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No.45 June/July 86 - Price 80p

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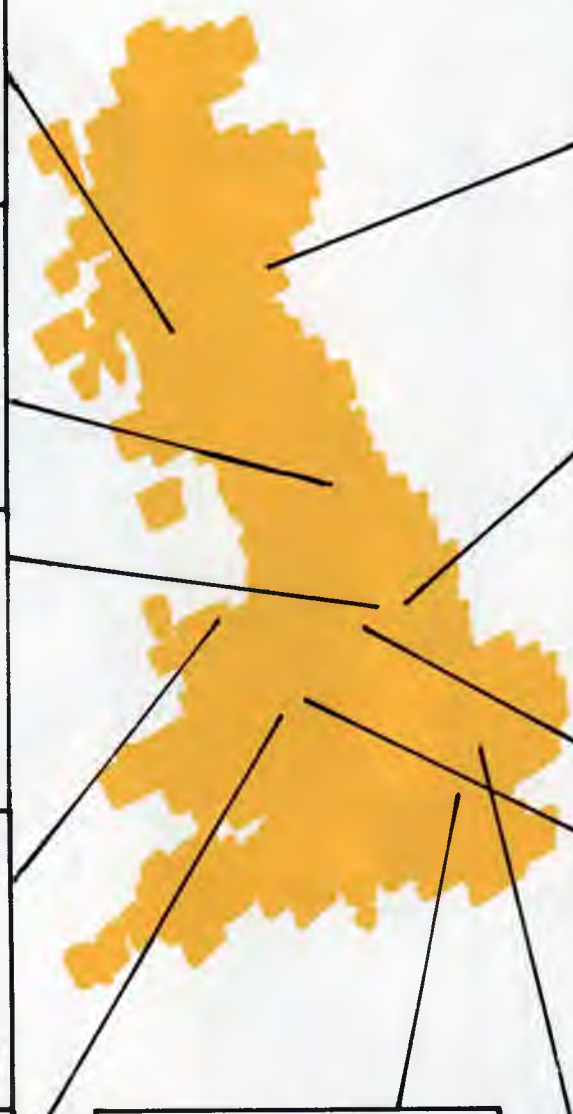
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FRONT COVER

G.P.G. Turrell and F. Murray of the Richmond
Canoe Club competing in the 1986 Devizes —
Westminster Canoe Race (Photography by
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CONTENTS

3 News and Notices — Implication of the Data Protection Act — Registered Club Membership Scheme — Obituary Fritz Hirschfeld

9 Competition News — Isle of Thanet Canoe Marathon — Wild Water and Slalom Roundup — Competition Coaching Conference

12 Devizes To Westminster Canoe Race — Reflections and summary of results

15 Trade News — New equipment is reviewed

17 The Prospector Reviewed — The new "Prospector" canoe comes under examination

19 The Placid Water Scheme is Sponsored — Fladbury Canoeing backs the placid water scheme

24 Jubilee Appeal News — Who wants a slalom course? — A Brick in the Wall — Greetings from Poland

29 Dear Focus — Buoyancy Aids — Try Tryweryn — Kamikaze thoughts

31 Book Review — Canoe Games — Barty — Where to launch your boat

33 Marine Nature Reserves — Preservation or Conservation?

34 Expeditions — Morocco 1986 — The Paul Vander-Molen Foundation — A record year

37 Late News — Canoeing at the National Garden Festival — Action or Access — Gold for Racing Squad — Calendar Amendments

39 Comment — Progress at Holme Pierrepont and news of Birmingham's Olympic bid.

40 Classified Advertisements



34 Expeditions — Morocco 1986

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

Slalom Magazine: 1 School Terrace, Herbert Road, Selly Oak, Birmingham B29 6DY. Tel: 021 4712671.

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 7OD

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NEWS & NOTICES

NEW APPOINTMENTS AT BCU HEADQUARTERS



Finance Officer — Miss A. Cassidy

Annmarie joins the Headquarters Staff after six years working for Pannell Kerr Forster, Chartered Accountants of Nottingham, where she gained experience covering many aspects of accounting. Born, bred and educated in Nottingham, she now splits her time between Flexel House and Holme Pierrepont, where she and Mike Haslam are in the vanguard for the Headquarters move next year.



Press and Information Officer — P.C.H. Ingram

Peter will be known to quite a few people in the canoeing world, as he was for many years the Activities Secretary of The Scout Association, where he was responsible for the development of Water Activities.

After a career in the Army, seeing service in many countries abroad, Peter joined Messrs. Selfridges in London on the retail management side, before moving to his previous post. One of his earlier tasks was the setting up and management of Longridge as National Scout Boating Centre, where he received his first and only training as a canoeist under the eagle eye of Ernie Wykes (Secretary of the BCU Racing Committee).

Nationally, Peter is also well known as one of the organisers of the Great Children's Party, the Royal Fireworks and other similar "happenings". Amongst his new responsibilities will be the editorship of CANOE FOCUS and promoting the Union nationally.

DATA PROTECTION ACT

Membership of the Union

The membership details are held at the BCU Offices on computer. Under the terms of the above act, any member has the right to object to the data relating to him being held in this way. The same information is then held and processed manually. The Union has already given an undertaking that the membership records on computer, will not be disclosed or made available to any source outside the Union's own organisation. Members will realise that the manual process will result in delays in information, CANOE FOCUS and membership benefits reaching them, as these will be dealt with after the computerised mail distribution. Should any members of the Union, wish to register their objection, they should contact the Administrator at the BCU Headquarters.

British Canoe Union Committee

So that the Union's Committees who may keep their records on computer will not be required to register individually, the Union will be negotiating with the office of the Data Protection Registrar for a "group registration". It would be helpful if the Secretaries of Committees which fall within this category, could inform the Administrator at the BCU Headquarters.

Clubs

Unincorporated clubs which hold personal data on computer are generally exempt from the obligation to register under the act as long as the data relates only to club members who have been given an opportunity to object to such data being held. Unfortunately, registration still has to be considered by those clubs which, although not incorporated, nonetheless keep computer records related to non-members. This is likely to be the case where a club organises open events and stores on its computer information about participants. Many such participants will not be club members and the exemption from registration will no longer apply.

CAN YOU HELP?

A chance to extend international relationships. A Czechoslovakian Canoe Club is hoping to visit the United Kingdom in August/September this year (3-4 weeks) and want to link with a Canoe Club in this country. They will have their own transport and camping equipment, so are looking for a Club to help advise them of possible waters to use, and other domestic arrangements. In turn they would offer similar services for a return visit at a later date.

Anyone interested is asked to contact Peter Ingram, Press & Information Officer at the BCU Headquarters.

CAN YOU DESIGN A WINNING MEDAL?

This is your opportunity to design a new medal to be awarded to the winners of BCU competitive events. If a suitable design is submitted and approved, the designer will

receive a specially mounted set of one gold, one silver and one bronze medal. You need not be a professional designer or artist, as final artwork will be produced by a design studio. So, don't just talk about your ideas. Put them down on paper and enter the competition. This is your chance to win a medal!

Guidelines for Designs

1. You may submit designs for one or all of the following:

- A medal suitable for all occasions
- A flat water medal
- A white water medal

2. The diameter of the finished medal will be approximately 2"-2½"

3. A simple design is often best — it is difficult technically to reproduce fine detail.

Please send your designs to BCU Headquarters, to reach us not later than 1 August 1986. The winning design will be announced in Canoe Focus, at a later date.

YORKSHIRE AND HUMBERSIDE DEVELOPMENT

BCU Yorkshire and Humberside Regional Development Plan may not be the first but it is one of the best. Responsible for its production and much of its writing is David Gent who is to be congratulated on a first class document. The BCU had the opportunity of making a presentation of the plan to a gathering of the Chief Leisure and Recreation Officers of the Region. Carel Quaife, the National Development Officer, explored ways in which the BCU in the Region could help local authorities with their objectives which he was sure would also benefit canoeing. David Gent explained the BCU Region's aim to appoint a canoeing contact in each local authority area, so that Leisure and Recreation Officers would have an instant point of contact on canoeing matters, thereby making it easy for them to give careful consideration to canoeing when making any plans. These contacts would not necessarily have all the answers themselves, but they would be able to obtain informed information and opinion quickly through the regional and national BCU framework. This is a good idea that other Regions could do well to copy.

THE 'CHALLENGER' BUOYANCY AID

A note in the last issue of *Focus* stated that the Challenger buoyancy aid, manufactured by Splashsport, had now been withdrawn from the BCU/BCMA Standard BA 83.

The statement should have made clear the fact that all Challenger buoyancy aids currently on the market, which bear the BCU/BCMA Standard label, were manufactured in accordance with the terms of reference of the Standard.

Recent purchasers of Challenger buoyancy aids which bear this label need not, therefore, become concerned.

The Challenger Cadet and the Challenger Plus are not affected in any way.

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ENJOY BRITAIN'S WATERWAYS BY CANOE — A CORRECTION

Those who have the above leaflet published jointly by the British Waterways Board (BWB) and the Union, are asked to note that on the last page, the telephone number of the BWB's Information Centre should read "01-262 6711".

FRITZ OTTO DAVID HIRSCHFELD — Obituary

Oliver Cock pays tribute to David Hirschfeld, one of the significant figures in the development of British canoeing.

David Hirschfeld first came to England in 1933, when he escaped from Berlin and Hitler. He was given to understand that he could remain in the UK only if he started some kind of business. In any case, he decided that he preferred to be his own master and, as canoeing was beginning to show signs of revival, he decided to build folding canoes in his own local garage. He called his little enterprise Tyne Folding Boats. He took to the water himself and frightened the daylighters out of the coastguards by going afloat on the sea, paddling round a headland and landing in the next bay. This made me get the bug and I asked to buy the first canoe he sold. Actually, I got his fourth, and I still have the invoice to prove it: a Tyne Sports Two-Seater.

It was not long before he outgrew his little back-yard workshop. In a minor step or two he moved to Richmond on Thames in 1936, where he set up his works in slightly more spacious surroundings at the Tower Garage, now knocked down and replaced with residential accommodation.

His canoeing enterprises grew and grew, but this did not stop him from actively canoeing. He joined the Canoe Camping Club, went on many trips and gave demonstrations of the then mysterious, Eskimo Roll. In fact, I think he introduced the Put-Across method of rolling to this country. This is the roll he taught in the Richmond Baths. I was one of his early pupils, and a very bad one at that, being terrified of being underwater and spending most of my time climbing up him instead of getting on with learning the technique. He was the club's President from 1976 to 1981. Thereafter he became one of its Vice Presidents.

Again, he had to move, to St. Margarets near Twickenham, where he also had a home over the premises.

At the beginning of the War, all 'enemy aliens' whether refugee or otherwise were taken in for interrogation, and David found himself for a time interned at Kempton Park. More questions and those whom the powers realised were friendly were quickly released again.

David went back to making folding canoes. The Admiralty wanted canoes for raids on the enemy coast and David was asked to make them. Their Lordships did not know anything about canoes and wanted a seam the full length of the keel; but after a struggle he managed to convince them this was not necessary. They did not know much about costs either because one day, after he submitted a bill, they phoned and asked if he meant £5000 instead of the £50.00 invoiced. Being a very honest man, he said that the £50.00 was correct. He later told us that at the time he wanted to bite his tongue off! Of such are honest men made.

But there were moments when one could say that he wasn't very good with money either. One Easter Meet on the Great Ouse when there was a frost and lots of lovely white snow about, he capsized, his money came loose and he swam around gathering up lots of lovely white £5 notes. At the end of the day he apparently decided he had had enough. He went home. In August 1950, at the age of 60, he proved that he was still very active, by crossing from Dover to Wissant in just under six hours, in the company of Henry Ron, both of them in single seaters.

His family, his canoeing and canoe building were his life; but eventually there comes a time when one wants to slow down. He sold Tyne Canoes Ltd to a company who gave the impression that they were going to make a fortune, but they knew nothing about canoes. Sadly, it was not long before Tyne Canoes disappeared from the market.

But the closing of the business did not stop David from canoeing. He made many trips to Finnish Lapland, Canada and Greenland, to name but a few places. However, he was beginning to be in poor health. He had rheumatic fever as a boy, and now he had a dicky heart as a result. His doctor told him he should stop canoeing. David tried to make the doctor understand that pushing a light canoe gently along was much less work than carrying 13 stone along on a walk. The doctor did not understand but David continued canoeing nevertheless.

The quality of life, not the quantity, was of ultimate importance to him. In fact he took a short paddle the day he died: Sunday 9 March, 1986, aged very nearly 86 years.

We give heartfelt condolences to his family. We know that his soul rests in Peace.

LEAMINGTON AID THE DISABLED

Royal Leamington Spa Canoe Club has recently completed the first part of a major project to provide facilities for disabled canoeists. Helped by donations and by practical assistance from the local Community Service Team they have provided a ramp to give easier access to the water. The Club hopes that others will follow their example. To give practical help they have produced an information pack, which is available from the Director of Coaching at BCU Headquarters.

