

# CANOE FOCUS

No. 51 Aug 1987 – Price £1.00

THE OFFICIAL MAGAZINE OF THE BRITISH CANOE UNION





# Whitewater

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## CONTENTS

- 
- 3 An introduction to the BCU's new Director
- 
- 5 A tribute to Ron Emes on his retirement  
Notices – Subscriptions – Amendments – BCU Surf
- 
- 7 Paddles down under – Australian Summer Fun!
- 
- 9 World Championships – report from Bourg
- 
- 13 Competition – Polo – Sprint Racing – Slalom
- 
- 15 To Madagascar by Canoe – a voyage across the Indian Ocean
- 
- 16 Access – talks with Anglers – Conservation – River Updates
- 
- 17 Calendar Update and amendments
- 
- 20 Have you a right? – finding out about local access
- 
- 21 Devizes to Westminster Canoe Race – results of the 1987 race
- 
- 28 Dear Focus – Strand Touring Awards – Night Paddling – Roof Bars
- 
- 31 Trade Review – Tog 24 – Aquascribe – Mitylite – Sportsman Paddle.  
Manufacturers' news
- 
- 35 By Hook or by Brook – a tour of the Penk Valley  
European Championships – report from Spittal
- 
- 37 Here and There – Birds! – Olympic Draw – A Thousand Canoe Safety Tests – Film  
Festival – Touring Opportunities – Canolfan Tryweryn
- 
- 41 Regional Roundup – news from and for the Regions
- 
- 42 The Lost Paddle – Foxy's latest exploit in Chile
- 
- 45 Book Review – Slalom Canoeing – Safety features for White Water Kayaks –  
Godwins Saga – Paddling Progressions
- 
- 47 Half Time – two rivers with different tempos
- 
- 43 Focus Classified
- 



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## AN INTRODUCTION

by Trevor J. Bailey,  
Director of the British Canoe Union



In writing this article, my first for Canoe Focus since taking up my post of Director of the British Canoe Union, I am very conscious of the task ahead of me. The Union, under the expert guidance of Ron Emes, has progressed dramatically in recent years. It is held in high esteem both within this country and worldwide. Ron's personal contribution is underlined by his continuing role in sport administration, as Chairman of the Central Council for Physical Recreation, member of the Sports Council and as Vice President of the International Canoe Federation.

A fuller tribute to Ron appears elsewhere in this edition. He will certainly be a hard act to follow, but I will be endeavouring to maintain the high standards that he has set.

I came to canoeing late in life when my younger son did a course at school three years ago. I have always been interested in sport, whilst at school I represented the county at boxing and also took part in rugby, soccer, cross country and athletics. Coming from the Portsmouth area, I spent many years in the Navy cadets. More recently I have played squash and enjoy walking.

In starting my new job on 1 July, I had had the benefit of working for two months as Director Designate. In that time I have met many people who put in a tremendous effort on behalf of the Union. This vast army of voluntary officers are served by a small group of staff who are mainly based at Addlestone, with some being at Holme Pierrepont and others being home based. Hopefully all the staff will soon be together in the proposed National Canoe Centre.

As I said, the Union has come a long way in recent times, culminating in the opening of the magnificent artificial slalom course. The future can be faced with optimism. Canoeing has a lot to offer to the casual paddler right through to the sportsman who wants to compete, and beat, the best in the world. I am confident, having seen the work of both the voluntary officers and the staff, that the Union is in good hands and my main task is to ensure that the co-operation between all sections continues to the overall benefit of canoeing.

I have also had the opportunity to meet and talk to many people present at various events. It is important that we at the centre never lose touch with our grass root membership, so if you see me at any event please come and have a chat, a moan or even pass on some praise.





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**A tribute to "Ron"  
by John Dudderidge President of  
Honour.**

At the end of June 1987, Ronald W. Emes Esq., MBE, BA retired from office as Director of the British Canoe Union in order to devote his energies and enthusiasm to his new responsibilities as Chairman of the Central Council of Physical Recreation, Vice-President of the International Canoe Federation, and Secretary/Treasurer of the Commonwealth Canoeing Federation.

'Ron' as he is affectionately known amongst canoeists, especially those associated with canoe racing, first became interested in the sport whilst serving in the Army, and he continued his interest after joining the Police in the City of Birmingham during the 1950s.

I first met him in connection with the development of racing on Edgbaston Reservoir, and for many years he was chiefly associated with canoeing in the West Midlands. His first appearance on the national scene came with his appointment as Canoeing Team Manager for the 1960 Olympic Games in Rome, after which he seems to have disappeared for a while, to reappear as Team Manager for the 1968 Olympic Games in Mexico. From then on he has continued to play a leading part in British Team management and the development of racing.

He became very much associated with the successful International Regattas held at Holme Pierrepont, and in 1973 he became the representative for Canoeing on the Council of the British Olympic Association and the Council for England of the Commonwealth Games Association. Several years ago he donned the mantle of Secretary/Treasurer of the Commonwealth

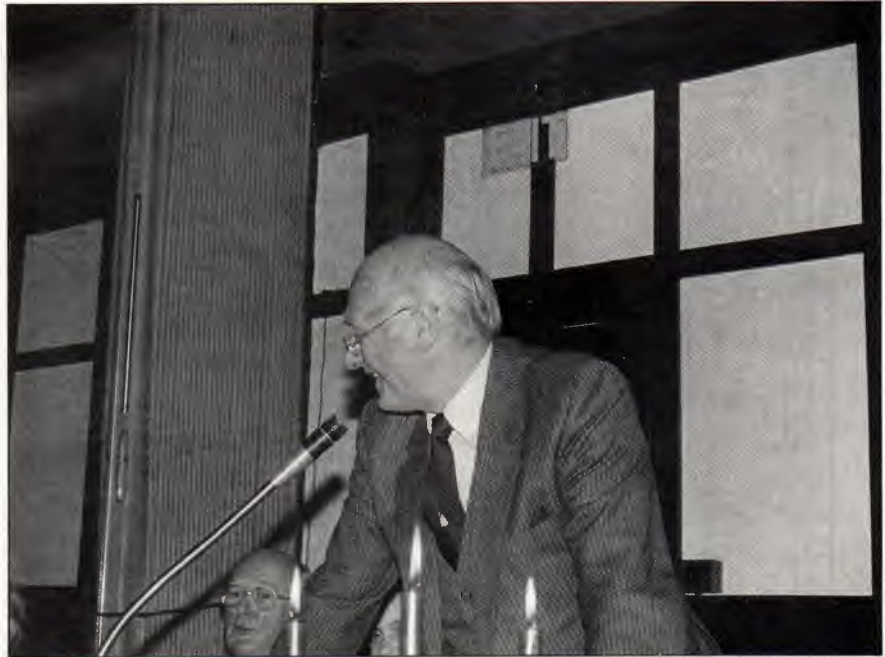
Canoeing Federation.

On his appointment as Director of the British Canoe Union in 1980, Ron gave up his special relationship with racing, to devote all his time to the advancement of all the disciplines of our sport, and this he did in an exemplary manner.

It was at the Congress of the International Canoe Federation, held in Sofia in 1984 that Ron was elected to the Board of the ICF as one of the European members. In 1986, at the Montreal Congress, he was appointed to the position of second Vice President. Early this year, he was elected to the very

important and prestigious office of Chairman of the Central Council of Physical Recreation, the organisation representing the interests of all the national governing bodies of sport in Britain, of which HRH The Duke of Edinburgh is President.

We are sorry to see our competent and dynamic Director leave us but we are confident that in spite of his many responsibilities as the Chairman of the CCPR, he will support the interests of Canoeing both nationally and internationally, and we wish him well as he moves into his new fields of endeavour.



**Notices**

**1987/88 SUBSCRIPTIONS**

The Council of Management has decided the following subscription rates for the financial year commencing 1 August 1987:-

Basic	£ 9.50
Cadet	5.50
Introductory	11.00
Youth	11.00
Full	19.50
Family	10.50 each
Life	300.00
Club	37.00

plus 40p per member

School/Junior Club\* basic 20.00

\*BSCA/BCU Schools and Junior Club Membership Scheme

The Council of Management have agreed to a new structure for Junior Clubs to meet their particular needs. The 'Basic' Schools/Junior Club Membership will cover third party insurance, CANOE FOCUS, Club Circulars, Members Yearbook and administration only. Schools and Junior Clubs can then choose a number of

optional extras. BWS Licences would be available at a cost of £15 for the first three and £8 thereafter. A normal leader's membership (to a maximum of 3) would be charged at £17.50.

**AMENDMENTS TO  
YEARBOOK**

The following amendments should be made to the members Yearbook and Calendar of Events 1987.

**Page 4 SPECIALIST COMMITTEES**

Sea Touring Delete C. M. O'Connell and all reference

Insert M. Melling,  
20 Windermere,  
Cleadow Village,  
SUNDERLAND SR66 7QQ.

**Page 6 ACCESS OFFICERS**

South Insert W. Dedwell, Thornhill House,  
23 Middleton Road,  
Chacombe, BANBURY,  
Oxon, OX17 2JF.

**BCU SURF COMMITTEE  
A Policy Statement**

Members should note that a separate organisation has come into being, catering specifically for wave skis, known as the British Wave Ski Association (BWSA). A statement was made earlier by the BWSA

claiming that *it had taken over from the BCU Surf Committee which previously administered the sport.* It also stated that *the change was undertaken with the full support of the BCU.* This was not the case.

The BCU Surf Committee has, however, been seeking since then to establish an agreement with the BWSA to achieve an harmonious relationship, and to bring about a reciprocal right of entry to competitions for the greater benefit of members of both organisations. Regrettably the BWSA has decided, finally, not to enter into any such agreement.

The BCU Surf Committee will therefore continue to cater fully for ski as well as kayak wave riders, and to pursue competition and representation for its members in both disciplines at all levels.

**SEA TOURING COMMITTEE  
AGM**

The Annual General Meeting of the Sea Touring Committee will be held on Saturday 3 October 1987 at the Nigel Dennis School of Sea Canoeing, Trearddur Bay, ANGLESEY, North Wales, commencing at 7.30 pm. Any motions for consideration should be notified to the Secretary, Martin Melling, 20 Windermere, Cleadow Village, SUNDERLAND, SR77 7QQ by 26 September 1987.



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# PADDLES DOWN UNDER

**Richard Fox gives an account of his winter journeyings, when he and Miriam Jerusalem went down under to experience -**

## AUSTRALIAN SUMMER FUN

Paddles Down Under was the official title of a series of international slalom events held in Australia during the southern Summer months of January, February and March. For Miriam and myself it was the chance to train in warm sunshine and experience the great Aussie way of life while the winter freeze was on at home.

Our trip actually started with three weeks in New Zealand and the National Championships on the Buller River in the South Island. Oddly enough we came across a few familiar faces 12,000 miles from home. While we were paddling Earthquake Rapid in the Buller gorge, Mike Hopkinson, of Dudh Kosi and Orinocco fame, surfed off a glassy wave to greet us with a firm handshake and a youthful Yorkshire grin. We also bumped into Andy Halliday from Plas y Brenin who was on his way round New Zealand - on a bike!

The South Island has some great whitewater rivers, many of which are still unpaddled. Overcrowding in the eddies is never much of a problem down there with only a million people sharing the beautiful mountains, lakes and coastline. The lakeside resort of Queenstown is the most popular base for kayakers and rafters. It was near here that we found the Kawarau River, a perfect site for our training purposes. Along with members of the Australian and New Zealand teams we set up gates alongside an island, and in between times we ran the gorge section of the river. Paddling in a 'T' shirt on crystal clear water and surfing majestic waves were memorable experiences of January in the South Island.

A quick trip up through the North Island saw us end up in Auckland home of the Olympic Champion Ian Ferguson. Fergie and his mate, Paul McDonnell, look pretty mean this season. More like All Blacks than paddlers, and they are keen to avenge their fifth place defeat in the K2 at Montreal last season. The Kiwis were in action in Nottingham in July and will take on Jeremy West and Company at the World Championships in Duisburg in August. Fortunately for my arms we had to miss a 6 am session with 'the boys' on the lake to catch a plane - maybe next time.

After New Zealand it was Australia and the America's Cup. Our first race was in Harvey on a small river near Perth. We didn't get equal billing with Dennis Connor and his Stars and Stripes crew, but we had a good time paddling in the bush while the rest of Western Australia was sizzling in Cup fever in good old Fremantle.

The Paddles Down Under series is an excellent concept and one which will hopefully be well supported by Europeans and Americans in years to come. The slalom courses we paddled on varied from the big water of Burrinjuck Dam near Canberra to the small narrow courses of Harvey in the west and Nymboida in the North of New South Wales. Brady's Lake in Tasmania is potentially the best slalom course in Australia, although the lethal first drop nicknamed 'The Cruncher' is a little intimidating.

Tasmania has developed into the leading centre for slalom paddlers and many of the Australian team live and train in New Norfolk in the south of the Island. We spent just over a week training with the Tassies. Although the weather was a little cooler than the Main Island (around 20°C in January - so I suppose one can't complain!) the winter training environment is one of the best anywhere, especially if you live north of Watford.

Wherever we went in Australia, Myriam and I had a fantastic reception, and one of the highlights of our trip were the coaching camps we did with juniors in various places around the country. We found that what the Australian paddlers lack on terms of training facilities and strong competition, they make up for in commitment. 6 am workouts and 12 hours of travelling for a weekend event are regular features in the lifestyle of some of their juniors. For those lucky enough to make the National Team a

2,000 dollar plane ticket to Europe is just the start of the expense. We gave them all the help we could and look forward to seeing our Aussie Juniors race next year at the Worlds in Spain.

Because of the lack of good rivers in Australia, slalom is not the easiest of sports to take up. Other forms of canoeing, however, are booming. Canoe Polo is big in Melbourne and Sydney with regular league matches and a fast growing female section. Even Luton Tigers would cower at the sight of the Illawarra Animals in full flight!

Marathon racing is also very popular with several famous river descents dominating their calendar. Australia have the World Champion in this discipline in John Jacoby who is attempting to win his third successive title this summer in Ireland.

Not exactly canoeing but close to it is Dragon Boat Racing, another sport that has taken off in Australia. Dragon Boat races are held to commemorate the death of Qu Yuan, the legendary Chinese poet and patriot who lived during the Chou Dynasty almost 2,000 years ago. The 1987 Victorian Dragon Boat Festival saw four crews compete for the prize of a trip to Hong Kong or Singapore to compete in the International Dragon Boat Races.

We didn't go Dragon Boat Racing but we did try Wave Skiing with another World Champ - John Christensen from Sydney. Wave skiing is a natural sport for Australians to take to with the thousands of miles of glorious beaches and the endless summer sunshine. We certainly learnt a trick or two as Christo went through his routine of fast bottom turns, off the lip moves and dare devil aerials. I can't remember the number of wipeouts I had but I can tell you I saw fish a few times. The most reassuring thing I learnt about wave skiing is that Christo was once a slalom paddler. The next Worlds are in Cornwall, if I get a ski from Raider and a wet suit from Diamond, maybe I could ... Stick to slalom - you can handle the waves!





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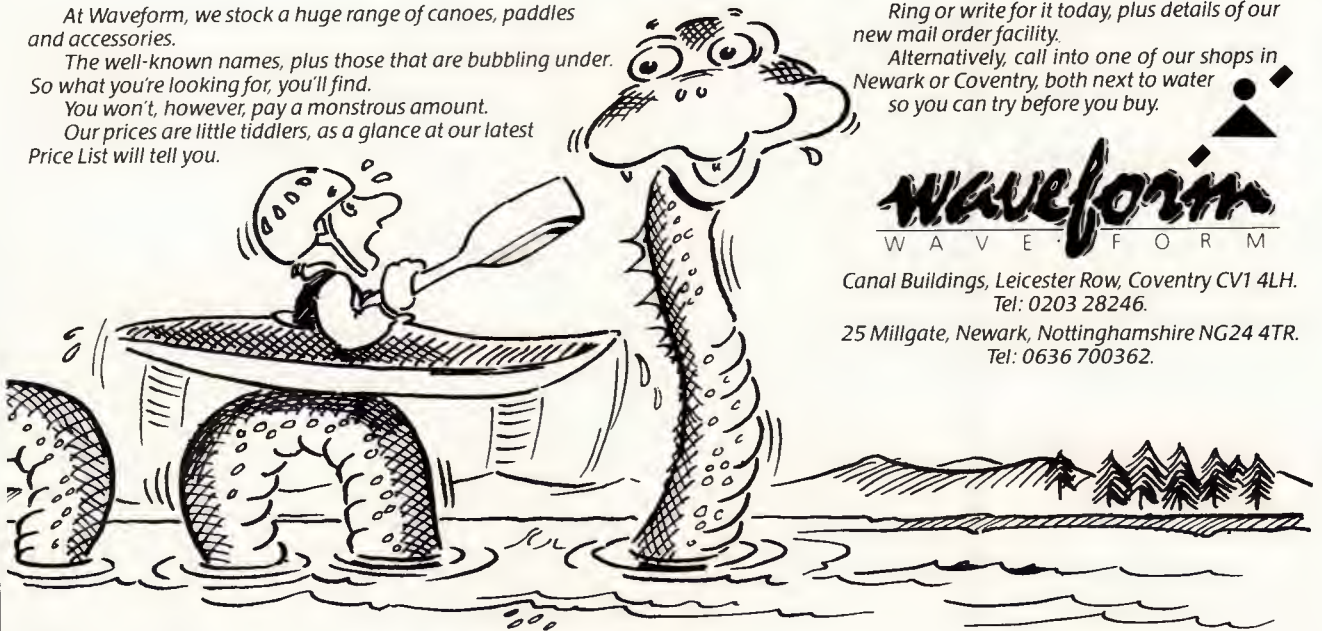
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# WORLD SLALOM AND WILD WATER CHAMPIONSHIPS

## Slalom

The excitement in sport is the losing and the winning and in Bourg St Maurice this year, we witnessed both. The Championships began with the Canadian Singles and the question "could Martyn Hedges win another medal?" The answer sadly was "no", but after a disappointing first run, Martyn paddled a good second race to be placed 7th overall. A good race and although he was 15 seconds slower than the phenomenal Jon Lugbill of the USA, the total dominance of the American paddlers must be taken into account. By defeating David Hearn, also of the USA, Lugbill won his fourth title.

