

# CANOE FOCUS

No. 43 Feb / Mar 86 - Price 80p

THE OFFICIAL MAGAZINE OF THE BRITISH CANOE UNION

- Jubilee Reflections
- Crystal Palace Preview
- Coaching Resource Material
- Caledonian Canal Tour

FIRST JUBILEE YEAR ISSUE



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## CONTENTS

**2 CANOE EXHIBITION** — All about canoeing's shop window

**5 GETTIN' YOUR FIRST BOAT** — How not to be confused by the vast choice

**9 COMPETITION** — World Masters — Slalom boat dimension rules — Sponsorship news — Marathon races

**13 COMMENT** — The Golden Jubilee — Headquarters changes.

**15 RESOURCE MATERIAL** — Five books recommended for athletes and coaches

**18 COACHING** — All about Coaching Foundation courses

**18 BOOKS** — Iceland Breakthrough

**21 NEWS AND NOTICES** — WCA AGM — Silk Cut Nautical Awards — BCU Membership survey

**22 JUBILEE REFLECTIONS** — Our President of Honour, a BCU founder member, pens a few lines

**23 APPEAL NEWS** — The fund raising schemes for you to support

**27 ARCTIC LAPLAND EXPEDITION** — Kayak abseiling and more

**29 ACTION ON ACCESS** — Latest on 'Time for Change' — Why the Wye? — Know your rights

**35 TRADE NEWS** — Super trailer — Kayaks to sledges — Specialist sports bookshop

**41 RECREATION** — Sea canoeing at night — London docks development

**45 DEAR FOCUS** — Access compromise — Tryweryn tours — Wild Water competition structure

**46 CANOEING THE CALEDONIAN CANAL** — The story of a family tour



CANOEING THE CALEDONIAN CANAL

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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.

**Surf:** Beachbreak, K.G. Smith, c/o Howard Humphreys & Partners, Thorncroft Manor, Leatherhead, Surrey KT22 8JB.

**Open Canoe Touring:** Canadian-Canoeist, John E. Pearton, 3 Meriden House, 33 Manor Road, Barnet, Herts EN5 2LR.

**Wild Water Racing:** White Water News, D. Kay, 14 Lake View, Furness Vale, Stockport SK12 7QD

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

**Canoeist:** Stuart Fisher, 43 Primrose Close, Purley, Reading, Berks RG8 8DG Tel: (0734) 21197

# Jubilee International Canoe Exhibition

CANOEING'S SHOP WINDOW



*First: Are you, yourself, coming to the exhibition?*

*Second: Are you recommending that your friends, who might be interested in canoeing, come?*

### Information

This year, all the BCU Committee stands have been grouped together in Hall 2, making this the hall where you can find out anything you want to know about canoeing and canoeing events.

### Equipment

This year, there are four major trade halls. The main arena (hall one), the north balcony (hall six) and the gymnasium downstairs (halls three and four) underneath the south balcony refreshment area. In addition, there are trade stands on the upper balcony overlooking the pool, and in the squash courts downstairs.

The downstairs halls are well worth a visit. Access is via the stairs down from the corridor between the main arena and the poolside concourse.

### Films

Once again, there are three video cinemas, but this time there is no extra charge for watching the films — the admission price covers this. The film titles will be in the exhibition programme.

### Pool Activities

All four pools will be in use throughout the exhibition. The right hand, learner pool and the training pool in the annexe will be used the

whole time for taster 'Come and Try it' sessions for novices. The left hand, diving pool is the venue for a 'Slalom Clinic' where more experienced visitors can have expert coaching. The main Olympic pool has a continuous programme, including Canoe Polo, Pool Slalom and Superstars Competitions, and the traditional fun event. Clubs, or others wishing to enter teams for the fun event, should apply to BCU HQ. It will be on a first come, first served basis, and full details will be sent to successful applicants.

An exhibition information leaflet is enclosed with this issue of Canoe Focus giving details of advance booking for entrance tickets and advance booking for the 'Have a

Go' participation events, including weight training coaching in the middle gymnasium downstairs.

### New Canoeing Discipline

Jubilee Appeal Fund organiser, Mike Haslam, is promoting Dragon Boat Racing, for which the world championships are held in Hong Kong every June. As we go to press, feverish work is going on behind the scenes to have the first British glassfibre Dragon Boat ready to show and launch in the pool.

### Membership

You can join the BCU at the exhibition, so, as we said to start with — bring your friends!



## POOL PROGRAMME

### Saturday

#### Main Pool

10.00	Polo
10.50	Lifeguards
11.20	Polo
13.00	Slalom
13.50	Dragon Boat
14.10	Slalom
15.00	Canoe Superstars (Men)
15.30	Slalom
16.15	Fun Event
16.40	Polo

### Sunday

#### Main Event

9.20	Polo
10.50	Slalom
11.40	Presentations
11.50	Polo
12.30	Fun Event
13.00	Slalom
13.55	Slalom Presentations
14.10	Canoe Superstars (Women)
14.40	Dragon Boat
15.10	Polo
15.50	Lifeguards
16.15	Polo
17.15	Polo Presentation

**CANOE POLO KNOCK-OUT 1986.  
CRYSTAL PALACE DRAW.**

**OPEN**

Bere Forest	v	Grimsby
Tigers A	v	Dudley
C.P.C.	v	G.V.P
Luton Tigers	v	West Lothian

**YOUTH**

G.V.P	v	Grimsby
St. Albans Unit 4	v	C.P.C

**LADIES**

St. Albans Unit 4	v	Dudley
Cumbria	v	C.P.C. or Leeds Poly.

**CARIBBEAN KAYAK  
EXPEDITION LECTURES**

A new attraction at the exhibition this year is a lecture to be given by Peter Midwood, at 11.30 am in Room G55 on both the Saturday and the Sunday. He will be talking about his Caribbean Kayak Expedition, which is due to return to the UK a few days before the exhibition. He is making special arrangements to have slides ready for his lecture.

He leads a three man team to make an

attempt to paddle the 770 mile journey from Trinidad to Puerto Rico. He has been joined by Nigel Timmins from Howtown Outdoor Centre, and Tim Jones from Outward Bound, Ullswater. British sea paddlers have had limited experience in paddling in the Tropics. This major undertaking will pose many challenges, including sharks, whales,

paddling long distances in the tropical heat, and two open sea crossings of over 70 miles. Peter has designed a new sea kayak for this trip, and it incorporates several concepts new to sea kayaks. Arrowcraft have jumped at the opportunity to manufacture this new and exciting kayak, and will have it on display at their stand at Crystal palace.



'Roger Symes from Arrowcraft wishes Peter Midwood the best of luck for his Caribbean Expedition in his newly designed sea kayak'.

**A GOLD FOR  
TOURING — PRESENTATION  
AT THE 'PALACE'**

Bronze, Silver and Gold Awards were gained by British touring paddlers during 1985. In addition one of the lucky canoeists will receive, with a special ceremony at the Crystal Palace Canoe Exhibition, a Comanche kayak, a free entry ticket to the International Canoe Exhibition, and £20 travel expenses.

Awards for touring? ... in Britain? ... free kayaks?

Yes, its all part of the British Canoe Union STRAND Touring Awards Scheme.

Introduced in the early part of 1985 by the BCU Touring Committee, and heavily sponsored by Strand Glass, the new and innovative scheme has outreached all expectations, with participants ranging in ages from seven to an "old salt" of 72.

The easy to enter Award Scheme is open to any paddler, (full details available from BCU

Headquarters — see please). When a person achieves either a Bronze, a Silver or a Gold Award they automatically receive a registered code number which entitles free entry into the yearly National Prize Draw. The lucky winner, for 1985 will win a surf weight Comanche kayak from Strand Glass, at a special ceremony during the 1986 International Canoe Exhibition.

Touring Log Books which are an essential part of the scheme are available on the Touring Stand in Hall 2 at the Exhibition.

**WHAT'S NEW FROM THE TRADE**

We invited trade exhibitors to let us know what will be new and of particular interest to visitors to their stands. Some of the longer replies are included in our normal trade news feature and shorter items follow.

**A.C. Canoe Products**

Now manufactured in U.K. under licence from Moby Dick of France, A.C. Canoe Products Ltd., will be displaying for the first time production models of their rotationally moulded in polyethylene Baths Trainer/Pool Boat 'Jumper' — which will be available both in a basic form and as a full whitewater specification — and also the 'Swing', a low volume performance kayak suitable for younger and lighter paddlers.

Also on show will be a preproduction version of their exciting new 2/3 person open canoe Venturer suitable for both pottering about on the river on a Sunday afternoon and also serious expedition work.

**Green Resin Products**

New items include the 6'6" Master Shockwave surf ski, foam filled, with adjustable footrest, seat belt, thruster setup, fins and a Government Health Warning!! Also on show will be the Sea Master 15'6" sea kayak with a twin skeg designed hull giving more stability.

**Harishok**

The new red Shokpruf Spray Cover now features an improved webbing release strap, a thinner, tighter elastic rim, pre-formed waist, and an overall glossy low friction finish. Two sizes are available to fit all kayak models. Developments on show at Crystal Palace will include the dry bag, dry top, and competition cage.

**Kirton Kayaks**

Analysis of the canoe market has shown that a great number of Marathon canoeists find difficulty with the existing range of 2 seater kayaks with regards to stability. Kirton Kayaks Ltd. have therefore designed the Mystère, which for the first time offers the less experienced canoeist a stable, fast racing kayak to full K2 specification.

**P & H Fibreglass**

This year, P & H are concentrating their main efforts on sea kayaks. New for the show this year is the ODIN, a kayak from Derek Hutchinson. From North America, P & H have imported the SEA OTTER kayak design. P & H introduce the TIGER POLO designed by Brian Barfoot (National Canoe Polo Coach).

**Pyranha**

As from 1 December 1985, Pyranha are the

newly appointed agents for the supply of HOTCAN foods to the whole of the canoeing industry.

**Splashsport**

New items to look out for on the Splashsport Stand are Sportique Buoyancy Aid, Champion Buoyancy Aid, Contrast Cagoules, Rainjackets, and Neoprene/Nylon Spraydecks.

**Unique Plastic Mouldings**

Have a look at the New Panther Mk II (in high or low line) that you could win this year, together with the NEW range of racing paddles.

This is the first time UPM has exhibited as a manufacturer.

**Valley Canoe Products**

VCP has solved the air transport by splitting the two bulkheads of their HM Nordkapp into two separate layers and then bolting them back together again — locators ensure a perfect fit. This gives a three piece kayak for easy transport.

**Wave Sports**

The New Nautisports Campa Canadian Canoe will be on show. This four seater is ideal for touring, camping, hire fleets, and as a fun boat for Centres and Youth Groups.

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# Gettin' your first boat

by Rush Shortley Illustrations by Jon Luoma

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Choosing a Canoe or kayak is like finding a good mate. Some people find what they want right away and settle down to a long, happy life of connubial bliss, a lifetime of mutual fulfillment. Others have to try out every model on the market, looking for the perfect mate, only to discover at the ends of their lives that "there ain't no such animal."

Multitudes of really fine people go through the same routine, like my best friend. During the past three years, he has gone through at least twenty canoes, which he liked well enough to buy. About the only boat he hasn't owned lately is a Grumman, and that's because when all this madness started I owned one. He heard me pinging my way across the lake one day on some two-inch

ripples, and decided aluminum was not for him, a conclusion it took me two summers to reach.

Which goes to show I was at the other extreme. I bought the Grumman because when I decided it was time to get into paddling, the only thing I knew about canoes were Old Town and Grumman. I didn't want anything to do with maintaining wood, so I went with the Grumman. I left it turned topside down in front of my cabin for three winters, and the only maintenance I ever had to perform was the removal of a squirrel's winter cache of acorns before launching one spring.

A year ago this past summer, after much soul-searching and researching of books and magazines, not to mention my friend's amazing wealth of information gained from owning so many canoes, I bought a Sawyer DY Special. I wanted a solo canoe I could paddle up, down, and across my six-mile-long lake in Michigan's Upper Peninsula with minimal worry about the effect of wind and

waves. I wanted a straight tracker also, so I could worry less about wrestling with paddle and canoe to maintain my chosen course and concentrate instead on the scenery. For aesthetics and weight, I ordered it in the heavier Kevlar layup with a tan gel-coat and black-anodized aluminum trim. The "natural" Kevlar interior looks like straw or light wood, a good match for my Gillespie single and Klepper double paddles, both made of wood.

Now I'm thinking about adding a "freestyle" boat and, down the road, a solo whitewater craft. Perhaps a seagoing kayak. And then maybe a reproduction Chestnut Prospector in Kevlar or an Old Town Canadienne, or . . .

Each of you will develop your own canoe-buying pattern, or neurosis if you stick with it long enough. For some, one canoe in a lifetime will be enough, like my other friend who is 76 and owns a 30-year-old Old Town



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### SPANISH MOUNTAINS AND RIVERS

Travelling by mini bus and Brittany Ferries to Santander, this two week mini expedition to Northern Spain will be based amidst the wild beauty of the Picos di Europa one of Spain's most spectacular mountain ranges, the two weeks will be spent walking the high level routes between remote mountain villages, through the high pastures with their abundance of 'Alpine' flowers, and following the River Carres through the divine gorge. There will also be an opportunity to canoe the Rios Carres through Selia from the foot of the mountains to the sea. Accommodation will be tent based and self-catering, with ample time allowed for shopping and sightseeing. A great opportunity to see another side of Spain.

July 1986

### FRANCE: CENTRAL MASSIF CANOE TRAIL

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maintained in mint condition. For others, the 17 boats canoeing author Bill Masons admits to owning won't satisfy the urge. Finally, others of you never will find it necessary to buy a canoe or kayak; renting or borrowing will satisfy all your needs. Just as each person develops his or her own unique style of paddling, each reflects a unique style of "canoe-getting."

Once you decide on the job your boat has to do, the next step is go looking for the craft to do it.

Buying can be simple; you could buy the first canoe or kayak you come across as I did. The process can be a bit more complicated, like the second canoe I bought. You can read technical articles. You can pour over the "specs" for the next three or four months, fighting for comprehension, making comparisons and dreaming. You can read books. You can paddle dozens of canoes until you've forgotten all but the last 10 or so. You can go to where the latest models are on display; their makers or designers often are there, more willing to talk about their wares. Once you sort through everything and develop a frame of reference at whatever level of sophistication you desire, you can proceed to buy your choice with confidence. Until you find another boat even more attractive, and another, and . . .

Perhaps the least risky road to getting a good-quality canoe that will do the job for you is to find one of the better canoe shops springing up around the country, one stocking several brands. Then find the friendliest, least pushy salesperson in the place. Describe the job you want the boat to do and the price range you can handle. And - be truthful - tell him or her your actual level of skill. Then listen and ask questions. If your chosen salesperson knows anything about canoes and really wants to help you find the best boat for you, you will know it. You will feel warm, cared for, and most important, that the salesperson has helped impart the information you need to make your choice, and not just persuaded you to accept another choice based on their personal preferences or the shop's profit margin.

The acid test of a salesperson is what he or she says when you ask about a good used boat rather than a brand-new one, and how it is said; the best salespeople already may have suggested that route. When you, with your salesperson's help have made a tentative choice, take the boat out and paddle it. If you like it, strap it on top of your car and take it home . . . after you pay for it, of course.

Some final thoughts, very important ones: Gettin' a boat does not have to be a fearful experience. It can be fun, even funny. It's even okay to make a mistake and buy the wrong one. Nobody's perfect. There's always another. You can usually recoup most, if not all, of your original investment on a trade or outright sale if you have taken good care of the boat. Besides, it's only money.

It doesn't matter one little bit whether you buy the latest "supercruiser" made of the most exotic materials, an old, proven design of traditional materials, or a combination of the two. Or whether you spend a small fortune or less than a hundred bucks, or even whether anyone agrees with your choice. The important thing is that, regardless of what anyone else says, you end up with a canoe or kayak that does the job you want done within your standards of aesthetics and your budget. After all it's your boat — enjoy it!