CANOEES CALLED ON LIFEBOATS 60 TIMES IN 1985

The Royal National Lifeboat Institution (RNLI) have made an analysis of their figures for 1985 which show that lifeboats were launched 60 times to help canoes and saved seven lives. In 1984 lifeboats were launched 45 times and saved 31 lives. The most common cause of trouble was adverse conditions (20) followed by capsized (18) and vessel overdue (13). Four of the services were carried out in winds over force seven and nine in darkness. The majority of the rescues (44) were carried out by inflatable or rigid inflatable lifeboats and 13 were with the co-operation of search and rescue helicopters. 1985 was the busiest ever year for lifeboats with 3,813 launches and 1,623 lives saved — the second greatest number of lives saved in peacetime. The cost of running the lifeboat service in 1985 was £21 million, all of which came from voluntary income. They suggest that canoeists can

support the RNLI by joining Shoreline, the RNLI's membership scheme. The minimum subscription is £6.00 and members receive the quarterly magazine "The Lifeboat" and are entitled to wear attractive insignia, ties and sweaters. Young people under 16 can also help by joining Storm Force, the junior membership scheme. Individual membership is £3.00 and groups of ten or more can join for £1 each. Members receive their own exciting magazine, Storm Force News, four times a year, a membership certificate, badge, stickers and a full colour poster. Details of Shoreline and Storm Force can be obtained from: The Royal National Lifeboat Institution at West Quay Road, Poole, Dorset, BH15 1HZ.

MEMBERSHIP RENEWALS

We regret that despite the efforts of our staff, who are working seven days a week, delays are still occurring with processing memberships. It would greatly assist the membership secretaries if you would clearly state your name, address, membership number and expiry date when applying for renewal.

Please also note that your membership is due for renewal immediately after the date of expiry. Requests for speedy processing of late renewals cannot be accommodated, as this would result in applications from members applying at the correct time being delayed. Late renewal of membership also results in loss of all benefits, including insurance, BWB licence etc. So please check your renewal date and allow the Post Office and BCU Headquarters sufficient time to process and return your membership card.

ROYAL ALBERT DOCKS RACING COURSE

A steering committee has been formed to prepare for the development of a 2000 metre Canoeing and Rowing Course in the Royal Albert Dock. The first meeting took place on 22nd April. The Canoeing Course will be nine lanes x 1000 metres. There will be suitable land based facilities for major national competitions; for training of squads from club to international standard; and to house host clubs including a youth training project. No residential accommodation is proposed but there is a good mix of campsites, caravan parks and hotels locally.

SCENIC LENGTH OF LLANGOLLEN CANAL RE-OPENED

The upper length of the Llangollen Canal, which was closed to navigation following a landslip in January 1985, was officially re-opened on the 18th April 1986 after the completion of repairs and associated embankment stability works.

The Llangollen Canal, which has two impressive aqueducts and provides scenic views along the valley of the River Dee, is one of the British Waterways Board's more popular routes for canal holidaymakers. The repair has been completed on schedule in time for the summer.

Whilst the hillside was being stabilised and the canal re-instated the opportunity was taken by British Waterways Board to strengthen more than 2000 yards of canal embankment between Trevor and Llangollen. This is designed to avoid further unscheduled disruption to navigation.

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COMPETITION

THE 1986 ISLE OF THANET CANOE MARATHON

On Sunday 20 April 1986, the second Isle of Thanet Canoe Marathon took place. This event which includes paddling on sea, river, and dyke conditions is quite unique in the canoe marathon racing circuit. The dangerous waters of the North Foreland coast and the shallow, quick draining estuary of the Pegwell Bay area prove quite horrendous for the racing kayaks.

The course which is thirty-six miles in length starts at Margate Harbour and follows the East Kent towards Reculver where the competitors portage from the sea into the privately owned River Wansum. This in itself is quite unique as the River Wansum is a good fresh water fishing ground and there is keen competition for the river rights. So far the local canoeists have ensured that for, at least one day a year, the river can be paddled. From this first portage the route follows the small and narrow River Wansum for seven miles. This stretch offers one difficulty in that there is a pedestrian railway crossing which must be crossed and obviously trains can cause a delay. (Time is allowed for those who are stopped).

A second portage brings the competitors onto the River Stour, a tidal river which offers no major hazards apart from the continuous bends which always seem to encourage motor boat owners. The course then follows the river past the Cinque Port town of Sandwich and flows through the sand and mud to the Pegwell Bay estuary, an area renowned for difficult tides as they are shadowed by the difficult Goodwin Sands. In Pegwell Bay a convenient line of posts has been laid enabling canoes to follow the main stream flow. From Pegwell the route follows the Thanet Coastline past the towns of Ramsgate and Broadstairs, the well known South East surf spot at Joss Bay, the treacherous headlands of North Foreland and Foreness Point, and thence back to Margate.

Tight rules and regulations are set for the race. There are no competitors allowed under the age of 16 years, and those under the age of 18 years must have their parents written consent. Because of the vast open water and as many of the boats used are designed for racing, good safety measures have been arranged. The race organisers have enlisted the support of three of the local yacht clubs, H.M. Coastguards, and two lifeboat stations. As the waters are demanding for the canoeist and it takes the average person seven hours to complete the course, the organisers are conscious that good safety cover has to be provided.

The event is supported by TV South, who provide the first prize of a canoe to the value of £300. The winners this year were P. Wells and M. Wells in a K2 who established a new course record of 5 hours 11 minutes and 48 seconds, knocking off over two hours from last years standard. In second place were L. Bourne and R. Catchlove again in a K2. Three other craft finished the course including the K1 of Terry Russell last years winner. Seventeen craft started the race, but force eight

winds blowing at times around the north foreland saw many withdraw.

The organisers, Thanet Canoe Club, were also sponsored by over thirty-four different local companies which brought in considerable revenue for the race. The race organisers also believe they have organised an event that is a must for the "achiever". They gained considerable support from TV South and from the various radio stations in the area. The local press also covered the event during the year in their weekly news. Although marketing is now well developed locally, they hope that in future years they will attract the numbers of canoeists that they feel the race deserves. It is interesting to note that several French canoe clubs asked for details and it is hoped that in the years to come the race will attract a large entry from overseas.



Prizes being presented to the winner by Mr. Roger Gale M.P. for Thanet North. (Photograph — Guy Baker)

SLALOM ROUND-UP

Selection for the 1986 Great Britain teams got under way at the Tryweryn on 22 March, followed a week later by the Premier Division event at Grandtully in Scotland, with the final selection at the Tryweryn 'Graveyard' event on the 19 April. Places in the Senior Europa Cup, Pre-Worlds, Intermediate Teams and the Junior Worlds Team were at stake. The Tryweryn event was the first major domestic event under the new slalom rules and the course was technically demanding requiring 3/4 reverse moves from the majority of paddlers. There were no real surprises with Richard Fox, Liz Sharman, Martyn Hedges, Chris Arrowsmith/Paul Brain all winning comfortably. Other results of note were those of Jim Jayes and Andy Gladwin, 2nd and 3rd in MK1 with 2 clear runs apiece, Karen Davies a convincing 2nd in LK1 and David Janes a surprise 4th in C1.

Easter Grandtully was at its most demanding slalom level with conditions that were the equal of most continental rivers. The heavy physical requirements of the course were a good complement to the technical problems posed at Bala the week before. In Kayak, Fox and Sharman were outstanding, both of them winning by an 11 seconds margin. In Canadian, Hedges and Arrowsmith/Brain were even more emphatic with margins of 17 seconds and 15 seconds respectively. Other notable results came again from Jayes and Gladwin in MK1, Gail Allan and Karen Davies in LK1 and Mark Delaney and Dave Janes in C1. In the Youth event Gair Outhwaite in MK1, Ishbel Grant, Heather Corrie in LK1 and

Mike Wharton in C1 all looked impressive on the heavy water.

The third event on the 'Graveyard' section of the Tryweryn made up the final part of the selection. This was shorter and faster than the other two events on a more continuous downstream rapid not dissimilar to many continental sites. George Davis, Tryweryn manager, has done a superb job in developing the access to this site and it must be one of the most enjoyable spectator slaloms in the country. Results were fairly predictable with the same class winners as before. New faces to show were Melvyn Jones 3rd in MK1, Alan Gillibrand 3rd in C1, Sue Ward 3rd in LK1 and Clive Richardson/Colin Thompson 3rd in C2.

The following have been selected to represent GB Slalom Teams in 1986:-

Europa Cup/Pre Worlds: Mezzana 28-29 June; Seu 5-6 July; Bourg 10-13 July

- MK1 — Richard Fox, Jim Jayes, Andy Gladwin
- LK1 — Liz Sharman, Gail Allan, Karen Davies
- C1 — Martyn Hedges, Dave Janes, Mark Delaney
- C2 — Chris Arrowsmith/Paul Brain, Alan Meikle/Colin Brown

Pre-Worlds; Bourg St. Maurice 10-13 July

- MK1 — Ian Raspin, Melvyn Jones, Russ Smith
- LK1 — Sue Ward, Jane Wilson, Ishbel Grant
- C1 — Pete Bell, Bob Doman, Alan Gillibrand
- C2 — Andy and Mike Smith, Clive Richardson/Colin Thompson; Andy Rance/Bill Horsman

Junior World Championships; Spittal 16-20 July

- MK1 — George Spittal, Gair Outhwaite, Dave Crosbee
- LK1 — Joan Cawthray, Ishbel Grant, Heather Corrie
- C1 — Ben Geddes, Michael Wharton, Gareth Marriott

Intermediate Team; Mayerhofen 7-8 June; Merano 14-15 June

- MK1 — Brian Melia, Adrian Welsh, Keith Brown, Tony Leaver, Rob Wright, Len Shackleton, Richard Luke
- LK1 — Anita Owen, Claire Pallet, Carol Jones, Kay Longrigg

SLALOM NEWS

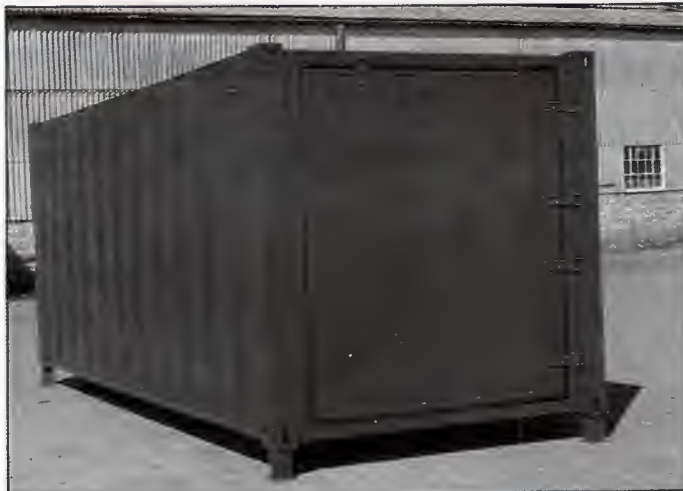
The Slalom Committee wishes to remind paddlers that sponsorship, cash prizes, training grants, and payments relating to advertising contracts must be registered, and all payments administered through the Honorary Secretary Mr. D. Morgan. Details of the advertising allowed on equipment are also available from him.

1986 Slalom Year Books are available from the Slalom Administrator Sue Wharton, £1.40 inc p & p to members.

Slalom competitors are also asked to notify divisional ranking compilers of any change of address.

(Addresses shown in the 1986 Slalom Yearbook).

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WILD WATER RACING ROUND-UP 1985/86

This season of Wild Water Racing has seen only one of last years National Champions retain his title and three new Champions emerge.

In the Mens K1 events, held over 7 races, Dave Taylor from Newark fought off a very strong challenge from Richard Fox and regained the title he won two seasons ago. His victory over the championship series was convincing in that he won every race during the year, but it was never certain until both he and Richard had crossed the line.

In the Ladies, Anne Plant regained her title, but it was not the convincing overall domination everyone was expecting from her. Gail Allan won the first Dee Race, Anne then gained victories at the Tees, Usk and Dart Races, where the longer courses probably suited her better. Liz Sharman then won the Tay Race in Anne's absence leaving the title to be decided on the last two races of the season. Anne clinched the title by winning the shorter Tryweryn Race but suffered from the effects of her fabulous Devizes to Westminster Race performance and narrowly lost the Washburn Race at the end of the season.

The C1 championship title race remained a very close fought event all season. Martin Hedges won three races but his entry for the Tryweryn was late so it did not count and he needed four results to get the title. Dave Williams won two events but had a couple of poor MS scores at the Dee and Washburn. Steve Wells won the Washburn and had fairly good results in the other three events that were to score for him. Eventually it was calculated that Dave Williams had won by 0.4 MS Points to gain the National Title. In the C2 Goldsmith and Evans won the first four ranking races to put the seal on their first title in that class.

Ranking Positions 1985/6

Mens K1

1. D. Taylor, 2. R. Fox, 3. N. Stamps.

Ladies K1

1. A. Plant, 2. L. Sharman, 3. G. Allan.

C1

1. D. Williams, 2. S. Wells, 3. R. Pearton.

C2

1. Goldsmith/Evans, 2. Stagg/Harvey.

English Open Championships

Snow on the Washburn in April, blizzard conditions and strong winds blowing upstream all contributed to a desperately bitter weekend at Blubberhouses where the English Open and Regional Championships were held. The North West Region won the Regional title with strong contention from London and South East.

Taylor continued his dominance in the Mens K1 Class, but Adrian Trickett and Chris Humpage paddled excellently to gain good places and surprise a lot of people. Anne Plant regained some of her post Devizes-Westminster form and did well to beat Liz Sharman on this short Wild Water Race. Fiona Mitchell started to pull back some of last years form to take a creditable 3rd place in the Ladies.