Even Jon Lugbill was unable to take the waterfall before gate 11 in the fantastic style of World Champion, Liz Sharman. Having lost to Margit Messelhaeusser in 1985 Liz was hungry for victory. She had prepared hard and carefully for this event, at Nottingham, in the States, and at Bourg. Her race was breathtaking in its perfection – to see her jump the waterfall and land in the middle of gate 11 was to witness a great lady kayak paddler at her best. Liz finished two seconds ahead of Myriam Jerusalem of France with Karen Davies in 5th and Gail Allen in 8th positions.

In the Men's K1, after the first race Richard Fox was lying in second position behind the Yugoslav, Marjan Strukelj, having incurred a five-second penalty for hitting gate 13 with his paddle. The New Zealander Donald Johnson was in third place. The second race produced a lot of changes! Anton Prijon of West Germany took the lead, with another Yugoslav, Jernej Abramic taking the silver. Richard Fox having again hit gate 13 this time with the bow of his kayak, collected another five points penalty and was pushed into fourth place, although still recording the fastest time.

The Canadian doubles resulted in a win for the Calori brothers from France, with the United States pair McEwan and Haller in second position and Hajduck and Kucera of Czechoslovakia collecting the bronze

medal. Colin Brown and Alan Meikle finished in a creditable 7th place.

The final events were the team races and whilst there were high hopes, the British team in the Ladies K1 had to settle for fourth place, due to missed gates on both runs. In the C1, the British team finished in sixth place and our C2 team in fourth place. One has however to admit that there were not many national teams entered.

The sun came out, in more ways than one, for our Men's K1 team, of Richard Fox, Melvyn Jones and Russ Smith. Determined to make up for other disappointments, their faultless second run gave them the gold, ahead of the Yugoslav team almost three seconds behind, with the French team in third place.

Councillor Dobson of Nottinghamshire summed up the slalom events when he said that these had been the most exciting days of sport he had watched. Although the alpine valley of the River Isere was magnificent, he was sure that Holme Pierrepont would be able to do an equally good job for the Europa Cup in 1988.

## Wild Water

The racing took place in some of the best weather to be found in Europe at the time. With the temperature in the high 90s each day some superb organisation and provision of new facilities by the French, the scene was set for a memorable occasion. The race days an incredible sight along the river banks. There were 30,000 people lining the course from mid morning, with picnics and suntan lotion at the ready. This response to wild water racing took everyone, including the organisers, by surprise.

In MK1 the new World Champion was first timer Antoine Goetschy of France, who appeared as a forerunner at the Pre World Championships last year. Goetschy running last was 3.7 seconds down in fifth place at the start of the rough Aime Rapids section and upon hearing this knew he could win from that position. He pulled out the stops and flew down the bottom half of the course to take the gold medal by 1.5 seconds from Rolf Kilian of West Germany. The bronze went to Cesare Mulazzi of Italy also less than 2 seconds down. The British 'new boys' to the Worlds, Alan Tordoff and Neil Stamps acquitted themselves well, coming 17th and 18th respectively with 0.5 seconds between them.

The C2 class produced France's second gold medal with Durand/Ponchon taking the win by 4 seconds from Masle/Grobisa of Yugoslavia. The bronze was taken by another French pair Alalphilippe/Puyfoulhoux. British results were good, with Goldsmith/Evans in 12th place ahead of Kay/Hibble and Griffiths/Philp having a very good race to 18th to pip Clough/Caunt to the team place for the next day by less than 1 second.

For the French in the ladies event Dominique Gardette won in a very determined way from Karin Wahl of West Germany; the bronze went to Nathalie Beaurain. The British girls were comfortably placed closed together in the middle of the field, with Gil Berrow in 14th place and the other three down to 18th place. The French completed the clean sweep with the mighty Gilles Zok taking his fourth

consecutive World C1 title. Steve Wells obtained Britain's best individual result of the Championships, with a creditable eighth place.

The French continued their stranglehold on the gold medals by taking the MK1 team title from the Italians in a close finish. The British team paddled to a good sixth place with David Taylor, racing between Tordoff and Stamps.

In the C2 event the racing was close and exciting. The West Germans and French were in a class of their own, going through the halfway split only 1 second apart. The Germans widened the gap to 2.5 seconds to take their first gold medal. The race for the bronze was between the Czechoslovaks, Swiss and British, all within 1.5 seconds at the halfway point. With the Swiss capsizing, the British team held it together to paddle the lower more difficult stretch faster than the Czechs to take the bronze. At long last Graham Goldsmith, that veteran mainstay of the Canadian classes, had the World Championship medal he had always wanted, ably assisted by his partner Bob Evans, Dave Kay/Jeremy Hibble and John Griffiths/Mick Philp.

In the ladies K1 class France took their sixth gold medal ahead of West Germany. Disaster struck the British ladies, whilst comfortably in third place, with one of the team capsizing after getting off course on one of the most difficult and demanding sections of the river. The bronze medal finally went to Czechoslovakia in a tight battle with the USA. Fortune did not smile on the C1 team either with one member also capsizing about 100 yards upstream of the ladies exit from the race. The West Germans turned the results around again taking the gold from France with Yugoslavia winning the bronze.

The event had lived up to its promise of being memorable, not only for the French's total domination of the individual events, winning half of the available medals, but also for the organisation, the sun, the public's reaction to wild water racing and their sporting support for all competitors on the course.

*Editor's Note:* It was good to see such extensive coverage of the Championships on BBC Grandstand programme on Saturday & Sunday, 25/26 July. Although a week after the event it was marvellous publicity for our sport. – Thank you David.





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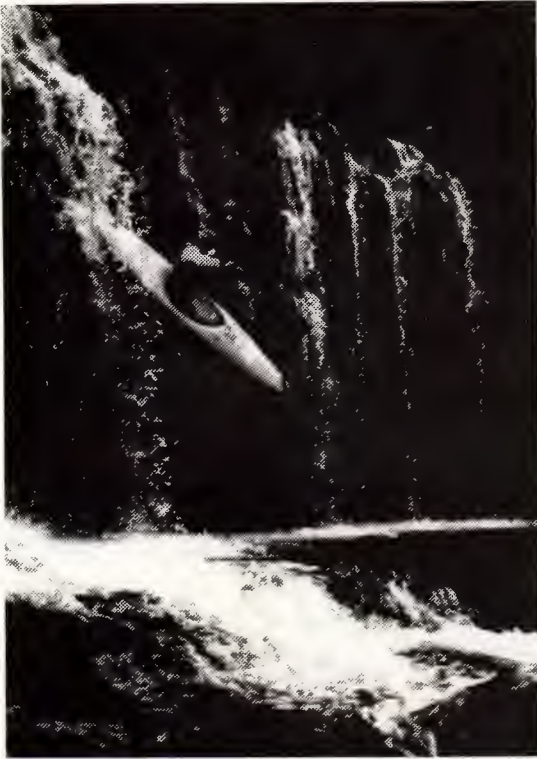
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*SIMON BAKER FLYING TOWARDS EVEREST AT 20,000 FT.  
(Photo: Kites & Kayaks)*



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# Competition

## CANOE POLO NATIONAL KNOCKOUT COMPETITION 1987/88

Entries are invited for the area eliminating rounds of the above tournament. The dates for the first rounds are 7 November or 14 November. The combined second rounds will be 28 November or 5 December. Please write for entry form enclosing a stamped addressed envelope to A. Rackham, 73 Dunlin Road, HEMEL HEMPSTEAD, Herts, HP2 6LX. The closing date for receipt of completed entry forms is 1 October 1987.

## POWERSPRINT COMPETITION – EXETER

Exeter Canoe Club are organising a power sprint competition to be held on the River Exe on Sunday, 3 October.

Entries are invited from teams of four paddlers, and the competition will take the form of a series of time trials over a 500 metre course on the river at the Quayside in Exeter.

Each team will race four K1 500s (one per team member), two K2 500s and one K4 500, with the winner being the team with the best aggregate score.

Classes will be held for seniors with a combined class for juniors/ladies, and entry will cost £10 per team. The club is hoping to attract sponsorship from local firms to boost the prizes for the top teams, and if this first event proves a success it's hoped to make the sprint contest an annual event.

To round off the day a 4,000 metre race will be held with open, junior and ladies classes. Entry will be 50p per boat.

If you haven't got a team come along anyway and organise a scratch team on the day. And don't worry if you haven't got a spare K4 – Exeter Canoe Club are supplying K4s and K2s so all you need is a K1 and paddles.

Enquiries and entries should be addressed to: Dennis Walls, Secretary, Exeter Canoe Club, 3 Endfield Close, Exeter, Devon. Tel: 0392-33811.

## JUDGES INCENTIVE SCHEME

The Slalom Committee have instituted an incentive scheme for the current season. All the Officials cards from events in the 1987 season are being collected. At the end of the season prizes will be awarded as follows:

1. To the person who judges at the largest number of events in the 1987 season – a voucher of £50.00.
2. All Officials cards from the 1987 season will be placed in a draw to be held at the Llangollen International  
1st Prize – £25.00 voucher  
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3rd Prize – £10.00 voucher.

Should the Official be a Qualified Gate Judge then the prize will be doubled.

## EVENT REPORTS

It is always pleasing to receive results from competitions and every now and again these are accompanied by a short write-up

which makes interesting reading. It would be marvellous if we could publish them all, but this is not possible. In this edition a couple of these reports have been included; not to publicise major competitions, but to look at some of the smaller events taking place around the country. One thing that comes through in all of these, is the terrific debt owed to the large band of voluntary helpers, who plan, organise and run these events to a successful conclusion.

## FINCHALE ABBEY CANOE SLALOM 30/31 MAY 1987

(Report from Andrew Robertson)

It all began on the Monday evening prior to the event, when a group of ten of us from Gateshead Outdoor Activities Centre set to work altering the course of the River Wear – due to very low water level. The slalom course was set up on Friday by a dedicated group of never-say-die types who laid out hundreds of metres of wire and strung up even more cord to sling the slalom poles beneath. That evening our sponsors arrived, just in time to set up their marquee in the pouring rain. Most of this was finished by the time I arrived, so we disappeared to the 'Jovial Monk' for a few glasses of muscle relaxant.

Saturday morning was dry and even sunny in parts, so a lot of spectators had turned out to ogle the event. Thanks to the overnight rain the water level had risen considerably – making all the river alterations unnecessary. The event started at midday and ran very smoothly thanks to the PA system supplied by Tees Kayak Club who also supplied most of the judges.

There was a healthy crowd of canoeists on show, along with their motley collection of boats in various states of disrepair. During the day the water level dropped to about average for the time of year, ie fairly low, but this did not deter anybody as they bumped and rattled their way down the course. A brief heavy shower of rain in the course of the afternoon did not dampen anybody's spirits except the judges who had to sit through it. However it cleared up nicely and the day's proceedings were brought to a halt at around five o'clock. In order to keep everyone in tip-top condition, Gateshead OAC ran a shuttle service to the pub from the campsite.

Sunday was blazing hot without a cloud in the sky, so lots of flies came out to sunbathe on people's skin. We had a relatively early start, and things were under way by nine-thirty. Sightseers came out in droves and watched bemusedly as a steady line of canoeists threw themselves kamikaze-style down the course and under the bridge. Because of the early start, the events were finished by two-thirty, this allowed an earlier prize-giving with presentations being made by our sponsor Peter Coleman of Wilderness Ways. It was a very enjoyable weekend which ran very smoothly, with an additional bonus of good weather. Hopefully we will see you all at the next slalom at Finchale Abbey in August.

## ELMBRIDGE TIME TRIAL REGATTA

Elmbridge Canoe Club held their second Regatta and Barbeque at Shepperton on 16 May, two months earlier than last year and certainly with less favourable weather conditions. Even so 110 paddlers from 14 clubs in the London and South East area

took part in the event . . . almost twice as many as last year.

There were all ages and abilities ranging from British Team members to nine year old beginners with barely a year's canoeing experience. All the competitors entered into the informally organised trials and races with great enthusiasm.

The afternoon began with individual trials over three distances, 250m, 500m and 1,000m. Conditions were favourable and some good times were recorded. A section of the River Thames had been closed to river traffic, so the paddlers were not harrassed by cruiser washes or obstruction from other craft. Competitors started individually at 30 second intervals, the fastest being sent first to avoid overtaking and consequent difficulties with timing.

After the trials, and on the basis of the trial results, the paddlers were divided into compatible groups and all had the opportunity to take part in a K1 and K2 4,000m race. It was good to see so many relatively new, young and fairly inexperienced paddlers taking part, notably from Welshharp Sailing Base, Tonbridge, Wey and Elmbridge. For many of them it must have been their first experience of a Sprint type event, and judging by the response on this occasion there is certainly a demand for more such racing "fun" events.

By 5.30 pm the barbeque had begun to claim the attention of the spectators, but with over 160 people to feed it was just as well that the cooks started early! In spite of the cold wind and unseasonably low temperatures everyone stayed until the food ran out and it certainly seemed as if a good time was had by all. At £1 per head to race and £2 for a barbeque ticket, it wasn't bad value for money either!

## CALSHOT FRIENDLY POLO TOURNAMENT

This report was submitted by John Labbett, as it was the first event organised by the Club since their formation five years ago.

Calshot small boat sale on 3 May was the venue for the first competitive canoeing event organised by the Solent Canoe Club. We had been asked by Calshot Activities Centre, who normally run this event, if we could help as their staff were required to help arrange the sale.

Having spent many hours trying to make sure we had thought of everything – producing timetables and a plan of how the event was to be run, showing the three junior team and nine senior teams – we thought we had it sorted.

On the day the weather was normal for the boat sale – cold and windy. Within the first few minutes, out of the window went all of our careful planning as two of the senior teams were actually juniors. Anyway the canoeing went well with the senior final being won 5-0 by Meridian A against Longridge A. Hythe seemed to have the junior section sewn up with the final between Hythe A and Hythe B, won by Hythe A with a score of 7-1.

Hertz cars sponsored the event by supplying medals and T-shirts for the winners. Next year if Calshot invite us back we hope to have a trophy for the junior event as well as the senior. The club would like to thank everyone who took part for making this such a friendly event.



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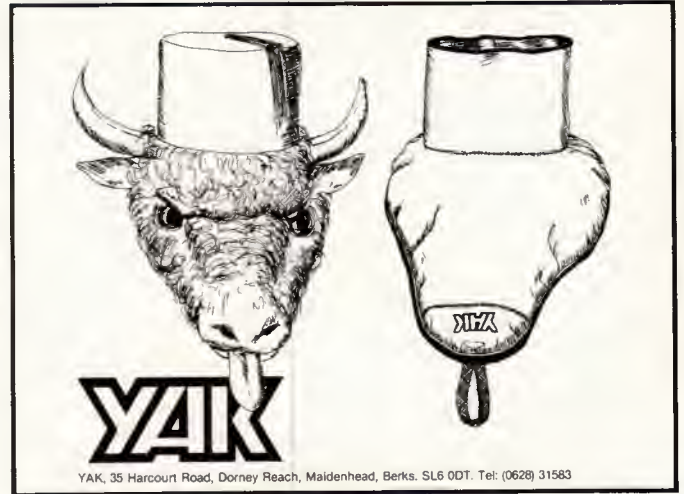
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# TO MADAGASCAR BY CANOE

by Marlene Roeder

A voyage across the Indian Ocean by dug-out canoe may have solved a centuries-old puzzle about how settlers came to the tropical island of Madagascar thousands of years ago.

The crew which made the trip say they have shown that the first settlers to inhabit the island off the southeastern coast of Africa from the Indonesian Archipelago 2,500 years ago may have made the voyage direct – a theory that experts had previously dismissed as impossible.

"It was a hell of a trip," said West German anthropologist Albrecht Schaefer, one of nine crew of the Sarimanok, "but it has given the Malagasy people an historical identity."

The British-led team struck land in Madagascar last September three months after setting sail from the Indonesian island of Bali on a perilous 4,000-mile crossing.

## Heroes

With only a sun-dial and sun-compass to guide them, they survived pounding seas, sodden rations and near-disaster to be welcomed ashore as national heroes.

President Didier Ratsiraka awarded the crew the Republic's highest honour and the Sarimanok, now being restored after heavy damage at sea, will become the centrepiece of a planned national museum in the former French colony.

The European world discovered Madagascar, the biggest of the Indian

Ocean Islands, when Portuguese explorer Diego Diaz arrived there in 1500.

Until the Sarimanok's voyage, expert opinion had been that the original settlers from the Indonesian archipelago moved there in stages via Ceylon (now Sri Lanka) and Arabia.

The expedition, led and largely financed by Robert Hobman of Britain's Royal Geographical Society, set out to prove the experts may have been wrong by making the journey direct.

The 20-metre-long Sarimanok's hull was carved from a huge log by Philippine boat builders in the Sulu Sea and rigged out with palm-fibre sails according to techniques that have changed little in thousands of years.

The one concession to modern seafaring technology was an emergency satellite transmitter and tracking system.

## Saved lives

It helped save the crew's lives when storm waves smashed one of the Sarimanok's two bamboo outriggers and swept away a rubber dinghy just as the expedition was nearing its goal.

An SOS signal brought help from a French naval patrol boat which towed the Sarimanok 320 km west off course to the island of Mayotte – for a R25,000 fee.

Tragedy almost struck earlier in the voyage when American photographer Don King was swept overboard while repairing an out-rigger. He managed to cling on. Another crew member fell ill and had to be put ashore in the Cocos Islands.

Schaefer's lasting memory of the voyage will probably be of a constant battle against giant waves and incessant rain.

"There was never a moment when everything was dry," Schaefer told reporters after his return to West Germany.

Baggage rotted, leather handles perished, book pages stuck together, and salt water soaked through wet-weather gear, leaving the crew with persistent cuts and boils.

Crew members, chased from their cabin by flooding, slept most of the time on deck and spent their days mending sails, lashing the outriggers and bailing out about 70,000 buckets of water from the vessel.

## Sundial

Navigator Bill McGrath, a 64-year-old American, set course each day at noon by means of a sundial mounted on a wooden half-globe with a stick in the middle.

McGrath also used an equally traditional sun-compass, the stars, tides and trade winds to plot his course but had no sextant log or radio.

"All along I had faith in our ancient navigation gear, but my surprise could not have been greater when the satellite tracking system later confirmed its accuracy," said Schaefer.

British nutritionist Sally Crook ship's cook and the only woman on board, struggled twice a day against the wet to start a fire in a wooden tray layered with corals and sand.