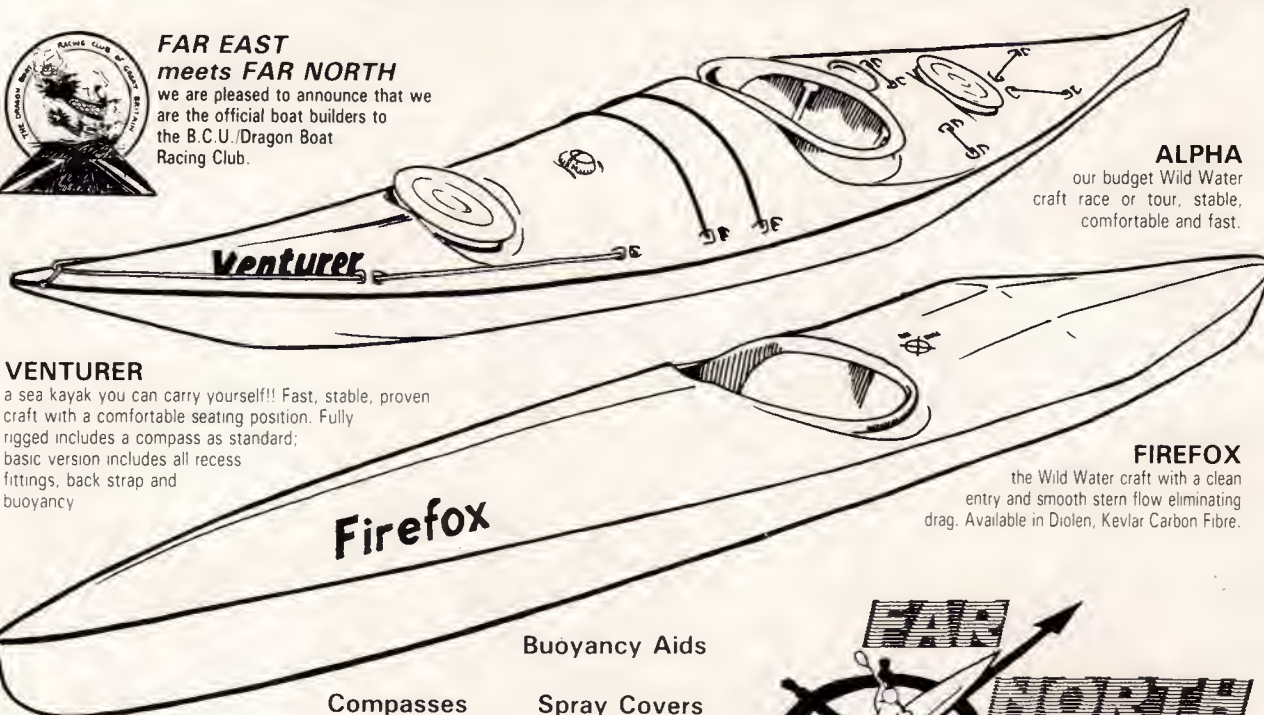


No one can tell you what canoe to buy or rent, or how to go about finding what you want. Each of you will develop your own way of going about getting the boat or boats that do the jobs you need done. And that is the first step: deciding on the job that you need a canoe to do. If you are interested only in paddling with family or friends on sunny days and on waters having the character of the proverbial millpond, just about any canoe will do. It can even leak some.





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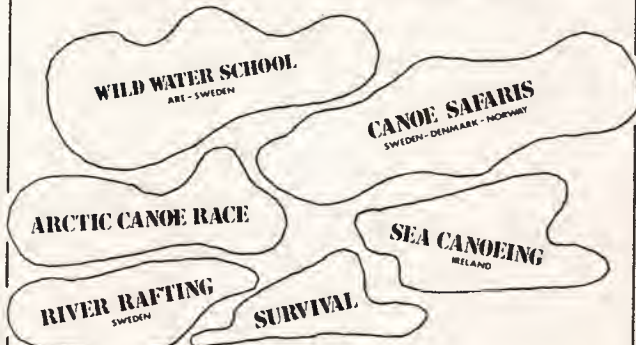


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# COMPETITION

EXE DESCENT, 17 NOVEMBER 1985

The 17th running of the Strand Glass sponsored Exe Descent took place in Devon on Sunday November 17, attracting more than 600 paddlers from all over Great Britain. With the water at one of the lowest levels ever times were well down on the records and the 19-mile course from Tiverton to Exeter claimed many casualties, with some spectacular pile-ups occurring at the start and on the shallower rapids.

Three paddlers shared the distinction of winning for the third year running: Robin Belcher took the K1 title, just seconds clear of Kevin Bowerbank; and Paul and Michael Wells retained the K2 title by a margin of several minutes. Sharing the honours were

several Devon canoeists, with 17-year-old Mark Gibbins of Exeter CC taking the junior K1 title, and C1 slalom international Les Williams (Tiverton) partnering Totnes CC's Steve Amos to win the touring doubles.

And while many paddlers came to grief on the course at least their efforts were not in vain: by entering they helped raise over £600 for the Save the Children Fund.

*Senior K2:* 1 P Wells/M Wells (Richmond) 2 hours 13 minutes

*Mixed K2:* 1 R Ward/C Belcher (Mercia/Adlington) 2.25

*Junior K2:* 1 G McKeand/R Agar (Newham) 2.20

*Ladies K2:* 1 T Phillips/S Troop (Nottingham) 2.48

*Touring Double:* 1 S Amos/L Williams (Totnes/Tiverton) 2.47

*Senior K1:* 1 R Belcher (Adlington) 2.18

*Junior K1:* 1 M Gibbins (Exeter) 2.30

*Ladies K1:* 1 N Halpin (Irish Canoe Union) 2.49

*C1:* 1 R Joce (Windsor) 3.07

*C2:* 1 J Goodwin/J Court (N Staffs Poly) 3.02

*Junior WW/slalom:* 1 A Trickett (Bath) 2.37

*Ladies WW/slalom:* 1 I Joce (Windsor) 2.46

*Senior WW/slalom:* 1 G Swadling (Windsor) 2.31

## SPORTS AID FOUNDATION

The Sports Aid Foundation have again proved generous in their continuing support to athletes of the British Canoe Union. The following have been awarded grants to help with their preparation and training for international events in 1986.

*Slalom:* Gail Allen, Richard Fox, Elizabeth Sharman, Martyn Hedges.

*Sprint Racing:* Stephen and Andrew Train, Eric Jamieson, Robin Ayres.

*Marathon Racing:* Anne Plant, Robin Belcher, Marcus Gohar, Rhodri Kinch, Paul Wells.

In addition, the Sports Aid Trust, which was set up to aid talented youngsters and students in realising their full sporting potential, have awarded the following grants.

*Wild Water Racing:* Neil Stamps and Alan Tordoff. (Donor — Sir Jules Thorn Charitable Trust.)



Presentation of grants, The Sports Aid Foundation London & South East region, at County Hall Westminster. Monday 11th November 1985. Miss Jo Turvey the latest in a long line of canoeists, to receive assistance from S.A.F. and the G.L.C. With her Jim Rossiter. J.A.B. Photos.

*Slalom:* Russell Smith. (Donor — Sir Jules Thorn Charitable Trust)

*Marathon Racing:* Stephen Smith (Donor —

Save and Prosper)

*Sprint Racing:* Angela Dawson and Suzannah Perrett (Donor — British Aerospace)

## FIRST WORLD MASTERS CANOEING CHAMPIONSHIPS

Toronto, Canada August 9 - 13, 1985  
by C. Fred Johnston

This summer the city of Toronto, Canada hosted the first World Masters Games, a twenty-three sport festival for 'mature' athletes. Because of the support of the Canadian Canoe Association, canoeing was accepted as one of the Games sports. Competitions were held for both the sprint and marathon disciplines on the waters about the islands off shore from the city of Toronto.

Races were held for six age classes for both men and women: 35 to 39, 40 to 44, 45 to 49, 50 to 54, 55 to 59, and over 60. While the majority of competitors came from the U.S.A. and Canada, there was representatives from eight other countries: Sweden, England, Australia, Hungary, Switzerland, Austria, Federal Republic of Germany, and Italy. This first world competition for 'mature' athletes attracted many former Olympians and World Championship paddlers led by the legendary Gert Fredriksson of Sweden. The 66 year old Fredriksson was invited to these first games to serve as Honorary Chairman of the canoeing competitions. But this Chairman

also came to compete and he did so in four different age classes. This reporter can attest to the fact that he held his own even when he competed in the 45 to 49 age class.

Australia had a large contingent led by the Second Vice President of the International Canoe Federation, Frank Whitebrook. Whitebrook and his other team mates carried off more than a reasonable share of the prizes as the results will indicate.

The oldest competitor was a Canadian Dr. Geza Schulzer, 83; he was followed by another Canadian, 83 year old Jack Wahlberg, who did not take up competitive canoeing until he was 75 years old. Both were required to compete in the over 60 age class because organizers had not anticipated athletes of their age.

The competition had its share of drama and courage none more impressive than the achievement of a 66 year old US competitor, Dr. John Ayer. Five weeks before the competitions Ayer was competing in a Triathlon event when he fell from his bicycle breaking his

collar bone, and shoulder blade, cracking his pelvis and dislocating his vertebrae. At the masters Ayers and his team mate won the 20 km marathon C 2 race for the over 60 class.

All competitors raced as individuals not as members of national teams; paddlers from different countries teamed up for crew races. There was an atmosphere about these world games that was devoid of national rivalry, reminiscent of what the First Olympic Games must have been like. It was obvious that these mature athletes enjoyed the opportunity to compete against their peers. But do not think for a moment that they were not competitive.

The next World Masters Games moves to Copenhagen, Denmark in 1989 where it is to be hoped that the Danish canoeing fraternity will see fit to host canoeing competitions.

**Finally a word to our representatives in the I.C.F. It appears that Master competitions for 'mature' athletes has arrived and the I.C.F. must come up with a policy on this new competitive class.**

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## XP GOES DOWN THE RIVER

Over 200 canoes were on the river Cam, Cambridge recently, competing in the first ever XP Cam Marathon, spread over distances of between three, six and 13 miles. The first ever Cam Marathon to be underwritten by a commercial sponsor, XP Express Parcel Systems, specialists in delivery in Europe. The airline, with an active business presence in the Cambridgeshire area, also underwrote the cost of a new racing K1, awarded to the winner of a special draw held at the race. The lucky winner was Mr. Kenneth Fletcher from Petts Wood Kent, who took up canoe sports ten years ago, and already owns six canoes. He took part in the marathon in division five, over eight and a half miles.

The marathon was open to paddlers from nine divisions, for single and doubles — over 3.6 miles, 7 miles, 8.5 miles, 10 miles and 13 miles. On the river were some of Britain's best marathon men, who paddled 13 miles out to Grantchester and back in a form of canoe cross-country, having to carry their canoes round locks and other obstacles. One of the

nine top division men, Jeremy West, from Teddington, Middlesex, had to retire after breaking his paddle at the start and Alan Williams, from London, paddled to victory in a time of one hour, 44 minutes, 46 seconds. Cambridge Club teenagers James Block and Richard Abbott finished fifth in division three and third in division five respectively. Abbott earning promotion to division four.

The results were: Division one — A. Williams (Royal CC); Division two — P. Looke (Havering); Division three — R. Bushell (Stubbers, London); Division four — T. Russell (Newnham, London); Division six — K. Haider (Stubbers); Division seven — A. Hummerstone (Harlow); Division eight — Mr. Barker (Braintree); Division nine — T. McCotter (Leaside, London).

Mr David Easthope of the Cambridge Canoe Club said: 'We were delighted that XP Express Parcel Systems took such an active

interest in the event, and became the marathon's first ever commercial sponsor. We hope they will sponsor us again next year.'



Competitors in the XP Cam Marathon paddle home to victory in the first ever canoe event sponsored by XP Express Parcel Systems. Picture: Guidelines PR Ltd. Staines (0784) 50823.

## NORTH WEST REGION MARATHON

G Lehmann reports

Little known for marathon racing, but with a strong white water canoeing fraternity, the North West held its first Marathon on the Ribble River on Sunday 13th October. The competitors paddled for 14 miles, starting from one mile up stream from Ribchester to the Bridge Inn at Walton-le-Dale, Preston.

About two dozen canoeists enjoyed one of the warmest late summer days with the Ribble at its best. There was sufficient water to give exciting conditions throughout with one man-made weir, one natural double step, numerous long stretches of fast bumpy water, which had to be read, some shallows and deep silent stretches with the sound of the river ahead to give excitement. It is not only the Sella Descent in Northern Spain which holds the thrills.

## RE: ICF RULES — BOAT DIMENSION RULES

The 1985 Slalom AGM have accepted the introduction of ICF Slalom rules for all divisions. Within these rules are specific points on boat dimensions (all dimensions given are the minimum).

### Boat Specification

K1:	Length 4.00m	Width 0.6m	Weight 9 kg
C1:	4.00m	0.70m	10 kg
C2:	4.58m	0.80m	15 kg

NB Boat weight regulations are not to be applied in Division two to Novice, and boat dimension rules for Under 13 competitors and for Novices remain as at present, but are extended to Division four.

### End Radius

All boats must have a minimum end radius at each end of 2 cm horizontally and 1 cm vertically.

NB Current boats can be modified to reach the specified end radius.

## 1984/5 SEASON NATIONAL CHAMPIONS ANNUAL PRIZEGIVING

The National Champions in Wild Water Racing for 1984/5 Season received their trophies at a reception at the Bridge End Hotel, Llangollen on Saturday 9 November 1985. The Presentations were made by David Wain, President of the British Canoe Union.

## MARATHON RACING INTRODUCES ITS SPONSOR

Richard Lee, a qualified industrial chemist and former Marathon paddler, with both Thames and Royal Canoe Clubs, formed Unique Plastic Mouldings in 1977. His first venture was manufacturing GRP Slalom Paddles for Mark Gees, which unfortunately the traditionalists were slow to accept. With racing blades, however, he was more immediately successful and his combination of light weight glass blades in aircraft aluminium tubes produced acclaim around the world. Marketed through Canoe Sport and used by Sprint, Marathon and Wild Water paddlers at major international events, the pinnacle of success was achieved when seven gold medalists paddled to Olympic victory using UPM paddles.

In 1983 UPM moved into manufacturing kayaks again selling through Canoe Sport with the Panther K1. Produced in two versions, high or low, to suit light or heavy paddlers, and in a variety of constructions, this boat too met with success including appearances at the Los Angeles Olympic Games and many international events where it is seen partnering the top paddlers. Early in 1985, UPM purchased from Canoe Sport all rights for the Panther K1 and Boshier Racing Paddles and since then UPM have sold direct to the canoeing public, appearing at most Nottingham Racing Regattas and many Marathon Races.

Sponsorship of marathon was a logical step for the Company to take and 1985 ended with

UPM sponsoring the BCU MARATHON RACING SCHEME, offering new marathon racing certificates for every successful marathon paddler this season, together with a Panther K1 as the main prize in each of Marathon Racings three monthly draws. 12 sets of racing paddles, complete the sponsorship package.

For 1986 two new ranges of paddles are being launched. An exciting new slalom blade marked by an extremely hard wearing tip, actually laminated into the blade, giving a smooth edge finish is the first. Tests have shown that this paddle can outlast its competitors by a considerable amount. The second blade, a new look Racing Paddle, also has the dynamically improved wear resistant rigid tip, both are on sale at the Canoe Exhibition.

Now a member of the BCMA, Unique Plastic Moulding, have appointed MARSPORTS as their main paddle agent and ECLIPSE RACING as the main agent for Panther Kayaks. Serving the UK nationally and Kent and Sussex locally, UPM is bringing modern technology direct to you the paddler and sponsoring your sport through the Marathon Racing scheme.

See UPM Canoe Sports on Stand 707 at this years International Canoe Exhibition — look up as you enter from the main entrance — that's UPM on the upper balcony. See their products too at their main agents stand. They hope to see you at your next Marathon or Racing Regatta.

**Mens K1 National Champion** — Andrew Martin, New Zealand (and Chester). As Andrew has now returned to his native New Zealand, his prize was received by Melvin Swallow, with whom he trained while staying in England last season, and who was runner up to Andrew in the National Championships.

**Ladies K1 National Champion** — Anne Plant, Lichfield Canoe Club.

**Canadian Singles National Champion** — Steve Wells, Hounslow Canoe Club.

**Canadian Doubles National Champions** — (who win the Canadian Canoe Association Trophy) — Dave Kay and Ross Pearton, Leeds Canoe Club.