The Individual winners of the Race were as follows

Mens K1

1. D. Taylor, 2. A. Trickett, 3. C. Humpage.

Ladies K1

1. A. Plant, 2. L. Sharman, 3. F. Mitchell.

C1

1. D. Williams, 2. S. Wells, 3. R. Pearton.
C2

1. Griffiths/Phillip.

Welsh Open White Water Race

With Europa Cup selections resting on one race the tension was in the air at Bala for the Welsh Open Race held on 20 April. Starting immediately above the Staircase Section on the Tryweryn the paddlers were straight into it with a crash. No time for nerves or apprehension, six strokes and down the first chute.

The results were fairly predictable, but with many paddlers opting not to contest the Europa Cup Races this year, the places in the team were open to newcomers if they could get a good result, and did they!

Chris Humpage astounded everyone, silenced those who wrote him off as he had not been performing so well earlier in the season.

He got into third place behind Taylor and Fox, thus giving him a Europa Cup spot for the first time.

Results:

Mens K1

1. D. Taylor, 2. R. Fox, 3. C. Humpage.

Ladies K1

1. A. Plant, 2. C. Berry, 3. G. Berrow.

C1

1. S. Wells, 2. M. Hedges, 3. D. Williams.

C2

1. Stagg/Harvey.

Team Selected For Europa Cup, 1986

Mens K1

D. Taylor, M. Swallow, C. Humpage, A. Trickett, J. Truran, K. Fraser.

Ladies K1

F. Mitchell, C. Berry, S. Berrow.

C1

S. Wells, M. Hedges, D. Williams, R. Pearton.

C2

Stagg/Harvey, Goldsmith/Evans, Griffiths/Phillip.

INTERNATIONAL SPRINT REGATTA

Entries have so far been received from the USA, Canada, Norway, Hungary, West Germany and Ireland. The event takes place at Holme Pierrepont on the weekend of 14-15 June.

COMPETITION COACHING CONFERENCE

A competition Coaching Conference is being organised at Holme Pierrepont in 1987 on the weekend of 7-8 February. It is to bring together all the coaches from all the competitive disciplines. So, Coaches, book it in your diary now.

LEVEN WILD WATER TESTS 1985/1986

This year has been a fairly quiet year for the 33rd Leven Wild Water Test run by the Lake-

land Canoe Club. Congratulations to Ian Smith of Durham for winning the Gold Dipper for the fastest time. He was unbeaten in every test he entered. Details of the next series, starting in October are available from J. Stilling, 11 Carlingdale, Burneside, Kendal LA9 6PW.

WILL SPORTSMEN SUFFER?

With the demise of the Greater London Council, the London and South Eastern Region have lost their principle benefactor of regional sports aid grant. Without the GLC very little money would have been available for regional Sports Aid Foundation.

The last paddlers to benefit from the GLC's generosity are Emma Boulton (Wild Water Racing) Kerry Bugg (Sprint Racing) Guy Dresser (Marathon Racing) Oliver Morgan (Sprint Racing). It is to be hoped that the London Boroughs get their act together and enable London and South Eastern Sports Aid Foundation to continue its good work.

MARATHON MARCH DRAW

The winner of the March draw of the Marathon Racing Scheme was Paul Lanighan of Fareham Canoe Club with Certificate No. 11503. This was issued by Reading and Leighton Park Canoe Club on their Thameside Race, and they will receive a cheque for £100 for issuing the winning certificate.

SELECTION FOR INTERNATIONAL MARATHON EVENTS

Competitors are reminded that if they wish to be considered for international marathon teams in 1986 they must submit their name to the Team Manager, Jim Rossiter, prior to the selection event. They must also note that entry to the Trent Marathon Selection Race on 19 July must be made through the Team Manager, and that late entry will not be permitted.

Full details of the international programme and selection policy are available in the Racing Year Book, available from BCU Supplies, price £2.30 inc p & p, for members.

50TH SELLA DESCENT

The 50th Sella Descent takes place this year, and any paddler wishing to take part in this unique marathon race should direct their enquiries to Alan Laws, Chairman, Marathon Racing Committee.

NATIONAL MARATHON CHAMPIONSHIPS

The National Championships will take place at Worcester again this year on the usual August Bank Holiday weekend. This year it will include some shorter distance races for lower division senior paddlers. Details will be available from Tim Phillips, Worcester Canoe Club, Grandstand Road, Race Course, Worcester.





THE DEVIZES-WESTMINSTER CANOE RACE

After the very bad winter, which had seen two of the waterside races shortened because the Kennet and Avon Canal was frozen, the Devizes — Westminster Committee must have been concerned that entries for the DW would be low this year, and in fact two weeks prior to the race, they had received only eight entries for the Junior Class. However, they need not have worried, for in the end they had a record number of entries, with 220 Senior Doubles, 66 Junior Doubles, and 75 Singles, over 600 competitors in all.

The race also attracted a large contingent of foreign competitors with entries from Austria, Belgium, Finland, Holland, Sweden, West Germany and the United States. The Organisers were helped in the running of the race with sponsorship in the form of practical assistance from Lovells, the Civil Engineers, British Telecom, and the OKO Bank, Finland.

The start at Devizes this year must have been the most chaotic ever, with the Senior Doubles and Singles, plus all the Juniors trying to start at the same time. The car park area has certainly been smartened up in recent years by the Devizes Council, and it is nice to note the great interest now being shown in the race by the local community.

It was obvious from the Waterside Series that there would not be very many fast senior crews this year, as junior crews had recorded all the fastest times, with the exception of Kevin Smith in his K1, who recorded the fastest time on the last Waterside at 4 hours 38 minutes.

On the start list, however, one crew stood out from the rest, that of Andy Freeman and Ian White — Andy, having competed in the race many times, and having a second place

to his credit in a very competitive race in 1982. Ian White is better known as a Junior paddler, having previously won the Junior race three times, and held the Junior Record for a time.

Conditions for the race were good, with a very strong following wind, and a good flow on the Thames. For the Seniors, the wind dropped during the night, but for the Juniors, it gave problems on the third day, when from Marlow to Windsor it gave a strong head wind, and one Junior crew had to be taken to hospital suffering from exposure. The big problem for the Seniors was a very dark night with no moon, and because the clocks had not gone forward, it meant that darkness fell earlier than is usual on the canal section. White/Freeman left Devizes at 14.50 on Friday, making five hours to Newbury, they cleared County Lock in Reading in 7 hours 40 minutes. Arriving at Westminster at 07.30 on Saturday morning, gave them the creditable time of 16 hours 40 minutes to take the Senior event. To round off their effort, they had to assist another crew on the finish line who had capsized. Congratulations to them both for finally winning the race they have strived so often to win.

It was also nice to see a crew from north of the border doing well; the second placed crew were Andrews and Bryce of Glasgow Kayak Club in a time of 17 hours 10 minutes. They had matched Freeman/White on the canal, but had lost ground on the Thames.

The Canadian Trophy was won by Wardle/Buswell of the Belgrave Playhouse Canoe Club in 22 hours 50 minutes, second fastest winning time ever for a Canadian canoe.

Mixed K2 went to Beverly Taylor and M. Wibrew in 20 hours 4 minutes. Special men-



tion must be made of Ted Tandy who won the race way back in 1961 in a time of 21 hours — then a record time. This year he finished tenth overall in a time of 19 hours 34 minutes. He won't admit his age now, but with his partner, Clive Lewis, their combined age is certainly over 100!

A major departure this year for the Junior race was that, due to the demise of the GLC, the DW Committee could not use Westminster for the finish of the race on Bank Holiday Monday. So the Junior finish had to be moved at short notice, 2,000 metres upstream to the Westminster Boating Base, just above Vauxhall Bridge. For next year's race, it is doubtful whether they will be able to use County Hall at all.

The Junior race was the most competitive event this year, with four crews in contention. The fastest crew from the Waterside Series, Dresser/Martyn, broke their steering gear just after Wooton River, forcing them to retire. This left three crews who closely contested the race all the way to the finish. Coulson/Elliott of Reading and Leighton Park; Glass/Boxshall, also of Reading and Leighton Park; and Turrell/Murray of Richmond Canoe Club. After the first day to Newbury, they were all well inside the course record, and given the good flow on the Thames, it was only going to be who, and by how much. In the end, it was Coulson/Elliott who shattered the record by over a half hour in 15 hours 1 minute, from Glass/Boxshall second, and Murray/Turrell third.

In the Singles event, the record also went — this one to Robin Belcher in the fine time of 15 hours 39 minutes. Special mention must be made of Anne Plant, who returned a magnificent performance, not only in setting a new ladies record of 16 hours 38 minutes, but in coming fourth overall in the race, showing nearly all the men the way home!

The fast flow on the Thames claimed several victims. Two boats went over Marlow Weir, and another over Temple; luckily, no serious injuries resulted.

Finally, the Sir Louis Gluckstein Trophy for the crew showing the most courage and fortitude was awarded to the Junior Ladies crew from Warren Canoe Club of Victoria Cowan and Kate Austin, who, having smashed their boat up at Boultons, repaired it with a ladder and bucket and managed to finish.

1986 Devizes — Westminster Canoe Race 1986

Senior Doubles Class

1st Crew

R.A. Freeman and I.M White of Hereford Kayak Club (16 hours 40 mins 6 secs)

2nd Crew

D. Andrews and K. Bryce of Glasgow Kayak Club (17 hours 10 mins 58 secs)

3rd Crew

D.C. Hallam and R. Bushnell of Leaside C.C. (17 hours 44 mins 47 secs)

1st Team

Royal Engineers C.C. 'A' (56 hours 48 mins 15 secs)

2nd Team

Gillingham C.C. (59 hours 7 mins 38 secs)

3rd Team

Leaside C.C. (61 hours 33 mins 48 secs)

Service Crew

N. Tomlinson and K. Ball of the Royal Engineers C.C. (17 hours 51 mins 28 secs)

Reserve Forces Crew

J. Craddock and G. Eade of R.M.R. London (21 hours 51 mins 30 secs)

Scout Crew

C.D. Bernie and K.J. Hudson of Wokingham Scouts (20 hours 3 mins 37 secs)

Canadian Crew

M. Wardle and S. Buswell of Belgrave Playhouse C.C. (22 hours 50 mins 39 secs)

Veterans Crew

C.T. Newton and C.J. Tatam of Leaside C.C. (18 hours 47 mins 45 secs)

Mixed Crew

B. Taylor and M. Wibrew of Gillingham C.C. (20 hours 4 mins 29 secs)

Ladies Crew

P.D. Cockerton and H. Jayne of Adventure Dolphin Pangbourne, (28 hours 59 mins 22 secs)

Senior Singles Class

1st Place

R.J. Belcher of Adlington C.C. (15 hours 31 mins 40 secs)

2nd Place

P. Lanighan of Fareham K.C. (16 hours 49 secs)

3rd Place

H. Syska (16 hours 27 mins 42 secs)

1st Lady

A. Plant (16 hours 29 mins 16 secs)

Junior Doubles Class

1st Crew

D. Coulson and J. Elliott of Reading and Leighton Park C.C. (14 hours 53 mins 28 secs)

2nd Crew

L. Glass and M. Boxshall of Reading and Leighton Park C.C. (15 hours 1 sec)

3rd Crew

G.P.G. Turrell and F. Murray of Richmond C.C. (15 hours 5 mins 8 secs)

1st Team

Reading and Leighton Park C.C. (47 hours 11 mins 31 secs)

2nd Team

Bryanston School (54 hours 32 mins 12 secs)

3rd Team

Warren C.C. (54 hours 38 mins 51 sec)

Police Crew

D.T. Miller and G.S. Booth of Metropolitan Police Cadets (18 hours 43 mins 13 secs)

Scout Crew

P.A. Lowe and G.J. Lowe of Leicester Scouts (18 hours 25 mins 13 secs)

Ladies Crew

S. Cocking and K. Chinnery of Metropolitan Police Cadets (20 hours 55 mins 7 secs)

Schools Crew

Leighton Park School (50 hours 19 mins 22 secs)

Schools U/16 Crew

P. Barnett and P. Clothier of Reading and Leighton Park C.C. (17 hours 19 mins 2 secs)

Canadian Crew

H.J. Crook and M.R. Barker of Adventure Dolphin Pangbourne (22 hours 48 mins 59 secs)

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Trade News

HEALTHY EATING

Cooking balanced, nutritious meals can be quite a problem, on extended journeys.

A product which not only solves all the hassles associated with cooking, but provides a delicious, convenient and simple meal is the Vegeburger and VegeBanger manufactured by the Realeat Company.

Both these meat-free mixes come in easily stored packets, which won't be harmed by the odd wave or two, and ensures a balanced, nutritious dish.

The 'Burger and Banger' are made from selected natural ingredients to unique recipes and are available in three flavours: Herb and Vegetable, Chilli and No Salt. All you need to add is water and an egg to produce an expedition dish to remember.

Vegeburger and VegeBanger retail for 59p per packet and are available through health shops, branches of Boots and most major supermarkets.

EXPEDITION NORTH SEA, 1986

A pioneering British canoe expedition to cross the North Sea in June is receiving considerable support from Cody Electronics, who will be supplying the five-man team with all the necessary telecommunications equipment to make the 100 mile journey from Zeebrugge to Felixstowe in safety.

Electronics hardware will include the new Aquastarcom 900, a fully hermetically sealed, submersible hand portable radio.

Cody will be hoping that the five members of Tees Kayak Club will break the record of 31 hours which was set between Ostend and Felixstowe in 1976. The journey between Zeebrugge and England has never been attempted before and is a much tougher task.