Baskets of dried fish and sealed jars of pork rapidly turned rotten and part of the crew's fresh water stocks taken aboard in wax-sealed calabashes soon became undrinkable.

The staple fare, served in coconut shells, was brown and black rice, soya-beans, coconut, palm syrup and dried bananas – much the same as the original settlers would have eaten.

Tuna, mackerel and the odd flying fish occasionally enhanced the crew's diet, which was supplemented by a nightly vitamin-cocktail of arak liquor and lime.

"It helped ward off scurvy and gave us day-dreams of haute cuisine and fancy restaurants," Schaefer said. – Reuter.

## EDITOR'S NOTE

The above article reproduced from *THE CITIZEN (South Africa)* of January last year, was drawn to our attention by Pete Bell from Buckinghamshire.

Having obtained permission to reproduce the article, the *Leader of the expedition, Bob Hobman, has informed us of his next expedition, which he thinks may be of interest. He is filling ten Balinese Outrigger Canoes with international crews and sailing 1,100 nautical miles from Bali to Australia. If anyone is interested in extending their canoeing activities by using more primitive craft (canoes) in South East Asia, Bob would be only too pleased to advise. His address can be obtained from BCU Headquarters.*

## STOP PRESS

### NORTH WEST REGION

The North West Region are holding two tours this year. Both tours are aimed at providing the proficient paddlers with some practice and mileage on two different rivers.

Our first tour is on Saturday 31 October on the River Ribble from Eddisford Bridge to Balderstone Hall. This run will provide 13¼ miles of clean water grade I-II generally unless in flood in which case limited parts can be grade III. Parties will meet at Balderstone Hall at 9.30 am (OS 103

Ref 614331) where paddlers will change into canoeing gear and prepare their craft.

The second tour is on Saturday 14 November and is a circular tour from Congleton in Cheshire up the Macclesfield Canal to the River Dane Aqueduct and then returning to Congleton via the River. The canal stretch is four miles and the river section is five miles, mainly grade I but the river can be technical because of its nature. Groups will meet at the Eaton Bank Trading Estate (OS 118 867639) on the river at 9.30 am.

Please try to attend in organised groups is possible and make sure you have the right gear, it can be very cold at that time of the year particularly in the location. Further

information can be obtained from Pat Moran, 1 Mawdsley Avenue, Woolston, WARRINGTON, Cheshire WA1 4DJ.

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## NEW CHAIRMAN

Mike Twiggs Vice Chairman of Yorkshire and Humberside Region took over as Chairman of the British Access Committee on 1 July. He has been Regional Access Officer for Yorkshire and Humberside 1980-1982, since 1985 and brings a wealth of experience to his new role. He has played an important part in the formulation of present policy and will be able to build on the excellent work of his predecessor Douglas Caffyn. The Union owes Douglas a sincere thank you for the time and energy he has given to access work.

Mike Twiggs has taken up the reins very quickly and he and the National Development Officer have already had discussions with officers of the Sports Council about the broad issues of access to water and the countryside. He made an impact by announcing himself as a riparian owner on the River Wharfe!

## RIVER WYE ABOVE GLASBURY

Negotiations continue at solicitor level. The likely outcome is not yet clear, neither can we assess if and when the matter will come to court. The hope is that matters will be sorted out in time for the autumn 1987 close fishing season, but we cannot be confident of this. Before planning a trip on the Upper Wye please contact Local Access Officer, Chris Charters, Worlds End Lodge, STAUNTON-ON-WYE, Hereford, HR4 7NF (sae please).

## RIVER WYE BELOW GLASBURY

Both the BCU and the WCA attended a conference on 4 June to discuss the degree of conflict on the river and means to improve matters. It was a constructive meeting with the general feeling that by discussion and co-operation problems would be solved without the Welsh Water Authority becoming the Navigation Authority. A ten minute presentation was made by the National Development officer. The only exception to the mood of the meeting was the local representative of the National Federation of Anglers, who stated dogmatically that 'angling and boating are incompatible'.

## CONSERVATION CANOEING: THE DISCIPLINE OF THE 1990s by David Gent

The conservation of rivers and waterways raises some very basic questions about the rights of individuals to use or abuse them. If you accept that the wildlife and landscape of Britain is a part of our common heritage, then we all have a vested interest in their survival. Conservation of Britain's wildlife and landscape is about more than just conserving the actual resource it is also about people's rights of access to enjoy and experience them. There is little point in

cleaning up our polluted rivers and seas as well as saving the surrounding land and estuaries, if only a few are allowed access to enjoy them.

Canoeing needs to become much more concerned with environmental issues if such access to water is to be achieved. Most canoeists would agree that canoeing is compatible with the environment, but landowners and the conservation movement remain unconvinced. If canoeists are not careful, we may find ourselves excluded from water not only legally, but also on ecological grounds. Even if the law were reformed, our being allowed greater access to water would still depend on our proven ability to conserve and enhance the environments we use. No land reforms are likely until we have clearly shown we can do this.

Canoeing and many other recreations (including angling) at present are facing exclusion from the countryside. Access negotiations on the River Wye have seen the conservation movement claim that canoeing has been responsible for the decline of various types of flora and fauna in the river's ecosystem.

These unfounded claims create a problem which cannot go unchallenged, so the Access Committee has established a special sub committee to tackle them. Its main task is to examine if and how canoeing effects the environment. A secondary task is to ensure that the facts relating to such impact that canoeing has on different types of water resources, are conveyed to the conservation movement, landowners, politicians and the general public.

Members of Pressure Groups and perhaps the greater majority of canoeists may be forgiven for crying loudly 'Not another all-talk-but-no-action committee from the BCU!! It needs to be remembered that the original permission to develop the National White Water Centre on the river Tryweryn was dependent on canoeing not damaging or polluting the river's ecosystem. Access to other water areas will equally continue to depend on the ability of canoeing to show it can and does care about the environment. The sub-committee is there to do this very task with your help.

That means accepting that continuing and future access to water depends on you as an individual caring about the environment. If you or your club is involved or wants to to become involved in 'conservation canoeing' then please contact the Environmental Conservation sub-committee at BCU Headquarters.

## NATIONAL TALKS WITH ANGLERS

A meeting was to be held with the Salmon and Trout Association in March but they cancelled it as their key people were not available. Then the matter was shelved because in April the National Anglers Council recommended their members not to talk to canoeists because it said that the BCU had not publicly dissociated itself from the pressure group CRACK. This had, however, been made clear in a press release put out on 11 December 1986 at the time of the Richmond Rally.

Two motions were passed by the BCU Council of Management on 27 June, which have been conveyed by letter to the National Anglers Council by our Director.

(a) The British Canoe Union has no connection with the pressure group called Campaign for River Access for Canoes and Kayaks (CRACK). The British Canoe Union condemns the provocative statements made and the actions carried out by CRACK.

(b) The British Canoe Union Council of Management regrets that the National Anglers Council has recommended that angling organisations should withdraw from all discussions concerning access for canoeists to rivers. The BCU Council of Management confirms that it condemns any provocative action by canoeists or anglers which does anything to cause tension on rivers, and calls on all parties to make every effort to achieve agreements which provide equitable sharing of all river recreational resources within a finite time scale.

Now that this obstacle has been removed we have asked that they make an immediate recommendation to their members that they should meet our local representatives and re-open access negotiations. We have also asked the Sports Council to convene a meeting of the parties to the Statement of Intent. They have agreed in principle and a date probably in September, has to be fixed. It will be an opportunity for all parties to report what action they have taken so far and to discuss what progress they hope to make in the future.

## CUMBRIA UPDATE

Access negotiations on the Rivers CRAKE and DUDDON are at a delicate stage. Canoeists are asked to avoid both these rivers until the situation is resolved, especially during the fishing season which is until the end of October. A new agreement on the CRAKE could be forthcoming soon, but locals at SPARK BRIDGE and GREENODD have complained about recent activities by canoeists in the form of inconsiderate parking, changing and noise levels. We need to be on our best behaviour if we are to succeed here. Land owners and fishing interests on the DUDDON have been upset by pirate trips last year during the fishing season. An updated situation report can be obtained from the Local Access Officer, Colin Litten at Holly Cottage, Southerngate, KIRKBY-IN-FURNESS, Cumbria, on receipt of an SAE.

The LEVEN is under danger of being completely closed due to the 'idiotic element' who persist in paddling the river on days other than the agreed dates. Please note that there are no more dates allocated until next autumn. The KENT still has no agreement and canoeists are often asked to leave the river. Erosion problems on the BRATHAY are causing concern to the National Park authorities - this is due to the river and not canoeists. Please follow any signs if directed to do so. There is no access to the river at Skelworth Bridge. The LUNE is also best avoided in the fishing season.

## ENJOYING THE COUNTRYSIDE

The Countryside Commission is nearing the end of a consultative process prior to publishing its policy this summer for public enjoyment of the countryside and to determine its strategy leading up to the year 2000. The BCU responded to the first



discussion paper in August 1986 and has now sent comprehensive views on their latest paper "Enjoying the Countryside". We have made the following points:

The BCU welcomes priority to be given to securing more permissive rights of way and has urged the Commission to treat routes along waterways in the same context. We have explained that canoeists enjoy observing wildlife and that with their silent means of transport they can enjoy the natural surroundings to the full causing no disturbance and leaving no trace of their passage. We have underlined the development potential of canoe touring and urged the Commission to make proposals with regard access order and agreement procedures provided for under the National Parks and Countryside Acts. We have expressed serious concern that there is so little reference to water as part of the countryside and we have had a sympathetic hearing. We hope this will lead to some helpful amendments in the final version of their report.

The policy of the Commission is to concentrate on recreational activities which do not cause significant disturbances to others. We have drawn the distinction between actual disturbance and disturbance that is only perceived by others. We have asked for an assurance that the Commission will give due support to canoeing as a means for the public to enjoy the countryside. Our final statement was that "permissive access agreements could do a great deal to foster the sharing of water as a scarce recreational resource".

This is another example of how the BCU is looking after the interests of its members. Further contacts have been made with the Countryside Commission to press home our views.

We have also submitted comments to the Ministry of Agriculture, Fisheries and Food, who are considering alternative uses for agricultural land.

## UPPER CONWY – ACCESS NEGOTIATIONS

The Upper Conwy is probably one of the

most attractive rivers of North Wales, both to the ecologist and to the canoeist seeking a natural whitewater spate river. However, it is also a fragile environment needing a sensitive and sympathetic approach. Away from the water the local rural communities are unspoiled by mundane pressures such as vehicles parked haphazardly. In the past the National Trust has given a sympathetic hearing to canoeists seeking access. Indeed there has for some time been an informal arrangement by which those who wish to paddle the river, obtain permission by getting in touch with the Regional Office in Trinity Square, Llandudno. One canoe club had even secured an access agreement some years ago which has now lapsed. The situation at present is that there is *no* access agreement for members of the Welsh Canoe Association/British Canoe Union, to paddle the river.

At a meeting with the Land Agent for the Trust (Mr. B. McCarthy) on the 18 May this year the question of a new agreement was discussed. There are in fact three estates involved as riparian owners so that any discussion must be seen as preliminary. The National Trust are particularly anxious that we demonstrate an ability to assist them in the control of any future agreement. Although there is no outright opposition to canoeists there is a considerable amount of negotiation needed before any agreement can be reached. The Trust has to consider the ecological needs of the river and the requirements of its tenants as well as considering the responses of the other owners. To assist in this process I would be grateful if the following information could be sent to me by any person or group leader who has paddled the river in the past. The intention is to obtain information on use, the hydrology of the river and its probable flow rate in order to assess the scope of the request for access. Please send details of:

- The month paddled
- Weekday or weekend
- Numbers
- Water level
- Access and egress points

The National Trust is spending valuable time in looking carefully at the question of access. A few moments of your time in providing the above information is all that is needed. There is a possibility that there will be overriding considerations which prompts the owners to turn down this request for access at this time. Therefore, I would like to be able to put canoeing's case with concrete evidence to reinforce it. However, until an agreement is reached it will be courtesy to continue to ask the National Trust for permission to paddle. In the past this has meant writing to them at the above address or calling into the Estate Office at Dinas on the A5. From June this year there will be an Assistant Warden with the powers of Bailiff on the river, i.e. he or she will act as an agent of the riparian owners. If we follow the existing code of conduct there should be no need for any problem. This is one of the rare cases in North Wales where the owners are prepared to discuss access. It could be the river to form a model access arrangement where canoeists and owners are both actively involved in the management of the river.

Any negotiations are going to take a long time simply because of the complexity of the task. Please check with the owners or myself (at 170 Conway Road, LLANDUDNO JUNCTION, Gwynedd, North Wales) before considering paddling so that you have up to date information on the situation.

**Pete Weston**  
Regional Access Officer (North Wales)

## GETTING ACCESS INFORMATION

When planning river trips, please contact the Local Access Officer in good time, quote your membership number and include a stamped addressed envelope. Allow 14 days for a reply. No SAE = no reply! All Local Access Officers work in a voluntary capacity and are the backbone of the service. Your subscriptions are not high enough for the Union to pay them, so please remember that when you contact them.

## CALENDAR UPDATE AND AMENDMENTS

### Surfing Events (Yearbook – Page 82)

Aug 23-29 *BCU Surf Week S. Wales*

An introduction to surfing for river paddlers and those with little or no experience of surf. Performance training for those wishing to improve or sharpen their competitive edge. Surf Trainers Award for those seeking to endorse their Inland SI and for Club organisers of 4 Star (Surf) Standard.

#### Page 83

Add 14 D. Ball, 177 Westmoreland Road, BROMLEY, Kent BR2 0T2

### Touring Events (Yearbook – Page 51)

Sep 12 Westel 2 – Counties L & SE 04  
Relay Race

Sept 13 CCC Annual L & SE 12  
Thames Tideway Run

Oct 17-18 North Region N 14  
(Cumbria) Tour  
Edmont, Eden,  
overnight camp

Oct 31	Ribble	NW	14
Nov 14	Congleton/ Macclesfield Canal/ River Dene	NW	15

#### Page 52

Add 14 J. Wilson, 82 Inglewood Crescent, Morton West, CARLISLE, Cumbria CA2 6JL  
15 P. Moran, 1 Mawdsley Avenue, Woolston, WARRINGTON, Cheshire, WA1 4DJ.

### Holme Pierrepoint National Water Sports Centre

Oct 24-25 *Canoe Rally (open canoes)*  
Tour, Slalom, Time Trial, Poling, Clinics for Racing, Marathon, White Water, Basic Skills

Details from S. Briggs, 213, Newton Road, BURTON-ON-TRENT, Staffs.

*Wild Water Race – Div C*  
Practice Saturday:  
Race: Sunday 12.30-14.00 hrs

Details from D. Cooper, 20

Harlston Drive, LINTON,  
Nottingham NG7 1JA

*White Water Challenge*  
Inter-city raft racing with TV coverage. Saturday from 11.30 hrs.

*Rapid Racing*  
Sunday 10.00-12.30 hrs.

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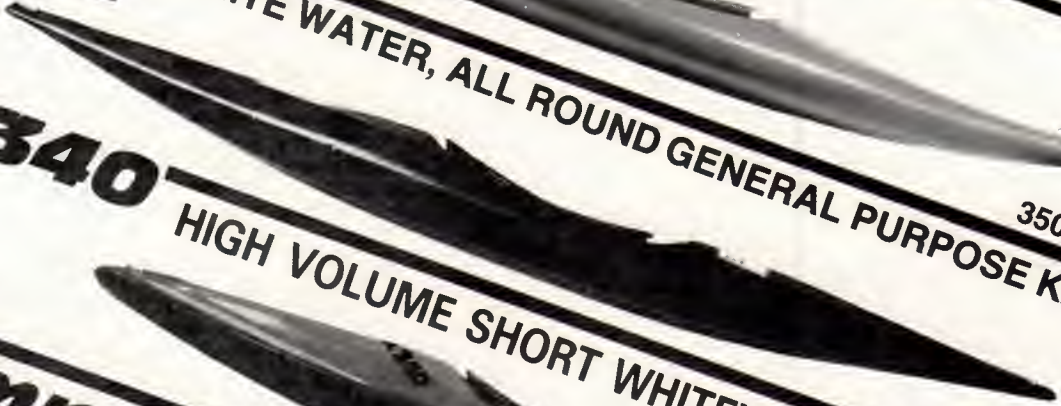
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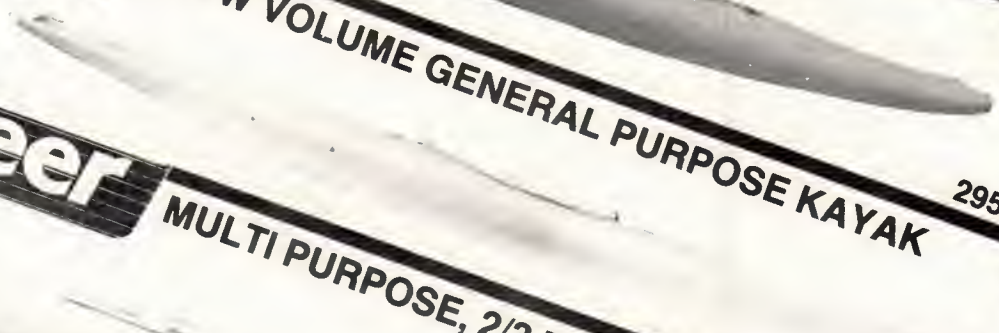


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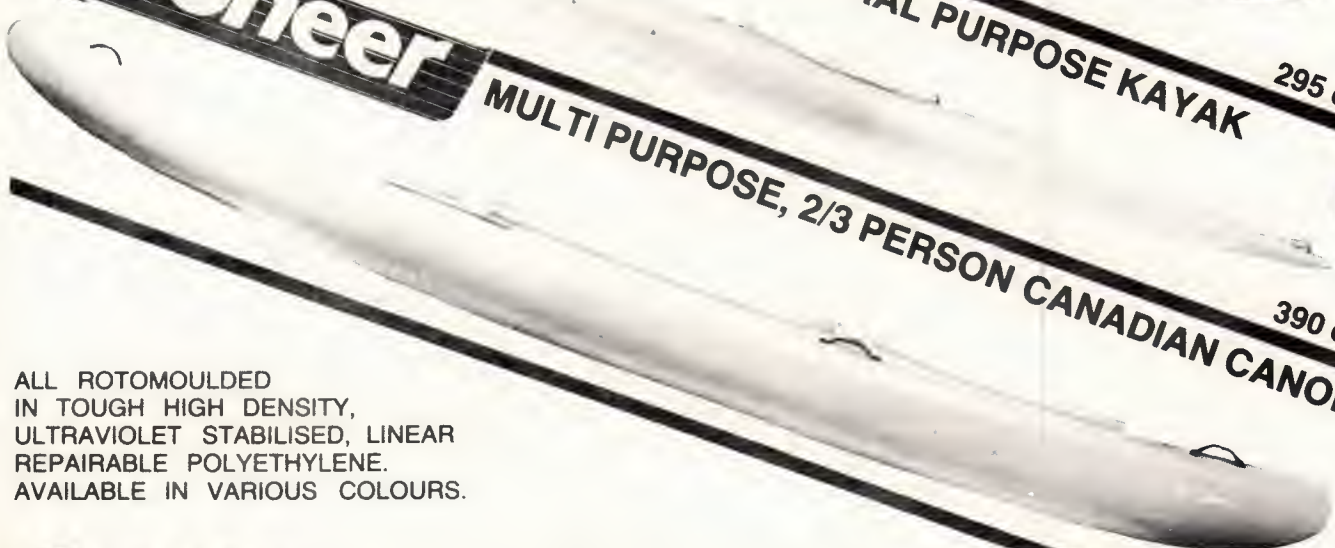


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# HAVE YOU A RIGHT?

by Fred Barlow

When I arrived in the Lakes with a 17ft. folding canoe, the first thing I wanted to know was "have I the right". A little local history research, informed me that there was an old town wharf on the banks of the Duddon.

