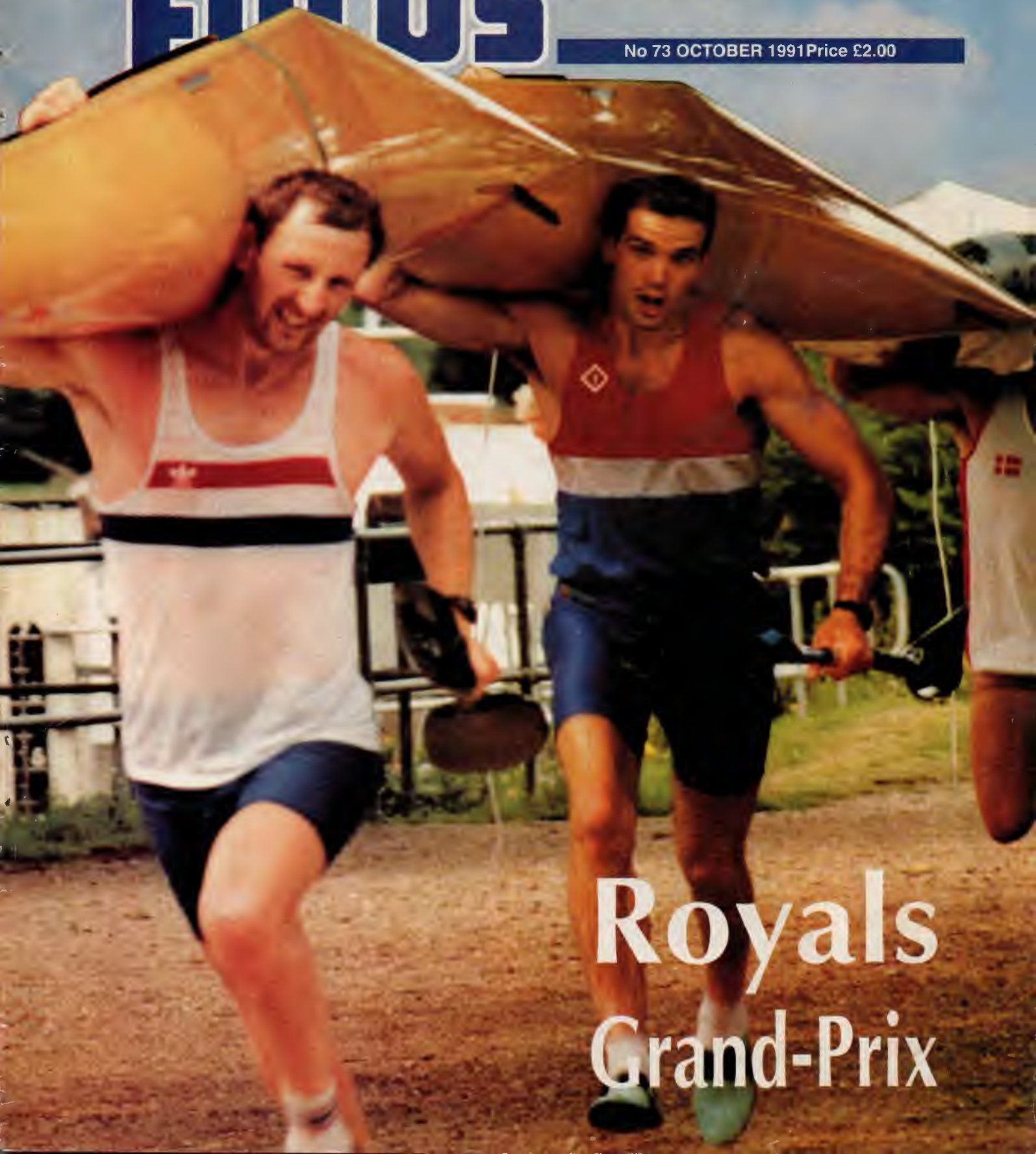


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Canoe Focus The official magazine of the British Canoe Union

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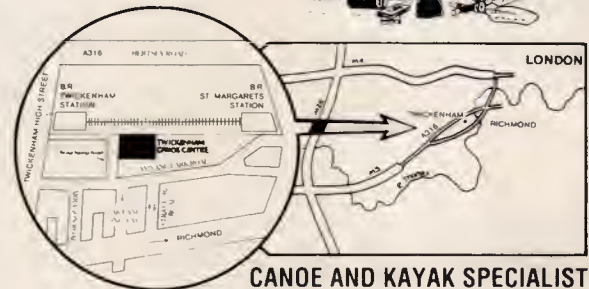
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Obituary

TREVOR J BAILEY, A.C.I.S., D.M.S., M.B.I.M

It is with very great sadness that we must report the death of our Director, Trevor Bailey, on Saturday 14 September following a capsizing on the regatta course at Holme Pierrepont.

Although Trevor had been Director for only four years, he has made a great impact on the B.C.U. and his contribution has been positive and invaluable in crucial years of development.

Trevor earned many a well-meaning quip from me for the regular appearance of his photograph in this magazine. Yet in many ways this characterised his whole approach to his role as Director. He wanted to know as much as he could about the world of canoeing and he wanted to be known, so that people would be able to identify him at the many canoeing events he attended. He did not wish the Director to be isolated from canoeists and he wanted to know and appreciate their viewpoints. From having a limited knowledge of our activity, he came not only to be knowledgeable in B.C.U. and canoeing affairs but also brought a high degree of wisdom and leadership to bear.