**Under 16 National Champion** — Mens K1 — David Armstrong, Gateshead

**Under 16 National Champion** — Mens K1 —

Peter Davis, Leeds Canoe Club

**Youth (Under 18) National Champion** — Mens K1 — Neil Stamps, Birmingham Canoe Club.

**Under 18 Ladies National Champion** — Giselle Stolton,

**Under 16 Ladies National Champion** — Emma Boulton, Hounslow Canoe Club.

**National Club Teams Champions** — Chester Canoe Club — Melvin Swallow, Andrew Martin and Alistair Bayliss.

**Duncan Eglin Memorial Trophy** — To the most improved Youth canoeist — Peter Kelly, Gateshead Canoe Club. This prize was presented by Duncan Eglin's father. Duncan was the Youth Team Coach, and was tragically killed whilst climbing in the Alps in the summer of 1984.

# WHEN ONLY THE BEST WILL DO . . .

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Nimbus Seawater (left) and Cirrus paddles. The Seawater is an asymmetric touring and racing paddle with hollow shaft for reduced weight. Also available in jointed form (see extreme left). The Cirrus is designed for touring. Both are priced at £49.95. Other paddles are priced between £33.95 and £54.95.



Romer R41 Olympia — Available in three sizes, the Olympia has been developed especially for heavy white water grades III to V. Retail price is £22.95. Other helmets in the Romer range are priced from £11.95 to £39.95.

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0273 778202.

# 1936-1986 JUBILEE YEAR

By **RON EMES**  
Director of the British Canoe Union



50 years ago on the 28th March 1936, a small group of enthusiastic canoeists met at Anderton's Hotel, in the Strand, London, to discuss the formation of a national governing body for the sport and recreation of canoeing. 49 years earlier, in 1887, a similar desire to establish a national organisation had emerged during the course of a canoe cruise on the Norfolk Broads, with the foundation of the British Canoe Association. In 1933 endeavours to revive the moribund Association, which had effectively ceased to exist in the 20's, brought about an amalgamation with the Canoe Camping Club, and consequently the extinction of the Association. Thus the establishment of the British Canoe Union in 1936 was the real birth of the organisation which is this year celebrating its Golden Jubilee. On the 1st January 1986 to mark the beginning of the Union's half-cenenary year, a New Years Day Paddle was arranged at the Royal Canoe Club, Teddington. It was, of course, particularly appropriate that the venue for this illustrious occasion should be the Royal Canoe Club, for it was at Royal, that organised canoeing really began, way back in 1866. The New Years Day event was graced by the presence of a fair sprinkling of the Union's founding fathers, whose names and reputations would be well known to most canoeists who have survived since the fifties and sixties. Only one however, John Dudderidge OBE, the President of Honour, was actually present at the meeting at Anderton's Hotel in 1936, and continues to be involved in the activities of the Union in today's brave new canoeing world.

It was he who reminded the assembly on New Years Day of their antecedents, cut the celebration cake, and whilst not promising to perform a similar function for the Union at their centenary, did express the hope that his sport and ours, would continue to prosper for the next 50 years. It is interesting to speculate, whether any of those attending the foundation meeting in 1936, could possibly have foreseen the enormous growth in popularity, interest and activity that has occurred in canoesport during the intervening 50 years.

Mere statistics of course, cannot begin to tell the whole story, but for anyone interested in these matters, it is fascinating to learn that at the end of 1936 the Union had



John Dudderidge, OBE, British Canoe Union President of Honour, cuts the Golden Jubilee cake.



From left to right, Peter Wells, past Commodore of the Royal Canoe Club, toasts the British Canoe Union, with Ron Emes, MBE, the Director, and Walter Frolic, one of the Unions' founding fathers.

approximately 400 members, in about 10 clubs, and that at the beginning of 1986 there were some 15,000 members in over 700 clubs.

Gross turnover in 1936 was £80.00 in 1986 it is estimated to be £750,000.00!! Some of the changes that have occurred, have been catalogued by Oliver Cock, in his 1974 booklet "A short history of canoeing in Britain", updated in 1981 by Geoff Good in the "Canoeing Handbook". The Union will be endeavouring to consolidate and update the work contained in both these publications, with the production of a special commemorative "Canoe Focus Supplement". "The first 100 years of British Canoeing 1887 - 1987", to celebrate both the Golden Jubilee and the centenary of the foundation of the British Canoe Association. In the meantime, a series of exciting and interesting activities are being arranged to mark the Union's 50th birthday, and details of these will be published in 'Canoe Focus' during the coming year.

## LATE NEWS

### Bill Young

It is with great sadness that we report the death before Christmas, at the age of 63, of Bill Young of Canterbury, a veteran and enthusiastic member of the BCU. Bill was a well-known racing paddler and regatta official in the early 50's and an early member of the Coaching Scheme, to which he gave long and loyal service. A full appreciation of Bill Young's contribution to our sport will appear in the Coaching magazine, CoDe. Our sincere condolences go to his wife and family.



### Slalom

Slalom Selection Events are open to all paddlers in Premier Divisions.

Paddlers from other divisions who wish to be considered for entry to these events should send a completed entry card, a letter stating their reason(s) for entry application and SAE to: Slalom Team Administrator, Sue Wharton, 1 Barnacre View, High Street, Garstang, Preston, PR3 1EB. (09952.4579) before 1st March, 1986.

Paddlers accepted for these events will be notified by 10th March, 1986.

### Torch Trophy Awards

The Torch Trophy Trust was established in 1962 with the object of encouraging voluntary work for sport at club level throughout the United Kingdom. Governing bodies each year are asked to nominate someone to receive a miniature trophy in recognition of outstanding work for their sport at club or local level.

This year the Union nominated Derek Looker from Warren Canoe Club to receive a Trophy. Derek is a dedicated club worker whose life is devoted to the introduction and on-going participation of countless young people into the sport.

He learned to canoe eighteen years ago, gained promotion to Division 1 in canoe slalom, and still competes at veteran level. For the last six years he has also been involved with coaching the British Junior Sprint Squad. Derek attends Warren Canoe Club at least four evenings a week and continues to introduce novices to the Sport and assist the more advanced. Holidays have been spent leading groups to the Alps, sea canoeing, surfing, and on other ventures.

Derek invited Kevin Smith from the 1984 Los Angeles Racing Squad, and Jennie Hills from Berkshire Youth and Community Service to accompany him at the ceremony held at Simpsons (Piccadilly) on 19th November where Princess Alexandra presented the Trophies and chatted informally to guests. Geoff Good and Rosemary Webb represented the BCU.

*Derek Looker is presented with his Torch Trophy by Princess Alexandra.*





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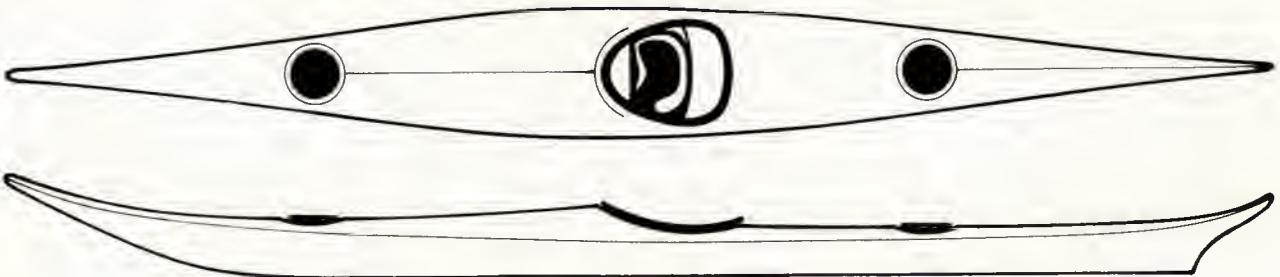
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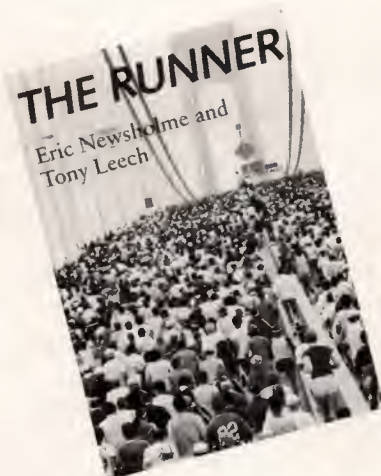


# Resource Material For Coaches

by Brian Greenaway

As part of the BCU's wish to create resource material for coaches, it is intended to stock at BCU headquarters a selection of books that will cover a whole range of subjects essential to sound coaching, and eventually to write and commission our own specialised canoe coaching texts to supplement them. Already, with the full approval of the BCU's medical advisory panel, we have in stock three excellent books on exercise physiology, sport injuries, and stretching.

It is hoped, shortly, to add books on sports psychology, nutrition for athletes, and another sports physiology text book. All the books are paper backs and represent extremely good value for money.



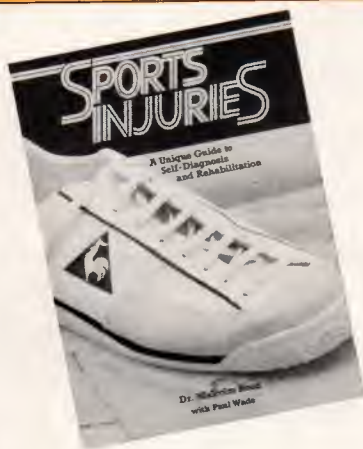
## THE RUNNER (ENERGY AND ENDURANCE)

Eric Newsholme & Tony Leech

Members: £8.25 inc p & p

Non-members: £8.70 inc p & p. from BCU Supplies

Although written for runners, this book is primarily about muscles and their biochemistry, and how this relates to training for short and long distances. Muscle functions are the same in the upper and lower body, so the book is extremely relevant to canoe training. It is only with an understanding of the way muscles function that you can have any real understanding of the rationale behind much of the training athletes should do. This book has the great distinction of presenting a complex subject in a very clear and concise way that is understandable to lay people. Essential reading for all coaches and athletes.



## SPORTS INJURIES

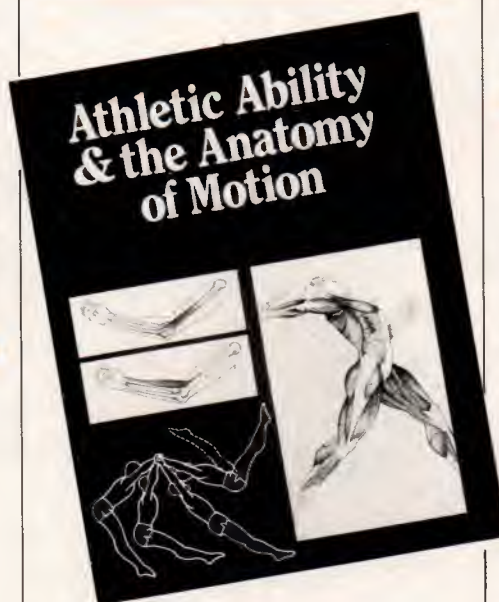
'A unique guide to self-diagnosis and rehabilitation'

Dr. Malcolm Read with Paul Wade

Members: £5.15 inc p & p. Non-members: £5.55 inc p & p from BCU Supplies

Written by Dr. Read, Medical Advisor to the British Olympic Association, as the title suggests, this book is a self-help guide to sports injuries, and as such will prove invaluable to athletes and coaches. It consists of six sections. The first is how to avoid injury in the first place. The second section explains the various medical treatments available. The next, and largest part is a 'tip to toe guide to the diagnosis, cause and treatment of injuries'. This section is extremely well illustrated with self-diagnostic diagrams, and gives treatments and therapies for both the home and hospital. Most athletes will find the fourth section the most valuable. It consists of training ladders for rehabilitation. Knowing when to re-commence training after injury is always very difficult. These training ladders show you step-by-step procedures to progressively load the injury, until full rehabilitation is achieved, which is a vast improvement on the hit and miss methods most of us use. I've tried them myself and they do work. The last section gives a sport-by-sport guide to prevalent injuries.

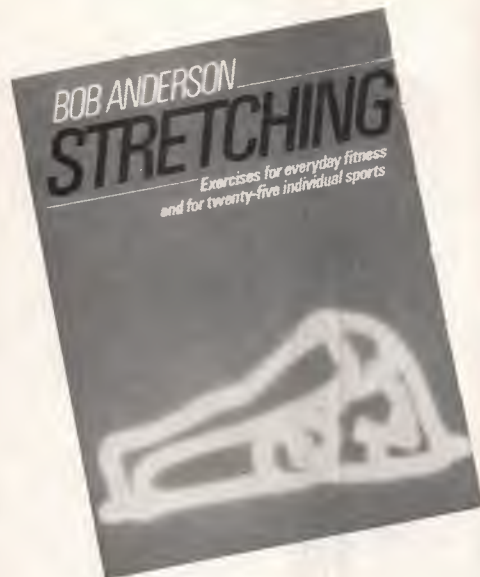
A book, thoroughly recommended for all!



## ATHLETIC ABILITY AND THE ANATOMY OF MOTION

by Rolf Wirhead

Translated from Swedish, this is a text book of anatomy for sport. It is very well illustrated with a very clear text. The book also gives guidelines for flexibility and strength training, and basic biomechanics for sport. As a basic text book for all athletes and coaches it is highly recommended. It is available from Lillywhites, 4 Rosemary Lane, Coldhams Lane, Cambridge, price £9.95 + £1.50 post and packing.



## STRETCHING

Bob Anderson

Members: £6.20 inc p & p.

Non-members: £6.80 inc p & p from BCU Supplies

Stretching, done properly, reduces muscle tension, helps prevent injuries, prepares the body for strenuous exercise, increases your range of movement and co-ordination, finally reduces muscle soreness after weight training.

If stretching is done incorrectly with extreme range or ballistic movements, it leads to injuries.

This book, with its very clear diagrams and text, shows you what stretches are good for particular muscle groups and how to execute them correctly.

A book not only for coaches and athletes, but for everyone who is concerned with their physical well-being.

## THE DANGER ZONE

by William T. Endicott

Bill Endicott is already well known to slalomists for his training manuals on slalom. Now he has produced one for wild water racing. It certainly is essential reading for all down river racers, and sprint and marathon competitors would also find it of great interest.

The first section of the book deals with the ideas of world champions past and present on paddling technique, equipment, training, and river running skills, as related to the author in interviews. The second section deals with exercise physiology as it relates to canoeing, and leads on to specific training schedules. It is based very much on the French wild water racing team, and it is interesting to note how similar it is to the sprint racers. The final section consists of the biographies of several world champions, past and present, Zok and Verger in Cl., Doux/Bunichon and Madore/Lieupart in CII, in mens KI, Burny Benazit and Previde, and finally Grothaus and Gardette in Ladies KI.

Because of the small print run, the book may appear expensive, but for the wealth of information it contains, it is well worth the investment. It especially helps dispel the myth that there are any secrets in reaching the top — just some talent, together with a lot of motivation and hard work.

A limited number are available from BCU headquarters at £23 including post and packing, members only.

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## FJORD SEA KAYAK

The FJORD is the latest sea kayak to be designed by Derek Hutchinson and built by P & H Fibreglass Limited. It follows closely in the footsteps of the Icefloe, which is now one of the world's top selling sea kayaks.

A kayak was needed that was more manoeuvrable than any on the market at the present time, whilst still retaining all the deep sea qualities of a top class expedition boat. The ultimate result was the graceful and versatile FJORD SEA KAYAK.

**Dimensions:** Length 508cm (16' 8")  
Beam 60cm (24")  
**Weight:** Basic 22kg (49lb)  
Expedition 25kg (56lb)

The FJORD is straight keeled for most of its length and, like the Icefloe, it incorporates in its design the amidships section of the original Umnak sea kayak.

The FJORD has no built-in skeg or keelson at the rear. Instead, the stern matches the bow, with a slow sweep upwards towards the stern. To ensure straight running when the need arises, the FJORD incorporates a built-in skeg which is housed in a watertight skeg box, situated at a point where the sweep of the stern meets the straight keel. The slide control for this skeg is situated immediately to the side of the cockpit in a recessed deck fitting.