Assuming that there was wharfage, there must have been shipping on the river, although the shingle banks suggest that it was a difficult navigation, but rivers may change and the right to navigate still exists – once a right, always a right. Further local research revealed that this was a busy navigation, with sailing barges often bow-hauled over shallow stretches, with brushwood behind the boat holding the water, thus acting as a lock stopping the river flow to make passage easier.

Considerable volume of iron ore and lime-stone were transported up to Duddon Bridge to feed the huge hearth of Duddon Furnace and, no doubt, iron pigs were shipped out the same way. An irrefutable argument to anglers who own the fishing rights on this stretch of the river. The Duddon Furnace was in fact fuelled by charcoal, vast tonnage was needed to produce a ton of iron, the coppiced woodland can still be seen higher up the Duddon valley and the pitsteads can be found alongside the river bank where the wood was carbonised to produce charcoal. This is a high volume low weight material and transporting it using the muddy narrow roads and tracks used by pack-horses in the 17th and 18th century would have been an impossible problem, but the river is there!

The obvious answer, it was rafted down the Duddon to the furnace, many such small navigations exist in the Lakes. The river Crake was used for transporting slate down to Greenodd where it was transhipped into barges. Evidence of this

transport system is shown by slates in the river bed and the barge wharfage can still be seen with iron rings let into the bed-rock on the foreshore of the estuary.

Gunpowder was transported down the Brathay from Elterwater, exiting into Windermere from where it was forwarded to other parts of the country, by safer roads than the country roads or by rail.

A canoeist looking at his locality can often discover evidence of old navigations. First, to realise that transport by road before tarmacadam was very difficult, the roads being very rutted and often "mud up" and wheeled vehicles pulled by huge teams of horses would have had great difficulty making any progress at all.

Look at your river banks, often a riverside path could indicate a tow path for horse-hauled or human bow-hauled rafting, transporting heavy materials from site to mill. The river route is often meandering and would not have been used for short cuts for plough men finding their way home after a hard day in the fields. Riverside walking is only a recent occurrence, a countryman would not have had the time or the energy for a riverside walk, although he might take a trip in the dark in pursuit of fish.

These riverside paths are now used by anglers and walkers for recreation but one must realise they were in existence generations ago when recreation was a physical impossibility after working six days a week, twelve hours a day. Rod and line fishing did not exist but is a recent sport with more leisure time.

The river Wharfe is a fair indication of this type of path which has been used for centuries. Proving this is often fairly easy, looking up the Enclosure Awards, where old pathways were delineated and maintained as access routes through the newly walled fields of big estates. A search of county archives where estate records are

kept, will reveal all, payments may also be found to gangs of men polling rafts or bow-hauling, thus proving that the river was used for navigation.

I was in Edinburgh when Clive Freshwater was taken to court by a Scottish Estate, for insisting on his right to canoe the Spey. The defence was largely based on the fact that the river was used for logging at one period, and it was a matter of proving access points, where the logs could be rolled into the river to be later gathered down-stream. After many days of hearing, the river was proved to be a public highway. The law appears to be based on the fact that once a highway, always a highway, even though the river has changed its character and is now not freely navigable by any means.

Often one is abused by fishermen standing on the banks of a public navigation. If you know your rights and you point this out to them, they simmer down rather quickly.

Fortunately, on the river Duddon, the area beyond the high tide limit was registered as a Common. The claimed registration was for the taking of shilla – small stones – which in this locality is used for making mortar for building by local residents. The eventual registration of this particular area was for "lawful recreation" as it had been used as a bathing area for many years. Mr. Peter "Angler" purchased the fishing rights for many thousands of pounds, he erected barbed wire fences with notices prohibiting bathing and canoeing. The local paper was persuaded to take an interest in the dispute and Mr. "Angler" and his friends withdrew.

In most areas the erection of such notices on the river bank where the public have free access as "Private, no bathing, no boating" immediately suggests that there was once unrestricted use of the facilities referred to on the notices, and these notices should not go unchallenged.

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# DEVIZES TO WESTMINSTER CANOE RACE

233 crews entered this year's senior doubles race, and the weather proved to be too kind with many crews suffering from the heat. The favourites for the race, Robin Belcher and Guy Dresser were attempting to break the course record, and due to Easter being later this year were able to attempt this with a daylight run. However their chances of the record were dashed by the very heavy river boat traffic on the Thames, brought out by the good weather. After swimming in the motorboat wash near Windsor, they had to settle for just winning, which they did in the excellent time of 16hrs and 6mins, one hour and a half clear of the next crew.

The other outstanding result was that of the husband and wife team of Andy and Susan Freeman, who not only broke the mixed doubles record but were placed third overall, in addition to winning the veterans and home built prizes as well! In the singles events David Coulson of Reading and Leighton Park won comfortably in 15hrs and 29 mins. Robin Belcher's wife, Christine made the race a family affair by winning the ladies singles event. Finally the junior doubles class was won by Mark Boxhall and John Elliott of Leighton Park School.

Next year, the D/W Committee will be introducing a new class of combined Veteran/Junior doubles, run over the junior course, in the hope that it will encourage some families to take up the challenge of this race, with Father/Mother, Son/Daughter combinations.

## Senior Doubles Class

### 1st Crew

R. Belcher and G. Dresser of Adlington CC and Royal CC (16 hours 6 mins 24 secs)

### 2nd Crew

A. Hall and R. G. Thorogood of Newham CC (17 hours 37 mins 20 secs)

### 3rd Crew

Susan and H. A. Freeman of Hereford KC (18 hours 28 mins 24 secs)

### 1st Team

Gillingham CC (58 hours 14 mins 18 secs)

### 2nd Team

Windsor and District CC (60 hours 20 mins 50 secs)

### 3rd Team

Royal Engineers CC (61 hours 55 mins 44 secs)

### Service Crew

C. Barrell and M. Smith of the Royal Navy KC (18 hours 30 mins 40 secs)

### Reserve Forces Crew

R. Hurrell and D. T. Mill of D. Coy 2 Wessex (22 hours 24 mins 38 secs)

### Scout Crew

C. G. Hodgson and J. R. Treadgold of Wokingham Scouts (19 hours 32 mins 56 secs)

### Canadian Crew

F. W. Oliver and K. W. Young of Nottingham KC (21 hours 42 mins 36 secs)

### Veterans Crew

Susan and R. A. Freeman of Hereford KC (18 hours 28 mins 24 secs)

### Mixed Crew

Susan and R. A. Freeman of Hereford KC (18 hours 28 mins 24 secs)

### Ladies Crew

Deborah Fisher and Fiona Gotts (Independent) (23 hours 8 mins 33 secs)

## Senior Singles Class

### 1st Place

D. Coulson of Reading and Leighton Park (15 hours 59 mins 25 secs)

### 2nd Place

J. Day of Bradford-on-Avon Rowing Club (16 hours 26 mins 1 sec)

### 3rd Place

G. McKeand of Havering Racing Squad (17 hours 14 secs)

### 1st Lady

Christine Belcher of Adlington CC (18 hours 48 mins 32 secs)

## Junior Doubles Class

### 1st Crew

M. Boxshall and J. Elliott of Leighton Park School (15 hours 17 mins 21 secs)

### 2nd Crew

S. Dark and M. Escott of Bradford-on-Avon CC (15 hours 45 mins 32 secs)

### 3rd Crew

G. Adams and D. Alberto of Royal CC and Elmbridge CC (15 hours 51 mins 28 secs)

### 1st Team

Bryanston School (54 hours 1 min 54 secs)

### 2nd Team

Metropolitan Police Cadets (54 hours 49 mins 32 secs)

### 3rd Team

Princess Marina College, Arborfield 'A' (59 hours 15 mins 48 secs)

### Police Crew

R. Kent-Woolsey and J. Stainsby of Metropolitan Police Cadet School (18 hours 33 secs)

### Scout Crew

G. J. and P. A. Lowe of Leicester Scouts (17 hours 29 mins 45 secs)

### Ladies Crew

Elizabeth Johnstone and Susan Stubbs of Metropolitan Police Cadet School (22 hours 58 mins 46 secs)

### Schools Crew

Bryanston School (54 hours 1 min 54 secs)

### Schools U/16 Crew

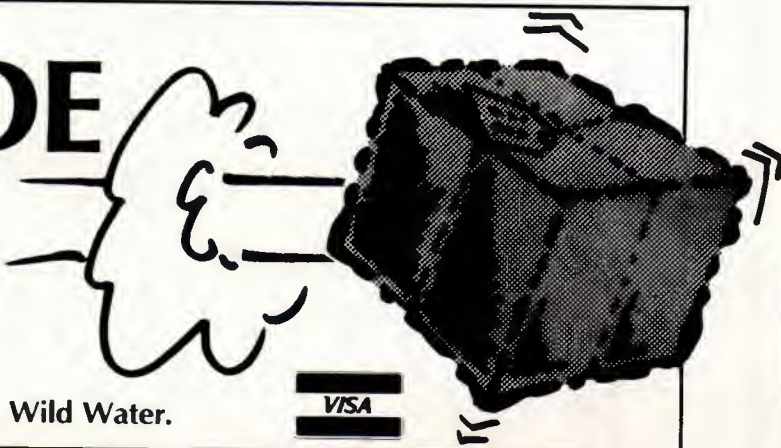
P. Bedford and K. V. Someron of Bryanston School (17 hours 18 mins 27 secs)

### Canadian Crew

R. L. Parkinson and M. J. Wragg of Belgrave Playhouse CC (26 hours 56 mins 38 secs)

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	Non-Members Prices	Members Prices
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<b>GAM30 Ordnance Survey River Thames Guide.</b>	5.50	5.35
<b>GAM29 A Scottish White Water.</b>	3.50	2.50
<b>GAM28 A Canoe Guide to Northern Ireland.</b>	2.95	2.25
<b>GAM06 North West Region Guide. Loose leaf edition.</b>	2.00	1.25
<b>GAM07 Canoeists' Eastern Region Map and Guide.</b>	2.25	1.85
<b>GAM08 Lake District White Water Guide.</b>	2.25	1.85
<b>NEW</b>		
<b>GAM33 Snowdonia White Water, Sea and Surf</b>	6.15	5.15
<b>GAM10 Broadlands Map.</b>	1.25	1.00
<b>GAM11 River Thames Map. Lechlade to Richmond.</b>	2.80	2.35
<b>GAM12 River Severn Map.</b>	.95	.75
<b>GAM13 Canoeists' Guide to the River Wye.</b>	Temp. Unavailable	
<b>GAM14 River Wye Map.</b>	.95	.75
<b>GAM31 Holme Pierrepont Users Guide.</b>	2.20	2.00
<b>NEW</b>		
<b>GAM32 Guide to the Rivers of the West Midlands.</b>	3.50	2.50
<b>OVERSEAS</b>		
<b>GAM15 Austrian &amp; Bavarian River Guide.</b>	Temp. Unavailable	
<b>GAM16 Alpine White Water Guide.</b>	3.35	2.70
<b>GAM17 French River Notes.</b>	.50	.30
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<b>GAM20 River Aillier Guide. French text.</b>	3.50	2.75
<b>GAM21 River Eyre and Leyre Guide. French text.</b>	3.50	2.75
<b>GAM22 River Dordogne Guide. French text.</b>	Temp. Unavailable	
<b>GAM23 River Célé Guide. French text.</b>	3.50	2.75
<b>GAM24 River Charente Guide. French text.</b>	.30	.20
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## STICKERS

	Non-Members Prices	Members Prices
<b>STK01 'I Love Canoeing' Sticker.</b> Strip design 215 mm x 45 mm, for windows, red heart, blue letters.	.50	.40
<b>STK02 'God Went Canoeing' Sticker.</b> Wording reads '...and on the seventh day God went Canoeing' strip design 185 mm x 70 mm, self-adhesive reverse, three colour canoeist.	.50	.40
<b>STK03 'Go Canoe a Kayak' Sticker.</b> Strip design 185 mm x 70 mm, for applying to windows, three colour depicting a canoeist.	.50	.40
<b>STK05 'I'd Rather Be Canoeing' Sticker.</b> Strip design 310 mm x 45 mm for windows, red and white.	.50	.40
<b>STK06 'Oceans are Free' Sticker.</b> Strip design 310 mm x 70 mm, self-adhesive finish on reverse, sea canoeist silhouette, three colours.	.50	.40
<b>STK07 GB Car Sticker.</b> Bumper type for trips overseas with 'GB' in black and smaller 'I'd Rather be Canoeing' in red.	.65	.55
<b>STK08 'I do it ... with the BCU' Sticker.</b> Circular design, 100 mm diameter, black and yellow, for windows.	.50	.40
<b>STK09 Union Jack Sticker.</b> Circular design, 100 mm diameter, Union Jack and BCU logo, for windows.	.50	.40
<b>STK10 Graphic Surfer Sticker.</b> Strip design 185 mm x 70 mm, self-adhesive finish on reverse. Features graphic silhouette of a paddle surfer, four colours.	.50	.40

## GET INTO GEAR

<b>CLO01 Competition Cag.</b> Lightweight with Scotsguard proofing and PU coated, velcro strap cuffs and collar fastener, elasticated waist and sleeve ends, striking red and royal blue with contrasting stripe, BCU Members' badge sewn on. Sizes:- S, M, L.	14.99	13.99
<b>CLO02 Recreation Cag.</b> Lightweight waterproof top with drawstring hood, velcro strap cuffs and neck fastener, elasticated waist and sleeves ends, red and royal blue with contrasting stripe. BCU Members' badge sewn on. Sizes:- S, M, L.	14.99	13.99
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<b>CLO04 Holdall.</b> Large, lightweight, waterproof sausage-bag style holdall, reinforced seams, sturdy zipper, tag and ring at each end, royal blue and red to match cags. Members badge sewn on.	9.50	8.50
<b>WATERPROOF 'SACS'</b> This range protects valuables from water, sand, dust and rain - keeping cameras, cash, credit cards, documents, emergency kits etc. safe and dry.		
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## GET INTO GEAR Cont'd

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<b>CLO26 Collared T-shirt.</b> 'Fred Perry' style in airtex cotton, BCU Union Jack embroidered motif. Pastel shades of pink, pale blue, white, and yellow. Sizes:- S, M, L.	9.25	8.25
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<b>CLO22 International "I'm a Paddler" T-Shirt.</b> English cotton shirt, white with round neck and royal blue edging on collar and sleeve ends. Logo and "I'm a Paddler" printed in four languages, also depicted in blue. Sizes:- 30-32, 34-36, 38-40.	4.80	3.80
<b>CLO23 International "I'm a Paddler" Vest.</b> Cotton vest, British made, white with royal blue edging on neck and arm holes. "I'm a Paddler" in four languages with BCU logo, also depicted in the royal blue colour. Sizes:- 30-32, 34-36, 38-40.	4.80	3.80
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## Dear Focus...

### STRAND TOURING AWARDS

#### Dear Focus

It appears to us that very few Strand Touring Awards have been made since the scheme was started some two and a half years ago. If this statement is correct, this seems to be a great pity. Members of our club, Milton Keynes, have gained 21 of these awards including three golds for collecting 500 points in 12 calendar months.

We make specific reference to our touring achievements at our Annual General Meetings. Besides honouring the successes which members have achieved in competitive events, 16 of us have had the pleasure of being publicly presented with these touring awards. Paddling around 500 miles in a 12 month period seems to us to represent quite a commitment to the sport of canoeing. For those not interested in, or too long in the tooth to be in the forefront of competitive canoeing, to receive some acknowledgement of commitment is a definite morale booster as well as giving much needed publicity to this aspect of the sport.

So where are all you other paddlers who go touring regularly? If you are not happy with the present awards system, let your views be known. It is understood changes are coming, but if the changes do not take our views into account, then the new scheme will be no more successful than the current one. On the other hand, if you are happy, join us and claim your awards – it has really paid off for one of our members. She won a new canoe in the free raffle in which all award winners are automatically entered.

**George Davies, Milton Keynes CC**

**Mike Wood**, the Treasurer of the BCU Touring Committee and Administrator of the Strand Touring Award Scheme, comments:

Servicing the awards scheme is a very interesting job; the journeys abroad, the thrills and spills, the feeling expressed, all make checking the log books a great pleasure. However, the Touring Committee is aware that the ponderous rules that went with the awards have not been attractive to some people. Accordingly, the rules have been simplified.

Anyone using a log book with the old rules in, may apply under either set of rules during the changeover period. Briefly, all mileage counts, even that in competition:

Bronze award 100 miles in any 12 month period.

Silver award 250 miles in any 12 month period.

Gold award 500 miles in any 12 month period.

Gold bar 1,000 miles – no time limit.

Mileage for one award cannot be counted for another.

