and a half hour fourteen mile evening paddle from Dayglo Point past steep ice scenery of Brabant Hunt and Leconte Islands. Here Kerry Gill enjoys an early breakfast after the bivouac at DB point.



◀ The canoeists approach Davis Island for a break and brew up to fill their flasks afresh. This proved to be the only landing place in the 23 miles from DB point back to base at Metchnikoff Point.

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1986

AND ALL THAT

By RON EMES
Director of the British Canoe Union



Christmas and New Year are upon us once again, and the time for examining our achievements in 1985, and expressing our hopes and aspirations for 1986 is here. The February 1986 *Canoe Focus* will contain the Union's Annual Report, and this document will more than adequately provide detailed information on their activities during the year.

On an informal note however, 1985 has gone quite well. A start on the Holme Pierrepont Development Project, the appointment of two Assistant Directors of Coaching with a professional responsibility for competition, several more World Championships medals, the launch of the British Waterways Board Licencing Scheme, and record membership figures, are just a few of the highlights. On the debit side, still no agreement with the Anglers regarding the implementation of the State-

ment of Intent, the resignation of the National Access Officer, and the loss of a major sponsor have all created gloom.

Next year of course, the Golden Jubilee of the Union's foundation, and a series of interesting and exciting activities are being arranged by officers and Committees of the Union. On New Year's Day there will be a gathering of canoeing notables at the Royal Canoe Club, Teddington, to inaugurate the Golden Jubilee programme. A short canoe cruise followed by high tea and the odd nostalgic speech will be the order of the day. A most interesting and unique symposium on Canoe Design is to be held at the National Maritime Museum, Greenwich, in co-operation with the Royal Institution of National Architects Historic Group, on the 2nd March, at which several eminent speakers from home and abroad will address what is hoped will be a capacity audience. This somewhat academic occasion will follow the Golden Jubilee Dinner, on board the Cutty Sark on the 1st March, and on the 13th/14th September, the event of the year will be held, that is the official opening of the White Water Course, and the Golden Jubilee Water Carnival and Festival weekend at the Holme Pierrepont National Water Sports Centre. All in all, 1986 is obviously going to be another busy year, and hopefully the programme will provide something for everyone, so do join in!



COUNCIL VACANCIES



A formal notice convening the 1986 British Canoe Union Annual General Meeting is published in this issue of *Canoe Focus*. It contains a reminder that those members wishing to submit motions to the meeting must do so before the 1st January 1986. What is perhaps not so obvious to those reading this notice, is that nominations for those aspiring to serve as members of the Council of Management must also conform with this requirement.

This year there are six vacancies for Councillors, four of which have remained unfilled since 1984. It is of vital importance that the Council of Management, which is the ultimate legislative and policy making authority, should maintain its full complement of elected members. Despite the snide comments of the uninformed press, "Committee Men" have a key role in administering sports affairs, and certainly in canoeing their contribution to what is still essentially a voluntary activity, is incalculable. It does seem particularly unfortunate therefore, that from a qualifying membership of some 8,000 or so, it is still difficult to find four volunteers.

Membership of the Council should not be regarded as either time consuming or demanding outstanding personal qualifications. One meeting every three months, an interest in the activities and future development of the Union, and a willingness to present and advocate the views of members is all that is required.

THE JUBILEE APPEAL



Mike Haslam, the Organiser of the British Canoe Union Jubilee Appeal, referred in the last issue of *Canoe Focus* to the expansion of the original Appeal Fund objectives promoted by the Union, from those of an appeal for funds which would be exclusively contributed towards the cost of building the National Canoeing Centre, to include other worthwhile projects. Obviously the first priority of the fund would be to support the Holme Pierrepont Development Scheme, including both the Centre and the White Water Course, but once this commitment is fulfilled, a variety of other projects will qualify for grant aid.

That there has been an outstanding need for a Fund of this nature, available to provide capital grants to deserving causes, has been apparent for many years, and undoubtedly canoeing and canoeists will benefit considerably from this new concept. The Jubilee Fund by virtue of its generality of purpose, does not of course attract charitable status, and thus interest accumulated on capital is taxed, and the opportunity for attracting donations from other charitable sources is enormously reduced. The Union are seeking to mitigate the worst of these disadvantages

by establishing a separate and independent charitable trust, that will provide considerable tax advantages and permit the payment of covenants. The main objectives of such a trust would of course be restricted to providing facilities for young people, who are defined to be those under the age of 26 in certain circumstances. Whilst grants from the Trust could therefore only be made available to fund schemes that met the necessary criteria, that is for the benefit of young people, nevertheless, it will be perfectly possible for such a Trust to contribute towards parts of projects that incorporate facilities for young canoeists.

There will accordingly be two Funds established by the Union, the first being the British Canoe Union Golden Jubilee Fund to be used for general purposes, and the second the Jubilee Canoeing Foundation, which will be a charitable trust with restricted objectives, but with considerable tax advantages. Donations to either fund will be welcomed by the Union, but a £1.00 contribution to the Jubilee Canoeing Foundation, will provide an income of £1.30p.

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FAR NORTH — WHERE THE PRICE IS RIGHT

Wales

The Welsh Canoeing Association have decided to take *Canoe Focus* for their members. We welcome our new readers and hope that they will contribute to this and other pages of *Canoe Focus* to give it a Welsh flavour.

Bala Festival

The first ever Bala Watersports Festival in September attracted at least 15,000 visitors and was even more successful than the organisers, Mid Wales Development, had hoped it would be.

The two day event, including all types of watersports designed to suit both experts and novices, attracted world champion canoeists and sports lovers from all over the country.

The National White Water Centre on the River Tryweryn was the venue for one of the Festival's highlights, an exciting home international and Welsh Open Canoe Slalom where some of Britain's finest canoeists, including European and world championship gold medal winners, were among the competitors. The site was packed for the duration of the slalom and throughout the weekend there was a constant queue for white water rafting.