As with all our sea kayaks, BASIC and full EXPEDITION models are available.

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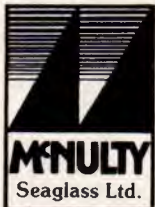
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# BOOKS

## ICELAND BREAKTHROUGH

by Paul Vander Molen

Available in hardback from BCU Supplies  
Price £13.50 members (inc p & p)  
£14.50 non-members (inc p & p)

Reviewed by Guy Baker

For all of you who may want to canoe a river with an unpronounceable name, Jokulsa a Fjolum, from its geothermal source beneath a glacier, or fly micro-lights over the mightiest waterfall in Europe, with a name like tube of toothpaste — Dettifloss — then this is the book for you. It throws much light onto the planning and execution of one of the most daring, almost outrageous, expeditions to involve canoes, ever. In fact there is so much detail given of the planning stage that if anyone had £80,000 to spare they could do the Jokulsa without any extra work.

However, once you've seen the film and read the book, which is naturally more detailed, it is doubtful that there will be many mad enough to endure the initial hardships, and follow in the footsteps of Paul Vander Molen and his crew.

At times the conditions were decidedly uncomfortable. Even the journey to Iceland on board a 34 foot sloop, although in keeping with the ethos of the expedition, seemed more like an exercise in masochism. Everyone who was crammed into the boat — except the skippers — vomited copiously and blocked the toilets before the yacht was becalmed.

Having reached Iceland, an attempt was made to cross the Vatnajobull glacier. It's nice to know that even on the best-planned expeditions, in blizzard conditions, when tents are disappearing under snowdrifts and snow caves

are abandoned for the shelter of the snow cat, people still have problems with can openers, and require stitches!

Five days trapped on the glacier was enough, although the narrative never palls, and the team seized the opportunity of a lull in the weather to retreat. An almost successful attempt to fly a micro-light over the Vatnajobull glacier resulted in more drama, with a crash landing, three nights under the wing and emergency repairs before reuniting with the team.

At the head of the river they were met by their support plane with more equipment for the descent of the Jokulsa river. Who can forget the 100 foot descent into the ice cave, with boats and men dangling from the ice screws above, to find the geothermal source of the river, and have a hot bath. Superb! Three full page photographs cover the descent.

At last the canoeing started, and the merits of using micro-lights to scout ahead, and airlift equipment, are explained. The arguments are convincing. How have we ever managed without them? As most of us know, the photographic potential is limitless, both as subject matter and as a means of recording the expedition.

The descriptions of riding the rapids, that follow, are colourful and very refreshing. None of the 'and George dropped into a big stopper and disappeared' — but plenty of eloquent phrases such as '...thick chocolate liquid... for all the world like a giant praline confection with its whips and whirls'; and of the waves '...making you grasp the paddle with all your might and hang on for dear life to maintain a survival

attitude until, if luck remains, the river has had its way with you and spits you forth from the maelstrom'; a stopper '...those convulsions of water reminiscent of the twisting whirl of a front loading washing machine, into whose hungry mouth the unwary canoe may be sucked — and held down'. The micro-lights are described as 'two winged creatures floating like Red Admiral butterflies, the blues, reds and whites of their wings reflected in the sky'.

After Dettifloss comes the 'fun' of the lower reaches, the canoeists running 'massive' rapids escorting an out of control raft full of water, with collapsed tubes and broken oars. They descended rapids which from the air had look unrunnable. Micky Coin was rescued from a swim while his 'drowning' canoe was retrieved from an eight to ten foot wave, and given an X-rescue. The river carried them in 'her ample bosom to the sea'.

All these episode are described with flair and feeling. This appears to run in the Vander Molen family, for it is Leon Vander Molen who writes the short prose/poems that accompany the 32 full pages of photographs, most of them superb, some a little scratched. The success of the book is a tribute to the writings of a great man, Paul Nicholas Vander Molen, who tragically died of leukemia in 1985.



## COACH DEVELOPMENT PROGRAMME

The National Coaching Foundation has organised a series of Coach Development Courses for 1986 in Centres throughout England and Wales. If you wish to have details of the nearest courses to you, please send a SAE to headquarters and we will send you details of the venues and dates in your particular area. The courses last about four hours and cost £5.00 which includes tuition and a resource information pack. The subjects are:-

### COURSES 1986

**1. Structure of the Body** — The bone and muscle structure of the body, including joints, their structure and movement. Selected exercises will be analysed, and posture and control of movement will be studied.

**2. Prevention and Rehabilitation of Injury** — The course includes study of the nature and causes of sports injuries; prevention methods, including hygiene and diet; immediate treatment; and rehabilitation after injury.

**3. Developing Endurance** — This course presents methods of endurance training in relation to the body's basic energy systems. Heart, lung and muscle endurance will be related to conditioning methods, including circuit training and sport-specific training. Simple laboratory and sports tests will illustrate how changes in endurance can be monitored.

**4. Nutrition and Sports Performance** — An introduction to nutrition; the different types of food (fats, proteins, carbohydrates etc.) dietary factor and their effect on performance; energy balance and the assessment of nutritional requirements; "ergogenic" aids.

**5. Development of Strength and Speed** — Muscle action; strength training principles; safety requirements; strength exercises; the planning of strength testing and training programmes. Speed; sprint training; speed drills; reaction time and mobilization.

**6. Introduction to Sports Mechanics** — This course is designed to provide the coach with an understanding of the basic mechanical principles underlying sports techniques.

**7. Use of Video in Coaching** — Video can help the coach observe what is really happening during performance. This course shows how to use video for accurate measurement and analysis of movement, and how to apply the results to training.

**8. How Skills are Learned** — How people learn skills: in particular, how sportspeople acquire the skills fundamental to their sport, identifying goals, designing effective practices and planning progress.

**9. Factors Affecting Performance** — Identifying the specific needs to improve skills; correcting errors; helping the performer to cope with outside influences; concentration; relaxation; developing a mental image. How to guide the performer to his ideal performing style.

**10. Mental Preparation for Competition** — This course covers how to plan the training for competition,

and what steps need to be taken after the competition. Goal-setting in relation to actual achievement, implications for future training.

**11. How to Plan your Programme** — How to apply the knowledge gained from other courses to the planning of short-term (one season) and long-term (e.g. four-year Olympic cycle) training programmes. Monitoring progress in the closed season and the competition season. Realistic schedules taking account of different sportspeople's lifestyles, time commitment etc.

**12. Effective Coaching** — This course looks at the various styles of leadership and examines the role of the coach. It will also compare different methods of presenting and communicating information.

## OUTDOOR ADVENTURE

WE OFFER A RANGE OF CANOEING COURSES  
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# PLASTIC SKI WARNING

**IMPORTANT ANNOUNCEMENT ISSUED BY PALM TO ALL  
POTENTIAL PURCHASERS OF POLYETHYLENE PADDLE  
SKIS.**

Over the past months PALM have been developing a Rotary Moulded Polyethylene Ski. Our policy has always been to launch a product only after extensive research and development. We believe this policy to be correct as the quality and safety of our products are all backed by the PALM name. We do not propose to market the PALM Polyethylene Ski until this is completed in February 1986. As British leaders in Ski production and design we are aware that other manufacturers may attempt to copy or duplicate our range.

If as a centre or individual you are contemplating purchasing a Polyethylene Ski please check that it carries the PALM trade mark of a British product manufactured to stringent standards. For further information or advice on the PALM Ski range or any other quality PALM accessory please contact our factory at;

**Harbour Road, Portishead, Bristol, Avon BS20 9BL.  
Telephone Bristol 842740.**



# PALM.



# NEWS & NOTICES



## DESIGN AWARD FOR 'EUROPA' KAYAK

A great breakthrough for canoe manufacturers came in London at the Savoy Hotel on 19th November, when a kayak built by one of our principal manufacturers received one of the prestigious Silk Cut Nautical Awards.

Presented annually by Silk Cut, the awards are in the categories:- outstanding contribution to boat design, sea rescue, seamanship, yacht racing, and service to a club/yachting in general.

A.C. Canoe Products received a special design award for technical innovation for the method of production of the 'Europa' kayak.

The independent panel of judges, chaired by

round-the-world yachtsman, Chay Blyth, were impressed by the rotational moulding process, which has enabled the company to increase production tenfold and, at the same time, cut costs.

A gold commemorative plaque was presented to Dr. Robin Witter, on behalf of his company, by the Chief of Defence Staff, Admiral of the Fleet, Sir John Fieldhouse.

Photo by Tony Tickle.

Dr. Robin Witter and the staff of A.C. Canoe Products.

## BCU MEMBERSHIP SURVEY

A big thank you to all of you who have returned completed surveys — they're still pouring in!

The response has been fantastic — to date an enormous 25.7% compared with usual sub 5% reply rate expected from postal questionnaires. It is encouraging to know that so many of you want to be an active part of canoeing's development.

The overwhelming number of returns has made it impossible to complete any sort of meaningful analysis for this issue of Focus. We hope that you will bear with us, and look forward, along with us, to reading the results in the April/May issue.

I can reveal from looking randomly at some of the completed forms, that we were pleased to find that we at HQ, came out rather well, contrary to what others would have you believe.

We really do try hard and, although inevitably things don't always go according to everybody's plan, I think it is fair to say, if I can steal British Railway's slogan that 'We're getting there!'

Any replies received after 15th January 1986, will not be incorporated in the findings.

Ruth M. Parnell, Marketing Manager

## MIKE JONES RALLY

About 1300 paddlers and supporters attended the Rally. Despite these numbers there was only a handful of casualties; two requiring hospital treatment (a dislocated shoulder and a cut leg).

Judging by the comments and thanks already received, everybody enjoyed themselves immensely. Things seemed to run very smoothly — thanks to all the help. The only major problem seems to have been three pubs being drunk dry!

## Welsh Canoeing Association A.G.M.

To be held at  
Canolfan Felin Newydd  
Bala Canoe Club Centre  
by Mill Falls, Bala  
on Saturday, 15 March 1986  
at 2.30 pm

## IDENTIFICATION LABELS AND MEMBERSHIP PROCESSING

Over the past few months we have encountered various problems with regard to the processing of membership, and the distribution of BWB identification stickers.

Our main problem was caused by a three months delay in the delivery of the new computerised labels. Our old computer system has also developed problems due to its obsolescence, over-use, and insufficient disk space. A new system has now been installed, which has had a few teething problems, but is now running as expected.

Hopefully, by the time your magazine arrives, we shall be up to date with processing applications, but will still be transferring records onto the new computer. We are attempting to deal with all queries as quickly as possible, but would ask for your patience for the time being.

## MICHAEL WATKINSON

We carried a report in Canoe Focus No. 40 about the death of Michael Watkinson at Kempston Weir, whilst attempting the rescue of one of his students, who was saved.

The Trustees of the Carnegie Hero Fund Trust have agreed to recognise the heroism of the late Mr. Watkinson. They are inscribing his name on their Roll of Honour and are making an award of a posthumous Certificate to his widow.

## RIVER LEVEN SLALOM PROJECT — FIFE

Due to the exceptionally high water levels experienced, it has proved to be impossible for any work to be carried out this year. However, plans for the initial phase of the development have been completed, and the Manpower Services Commission have programmed this for the Spring of 1986. Further reports will be featured in Canoe Focus as the work proceeds.

## WE WANT PADDLERS

PGL require B.C.U., S.I.'s and other canoeists with considerable experience to instruct children or families for long or short periods between March and October. Minimum age is 18 for the U.K. and 20 for France. Applicants for France should have Canadian experience. All posts are residential.  
Details and application form from:-



Jobs 18-30's

Application Department  
PGL Young Adventure Ltd  
820 Station Street  
Ross-on-Wye HR9 7AH  
Tel: (0989) 64211

# JUBILEE REFLECTIONS

## Jubilee Reflections

With this issue of Canoe Focus the British Canoe Union enters its Golden Jubilee Year, and the editors have invited me, as the only participant in the inaugural meeting, on March 28th 1936, and still active in the sport, to pen a few words.

Our Association had two false starts, and we might have been preparing for our centenary in 1987. It was in 1887 that members from the Royal Canoe Club, the Mersey Canoe Club, the Humber Yawl Club and the Weir Canoe Club met for a combined cruise on the Norfolk Broads. During the course of the cruise a proposal was put forward that an Association be formed to promote more such national cruises and meets, and before the end of the cruise, the "British Canoe Association" had come into existence. The BCA thrived for many years, then, unaccountably, it lapsed, never recovering its vigour after the Great War, though it was never disbanded. Had the BCA persisted it might have become a foundation member when the International Canoe Federation was formed in 1924.

Another false start came in 1933, when a group of canoeing enthusiasts gathered in London to found a new British Canoe Association to promote canoeing and serve as a governing body for the sport. Within a few weeks of its inauguration the new BCA agreed to amalgamate with a recently formed Canoeing Section of the Camping Club and through this merger gained access to and use of the office facilities to the parent body. The BCA progressed rapidly, affiliated to the



British Olympic Association and the International Canoe Federation, and collaborated with the Royal Canoe Club in the field of canoe racing.

However, by 1935 it had become clear that the 1933 merger had been a mistake in the long term, since as a section of another organisation, the BCA could not function adequately as a national governing body for all canoeists and canoe clubs. Negotiations were opened with the Camping Club to enable the national and international responsibility of the BCA to be transferred to a new and independent body which would serve as the governing body of the sport. These negotiations were finally concluded to the reasonable satisfaction of all parties, except that the title British Canoe Association

was withheld. The Camping Club agreed to its suppression to avoid confusion.

At the inaugural meeting in 1936, the title "British Canoe Union" was adopted, and the majority of the members of the committee of the BCA became members of the council of the BCU, so preserving continuity. An Olympic Training Squad set up by the BCA in 1935 prepared a team for the 1936 Olympic Regatta, but when this team left for Berlin it went under the aegis of the BCU, and the President of the BCU represented Britain at the ICF Congress.

In 1936 we had great hopes and ambitions, but we little thought that canoeing would develop so widely or diversify into so many branches of adventure sport, recreational activity and competitive disciplines.

Looking back over these 50 years I feel proud to have been associated with so many competent and enthusiastic sportsmen initiating and carrying forward these developments; men and women whose selfless endeavours have helped British canoeing to a leading place in national and international sport. But the end is not yet. The future will bring increased leisure and I am convinced that more and more people, young and old, will find recreational fulfilment in some branch of the multi-sport known as canoeing.

**John Dudderidge OBE**  
*President of Honour*  
*British Canoe Union*

*The First Meet of the British Canoe Association, Norfolk Broads, England, 1887*





# JUBILEE APPEAL NEWS

No. 3 February 1986 — Published by The British Canoe Union



## Introducing GT Sports Bonds

This edition of the Jubilee Appeal News is mainly devoted to the GT Sports Bond, an investment plan that is explained in great detail on the following pages and includes an application form. We all need to invest a little money, from time to time, in readiness for a rainy day. The money market is indeed a busy and confusing place with a variety of different investment schemes on offer to you, the potential customer. Which one to choose is a matter for the individual, for generally speaking there is not a great deal of difference for the small saver, between one scheme or another especially over a set period of time and with the fluctuating interest rates that the 1980's seem to have brought.

"The GT Sports should not only give you an excellent return on your money and good tax advantages but it also means that you can support canoeing. Remember this is YOUR sport. For each bond taken out a donation of £10 is made to the Jubilee Appeal and £10 to YOUR Canoe Club." That's a positive move to help canoeing in its Golden Jubilee Year and saving for that "rainy day" is a positive move too. Take it with a GT Sports Bond and help both yourself and your sport towards a financially sound future.

### CANOEING TRADE SUPPORTS JUBILEE APPEAL

Gaybo are supporting the Jubilee Appeal by sponsoring the International Canoe Exhibition Jubilee Raffle. Apart from underwriting the costs of the raffle tickets GAYBO are also supplying an OLYMP TS kayak as the first prize. Lendal Products have kindly donated a paddle and Wild-Water a helmet and a buoyancy aid as further prizes.

Tickets for the raffle will be on sale throughout the Canoe Exhibition and the prizes will be drawn at 4pm on Sunday, 23rd February at Crystal Palace.