Award claims (with log book) to myself, Mike Wood, 5 Mill Hill Drive, Sandbach, Cheshire CW11 0PW. Fees: Members £1.50, non-members £3.00. Following enquiries on Tryweryn tours, stickers from past tours are available from myself at a cost of 10p per sticker plus SAE. Please state the year and tour (May/September) required. Advance notification of the dates of the

Tryweryn tours in 1988 is confirmed. These will be May 14/15 (inc Saturday morning) and September 13/14.

### NIGHT PADDLING

#### Dear Focus

I read the article 'Night Paddling' in edition No. 47 with much interest, particularly the references to navigation lights. Referring to RYA booklet G2/83 "International Regulations for Preventing Collisions at Sea", I have the following comments: In the paragraph headed 'Lighting' reference is made to a vessel under seven metres and a speed of seven knots and the provision of an all round white light. These features refer only to a power-driven vessel. An all round white light which is a combined steaming (masthead) light and a sternlight would indicate to anyone else at sea that the canoe had an engine propelling it and would expect it to act accordingly (Rule 23).

I have not thought about a canoe in the open sea before but I would expect Rule 25 "Sailing vessels underway and vessels under oars" would apply. Under this rule a vessel under oars is only obliged to have ready at hand an electric torch or lighted lantern showing a white light which shall be exhibited in sufficient time to prevent a collision. I have always assumed that this might be sufficient in a harbour but quite inadequate in the open sea.

Consequently the minimum lights for safety at sea would be those for a sailing vessel underway which is: sidelights, red to port green to starboard, and a sternlight and these can be combined in one lantern carried at or near the top of the mast where it can be best seen. Perhaps the canoeists's body would act as the mast.

Whatever the minimum requirements are, it seems vital when canoeing in the open sea at night that you are visible to other boats as Mr. Jeffs points out, but the lights exhibited presumably must comply with the very precise requirements of the "International Regulations for Preventing Collisions at Sea."

The most vulnerable area is being run down from behind and it seems to me that a stern light is essential. Mr. Jeffs suggests a strobe white light but Rule 36 states, "... the use of high intensity intermittent or revolving lights such as strobe lights shall be avoided." The reason is that, if it is white, its characteristic is similar to a north Cardinal navigational mark.

The stern light is defined as a white light placed as nearly as practicable at the stern showing an unbroken light over an arc of the horizon of 135 degrees and so fixed as to show the light 67.5 degrees from right aft on each side of the vessel. These are very precise requirements. RYA G2/83 does not mention canoes at sea but I presume that lights should comply with the Regulations. I suppose the ultimate authority for an opinion is the Department of Transport.

I have not considered navigation lights on a canoe before or whether it must comply with the very precise Regulations and I shall be very interested in the views of Mr. Jeffs and other canoeists who may be interested. Certainly it would be too late to flash a torch at the ship in the cartoon 'after Peyton'. Perhaps a radar reflector on a canoe is taking safety too far.

**Steve Evans, Ashford Kent.**

**Paul Gibbard, who is a First Officer Foreign Going Power Driven Vessel, and**

**the BCU's Local Coaching Organiser for Avon, responds:**

I found Howard Jeffs article on Night Paddling interesting and informative. However his reference to vessels under seven metres long and under seven knots does apply to "power driven vessels". Mr. Evans is correct regarding the carrying of lights by sailing vessels and vessels under oars. We are probably correct in assuming that this portion of the International Regulations for the Prevention of Collision at Sea applies to us.

I would be loath to ask the Department of Trade to offer an opinion, in case it should make night sea canoeing, in particular, and all canoeing, in general, more difficult. The observation on the use of a strobe light is also quite correct, though I would point out that several forms of lifejacket are now being fitted with such lights to assist recovery at night, and for an emergency they are very effective.

It is Mr. Evans' assumption that the use of an electric torch at sea is quite inadequate that gives rise to the discussion on the use of side lights. I have used a "pen torch" light to good effect at distances in excess of four nautical miles. That depends on a good look-out and a dark background. A good three-cell electric torch is very effective for most paddlers. I believe that a serious night/sea paddler will consider other options to provide permanent lights as well.

The carrying of proper side lights should require the use of side screens, which for a canoeist is impractical. However to switch on a red or green light, on the proper side, to indicate your course to an approaching vessel seems like a good idea, even if the actual arc of visibility is not quite correct. Any lights shown should not confuse another vessel, and they should not interfere with your ability to keep a proper look-out. Lights on the helmet should work, being above eye level. We have used caving helmets to good effect, and even had "tail end Charlie" wear his back to front on occasions. I like the idea of chemical Glow Sticks carried on a wand behind the paddler, especially in a larger group.

No matter what you use, you want to be seen in good time, or avoid the other traffic altogether. I commend advising the local coastguard station of your intended trip, your numbers and destination, so that other traffic in the area starts by being aware of your presence long before they see your lighted candles in their jam jars.

### COMMON COURTESY

#### Dear Focus

I write to you as a girl friend of a canoeist, I do not canoe but am asked to help marshal at various events. I was asked to help at the River Tryweryn Open Tour, which I did on the Saturday and Sunday afternoons.

My comments follow on the attitude of some of the canoeists. As this weekend was for down river racers plus slalom canoes, we were told to ask for bibs if they were racing and to charge £5.00 for non-members and £4.00 for BCU members carrying cards.

Some of the racers became very abusive if asked to show their bibs. The slalom canoeists were not very pleased about having to pay the full price as they had not brought their membership cards with them. Surely if you are attending a canoeing event you would take your card



with you to prove you are a member. Others used the lane along the river as if they were driving on a race track although there were spectators also walking along the lane.

Perhaps your readers would note that we are only too happy to help with marshalling but it would be nice to be treated as a person by the competitors. Finally I would like to say thank you from those of us marshalling to those canoeists who were polite.

**D. E. Ludlow, Pershore, Worcestershire.**

## MARATHON RACING

*Dear Focus*

May I through your columns address the topic of vertical numbers for Marathon races. As your readers who are interested in Marathon Racing will be aware the January AGM agreed that from 1 October 1987 the following will apply to all Divisions 1-8 singles and Divisions 1-7 doubles.

1. Numbers are to be displayed vertically and held in a slot which will be placed on the middle of deck behind the seat in the case of kayaks and on the front deck in the case of canoes. The slot will be the same as that used in Sprint Racing with the addition of a locking pin or nut. Minor adjustments may be required for "sit down" canoes.

2. The number plate should be yellow and 150mm high by 200mm wide. The top corners should be rounded to a radius of 10mm.

Some confusion has arisen concerning the actual numbers. These will be supplied

in the same manner as at present by race organisers and should either be written or stuck onto the surface of the number plate. Bearing in mind the scheme is being introduced to allow clearer identification of craft during the race and most importantly at the finish. The numbers should be in black and as legible as possible.

Whilst individual numbers have been considered it is not the intention to introduce them at this stage, although it is a possible extension to the scheme in the future. If any of the above is not clear please contact me or your local Hasler adviser (our addresses are in the Racing Year Book).

**Paul W. Owen, Publicity Officer, BCU Marathon Committee.**

## ROOF BARS

*Dear Focus*

For some years I have successfully used a pair of Paddy Hopkirk Roof bars in conjunction with 'J' bars for carrying canoes. Recently I purchased a set of Paddy Hopkirk's latest design bars which feature fold down leg brackets and wish to point out that this new feature is a weakness point in cross winds.

I was recently travelling on the M11 at about 60 mph in a fresh wind with one canoe in 'J' bars and a paddle attached to the bars, when the complete rack, canoe and paddles left the car backwards, causing damage to the car, canoe and writing off the paddle. Fortunately no other vehicle was close behind otherwise there could have been a serious accident.

Upon examination the gutter fixings were found to have twisted badly causing

the whole lot to be wrenched out of the gutter and this would appear to be a design fault. There was no warning on the packaging so far as I can re-call and the manufacturers recommend the pack for the carrying of boats, windsurfers cycles and caravan deflectors. I have returned the rack to the manufacturers.

**Olive Carter, (Mrs.) Sawbridgworth, Herts.**

## Editorial Comment

Our insurance advisors have confirmed that whilst a car is in motion, any claim arising out of damage or injury to a third party, due to an insecure load of canoes, or canoeing equipment, would be covered by the third party liability indemnity section of the insurance policy on the car. Should a claim arise as a result of an accident involving the canoes or canoeing equipment occurring whilst the car was stationary, and not arising out of the use of the vehicle, the boat owner would be protected by the BCU member's third party indemnity.

Any damage to boats belonging to a BCU member, occurring whilst the car was stationary, which could not be claimed against the person causing the damage, would be covered within the terms of reference of the insurance cover provided by the individual's BCU membership fee. The owners of other canoes or kayaks being carried by you, would have to claim damages from you. These claims should be met by the third party indemnity clauses of the policy which was affected (the car policy if arising out of the use of the vehicle, or the BCU member's policy if otherwise).

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## Trade News

### HAVE YOU SEEN THIS GEAR?

The following equipment was stolen from Wye Dean Canoe Centre, Symonds Yat in June. If you have any knowledge of its whereabouts please phone Mr. or Mrs Howells on 0600 890129. Used Equipment (bagged up in 2 blue bags) – 10 Red and blue and Red and Grey Pyranha competition buoyancy aids; 10 Ace Helmets of different colours; 6 Pyranha spray decks. New equipment in their bags and boxes – 2 Wild Water helmets; 2 RIM New Wave paddles; 2 ABS paddles, 1 Pyranha, 1 Canoe Sport; 1 Palm cag top; 1 Pyranha dry top; 2 Supa Straps (3 metre); 3 Helly Hansen Lifa Wear tops.

### CURVER KEGS

Review by Ray Rowe

These are good quality storage containers, tough and waterproof. The openings are sensibly large and yet the lid is strong and rigid enough to prevent deformation of the seal. The white colouring makes it easy to clearly mark the contents on the outside using indelible felt tip pen. The lids had holes in the moulded rims which take a piece of nylon cord to secure the kegs in the canoe.

The smaller keg will fit into a large volume kayak while the medium size is ideal for an open Canadian and takes my down sleeping bag perfectly.

Unlike other watertight polythene containers there are no thin, weak corners to wear through and the shape makes a handy seat. Looking forward to receiving a larger version which I think should go well on Cobdens!

Curver kegs are available in wide mouthed and ultra-wide mouthed versions and in round and square/round format. They are made from high density polyethylene with a blow-moulded body and an injection moulded lid.

Curver Packaging Ltd., Edison Road, Astmoor Industrial Estate, Runcorn, Cheshire, WA7 1PY. Telephone 09285 75051.

### UNDER NEW MANAGEMENT

Twickenham Canoe Centre, London's canoe shop is under new management. George and Paul Woods have continued stocking many of the leading names but also have introduced some new names and ideas, including canoe and slalom schools. The canoe shop is open 6 days a week and late on Friday evenings. So pop down and see them, you will be pleasantly surprised. They are at 18 Beauchamp Road, Twickenham, TW1 3JD Tele: 01-892 8979 (Mark Gees will continue to manufacture paddles from 18a Beauchamp Road, Twickenham, Middlesex Tele: 01-892 8970).

### PYRANHA ACCEPTED BY DESIGN CENTRE

Pyranha, the Cheshire based kayak manufacturers with the worldwide reputation for quality and design, have



announced that their rotationally moulded CXL 9000 cross-linked polyethylene kayaks have been selected by the Design Centre. This is the first time that a range of kayaks has been approved by the Design Council, and the six models in the range, which include Freestyle, Rotobat, Everest, Master, Mountain Bat and Rob Roy will now all display the Kite Mark.

Pyranha say that this award emphasises the tremendous work on specification, safety and strength which has been put into the model over the last few years. For further details on Pyranha's range contact: Richard Hampson, Pyranha Mouldings Limited, Marina Village, Preston Brook, Runcorn, Cheshire, WA7 3DW. (0928 716666).

### CHILTERN CANOES

Chiltern Canoes are continuing their retail trading "while stocks last". However, the canoe and kayak hire side of Chiltern Canoes is to continue permanently, together with the polyethylene boat repair service. The highly regarded "Prospector" Canoe will now be made by Kirton Kayaks while the Tim Ward designed instructor's boat, the "Falcon Tutor" has been taken on by Dragon Glassfibre. Further details from Chiltern Canoes (024 026 2959).

### MITYLITE SUBMERSIBLE

Review by Guy Baker

"Unconditionally guaranteed unbreakable" may seem like an open challenge to some of our more enthusiastic paddlers, but the UK suppliers assured us that their "State of the art" pocket torch would stand the test – and it did!

The Mitylite Submersible is a tough, compact, lightweight but powerful light source. It is completely water-tight to 2000 ft and is shock and corrosion proof. A handy ceramic magnet allows Mitylite to stick to metal objects, and incorporates a clip to attach it securely to your pocket. A "must" for any excursions after dark, or exploring the recesses of one's bivvy bag. The light comes with batteries included in the price.

Available from BCU Supplies £11.95 (members) £12.95 (non-members) inc p&p and VAT.

### AQUASCRIBE

Review by Guy Baker

Aquascribe is a small waterproof writing pad and pencil in a neat blue wallet 11 cms

x 17 cms. The pad was tested on a hot day at Old Windsor Weir where there was more shandy flying through the air than rain. For instructors, coaches or examiners who have to make notes in wet conditions, be it standing in the rain or in the pub, this could be a useful accessory. Ideal for writing product reviews in the shower, or reviewing champagne. Your notes won't run, so useful addresses and telephone numbers will not be lost! From Hawkins and Mainwaring, Westborough, Newark, Notts (0400) 81492.

### OTTERSPOrts "SPORTSMAN" KAYAK PADDLE



The New Sportsman Paddle from Ottersports is a more sport-orientated paddle to add to their tried and tested range of touring blades.

The Sportsman blade is moulded in high performance UV resistant ABS thermoplastic to an efficient, modern design, using top quality anodised aluminium loom with moulded grips and extra tough sleeving for comfort and positive control. To ensure that no water can enter, the loom is filled with moulded polystyrene rods and the blades are fixed with sealed, blind rivets.

The Sportsman with its stylish gold and crimson colours contrasting with the sleek black blades, gives an appearance that every image-conscious paddler will want.

Available in 204-206-208 and 210 cm lengths as standard, as these paddles are designed for the more discerning paddler, other lengths could be produced to suit individual requirements.

The complete paddle weighs approximately 1.2kg, depending on length, with each 8" wide blade weighing a little over 390g.

Retail price £24.00 plus VAT. Ottersports Limited, 61 Bunting Road, Northampton, NN2 6EE. Telephone Northampton (0604 719933).

### DENNIS DAVIS

The Wooden Boat School, Brooklin, Maine, has invited Dennis Davis to demonstrate his unique method of plywood kayak construction on their courses, this summer.

A new sea kayak, and a second open canoe design will soon be added to his range of plans. Dennis Davis, Tomain-non-Eun, Isle of Coll, Argyll, PA78 6TB.

### TAKING THE STRAIN

Freight Control Systems produce a wide range of light and heavy duty cargo restraining systems, including ratchet straps and internal cargo straps. Enquiries: Unit 30, Padgets Lane, Moons Moat South, Redditch, Worcs. B98 0RB (0527 29441).





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## SUN PROTECTION FOR WATER SPORT FANS



This year sees two new products joining the Uvistat range of sun protection creams – Uvistat Water Resistant Cream Low Protection (Factor 3) and Water Resistant Cream High Protection (Factor 8).

Both creams are hypo-allergenic, smooth and easily-absorbed. Like all products in the Uvistat range, they screen out most of the UVA and UVC rays and sufficient of the UVB rays to help the skin to build up a healthy golden tan without the problem and pain of burning. Since they are both water resistant, they protect and moisturise the skin equally well in and out of the water. They are ideal for those who enjoy swimming and water sports since the skin can be protected without the bother of having constantly to re-apply a sun screen after each dip.

The High Protection (Factor 8) is particularly suitable for those with fair or delicate skins. The Low Protection (Factor 3) is ideal for those who tan more easily but who still, sensibly, want to protect their skin from those rays which can cause sunburn and premature skin wrinkling. It promotes a deep and lasting tan and, at the same time, helps to moisturise the skin, keeping it soft and supple.

Available in 100g squeeze packs, Uvistat Water Resistant High Protection (Factor 8) costs £4.95 and the Low Protection (Factor 3) £4.45. They will be available from chemists and most outlets of Boots.

## ZOOM COMPACT CAMERA FROM PANASONIC

In one of the most exciting camera developments in years, Panasonic is launching a compact camera with a built-in zoom lens. In the past people wanting to use zoom lenses have had to buy expensive and bulky single lens reflex (SLR) models and get to grips with complicated pieces of equipment and specifications.

The new Panasonic Zoom changes all this. For under £180, people can now buy a camera which has all the features of a simple "point and shoot" compact 35mm camera, as well as the capability to zoom towards or back from the subject. The built in zoom lens has a focal range of 35mm to 70mm and is manually operated to allow

for fast setting/framing.

This facility gives the photographer the scope to take wide angle, scenic views, close up portraits and literally everything in between for professionally framed shots.

As the photographer zooms the lens, a zoom viewfinder enables him to see exactly the view the lens can see. Some of the many features include auto focus/auto film loading, auto wind, and auto flash. Power is provided by a long life lithium battery (included in the price). The camera has a three year guarantee.

Operation is completely automatic – just aim, frame and shoot. In short, the Panasonic zoom offers everything an amateur photographer could want in a camera, but in a straightforward and easy to use way, yet more versatile than any camera produced before. Steve Main, JJ Silber Ltd., Engineers Way, Wembley, Middlesex HA9 0EB (01-903 8081).

## NEW BARBECUE RANGE TURNS ON THE HEAT



Sunbird Leisure Products Ltd. of Brentwood, Essex have recently launched a new portable gas barbecue range in the £14.95 to £59.95 price category (VAT inclusive).

Aimed at the quality conscious buyer, the Sunbird Leisure portable barbecue range is of robust construction and consists of four different sized units – the Maxi Grill, the Mini Grill, the Maxi Frier and the Mini Frier.

The Maxi Grill is ideal for chicken, chips, steak, kebabs, sausages, etc. The Mini Grill also has a detachable chrome grid which is reversible giving two height settings and can be used as a frying pan. The "take anywhere barbecue at a budget price". Both the Maxi and the Mini Grill give the same smokey flavour as a charcoal barbecue, but faster and without the inconvenience.