Dave Hellawell, who leads the team, is a winner of the classic series (Devies to Westminster and the Arctic Canoe Race) in a marathon canoe. He is the BCU's Northern Region Coaching Organiser and a National Coach. Dave is delighted that Cody Electronics will be supplying the radio equipment to the expedition, which is one of the winners of this year's Canadian Club Uncommon Challenge of the year competition. The team tested the equipment in training runs off the Ayrshire Coast in April.

DRI-JAK

For those of you who like to stay dry, warm and comfortable while canoeing, then this is a must. The Dri-Jak is a totally waterproof paddling jacket with welded seams and Dry-Suit seals at the neck and cuff. Initially these seals feel strange, but the wearer will soon get used to them — the concept of staying dry takes longer.

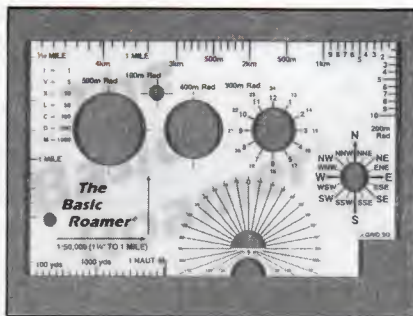
The Dri-Jak is not sealed around the waist, but has a simple drawstring. This is probably the safest solution to the problem of swimming in the cag when a sealed waist may result in the cag filling up with water.

A lot of thought and testing has gone into this product which is reflected in its price of

£45.00. However it is worth paying the extra, if you can afford it, to know you are going to stay dry.

Wavesports, 5 Tudor Court, Harold Wood, Romford, Essex.

THE BASIC ROAMER



This useful little gadget costs only £1.30 members, £1.60 non-members (both inc p&p). It is designed for use with the 1:50,000 OS map, and incorporates over 20 handy features, including 1/10m, 1/8m, 1/10km, 5km, and 2 mile scales; 100m, 200m, 300m, 400m, and 500m radius cut-outs; 12 and 24 hour clock face; compass points/bearings; 1/4 grid square cut-out; degree angles; 100yd scale and one nautical mile. Available from BCU Supplies.

WILD WATER HELMET

The BCU Approved safety helmet marketed by Wild Water, is now available from BCU Supplies in royal blue, orange or red at £14.50 members, £15 non-members (both inc p&p).

FIELD AND TREK

The latest catalogue from Field & Trek costs £1.50, but provides a comprehensive coloured guide to the established products in outdoor equipment.

TRYLON'S ONE-STOP CANOE SHOP

Trylon's new refurbished Canoe Shop, offers a full range of thermoplastic canoes, including Europa, Mirage, Dancer and Jumper from Ace, plus buoyancy aids from Wild Water including De-Luxe, Shortie, Instructor and Cojak. Paddles by Freeblades, Mark Gees, Ottersports and M1 plus 2oz competition and 4oz standard cags from Harishok and Wild Water.

Trylon Ltd, Thrift Street, Wollaton, Notts. (0933 664275).

NEW ESSEX WATERSPORTS CENTRE OPENS

A new Watersports Centre opened in Great Dunmow, Essex on 16 April which caters for all watersports including surf and sail boarding, as well as sailing, rowing and canoeing. Stocks include wet suits, paddles, oars,

cleats, shackles, resins, paints, ropes, spars, boat covers and trailers.

Mr. Rod Martin, Watersports Centre, Braintree Road, Dunmow, Essex (0371 5220).

OTTERSPTS PADDLE MITS



Paddle Mits are now being manufactured by Ottersports Limited. Looping onto the kayak paddle loom, they give the paddler's hands complete protection from wind and rain.

Made from 4oz Neoprene coated nylon material, in flame red, royal blue or yellow, they retail at £5.75 per pair (including VAT), a small price to pay for personal comfort.

Ottersports Limited, 61 Bunting Road, Northampton, NN2 6EE (0604 719933).

A VERY DIFFERENT ROOF-RACK



A modern replacement for the conventional roof rack, the Pacer Quick-Fit, a new product from Shorfast Limited can be fitted or removed in seconds and stows in less space than a pair of gum boots. Although designed originally for sailboards it is equally suitable for carrying canoes, surfboards, ladders, timber or any other awkward long load.

The Pacer comprises two self-coloured foam pads, which are non-absorbent and resistant to sunlight, together with nylon coated gutter hooks, rot proof straps and quick release cam buckles. It will fit any car with conventional gutters, while a simple adapter kit is available for those without. Retail price of the Pacer Quick-Fit is £26.75 inc VAT. Shorfast Limited, Charles Street, Chester CH1 3EL.

SORRY, JOHN

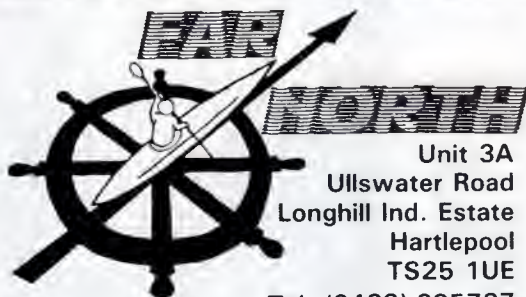
A review of the Suunto Compass was carried in the last Focus. This appraisal should have been attributed to John Kuyser.

**CANOEING THE GAME
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NAME**



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THE PROSPECTOR

by Sam Crymble



Sam Crymble is in charge of canoeing at Glenmore Lodge, the Scottish Sports Council's activities centre in the Cairngorms. He took part in the Annapurna expedition, and has paddled in Norway, Sweden and Canada, besides touring extensively on Scotland's white water rivers. Sam is interested in all facets of canoe sport. This has recently involved him in paddling the open canoe.

Every canoeist in this country — that is those proper canoeists who kneel in their boats and propel them with a single-bladed paddle, must have by now heard the name of Bill Mason, author of the book *Path of the Paddle* and star of the instructional films of the same name.

The canoe used to demonstrate all the various techniques is a 'Prospector 16'. In his book he states 'When it comes to choosing the perfect canoe its no contest, the Prospector 16 wins on all points.'

Can this be true? Or is it just a load of Canadian bull....? Can the Prospector 16 really be that much better than all the other canoes I've paddled? Well, at the end of January this year I had a chance to find out, and to visit the factory where they're built to see exactly what goes into them.

Tim Ward's small workshop is tucked away in the wilds of the Chiltern Hills. Here, with the help of two staff, like himself active paddlers, he turns out a range of general purpose canoes and kayaks. The Prospector is undoubtedly the flag-ship of his range. Indeed, its presence in the UK is a tribute to Tim's immense personal interest and commitment to canoeing. Inspired by the *Path of the Paddle* films, and the clean aesthetic lines of the Prospector 16, he sought out Trail Head, the company who build the Prospector in Canada, and arranged to build the boat here. Of course, the Prospector was originally designed and manufactured in cedar strip and canvas. Could an eighty-year-old design, blue-printed for traditional materials, survive being built in space-age material? I was soon to find out.

How is it put together?

The Prospector is laid up as one piece, in a two-part mould. Once the laminate has set, the two halves of the mould are separated and the hull popped out. This method of moulding gives a very strong unitary construction with no seams to join up or subsequently to split. An overlap of materials down the middle gives a double thickness of laminate along the keel-line. The basic lay-up consists of one layer of 2oz chopped strand mat, followed by a layer of 16oz woven rovings. Reinforcing to the hull is provided in the form of 4" wide strips of 2mm

Coremat laid transversely at intervals along the hull.

Tim explained to me that Coremat with its high flexural strength is much superior to the alternative 'traditional' types of reinforcement. Because the material is so porous, it can be thoroughly impregnated with resin and a good bond can be achieved between the sandwiching laminates. This high strength resin bond eliminates the problem of delamination.

With the hardened hull out of the mould finishing can get underway. Even using pre-prepared materials, this stage takes about twice as long as the laying up of the hull.

Tim uses imported American Ash for trimming. Apparently this has much better resistance to rot and to fungal attack than the more commonly used mahogany. The production of the wooden trim is farmed out to local craftsmen. Mark "Gees", a name well-known in the canoeing world, prepares the inwales, outwales and end caps. The seat units are made up by a local cabinet maker and the seat bases are woven by a "wee woman" in the village.

What impressed me most was how carefully all these component parts were married together. Wood surfaces were pre-varnished before assembly, particularly those "inside" surfaces and end grains which would be hidden when the whole canoe was assembled. This surprised me, as while it was just the sort of pains-taking detail that one would indulge in for oneself, it wasn't the sort of thing I would have expected a major manufacturer to take the time to do. This in fact prompted me to ask Tim that if he were building a Prospector for his own use, what improvements would he incorporate?

I think it says a lot that he couldn't think of any changes or improvements he would make on his current off-the-shelf production model. As he says, he builds the boat the way he thinks it should be built, and then works out the cost in time and materials afterwards. In fact, he reckons that his current canoes are better than the original Canadian-built canoe he imported. He uses only stainless steel screws, bolts and fittings as opposed to the original mixture of mild-steel and brass, and he has redesigned the wood-trim at the bow and stern to give a smoother finish.

How does it handle on the water?

After spending two days in the workshop I was dying to get onto the water. On a freezing cold January day, with the Thames in flood and Marlow weir thundering below, I didn't feel inclined to try out anything fancy, like Capistrano Flips or even support strokes, but the short time I had in the canoe was long enough to convince me that Bill Mason is right. The Prospector 16 does stand head and shoulders above the opposition.

The boat is exceptionally lively, it accelerates quickly, the narrow bow section cutting through the water quietly and easily without that annoying slap, slap, slap of water on the hull. This narrow section flares out to nearly full beam, by the bow seat, which should mean that the Prospector will have the ability to ride over, rather than plough through, bigger waves. The hull has modest tumble-home (approximately 2cms) so the paddle reaches the water easily and the gunwale stays kind to the hands.

The hull has a slightly rounded section, so that initially one feels marginally less stable than in a flat-bottomed boat. It's only when one adopts the recommended close-kneeling position at one side of the canoe that the shape of the hull-section comes into its own. With that slight lean correcting the asymmetric action of the paddle, the canoe runs dead straight with hardly any need for corrective strokes. As opposed to any other canoe I've paddled, one doesn't have to force the Prospector over to attain an acceptable lean.

Similarly, the slightly rockered hull is sensitive to wind, current and to correct seating position. Even moving slightly forward or backwards produced a noticeable effect on the trim, and thus the performance of the boat. If I had any criticism, it would be that for solo paddling I felt that the centre mounted thwart should be moved slightly stern-wards. On the test I ended up bracing behind the centre thwart so that I could trim the boat correctly. Obviously this is an opinion shared by Bill Mason — the bulk of the photographs in *Path of the Paddle* show him kneeling behind the thwart. This is not an insurmountable problem however. The thwart can be moved forwards or backwards by simply drilling the gunwale at the appropriate points. Tim can mount the thwart in the desired position at the production stage.

The slight rocker in the hull assists turning. The boat spins round on the spot with a couple of sweep strokes. On the move, it only required a slight modification of a normal stroke to initiate a turn.

At just under £400, the Prospector 16 represents a hefty investment, but no more or less than its competitors. My own feelings are that it's the sort of canoe that the British Canoe Union need to adopt and promote for their new series of tests and awards in the open canoe. For too long people have been turning up for testing in open canoes, in which it was just about impossible to perform the required manoeuvres. In the Prospector 16 we have a canoe which has the specification, and the performance characteristics, which will allow canoeists to use their complete repertoire of strokes and skills.

Specifications: Length — 16 feet, Depth — 14 inches, Width — 35 inches, Recommended capacity — 850 pounds, Colours — Grass green or deep red (others available to order).

Prospector Basic: GRP/Polyester resin hull, one piece GRP moulded gunwale, suspended plywood bench seats. Weight — 70-75 pounds, Price — £299.75.

Prospector 16: GRP/Polyester resin hull, American Ash trim, nylon weave seats. Weight — 70-75 pounds, Price — £373.75.

Prospector Classic: Kevlar/Vinylester resin hull, American Ash trim, dished portage yoke, woven cane seats, VCP hatches. Weight — 50-55 pounds, Price — £683.10.

The Prospector range, is available from: Chiltern Canoes, (Tim Ward Canoes and Kayaks), Northend, Turville Heath, HENLEY-ON-THAMES, Oxon. (049 163 767)

SOMETHING COMPLETELY DIFFERENT



The first edition of the Scandinavian Water Race will be taking place this summer. The event is open to canoeists and windsurfers. Four canoeing classes: K 1 ladies and gentlemen, C 2 and non-competitive. Two windsurfing classes: one open and one non-competitive.

The course is 130 km long, following Ströms Vattudal i northwestern Jämtland, 30th July – 2nd August. There will be four stages, one per day, varying in length between 20 and 40 km. Half an hour's break during each stage.

The race begins in the mountains of Norway, winding past reindeer, cloudberry, char, elks, chanterelles and salmon-trout all the way down to Strömsund. After every stage there will be guided mushrooming, berry-picking and fishing tours.

The Scandinavian Water Race offers sensational prizes. There will be SEK 55.000 in cash and about SEK 25.000 in goods to be won.

This is an ideal race to follow by car. There will be any amount of amusements – side shows, markets, live entertainment, competitions and outings.

We will also be arranging a special competition on one of these four days – Dunderklumpsloppet – for children, tourists, fitness enthusiasts, families and others who may not be up to the full 130 km. Activities will include visits ashore, sausage-grilling, coffee breaks etc.