A new Record for Loch Ness

John Anderson, of the RAF of Grantown, set a new record for the length of Loch Ness in early October. He completed the course in 3 hours 13 minutes, 47 seconds, and so earns a mention in the Guinness Book of Records. The previous time of 3.33.04 was set in 1975. Congratulations to John, who managed to attract a 10 minute slot on Scottish TV with this effort.

Pat Moran, NW Regional Touring Officer, Reports

The 1985 North West Regional Tour was no small success and the rivers Eaumont and Eden most certainly contributed greatly to that success. Some 50 paddlers, young and not so young, had a very enjoyable weekend on these two superbly scenic Lakeland rivers. The first day on the Eaumont was really very wet, but nothing could dampen the spirits as paddlers toured down the river, negotiating the several weirs which had plenty of water running over them. On Saturday night the local hostelry was rather fuller than usual and our tour members were made very welcome.

Sunday morning looked brighter by the time members arose from their slumbers and with all the rain over the past day and night, the river Eden was now in flood. Everybody treated this sight with a mixture of anticipation and some trepidation. Eventually all the groups moved off down river and were treated to lots of very bouncy rapids and I for one thoroughly enjoyed the fun, sunshine and tree-lined gorge walls mingled with sandstone cliffs.

To those who came on the tour thanks for your support, thanks for the sizeable collection you gave for a present to the hospitalised land-owner. And to those who couldn't make it, all I can say is that they missed two of the best touring rivers in the country. Special thanks to Harry Reeves and Eric Totty for invaluable help and advice.

Stoke -On-Trent Quadrathon

Athletes from towns and cities throughout Britain are being urged to take part in a 'Top Town Team Quadrathon' which will start and finish at the National Garden Festival next year.

The sports involved will be canoeing, cycling, swimming and running and the competition will be staged on Sunday May 18th. The man masterminding the event is Don Shelley from the Potteries Marathon Club, who can be contacted at 44, High Street, Stone, Staffs. Telephone number, Stone 815914.

Canoe Relay from Inverness — OBAN

Over the weekend of 5-7 October 1985 six members of the PE staff from the Scottish Infantry Depot at Glencorse, Midlothian attempted to paddle by double canoe from Inverness, via Loch Ness, Caledonian Canal and Loch Oich, Lochy and Linnhe to Oban, a distance of about 90 miles. The canoeing was continuous, in seven stages, taking around 36 hours to complete. The relay was dogged by gale force winds but the team did complete the journey and raised £700 for charity to boot. Anyone wanting help with planning a similar trip should contact Corporal McInnes. The group would like to know — has this been done before in this manner, and if so, is 36 hours a record? Replies please to Corporal John McInnes, Glencorse Barracks, Milton Bridge, Penicuik, Midlothian EH26 ONP.

NDO Visits Scotland

Carel Quaife the new National Development Officer spent two action packed days in Scotland in September. This included discussions with the SCA President Fred Nelson, Administrator Margaret Winter, Access Officer Tony Cook and Coaching Secretary Bill Kersel. Carel comments that making new contacts and renewing former contacts is vital to his role of developing all aspects of canoeing in Britain.

He also visited the proposed artificial slalom site at Methil on the Leven where he met Jim Rodger and Mike Watson and representatives from local authorities and the press. Such a facility located in a centre of population and within easy reach of Perth and Edinburgh has great potential for providing more "Sport for All". Although there was not a time for the planned visit to Grandtully, Carel was able to have a good look at Strathclyde Park and its facilities.

Canoeing in Northern Ireland

Clare Medland, Honorary Secretary of CANI, phoned to tell *Canoe Focus* about the successes of their paddlers. The Slalom team came home from the July International Championships in Spain with Clare first in Ladies K1 and Duncan Cameron 6th in Mens C1. They have also been over to Grandtully where Peter Richardson came 7th in the K1 Open. The CANI National Marathon Championships were held on Lough Beg and the River Bann. Champions are Men K2 M Clark/M Kelly, Mens K1 Peter Spence, Ladies K1 Clare Medland.



Properly trained instructors will be an essential part of the development of recreation in London's Docklands. Pictured here are members of the Shadwell Basin Training Project which is running a one year watersports instructors' course, funded by the London Docklands Development Corporation, the Sports Council and the EEC.

BCU AGM Notice

Members are reminded that Article 18(b) of the Union's Articles of Association requires that 'Any motion for discussion at the Annual General Meeting not originating from the Council of Management shall be signed by two full members entitled to vote and be lodged with the Secretary (Director) before the 1st January 1986.'

Articles 13 (c) requires that 'Nominations of Candidates for election as elected members of the Council of Management are to be put forward in the

form of a motion. Such nominations should be accompanied by pen portraits of the candidate.'

As a consequence of previous vacancies for elected members of the Council of Management, and the completion of their two year electoral term by sitting councillors, there are presently six vacancies for membership of the Council.

The 1986 Annual General Meeting will be held on Saturday 1st March 1986 at the National Maritime Museum, Greenwich, London.

SAFETY FIRST

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Pro-Am Competition Vest

Palm

Canoeist
Junior
X-plore
Competition

Pyranha

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Competition
White Water

Sea Reach

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Instructor Gold
Expedition Gold

Slalom Gold
Marathon Gold
Junior Gold

Sprint Sportswear

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Tabard
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Tabard Junior

Wild Water

Deluxe Zipped
Kojak
Original
Shortie
Junior Shortie
Slalom X

Shortie Expedition
Shortie Instructor
Explorer
RX
Junior

Trade News

SCANDINAVIAN THERMALS

BCU supplies are now stocking the English-made range of specially treated wool yarn thermal underwear, Warm 'n Dry Scandinavian thermal underwear. For full range and price details please refer to the BCU Supplies price list enclosed separately. Guy Baker has used this product on expeditions and praises its soft feel, and its warmth. Alan Laws after special field trials, say the jersey is particularly warm, and he was surprised at how little water it absorbs. Resistance to wind was also excellent. Those with particularly sensitive skins may still need to wear a T-shirt underneath, and the material is best stored flat-not on a hanger.