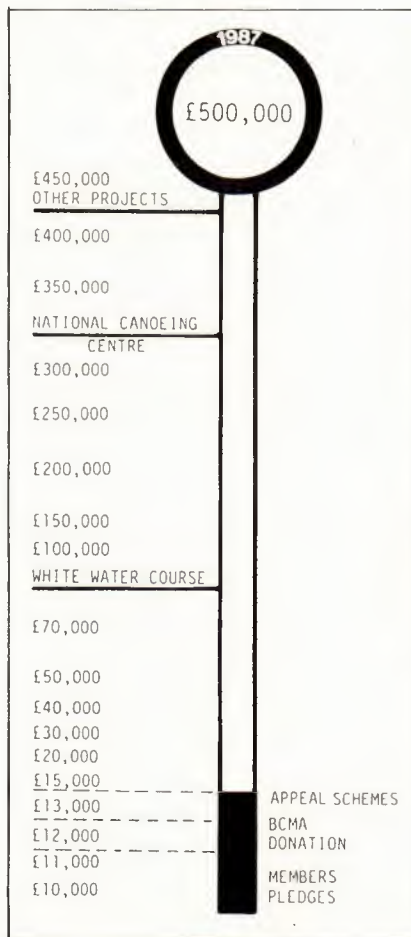
AC Canoe Products have also donated a Europa plastic kayak to the Jubilee Appeal and this fine boat, which won an award in the 1985 Silk Cut Nautical Design Competition will be raffled during the Jubilee Water Carnival weekend on 13/14 September 1986.

Thank you Gaybo: thank you AC Canoe Products; thank you Lendal and Wild-Water for your positive support to the Jubilee Appeal and thank you the BCMA for starting the ball rolling with your generous cash donation.

### INTRODUCING BERTIE

Making his final official appearance in Canoe Focus this month is "Bertie" the BCU's fund raising Beaver. Appeal News readers will have noticed the black and white edition on their previous Appeal News but now Bertie, in full and glorious colour, is about to be "launched" on a canoe sticker at the International Canoe Exhibition. All proceeds from the sale of Bertie stickers, T-shirts and other Bertie goods in the pipeline, will of course go towards the Jubilee Appeal. Buy Bertie on the Jubilee Appeal Stand at the Canoe Exhibition, situated near the main entrance in Crystal Palace.

See You There!!



## Update

Just to remind you of the Appeal schemes already started

### JAC CLUB

The direct way of supporting the Appeal. £5 for annual membership and you get Free runs on the White Water Course. Concessionary Rates on Jubilee Appeal Promotions; Other Privileges from time to time.

### FOUNDER MEMBERSHIP

Of the National Canoe Centre. A Life Membership Scheme designed to raise money specifically for the NCC. Minimum membership fee £100.

### LOAN CERTIFICATE SCHEME

A way of supporting the Jubilee Appeal — and you get your money back. You loan the BCU any amount of money you like for a minimum of 2 years. It is invested in the Jubilee Canoeing Foundation (a charitable trust) and the interest accrued goes to the Jubilee Appeal.

### UPDATE FURTHER INFORMATION

Full details of the JAC Club; Founder Membership and the Loan Certificate Scheme are available from the British Canoe Union Headquarters, 45/47 High Street, Addlestone, Surrey, KT15 1JV. Cheques should be made payable to the 'BCU Jubilee Appeal'.

## Have A Flutter With The 200 Club

**The idea:** 200 people pay £1 per issue of Canoe Focus for the six issues from April '86 to February '87 making a total of £6 each. After each issue there is a PRIZE DRAW plus extra BONUS DRAWS for those who enter for every draw.

### Win:

Every Issue: A £10 and a £20 prize  
Every Other Issue: A £50 Bonus Prize  
February '87 Issue: A £100 Bonus Prize

Promoter: Mike Haslam c/o BCU HQ

Yes I am interested in taking part in the 200 Club lottery starting with the April '86 issue of Canoe Focus. I am a BCU member or a member of a BCU affiliated club

Name \_\_\_\_\_

Address \_\_\_\_\_

I enclose £1 for one 200 Club Lottery Draw(s) — Cheques payable to Jubilee Appeal Fund.  
£6 for all

# THE GT SPORTS BOND IS THE BRITISH CANOE UNION

## THE GT SPORTS BOND

A simple, but highly effective way of saving regularly, offered by G.T. Unit Managers Ltd in conjunction with New Life Friendly Society.

The GT Sports Bond offers you a straightforward opportunity to save for your future providing the ideal combination of:

- the security of Building Society investment
- the investment expertise of G.T. Unit Managers Ltd.
- the special tax advantages enjoyed only by Friendly Societies such as New Life.

These special tax advantages mean that your savings accumulate within your very own "tax-haven" where no tax is paid on interest or capital profits!

## EXACTLY HOW DOES A TAX-FREE BOND WORK?

The GT Sports Bond is a special kind of savings plan that gives you the opportunity to invest in a **COMPLETELY TAX-FREE FUND**. It works like this:

- You decide to save £100 a year for 10 years (alternatively you may invest £9 a month.) If you are aged 56 or over you may invest a slightly higher amount.
- New Life issue you with an assurance policy which provides a death benefit of at least £750, or a cash value at the end of the ten year period.
- Over 90% of your total contributions (excluding the monthly handling charge) are invested in New Life's special tax-free fund to provide you with a worthwhile cash value after ten years. The Society's costs are met out of the balance of your contributions.
- Half your money is invested in units of the GT International Fund, a top performing Unit Trust managed by GT Unit Managers Ltd to give the maximum potential for future growth. GT has arranged for New Life to purchase these units at a substantial discount not available to the general public.
- The other half of your money is invested in building society deposits giving maximum security. New Life's special tax position means that the Society can reclaim the tax normally deducted from building society interest. **THIS TAX ADVANTAGE BOOSTS EACH £100 OF INTEREST BY A FURTHER £42.86!**
- The effect of the Society's preferential tax treatment is to make your money grow far faster than you could expect elsewhere!
- After 10 years you have a choice of either:
  - taking the cash value of your investment, or
  - leaving it to accumulate in the tax-free fund, or
  - withdrawing part and accumulating the balance.

**WHATEVER YOUR CHOICE,  
THE PROCEEDS WILL  
BE COMPLETELY TAX-FREE**



## AM I ELIGIBLE?

You are eligible provided you are aged 18 or over and under 70 and do not already have any tax-exempt business with a Friendly Society. If you are unsure about any existing policies, attach full details to your application.

## HOW FLEXIBLE IS THE BOND?

Very flexible. After ten years you may cash in your Bond, or leave your investment to accumulate within the tax-free fund. It may be cashed in later, or part-cashed over a period to provide an income.

## CAN I FOLLOW THE VALUE OF MY INVESTMENT?

Yes, the value of your investment is measured in 'units', which are regularly updated to reflect changes in investment values, interest earned, and further contributions made.

Each year New Life will send you a statement of the number of units allocated to your Bond. The current unit value may be obtained by telephoning New Life.

## WHAT CHARGES ARE MADE?

Essentially, New Life's management costs are covered by a charge made on each contribution. The charges are 60% in the first year and 4% in subsequent years. For monthly payments there is an additional handling charge of 40p. There is no "bid/offer spread" under the GT Sports Bond.

The cost of providing life cover under your policy is covered by a small deduction (dependent on age) from your investment value on the first four policy anniversaries. The detailed scale is given in the Society's Rules which are available on request.

GT's management charges are covered by the usual internal charge of 1% p.a. on the International Fund. There is a provision within New Life's Rules for a further charge of up to ½% of the investment value, although the Society is not currently levying this charge. Where payments have been discontinued, however, an additional charge is made of 1% p.a. in the first 10 years and ¼% p.a. thereafter.

## HOW CAN I USE MY BOND?

The illustration overleaf shows advantages of accumulating your money tax-free. Your Bond is an ideal way to provide yourself with a fund that will be available to meet your future needs - maybe after your retirement or when your children grow up.

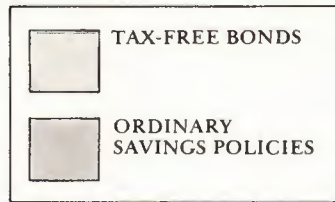
## WHAT HAPPENS IF I DIE?

Your GT Sports Bond carries a guaranteed sum assured of £750 on death. If, however, the investment value of your Bond is greater than this amount then this higher sum will be paid.

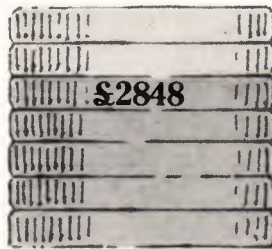
# AN ASSOCIATION WITH ON JUBILEE APPEAL FUND

## SUPPOSE A HUSBAND AND WIFE INVEST £200 A YEAR BETWEEN THEM

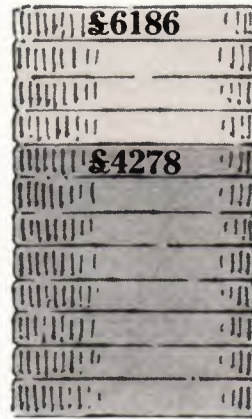
See how their investment of £2000 over 10 years will benefit from being in a tax-free fund, by comparison with an ordinary savings policy.



INVESTMENT  
OVER 10 YEARS



CASH VALUE  
AFTER 10 YEARS



CASH VALUE  
AFTER 15 YEARS



CASH VALUE  
AFTER 20 YEARS

Assumptions: Growth rate 12½% p.a. on investment funds. Tax assumed at 30% in calculating the return on the ordinary savings policies. Husband and wife aged under 40 at entry.

## HOW GOOD IS THE PAST PERFORMANCE?

Very good! If you had been able to invest in the GT Sports Bond over the 9 year period from 1.7.76 to 1.7.85

your investment would have achieved an average growth rate of 20.3% p.a. completely tax-free!

## £10 TO APPEAL £10 TO CANOE CLUB

### CANOE CLUB DETAILS

£10 per applicant will be donated to your Sports Club.  
Please give details.

### FURTHER INFORMATION

#### DIRECT DEBIT MANDATE

Direct debiting is a simple and economical system which allows New Life to collect regular payments from your Bank or Giro account. We regret that, apart from your first payment which may be made by cheque, we cannot accept other forms of payment.

Two applicants may include both their payments on the one mandate provided the frequency of payment is the same in each case. If separate mandates are required please use a second form (a photocopy is acceptable). You may cancel your mandate at any time you wish by giving written notice to New Life and your Bank. Please notify New Life immediately if you change your bank.

The first debit of a 'single unspecified amount' will not exceed two monthly payments or one annual payment, and may take place up to two months after your application is accepted.

We would reassure you that your mandate will only be used to collect the payments specified on your application and for no other purpose. In the unlikely event that direct debits are originated by New Life in error, you can obtain immediate reimbursement from your Bankers who have been given an indemnity by New Life for this purpose.

COMPLETE THE ABOVE BOX AND THE APPLICATION FORM OVERLEAF

# GT SPORTS BOND APPLICATION FORM

## TABLE OF PAYMENTS AND RETURNS

Attained age at entry	MONTHLY PAYMENTS		ANNUAL PAYMENTS	
	Payment £	Return £	Payment £	Return £
UNDER 40	9.00	1698	100.00	1738
40 - 46	9.00	1687	100.00	1728
47 - 49	9.00	1676	100.00	1719
50 - 52	9.00	1665	100.00	1709
53 - 54	9.00	1653	100.00	1700
55	9.00	1641	100.00	1690
56	9.20	1676	102.70	1733
57	9.50	1730	105.60	1780
58	9.70	1765	108.60	1829
59	10.00	1820	111.90	1883
60	10.30	1872	115.30	1937
61	10.60	1924	119.00	1997
62	11.00	1994	122.90	2058
63	11.30	2044	127.10	2125
64	11.70	2114	131.50	2196
65	12.10	2184	136.30	2275
66	12.60	2276	141.50	2362
67	13.00	2347	147.00	2454
68	13.60	2459	153.00	2557
69	14.10	2551	159.50	2669

### Assumptions:

Growth rate of Tax-Free Bond - 12½% p.a.  
Terminal bonus included, based on 10% p.a. growth within the Society's Reserve Fund.

The returns shown above are projected cash values after 10 years on the assumptions stated.

Two applicants living at the same address may both apply using this form. PLEASE USE BLOCK CAPITALS.

### 1. PERSONAL DETAILS

SURNAME (First Applicant) \_\_\_\_\_ TITLE \_\_\_\_\_  
 FORENAMES \_\_\_\_\_ DATE OF BIRTH \_\_\_\_\_  
 SURNAME (Second Applicant) \_\_\_\_\_ TITLE \_\_\_\_\_  
 FORENAMES \_\_\_\_\_ DATE OF BIRTH \_\_\_\_\_  
 ADDRESS & POSTCODE \_\_\_\_\_

### 2. MEDICAL HISTORY. Please answer YES or NO

Have you within the past five years received any medical advice from your doctor or been referred to any hospital or clinic either as an in-patient or out-patient or are you awaiting any medical investigation?

	First applicant	Second applicant
YES/NO	<input type="checkbox"/>	<input type="checkbox"/>

If the answer is 'YES' please supply further details on a separate sheet.  
NB. A Medical Examination will not be required

### 3. FREQUENCY OF PAYMENT

See table adjacent for required payment according to age, and indicate whether you wish to pay monthly or annually.

	Monthly	Annually
First applicant (tick one box)	<input type="checkbox"/>	<input type="checkbox"/>
Second applicant (tick one box)	<input type="checkbox"/>	<input type="checkbox"/>



TO GAIN MAXIMUM ADVANTAGE FROM THE GT SPORTS BOND A HUSBAND AND WIFE MAY BOTH APPLY USING THIS FORM.

### 4. DECLARATION Please read and sign.

I declare that I do not have Tax-exempt business with any Friendly Society, and hereby apply for a GT Tax-Free Bond to be issued under Table B2 of the Society's Rules. I declare that to the best of my knowledge and belief the answers given above are true and complete and I agree that this application form shall form the basis of the contract between me and the Society and that this assurance shall be made subject to the rules and regulations of the Society. I consent to the Society making enquiries of or seeking medical information from any doctor who has attended me or from any Assurance company or Friendly Society to whom I have at any time made a proposal for life assurance and authorise the giving of such information.

SIGNATURE - First Applicant

\_\_\_\_\_

DATE

\_\_\_\_\_

SIGNATURE - Second Applicant

\_\_\_\_\_

DATE

\_\_\_\_\_

### PLEASE COMPLETE THIS MANDATE IN THE WHITE BOXES ONLY NEW LIFE FRIENDLY SOCIETY DIRECT DEBITING MANDATE

The Manager

\_\_\_\_\_  
 \_\_\_\_\_ Bank PLC  
 \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

(Full Postal Address)

After signature please return this form to:

31 OXFORD STREET  
SOUTHAMPTON  
HANTS  
SO1 1DN

Reference

I/We authorise you until further notice in writing to charge to my/our account with a single unspecified amount; to be followed by the sum of £ \_\_\_\_\_ on or immediately after \_\_\_\_\_ 198 and monthly/annually thereafter at the instance of New Life Friendly Society by Direct Debit.

Name(s) in which a/c to be debited is held

\_\_\_\_\_

Signature

\_\_\_\_\_

Bank A/C No

\_\_\_\_\_|\_\_\_\_\_|\_\_\_\_\_|\_\_\_\_\_|\_\_\_\_\_|\_\_\_\_\_|\_\_\_\_\_|\_\_\_\_\_|

Date

\_\_\_\_\_|\_\_\_\_\_|\_\_\_\_\_|

SEND THE COMPLETED APPLICATION FORM AND THE DIRECT DEBITING MANDATE TO:  
NEW LIFE FRIENDLY SOCIETY, 31 OXFORD STREET, SOUTHAMPTON, HANTS SO1 1DN.  
TEL: 0703 334977

# ARCTIC LAPLAND EXPEDITION

*An extract from the expedition's report by Mark Attenburrow (Relation of David?).  
A full copy together with an equipment report is available from Headquarters.*

After helping with the Arctic canoe race the expedition set out to canoe and raft the Pihtsosjohka, Vuomokajoki and Lataseno river systems as well as film the changing trends and pressures which are affecting the people of the Muonio watershed. We started to plan our descent of the Pihtsosjohka, Vuomakajoki and Lataseno rivers. We also had to meet our three main objectives; to make the first Kayak descent of the complete river system, to film the wild and beautiful mountainous side of Lapland and visit the last remaining Lapp camp to be found in the wilds in Finish Lapland.