He master-minded two far from easy moves of

Headquarters – from Addlestone to Nottingham and then to the new building at Holme Pierrepont; he has represented us with distinction on many occasions; has supported British teams at home and abroad and undertaken a number of canoeing exploits which have brought generous contributions to B.C.U. funds.

Trevor was a man of total commitment in whatever he did – and this included work for the community as Chairman of Governors for two schools and past service as a County Councillor for Leicestershire.

Trevor will be sorely missed – for his excellent work and his good company, for he was a person with whom it was a pleasure to be associated. In our view we can appreciate just how much he will be missed by Margaret and his sons, Nigel and Simon. Our heartfelt sympathy goes out to them.

Geoff Sanders



He lived for canoeing and he died for canoeing.

He was more than a father to me – he was a friend, a friend I could exchange insults with. We seldom had a courteous word for each other, and yet I respected him immensely. To know him was to admire him. He loved canoeing and was devoted to his job. If he thought that by his death he had in any way damaged his beloved sport he would hate himself. He was not a selfish person.

Maybe he should have been wearing a buoyancy aid. Maybe if I hadn't introduced him to canoeing myself, 6 years ago, he would be alive today. One thing is for certain; in those 6 years he accomplished more than many achieve in a lifetime. He was a great man, and a very happy one.

I loved him. And he loved canoeing.

Simon Bailey

On Saturday 14 September the Director of the British Canoe Union, Trevor Bailey, and his partner, were training in a double kayak for the Ardeche marathon, this years 'Director's Challenge'.

They were two-thirds of the way down the 2,000 metre regatta course at Holme Pierrepont, Nottingham, when the kayak started to swamp, due to some small waves created by an estimated force 3 wind.

They began to head in closer to the bank, but had left it too late and the kayak swamped.

Both started to swim for the shore when the Director got into difficulties. His partner attempted life saving, but after considerable effort was unable to maintain his hold.

Until the result of the autopsy is known, it is not possible to say whether there was any medical factor which may have contributed to his failure to swim to the bank, a distance of about 50 metres, in still water.

The Regatta course has been used daily since 1970, and many hundreds of thousands of training hours have been logged by canoeists in similar circumstances, without previous incident.

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WORLD CUP WILD WATER RACING- USA

**"HE WHO TOOTETH NOT HIS
OWN HORN DOETH NOT GET
HIS HORN TOOTETH!"**

On the 13 August a bank of finely tuned athletes departed Gatwick Airport, destination Atlanta, USA and no one could have predicted the events that were to take place over the next twelve days.

The aim of the trip was for a team of eight white water 'athletes' to compete in four down river races; three on the Ocoee river and one on the Nantahala river in Tennessee. At least that was the aim of team leader, coach and manager John Handyside and assistant team leader Trevor Bailey.

The team consisted of MK1 Robin Murray, WK1 Julie Ashton, Cynthia Berry, Karen Porter and Katie Watt, C2 Simon Twigger and Scott Simpson, C1 Mark Defreitas. Providing on site entertainment were John's wife Wanda and kids, Roman and Jamie.

After a very eventless journey we arrived in Ducktown, Tennessee and were greeted by a sign notifying everyone that it was 'a quacking good place'. This, prompted the obvious puns such as 'put it on my bill', which were naturally repeated to the eggstreme.

Our first event was to be the final World Cup race, on the Ocoee, on 20 August. Learning the river proved to be quite an event with the water on half release on three out of the five practise days, approximately four and a half thousand rafters expected on the river, and too many kamikaze plastic boaters. The first days' practise involved much boat damage and half the team being wiped out on the river by collisions with plastic boaters sitting in holes that you had no alternative but to paddle through. For some unknown reason Robin was chosen as their favourite target and on the second attack they scored a bulls-eye by hitting him in the side of his head. During the same period of time Katie had a little bit of trouble negotiating the final rapid known as Hells Hole. The exclamation of the raft guides who watched Katie's hot dogging forced us to re-name her

Katie 'Awesome' Watts and Katie's experience of looping for K1 forced her to try a different route.

During our very brief sessions of apres canoeing we managed to explore some of the immediate area, but we soon found out that there was not a lot to do, and this was definitely not a 'happening' place. The locals were extremely friendly, greeting us with great enthusiasm when they heard our accents. After many such encounters with the natives, Cynthia realised that they were even more delighted to meet someone who was Scottish, which caused her to point this out at every possible opportunity, which in turn caused us to call her Cynthia 'we're not all English' Berry.

Karen had her battle off the water fighting off the advances of a certain Yugoslavian C1 paddler, a task which she did very diplomatically in the interest of international relations. Scott, Simon and Mark decided that they would paddle the top section of the river on the final day of high water before the non stop practice, a section that no one really wanted to go down due to the reports of severe boat damage and stoppers that were holding rafts full of people for long periods of time. Mark accidentally went the wrong way round a rock into a rapid called 'Broken Nose', a series of those drops with large holes (the ones that were holding the rafts). At the bottom of the river the Americans believed that he could have done it without having to roll a few times. By the comments Mark made, it was obvious he would never do it again, even just to prove the Americans wrong.