A NEW ERA FOR THE AVON

Working under the name of SARAS from its riverside establishment at Saltford (Avon) — a unique canoeing service has been created — covering all age groups and abilities — with particular attention to the needs of those who are disabled or handicapped or are of initial nervous disposition.

SARAS maintains a library of boats and equipment available to qualified BCU instructors, who are able to take advantage of the miles of canoeing waters in both directions from the base. A complete range of amenities include access, car parking, overnight sleeping and catering, seminar and social activity facilities. It is an ideal venue for a complete enjoyment of waterside affairs.

THE PATH OF THE PADDLE

Chrisfilm have announced that they have obtained the British distribution rights to the superbly made 'Path of the Paddle' series of films. These videos, directed by, and featuring Bill Mason, analyse the skills and techni-



The new premises of Field & Trek (Equipment) Ltd in Palace Street Canterbury

ques which give mastery of the open canoe. Filmed in a wilderness setting the presentation makes the viewer want to 'get up and go'. Solo Basic, Solo White Water Doubles Basic, Doubles White Water. The availability of this thoroughly recommended series will assist the growing interest in this North American Indian vessel.

Chrisfilm, Pateley Bridge, Harrogate, Yorkshire.

CHILTERN CANOES HAVE MOVED

To offer the customary unique and competitive service, canoe and equipment suppliers Chiltern Canoes, have moved to new premises under the same roof as Tim Ward Canoes and Kayaks — their associated canoe manufacturer.

The two companies offer between them a comprehensive range of craft, and a wide choice of canoeing equipment, grp materials, mould hire, canoe hire, and, as a BCU approved repairer, a professional canoe repair service.

They can be found in the rolling Chiltern countryside — next to "Apres Canoe Hostel-ry", the White Hart, at Northend, near Turville Heath, Henley-on-Thames, Oxon. Please phone first for directions — (049 163) 767.

The postal address is Henley Villa, Wycombe Road, Stockenchurch, High Wycombe, Bucks.

HARISHOK SPRAYDECK

Those customers who have recently received the new Red Shokpruf Spraydecks manufactured by Harishok will have noted the substantial new release strap system built into the rubber rim. The release strap in the old yellow Shokpruf was a weak point on the original design and customers with these still in use should consult their dealer about back up release systems.

BALA CANOE SCHOOL

Stan Cooper has opened the Bala Canoe/Kayak Slalom and Wild Water Racing School, with courses based at the National White Water Centre. The first Wild water course took place during the period Monday 21st to Friday 25th October 85, attended by canoeists from a variety of locations from within the UK. The practical coaching and video training was organised and run by John Handyside, with assistance from members of the Great Britain Wild Water Racing Team. Further courses are planned for 1986 Stan Cooper will supply further information on request.

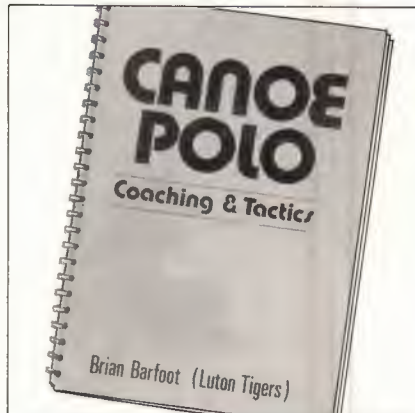
BOOKS

CANOE POLO — COACHING AND TACTICS

by Brian Barfoot

BCU Supplies £1.20 inc p&p

Review by Andy Datson



Canoe Polo — Coaching and Tactics is the first and only book dealing entirely with the sport of Canoe Polo.


The author of this manual has stated that as the only book in its field it has to be better than no book at all, but this statement certainly does not do justice to what is a very informative and well laid out publication.

The stated aim of the book is to "help coaches organise and run enjoyable, satisfying, and well balanced training sessions that will improve the individual and team skills of every player and the performance of the teams" and it goes a long way to achieving this. While teams are better served by having a coach, this book can also be used to guide in their own training plans, those teams who do not have the luxury of a coach.

The book starts with general hints and information on the principles and then takes the basic skills elements of Canoe Polo and presents various practices to improve technique. Each practice is explained in detail and most have easy to follow diagrams for clarity. Key points have been picked out so mistakes can be recognised and corrected and each practice offers several variations. The book goes on to explain how to use small sided games to work on particular skills, then covers team formation and tactics. Brian also lets us in on the secrets of set plays, though I suspect he may be holding a few aces up his sleeve. There are sample coaching sessions and finally there are several blank pages for coaches to add their own notes.

The book is not meant to be followed to the letter but as a guide to help coaches work out their own methods. It is an excellently presented package for the money and worth every penny for any club with a pool full of bored handrollers and those clubs already playing canoe polo.