As the raft and kayaks pulled away the next morning from our camping spot and crossed the lake, spirits were very high. Our journey downstream had begun but little did we know what awaited us.

The first two days of our journey downstream were extremely hard. Within twenty minutes of leaving camp we had to face our first problem, a forty foot waterfall which heralded the start of a mile long gorge. The walls of the gorge were steep and made up of loose rock. We sorted out my ropes and abseiled down beside the waterfall. As I descended, loose rock chips fell beside me. On reaching the bottom of the rope I discovered another problem, the rope ended in water! By swinging on the rope I managed to pendulum myself into a small cavern. Steve Mac followed to inspect the river, shortly afterwards we had the kayaks sent down. Our descent of the gorge was difficult as occasionally the river disappeared into a narrow constriction blocked by large boulders. We had dangerous little falls, grade IV, which reminded me of the Ogwen in places. As we struggled in the gorge bottom, Jackie, Kyosti, Maria and Steve Bowles had to walk the rest of the equipment along the ridge. Some time later we met up further down stream and exchanged tales.

Below the gorge the river widened and became very rocky and shallow or so narrow the raft could not pass easily and in places not at all. For the rest of the day and nearly all of the next we toiled for long hard hours jumping into the icy turbulent water to lift the raft off yet another rock. Sometimes we had to drag it over shallows and once we even removed rocks from the river bed to ease the progress of the raft downstream. The hard physical work tested us all and drained our strength as we waded into the small rapids up to our knees in icy water. Thankfully our wetsuits gave us some protection not only against the cold water but also the rocks!

By the second days camp we collapsed into bed on a glorious evening with no wind. The morning brought a strong wind and sand was

being picked up from a small ridge and being blasted into the tent walls making a terrible din! We collapsed camp and pulled the raft up and packed all the equipment we would not need in it.

From 'Windy Camp' we set out by foot for the Lapp camp, which took us four hours of hard walking. As we walked into the Lapp camp along a boggy track, I think we all wondered how we would be accepted. In the event we found the people friendly and helpful and offered us a warm welcome. We spent two memorable days with the Lapp people, fishing collecting reeds for hay and making thread from reindeer tendons. We slept in a traditional Lapp tent, and kept a fire burning all night in the centre of the tent as the temperatures plunged outside to -4°C. Our sleeping bags were placed on reindeer skins which insulated us from the cold ground. All too soon we had to leave the camp to continue our journey downstream. As the barking of the dogs disappeared into the distance I felt we had been most privileged to spend some time with such interesting people. Surely there cannot be many such camps left in Scandinavia, and we had visited one. It would be a mistake to think these people are backward or that this is the only life open to them, this is definitely not the case. The Lapps live in the traditional manner from choice, as did Ellen and Are, it's a lifestyle they like and having spent just a little time with these people I think I can understand why.



Back on the river we had three more days of hard work, and the so far un-navigated Isokurrkio rapids. The rapids proved difficult with two particularly nasty falls should anyone swim. Steve Macfarlane and I made the first descent by kayak, which proved more exciting than we thought! Then came the raft which for exhilaration value was hard to beat. After working out a careful route from the bank, we found ourselves nearly airborne in the first wave, Steve Bowles falling from the front of the raft straight onto me. As soon as we regained our positions we were faced by the main fall. Thankfully Kyosti's skill as a rafter helped save the day.

After the thrills of the rapids the last fifteen miles of water gave us time to collect our thoughts and reflect on our journey downstream. As the road came in sight our river journey ended as did the expedition and it was with some sadness that we lifted our equipment from the river, and started our journey home.



**EXPEDITION TEAM:**  
Mark Attenburrow : Co-Ordinator  
Jackie Attenburrow  
Steve MacFarlane  
Steve Bowles  
Kyosti Pietikainen (Rafter)  
Maria Raudaskoski

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# Action on access

## TIME FOR CHANGE?



## Access: Know your rights

The BCU policy is, and has always been, to act only within the law. The BCU expects its members to keep to this policy. This article will help members understand the legal aspects of the matter.

It relates to England and Wales; the position in Scotland differs in a number of aspects. In the following paragraphs the passages between quotation marks are from Halsbury's Laws of England, 3rd Edition, Vol 38, which is a recognised legal work of reference and can be found in most good public reference libraries.

### TRESPASS

Any touring canoeist may find himself challenged one day and accused of having no right to be on a river. The challenge may be soundly based, or be made in good faith but mistakenly, or be pure bluff. Whichever it is, a canoeist will be able to cope with the challenge better and with greater assurance if he knows the strength or the weakness of his position under the law. It is advisable to understand some rather tedious, but essential points about what trespass is and is not.

Trespass is not something that peculiarly afflicts canoeists. You trespass if you digress from the three foot width of a public footpath to pass over someone's land by a short cut or over the open mountains and fells in, say, the Lake District. You may not always be challenged but nobody suggests that such actions work to establish a public right of access.

### INTERESTED BODIES SAY 'NO'

As the replies flood in to the Sports Council's Time for Change paper, the general consensus is a big NO!

The Water Authorities' Association summed up the general view by saying 'There is no need for a formal registration procedure of navigation rights'. It is claimed by most organisations involved that existing powers for resolving ad hoc navigation rights are perfectly adequate. There is a general belief that the Sports Council 'got it wrong' in identifying only with navigation as a theme, when a whole host of recreational activities

should have been taken into consideration.

On the positive side most agree that, if registration were introduced, then the Water Authorities should undertake such responsibility in view of their experience and involvement with river basin management. A proper basis for funding would have to be established if sporting bodies were not to be heavily penalised beyond their resources, for their involvement in seeking registrations. A full report will follow when the Sports Council's official findings have been announced.

## Why the Wye?

It is with a degree of reluctance, that the Access Committee have accepted that their efforts to improve access to water by establishing equitable agreements have been less than successful. The continued unwillingness of the angling fraternity has resulted in the inevitable pressures and renewed mistrust in both sports.

Stalemate on the Upper Wye has resulted in both sides failing to reach an equitable agreement for shared use in 1986. With less access being granted throughout the Regions, the inevitable pressure has settled on our principal rivers. The Wye, which boasts the highest annual traffic in canoes and kayaks and the highest fishing catch of any river in the UK, seems certain to enter 1986 without the benefit of an agreement for canoeing on its upper reaches. It seems a great pity that such a river, where both sides have carried out their recreational activities side by side in harmony, should prove to be the first river where other agencies may be called upon to seek a solution.

The British Canoe Union Access Committee has issued the following statement to its members:

'The various offers to establish an equitable agreement for shared use of the Upper Wye

have been declined by the agents acting on behalf of the riparian owners for the Built to Glasbury section of the river. Accordingly, no formal agreement now exists on that section for 1986.

The British Canoe Union believes the whole of the Wye to be navigable, and advises all members of the Union to contact the local Access Officers to ascertain the most up-to-date information available, and to be advised of the legally available access and egress points to and from the river for those wishing to exercise the right of navigation.'

It is hoped that common sense may yet prevail, and that our offer will ultimately be accepted. Full details of any agreements made will be reproduced in the pages of Focus, and should be honoured by all members.

A series of notes is printed below, on the correct action to take if challenged. They should be studied by all who plan to paddle on navigations where the right to do so might be challenged.

**Any member so challenged should report the full details of the incident to the National Access Officer at BCU HQ.** Please state place, date, time, and name and address of challenger wherever possible.

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A river follows a defined course, however, so when it is used repeatedly the question of usage without express permission is more likely to arise. There are some rivers with an established right of navigation. There are others that are obviously private. In between there are many where there is doubt, or a mistaken belief that there is, or ought to be, a public right of navigation.

If a person is on a public right of way, on land or water, he is entitled to use it for peaceable passage, with reasonable regard to the rights of others. If a person is on a private path or a private river, he hasn't a leg to stand on in law, and must cope as best he may. If there is doubt, each party in law is entitled to maintain his own view, but clearly this can soon lead to argument or worse. It is important to maintain calmness and an objective and reasonable attitude in discussing matters with the challenger.

### 1. What is Trespass?

'A wrongful act, done in disturbance of the possession of property of another, or against the person of another, against his will'. Trespass can be committed by mistake, or without malice, but if it is an involuntary and inevitable accident, not arising from negligence, it is not trespass.

### 2. Is Trespass a civil or criminal wrong?

Normally it is a civil, not a criminal wrong. Except for a few cases under special Acts of Parliament (eg railways, aerodromes, defence land), the law has always resisted attempts to turn trespass into a criminal offence. So unless wilful or malicious damage is done, or there is a criminal conspiracy to commit trespass, the wronged persons' remedy is by a legal action in a County Court or the High Court for damages and/or an injunction against the trespasser. The police and magistrates' courts are not concerned unless there is a question of breach of the peace, assault, or one of the other 'criminal' offences mentioned above.

### 3. Must there be actual physical damage to establish Trespass?

No. 'Every unlawful entry by a person on land in the possession of another is a trespass for which an action lies, although no damage is done . . . . A person trespasses on land if he wrongfully sets foot on it, or rides or drives on it . . . .' Since a river in law is land covered by water and a boat passes along the water covering the river bed, the occupant can similarly trespass on the river bed by passing over it even if the boat never grounds. A court can grant an injunction against a trespasser either to prevent repetition of trespass or to restrain a threatened trespass.

### 4. Defences

'It is a good defence . . . to prove that the defendant entered the land by the leave or with the licence of the plaintiff'. Or, of course, by proving that there is a public right of navigation. Note that this is a defence — the onus is on the defendant to prove the right of way, not on the plaintiff to prove that there is none. An action is normally statute barred after six years.

### 5. Can the owner expel a trespasser?

The 'person in possession' of the right of property that is invaded 'may request the trespasser to leave, using no more force than is reasonably necessary . . . If the force or violence used in turning out a trespasser is excessive, the person who uses force must

'be in possession' or acting under the authority of the person in possession . . .'



### 6. Can the owner make the trespasser leave his property by a particular route?

The route to be used will often have to be discussed with the challenger. If asked to leave, a trespasser is expected to return to a public highway, or some other land where he has a right to be, by the shortest route. If the owner holds all the land between the river and the road he can direct the canoeist to go that way with his boat, but he cannot give permission to cross someone else's land, and a request to do so could be resisted on the ground that that also would be trespass. The Canoeist can discuss the route to be used without refusing to leave. The owner can be asked whether he prefers the canoeist to go back upstream the way he has come, if that is physically practicable, or whether it would be better to proceed until he is off the challenger's land, or water.

### 7. Can the canoeist ask the challenger to identify himself as 'the person in possession' or to show his authority for action on that person's behalf?

Yes, and also to explain the basis of the accusation of trespass. See 9.

### 8. Is the canoeist bound to give him name and address to the challenger?

No. There is no legal obligation to. Under normal circumstances you should give your BCU number only, stating that should you have inadvertently contravened an agreement, you are sorry, and that the challenger can obtain your details from BCU HQ. You should immediately report the incident, giving full details to HQ, where a decision will be made on the best course of action.



In the case of a Police Officer having been summoned, you should inform the officer that he is involving himself in a civil matter for which he has no jurisdiction. However, as a refusal to give your name and address could be interpreted as behaviour likely to cause a breach of the peace, you should offer to accompany the officer to his police station, where you will state the facts to his senior officer. The number of the officer in question should be taken, and full circumstances reported to BCU HQ. You should remain

polite but firm under such conditions of challenge.

### 9. Nevertheless, would it be politic and tactful to do so?

This must be a matter of judgement at the time. There is no need to make it easier for a legal action to be started, but, if there appears to be some likelihood of reaching an understanding about canoeing on the water in future it may be desirable to do so, with the objective of establishing friendly relations.

### 10. What should the canoeist's attitude in general be when challenged?

It depends on whether he believes he is exercising a public right of passage or not, or is acting within the conditions of an access agreement or not. Whichever it is, courtesy and politeness are essential, whatever the provocation. Avoid anything that could be contended to be a breach of the peace, or that there is a conspiracy to trespass. If provocation, abuse or violence is to arise, let it be by the challenger not the canoeist. It puts him in the wrong, even if it doesn't put the canoeist in the right. If the canoeist genuinely believes he is exercising a public right of passage, or in accordance with an access agreement, he should say so and refuse to admit that there is trespass.

If the canoeist knows very well that he is trespassing he should apologise as best he can and offer to withdraw, discussing with the challenger the practicalities of the ways to withdraw that may be legally available.

If there is doubt, the canoeist's doubts should be explained and discussed and one of the topics will no doubt be the best way of moving on.

### 11. What about allegations of damage?

This depends on the behaviour of the canoeist or his party before the challenge. It is wise always to be in a position to say that there has been no actual damage and that the disturbance to fish is minimal. You can point out that your canoe does not damage the bank, create litter or hazard to wildlife. If the actual damage is absent or minimal, it is advisable to 'tender amends', say at least £1 possibly more. To have done so might help the trespasser's case if it comes to court. If there is a case for an injunction tendering amends would not affect it.

### 12. What should be done when approached by someone who claims to be a water bailiff?

Find out what sort of water bailiff he is. The Water Authority's water bailiff has powers of a constable under the Salmon and Freshwater Fisheries Acts, but only for enforcing that act. This is relevant to poaching and damage to spawning beds etc. It is no part of this water bailiff's functions to enforce the property rights of angling associations and clubs. Confiscation of boats and equipment only arises if there is evidence of poaching activities etc. A landowner may have his own bailiff, and so may the owner of fishing rights, but they are agents of the owner acting with the authority of the 'person in possession'. An ordinary member of an angling club does not have such authority simply by virtue of his membership. These matters are mentioned only to avoid misunderstanding. In practice the watchword should always be courtesy and politeness.

**ROGER IRWIN**  
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# Trade News

## PGL ADVENTURE

PGL Young Adventure Limited is Europe's leading specialist Activity Holiday Operator. Canoeing is still the most popular sport on offer. PGL have their own canoe centre on the Wye for 8-16 years olds where children make a five-day descent of the river. In the magnificent Ardeche gorge in France, PGL has centres for teenagers and one specially reserved for 18-30 adults and family groups.

PGL need to recruit experienced canoeists to work at these centres and we would welcome meeting interested people at our Stand No. 113. Alternatively, details on either the Holidays or Seasonal Employment opportunities can be obtained by telephoning PGL on (0989) 64211.



## SEA-GOING NEWS FROM VALLEY CANOE PRODUCTS

Paul Caffyn has done it again! News has just come through that he has successfully completed a circumnavigation of the whole group of islands that comprise Japan. Details are still scanty, but it seems as though he set up a routine of paddling a regular sixty-mile day! Even allowing for rest and bad-weather days he AVERAGED a daily mileage of 36 miles. Whether this was statute or nautical wasn't mentioned!

During his three month paddle he weathered six typhoons and encountered the biggest seas of his career off the southern tip of Japan. Paul says that for the first time "He felt in fear of his life". For a man that has already out-lived a tropical storm in Australia and survived the huge swells of the Southern Ocean, it must have been something.

Paul was paddling solo, we understand, but had some land support. Apparently his journey raised a lot of interest in Japan; not sea-canoeing, just his own performance, it appears that sea-kayaking is virtually unknown in Japan. The Coast-guards out there have decided that it is dangerous, and the population as a whole has believed them! Paul was paddling a Nordkapp HS fitted with a C-trim rudder. His boat was built under

licence from V.C.P. in Nelson, South Island, New Zealand .... Paul's home country.



## DO AVONCRAFT HAVE THE LARGEST TRAILER

Bob Vardy is claiming the record with this picture of 151 Invader and Taifun kayaks awaiting delivery to Avoncraft customers. Can anyone better this?

## NEW BCMA MEMBER

In November 1985, Unique Plastic Mouldings Ltd. was accepted as a member of the BCMA. UPM are selling two new ranges of paddles for 1986 — a slalom paddle that has an extremely hard wearing tip actually laminated into the blade, so as to give a smooth edge,

unlike the tips put on afterwards. From their tests, they report that the blades are outlasting alternative paddles by a considerable amount

The other new paddle range is an improved racing paddle for marathon or white water paddlers. This has a new construction edge and tip to make the blade more rigid and to considerably reduce wear. This paddle has been given a new look which can be seen at the exhibition.