The night before the World Cup race we had our closest encounter with danger. Whilst driving back to our motel, having just been out for a meal, we suddenly found ourselves in quite a bad storm, with Trevor at the controls of our van. For some unknown reason Trevor decided when we reached a level crossing that he would rather be a train driver, and proceeded to drive the van along the railway instead of the road. A swift change of direction prevented the worst happening, but this did not stop us calling him Casey Jones for the rest of the trip.

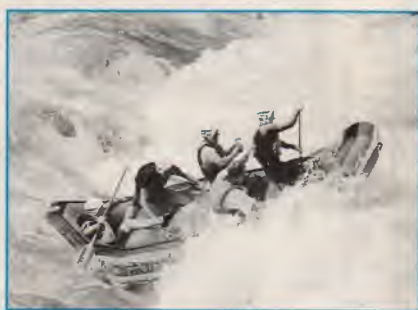
On the morning of the World Cup race Scott and Simon were not happy with their route through a rapid called the Cats Pyjamas, and after extensive scouting they decided it was better to go straight down the middle. What they should have said was, go straight down the middle into a great big hole, and swim to the bank. This minor mishap didn't stop them from finishing third, the other result being as follows: Robin 6th, Mark 6th, Karen 2nd, Cynthia 3rd, Julie 4th and Katie 6th. After the race Robin went into a shop in Ducktown; I should say The Shop; and was asked if he was any good at canoeing, to which he modestly said "I don't really know, I suppose I do alright". The lady in the shop replied "You must be good to be in the World Cup" to which Robin replied "Well I don't know really, I do alright I suppose". The woman fed up with Robin's modesty, replies "Listen, son, he who tooteth not his own horn, doth not get his horn tootheth!". Robin thanked her for the advice and made a quick exit.



FAST



FAME



FUN

Photographs by: Trevor Bailey.

The second race was an eight mile race on the Nantahala with a mass start of about forty canoes. The highlight of which was to see Trevor and John 'racing' in an open Canadian. The results were very similar to those of the World Cup: Robin 4th, Simon and Scott 2nd, Trevor and John 3rd, Mark 3rd, Karen 2nd, Julie 3rd, Cynthia 4th and Katie 5th.

For the third race we were back on the Ocoee but this time we were racing in rubber rafts. We could have had a good result here but for the added problem of having to roll the raft as part of the race rules. Naturally the raft guides won. We were quite surprised when John offered to paddle in the GB men's raft until we found out he had been told there were cash prizes on offer. Even with his help our GB men's team finished 4th whilst our GB ladies team finished 5th, the race taking about 50 minutes.

The last race was the American National Championships for which we were invited to paddle as a separate event to theirs. This produced an International results list without any Americans included. Our finishing places were: Robin 4th, Scott and Simon 1st, Mark 2nd, Karen 2nd, Cynthia 3rd, Julie 10th and Katie 6th.

All things considered everyone had a very enjoyable trip and we were all grateful for the chance to paddle on some big water.

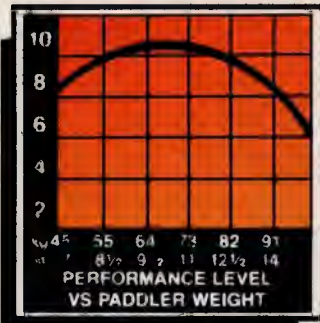


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South African Canoe Federation

■ The ICF has provisionally lifted the ban imposed in 1970 and opened the door to re-admit the SACF as a full member. This follows the lead taken by the International Olympic Committee, now that significant strides have been made towards the abolition of apartheid. The country is particularly strong in marathon racing and has much to offer as a venue for all types of paddling.

Leicester Merger

■ Leicestershire Canoe Club have amalgamated with the old Leicester Outdoor Pursuits Club to form a new club called Leicestershire Canoeing and Outdoor Pursuits Club, the secretary is John Redmond, 65 Cavendish Road, Ayleston, Leicester, LE2 7PL. Tel 0533 832164.

Long River Name Change

■ The "International Long River Canoeist Club" has changed its long cumbersome name to "Paddlers International". The change was necessary to avoid confusion over the scope and interests of the organisation which covers river and sea, kayak and canoe, short and long trips! For further information contact Pete Salisbury, Catalma Cottage, Aultivillin, Strathy Point, Sutherland, Scotland KW14 7RY. Tel: 06414 279.

Royal K4 Correction

■ We wish to make it clear that, contrary to the account given in the last issue of Focus, the Mens K4 6,000 metre race at the National Championships regatta was won by the Royal Canoe Club entry. Furthermore, at no time did the Royal K4 clash with other boats in the race and nor was it disqualified for any such clash.

Scouts Take the Record

■ The Scout Association now claim the world record for rafting with 568 kayaks in one long line, held together by hands, free floating and not attached to or touching any permanent fixed object for 30 seconds.

The previous record stood at 376 kayaks, being held by the Peoples Youth Movement of Singapore since June, 1990.

There was a strong breeze on the morning of 30 June 1991, as the 568 kayaks and canoes rafted up downstream of an anchor boat between the suspension



Notice

Board



bridge and Trent Bridge. The current and strong breeze on the Trent made it difficult to hold the raft together. It split four times and took approximately two hours before the rope was cast off from the anchor boat and the raft drifted free for almost one minute.

The canoeists then paddled the three miles downstream to Holme Pierrepont where canoeists and rescue line throwers had an action packed afternoon.