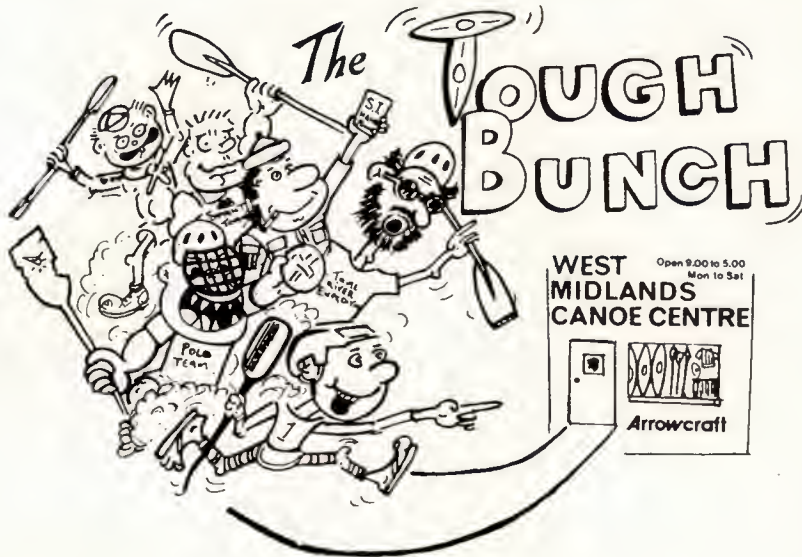
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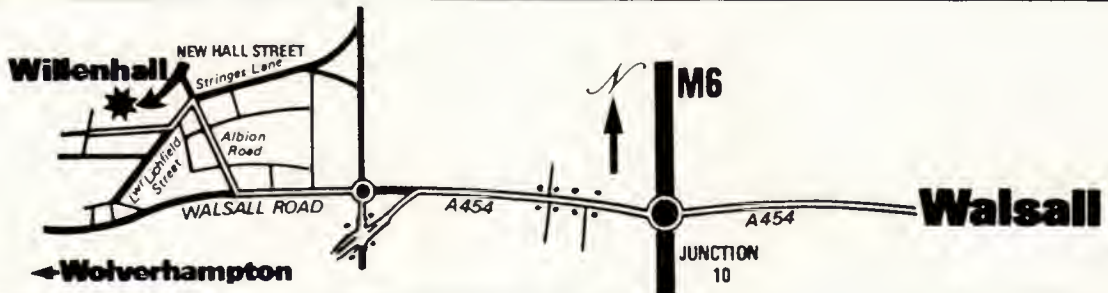
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Late news

Straight out of the dark room of our infamous slalom photographer Tony Tickle.



English team members Arrowsmith and Brain competing at the International Slalom at Llangollen on 26th/27th October. They also represented Britain at the Augsburg World Championships. This year the English team has benefited from sponsorship from SMC Pneumatics.



THE HOLE IS FOR REAL

This picture was taken on 2nd November and illustrates how much progress has already been made in the first five weeks on the Holme Pierrepont Slalom Course. The Council of Management were meeting there on that day and were able to visit the site after their meeting, which incidentally finished much more promptly than usual. Council members were impressed by the scale of the operation and by how much concrete had already been laid.

MONTGOMERY CANAL

A meeting of interested parties, convened by the British Waterways Board, will be held on 9th December to discuss the presentation of a Bill to Parliament in November 1986 to restore the Montgomery Canal between Welsh Frankton and Newtown to the standard of a cruising waterway.

1986 Jubilee International Canoe Exhibition

The date for your diaries is 22nd/23rd February 1986 and full details will appear in the next issue of Canoe Focus. A publicity leaflet is enclosed with this issue: if more copies are required or a poster please apply to BCU Headquarters. Come and bring your friends to what is the biggest canoeing exhibition in Europe. Details are on the leaflet for party discounts. There will be more opportunities to participate with the "Come and Try It" for novices and the Slalom Clinic or Weight Training for the more experienced. The Jubilee Exhibition will be looking forward to the next fifty years.

Family fun at Teignmouth

Over sixty people enjoyed an autumn break at Teignmouth recently.

Mainly a family affair this Jubilee appeal Weekend and was fully appreciated by all, as the sun shone continually over the waters of the Teign estuary.

For the children there was an opportunity to try the adventure side of life with an Assault Course, Map Reading, and Canoeing, whilst adults went to sea or up and down rivers, tried rolling in the swimming pool or just relaxed by enjoying the beautiful Devon countryside. Highlight of the weekend? A rock bounce down the River Dart looked forward to with some trepidation by the less experienced canoeists. See you all again (and your friends) next year.

Race the DW this way and everybody wins

The Devizes to Westminster Organising Committee have agreed to support the Jubilee Appeal in 1986. Every crew will be given a sponsorship form and asked to get themselves sponsored for every mile of the race — that's 125 miles in all. The money raised will go to the Jubilee Appeal and therefore back into canoeing. What a great way to compete, everybody wins. Apply now for your race entry form and start getting your sponsors to sign up. Support your sport, if you don't, who will?

TRYWERYN RELEASES

UNTIL FURTHER NOTICE
THERE WILL BE FULL RELEASES ON
EACH WEEK DAY, BUT NO RELEASES
AT WEEKENDS

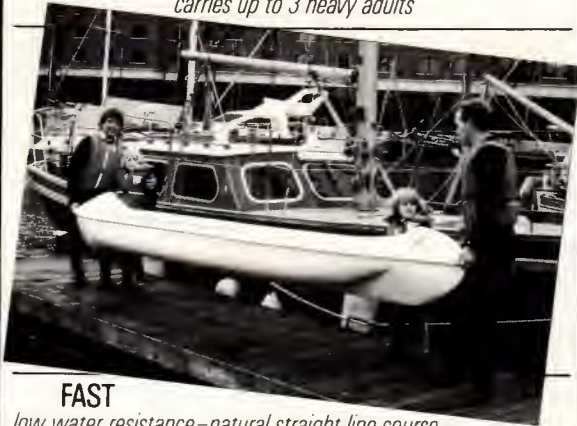
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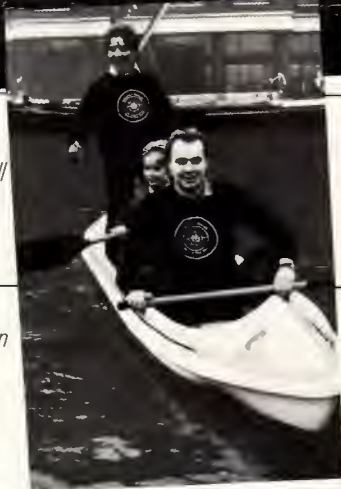


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Further details from Stan Cooper

Bala Watersports Centre

Unit 9, Bala Industrial Estate Bala, Gwynedd.