Enrolment fees SEK 195 and 75 include refreshment drinks, meals at the end of each stage and a diploma.

I would like to know more about:

- The Scandinavian Water Race
- Frostviksfjällen

Complete and return to

**Frostviksfjäll, Box 73,
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Sweden**

Scandinavian Water Race
30.7 – 2.8 1986

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It's Canoeing for all, whatever their age and ability
It's Canoeing, safely, *on* the water, not *in* it
It's Canoeing for those who wish to potter, for the tourist, for the jogger-on-water, for the marathon paddler, *and* the Olympic athlete.

There is a coaching scheme for Placid Water Canoeing, and there are well over two thousand miles of suitable, available waterways.

In the Jubilee Year of the BCU, discover, use and enjoy the Placid Waters of Britain.

... to canoeing at the top of the World

From canoeing the canals and slow moving rivers of Britain ...



IN PLACID WATER CANOEING THERE IS SOMETHING FOR EVERYONE

Placid Water Canoeing is not new. In fact, the oldest established clubs in Great Britain are based on journeying, and distance and sprint racing on 'placid' water.

What is new, is the development of a system of coaching, and a progression of skills, craft, and activities, related to a canoeing programme based entirely on placid water.

David Train

The person who has developed and promoted these ideas is David Train.

David commenced paddling as a family man, originally with the Viking Club at Bedford. In 1973 David moved to Fladbury, a small village situated on the placid river Avon in Worcestershire. There, he established a club, which, in five short years, became a major force in the marathon and sprint racing world, largely because of the interest of parents, as well as the youngsters. It is now a club of over 200 members of all levels of ability, from parents who started in their forties, to top class Olympic squad paddlers.

In recent years, David himself made an impact on the marathon and sprint racing scene nationally, as architect of the Open Racing Scheme. He has given a great deal of thought to the system which is necessary for the success of a club based on flat water. This has become known as 'the Fladbury philosophy'.

Stephen and Andrew Train — world silver medallists in C2 10,000m

Fladbury Canoeing Ltd Sponsor BCU Placid Water Coaching Scheme

The BCU Coaching Scheme is pleased to announce that **FLADBURY CANOEING LTD** is to sponsor the Placid Water Coaching Scheme.

The proceeds of this sponsorship will directly assist the development and promotion of placid water canoeing.

THE PLACID WATER COACHING SCHEME

The teaching and award scheme was started in 1984 to encourage the development of Placid Water Canoeing. Since then, 500 teachers have been trained and many clubs, schools, youth and scout groups are using the scheme.

The Scheme is aimed at bringing canoeing to people of all ages and levels of ability. The initial teaching is done in stable, open cockpit canoes and kayaks where there is little chance of capsizing, and because of the cockpit size, any fear of being trapped is removed. The Award Scheme starts by teaching the basic kayak and canoe strokes and moves through four grades to include the use of open cockpit craft on moving and open water. Badges and certificates are awarded at the four levels.

Having taught the skills, there are then other achieving Awards. The first set are a series of time/distance standards in the Olympic class Kayaks and Canoe. The second are a

series of awards for the completion of the half and full marathon distance in canoe or kayak.

Newly introduced is a series of tests based on performance over 500 metres. These 500 metre tests are used by the BCU Racing Committee to establish the necessary standards for participation in national regattas at Holme Pierrepont. They are also useful indicators of the division in which a newcomer to Marathon could usefully start — but they are not mandatory in this respect.

The Placid Water Teacher is provided with this array of awards, so that within the coaching scheme, he can not only teach the skills but can introduce his pupils to the many activities that take place on placid water.

TEACHER AWARD

This is the basic award for those teaching on placid water using open cockpit canoes and kayaks. Candidates must attend a two day course which covers safety, access, the philosophy of placid water canoeing, and canoeing

activities. It is suitable for teachers, scout and youth leaders. Courses are available at a number of locations.

Candidates must be capable of handling open cockpit kayaks and canoes to the Grade II standard of the Placid Water Skills Tests. However, these requirements are covered on the courses. Test Certificates do not have to be produced.

SENIOR INSTRUCTOR

Placid water canoeing lends itself to a club based activity, involving journeys from the base, touring, trails, club handicap racing, achieving marathons, marathon and sprint racing. The Senior Instructor Award is for those capable of instructing, leading and organising a unit based on this approach to canoeing.

Training courses are available at a number of locations. Assessment is at Fladbury. Also at Fladbury are courses for endorsement of SI Inland and Sea to Placid Water SI.

PLACID WATER RACE TRAINER AND COACH

Aimed at those who are interested in coaching for competition. Race Trainer courses are available at a number of locations.

For the latest details of courses contact the British Canoe Union.



THE KAYAKS AND CANOES



The 14' open cockpit stable tourer which is the basis of the scheme.
Featured is the Poly Pippin



The 17' open cockpit fast tourer. This can be used for journeying as well as lower level marathon and sprint racing.
Featured is the Discovery



The 17' stable racing kayak. This craft marks the transition to ...
Featured is the Blenheim



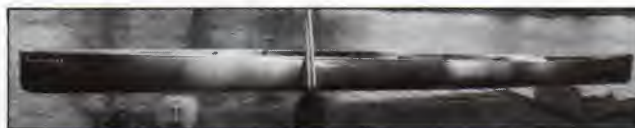
The 17' full specification Olympic flat water racing single kayak (K1).
Featured is the Spartan



The 14-17' open canoe especially suitable for family touring, and expeditioning. A fun and fitness boat for all.
Featured is the Victoria



The 19' fast touring canoe. Suitable also for marathons.
Featured is the Merryweather



The 21' double stable racing and marathon canoe. This is the transition boat to the ...
Featured is the Kirkes 21



17' full specification flat water racing single (C1).

The scheme also incorporates use of touring and racing doubles and kayak and canoe 'fours' — K4 and C4. Activities include regular club handicap races, and tours, besides participation in marathon and sprint racing.

Placid Water Canoeing offers progressive participation in fun and fitness canoeing for all the family.

*** RESOURCES * RESOURCES * RESOURCES * RESOURCES * RESOURCES * RESOURCES**

Licensed for Freedom

BCU members enjoy the right to paddle all 2,000 miles of British Waterways Board rivers and canals without extra payment.

The BCU membership sticker is accepted as a licence for all the Board's waterways.

This gives the placid water paddler access to the major navigations, besides myriad quiet canals and backwaters. The opportunities for unhindered paddling in beautiful surroundings, as well as exploring city and suburbs, are endless.

Dos and Don'ts

A free leaflet is available from the BCU office, outlining the simple code of conduct which applies to the use of BWB waters.



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GET STARTED WITH THE NEW **POLY-PIPPIN 14** **£99 + VAT**

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A general purpose, placid water, polythene, kayak/canoe — for teaching and touring — 14 feet long, open cockpit, stable and straight line craft — for schools, clubs, centres, scouts and individuals.



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A full range of Canoes and Kayaks for paddlers of all ages and levels of ability. Paddles, bouyancy aids and spraydecks. — Advice on all your canoeing needs.

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Anne Plant did in the gruelling 125 Mile D-W Race!
Finishing **FIRST** in the Ladies and a fantastic **FOURTH** in
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East Sussex, TN22 1QL. Telephone: Uckfield (0825) 5891/2

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JUBILEE APPEAL NEWS



No 5 May 1986 — Published by The British Canoe Union

WHO WANTS A SLALOM COURSE? — CANOEISTS DON'T!

That canoeists don't want the Slalom Course at Holme Pierrepont could be the conclusion that a non-canoeist would reach judging by the general response, so far, to the Jubilee Appeal.

Have your ears pricked up? No? Well, let's continue. I know that such is not the case; canoeists do want the Slalom Course, but the reverse conclusion can be reached if you look at the financial facts in this way.

Cost of the Slalom Course — £2½ million — yes, MILLION — that's £2,250,000 — a lot of noughts. Source of funds — the general public through The Sports Council and Nottinghamshire County Council to the tune of £2,150,000 leaving the British Canoe Union — that's you and me — to raise £100,000, of if you prefer it, 4½% of the total.

With 15,000 individual members (8,000 of them slalomists) and nearly 700 canoe clubs, £100,000 represents less than £7 per head or around £140 per affiliated club. In our Golden Jubilee Year, you would have thought that we canoeists could easily raise and would want to raise such a sum. After all, it represents just 13p per week each. That's the theory — just 13p each week for a year, from every member of the British Canoe Union (or £2.70 per club per week). What's the reality? After three months of the Golden Jubilee Year, we, as 'Canoeists', have raised just £3,000.

Those of you who took part in the pledge scheme may think you have done your bit. Maybe, but I think that our pledges should now be followed up with a real financial commitment to the Slalom Course we said we would support.

I can already hear the grumbling from the masses: 'Canoeing already costs me too much in entry fees'; 'My BCU membership is too much'; 'Little Jimmy can't afford a new paddle'; 'Why should I support Slalom, my sport is...canoeing'.

Every single excuse you can think of is just that — an excuse. Canoeing in all its facets is your sport, you are a member of the BCU — pressed man or volunteer — it's immaterial. The rest of the sporting world, the Sports Council and Nottinghamshire County Council see you, me, us as 'the canoeist'.

'The canoeist' says he wants the Slalom Course at Holme Pierrepont, pleads for it for over ten years, and then, when asked to pay a little, a very little, towards its cost, appears reluctant to do so. The problem is that, although this might not be true, to the non-canoeist it appears to be very much the case. And when 'the canoeist' next asks for help to finance a World Championships, an international trip, or fight an access case, the answer will be NO.

The British Canoe Union (that's you and me, remember?) now finds itself in an embarrassing situation. On the one hand it wants the Slalom Course; on the other, its membership (that's you and me too) does not want to pay its share? True or false?

Prove the non-canoeist wrong. Put your hand in your pocket now, and donate 13p per week to your own sport in the next year. Remember, the tax payer is paying £145 for each and every member of the BCU (or £1,640 per club) to build the Slalom Course. As a canoeist you should be more than willing to pay your 13p.

MIKE HASLAM
JUBILEE APPEAL ORGANISER

You have read the article, now is the time for you to act. If you really do want a Slalom and White Water

Course at Nottingham, if you really do believe in your sport of canoeing and want to support it, send a cheque for £7 today to the address below:

BRITISH CANOE UNION — JUBILEE APPEAL 1986

Please find enclosed my cheque for £7 made payable to the BCU Jubilee Appeal, as my personal contribution towards building the Slalom and White Water Course at the National Water Sports Centre, Nottingham.

Name: _____

Address: _____

Return to: British Canoe Union, 45/46 High Street,
Addlestone, Weybridge, Surrey. KT15 1JV

200 CLUB — SECOND DRAW

The winners of the second 200 Club draw were —
BONUS PRIZE J.L. Oliver, Lincoln £6.00
STANDARD PRIZE W.J. Black, Tonbridge
£3.00

BARCLAYS BANK — SUPPORT THE JUBILEE APPEAL

Barclays Bank PLC have generously donated £200 towards the Jubilee Appeal, the first of many donations, we hope, that will come from the world of commerce.

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

*Prize money directly related to the number of people participating but it will always represent 50.8% of takings.

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.

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 of 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

PUT A BRICK IN THE WALL — SEND £1

The latest Jubilee Appeal scheme to be launched is specifically for the National Canoeing Centre. The "Put a Brick in the Wall" scheme is designed to get your initials permanently on show at the National Canoeing Centre. The idea is this:

Your order a brick with your initials on, and each brick is placed in a wall within the structure of the National Canoeing Centre. Bingo! With luck you end up with a whole wall of people's initials! (if not, the roof falls in). Seriously — interested? Then send a £1 deposit now, payable to the Jubilee Appeal, so that we will know how many bricks to order. It

is estimated that each brick will cost around £5-£6 but without an exact number, the cost cannot be confirmed. Act today, and have your initials permanently on show. At the end of the scheme, a catalogue listing the full names that go with the initials and a "brick plan" will be produced for the "brick people".

GREETINGS FROM POLAND

We have received the following greetings from Polski Związek Kajakowy:-
Dear Sporting Friends
The 50th Anniversary Jubilee of the British Canoe Union in 1986, gives us the occasion for sending to you our cordial congratulations

in the name of the Polish Canoe Federation. This comes with deep conviction of our heartfelt wishes.

You can take pride in the fact that in all directions of your activities you have developed canoeing uniformly, beginning with touring and extending with slalom and Olympic racing. This can give you great satisfaction. This makes us somewhat envious as we were unable to develop our activities in the various disciplines to achieve the good results of the BCU. We do not however resign ourselves to this situation, as your good example is ever a stimulus to our activity.

Besides your 50th Anniversary, we also envy your magnificent Sporting Centre at Holme Pierrepont. We wish you well with its further extension and look forward to the opening of the slalom course.

We assure you that Polish canoeists regard you as good friends who always welcome our mutual contacts in every field. According to the old Polish custom, we wish you a further 100 years of prosperous activity.

Edward Serednicki M.A.
Vice President

DISCOVERING THE CANALS

Fladbury Canoeing are helping Mike Haslam discover the canals of the British Waterways Board by providing him with the "Discovery", a fast touring K1 ideally suited for Mike's 2000 mile paddle to raise money for the Jubilee Appeal. Following his last article, full report on Mike's further progress around the canals will appear in the next Appeal News.

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Nimbus Chehalis (left) and Capilano Whitewater paddles are priced at £33.95 and £54.95 respectively. Both are clad in kevlar and epoxy and heat-bonded for overall strength. Tips are additionally reinforced with urethane and graphite. Other designs and jointed paddles also available.