Cornish Fun Youth Slalom

■ Tamar Canoe Association will be running a fun slalom aimed at youth on the River Lynher in Cornwall on 16/17 November 1991. Although this is a non ranking event paddlers of all ages are welcome as there will be an adult event. Further information from Peter Squire, 47 Wombwell Crescent, Keyham, Plymouth, Devon.

Polish Invitation

■ Don Leader has just returned from a kayak tour on the Danube organised by Hungarian and Polish clubs. One Polish club is particularly interested in an exchange trip with a British Touring club. A warm welcome is assured in Poland and the relatively unspoiled NE region has many lakes, small rivers and canals.

If you are interested please contact: Dr. D Leader, 24 Abbotsbury Road, Newton Abbot, S Devon TQ12 2NN.

Poly Sponsors Olympic Slalom Coach

■ Liverpool Poly have agreed to sponsor sports psychology lecturer, Hugh Mantle for a year to allow him to channel his time and energies towards preparing the mens K1 team slalom for

the Barcelona Olympics. This is the first time a Polytechnic has directly sponsored a coach in this way.

Canoe Polo Australia 1991

■ During November and December there is an International Polo series in Australia. National and club teams are welcome to enter and paddlers may compete in both categories. Preliminaries start in North Queensland 16/17 November and the three part series ends in Adelaide, South Australia. Further details from the Polo Committee or BCU HQ.

Waterside Festival for Lincoln

■ Lincoln will be the focus of a major water based festival on the 5 October when the developers of a £60 million shopping centre, revive what was once a popular annual event in the cathedral city. The day long event will feature canoeing on the River Witham at the Waterside Centre.

Hereford Kayak Club Apology

■ It seems we owe Hereford KC an apology for placing incorrect information in the 1991 yearbook. The contact is Miss S Beach, 94 Wern Gifford, Pandy, Gwent, NP7 8RU.

Kinson and District (Young Kayakers) CC

■ The contact for Kinson is Mr D S Long, 25A Moorside Road, Kinson, Bournemouth, Dorset, BH11 8DE

Flash Canoe Centre Gala

■ On the 16 November the Fun, Leisure Activities, Sports and Health Canoe Centre will be hosting a gala event at Margate, Thanet at Hartsdown Pool. For

more details contact Mr L E Muir on 0843 597922 or at 3 St James Avenue, Ramsgate, Kent CT12 6DG.

Dee Tours

■ Open tours on the River Dee for 1991/1992 season are as follows:

November 9/10 WCA Dee Tour
November 23/24 Llangollen Area Tour

January 11/12 WCA Dee Tour
November 9/10 WCA Dee Tour

This is the first tour of the season and the river will be open from Cynwyd to Llangollen. It is hoped that people will tour a large part of the river and not just the chain Bridge to Llangollen section as this causes congestion locally. Tickets are £2.50 for members (WCA/SCA/CANI/BCU) or £5.00 for non members. Membership cards must be produced for reduced rates. There will be no group rates on this tour, but affiliated club secretaries may apply for up to 10 tickets at members' rates. All applications for ticket with a large SAE to: WCA, Pen Y Bont, Corwen, Clwyd LL21 OEL.

Norman Evans Memorial Tour - Tryweryn 30 June 1991

■ Sincere thanks to all those people who turned up for the Norman Evans Memorial Tour at Tryweryn on 30 June, first for helping us to raise £4,300 and secondly for the pleasant and cheerful way in which you took part. It was marvellous to see Canolfan Tryweryn full of canoeists enjoying their sport. I handed a Building Society Pass Book to Mrs Angela Evans on Monday 1 July from everyone who took part, it was a very emotional occasion for both of us.

A special thanks must go to Ann and Alan Burgess and Bala Canoe Club for shouldering the bulk of the organisation, to Robin Price and Bala Angling Association for permission to paddle all the way to Bala in the middle of the fishing season. To the National Rivers Authority and DWR Cymru for guaranteed water. To Dr Jones for his medical services and to Dave Rodland of Edmonton Canoe Club for helping out with transport.

Diolchynfawriawn!

BCU Rivers Map

■ The project to design and produce a large scale map of the British Isles was undertaken

by a commercial company who have now unfortunately ceased trading. We are optimistic that the map will be produced in time for December. The production will now be taken over by BCU staff. We would ask all who have shown interest and support for the project to please bear with us for a short while longer. Traders and advertisers please contact Kevin Danforth at BCU HQ for further details.

New Canoe Section at London Boat Show 1 - 12 January 1992

■ New for 1992 at the Earls Court Boat Show is a section devoted entirely to canoes including leading manufacturers and retailers. This is just one of the many exciting new developments at the Show, which will be the largest in its 38 year history.

The Show is open daily from 10am - 8pm (7pm at weekends) and admission is 7.50 for adults, with accompanied children free. For full details of the Show contact National Boat Shows Ltd on 0784 473377.

Arun River Canoe Trial

■ On Sunday 20 October 1991 Shoreham Kayak Club are organising the Arun River event which is a simple competition time trial. The aim of the paddle is to promote canoeing, benefit the treatment of sports injuries and enjoy a good day out with kindred spirits. The residue of the entry fees after deduction of administrative costs will go to the Arthritis and Rheumatism Council. All paddlers receive a certificate and there is a trophy for the winning club. Details from Arthur Wells, 20 Dover Road, Worthing, W Sussex, BN11 5NR.