Telephone: Bala (0678) 521059 or

Shrewbury (0743) 64611

RoSPA WATER SAFETY CODE

Be Water Wise, a 6-point of conduct, is the focal point of the water education safety campaign published by the Royal Society for the Prevention of Accidents.

Leaflets, pictorial aids, books, videos and slides related to the prevention of drowning among swimmers, are available from RoSPA, Cannon House, The Priory, Queensway, Birmingham B4 6PS.

LLANGOLLEN INTERNATIONAL SLALOM 24-27 OCTOBER 1985

Following the withdrawal of Fosters Draught sponsorship due to lack of television coverage, the event had to be scaled down to meet the finance available.

The international paddlers were thus severely depleted with the notable exception of the French senior national team who, over the past two years, have regularly supported British events. In particular the American C1 paddlers were sadly missed.

Thursday gave us a short course slalom which, in the main, was dominated by the French team, except in the ladies event where Sharman (1st) and Allan (3rd) held the depleted English team. However Friday saw the return of the British Paddlers for the international itself. In the youth event Ian Raspin maintained his excellent form to win the youth class in 186.46, a time which would have placed him 2nd in the senior event behind the winner Richard Fox (181.61). Martyn Hedges (England) won the C1 class in 206.70 ahead of Humeau (France 209.03) and Bell (England 213.48), whilst the French crew of Saidi/Delray (221.67) knocked England's young hopefuls, Arrowsmith/Brain (223.42) into second place. Liz Sharman (England) 195.34 seemed to have regained her old form to beat Grange (France) 203.87 and Allan (England) 205.25.

The team events were dominated by England, and their strong youth team of Hansell/Raspin/Crosbee (218.60) easily won their class, whilst the English Canadian teams were also clear winners. The ladies class were dominated by 2 French teams with England (Allan/Sharman/Grant) relegated to third place. England's world championship team (Fox/Smith/Jayes) recovered their missing form to return a sparkling clear run (199.32).

In the regional event, the North West Region dominated, despite failing to win any class. Their depth in each class ensured victory in both individual and team classes. The event was rounded off with a Grand Prix won by:

K1 Youth	Ian Raspin	England	57.27
Canadian C1	Thierry Lepeltier	France	64.18
K1 Ladies	Liz Sharman	England	56.20
Canadian C2	Arrowsmith/Brain	England	60.90
K1 Men	1. Christopher Prigent	France	53.09
	2. Russ Smith	England	53.63
	3. Richard Fox	England	53.73

So an unsponsored Llangollen International ended with a promise from Fosters to support the event next year when the TV coverage returns.



Richard Fox, with a group of other top sportsmen, displaying their SPT cards at the recent launch of the scheme.

COMPETITION

HASLER FINAL

ELEVEN paddlers from Elmbridge Canoe Club swept to victory in this year's Hasler Trophy final, hosted by Exeter Canoe Club on the River Exe and Exeter canal.

Paddling against 19 other clubs and over 300 other paddlers, the Elmbridge 11 took first place in seven of the day's 14 events and amassed the incredible tally of 106 points out of a possible 110, to win 30 points clear of their nearest rivals.

The chief hazard on the course for all competitors proved to be the portage between river and canal, round a lock under repair and not designed for portaging. That apart, conditions were good and spectators were treated to some quality racing.

At the end of the day prizes were presented to the lower divisions by the Mayor of Exeter, Mr Roy Slack, and to the higher divisions by Col M J Reece of the Commando Training Centre, Royal Marines, at Lympstone.

The event was sponsored by Kirton Kayaks of Crediton. Winners were as follows:

Div 1:	1	R Belcher (Mercia)	1.35.14.
Div 4:	1	I Miller (Elmbridge)	1.39.34.
Div 5:	1	G Burns (Elmbridge)	1.36.34.
Div 6:	1	J Block (Cambridge)	1.16.20.
Div 7:	1	R Grime (Elmbridge)	1.16.23.
Div 8:	1	E Cox (Wey)	1.01.45.
Div 9:	1	S Blake (Basingstoke)	1.02.52.
	1	R Cronk (Elmbridge)	35.37
	1	J Trigg (Elmbridge)	36.36.
Div 1 K2:	1	S Missen/K Bowerbank (Bradford on Avon)	1.31.13.
Divs 2/3 K2:	1	T Cronk/P Lawler (Elmbridge)	1.31.17.
Divs 4/5 K2:	1	E Lodge/S Wright (Exeter)	1.12.39.
Divs 6/7 K2:	1	G Parry/D Lawler (Elmbridge)	55.09.
Divs 8/9 K2:	1	M Harvey/D Ashley (Westel)	35.00.

Hasler Trophy: 1 Elmbridge 106 pts; 2 Wey 76 pts; 3 Richmond 74 pts.

Rhodes White Trophy: R Belcher (Mercia).
Barbour Trophy: F Murray (Richmond).
David Shankland Trophy: A Plant (Lichfield).



MARATHON DRAW



The winner of the Unique Plastics K1 prize draw for September was Paul Wells of Richmond Canoe Club. Richard Lee of Unique Plastics, sponsors of the open racing

scheme, presents a K1 and paddles to Royal Canoe Club who gained most points at the weekend of the National Marathon Championships in Worcester.

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from cards purchased by its members. Full details can be obtained from British Sports Travel Card, 77 Victoria Street, Windsor, Berks. SL4 1EH.

New Rules - Some thoughts on how they will affect our sport

By Alan Edge

Alan Edge, the Assistant Director of Coaching (Competition) outlines some initial thoughts on how the new slalom rules, might affect the nature of canoe slalom and your preparation.

The main rule changes

1. All gates either upstream or downstream (no specified reverses)
2. A **minimum** of 6 upstream gates
3. A maximum 25 gates overall
4. Poles a **minimum** of 15 cms above the water
5. Only one "5" at risk on each gate
6. A gate is live until the next in sequence is started
7. The "body" is defined at the head rather than the shoulders.