Described as the most versatile barbecue unit available, the Maxi Frier cooks anything from bacon and eggs, chops, steaks (in under 10 minutes) sausages, chicken, kebabs, etc to stir-fry cooking. It makes excellent sauces and marinades, is easily assembled and provides immediate heat. Catering for the larger barbecue party with ease, the cooking dish is made of vitreous enamel, is hygienic and easy to clean. Both the Maxi and the Mini Friers are ideal for

indoor cooking.

A comprehensive colour brochure, "Adding to your Lifestyle", explaining in detail the practical features of these units, including barbecue tips and recipes as well as detailing other Sunbird Leisure gas appliance products for indoor and outdoor use, is available by telephoning 0277 353129, or write to Sunbird Leisure Products Ltd., PO Box 629, Ingatestone, Essex, CM4 9TN for your free copy.

## TOG 24 FROM MILETA "KEEPS OUT THE BLUES"

The choice of Mileta products was made by both Oxford and Cambridge boat race crews who became familiar with the quality and style of TOG 24 clothing in last year's event. The wind and water resistance afforded by the TOG 24 range was all important in this year's windswept conditions.

Mileta Sports was formed in 1958 as a sports bag manufacturer, but can now lay claim to being one of Europe's largest producers of sports clothing with its market leading MILETA BLIZZARD range of waterproof sportswear recently winning a Design Council award.

The TOG 24 range of thermal clothing has been developed in close co-operation with ICI Fibres Division using materials that in many cases are made to Mileta Sports' own specification. TOG 24 clothing has been subjected to the most testing conditions in all parts of the world, having been used by expeditions to the Himalayas, Greenland, Antarctica and the Peruvian Andes – climates where warmth, durability and quality are all essential. Matched with Mileta's design experience and distinctive styling the TOG 24 range is a winning combination for the outdoor lifestyle.

Contact Brian Ward at Mileta Sports Ltd., Spen Vale Mills, Station Lane, Heckmondwike, WF16 0NQ. Telephone 0924 409311).

## ORIGINAL FORMULA RUST REMOVER AND PREVENTER LIQUID

That most famous of all Jenolite products, Rust Remover and Preventer Liquid, has been repackaged in new, super-clear, super-safe bottles.

The attractive new 500ml, wide-necked packs feature child-resistant caps, making Jenolite the first company to introduce such bottles for DIY rust treatment products. The action is well in advance of new legislation to be introduced towards the end of this year.

For use wherever there is a rust problem the "original formula" RRPL can either be applied direct or decanted for items which need to be immersed.

Instantly recognisable, thanks to the striking new labelling, the revised bottles of RRPL will sell for between £2.20 and £2.80 (inc. VAT). The handy, 40g tubes of Jenolite Jelly have also benefited from new bolder packaging, the contents of which are ideal for touching up small areas of corrosion on vertical surfaces e.g. car stone ships. The revised tubes will sell for between 80p and £1.20 (inc. VAT).

Jenolite products are available from most car accessory shops, DIY and hardware stores and garden centres nationwide.



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# BY HOOK OR BY BROOK

by Mike Hubbard, Regional Touring Officer (West Midlands)

I organised a number of journeys in the Penk Valley last autumn to gather information for the revision of the river guides, and publishing of a West Midlands volume (now available). The old yellow book started at Penkridge and covered only eight miles of the lower river, leaving out some marvellous countryside of this Staffordshire valley.

One of the approaches to Penkridge that we tried was starting on the tributary at Ridings Brook. It remains about 14 feet wide throughout its five mile length and the first half meanders like a snake, through pastures giving you views in all directions and leaving you with the impression that later members of the group are canoeing in the middle of the field. The current is fairly strong, washing the less experienced against the outside of the tight bends. With the brook in moderate water, there was no serious danger in this, as the water was only between one and two feet deep, with a gravel bottom. After the first mile you have covered half a mile on the map and you come to a weir for the canal feeder.

The canal is officially derelict, it was the Churchbridge arm of the Staffs and Worcester canal that joined up with the Cannock Extension of the Wyrley and Essington canal, and used to be busy with coal traffic; but now it is still water but canoeable on this lower reach provided you portage round removed bridges and locks. A round trip from Calf Heath up the canal, portaging at the lock near the weir, and coming back down the brook could easily be completed in two hours.

The weir is an unusual type, made of timber in the manner of canal stop planks, with water six feet deep above, and falling

four feet into a deep but very short pool, making it necessary to take it at an angle. After we had investigated the pool to see if it was shootable and two canoes had tried it, David my 12 year old son came over too slow and straight, and his bow stuck fast in the bed beyond the pool while his stern was still on the weir. With no water to support on he rolled upside down, and while hanging on for his life with his knees, from under the canoe came a big grin and a little plaintive voice 'please help me!' We all burst out laughing, and Tom, one of the students, pulled his bow up and the canoe broke free. David was none the worse for wear, except a little wet.

At Calf Heath the brook runs through pleasant woodland with plenty of wild life. We saw a squirrel, moorhen, a coot and a heron, but what surprised me most was the presence of more than two dozen wrens on one stretch of about a mile. The wood pigeons sat still on the bank until you were almost level with them, and when they took off they had difficulty in gaining height to clear our helmets. They often startled us more than we did them. While enjoying the woodland, parts of which were so dense that no humans could get there any other way, you had to be alert because round every corner there might be a fallen branch across the brook that you needed to go round or under, and there was one that we had to portage around.

Canoeing on these smaller waterways has been a different experience to fighting white water; touring on broad rivers like the Severn, or the calm peaceful waters of a canal; and estimating the trip time on what appears on the map to be easy water was often misleading, and I hope the guide will help others not to run into some of the problems that we did, relying on the map alone.

As we approached Cuttlestone Bridge at Penkridge the light was failing at four o'clock, and we were still a long way from our planned destination, when I noticed two youths with crash-helmets leaning over the bridge parapet. We stopped for a break, and I went up to have a chat with them and confirm which bridge it was. They told me they had just stopped for a smoke on the way home from work as it's not easy to smoke on a bike. I had the possibility in mind of ending the trip in daylight when we stopped, by getting a lift on the back of the bike back to the College Landrover, so that I could come back and pick up the canoes and the rest of the group. This they readily agreed to when I offered them a pound for the service.

While I was away, the farmer's wife came down to see what was going on, stating that her husband had said 'We have got a load of Yobbos in the bottom field'. However, when he saw them pulling the boats up the bank onto the bridge he added, 'It's alright, they are not Yobbos they are canoeists'. It's nice to find a farmer who does not think canoeists are Yobbos.

After my return we loaded the canoes on the trailer and got changed out of our wetsuits with a leisurely cup of coffee from our flasks. Half an hour later we were still parked there when the farmer's wife came down again to make sure we were alright, and invited us up to the farmhouse for hot drinks. We had a brief chat on how far we had come that day, and she was interested to hear that we had come down river so far, when most others start at Penkridge and go down to Stafford and the river Sow.

This type of trip on narrow waters is not better than others. It is different, and things around you happen so quickly that it's far from boring and it has made a welcome change that I can thoroughly recommend.

## EUROPEAN JUNIOR SLALOM AND WILD WATER CHAMPIONSHIPS 1987

These championships (for under 18 year olds) although still not officially recognised by the ICF, were held at Spittal in Austria in early July. In previous years the river Liesel has been the venue but on this occasion the River Möll was utilized.

### Slalom Events

Ten nations competed in the slalom events. In the C1 class, Mike Wharton collected a five second penalty on both runs, but his time on the second run was much faster than his nearest rival, giving him a net score of 13.71 seconds ahead, and thus gold. In the Men's K1 class, the German, Thomas Hilger was only five seconds faster than Shaun Pearce on first runs, however they both improved with their second performances and the positions remained the same. Andy Raspin (3rd) Matt McLean (4th) Ben Gaster (5th) and Pete Astles (7th) took the following places out of 50 starters.

In the Ladies K1, the German girl Anita Schirmer, Junior World Champion in 1986, had a convincing win over Maria Francis, with Heather Corrie (3rd) Rachel Fox (4th), Lara Tipper (6th) Lynn Simpson (7th) and Alison Walley (8th) following. In the team

event, the Ladies A team of Francis, Corrie and Fox were placed second overall - beating 14 of the men's K1 teams. Without an unfortunate five seconds penalty - they would have been first.

### Wild Water Events

Regrettably the competition did not attract the standard of paddlers that one hoped to meet as the National teams of Czechoslovakia, France, West Germany and Yugoslavia were missing. Nevertheless our Junior team accredited themselves well. In the Men's K1, Ian Tordoff finished only two tenths of a second behind the winner Herbert Kirsch of Austria. In addition to this silver medal, Philip Player produced his best performance of the year to finish in 5th place, with Nick Gatland in 9th place out of 39 starters.

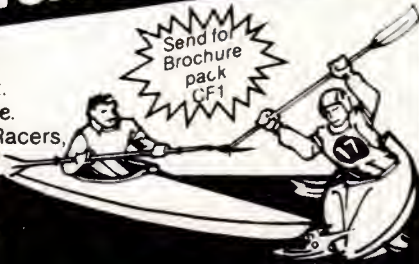
The Ladies K1 produced a gold medal for Karen Khamiller, which delighted everyone. She and Mandy Kitchen have been running neck and neck during the season, so this was a good result, with Mandy finishing in 6th place. In the men's team event, the GB team (Tordoff, Player and Gatland) finished in third place behind the Austrian and Belgium teams.



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# Here and There

## CANEXUS



A Conference celebrating the canoe in Canadian Culture is to be held at the Faculty of Education, Queen's University, Kingston, Ontario, Canada, over the weekend 20-22 November 1987. Many leading authorities

from the world of canoeing will be participating, including Fred Johnston who contributed to the BCU Canoe Symposium held a year ago. The Conference perspectives cover the contemporary view of the canoe as an archetypal symbol of the present day Canadian psyche and retrospectively as a significant historical vehicle of Canadian Culture. Further details can be obtained from BCU Headquarters.

Building work began earlier this year on the final phase of the two year scheme to transform the base into one of London's

## WESTMINSTER BOATING BASE



finest water sports centres. This phase will include the provision of extensive changing rooms and shower facilities, drying rooms, a multi-gym and large conference room which will subdivide into lecture rooms and a video room. This development has been made possible by a substantial gift from the Duke of Westminster, through the Grosvenor Estates; The Westminster Youth Trust; The Sports Council; The City of Westminster's charitable sources and Thames Water.

The Base, already used by up to 1000 young people a year, will shortly launch its revitalised programme of day time opening to complement the present evening and Sunday sessions. To do this the Base will be expanding its full time staff, and are in the process of recruiting a Director, Chief Instructor and Deputy Chief Instructor. Details of these appointments and application forms can be obtained from the Chairman, Westminster Boating Base, 136, Grosvenor Road, LONDON, SW1V 3JY, before 12 September.

## PREDATORY BIRDS MONITORING SCHEME

In the early 1960s, the Nature Conservancy formed a section at the Monks Wood Experimental Station to investigate the effects of pesticides on wildlife. At that time, much concern over certain uses of organochlorine insecticides had arisen, following the mass deaths of birds and other wildlife on farmland. Preliminary surveys revealed high concentrations of organochlorines in birds of prey and some freshwater bird species. Several such species were thought

to have declined in numbers as a result of this contamination. A research programme was initiated in 1963, which had two main themes. First, there were post-mortem examinations and analyses of pesticide residues mentioned above. Second, there were studies on field populations, both by national surveys and by detailed investigation of the year-to-year trends in numbers and breeding success in particular localities. The programme was later extended to include PCBs and mercury.

Since 1973, with the formation of the Institute of Terrestrial Ecology, the work has continued at Monks Wood, much of it supported by a contract from the Nature Conservancy Council. One of the main reasons for continuing the monitoring programme is to check on the effectiveness of restrictions that have been imposed on some uses of agricultural chemicals. It is now one of the longest running schemes of its kind in the world.

## Water Birds and Pesticides

Corpses of Kingfishers, Herons and Great Crested Grebes are needed for analysis of pesticide residues in a monitoring programme, which has been running for the past 25 years. Specimens found dead may be sent, together with date of finding, locality and circumstances where known, to: Mrs. M. B. Haas, Institute of Terrestrial Ecology, Monks Wood Experimental Station, Abbots Ripton, Huntingdon, PE17 2LS. Postage costs will be refunded. They would be most grateful for your help.

## ROYAL INSTITUTE OF NAVIGATION



The Royal Institute of Navigation runs an annual competition for young people under the age of twenty three. The competition is intended to encourage an interest in navigation in all its forms. Applicable to canoeists would be the completion of a journey/voyage showing how navigation was used to get you safely to your destination. Further details can be obtained from the Institute at 1 Kensington Gore, LONDON, SW7 2AT.

## YOUR CHANCE TO ATTEND THE OLYMPICS - FREE PRIZE DRAW



promises to be an unforgettable experience.

Have you ever wished you could be at the Olympic Games in person? Now, as a BCU member, you have the chance to win a trip for two to the 1988 Games in Seoul, which

This is the first prize in a free draw being sponsored by Minet, the city insurance broking firm whose Minet Awards for Olympic Excellence have already been assisting numerous British athletes to prepare for the 1988 Olympics, including a number of our paddlers. Second prize is a sporty MG Metro Turbo and there are five boxed sets of sterling silver commemorative coins to be won as well.

Entry to the draw is free. Further details and your entry form are in the leaflet circulated with this edition of CANOE FOCUS, or can be obtained by sending a stamped addressed envelope to Minet Olympic Press Office, Minet House, 100 Leman Street, London E1 8HG, stating that you are a member of the BCU.

## CHESHIRE RING CANAL WALKS



Cheshire County Council have now produced a further six booklets in their series (see CANOE FOCUS 49, Page 39). These cover:-

Walk No 2 Macclesfield-Congleton  
Walk No 3 Congleton-Kidsgrove  
Walk No 6 Broken Cross,

Northwich-Preston Brook  
Walk No 7 Preston Brook-Grappenhall  
Walk No 8 Grappenhall-Broadheath  
Walk No 9 Broadheath-Manchester

## APPRECIATION

It is always encouraging to learn of occasions when people say thank you. Too often it is the case of taking something for granted especially when it has been paid for. Not the case of the Royal Navy Kayak Club who recently sent a group of fifteen raw novices on a course at Mile End Mill at Llangollen. As a result they now have seven ranking slalom paddlers and more courses booked next year.

## DANGER - SHOE LACES

The Local Coaching Organiser for Avon advises of a potentially dangerous situation which occurred on a recent beginners course. During an accidental capsized, a long shoelace in a training shoe became entangled around a sliding pedal type footrest. The pupil was unable to come clear easily and eventually left his shoe in the kayak. Fortunately the pupil was a confident strong swimmer, he did not panic and was assisted clear by his Instructor. However it is felt that we should all be aware of this possible hazard and check shoelaces where appropriate.

## A CARNIVAL RECORD?

At the BCU Water Carnival held at Holme Pierrepont National Water Sports Centre over the weekend of 23/25 May 87, the BCU Polo Committee held a sponsored paddle on the new Slalom Course. A record was set when Curley Baker completed six runs down the course in 39 minutes 51.08 seconds, and in doing so raised over £100 for the National Canoeing Appeal. Well done Curley and the Polo Committee.



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## TOURING – GERMANY

The German Canoe Federation has announced the publication of the latest in the series of Watersport Maps of Germany produced by Erhard Jübermann. This map, sheet 3, covers the area of South West Germany, bordered by France in the West, and Switzerland in the South. This map can be obtained direct from the Deutscher Kanu-Verband, Wirtschafts and Verlags GmbH, Berta Allee 8, 4100 DUISBURG 1, West Germany, at a price of DM 15.50 plus postage.



## FRENCH KAYAKING EXPEDITION CENTRE

We have been advised by the BCU Sea Touring Committee of a Centre in France specialising in sea expeditions. They have organised trips on many European Coastlines and particularly concentrate on Corsica, Sardinia, Normandy and the Channel Islands. For further details contact Nouveaux Horizons, BP17, 50760 BARFLEUR, France (Tele 33.23.10.90).

## TRY TRYWERYN – 5/6 September

After the uncertainty of the May Tryweryn Tour, it is good to see that plans are well ahead for the Try Tryweryn Weekend at Bala in September. If you have not yet had the opportunity of paddling the Tryweryn and visiting the National White Water Centre, then why not put this date into your diary. Full details can be obtained from Bryan Ward, 46 Cosford Close, BIRCHWOOD, Lincoln.

## RIVER CLEAN UP

In recent months, the press in the North East has given a certain amount of airing to a "pressure group", not always giving canoeing a good name. It is therefore a great pleasure to read in a number of Northern papers of a Canoe Club enhancing the reputation of responsible canoeists: "Three heavy duty canoes used as floating rubbish bins, were filled to almost overflowing during a clean up of the River Swale at Richmond. The blitz was carried out by about 40 members of the Swaledale Outdoor Club, when they combed the river and banks from Round Howe to the Castle. Members in wetsuits retrieved lawnmowers, cisterns, car axles, a millstone

and heaps of fertilizer bags from the river bed." Secretary John Polley said: "We're often accused of caring nothing for the river, and this was our way of showing everyone we do care".

## 3RD INTERNATIONAL FILM FESTIVAL ON WHITE WATER SPORTS

This festival is to be held at VALENCE in France between 4 and 8 November 87. The Festival will be a place for meetings, debates, white water activities or other specific animation, shows, conferences, screenings and promotion of best films and videos on Canoeing and Kayaking, Hydrospeed and Rafting. Further details can be obtained from BCU Headquarters.

## YOUTH AFLOAT FESTIVAL – SOUTHPORT

The BCU North West Region has agreed to organise the canoeing section for the Youth Afloat Festival at Southport from 5-6 September. Young people aged between 9 and 16 will have the opportunity to try a number of water sports, including canoeing, wind surfing, sailing, sub-aqua, rowing and water ski-ing. The event is to be staged in co-operation with the Sports Council and the Sefton Council. Bookings for Youth or Family groups should be made with Youth Management and Associates, The Knoll, Park Road, POOLE, Dorset, BA15 2RJ.

## A FLORIDA COCKTAIL?

When most people think of the prime canoeing spots of the world Florida is not usually top of the list. A new tour operating company 'American Classics' is determined to educate the canoeing public as to the place Florida should take in their estimation. They have linked with a well established local Florida canoe company to produce a holiday that's very unusual.