The Midland School of Sport

■ Can a slalomist stand up in a racing K1, or a racing paddler survive the slalom course, were just two of the weighty questions decided at the Midland School of Sport in August.

Twenty-four talented young paddlers from the three disciplines of slalom, racing and wild water racing, enjoyed a week's intensive coaching in their discipline, interspersed with just sufficient 'letting down of the hair' to prevent them from becoming dull boys - and girls!

Besides the concentration on skills, tactics and other canoeing specific elements of training and preparation, there was sound advice through the National

Come to the 14th Mike Jones Rally at Hexham

The 14th Mike Jones Rally will be held this year on the weekend of 2-3 November at Hexham, Northumberland on the rivers South and North Tyne. The rally is an annual charity event held in memory of Dr Mike Jones, Britain's most famous expedition canoeist, who was drowned in the Karakorum in 1978.

The rally has a strong reputation and a slightly crazy character. Whilst it will not be the same as the previous rallies held at Llangollen, the spirit of the event lives on! The rally date has been timed to coincide with a programmed release of water from Kielder, should this be necessary. Excellent grade 3/4 white water can be found in Warden Gorge on the North Tyne, whilst the South Tyne is a more gentle run.

The rally will be centred on Tyne Green at Hexham. The zany bath race will start at 2.00pm on Saturday. Bring your own bath, rubber duck and loofah! Dragon boats will be available for racing; is it really possible to water ski behind one? Free camping is available to participants on the Mart Fields within short walking distance of Hexham town centre. There will be refreshments and videos in a marquee laid on by Hexham Rowing Club.

The rally continues when it gets dark! The guest speaker this year is Nolan Whitesell, one of America's top open canoe paddlers who is famous for his descent of the Niagara Falls gorge. Nolan's lecture will be in the Wentworth Leisure Centre and this will be followed by a Ceilidh featuring one of the Northeast's top bands 'the Harvesters'.

Full details of the rally will be available from the middle of September. Tickets will be £4.00 in advance and 5.00 on the day. Please make all cheques payable to 'Mike Jones Rally'.

For further details and advanced ticket sales please send a large stamped envelope to:

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**COME AND JOIN IN THE FUN ON
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Terry Benton co-ordinated the programme and coached the wild water squad, while Ian Raspin and Pearl Mulholland kept the pressure on the 'slammers', and Roger Davey ensured sufficient daily mileage from the racers.

The coaches were particularly pleased at the respect which developed during the week, between the paddlers, for each other's discipline. The response from all those involved was first class, with a high work rate.

Our grateful thanks are due to the East and West Midlands Sports Council for the generous support which made the course possible.

White Water Safety specifications agreed for boats

■ The BCU's white water safety working party, a joint liaison panel with the trade, has finalised its work on recommendations for safety features and fittings for

boats designed for use on white water. The recommendations should shortly be incorporated into a revision of the British Standard 'Code of Practice for canoe construction' and 'Specifications for Safety Features in Canoes' - BS MA 91 parts 1 and 2.

The document stresses that white water canoeing can never be completely safe, and the onus is on the paddler to be prepared in terms of skill, knowledge, and experience, for the rapids being tackled.

In total, the recommendations set out the problems and the options, and draw attention to the best solution of which good practitioners are currently aware.

Neither the trade nor the BCU is in a position to meet the very high costs which would be involved in carrying out the research necessary to arrive at totally objective answers to some of the dilemmas which need to be addressed. Just how strong should an end grab be, for instance? We know how extreme are some of the loads which can be involved on a kayak or canoe trapped in white water.

Marathon Canoeists Awarded Fair Play Trophy

Ivan Lawler and Graham Burns of the Great Britain Marathon Team have been awarded the prestigious

"Pierre de Coubertin International Fair Play Trophy"

In recognition of their selfless and sportsman-like behaviour during the 1990 World Marathon Racing Championships.

The British pair were lying in second place when the leading Danish team damaged their rudder. Ivan and Graham stopped paddling and assisted in the repair, allowing the Danes to continue and win the gold medal. Lawler and Burns thus denied themselves the chance of gold but gained the silver medal, acting in the best spirit of competitive canoeing.

The Presentation takes place on Monday 7 October, 1991 at the Unesco House in Paris at 6.15pm.

For further details on the canoeists and presentation contact Kevin Danforth, Press and Information Officer, at the British Canoe Union.

There are limits, however, to the forces which can be applied by rescuers. And there are unknown factors relating to the distortion which may occur when attempts are made to free the boat.

The agreed recommendations leave it to the designer and manufacturer to find their solutions to the problems, and to the paddler to satisfy him or herself that those solutions are reasonable.

A copy of the recommendations is available free upon receipt of a sae at the BCU office.

Tryweryn Manager Retires

■ Canolfan Tryweryn Manager George Davis has retired due to ill health. George has built up the Centre since its opening and has provided exemplary service in often difficult conditions. May we wish George a speedy recovery and a happy retirement.

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JOEYS AT AUGSBURG

As a "Joey", recreational paddler, I thought I would like to relate two scenarios which I have experienced this year on artificial courses.

Holme Pierrepont on an empty day, there were five "Joeys" and five of the pointy boat crew on the water. The slalom paddlers were descending the course approximately two minutes apart and each time we were dropping off the waves we were paddling on to allow their progress, giving us a maximum of about one and a half minutes on the wave at a time, given that there were five of us we were each spending one and a half minutes on the wave in every ten minutes. For the days' paddling of about three hours' that is twenty-seven minutes spent "performing" and two and a half hours spent dodging slalom paddlers, not all that impressive after having driven up from SE London.