These are the main differences pertinent to this article. However as a paddler or coach you should study the full set carefully

The probable effect of these changes will be:-

1. Breakouts and staggers will stay basically the same. There could however be **more breakouts** as course designers attempt to ensure a reasonable running time. Staggers will undoubtedly be used as approach and exit gates for forcing reverse moves. (See sequence diagrams).
2. One assumes that designers will attempt to force paddlers into using reverse manoeuvres. This however may vary from slalom to slalom. Forcing reverses can be done in 3 main ways:-
 - a) By use of current, flow and eddies (and maybe rocks).
 - b) By the angling of gates to make a direct line more difficult.
 - c) By the use of tight approach/exit gates to control the boat's "line" very precisely.

The aim of the designer in all of the above should be to make a paddler consider a reverse downstream move as being **faster, safer** or both.

3. Some of our flatter courses, especially in low water, will be decidedly lacking in natural characteristics (i.e. flow) to force any reverse moves at all. With only 25 gates allowable this may bring some of the MKI times down into the 140-150 range. Remember length thru' the gates has now to be 600m max.
4. Higher poles combined with only one '5' possible per gate will have the following effects:-
 - a) More clear runs thus placing more emphasis on speed of running time.
 - b) Tighter routes can be taken more safely.
 - c) This in turn may lead to new stroke combinations and probably new boat design.
 - d) Having taken a '5' on a gate, paddlers must be ready for a speedy exit, hitting the other pole if necessary. Remember it is only the head that needs to go round the pole. This could well benefit C2's on gates where the bodies aren't both going to get thru!
5. The Gate will be 'live' all the way round so paddlers must be generally neater — especially going back past an upstream and with the top blade on tight exits.
6. The head is now the body as opposed to the shoulders. This makes things easier for the judges but unfortunately brings back the **big '5'**. From the paddlers point of view it will be more possible to retrieve a 'lost cause' with a desperate lunge — especially with the higher poles. (Diagram A)

What the new rules mean for coaches

- i) Shorter courses may mean a trend towards more anaerobic content in training. **Speedwork** and achieving a higher tolerance of lactate build-up during gateway will become more of a priority. Paddlers may well be required to experience 'oxygen debt' (and to endure it without a drop in quality) more frequently than before. We may in fact start to question the basic notion of endurance in the winter and a gradual build-up to speedwork as the season nears. What would be the result of a totally anaerobic preparation from say, December??
- ii) The possible increase in the number of breakouts would require an increase in strengthwork/power training in boat and on bank.
- iii) Certain manoeuvres might assume greater importance eg: The Pirouette — The Spin — The Sideways bow-draw under both poles at the same time — The Forward downstream gate in an eddy — The "spraycover" breakout — Weight transfer from stern to bow, to make

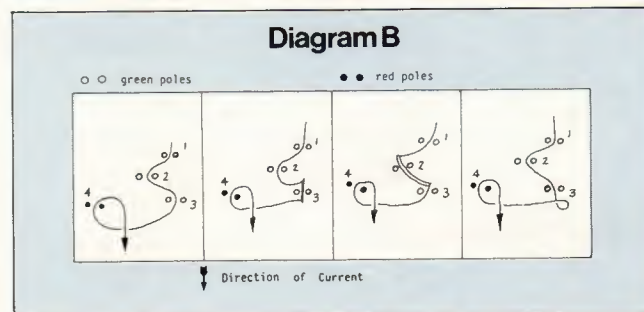
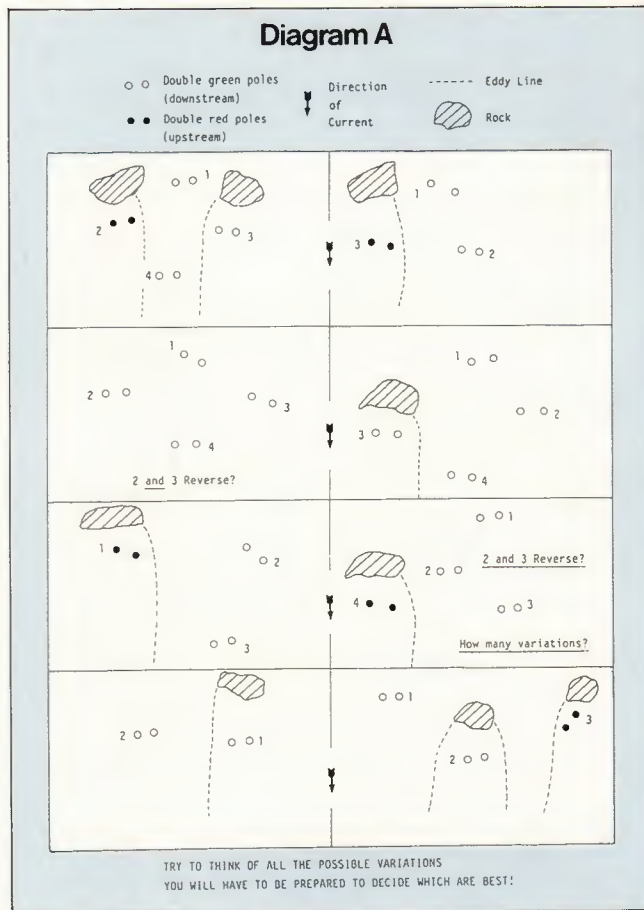
sneaking and pirouetting on the spot, easier and faster — Maintaining your line in difficult and tight situations in other words — not over-turning.

iv) There will be a considerable amount of choice on the best way to do certain sequences. Far more so than before. (Diagram B).

All of the variations may be viable, depending on spacing, water conditions, pole height etc. consequently splits and feedback will be far more important on practice/1st runs.

v) The main problem will be setting up these new manoeuvres on a flat water training site. Obviously as a coach you will have to be very firm about a) when you want a certain technique to be practised/learned, and b) when you want the paddler to paddle the fastest route in **those conditions**. We must be very careful of pole height. In the past, high poles have tended to produce fast, but lazy/sloppy technique. However with the new 15 cm rule, having poles **too low** could result in slow, cautious technique.