Romer R41 Olympia — Available in three sizes, the Olympia has been developed especially for heavy white water grades III to V. Retail price is £32.95. Other helmets in the Romer range are priced from £13.45 to £43.95.

Whitewater

Shepperton Marina, Felix Lane, Shepperton,
Middlesex. 0932 247978.

Dear Focus...

BUOYANCY AIDS

Dear Focus,

Something that happened to me the other day may be of interest to other readers and worth thinking about. We were paddling the River Tees in March in rather extreme weather conditions (we had to abandon the trip later as the river was frozen completely for a considerable distance) and I was using an Explorer buoyancy aid. This buoyancy aid incorporates a webbing safety harness used with a plastic quick release buckle. Due to the low temperatures of the water, the harness webbing became completely frozen solid. It was clear that it would be extremely difficult, if not impossible, to release from the harness if need be, as the frozen webbing would not pass through the quick release buckle. This obviously has important implications in emergencies.

This type of webbing/plastic quick release buckle is widely used on tow lines etc, also, and the same problem would therefore occur in extreme weather conditions.

Although it is fairly rare to have this sort of extreme weather conditions, I feel it is worth bearing in mind this situation when using quick release buckles and webbing in the water.

Colin Tee, Harrogate.

TRY TRYWERYN SEPTEMBER 7th/8th 1985

Dear Focus,

In answer to recent letters to Focus as regards, paddlers not being able to use the full stretch of the river i.e. International Slalom Course and above the Graveyards etc., the charges that were complained about did include a camp site fee and it was up to each individual if they wanted to use the camp site facilities or pay elsewhere.

I sympathise with Phil Davies as to the problem of access to a parking point. This was due to a misunderstanding between the owner of the field and his family and not our doing, we hope this has now been eradicated.

However, I would like to point out that TRY TRYWERYN is exactly what it says and we would greatly appreciate the experienced canoeists to help the less experienced.

J.B. Gregson, Pershore, Worcs.

Dear Focus

Some of your readers with 'kamikaze' pals may sympathise with these sentiments;

Up in Scotland one dark day,
"Chris the paddles" chanced to say;
"There's a river that I know,
It's only just grade III or so"
I said, "O yes?", and like a foal,
I signed for Chris's swimming school.
It dawned a dark and dreary morn,
But to go paddling I had sworn.
I left a warm and comfy bed,
I must be funny in the head.
The rapids then at just grade three,
Looked more like grade thirteen to me.
Down soaring drops it foamed and bubbled,
My eyes beheld and I was troubled.
As I broke in, my hopes a dimming,
I know that soon I would be swimming.
Down hurtling gorges then I passed,
The next bit happened very fast.
I missed a breakout, hit a tree,
Down went paddles, boat and me.
Down the Eden I did float,
Minus paddles, clutching boat.
Banging knees and cracking head,
I thought that soon I would be dead.
By some strange fluke I stayed alive,
The paddles though did not survive,
I couldn't hold them back you see,
They're probably in the Irish Sea.
I've learned my lesson very well,
Will I go paddling now? Like Hell.
And nothing quite gives me the shivers,
Like Chris's so-called easy rivers.
Paul Hockaday, Llandudno.

RIVER ITCHEN

Dear Focus

We act for the Test and Itchen Fishing Association which represents the owners of fishing

rights along the whole length of the River Itchen and the former Itchen navigation canal.

Our attention has been drawn to an article in your last issue under the heading 'Itchen to Paddle' which alleges there are existing undisputed rights of navigation over the canal as well as implying that these may also arise over the river itself. The purpose of this letter is to make it clear that no such rights exist over either the canal or the river.

The matter is of immediate importance because the article was recently produced as justification for trespass by canoeists on the property of a member of the Association. We are pleased to note that the trespass ceased at once as soon as the true position was drawn to the attention of those concerned — but to their considerable irritation at the unnecessary nuisance caused them by the inaccuracy of the article.

As members of the Canoe Union will appreciate, riparian owners and others with fishing rights are entitled to protect their legal interests. In the circumstances, and to avoid any further misunderstanding, we are instructed to make it clear that all appropriate steps will be taken to protect these rights including by proceedings in the courts if this unfortunate necessity should arise.

Dutton, Gregory & Williams
Solicitors, Winchester.

Roger Irwin, Regional Access Officer,
BCU Southern Region replies:

The Sports Council have recently published a report by Arthur Telling and Rosemary Smith, two distinguished academic lawyers, which examined the rights of navigation on English waterways. In the report, relating to the River Itchen (page 23) they summarise 'On the basis we conclude that the right of navigation over the original course of the river has existed since "time immemorial".'

To sum up:

- (i) There is an undoubted common law right of navigation over the tideway to Woodmill;
- (ii) On the balance of probabilities, there is a common law right of navigation from Woodmill to Winchester over the original course of the river;
- (iii) There is a common law right of navigation from Winchester to near Aireford either from time immemorial or by virtue of implied dedication;
- (iv) There is a statutory right of navigation over the canal.

ONE FOR THE CLUBS

Your Club name on the Slalom Course at Holme Pierrepont. How? By inscribing your Club name onto the concrete rim of the course at "paddlers" eye level. Send a £5 deposit now to the Jubilee Appeal. The total cost (approximately £50 per inscription) will depend on the number of Clubs interested and will be confirmed at a later date.

Yes, The _____ club is interested in the Club Inscription Scheme. Please put our name on the list. A cheque for £5 (deposit) is enclosed.

Signed: _____

Name: _____

Address: _____

Date: _____

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BOOKS



A CANOE GUIDE TO NORTHERN IRELAND

Published by CANI
Available from BCU Supplies £2.25 members £2.95 non-members (both inc. p & p)

A very neatly produced and useful guide to the rivers, loughs and coast of Northern Ireland has been edited by Stephen Creber on behalf of the Canoe Association of Northern Ireland, with information supplied by several contributors.

The guide lists all the canoeing waters, and provides more detailed notes on the popular areas.

WHERE TO LAUNCH YOUR BOAT



Published by Barnacle Marine
ISBN 09487888 00 3
Available from BCU Supplies £3.15 members, £3.95 non-members (both inc p & p)

Although intended for boats requiring a trailer, this guide to over 500 landing sites around the coast, estuaries, and inland navigations, should provide useful information for club cruises, and for those individual canoeists who like to leave nothing to chance.

CANOE GAMES

by Dave Ruse
Published by A & C Black
ISBN 0-7136-5612-3
Available from BCU Supplies £7.25 members, £8.25 non-members (both inc p & p)
Reviewed by Guy Baker

Canoe Games provides dozens of ideas for activities both for serious training and fun canoeing, with an emphasis on the latter.

There are over 300 games, offering limitless variations suitable for all levels of ability and every water situation.

They are described and illustrated under the following headings — The Pool, Flat Water, Open Water, The City, The River, Freestyle, Competition. At the beginning of each section, the reader is reminded of the dangers that may be involved with each environment, and the precautions which, if followed, will make a safer session.

Some of the games are conversions of playground activities that many instructors will probably be familiar with, but it is invaluable to have these written down, as it serves as a useful reminder to all the games you may already know, and the many you don't — or cannot recall when you need them. Many are specific to the use of canoes, and it is here that you will be amazed by the possibilities offered by the canoe or kayak for fun, enjoyment and adventure.

The game descriptions are simple and brief, and well depicted, with amusing illustrations adjacent to the instructions.

Most instructors who are involved with teaching canoeing will use games at some stage, so for all of you who want to expand your knowledge past raft walking and tag, then this book is a must. Thank you Dave, for taking the time and trouble to share your extraordinary imagination. Canoe Games is approved by the BCU.



BARTY

by Janet Collins
Published by Blackie
ISBN 0-216-91840-5
Available from BCU Supplies £5.95 members, £6.45 non members (both inc p & p)

'Barty' is a good-hearted 9-year-old, but with unfortunate physical characteristics which make him the butt of his peers' jokes, and misplaced adult sympathy.

In a chance meeting at a local slalom, Barty meets Dan, who introduces him to canoeing. The potential which canoeing has to help a person to establish self-respect, and find him or her self accepted by club-mates through

sharing common adventures, is well exploited. In the case of Barty this is particularly moving.

The canoeing references are well made, with a minimum of technical innaccuracy, and licence, to fit the story.

'Barty' earned for Janet Collins the Kathleen Fidler Award for outstanding new writers of fiction for 8-12 year olds.



TO WIN THE WORLDS

Bill Endicott's acclaimed book on slalom techniques, *To Win The Worlds* is now available from BCU Supplies.
£10.25 members, £11.25 non-members (both inc p & p)

Calling all Slalom Photographers

It is planned to hold an exhibition of slalom photographs at Holme Pierrepont on the occasion of the Jubilee Weekend 13-14 September. This exhibition will be the culmination of a competition. All photographers are challenged to submit their work for consideration. Details can be obtained from Mr. Tony Tickle, 40 Tanners Street, RAMSBOTTOM, Nr, Bury, Lancs. BLO 9ES. (Daytime telephone number 061.205.9425).

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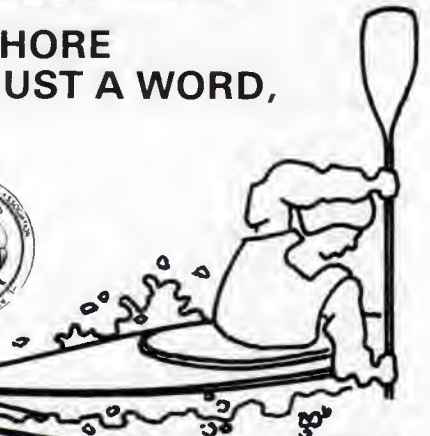
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Marine Nature Reserves: Preservation or Conservation?

by Paul Airey

Sea canoeing has in recent years enjoyed a large increase in participation due, no doubt, to the increasing frustration of inland paddlers with the lack of access to our white water rivers. It may well disturb some of the sea paddling fraternity to learn that if present proposals are realised then popular sea canoeing areas are likely to be subject to increased byelaws and restrictions for all sea based sporting activities.

The 1981 Wildlife and Conservation Act provides the framework for the designation of Marine Nature Reserves (MNR) and to date there are seven MNRs around the coast, namely Scilly Isles, Lundy, Skomer, Bardsey, Menai Straits, Loch Sween and St. Abbs. The Department of the Environment have set an eleven stage procedure called 'the formal non-statutory consultation stages' before an MNR can be designated: stage 10 being 'a resolution of problems' and stage 11 being presentation to the Secretary of State. The proposed reserves are at different stages of development. For instance, Bardsey is at stage 2, being the 'broad identification of the nature and duration of restrictions required to achieve the objectives'. In contrast, Skomer and the Menai Straits are at stages 6, 7, and 8, which involve the thorough investigation of existing byelaws, possible shipping restrictions involving IMO (Intergovernmental Maritime Organisation) and the preparation of a full case.

Why is it deemed necessary to designate areas as MNRs? It may be pertinent to answer this from the Nature Conservancy Council (NCC) point of view using the Menai Straits as an example. The area is significant in its varied geology and the unique habitats it provides for flora and fauna facilitated by an unusually strong tidal flow in a constricted channel. A brief examination of points of interest may be followed on the map (attached) starting at the NE end of the area.

Red Wharf Bay (or Traeth Coch) provides a nursery ground for flat fish, Puffin Island and Penmon a rich limestone habitat underwater, Traeth Lavan is used by nationally significant numbers of waders, for example one percent of the British population of redshank, oyster catcher, dunlin and curlew overwinter on the fine sediments exposed here. The section from Menai Bridge is considered unique because of the strength of current and the shallowness of the water. Since the 1950s a close monitoring of the Swellies has shown a decrease in the variety of the species. Bait digging without backfilling is thought to be damaging the populations of a giant ragworm; peeler or soft shell crab collection for bait involves turning stones some of which form fish traps or 'goradau' of archaeological

significance dating back perhaps to the thirteenth or fourteenth centuries. The least disturbed by the fishermen and most noticeable examples of these goradau to canoeists will be on either side of the island with the White House, Ynys Gorad Goch, near the Britannia Bridge. The Foryd Estuary south of Caernarfon is silting due to Townsend's Cordgrass or Spartina, an accidental hybrid originally colonising Poole Harbour. Most of Abermenai and Ynys Llanddwyn are already a terrestrial National Nature Reserve and support from time to time breeding populations of terns, shags and seals.

The major concern seems to be the decline in water quality mainly for the following reasons:—

- (i) It is already acknowledged that the Irish Sea is the most radio-active sea in the world.
- (ii) Merseyside waste is dumped in Morecambe Bay resulting, for example, in high turbidity and a recent increase in mercury levels.
- (iii) Local water authorities not only discharge sewage into the Straits but improve water courses that drain off local upland areas, 'improved' by the use of chemical fertilisers, a high proportion of which runs off into the drainage system.
- (iv) Certain anti-fouling on boats and yachts contains TBT and can affect marine life (although this problem is envisaged solved at national level with legislation to cover paint manufacture).

Combine these with the ponding effect of the Menai Straits in that one tide will not 'flush' the Straits, and the problems of pollution can be appreciated.