Augsburg (Germany) on a crowded day, at least twenty playboaters and a similar number of slalom paddlers, for one hour at lunch time the course was closed to playboaters so that the slalom paddlers could get some clear paddling down the course. Most of the plastic paddlers sat and watched the techniques of the slalom paddlers run the risk of having to wait while people play in the waves and stoppers, they watch and possibly learn too. Participants in both disciplines of the sport come away from the days paddling satisfied.

I know which days' paddling I enjoyed more, we didn't even get called "Joeys". Could this be a hint for the use of Holme Pierrepont?

Graham Stradling
Meridian Canoe Club

RETIREMENT

Regarding the letter from Roy Bradshaw and your request for views from retired slalomists. I gave up slalom soon after the new rules were brought in, along with several of my contemporaries. I had been paddling Div I & II for some 15 years' and tried one season of the new rules. Much less skill, gate technique and reading the water were required, mainly because there were no reverse gates. The sport had become less interesting as emphasis was on strength and stamina. I missed those bankside discussions and careful studying of the course, weighing up different routes and tech-

niques, not really needed when everyone just paddles forwards as fast as possible. I paddled against the river and my friends and it was fun.

Incidentally, the latest expensive gear was not required; it would not make up for lack of skill or experience. I feel that the decline in popularity of slalom is due to the 'de-skilling' which has taken place, (and no, I am not suggesting that there is no longer any skill required!) An analysis of the drop-out rate of slalomists from the divisional ranking lists before and after the rule change would be interesting and could be informative.

Of course, the drawback of the 'old' rules was that it usually took several years' for a paddler to become reasonably proficient, which could be disheartening to youngsters wanting quick results. But any sport which is hard to master is likely to be more enjoyable in the long term.

D J Wilbraham

ETIQUETTE

The real issue of etiquette goes much deeper than hurled abuse between slalomists and playboaters.

The golden rule for all river paddling is: give way to all river users upstream of you. This is not always easy, for instance if you're sitting at the bottom of a hole beneath a big drop such as the Rabious on the Durance. The paddler upstream probably won't be able to see you, and will certainly be in less of a position to avoid a collision. Therefore it would seem common sense to have a friend on the bank to warn of craft coming down.

Certain additional special considerations should be taken into account. Playboaters and

slalomists should be particularly aware of rafts and WW Racers: they are much less manoeuvrable, and consequently have greater need to take a particular line. A raft might run completely over that rock that you are hiding behind, and that WW Racer is certainly going to come down the middle of the fast jet that you are playing on. However raft guides and racers should give plenty of warning of their approach. A shout of 'Water please' should allow the paddler in front enough time to look to see what the problem is and then take avoiding action. Playboaters do not have eyes in the back of their heads, nor can they quickly accelerate out of the way.

Queuing to surf a wave is another potential source of friction. Do not just muscle in there, find out who is last in the queue, and wait your turn. In the case of two paddlers either side of a wave, simple eye contact will determine which of the two moves first. Be aware of the size of the eddy opposite, and the confidence and ability of the paddler/s in it. If the eddy is not big enough for you to get in without inconveniencing people in it, then beckon them across to make room for yourself. Be aware and understanding, paddlers with less experience of moving water need more time and room. Slalom bows are very dangerous, Mountain Bats can do serious damage to slalom boats.

Paddle in small groups, that way there should be enough room at a play spot for other paddlers besides you; it is as frustrating to be deprived of a wave by large numbers of canoeists as it is by hydrospeeders packed into eddies just watching their guide show off. Overcrowding at some venues

such as the Tryweryn, Holme Pierrepont, and Dee Tours, makes observing etiquette even more important. It is petty and impractical to suggest limiting the use of venues to a certain type of boat or discipline. Why shouldn't one practise slalom gates in a rotobat, or pop outs in a slalom boat. The only way to avoid trouble here is for the BCU to provide more access to White Water, but in the meantime, slalomists might take extra care when paddling through particular play spots, whilst playboaters should not disrupt slalomists doing a particular gate sequence.

Beginners - if you are going to use the above venues to learn to paddle Grade III - IV water, then go with someone who can explain the rules of the river and who can rescue you. Whilst the average paddler is only to happy to rescue a stranger in difficulty, it is both the height of foolishness, and selfishness to rely solely on such favours. There are hundreds of clubs, groups and informal gatherings of paddlers in even the flattest counties who will teach beginnings on White Water.

Nicholas Mawer (SI)

DO YOU HAVE A CONTRIBUTION TO MAKE TO CANOE FOCUS?

All of the material in Focus is submitted by paddlers who are members. The BCU magazine is thus largely produced by enthusiastic amateur writers and photographers. In the short while I have been in post, I have been encouraged by the number of canoeists who endeavour to keep material coming in, without whom we would not have a magazine. Thankyou and please keep up the good work!

If you would like to contribute to your magazine all you have to do is put pen to paper.

Items may be on any aspect of any branch of canoesport. If you have something to say (and most BCU Members do) why not take the opportunity to say it in Focus.

Your efforts may be handwritten and it doesn't matter if you can't spell - my job is to tidy it up and sort it out for publishing. Please send your articles, opinions, notices, photographs and cartoons to BCU HQ, marked for my attention. The copy date for the next issue is the 30 October: I look forward to hearing from you.