We must expect boats, strokes and routes to change over the next two years. To maintain our position we should be doing the changing. Whether or not we agree with them, the new rules are with us. So, whatever your position is, let's take the new rules seriously and think **FASTER AND CLEARER**.



DEVIZES TO WESMINSTER RACE

Brian Fuller recalls his preparations for the 1985 race, which will encourage those thinking about competing in next Easter's race

HOW IT HAPPENED

Although I started canoeing very late in life I have been trying to make up for all those years which I missed as a lad in what I have discovered to be a fascinating and friendly sport. My sons introduced me to it when they wanted to learn and the local club, at Banbury, wanted me in the pool to learn with them. To cut a long story short I very soon realised that the only way I could be usefully employed was as a chauffeur and trainer but I thought "How about a spot of long distance canoeing? I *might* have the stamina...?"

Following a fascinating weekend course with David Train at Fladbury I came back all fired up with the outlandish notion that I might attempt the D-W. What finally decided me to have a go was again due to my sons — these children have a lot to answer for! My younger son had been doing quite well in slalom and his older brother who is somewhat handicapped, was feeling justifiably aggrieved that he wasn't achieving something in canoeing. It was difficult for him to compete on his own due to his poor sight and inability to understand the rules, let alone follow a course on his own — but — "how about as a team member in a two-man canoe? — aha! So there you have it. Dad, in a weak moment suggested that he might partner him in a K2, David leapt at the chance — and there was no turning back!

THE PREPARATION

What follows is as much a tribute to David's dogged determination as it is to his Dad's foolhardiness — not to mention my wife Peggy's encouragement and forbearance and younger son Andrew's help and patience while he too was continuing his own training. We started our training in the late summer of 1984 with the successful achievement of finishing second in a local club 26 mile marathon — albeit in a touring Ardeche, with no steering — but 20 miles — that was the first milestone. Quite early on we realised that a racing K2 was not for us — the combination of our poor stability and David's visual handicap meant we had to settle for a stable boat and our own steady rate of paddling. We decided that it would be better for me to be at the back (a) to keep an eye on David and (b) to enable me to mutter "soothing words of encouragement into his shell-likes!"

So the Ardeche was chosen but with steering amidships for me to control. We asked Banbury School to build us our special craft and a splendid job they made of it. Adjustable, low racing seats proved to be most



comfortable and the rudder and steering gear worked well and there was plenty of room for the kit. Our training schedule included plenty of paddling with the club as well as regular gym sessions and swimming for stamina build-up during the winter months. We aimed to enter the Waterside Series in the Spring but what with horrendous weather for the first race and late delivery of our boat, we did not get onto the water for a serious work out until the last race of the series — only two weeks before the D-W event! But what of the planning?

THE RACE PLAN

We decided that, with our lack of experience and David's visual handicap, night paddling on the course was not sensible. So a three-day attempt was planned. Here I must mention a splendid article written by Commander Lane which appeared in *Canoe Focus*, which gave us great encouragement. He had completed the race partnered by his wife and his graphic description of the preparation, problems and methods of combatting them proved an inspiration.

Some good friends of mine from my Combined Cadet Force Unit at Christ's College, Finchley helped with the planning, production of route cards and they combined with my wife and son Andrew to provide us with an excellent crew. Their appearance along the

way with regular supplies of hot soup, sandwiches and mars bars, was all-important and their ministrations during our overnight stops encouraged us to re-start on each of the second and third day's paddle. A detailed reconnaissance was carried out along the route — on a depressingly snowy, blustering day in mid-March which was nearly enough to put us off in itself — the Crofton Dry seemed endless! But by now plans were so well advanced it would take a lot to stop us — but then it happened!

THE SET-BACKS

With less than one month to go our "chef de support crew" was suddenly struck down by Bell's Palsy. We were devastated — and poor Mike Crick, not only ill, but so disappointed to have to miss the event after all his planning. However, another friend, John Cliff, amazingly at such short notice, stepped into the breach and did a splendid job. In the event Mike was able to be there on the final stages of the race and share in the celebrations. Then to cap it all — we did enter the final race of the Waterside Series which was from Devizes to Newbury and was a splendid final preparation for the event — and what happened — we had to drop out after 26 miles (of the scheduled 35) because I strained my shoulder (and we thought David might be the weak link! — just goes to show doesn't it?)

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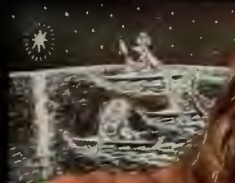
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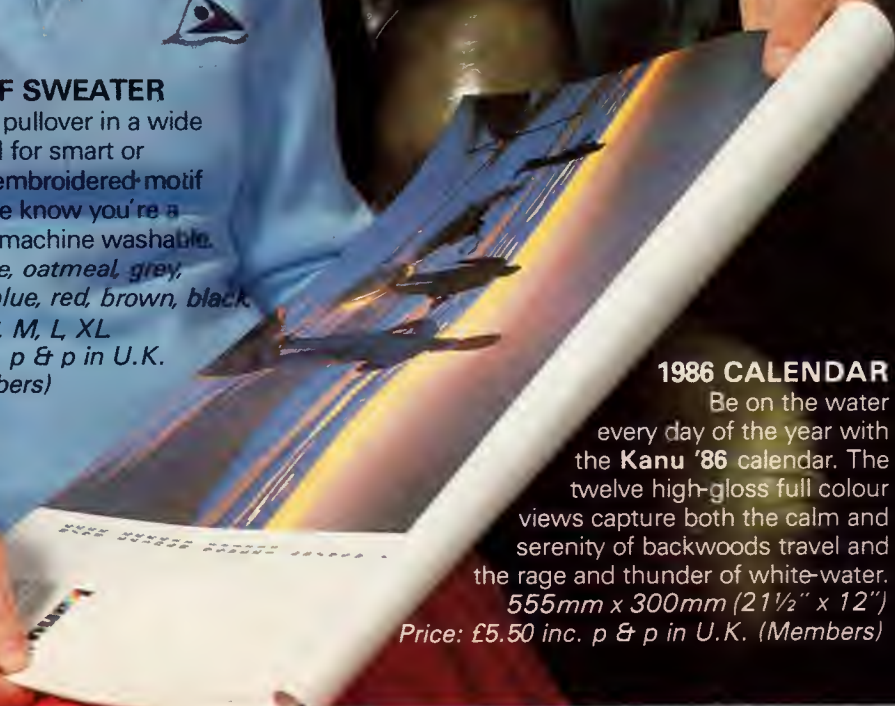
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So there we are — two weeks to go and the Doctor advising rest to enable any chance of me competing — what a final preparation! Still as someone remarked encouragingly — if you have not got it ready by now its too late anyway — some solace! The final two weeks proved to be full of menu planning, map completions, practice packs of the boat with all the necessary kit and a last minute lash-up of a roof rack with bits kindly lent to us to enable us to transport the Ardeche on top of a caravanette with a raising roof — just one of those little details which nearly got overlooked.