The Everglades National park, a vast refuge for wildlife of every kind has some of the most scenic expanses of wilderness waterways in the world. The beauty of the area has to be seen to be believed and almost all of it is accessible by canoe.

Holidaymakers are provided with everything needed, a seventeen foot aluminium canoe; coastguard approved buoyancy aids; paddles; local maps and all

camping equipment. Two, three, seven or twelve day tours are available for groups of two or more. They can be combined with beach, yachting, or any of the many watersports activities that are available in Florida. The Tours are available from November 1987 to April 1988. Brochures are available from American Classics at 7 Buckingham Gate, London, SW1E 6JP. Tele 01-828 7613.

## KAYMARAN AROUND CAPE HORN

(See CANOE FOCUS Issue No. 49).

The film of the above exploit by Nigel H. Seymour will be transmitted on BBC Television on Thursday, 10 September at 5.05pm.

## MARATHON DRAW

The June draw made by the Marathon Racing Committee has been won by Barry Rance of the Way Kayak Club, with Certificate 24890 issued at the Reading Race. Barry will receive a Kayak donated by Kirton Kayaks, and Reading & Leighton Park Canoe Club will be sent a cheque for £100.

## 1988 WORLD MARATHON CHAMPIONSHIPS

The International Canoe Federation has given Great Britain the responsibility of holding the first World Marathon Championships. This will be based at the Holme Pierrepont National Water Sports Centre, utilising their facilities and the River Trent, and will be held on Sunday, 24 July 1988. Put this date in your diary, so that if you are not involved elsewhere, you can come along and support our Marathon paddlers.

## A 1000 CANOE SAFETY TESTS

At an assessment recently organised by the North Wales Coaching Panel at the Chester Canoe and Sailing Club, the number of canoe safety tests under the Corps of Canoe Lifeguard's six year old scheme moved into four figures. Our picture shows the 1000th and 1001st Certificates being presented by Martin Douglas-Windsor (Chief Lifeguard, Welsh Canoeing Association and Local Coaching Organiser for Clwyd) to John Pepperal of Manchester Social Services and Michael Senior an RLSS teacher.



Photograph courtesy of Renee Sprake, of the Chester Standard



## SOUTH STACK CLIFFS RESERVES

For some time, the Royal Society for the Protection of Birds have been concerned over the disturbance of guillemots and razorbills at their nest sites on the seabird colony at South Stack Cliffs Reserve. Following a number of worrying, though isolated, incidents in the early part of last year a voluntary code of conduct was introduced whereby kayakers kept away from the breeding ledges during the period 1 February to 31 July. The Society has been grateful to the many sea-canoeists for their concern, support and advice. They are aware that some sea-canoeists derive specific enjoyment from the observation of seabirds and other wildlife. It is not the wish of the Society to interfere with anyone's enjoyment of wild birds provided that it does not involve disturbance. They now recognise, following the assurances of several experienced canoeists, that it is possible, with care, to observe wildlife at close quarters from kayaks.

Nonetheless, at breeding colonies, it is possible to cause a great loss of eggs and chicks by careless movement. With care it is easy to see when the birds are starting to get uneasy or alarmed, and a gentle retreat to sea will preserve the peace. If it is not the specific intention to watch birds then the Society urges that kayakers continue to keep well clear of the colony. The Society will continue to monitor the situation and will keep the Union informed of progress. If anyone would like further information about the seabird colony or the reserve then please contact The Warden, Paul Fisher at Swn y Mor, South Stack,

Holyhead, Anglesey. Ellin's Tower, the Society's information centre and viewing place, is open daily 11am-5pm from April to September and they are delighted to see visitors there.

## TRYWERYN – FIVE YEARS ON

On 29th March 1982, Canolfan Tryweryn, National White Water Centre opened its doors to the canoeing public for the first time. The centre, on the site of the 1981 World Championships became a permanent entity dedicated to providing high class competition and training water, although in fact the official opening did not take place until September 1982.

The centre and its environments comprise 1¼ miles of the River Tryweryn with year round access guaranteed, a control building for events now converted to house basic changing and toilet facilities, a built-in communications system for judging and a P.A. system as well as a large car park. The Tryweryn is a dam controlled river and there are approximately 200 days each year when the river is usable. These include 12 days guaranteed by Welsh Water Authority who are responsible for releases from the dam. On the other days the water is too low for canoeing or rafting.

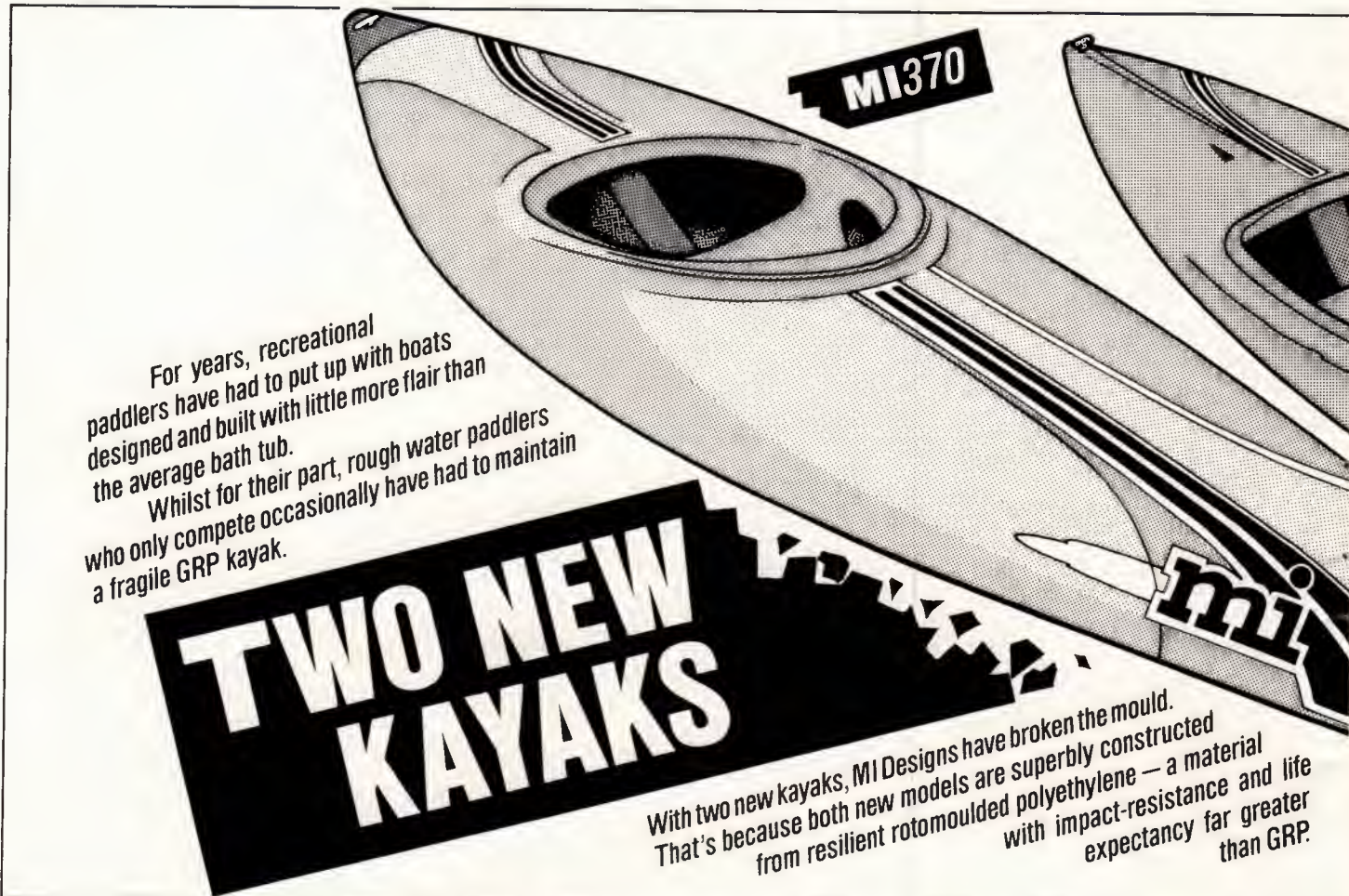
In the first year of operation 2,500 canoeists used the site. The vast majority of these were competitors at the various events. A steady increase in numbers was noted each year and then in 1986 two things happened. First, Welsh Water Authority changed their release pattern from the dam and secondly white water rafting grabbed

the attention of the public, with the result that there was a big surge forward in usage and in fact the figures for 1986/87 show a total of 12,000 users, a justification of the faith put in the centre by Sports Councils, BCU and canoeists in general.

Tryweryn has attracted a great deal of attention from the media and television programmes such as 'Paddles Up', 'Rapid Racing' and 'Survival of the Fittest' have helped to make more people aware of the centre. Over the years various small schemes have been implemented to improve the usability of the centre. Great care has been taken with design and implementation to protect the environment. One of the great assets of the site is undoubtedly the beautiful surroundings. Access problems on the rest of the river are slowly being resolved with use of the full river now agreed for the 1st and 3rd Thursday of each summer month, whilst of course, there are no problems during the close fishing season from mid October to the end of February.

What of the future? Long term plans include a custom built centre with proper changing and toilet facilities, drying room and a comfortable lounge area as well as possibly boat storage. Medium term it is hoped to improve access to the remainder of the river even further and to persuade Welsh Water Authority to try to find some way to guarantee winter weekend releases.

In the short term the management are looking to provide a short stretch of flat or low grade water on site, suitable for relative beginners, to improve some areas of the course for wild water racing and to make the Irish bridge area safe for general canoeing. Here's to the next five years.



For years, recreational paddlers have had to put up with boats designed and built with little more flair than the average bath tub. Whilst for their part, rough water paddlers who only compete occasionally have had to maintain a fragile GRP kayak.

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## Regional Roundup

### EASTERN

#### Cambridgeshire Canoeing Association

A meeting will be held at St. Peters Pool, HUNTINGDON on Monday 7 Sept at 7.30pm to reactivate the Association and consider how to implement the recently published Eastern Region Development Plan. All those interested are invited to attend and put forward their ideas. Further details from the Regional Secretary – Greg Davis (0487 813266).

#### Fenland Canoe Race

This year the event is being held on 27 September. An 18 and 10 mile course on the Lark and Great Ouse with classes to cater for hardened racers and "lesser mortals". Further details from M J Pollard, Mildenhall Community Education, Bury Rd, MILDENHALL IP28 7HT.

### NORTHERN

#### Slalom Team Selection Policy – Northern Region

Paddlers wishing to be considered MUST write to Liz Savage, c/o Charlotte Mason College, AMBLESIDE, Cumbria for an application form. Selection will be based on the best two results from the following ranking competitions: Tryweryn I – 22/23 Aug; Serpents Tail I – 26/27 Sept; and Tryweryn P – 5/6 Sept. The team will consist

of 3 x K1 men, 3 x K1 juniors (U18), 1 x K1 Lady, 1 x C1 and 1 x C2, and priority will be given to Premier Paddlers who submit an application.

#### Northern Film and Television Archive

The Archive is currently undertaking a survey of films and video tapes made by, or about local Sports Clubs and Associations. Anyone with such films or information are asked to contact Mr. K. Brown, 36 Bottle Bank, GATESHEAD, Tyne and Wear, NE8 2AR, or the Regional News Secretary, Mrs. Mary Armstrong, 7 Dryburn Park, DURHAM MOOR, Durham, DH1 5AD.

#### Bank Holiday Fun Week-end 29/30 Aug.

This will be held at Sands Rapids, Carlisle: Details from Jim Wilson, please send s.a.e.

#### Durham City Marathon.

This marathon will be held on Sunday 6 Sept. from Durham Amateur Rowing Club. Details from Mrs. Mary Armstrong or from the Marathon Handbook.

### WEST MIDLANDS

#### Paddlers Day 1987

Paddlers Day is being held on Sunday 18 October, at the Sneyd School, Bloxwich. The format of the day is being changed to put more emphasis on practical canoeing. The programme will include coaching, come and try sessions, competitions, fun competitions, guest speakers, films, seminars, club stands and trade stands. West Midlands club secretaries will receive further details in the near future. Individuals and other clubs who would like details

should send an s.a.e. to Ann Gillespie, 13 Spring Hill, WORCESTER WR5 1BL.

#### Eyemore Rapids

The ever-popular Eyemore Rapids has recently seen an increase in use. The number of paddlers parking on the Severn Trent private roads and car parks has recently caused the police to be called. A number of cars were parked in such a manner as to be a nuisance to local inhabitants. All such vehicles had their numbers noted by the police and one was actually moved! If you are paddling at Eyemore, please be considerate with parking. Apparently one local is very anti canoeists – he is an angler and works for Severn Trent!

#### Regional Wild Water Racing Series

The Regional WWR Series will begin in the autumn. We are planning dates now and will have full details available shortly. Clubs who scored points in the last series will be sent details. Other clubs who would like to take part in this year's series, should send an s.a.e. to Ann Gillespie.

#### Regional Canoe Polo

The Regional Canoe Polo Leagues and Regional Knock-out will take place in the autumn. Clubs interested in taking part should contact Phil Bennett, 94 The Straits, DUDLEY, West Midlands.

#### Papworth Paddleathon

On 6 June, 300 paddlers took part in the sponsored paddle in aid of Papworth Hospital. A very large majority completed the 25 miles, including Papworth patients. Thanks to all who support the event, which was a great success, with a repeat planned for next year.

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# THE LOST PADDLE

by Alan Fox

Sunshine, warmth and clear blue skies; The Chilean summer greeted our arrival at Santiago. Only twenty four hours previously we had been carrying our kayaks through the sleet and snow into Gatwick Airport. It felt good to be away

from the United Kingdom and heading off towards another river.

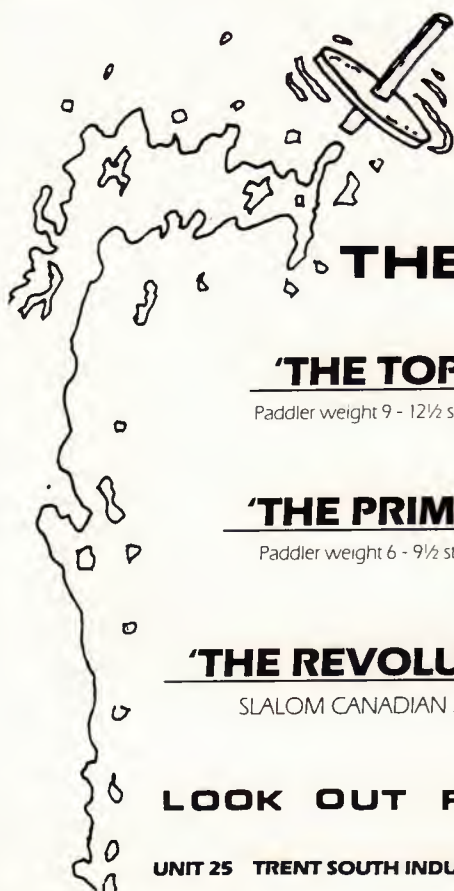
At this moment our plans were going well following a simple formulae to 'expedition' planning. The first part requires three weeks leave and £800 coupled with two days of 'organisation'. That is - half a day to book the flight a couple of months beforehand and one and a half days before you leave in which to panic, when you have to buy eight days food supplies, decide what to take, find out you are on different flights and that baggage control isn't too happy about kayaks. The second part is the most important - choosing a country with a good climate and where rivers are relatively easy to reach. So with these requirements in mind the Rio Bio Bio in Southern Chile topped the list.

Our kayaks came into the baggage hall one by one. It was a weight off our minds that they had arrived safely, and as soon as the paddles came we could be on our way south. Eventually the last item of luggage had been collected and we stood alone in the hall. The paddles hadn't arrived! A moment of absolute panic and desperation before attempting to calm down and assess the situation. We found an English speaking

official and explained the problem. The paddles had gone to Santiago in Spain not Chile and would arrive in three days' time.

We were given a hundred dollars for the inconvenience and could wait in Santiago or look for new paddles. As we couldn't rely on the paddles turning up we set off to look for a canoe shop having deposited the kayaks on the left luggage counter of the railway station.

It was rather like looking for a kayak in Oxford Street - not a hope! Santiago soon became familiar to us as we went round and round in circles on buses, tubes and taxis, but somehow amidst the concrete jungle we found a suitable shop. We peered in through the windows; surf kayaks and paddles, it was like finding the crock of gold at the end of the rainbow. We rushed off to consume large quantities of Chilean champagne until the shop opened. A broom handle with fibre glass blades would be a fair description of the paddles we purchased. The sort of paddles you wouldn't trust above Grade II water, but we were desperate now and still had many miles to go. Only Les could smile as he possessed a pair of split Schlegels leaving us with one pair of emergency splits. Back at the Central station we set to work with an unpronounceable phrase book and diagrams of stick men, kayaks and trains until it became apparent that we must go on one train and the kayaks would follow on a



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cargo train. We requisitioned a hand cart and set off into the traffic with the kayaks to search for the cargo depot still unconvinced it would all work out. The following morning we arrived at the small town of Victoria and three hours later the kayaks arrived.

A taxi took us the remaining seventy miles to the Rio Longuimay, a tributary of the Bio Bio. It was Christmas Eve and it was very hot. By the end of Christmas Day we were suffering severe sunburn on the backs of our hands. The only way to ease the pain was to drink the last few bottles of beer and champagne we had with us.

So far the flimsy blades we had purchased had stood up quite well except for the occasional flutter in the turbulent water. Guy had already demonstrated a few rolls to increase our confidence in them. We camped that night above an infamous grade five known to American Rafterers as Lava South.

The left hand route ended in a huge stopper and protruding side walls. The central route was blocked by a large hole and the right hand side ended in a drop. Only the right hand side looked feasible with a little weaving at the end and so the following morning we prepared to ferry glide to the other side – this rapid had already claimed one life. Les summed it up just as we were about to cross "A grade four ferryglide with grade six consequences if you don't make it!"

Half way across I put in a small support stroke to steady the boat, there was a sickening crack as the shaft of the flimsy paddle snapped by the blade. I watched the blade disappear as I slowly turned over into the blue-green bubbling world of the river. I just couldn't believe it! But an attempted roll on a non-existent paddle blade confirmed it. I swung around to try a roll on the remaining blade but the river didn't like that either and from then on it seemed so natural just to eject from the kayak.