Editor

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Quality Canoes and Kayaks

Royal Canoe Clubs's 125th anniversary celebrations in 1991 took on a truly international flavour with the staging of an ICF Grand Prix marathon from Windsor to Teddington and a week-long programme of events at the club which attracted large numbers of canoeists from around the world. Besides the international competitors, a strong domestic presence was ensured by the support of The Sports Council.

The first major event of the week was the annual Paddling Challenge 10,000 metre race. Almost 70 competitors packed the start line outside the club and after just one false start a leading group of six paddlers was quickly established, soon to break down to three. The honours eventually went to Ivan Lawler of Elmbridge Canoe Club closely followed by Graham Burns and Hayden Kirk. First lady home was Denise Cooper of Australia, putting in a strong performance two minutes ahead of the next female competitor.

As the Grand Prix approached, the British team held its breath. Although the Thames course undoubtedly favoured local paddlers the cream of international canoeing had entered the race and medals would undoubtedly be hard to win. In the mens singles class almost all of the first eight paddlers at the 1990 World Championships were present and the mens doubles competition featured a similarly high entry as did most other classes.

British medal hopes were vested in Greg Slater/Chris Ballard in the mens K2 and local paddlers Paul Wells and Duncan Blyth in mens K1. Sandra Troop/Maria Blumenthal looked like strong contenders in the ladies doubles and Marcus Gohar appeared fit after recovering from injuries sustained earlier in the season.

In the event, local knowledge was shown to be a less vital consideration than paddling ability. In the mens K2 race, the Hungarians Pavelka/Gots broke away early with the Belgian Jannis brothers and, despite taking a longer course at Shepperton, established a considerable lead which they were to hold to the finish. The two GB entries of Slater/Ballard and Williams/Martyn were beaten into third and fourth places respectively. Robin Belcher, once a local man and now racing for Australia, finished



25th Anniversary Grand Prix Marathon

Article By
Guy Dresser

8th in the K2 with Gavin Fraser. Never the fastest of starters, Belcher suffered at the hands of the Hungarians' and lead the third group for much of the race.

The mens K1 class was unquestionably the race of the day. Stefan Gustaffson, one of the race favourites, fell in shortly after the start. Whilst swimming to the bank and emptying out, a leading group pulled out over six minutes on the hapless Swede. At the second portage, some four miles later, the Czechoslovak Petr Horvak broke away and the rest of the group allowed him to take a lead of over a minute, apparently secure in the knowledge that he could not last.

By Walton, the Czechoslovak was spent, and Wells, Blyth, Rohr (Denmark) and Selvgik (Norway) hauled back the distance, only themselves to become aware of a yellow Swedish vest some 300 metres behind. Gustaffson, having caught up the domestic K1's, was working together with Michael Wells (Richmond) to catch up the group. The two paddlers gradually outstripped the leaders, catching up just four minutes before the Canoe Club. The group had not worked cohesively to stave off the Swede and fell apart in the sprint for the finish, with Bustaffson pulling ahead of Blyth, a whisker in front of Rohr. The Wells' were next to finish, Michael beating his brother on time by three seconds.

Swedish success was repeated in the ladies K1 class, where Susanne Gunnarsson won by almost 300m from Elisabeth Introni (Italy), some five minutes ahead of Denise Cooper (Australia). Gunnarsson, mother of a six month old child, later revealed that she had been training up to the eight month of pregnancy, prompting discussion as to the apparent benefit of incorporating pregnancy into training schedules.

The ladies doubles was to see the second British medal of the day, with Troop/Blumenthal finishing third, beaten on the line by Schuck/Manfroni of Germany. Theirs was a hard-fought race and the medal deserved recognition of a meritorious performance. Erdodi/Baranyai of Hungary won convincingly, however, over three minutes ahead, with the second Hungarian crew Jas/Demewi in fourth place.

The canoe classes saw another easy victory for current World Champion Stig Jepsen (Denmark). Finishing three minutes ahead of Kolozsvoiri (Hungary), Jepsen's win was a copy of his performance in Copenhagen, where extra running before portages enabled him to break away. Britain's Marcus Gohar finished in fourth place, five minutes down. The mens C2 class saw the Hungarian crew of Gyursansky/Nadasdi establish a commanding lead ahead of the Czech boat of Fuksa/Adamec, finishing almost 1,000 metres ahead. Britain fared little better in this class, with the marathon C2 entry of Ralph/Crooks finishing in 5th place, as expected. Theirs was a team performance, however, with Britain deriving much needed points from their result to finish in second place overall, behind Hungary and ahead of Sweden.

For the Royal Canoe Club the event was worthy recognition of its tradition within British canoeing, re-establishing its position at the forefront of international competition. The event was a worthy reflection of the effort put in by large numbers of helpers on the day and by the competitions supporters'; The Sports Council, Austin Rover and Leyland Daf. ICF recognition of British involvement in marathon canoeing could well be recognised by the awarding of Grand Prix status to a proposed Docklands course, mooted for 1993.



Chris Ballard and Greg Slater - 3rd place



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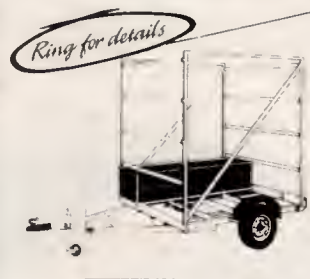
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OUTFITTING KAYAKS

The ability to control and manoeuvre a kayak efficiently is very important, and is related to the grip which the lower body is able to achieve. Therefore, your kayak must fit the paddler like a shoe.