However, a number of questions are now pertinent. Namely, will the MNR, if designated, have the slightest fighting power against the major considered pollutants of the area? Will it have teeth to bite British Nuclear Fuels, the Welsh Water Authority (or its private successor), Merseyside Metropolitan Authority (or its successor), the EEC and

Welsh Farming Policies? Rather unlikely, I feel, but it would have sufficient clout via the invoking of existing dormant byelaws or the creation of new byelaws to directly affect the small boat user, yachtsman, canoeist and fisherman. An examination of the Consultative Document (Third Draft) of the proposed MNR together with an educated guess or two can point to areas likely to gain protective byelaws which may affect the canoeist.

"It will be necessary to set aside specific parts of the foreshore as sanctuary zones so as to provide undisturbed habitats for ragworm and other vertebrates". Given that the Swellies represents one of these areas and landing or embarking involves disturbance of the foreshore, draw your own conclusion.

Some concern has already been expressed by canoeists' disturbance of seals on Puffin Island and of shags at Llanddwyn.

"Disturbance to nesting cormorants and shags sometimes occurs when canoes and other small boats approach too close to the islets off Ynys Llanddwyn where these birds breed. To minimise disturbance to nesting seabirds off Ynys Llanddwyn a voluntary ban prohibiting canoes from approaching closer than 50 metres during the nesting season (January to May) is required. The co-operation of the BCU and of other small boat users is being sought. If this fails, it may be necessary to obtain a byelaw to achieve the same end."

The NCC seem determined to see the designation of MNRs in a relatively short time despite the established existence of at least six SSSIs in the Straits, for example. This may mean that if their present attempts are frustrated the Secretary of State may sanction less problematic (or democratic) stages for MNR designation.

As canoeists we must be seen as a body to be environmentally aware and sympathetic to the concerns of the NCC — this we may demonstrate by co-operating at Ynys Llanddwyn, for example. Of paramount importance, however, is the need for us to be well represented at each and every one of the consultation stages of all proposed reserves. We cannot leave our interests to be represented by other bodies such as the Royal Yachting Association given that our needs in particular areas may not always be realised by others. Let us be aware in case a reassurance, such as that provided at last October's Coaching Conference at Plas Menai by NCC's Mike Gash, that the MNR will have little effect on our sport, lulls us into a false sense of security.

Once the MNRs are designated it will be too late for complaint, consultation and change — get involved now if you live in any of the proposed areas.



EXPEDITIONS

A record year for expeditions

In 1986 more than 15 canoeing expeditions are leaving Britain for expeditions outside of Europe. Some of the highlights will be the first British trip to China; a youth expedition down the entire length of the Ganges; a disabled group doing a first descent in Iceland; a solo circumnavigation of Japan and a descent of the Dudh Kosi using canoes and microlights.

The British Canoe Union has approved ten expeditions this year which will be eligible for sponsorship of equipment from the Wild Water Centre. Typical of the grants awarded to youth expeditions this year is one that will help a youth trip to Arctic Norway and a Brittany Coastal trip led by a 17 year old. Applications for Youth Grants can be made to the BCU at any time of the year with no preconditions attached.

The Paul Vander-Molen Foundation

A Charitable Trust is being formed in Paul Vander-Molen's memory to assist those causes with which he had a close personal connection including: Leukaemia research and treatment; helping Disabled People in 'Outward Bound' pursuits; and furthering the range of exploration techniques.

A Trust Deed has been deposited with the Charity Commissioners, and approval is awaited. The Royal Geographical Society has agreed to be associated with the new Foundation.

Your generous help is sought in this worthy work. If you are able to help, please send stamped addressed envelope for a pledge form to The Model Farm House, Church End, Hendon, London NW4 4JS.

Sky Mamby Nez Naz Tour to Morocco — March 1986

by Guy Baker

In March this year I joined a group of English paddlers, Dave Mamby and Company, for the first British Kayak Expedition to Morocco. We had some French River Notes to give us background information and went with the idea that this trip would not pose too many serious paddling problems — after all the Germans did not rate Morocco. We were to be pleasantly surprised.

A cheap return flight to Tangiers (£95 return) enabled three of us to miss out on the drive across Europe, and therefore met up with the others at the airport. Nine of us crammed into the Sherpa van and with the music blaring we were off, introducing the locals to the Sex Pistols.

Two days drive and we were in the Middle Atlas Mountains. The nights were cold but on one occasion I was pleased to spend what turned out to be the coldest night, with a local Berber and his family. On returning to join the others next morning, I found them covered in frost inside their gortex bivi bags. John Gatfield had suffered more than the rest, being also wet inside his entrante bivi bag.

Our first river, the Oum er Bia, dropped us

in at the deep end. Most of the rivers we had come to paddle were dependent upon snow melt. This one was spring fed as well and had the most volume of the six rivers that we attempted. After inspection of the top fall of over 100 feet, where the river burst out of the cliff, we decided to get on a little lower down. Over half the team were wearing a dry suit of some description. Three of us had the new 'Dry-Jak' from Wavesports and were extremely pleased with them. This river was great fun, with lots of fast flowing grade III-IV water. Some parts the French had portaged, but we, British, decided to run.

'It's OK on the left' was the well quoted instruction from John Gatfield. This resulted in most of the team ending up in a large hole to be released into some vicious trees resulting in two swimming. The bemused faces of the local berbers were indicative of what must have been going through their minds. 'Why do these people come down our river, throw themselves under the trees, sit in their boats upsidedown, and frantically thrash about with their paddles before swimming to the side?' At times I agreed with them, especially when Dave Mamby became well and truly broached with his chest pinned to a rock in the middle of the river. From my position downstream I was able to watch Dave with the water pluming over his head and to see his face go through various contortions and colours as he tried to free himself. I remained where I was ready to pick up the pieces as the others dashed back up the bank. Dave eventually freed himself and stood up on the rock, looking very shaken and pale. We all had a good laugh, as is usual after a close shave.

The next day we did some more of the same river and spent an hour or so looking for the van which Allen the driver had skilfully hidden from us and himself. After Allen's initial 'Yes, well, we'll see you down the river', our rendezvous arrangements became a little more formalised. The roads were good and we were lucky that where they were unsurfaced they had dried out from the rains which otherwise would have made them impassable. This didn't stop one villager from running up to tell us that we couldn't go on any further. He then offered us tea. We had by then developed a taste for mint tea? NEZ NAZ — there was very little beer in this strict muslim country and our duty free had long since disappeared, mostly in John's direction. We consulted the King of Nez Naz, Dave Higgon, and stopped.

This man told us we would need mules to go on. Something he could arrange — surprise! surprise! We had to wait for the following day but spent an interesting evening in his house rolling balls of Kuskoos, not a game, but preparing our own local food. His daughters, danced for us as we clapped our various football supporters rhythms.

The mules arrived complete with J-bars and we set off for the river. Our guide was careful to steer us away from the road which was no worse than the one we had arrived on. The 'rip' was in but we had enjoyed it so called it a 'con'.

This next river, the Tessaout, was to be the first that we planned to stay on overnight.

Moving further South to Marrakesh — not without incident — we entered the High Atlas. Getting cocky now about the French grading and our ability to paddle the portages, we decided to attempt the Memphis and the Memphis Gorge. The notes said 'under no circumstances enter the gorge'. We had spent half a day trying to do a reconnaissance of the gorge from the sides. Having been suffering from a stomach complaint — I was unable to go on the reconnaissance so was a prime target to be wound up about what to expect. We set off down the river at 3.30pm. Every blind corner hid 'the big drop'. We thought we were paddling what had frightened the French until we came to the 'horror show'. A fifteen foot drop led to a boulder strewn channel with vertical sides, that then narrowed to less than 20 foot before the river went round the corner where we could see no more. So this was why the guide said 'do not enter the gorge'.

We started the climb out at 5pm. By 8pm in the dark, and more than 600 feet above the river, we decided to leave our canoes and return the next day. We made it back to the van around 10.30pm, having travelled over what was described by Dave Higgon as 'not good crutching country' — an understatement. What a way to spend your birthday I thought to myself but the others had bought me a cake courtesy of Donald Beam — how sweet!

Returning the following day we found it was too far for us to attempt to carry the boats back to the road, so we lowered the boats to the river well below the 'Horror Show'. This enabled us to look back up the river at the second half. We could have done it. We paddled the remainder of the river, returned to the van, packed up and left. 20 miles away, Mike Hewlett said 'We could have run that rapid'. Everyone looked at each other with the thought of the portage still fresh in our minds. There was not complete agreement, but we turned the bus round and back we went. The following day we ran the whole of the Memphis Gorge — an extremely exciting piece of water. It offered no opportunity for protecting many of the drops, shutes or rocks nor for returning upstream to help a paddler in trouble. Grade V water at its most committing.

Our final river after a two day drive through the middle of the Atlas Mountain was the Oued et Abid. This was the most attractive river I have ever paddled with fantastic rock formations, gorges, high cliffs, trees and even monkeys, which threw stones at Dave.

The French had taken four days, but with the benefit of their notes we spent one night on the river and again knocked off all the portages.

Just when we thought it was all over and on the way back to Tangiers, we encountered some huge surf, and spent two days trying to get a sun tan.

Anyone interested in going to Morocco, bearing in mind that our transport covered over 7,000 miles, should contact Guy Baker at the BCU Headquarters.

This gave us a chance to use our super new 'no expense spared' dry bags, imported from



the United States by Mamby Enterprises. We later discovered that he did not buy one — they cost £20 each.

The French had taken three nights to complete this river which they graded III, IV and V. We planned to do it in one. Ross Perdy was not too keen to spend a second night on the

river as he had decided against taking a sleeping bag. So a hard push was made at the end of the second day to finish.

We were half way across the reservoir which marked the end when an almighty thunder storm started. As we approached the dam wall, our pick up point, — some of us



saw Allen in the van drive off — up to his tricks again. As there were no signs of the storm abating we gratefully accepted the hospitality of the dam keeper. Allen returned around midnight worse the wear for partaking a local beverage, fermented fig juice, which he had located in a nearby garage.

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How to Order — Use the BCU Supplies Order Form sent with this magazine or send a cheque, postal order or Access card number, stating your address and requirement details to:- The British Canoe Union, 45/47 High Street, Addlestone, Weybridge, Surrey KT15 1JV. (0932) 41341 — 24 hrs.

Prices — Prices include despatch from Addlestone, usually within five working days, and no-quibble guarantee.



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(AUGUST 23/24/25)

THE NEW NOVICE/DIV 4 SLALOM BEING HELD AT LLANDYSUL WEST WALES HAS GOT A LOT TO OFFER BOTH SEASONED SLALOMISTS AND NEWCOMERS.

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Assisted by the Wales Tourist Board Festivals and Events Support Scheme

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LLANDYSUL

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LATE NEWS

GOLD FOR RACING SQUAD IN MECHELEN

Our Olympic Canoe Racing Squad struck gold in Mechelen (Belgium) over the weekend of 3-4 May 1986 when Jeremy WEST and Grayson BOURNE won the mens K2 10,000m race in impressive style. They out sprinted crews from Russia, Poland and Belgium in the final 150 metres with a controlled burst of speed that left the remainder of the 12 boat field for dead.

Another exciting finish in the K1 10,000m saw Paul WELLS powering through for a silver medal behind Terechowies of Poland, with Keven SMITH taking the bronze in this 29 boat race, which included two paddlers each from the Soviet Union, Poland and Rumania. Britain's second 10,000m silver medal came when the K4 crew of Paul WELLS, Laszlo CIZILLANO, Chris BALLARD and Duncan BLYTH finished just seventeen seconds down on a strong Soviet Union crew. Belgium were third.

In the sprint races pride of place went to Jeremy WEST with a magnificent effort in the K1 1000m final, when after a bad start Jeremy fought his way back to the front mark only to be caught, literally on the finish line, by the two Soviet Union paddlers. A bronze medal it was, but a defeat it was not.

The British team finished in fifth place in the Olympic style medals table, behind the German Democratic Republic, Soviet Union, Rumania and Poland. In the overall points table the mens kayak team were placed 3rd and the whole team came 4th amongst the 12 competing nations.

WASHBURN SLALOM 10-11 MAY

A relatively dry weekend saw a good entry in the Premier event held at Washburn. The course set on the upper stretch of the river, below the dam, had an additional hazzard of gusting crosswinds which made the gates somewhat erratic at times. In the MK1 Jim Jayes led after the first run, but was overtaken on the second by fast clear runs by Russ Smith and Andy Gladwin. In the LK1 first runs set the standard with Liz Sharman finishing ahead of Jane Wilson and Karen Davies. These were not improved upon during the second runs. Robert Doman led the way in the C1 with David Jones snatching second place from Pete Bell having gone clear in the first run. The C2 saw Chriss Arrowsmith and Paul Brain maintaining their superiority over Mike and Andy Smith.

The team races provided the start to the second day, with the MK1 race being clearly won by Nomad/Stafford and Stone, Richard Fox recovering from a bad cold joining up with Melvyn Jones and Andy Gladwin. In the LK1, Liz Sharman, Gail Allen and Karen Davies under the banner of the "A Team" finished 20 seconds ahead of their nearest rivals. Then came the sprint races which provided good spectator interest. This was helped by an excellent commentary by John Gosling, so that wheresoever positioned on the bank, those watching could be kept informed of

progress elsewhere and finishing times. The MK1 was surprisingly won by Donald Johnstone of New Zealand, followed by Melvyn Jones and Russ Smith. Liz Sharman was the clear winner in the LK1 followed by a good result from Sue Ward ahead of Jane Wilson. In the C1, David Corke came to the fore with Mark Delaney and Pete Bell following, and Mike and Andy Smith captured the C2 prize.