THE START

We travelled to Devizes late on Thursday evening and arrived and camped in the car park of the Three Magpies P.H. just outside the town. On arrival we discovered the rudder hanging loose on its wires — the pin having sheared during the journey. — Still after all our other problems what's a small technicality

like that...? The friendly landlord ransacked his garage for a suitable bolt or "something" until we suddenly realised that a wire coat hanger was the correct gauge. "We had better cut ourselves several as spares — just in case!" Needless to say the first one is still in place to this day!

Down to the start bright and nervous the following morning to find a most efficient reception organisation. After a kit check, identification bracelets had been wired on and our race number firmly fixed amidship we really couldn't think of any reasons for not setting off on our epic voyage. I think we were all quite surprised that we had got this far! At 8:07am, after fond farewells, with encouraging shouts of "See you at Westminster" and "take it steady with that shoulder of yours" I think David and I would have been quite happy to have completed a few token miles to justify the very generous sponsorship which local folk had given us in aid of our four chosen local charities!

POSTSCRIPT

The race itself... well that is a story on its own. What had Commander Lane estimated in that article I had read before we embarked on our epic voyage? "A quarter of a million paddle strokes and fifty nine hours and twenty nine minutes". Well I had not counted the strokes but I do know that the combined weight of our canoe and equipment was over 100lb and that we lifted it around 76 portages, carrying it probably a total of some 5 miles and paddled it the 125 miles from Devizes to Westminster in a total overall time of 59 hours 23 mins. And we didn't come last! And by doing so we managed to raise over £300 in sponsorship for local charities. Thank you to the organisers for a most efficiently organised event; to our support crew without whom it would not have been possible but above all to my eighteen-year old son David for paddling with me and helping me make a dream come true.

Ladies wild water racing French four



Gail Allan follows Cynthia Berry in the Team Event at Bourg St Maurice. Photo by Jean Huet

by John Handyside

Following their exertions at the World Championships a small self financed group of paddlers under my guidance made their way to France to compete in events at Thonon-les-Bains and Bourg St. Maurice. The purpose of the trip was to gain much needed experience on good continuous rough water and take the opportunity to start practising on the course of the next world championships.

Thonon-les-Bains is a spa town on the French side of Lac Lemman (Lake Geneva). Here the dam controlled waters of the River Dranses cascade down out of the Alps into the Lake producing one of the finest French Wild Water and Slalom Courses. An excellent venue for our purposes.

The river impressed everyone as did the town of Thonon. The dedication and work-rate of the paddlers in training impressed me. The enthusiasm was sufficient to convince me that Wild Water Racing in Britain is not a lost cause and good successes will not be far away.

The French ran a Slalom, Wild Water Racing and a Rapid Racing Championship over a

four day period. The results generally were poor in the Wild Water Race and the Rapid Racing, although three people came out of the event with very respectable results. Gail Allan following a Bronze in the Slalom managed an impressive 3rd in the Wild Water individual event and the two ladies teams of Allan/Mitchell/Berry and Sharman/Farnden/Campbell came 3rd and 4th respectively. In the Rapid Racing event Gail produced an incredible result to tie on points in first place with Elizabeth Zingerle of Italy, only to be beaten overall on the aggregate times by 1/10th second. Not bad for someone who paddles a slalom boat for most of the year! Cynthia Berry managed a very good 6th place overall in the Rapid Racing, a performance below her best, but still a good result in the assembled company. Steve Wells also showed that he can get in there with the best of them and managed a 6th in the Rapid Racing as well.

Gail's performances on the Dranses were of such a high standard that she won a medal in every event she competed in: Slalom Indi-

vidual and Team, Wild Water Individual and Team and Rapid Racing. Truly a magnificent performance and one that means she should get the recognition that she deserves. She gained the unofficial Title of 'Queen of the Dranses' for her achievements, a well deserved accolade.

From Thonon the group travelled to Bourg St. Maurice on the other side of the Alps, an old favourite of British teams with many stories of disasters and big water. The main aim here was to learn the course and not lose confidence or become overawed by the River.

Varying water levels made training interesting and informative and the ladies particularly are now very confident on this River. The days of tears and refusing to paddle on the Isere seems to be over as far as our current ladies group is concerned.

The French Championship was the event we went to Bourg to contest. Again the results were not too encouraging in the short term except for the ladies. Gail managed to pull one out of the bag when it really counted. She won the French Championship in grand style, beating an ex-world Champion, a Bronze medallist and numerous other once formidable names in International Wild Water Racing. The Ladies Team of Mitchell/Allan/Berry came 2nd, another creditable result.

In all the trip was a success. More of them must happen. Great experience was gained by all and we showed that the French can be taken on at their own game on their own site and be beaten. If we can do it in one class lets do it in all of them.

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