## NEW IMAGE

Wye Kayaks has now changed the name of its retail outlet to 'The Great Outdoors Shop Ltd' which reflects more accurately its current marketing. The building, staff and management remain the same at 31 East Street, Hereford.

## MOBILE ADVENTURE LIVES UP TO NAME

Mobile Adventure Ltd. have moved to Bridge Works, Knighton Fields Road West, Leicester. Telephone Leicester (0533) 830659. They now have a shop with one of the largest ranges of Canadian canoes in the country. They also arrange some very interesting canoe holidays at home and abroad.

It is not often you see an advertisement for

## THE SEA TIGER

Why? Simply because it is  
THE SAFEST AND MOST VERSATILE  
SEA KAYAK AFLOAT

and it sells itself by its own reputation,  
performance, comfort and facilities.

Why advertise now? - Just to let you know that it will be at Crystal Palace again this year. If in the meantime, you would like to learn why it outperforms all the competition then just write or telephone for the details.

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## **Also**

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**Kober Moldan:** Compact: For wild water and polo.

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**Slalom Carbon Kevlar:** and glass blade. Winner of Gold, Silver Bronze medals at WM85.

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### ANOTHER DESIGN FROM THE HEBRIDES

A mention of Ojibwa canoe design in the Winter 1984 issue of *Canoe Focus* resulted in considerable interest from readers. The latest design from Dennis Davis Designs — the MALIN decked canoe — was designed to the requirements of a client in Ireland, but may also appeal to some of the more traditionally minded BCU members.

Based loosely on the original Roy Roy design, the Malin is rather shorter than the original but is capable of carrying a small sail and has good initial stability which, together with the large cockpit, makes it especially suitable for pottering and touring on small streams.

The illustration shows the prototype. The design now has lower gunwales, and narrower side panels to improve the paddling position. For more details of available plans, Send sae to Dennis Davis, Tomain-nan-Eun, Isle of Coll, Argyll, PA78 6TB



### PADDLES FROM CANADA

Whitewater Sports of Shepperton are offering a new range of wooden paddles imported from Canada and manufactured by Nimbus Paddles Ltd. The blades can be jointed, and are designed mainly for touring and white water. They are made from Canadian Sitka Spruce and American Ash, and are edged with Honduras Mahogany for abrasion resistance. Trade enquiries are welcomed by Whitewater Sports.

### SEA MASTER FROM GREEN RESIN

Green Resin Products of Lincoln have announced a new sea touring kayak to add to their range of surf skis. Called the Sea Master, it has a twin skeg type hull which its designer says will make it a very stable and sea worthy kayak.

### FROM KAYAKS TO SLEDGES

Gaybo has now diversified into dog sledges! Gay Goldsmith had a phone call from the leader of the 'In the Footsteps of Scott Antarctic Expedition 1984-86' who had heard of Gaybo's reputation in building light, strong canoes and kayaks in kevlar, to see if he could help build some very strong and lightweight

sledges for the expedition which would withstand the rigours of being dragged 833 miles over snow and ice.

Gaybo duly obliged and three sledges were built and despatched to the Antarctic, and they have already received a letter from the expedition, stating 'the sledges perform beyond our wildest expectations'.

### RICHARD FOX JOINS NOMAD

Nomad Canoes Ltd and Richard Fox have announced their collaboration on the development of a new range of kayaks.

Both Nomad Canoes and Richard Fox see that with the introduction of the new rules next season at international and higher national levels there must be a kayak designed to cope with the developing techniques and paddling skills needed. The new range will be the basis of the design that Richard Fox will use at the Bourg World Championship in '87.

Since its inception in September 1980 Nomad Canoes has seen steady and gradual progress from its original position of a manufacturer of general purpose canoes to that of builder of canoes and kayaks at the forefront of the competition market.

So great has been the demand for its products that Nomad is to move to very much larger waterside premises which will offer greater scope for production and further facilities for paddlers. The Company will now be concentrating its efforts and greater resources on the development of new constructions using the latest advances in composite materials and resin systems; this, together with a team of paddlers, is to be the foundation of the Company for further steady product development.

Development of the new kayak and trials will be completed by Christmas and the first demo boats available in the New Year in preparation for launch at Crystal Palace.

All this can only add new and stronger impetus for all at Nomad and further encouragement for Richard!



### SPORTSPAGES — THE SPECIALIST SPORTS BOOKSHOP

At last, there is a bookshop concentrating specifically on sports and games. Sport, in all its wide variety, has experienced an explosion of interest since the 1970s. Book publishers have certainly recognised this and responded to it, but until now there has not been a specialist bookshop to bring it all together in one place. SPORTSPAGES fills this gap. It is England's first specialist sports bookshop, and it has just opened, in the heart of London's bookselling area, just off Charing Cross Road, opposite Old Compton Street, in the Cambridge Circus shopping Centre.

It is devoted entirely to books and videos on all sports and games — from cricket to cross country, body building to bridge, judo to jogging, darts to dressage, archery to American football..... It offers a comprehensive selection on all of them, with books for

beginners, more advanced players, coaches, or just interested spectators. One of its features will be imported books, particularly from the US; and it offers, of course, a full mail-order service as well as retail. The sports videos, which can be demonstrated in the shop, are available for sale or rental; there is also a results blackboard.

Mail orders to Sportspages, Cambridge Circus Shopping Centre, Charing Cross Road, London WC2H 0JG



### NEW PALACE EXHIBITOR

For their first appearance at Crystal Palace, MI Designs has a long list of new additions to be seen. They have added three new paddles to their range — the MI Polo Paddle, the MI Competition Canadian Paddle, and the MI Canadian All Round Paddle. Now all competition paddles are available on a range of shafts; alloy and epoxy both at the same basic price, carbon glass and carbon de luxe shafts ovaled as required. Another new offering is the first polyethelene Surf Ski available in the UK, at a very competitive price. They have a complete co-ordinated selection of accessories incorporating the Moby Dick range of buoyancy aids, which are by far the lightest and most comfortable available anywhere in the world, plus their own spraycovers and cags. As a development from their Freestyle Flatwater Kayaks, they now have available the Freestyle Adventure which incorporates full length ethafoam buoyancy blocks and J and R footrest, to give an extremely versatile centre type boat at a very competitive price.

### IMPROVED SEA TIGER

The SEA TIGER was described in 1985 by the US Magazine *Canoe* as 'undoubtedly the most noteworthy kayak'. This year, its already outstanding performance, safety, and layout facilities have been further enhanced by a restyled foredeck, incorporating a large hatch, and the facility for building in different cockpit widths. The SEA TIGER remains in a league of its own at an incomparable price for the advanced facilities provided. The kayak is designed and marketed by Sea Tiger, at Quarry House, Colwinston, Cowbridge, S. Glamorgan, CF7 7NL, and is manufactured by UK Surf Skis.

### 'DELAPRE INTERNATIONAL' PADDLES

Delapre will be showing, and making generally available for the first time, their new range of paddles, the 'Delapre International'. All hand-made, with glass, kevlar and carbon fibre construction, there are blades to fit 1.1/4", 1.1/8", and 1" sticks. Six types are made; also high carbon competition blades.

Making its show debut in 1986 is a low-line version of the ARROW, which should make a name for itself at club level, like the ARROW general purpose, which has sold Delapre's total capacity for the last three years. The improved Eagle will also be on show — not probably, but almost certainly, the best fibre-glass Canadian canoe available.

# Harishok

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Unless you already own a Harishok Vest the chances are yours is filled with a flotation foam that's harder, heavier, and less comfortable. Harishok use a new softer, lighter foam which doesn't shrink like the one you're used to so you can be sure of that buoyancy.

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# RECREATION

## WATER RECREATION IN LONDON'S DOCKLANDS

There is a great deal of activity in London's dockland so as to make full use of this resource now that its traditional purpose has come to an end. Local authorities, commercial enterprises and voluntary groups have all had an involvement and the Regional Sports Council is giving all possible assistance. As a result of a three month research project a 64 page strategy document has been produced by the East London Marine Venture. It has been developed from the viewpoint of local people and user groups.

In its main conclusions the report favours the greatest possible ease of access and proper provision of facilities for both participants in water sports and spectators. Emphasis is laid on a structure of usage charges which will enable local people to take part regardless of their social or economic condition. It is also a first class opportunity for excellence and national and international events are foreseen.

Guy Baker as the London and South East Regional Development Officer is active in providing the necessary information and advice to promote the best possible develop-



ment of canoeing in the dockland basins. Several members of the BCU Coaching Scheme work in dockland and are giving further impetus to the development of canoeing.

The report makes detailed recommendations for each group of docks. The aim is to

provide for all watersports, but not on providing all sports in each group. Where appropriate there will be concentration on particular sports in the most suitable locations. The report is in the best tradition of 'Sport for All' and the promoters deserve success in their endeavours.

## SEA CANOEING AT NIGHT

*Dick Richards, our Coastguard Liaison Officer, reminds us:*

There have been several instances recently when sea-canoeists have, either by accident or design, remained at sea during the hours of darkness and have caused concern to other craft which have suddenly happened upon them. In one case a fishing vessel thought that he might have run someone down and in another a Lifeboat had to take rapid avoiding action in order to avoid colliding with a small group.

Sea canoeists should be aware that, like any other craft, they are bound by The International Regulations for Preventing Collision at Sea which apply to all vessels upon the high seas and in all waters connected therewith navigable by seagoing vessels. The Rules, which are worth studying in detail, are fully reprinted in good Seamanship and Navigation Manuals and cover all aspects of the conduct of vessels, lights should be carried, distress signals etc etc etc.

A canoe, so far as lights are concerned, is covered in Rule 25 as a vessel under oars

which may carry the lights prescribed for a sailing vessel but should she not do so **shall have at hand an electric torch or lighted lantern showing a white light which shall be exhibited in sufficient time to prevent collision,**

If there is the remotest possibility of a sea-canoeist being at sea after dark some form of light should be carried; the small light attached to a headband and made waterproof is probably as good as anything both for indicating position and for the occasional glance at the compass.



## SHELL TO SPONSOR THE EXPEDITION ADVISORY CENTRE

The Shell International Petroleum Company has announced its plans to support a future generation of explorers through the Expedition Advisory Centre, an information and training service for young expeditions, developed by the Royal Geographical Society and Young Explorers' Trust.

## SEA KAYAK TOUR AROUND THE ISLE OF RE

The French association *Connaissance due Kayak de Mer* (Association for the propagation of knowledge about sea canoeing) is organizing

this event, on the west coast of France, near La Rochelle, from 14 to 22 June 1986. This sporting event is open to all experienced canoeists who possess a sea canoe. The principal activity will be the exploration of this beautiful island by a leisurely four to five day trip around its coastline. Also on the programme will be surf-canoeing, eskimo-rolling, rescue, bird watching, as well as free time for lazing in the sun, fishing, swimming or meeting the locals.

For information and participation, please contact: Christian Gabard, 10 Rue Simon Letaille, 92260 Fontenay aux Roses, France. Tel. (1) 46 60 72 12

## KASHMIR CANOE EXPEDITION

This September, Neil Dunn and Nick Mallabar will be making an exploratory trip to the Kashmir region. They will be assessing rivers in the area, in preparation for a ten-man expedition from Portsmouth Polytechnic's Canoe Club in 1987. The club hopes to claim several first descents, starting with the Sind and Chenab. The northern part of Kashmir contains some of the highest mountains in the world, including K2, and as such, should provide some excellent whitewater paddling. The expedition is currently seeking sponsorship, and intends to donate all its equipment, including a Land Rover, to an Oxfam project in Delhi.

## BCU JUBILEE WEEKEND AT GREENWICH

*One Day RINA/BCU Historic Canoe/Kayak Symposium*

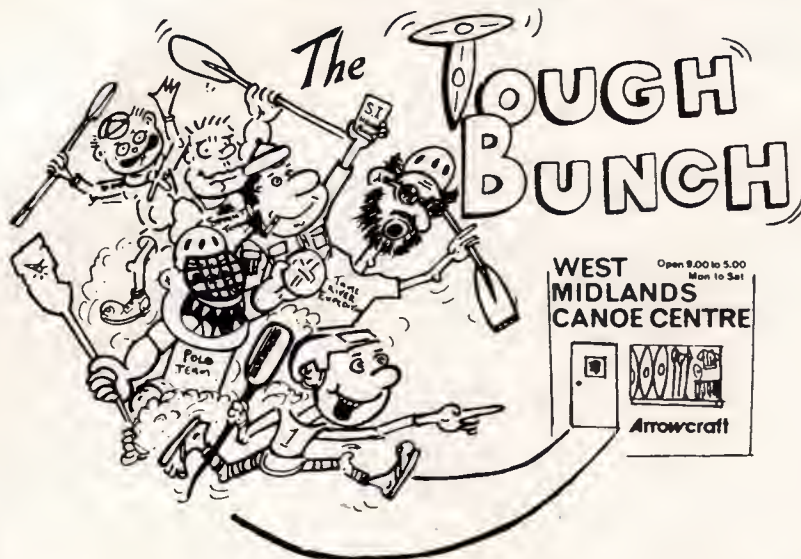
This will take place in the Runciman Lecture Theatre of the National Maritime Museum, Greenwich, London, SE10 9NF, at 10.00 for 10.30 am on Sunday, 2 March 1986.

Papers will be presented by experts in their fields:-

'The Historical Development of Kayaks' by John Brand, Colchester and John Heath, Texas, USA: 'The Sailing Canoe' by Austin Farrar, Ipswich: 'The Development of the Modern Sea Kayak — for Paddling in Big Seas' by Frank Goodman, Nottingham: 'Canadian Canoes' by Professor Fred Johnston, Kingston, Ontario, Canada (to be confirmed): 'Wooden Canoes and Similar Craft from the *Rob Roy Onwards*' by Stephen Riley, National Maritime Museum, Greenwich.

The cost, including refreshments and buffet luncheon, is £5 to students, student members RINA, and youth members BCU: £8 to members RINA or BCU: £10 to non-members.

Places are strictly limited, so immediate application is recommended with remittance to BCU HQ.



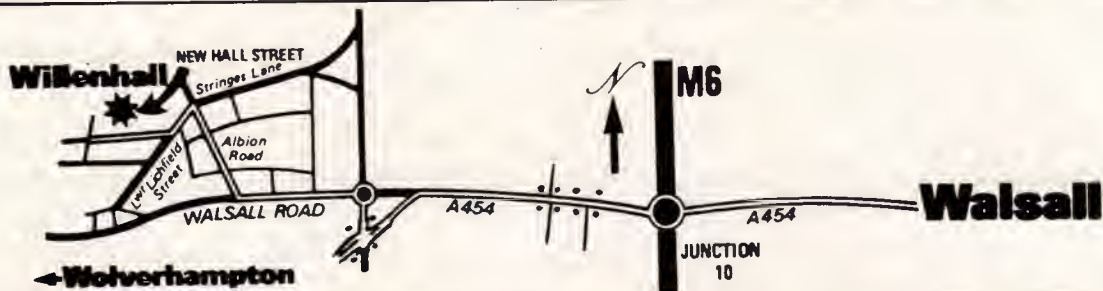
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#### Palm

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#### Pyranha

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#### Sea Reach

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## Dear Focus...

Dear Focus,

I have recently returned from an expedition on the Spey in Scotland. Because of the height of the river we decided to start further up the river from Newtonmore, at Lagan, I think it is called. I feel a number of things should be added to the Spey entry in the Guide to the Waterways of the British Isles. We found that the character of the river changes very dramatically with a high level of water, such as there has been this summer. Where the Guide mentions that there are minor rapids, in high water there are sometimes not even small waves on the water, and where no mention of rapids is made, sometimes there are rapids, especially where there are normally rocks in the river. Most of the rapids were washed out, except at Knockando, which I think may have benefited from the extra water. The Guide mentions a campsite on the left, as one sees the distillery chimney stack. We decided that we would camp here for the night. On arriving at the spot and searching for the campsite, we were told by a local that he thought there had been no campsite there for some time. In spite the river is just a fat, flowing flood, and I think it should be added that great care should be taken to avoid the over-hanging trees on the banks, especially in spate conditions. There is also a place — I think it was at 27 miles — where a disused railway bridge has left just the pillars in the water.