There was no chance of making it to the bank as I looped my arm under the rear deck line took a deep breath and expected the worse. I was swept down the central

route, trying to relax is all I could do. The extra buoyancy of the Explorer jacket keeping my head well above the water each time I re-surfaced. I accelerated over the drop into the large central hole, there were a lot of bubbles down there. Fortunately I was swept straight through. The worst part was over and I kicked my way through the last hundred yards of breaking waves to the bank.

Breathlessly I scrambled up a rock face to look for Les and Guy. Guy handed over the remaining split, our last paddle, which at close inspection didn't appear to be much stronger than the ones I had just lost, the blades from old wooden paddles stuck in the end of an aluminium shaft. If we lost another set of paddles we would be well and truly stuck as there were still four days of paddling left. It was a shame I didn't get the chance to run the rapid and perhaps my antics had something to do with Guy and Les portaging it but what the hell, the sun

was shining, the river was beautiful, the company good and life is for living.

**After the Bio Bio we headed off for the Bio Maule and eventually our lost paddles caught up with us just in time to do the Rio Aconcagua. The consequences of a broken paddle on that river would have been terminal.**

Paddlers: Alan Fox, Guy Reeve, Les Lloyd.

Cost: per person 3 weeks all in £730.

Assistance received from: Aquaman UK, Europa Mountain Sport, Mountain Equipment, British Airways (Berlin), The Wild Water Centre UK, Seventh Grade (Berlin).

*Editor's Note: Details of "Chile-con-Kayak" and the lectures by Foxy can be obtained by contacting Alan Fox at 127 Waveney, Grove Hill, Hemel Hempstead, HP2 6DH. Please send stamped addressed envelope.*



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# Book Review

## SAFETY FEATURES FOR WHITE WATER KAYAKS

An International white water safety conference was held in Austria in 1983. The following year the BCU convened a British Conference at Plas y Brenin, attended by a wide cross-section of experienced white water paddlers and manufacturers.

Arising from that get-together a joint working party was formed. Its purpose was to give consideration to the information and ideas which were coming forward as a result of the use of new building materials for kayaks, and the trend towards paddling increasingly difficult water.

After considerable consultation and debate the joint working party of white water paddlers and manufacturers has launched its recommendations.

The document "Safety features for kayaks designed for use in white water recreation" (WWSWP-1) is available from the BCU Office on receipt of an A5 stamped, addressed envelope.

It highlights all the features which are known to improve safety in white water. In particular, figures have been put on the desirable strength of end grabs, footrests, safety lines, and the design of cockpits. An attempt has also been made at giving guidance concerning the appropriate volume of the kayak.

The result is a compendium of white water "common sense" based on the extensive research and experiment which has been carried out both in Britain and abroad in recent years.

The final responsibility for a paddler's safety must rest with the individual concerned. Shared knowledge and understanding of the element and forces involved, however, only help the paddler to make informed judgements.

## GODWIN'S SAGA

by Kenneth Macksey

ISBN 0-08-034742-8

Published by Brassey's. Available from BCU Supplies at £11.40 (members) £12.40 (non-members) both inc p&p.

Reviewed by Geoff Good

*Godwin's Saga* is the hitherto untold story of a commando raid, involving Klepper



Aerius double kayaks, into occupied Norway in 1943.

The episode is unfolded by Kenneth Macksey, a military historian. In setting the picture he reveals the attitudes and power-struggles occurring behind the scenes among the high brass of the various services.

Wanting to get on and read about the canoeing 'adventure' I was baffled by the many references to military grouping under a variety of initials, and full understanding would require hard concentration or constant reference back.

What emerges, however, is a scenario which does make one wonder how the war was ever won.

The raid itself was not much better, with the main transport on which the six commandos were relying – a large open boat called a 'coble' – having its propeller shaft badly damaged when being towed across the North Sea at high speed by an MTB. This problem had been identified during training, but the system had still been used.

A minesweeper was blown up by limpet mines planted from the Kleppers, but because of the difficulties caused by the damaged propeller shaft on the coble, the group was eventually captured.

The heroism and stoicism of those involved is well attested. Sadly all perished in concentration camps as the Germans panicked in the face of the advancing allies.

## PADDLING PROGRESSIONS

by Paul Rawlings Jackson (BCU Coach)

Available from BCU Supplies at £4.50 (members) £5.00 (non-members) both inc p&p.

Illustrated by Tony Campbell, *Paddling Progressions* carries BCU approval and provides an easy reference check list for performing the kayak skills.

In the foreword, Richard Fox writes: Over the years a large number of canoeing books have attempted to cover the basics on paddling techniques. Few books, however, have come up with a successful formula for explaining in simple terms the stages involved in learning canoeing strokes. *Paddling Progressions* fills this gap and becomes a useful bankside reference for both paddler and instructor.

I know from experience just how important the basic strokes are to canoeing performance. The right kind of guidance from an early stage can save hours of practice later on and lead to greater enjoyment and performance in all areas of the sport. Even today I take care to include stroke routines in my training programme; I think it is fundamental to success.

I hope this book will do its job and help you progress quickly through the basic strokes. Once you have an understanding or good techniques, there is only one thing to do; get out and paddle as often as you can to improve your control of the blade in the water.



## SLALOM CANOEING – an introduction

Available from BCU Supplies £3.00 (members) £3.95 (non-members) both inc p&p.

The comprehensive introduction for the person starting in slalom, covering equipment, rules, how to enter, organising yourself on the site, the basic skills and techniques.

In the foreword Richard Fox writes: Welcome to Slalom Canoeing! It is a sport full of fun, excitement and challenge. I am sure that you will find the book 'Slalom Canoeing' a valuable guide to fast improvement. When I started paddling fifteen years ago I used to search the libraries for anything remotely connected with the sport. 'Slalom Canoeing' was exactly what I needed. It is full of practical advice based on the experiences and observations of those getting started in the sport and the technique section could not come from a more authoritative source than the National Slalom Coach, Alan Edge. The rest is up to you, so get paddling!

But before you start, one word of advice; develop a broad base of general paddling experience before you label yourself a slalom specialist. Learning skills takes time and what a World Champion does now on a slalom course started years ago when he was practising on slalom gates for the first time. You should have seen the poles swinging then!

Have fun and paddle hard.

## EXPEDITION PACK

Available from BCU Supplies at £2.00 (members) £2.50 (non-members) both inc p&p.

The pack includes the well regarded *River Rafting and Canoeing Expeditions: A Planning Guide* by Peter Knowles, together with full information concerning Press and Publicity coverage, the Young Explorers Trust, the Expedition Advisory Centre, obtaining sponsors, and the Terms of Reference of the BCU Expedition Approval and Grand Aid System.

## SNOWDONIA WHITE WATER SEA AND SURF

by Terry Storry

This book, reviewed in the last issue of Focus, is now available from BCU Supplies at £5.15 (members) £6.15 (non-members) both inc p&p.



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by Peter Hopkins

May I tell you about two walks I took besides two rivers of two different tempos in two countries in the space of twenty four hours? They came at the very half time of the year. The first was on the evening of 30 June and the second on the morning of 1 July. They say something of the joy of being near or on water. They are two entirely different waters in character yet have much in common. They are both 'managed', manipulated by man to different ends as I hope to show. The first is flood plained and clay banked, wind cleaned and willowed; domestic and docile. The second is hill backed and stoned lined; cool and confined, wild and restless – a caged fury.

I strode the later hours of June with canine company along the banks of the River Soar. A meandering slow coursed river set in its ways hereabouts. Summer evening droves of Midlanders peopled fishing baskets among the gravel pits while daring sailboarders pirouetted. A flotilla of eight cygnets and proud parent Mute Swans with a drove of thirty plus Canada Geese told their own tale of quiet reed screened nesting success. Questing cows munched the flood-pasture rich in Buttercups. Overhead a pair of Common Terns worried the air with their anxiety at seeing a lone Kestrel pass nearby.

Placid pale sun streaked a tapestry of waters all around me. Canal and river, flowed near the slow still algae-green gravel pits gaping like raw gums and filled with rain water. A man made landscape where birds and plants reclaim the water for themselves. An unofficial Nature Reserve. The Soar drifted on through the evening hum of splashing children, laughing surfers, nearby traffic and late factory machinery. A towpath straight canal beside weir detoured river. Sedately domestic.

Almost within the glow of the Scout Hut, hung with the serried ranks of bicycles. the now roosting Canada Geese sat like exclamation marks on the green islands. Bird calls vying the pub cheers unaware of their brick lined incongruity. A city edge riverscape.

It is now July and six thirty in the morning. The Afon Tryweryn beckons with a wild free song from across the mountains in Wales. She is perched near the edge of the Snowdonia National Park and is born of such Gaelic mothers aa Carnedd y Filiast

and Llyn Celyn. No wonder she sings of slate and lichen-grey; of damp moss and fern green. She sings with the power of rushing, flushing, pushing pulsating mobile energy. The choir of slap-slapped banks of eddy and current, spray and splash against the micro worlds of moss and root at banks edge.

My companions today were camera and canoeist. The canoeists were here to test mettle on stone and wave while I spent my day damp toed trying to do pictorial justice to this transient surging world. Crashing whitecap waves worthy of a sea were here confined and channelled through a staircase of valley and gorge ever downwards to eventual stillness. Dippers, fast water birds, were the emblem of the foam while jays peopled the oak girdled woodland keeping the river secret.

Foraying horse flies, *Tabanus Bovinus* had neither horse nor cattle to feast upon. Nearby sheep were protected by fleece so the marauding females pounced on visiting photographers and paddlers instead. The description I later read of their activities said that the quiet males sucked nectar from woodland flowers while females "occasionally" bit humans. My fifty bed sore bites did not feel very occasional, the only price I paid for a marvellous day.

Yards from this crashing boulder washing world of surf lay a secret fortress of age where oak stumps were allowed a peaceful passing sentried by foxgloves and camouflaged in suits of lichen armour. Testimony to the purity of mountain air. Quiet glades of refreshing peace were equal to and complimentary to this carving river. The green cloak hiding the surgeon's knife of erosion. A balance of peace and power. On the one hand never still water on the other pools of limpid shade held above the slate underfloor in permanent dampness.



The River Soar at Birstall

Composive, erosive water pounding the

bald stone like an anvil with the power of a bulldozer. Even here among the leeward side of stone where soil and seed get together little oases of colour bloom. Casual stemmed ferns cock a snoot at the world guarded by their wet speeding moat. Suddenly a bolt of colour comes out of the grey and white water. Helmeted and suited watery knights ride their light elliptical steeds on this joust with nature almost in control of their destiny ... I gasp in admiration as they hurtle like human missiles down this cresta run of spume and boulder.

For as I said earlier man manages this water too – turning a huge tap on and off at the dam above the river to support the National White Water Canoe Centre. Strung from anicent trees above the water are suspended slalom poles and among the foxgloved banks are judging booths.



Photograph by P. Hopkins

Near the Scaffold Bridge on the Tryweryn

Striding bridges give yet further views over the foaming waves. None of this detracts from the majesty of the river itself for it seems to enhance the competition between simple water, stone and man.

In the space of twentyfour hours I had seen for myself many and varied uses of water in the country. Ignoring the obvious amenity of washing, drinking and all the civilised expectations we have of our modern world, I had seen and felt the beauty of water. This vital elemental force in our lives that nurtured our prehistoric beginnings and tests our space age need for challenge and excitement, recreation and sport. There should be room too for the anglers, the sailboarders, the paddler, the picnicker, the dog walker, birdwatcher and sailor.

I had heard "Water Music" besides the Soar and the "Anvil Chorus" besides the Tryweryn. I enjoyed them both equally and differently the way we can enjoy cuisine from different countries. They were both valid and enjoyable experiences. The winner though has to be the Tryweryn – wild, dazzling, accessible spectacle of raw energy. To my companions for the day, canoeists all, from a non canoeist I must say thank you for now I understand why you do it. May we all enjoy our watery days as much as you.

Photograph by P. Hopkins



# Classified

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SNUIPE - Red deck, made locally, seams need attention, hence £35 ono. Tel: 0268 756169 (Essex area).

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FUSION - the sailing/windsurfing/rowing/canoeing dinghy in GRP. Let your family get on the water as well whilst you're canoeing! Good condition. £450 ono. Tel: 0753 886879 (Bucks).

JAGUAR Sprint K1 (sandwich). Excellent condition. £170 ono. Tel: 09328 60719 (Nr. Staines).

P&H Surfer Mk. 2 Kayak. Very good condition. £90 ono including spraydeck. Tel: Scarborough (0723) 272523.

MIRAGE K2. 6 months old. 1 careful lady owner. £325 ono. Will deliver. Tel: (0272) 635741.

CANOE Centre Delta C1 + all fittings and paddle. Good condition. £160 ono. Two Makker K2. One Stiletto K2 complete. In reasonable condition. £70 ono. Tel: A. Haskey 0634 579537 (H) 0634 44555 ext 303 (W).

LAWRENCE K2, understern rudder, handles. £100. Tel: Farnham (0252) 716597/624689. V Rack, paddles and spraydecks also available.

WWR Gaybo Marlin, all kevlar, good condition. £120 ono. Surf Ski, hardly used, £100. Mirage Perception (plastic) £120. Tel: Sheffield (0742) 303738.

GAYBO Dominator '82. J&R Footrest, metallic blue, diolen hull, very little used, excellent condition, £155 ono. Tel: Duncan Smith 01-599 2310.

ESPADA K1 Mould. Good condition. £50 ono. Tel: Watford 47430. Nomad Kayak Club.

THREE second-hand canoes. Snipe and Commanche Kayak, as new including paddle. £85 each. Also general purpose canoe, fair condition £59. Tel: (0249) 720824 (Chippenham - M4).

P&H Racer competition slalom kayak for sale. Diolen comp. construction, J&R footrest; grey hull, white deck. Excellent condition £120 ovno. Tel: Malcolm Graham, Cambridge (0223) 276337.

PYRANHA Freestyle - £130 ono. Whitewater Rapido - £50 ono. Tel: 01-979 5727.

GLASS GLIDER K2 - good condition, seats, handles, etc. £120. Tel: Crawley (0293) 515306.

5-6 BOATS. Canoe Trailer with lockable camping equipment/paddle storage box, for towing by small car. £260 ono or swap for C2 with equipment. contact: John Spence, 48 Leicester Road, Uppingham Rutland, Leicester 9SD.

TOURING single kayak - Kirton Saga, red, very good condition. £120 ono. Tel: Guildford 69840.

COUGAR RACING K1, lightweight, sandwich construction, excellent condition, used in international competition. £290 ono. Tel: 01-977 1653.

ECCLES Topaz - 2 berth deluxe caravan. 12ft 6in 16 cwt. Heater, spare wheel. £700. Double top 6 berth trailer tent, kitchen/dinette 5 cwt. New canvas £600. Tel: M. Anderson (SI) Banbury (0275) 710840 (24 hours).

COLEMAN 17 Open Canadian Canoe in Ram-X Polythene. One year old, hardly used, v/good condition with passenger seat and paddles. £325 ono. Contact Bird 026288 425. Beeford, E. Yorks.

JAGUAR K1. Red and white sandwich construction. Mint condition. £250 ono. Simon, Ev. 01-399 9041.

DISCOVERY 17, fast touring K1, kevlar hull, vgc, 10 months' old, £200; also sailing dinghy, 15ft, single-handed, plus trolley and road trailer £140. Tel: Evs. (West Hanney, Oxon) 023587 584.

C1 WWR Kevlar-carbon hull, good condition, Nomad make. Tel: John Moffat on 0592 268255. £90.

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5 WAMBAT CANOES - Reasonable condition. £195. Tel: 0730 892989 (Hampshire).

## CLUBS

Considering coming to Nottingham University? For details of the club and its activities ring Scott on (0252) 621183 before October or write to the Canoe Club c/o Athletic Union, Notts. Univ. University Park, Nottingham, NG 7RD.

## LOST AND FOUND

STOLEN from Oxford University Canoe Club at Easter.

Pyranha Premier Image '85 Kevlar/Carbon. Black hull. Red/orange foredeck with black disc. Rear deck yellow with thin black stripes. Red outside seam. Information to R. Moore, 0203 462272.

## COURSES/INSTRUCTION

OUTDOOR Instructors Course - awareness and confidence course in working with people with a disability for instructors in a whole range of outdoor adventure activities. 27.9.87 to 2.10.87 Bendrigg Lodge. Tel: Kendal 23766.

CANOEING for people with a disability. Weekend skills course for people with special needs. 4.9.87 to 6.9.87 inclusive. Bendrigg Lodge. Tel: Kendal 23766.

CANOEING with people with a disability. Weekend course for the able bodied teachers, care staff and canoeists, who want to get involved or develop their skills in canoeing with those with special needs. On successful completion log books will be endorsed. 9.10.87 to 11.10.87 inclusive. Bendrigg Lodge. Tel: Kendal 23766.

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. Tel or write (SAE): Greg Parkes, 96 Barrs Road, Cradley Heath, Warley, West Midlands, B64 7HH. Tel: Cradley Heath 67896.

OUTDOOR ADVENTURE - Cornwall. An adult orientated centre offering a full range of courses from introductory to advanced, in all aspects of canoeing. BCU approved for quality of canoeing instruction, we train and assess for all BCU awards. Our centre is ideally situated in ten acres of cliff top land overlooking the sea and surf of Widemouth Bay. With our location, facilities and staff, Outdoor Adventure boast a high quality canoeing course within a lively and enjoyable week. Adventure Sports Holidays also available. Contact: Jeff Gill (BCU Coach) Outdoor Adventure R.8, Atlantic Court, Widemouth Bay, Bude, Cornwall EX23 0DF. Tel: (028885) 312.

SENIOR Instructor Training and Assessment, North Yorkshire. Advertised for October, now has confirmed dates of 16th/18th October inclusive. Contact: J. S. Richardson, 19 St. Giles Way, Copmanthorpe, Yorks. YO2 3XT.

## TRADE

CHILTERN Canoes for canoe and kayak hire. Professional repair service for GRP and polyethylene. Tuition at all levels can be arranged. Henley Villa, Wycombe Road, Stokenchurch, Bucks. Tel: (024 026) 2959.

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THE VISUAL DIMENSION - Lectures and audio-visuals by Foxy. Zambezi, Chile, Nepal, Various. SAE for details/bookings to Alan Fox, 127 Waveney, Grovehill, Hemel Hempstead, HP2 6DJ.

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