CALENDAR — ADDITIONS AND AMENDMENTS MARATHON RACING

7 Sep Bath-Bradford — Please note change of date (from 1 June), S Missen, BOARC, The Boat House, Barton Farm, BRADFORD ON AVON, Wiltshire.

28 Sep Hasler Finals at Lincoln Canoe Club, L Oliver, Cotswold, High Street, REEPHAM, Lincoln, LN3 4DP/

20-22 Jun Erne Canoe Rally, R Livingstone, Share Centre, Smith's Strand, LISNASKEA, Co Fermanagh.

CANOE POLO

One Day Course for Players

15 June Luton

5 Oct Nottingham

Two Day Courses for Potential Coaches

5-6 July Luton

5-7 Sept Hull

CANOEING AT THE NATIONAL GARDEN FESTIVAL

The National Garden Festival at Stoke-on-Trent is being billed as the Greatest Day Out in Europe in 1986. It opened its doors to the public on 1 May and was officially opened by the Queen on 8 May. It will run until 26 October and in the meantime is expected to attract over 3.5 million visitors to its 180 acre site.

Among the attractions are 80 theme gardens, spectacular sideshows, exhibitions, music, dance and drama, and events in and around the Festival Marina.

Together with the British Waterways Board, whose Trent and Mersey Canal runs alongside and into the specially built marina, the BCU have put together a programme of canoeing demonstrations and competitions to attract the interest of this vast leisure-seeking public.

"Come and Try It"

Under the co-ordination of Keith Falconer, the LCO for Staffordshire, there will be opportunities for the general public to try out canoeing in the stable, placid water kayaks and canoes designed by David Train which are featured in this FOCUS.

Canoe Polo

A Polo weekend has been scheduled for the 16 and 17 August. The event is being co-ordinated by Phil Bennett, West Midlands Region Polo Representative, 94 The Straights, DUDLEY, West Midlands, DY3 3HB.

B Barfoot, 18 The Cedars, DUNSTABLE, Beds, LU6 3JB.

ELAN VALLEY MINI SLALOM

— 15 JUNE

Demonstration canoeing event at Elan Valley Estates Open Day. Also other static displays and a rare chance to see the Caban Dam's turbines in operation. Welsh Water Authority are keen to see canoeing well represented at this public event. E. MacGregor, 'Balquhidder', The Reddings, CHELTENHAM, Glos GL51 6RY.

MIKE JONES RALLY

— 6-7 DECEMBER

Full details in October CANOE FOCUS.

JOHN DREW MEMORIAL RALLY

— 20 JULY

Open to all ages and abilities. Canoeing at Langstone and Portsmouth Harbours, Hayling Island or Isle of Wight. Camping facilities available. No entry fee — all contributions to John Drew Memorial Trust. Mrs S Lawson, 27 Broadlands Avenue, Boyatt Wood, EAST-LEIGH, Hants SO5 4PP (0703 618708)

PLAS Y BREIN MINI TRIATHLON

— 20 SEPT

Five mile fell run to 2,200 feet. 32 mile cycle race. Two mile canoe race. C. Trotman, Plas y Brein, CAPEL CURIG, Gwynedd, L124 OET.

SPORT AND LEISURE EXHIBITION

— 25-27 JULY

To be held at Calshot Activites Centre. D P Promotions Ltd, Queensway House, QUEENSWAY, Southampton, SO1 1BL.

YOUTH AFLOAT FESTIVAL

— 28-29 JUNE

'Come and Try It' Sessions in a variety of water-borne activities. R Prytherch, Poole and Dorset Adventure Centre, Hercules Road, Hamworthy, POOLE, Dorset, PH1 5AJA.



Canoe Slalom

It is hoped that a slalom demonstration in some shape or form will be mounted during the early part of August. This will probably be a dual slalom race. Clubs and/or individuals can obtain details from BCU Headquarters from June onwards.

Canal Rally

A fun event for all types of paddlers will take the form of a rally along the Trent and Mersey Canal with its finish in the Garden Festival Marina. Details of how to enter will be available from the West Midlands Region or BCU Headquarters.

Trade Show

Members of the Canoe Trade have been invited to exhibit in the Marina Building to enhance the demonstrations on the water. Details from BCU Headquarters, again from June onwards.

We hope that those of you who visit Stoke during the next six months have a really enjoyable time and will find time to support your fellow canoeists helping to promote our sport.

Palm

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Prices — Prices include despatch from Addlestone, usually within five working days, and no-quibble guarantee.

HELP US TO HELP YOU

By RON EMES
Director of the British Canoe Union

Progress with work on the Holme Pierrepont Canoe Slalom Course was last reported in the January 1986 issue of *Canoe Focus*, published at Christmas. 'The Hole', pictured on the 2 November 1985, appeared, even at that time, shortly after work had begun on the 23 September, to be enormous. Now, six months and a winter later, it is gigantic. Even those who have spent the last ten years or so poring over plans, models, drawings, and artistic impressions of the Course, have been surprised, indeed overawed, at the sheer scale of the operation. A 19 acre site, the excavation of 100,000 cubic metres of earth, and the use of 15,000 cubic metres of concrete for walls, bases and beaches, is quite a spectacular undertaking, and now that the course is nearing completion, the vision is becoming a reality. Work continues fairly much on schedule, although the hardest, coldest, wettest, windiest, most miserable winter that most of us can recall, has not helped. There was a slippage of six weeks in January/February, some of which has now been recovered, and if the weather smiles in May and June, the contract will be finished on time, and within budget, by the end of July. A month's commissioning period to iron out the gremlins in the Course, and the official opening during the weekend of the 13/14 September of the World's most exciting and spectacular artificial slalom course will proceed on schedule. To everyone's amazement and delight, Laing's have experienced no major problems since the contract began; no oil, coal, or archeological remains, have hindered progress, and other than the minor difficulties that arose as a consequence of re-siting the National Canoeing Centre, work has proceeded entirely according to plan.

Drawings for the Centre building have now been prepared, and are soon to be submitted for detailed planning consent, on the basis of modifications agreed with Nottinghamshire County Council and the Sports Council, and it is anticipated that construction work will begin in September or October this year, to be completed by May 1987. The building has been designed, for financial reasons, in three phases, the first to incorporate the Headquarters administrative facility and Course services; the second, changing rooms, Club

room, and Bar; and the third, a Boat House. The cost of phases one and two is estimated to be £400,000, and the Union are reasonably confident that funds will be available for the necessary work to be undertaken, providing enough support is forthcoming from the membership. About £60,000 will be needed, and this is in addition to the £100,000 that has been committed to the Sports Council as a contribution towards the cost of the Slalom Course. Mike Haslam, the Jubilee Appeal Fund organiser, has the herculean task of raising the funds required, but he is desperately anxious to obtain the co-operation of each and every member so that he may guarantee success. The response of the public funding authorities to the ambitious proposals presented to them by canoeists, has exceeded the aspirations of even the most wildly optimistic supporters of a National Canoeing Centre. Something like £2,000 per member of the Union has been subscribed by tax and rate payers — a vast sum of money. To date, with some notable exceptions, the same confidence, commitment, and generosity, has not been demonstrated by a substantial majority of the Union's membership. No doubt canoeists are little different from other sportsmen and women, they merely await the appropriate stimulus before springing into action and overwhelming Mike with offers of support, bright ideas for fund raising, and promises to assist with his endeavours. Although disappointed, he is confident that once he is able to catch the imagination of the canoeing community, he will obtain the response he requires. Surprise him — assist him with the task of raising sufficient funds to enable the establishment of a unique water sports and recreational facility that will be the envy of the World's water sports enthusiasts. Just a little effort by many is all that is required. **Help him to help you, and the future of your National Canoeing Centre is assured.**



THE BIRMINGHAM BID

Readers of the sporting press will have learned that Birmingham's bid for the Olympic Games has gained considerable momentum



since first launched in mid 1985. As a late starter in the seven horse race for the 1992 Games, Birmingham has moved from rank outsider to second favourite, narrowly led by Barcelona, the home of Juan Samaranch, President of the International Olympic Committee. The final vote to decide who will host the greatest sporting jamboree in the history of the world, will be taken in October, at the session of the International Olympic Committee to be held in Lausanne, Switzerland. The result will determine the future of British Sport in general, and canoeing in particular, well into the 21st century. Should the Games be awarded to Birmingham, the agreement of the Organising Committee to include Slalom canoeing in the Olympic programme for the first time since 1972, in addition to Racing canoeing, will undoubtedly have a dramatic effect upon our sport. The provision of equipment and facilities at the Holme Pierrepont Canoe Slalom Course, which cannot be afforded within the existing budget, would be guaranteed. Media attention, previously a rare treat for our international competitors, would be assured, and canoeing as one of the relatively small and privileged groups of Olympic sports, could expect to attract the same sort of public interest and attention experienced in the United States, before, during, and after the Los Angeles Olympic Games. For those who enjoy canoeing spectacles, the next five or six years could well prove particularly exciting; 1987 the World Canoe Sailing Championships at Lymington; 1988, a bid for the World Marathon Championships; 1989, a bid for the Europa Cup Slalom and Wild Water Racing Finals; 1990, a bid for the Junior World Slalom and Wild Water Racing Championships; 1991, talk of the World Junior Racing Championships; and in 1992, the Olympic Slalom and Racing events, should the Birmingham bid prove successful. Hopefully, in 1993, we can take a rest from all this activity, and think about what we will be doing to celebrate the year 2000.



Focus Classified

Trade advertisements at 15p per word (minimum £3.00) must be pre-paid, ads of a personal nature will be published free on submission of membership number.

FOR SALE

A VARIETY of second hand Kayaks including K2 Racing, K1 Racing, K1 W/W Racing, GP snipes and GP Touring Boat. All reasonable condition. All for sale at very reasonable prices. First come, first served. Contact: The Warden, Harlow Outdoor Pursuits Centre on (0279) 32031.

COMANCHE Canoe and Spray Deck, all purpose/Slalom Kayak Brand new — paddled once. Glitter Deck & Diolen Hull. £100 o.n.o. Please contact Jane Ingram or Paul Upton. Eastbourne (0323) 642997.

'KIRTON Glider K2'. Used in 1986 Devizes/Westminster. Reasonable condition. Handles fitted, new over-stern rudder. £85. Tel: Brighton 566158 evenings.

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COMANCHE K1 unused. Glitter deck. Good condition. Needs some attention. £90 o.n.o. Tel: Lichfield 268538.

SEA Touring Kayaks: Biadaka/Biadaka Explorer — no rigging/accessories — £100 each. Contact: R. Royce, 18 Belle Vue Park, Sunderland (0783) 228636 (evenings).

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NEW 6 canoe trailer £235. Kent. 0732 850145.

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MERIDIAN Sea Kayak in excellent condition, with bulkheads, hatches, footpump, skeg, spraydeck, very little used. £250 ono. Phone Hastings (0424) 423071 evenings.

FJORD SEA KAYAK. Expedition model — hatches, chimp deck pump, deck lines, recessed deck fittings, recess for compass, retractable skeg. Used once only. £350. Tel Eastbourne (0323) 30787 after 4pm.

COURSES

BIRMINGHAM SCHOOL OF CANOEING — beginners to advanced courses (daytime/evening) in all aspects of canoeing including rolling clinics, river rescue training, surfing weekends, wild-water holidays etc. Ring or write (SAE): Greg Parkes, 96 Barrs Road, Cradley Heath, Warley, West Midlands. B64 7HH. Tel: Cradley Heath 67896.

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CANOE QUEST — Adventure holidays in the Scottish Highlands, exploring the beautiful Spey Valley. Experienced instruction for beginners & intermediates/all equipment/home cooking/small groups/riverside accommodation. Brochures — 63a Hamilton Road, Brighton, Sussex. Telephone 0273 566158 (evenings).

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rooms, gym and Coach House Bar. We provide evening talks, films, bar b que and Disco entertainment. For brochure write to Iain Garland, Courtlands Centre, Nr. Kingbridge, S. Devon TQ7 4BN. Tel: 0548 550227.

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CANOES, trailers and tuition for hire. Kent. 0732 850145.

PUBLICATIONS

COSMIC KAYAK TOURS — a Cartoon Adventure by Foxy £1.50 inc. pp. from A. Fox, 375 Milkwood Road, Herne Hill, London SE24.

WATCH OUT for the Black Hole.

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SITUATIONS VACANT

CANOEISTS required, T1 and above, to work Sundays, some evenings and to accompany activity trips. Also, sailors needed, RYA Intermediate and above. Contact: Jane Melvin, Beauchamp Lodge Youth Club, 2 Warwick Cres. London W2 6NE. 01 289 3389.

INSURANCE

CANOE INSURANCE — send sae for full details to Joan Baker, JB Insurance, Field Cottage, High Street, Madingley, Cambridge. ALSO SAILBOARD INSURANCE.

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INTERNATIONAL CANOE EXHIBITION COMMITTEE

Applications are invited for the position of MINUTES SECRETARY for the above Committee. The successful applicant should reside in the London or Home Counties area and have secretarial skills. Hours of work, are expected to be approximately ten hours every two months. Financial remuneration is negligible, but satisfaction in helping with the running of a major exhibition will be untold.

Seriously, the Committee needs a Minutes Secretary, whose responsibilities will be preparing agendas, minutes of the meetings and generally assisting the Exhibition Organiser with the paperwork. Is there a volunteer in or near the London area who could help in this way? If so, could you contact Guy Baker at the BCU Headquarters.

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