**R. Hopkinson-Woolley, Shrewsbury**

Dear Focus,

It has come to my attention how tattered and torn some members' membership cards are. Would it not be better if the BCU, instead of issuing a flimsy bit of card, issued a nice, hard, plastic membership card, like a credit card? I'm sure a lot of people think this would be better.

**Matt Hawthorne, Coventry**

*Comment: We have investigated the possibility of using plastic membership cards on a number of occasions. In addition to the extra cost that would be involved, the Union does not have the technology to print personalised plastic cards at present. However, with the change of the Union's data output equipment in 1987, the matter will be reconsidered.*

Dear Focus,

**A Compromise....** During the winter of 1980/81, some hard bargaining went on with various parties, in order to secure an Agreement for canoeing on the River Ogmore (Afan Ogwr) in Bridgend, South Wales.

The landowners and local Angling Association were very helpful, and requested that canoeists in the local club and members of the WCA displayed Access Permits and that canoeing below Bridgend Town could only take place with prior notice due to the shooting interests.

Inevitably, problems arose, caused mainly by WCA members from other clubs who ignored some of the conditions laid down in the Agreement. This led to further restrictions being imposed by the landowners on subsequent Agreements for the 1982/83 season and the 1983/84 season.

After 1983, problems on the river escalated, with outside canoeists regularly breaking condition after condition, until finally in October 1984, the Agreement was lost to the WCA and only

salvaged at the eleventh hour by Bridgend Canoe Club as a local agreement for 1984/85 for Bridgend Canoe Club only. It will be the same in 1985/86, as attempts to include WCA members in the agreement for this coming winter have been refused by the anglers.

The door has not been shut completely to the WCA but it is going to be difficult to open it again, because landowners and anglers are not confident that the WCA can control its members, and ensure that they honour access agreements. As Chris Charters said in Focus 41 'A good compromise.... the only way we can carry on'.

**John Whitworth, Bridgend Canoe Club**

Dear Focus,

I like touring on the Tryweryn, and would like to see a weekend set aside, when the whole river, from the dam to Bala, is open for *touring only*. (I am also a Division I paddler, and would gladly see a Division I event scrapped to make a full touring weekend possible).

As entry fees for slaloms held on the Tryweryn are the same as those held elsewhere, I assume that no water charges are made to participate. If this is the case, no charge should be made to tourists.

**Dave Cook, Stockport**

*Editor's Note: Charges for all slalom events are standardised, at a level which allows organisers to meet water facility charges out of these entry fees, irrespective of the location.*

Dear Focus,

I travelled, with four friends, almost 300 miles to attend the Canolfan Tryweryn 'Open' tour (7 and 8 September) only to find that the choice part of the river was 'closed' to tourists. The international course was in use as the site for a slalom, which also prevented use of the Graveyard section of the river. Access for tourists was restricted to three miles of mediocre and overgrown river, with Bala Mill Fall presenting the only major obstacle.

We were sufficiently motivated to make the single run, for which privilege we were charged £3, and still suffered hassle about parking at the access point. This hardly compares favourably for value with another well known whitewater tour (which is not BCU run and provides much more entertainment) or even the normal arrangements for access to the Tryweryn.

I firmly believe that the main attraction of any tour should be the water on which it is held (even if access is shared or restricted), and perhaps the organisers lost sight of this among the rest of the weekend's events, especially when access arrangements were not made clear in the tour advertising.

I would not attend again on the same basis.

**Phil Davies, Bromsgrove**

Dear Focus,

A few comments on wild water racing, of which I have some experience:

In the last two seasons, there has been a marked drop in the entries and enthusiasm at Division B and C level, even though Division A maintains a high level of expertise and numbers.

Organised nationally, wild water racing is both impersonal and a quite expensive branch of canoeing. What about regionally based competitions for divisions B and C? North West, North East, South, South and South West, Scotland, Midlands, Wales?

I will shortly be entering some local scouts in

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a scout race on the Dove, in Derbyshire. It is only open to Venture Scouts in Derbyshire, and yet there will probably be about the same number entered as last year — 200+! Last season, entries of three or four for Division C races were common, as were less than 20 for Division B races. What about adopting a system similar to that of the AAAs? Why not have non wild water races at all Division C events, and just charge non-BCU members an extra 50p? Fun events, but with prizes. It may help to encourage not only participation in some form of wild water racing, but might also assist the Cadet numbers! If the emphasis were on team events, the safety aspect would be less of a problem.

Yes, I am prepared to put my time where my mouth is, but wild water racing AGMs are always at Division A events — I am in Division B.

**David Durgate, Derbyshire**

Colin Henson, Chairman of the Wild Water Racing Committee, comments: *I have read with interest, Mr. Durgate's letter concerning wild water racing, and it may be an appropriate opportunity to relate that the WWR Executive is currently reviewing the discipline, with a view to future development, and any input, written or active, is much appreciated. One of our principle difficulties is trying to get people involved in organisation and administration of such excellent proposals as David has made. Perhaps we are going about things the wrong way, but unless we are told we are wrong, and more to the point, why, there will remain dissatisfaction with our decisions.*

*An example of this particular point is raised in David's letter, as it demonstrates our failure to educate canoeists in general, and prospective race organisers in particular, that there is a facility for non-BCU members to take part in certain events with the use of 'day tickets'.*

*Further comments and suggestions from WWR paddlers would be most welcome, and should be addressed to: Colin Henson, 35 Longford Turning, Market Drayton, Shropshire TS9 3PF.*

Dear Focus,

In response to question five, on page four of your questionnaire about the 'style of Focus', I object to certain matters of content, not exactly style.

There is an article entitled 'Fjord from P & H' on page 19 of the current Focus. Why is it never reported that 'they came across two delightful young men' etc. etc.

Please apply this test to articles going to print.

**Adrian Pyke, London**

*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.*



Author, Peter Landless, on a calm day

# CANOEING THE CALEDONIAN CANAL

Our canoes were pulled up on a small and perfect half moon of a shingle beach, and the tent was tucked neatly into a miniscule camping spot on the sheltered side of a promontary. The calm waters of Loch Lochy stretched North and South, extending a promise of attractive paddling in the morning. It was our first night on a canoe trip through the Great Glen and we were at peace with the world.

Crossing Scotland by canoe was an idea which had appealed to the rising aspirations of my 11 year old son, and satisfied a latent desire in his father. As a long(ish) distance canoe trip the Caledonian Canal provides a worthwhile challenge to canoeists of all ages. A real attraction is that the main road from Fort William to Inverness runs alongside the canal from end to end, but by crossing the lochs to the side without the road you can be miles from anywhere. For a party of mixed abilities, or, as in our case, overtaken by poor weather, the road can be a valuable escape route.

This is a canal with a political history. The motivation to build it came not only from geographical considerations, but also from the unwelcome attentions of French privateers attacking naval vessels in their passage round Cape Wrath. Britain was deeply involved in the Napoleonic Wars when the canal was planned, while Scotland was still recovering from the Jacobite Rebellion and Highland Clearances. Among other considerations the Caledonian Canal was a job creation scheme in the 19 years it took to build before being completed in 1822.

The canal is now managed by British Waterways from their Caledonian Canal Of-

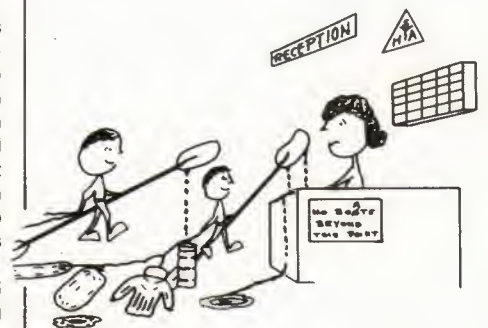
fice, Clachnaharry, Inverness, who advised us that a weekly licence for canoes cost £2.40 obtainable from lock keepers, and that buoyancy aids or life jackets were mandatory. The licence will now be covered by the BCU/BWB licence scheme, and in any case nobody wanted to take our money. To call it a canal is nearly a misnomer. Of the 55 mile trip only a third is on canal cuttings, and the balance on the fresh water lochs created when a huge slab of Scotland slipped downwards as a rift valley to form the Great Glen.

So this was going to be a trip of flat water canoeing, give or take the waves. I had attracted a good number of cast off canoes over the past years, left with me on extended loan, so we had a selection to choose from. The touring double perhaps? No. Perish the thought, we both wanted to be skipper of our own craft. Gavin's choice was a foregone conclusion. We had been well advised when I asked about junior kayaks at Tim Ward canoes at High Wycombe, and had come away with an adult Aztek low volume slalom canoe. The very low deck line means a youngster is not forever banging his thumbs on the coaming, and being an adult boat he is not going to grow out of it. I can borrow it as well, much more fun than buying train sets. We ordered a detachable skeg for it, delivered promptly and beautifully made, it converted the slalom boat into a general purpose kayak for the duration of the trip. I wanted Gavin's energy going into propelling the boat forwards, not wagging its tail.

My choice was a Cadet sold by Granta and accurately described by them as a fast touring canoe. Some stability is sacrificed for a really

nice straight line performance. Its previous owner had thought similarly and it was already equipped with deck elastics and lines. In addition he had fitted an anomolous little-hatch well forward. No bulkhead, just a hatch. It might make the canoe look like an inshore boat with marine pretensions, but it also made an awful lot of sense. Any number of tins disappeared into that hatch.

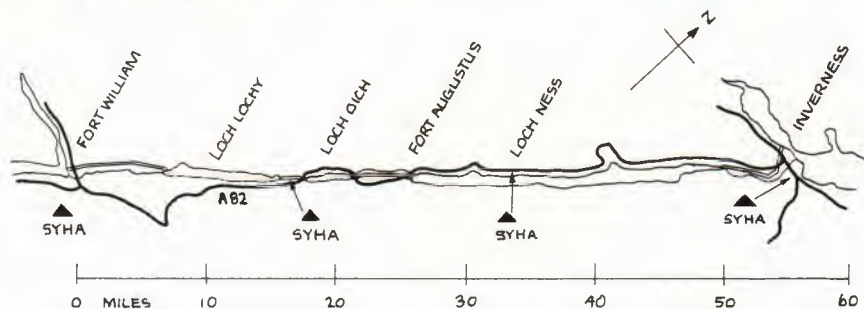
My paternal thoughts turned next to safety. Buoyancy aids of course, but I was also worried about cold. Loch Ness is never warm, and with only two paddlers it was not too difficult to see a situation where one or other of us might be in the water for a fairly considerable period if all goes ill. No half measures in this department. Wet suit jacket with nylon sleeves were the answer. Worn over a tee shirt they are comfortable for hours on end. Wet suit jackets have a certain charisma in canal side Youth Hostels. Hikers walk into hostels, canoeists make an entrance.







Gavin in camp on the Loch shore



Starting at Fort William to benefit from the prevailing wind, we launched just above Neptune's Staircase, a flight of eight huge locks. Six miles of canal cuttings brought us to Gairloch Locks, and none too soon. These canal sections can be a bit boring and we welcomed the more open water beyond.

Canoes are not permitted to go through the canal locks, there is considerable turbulence when the sluices are opened. The alternative portage however took us well over an hour. Fortunately we were able to trim this with practice. We were portaging round the locks because we were not allowed to lock on our way to Loch Lochy. This plethora of locks and locks caused endless confusion until we decided to adopt a broad and pseudo Scottish brogue for the locks ('Aye, we'll bide a wee while on the shore of yon muckle great loch'), and an excessively English accent for the locks ('I say old chap do watch out for plaesure craft as they make their egress from the lock'). Once through we made straight for a good shingle beach for a swim (Junior partner) and snooze (senior partner). A few miles up the loch totalled nine miles for the day when we stopped to camp.

The next morning we completed Loch Lochy in a freshening breeze. As we were soon to learn winds over force 3, and certainly force 4, create quite steep little waves on these locks, and for non-tyros they make for canoeing which can progress from exiting to exhilarating, worrying or best avoided. The transition from one to the other can be rapid!

With the sheltered water at the end of Loch Lochy a tantalising half mile away we decided the threshold to 'best avoided' had been breached, and we portaged over Laggan Locks into a short stretch of canal.

Loch Lochy Youth Hostel is situated on this section of canal, but from our low viewpoint on the water it eluded us. There is actually no easy walk from the canal to the hostel, and it would be too far to take a loaded canoe, though an empty one would be alright. In any event we found ourselves passing into Loch Oich before we knew it. We headed for a camp site which was marked on the OS map, but it had matured into a rather smart chalet park and marina for the many touring boats on the canal. Being the Highlands even the smartest of chalet parks was friendly and we were able to leave the canoes there in safety, and walk back to the comforts of the hostel a mile down the road. The walk pointed up the difference between packing for walking with everything in a rucksack, and packing for canoeing. We seemed to be hung round with bags and parcels of every shape, each designed to fit into some corner of our craft, but making a most unhandy collection when exposed to the fresh air.

Loch Oich is only four miles long, but is the prettiest loch of the trip. It sports a few islands, and Glengary Castle keeps watch over them and you. It is also the highest part of the system at 106 feet above sea level. From now on it was all downhill. The Canal section to Fort Augustus runs parallel to the

River Oich, and it was with a heavy heart that we paddled past the shallow weir by which the river leaves Loch Oich to flow rapidly down to Loch Ness. The run down it looked fun, and more to the point it would deposit us below the flight of five locks in Fort Augustus itself, and these loomed before us as a laborious portage. I have no idea what access is like on this river, but in any case it looked over ambitious for our level of skill, particularly with laden touring boats. A walk back to the river later justified the decision to stick to the calmer waters of the canal. We were right in another respect, the portage was laborious, it took the best part of a morning!

Fort Augustus. Half way and we were on Loch Ness. Gavin decorated the deck of his canoe with a sticker saying 'I love Nessie', and thus adorned with what we hoped was monster bait we paddled North. Loch Ness looked big. Seen from a canoe the horizon is about two miles away, so we could peer into the distance and know that we had to travel as far as we could see ten times over. Happily Loch Ness Youth Hostel, staffed by a most helpful warden, is a comfortable seven miles up the Loch, and it is blessed with a convenient shingle beach which lands you at the very steps of the hostel. It gets heavily used in the summer, so it is wise to be there by 4.30 or so and be in the queue for the opening at 5.00.

For the next day we were keen to get to Urquhart Castle, but the weather decided we had gone far enough. We set off more in hope than expectation in a stiff breeze, and after a short period it was clear it was all too much like hard work to be enjoyable. The canoes felt to be in constant danger of broaching in the steep little waves, now topped with white crests, and in the event of a capsizing the shoreline looked decidedly unhelpful. It was steep and rocky for long sections, and while there was no immediate risk to life it would have been very difficult to empty an upturned canoe onshore without wave damage.

We aimed for a promontary and tucked ourselves in behind it. Since the wind looked set for the day we bowed to the inevitable and pitched the tent on the only flat bit of grass for miles. 24 hours later we were still there. Our holiday time was running out, and our principal role seemed to be a source of nourishment for the dreadful Scottish midges. Since we were on the road side of the Loch it made sense to take a bus back to Fort William to collect the car, and call it a day.

We averaged a modest seven to nine miles a day on the trip, and family parties should not hope to do much more. Youngsters afloat are unimpressed by eight hours a day of paddling with the sole aim of counting the miles. They need lots of time to play. Time to paddle underneath the overhanging trees on the canal sides, to walk the paddle along the bottom in six feet of water, and time to see how far you can paddle with your head on the after deck or whatever else the unfettered junior mind comes up with.

The day we left there was a triathlon covering all of our route and more; a half marathon, ten miles of canoeing, and a 35 mile cycle ride to Inverness; arriving, presumably, in time for tea. We salute these iron men of athletics. For ourselves we had worked quite hard enough at our holiday and were pleased to have had a good try at it, as well as giving ourselves time to see the Great Glen at leisure. And Nessie? Well she, for I presume her to be a she, did not respond to Gavin's message of affection. I don't think she ever saw it. Next time we must put the sticker on the bottom of the canoe.

# Focus Classified

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