The seat, thigh braces and footrests are areas where you can make adjustments in your kayak, with modern plastic kayaks cockpit rim size is unchangeable, so what you buy is what you have. Bearing this in mind, you may want to look closely at cockpit size. A large cockpit might be the choice for someone for who ease of entry/exit is a priority, ie a large or long legged paddler.

There are three areas in which alterations to the seat are possible.

1 Your seat should allow you to sit up straight with ease. Sitting up, allows you to use your torso muscles effectively with your paddle strokes. If your seat forces you to assume a slouched or leaning backward posture, you may want to add a thin layer of closed cell foam padding, under your bottom - toward the rear part of the seat.

This will tilt your pelvis forward and allow you to sit up easily. Sitting straight may cause you to feel a 'new' tension in your hamstrings. If so, a stretching and flexibility programme can help to loosen them up, and you'll feel a lot more comfortable and your paddling will benefit from it.

performance is in determine the "trim" of your boat. A lot of modern kayaks allow you to adjust your seat forwards or backwards. In deciding how far forwards or backwards your seat should be, sit in your kayak on flat water. Your bow and stern should be equally out of the water. This puts the pivot point of the kayak where it was designed to be. If you are either bow or stern heavy, your kayak will be sluggish and slower to respond.

Another piece of outfitting

so as not to impede exit.

These can be bought commercially or homemade out of contoured foam or webbing tape.

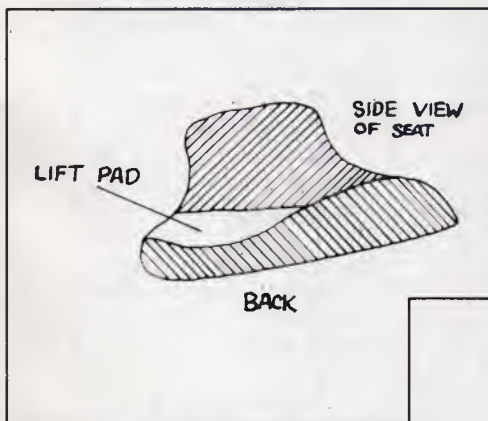
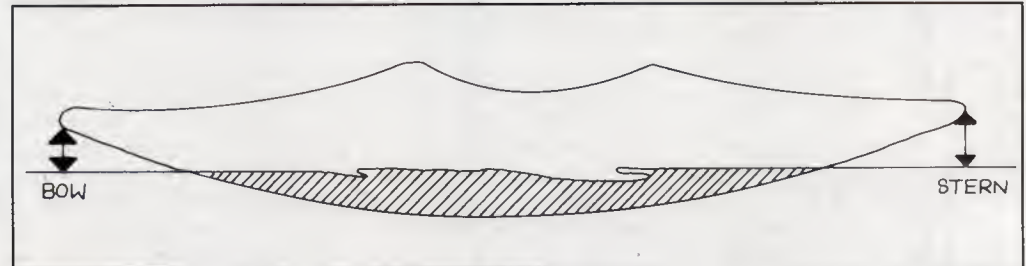
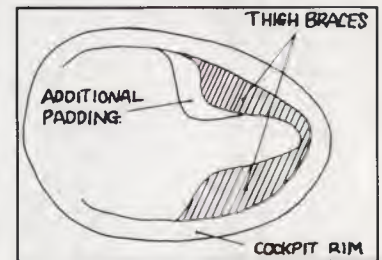
The thigh braces in your kayak can make a big difference in its performance. The wider apart your knees are the broader your base of balance, and this makes you more stable. The more contact your thigh has with the brace, the quicker and more powerfully the kayak will respond to your movements.

Thigh braces can be built to fit your size, by contouring foam

balls of your feet will be on the footrest and your heels on the bottom (hull) of the kayak, 1-2 inches closer to you than the balls of your feet. In this position, you should be able to apply pressure to the balls of your feet and maintain firm contact in your thigh braces. Remember, your knees should be as far apart as possible. If you need to "tip toe" to do this bring your foot closer.

If you can do this but can't move your feet off the footrest, then you need to move the footrest further away. In kayaks with central pillar buoyancy, those with "big feet" may need to cut a small heel notch in the ethafoam pillar hull, and wear a very thin shoe! After a few months paddling you may find that your hamstrings have loosened up enough to allow you to change the placement of your footrest.

Top Tips and handy hints



which helps posture is a back strap. This is not as necessary as the other 3 seat alterations but a lot of paddlers find them extremely useful. If a back strap is fitted it should be sufficiently low down

and gluing it to the kayaks thigh brace. Removing the brace from the kayak makes for an easier job whilst gluing. Again, the thigh braces must not interfere with you exiting the kayak.

The final area for personal adjustment is the footrest. Your feet should be positioned with your toes slightly pointed. The

You now know how I think outfitting can work to your advantage.

Now sit in your kayak and evaluate your present "fit":

a How can you adjust your seat? Do you need a lift to sit up straight? Will a backstrap help? Do you need hip pads to be snug? Are you bow or stern heavy?

b Do your thigh braces help keep your knees apart? Is there much contact with your thighs? **c** Is your foot rest correctly positioned?

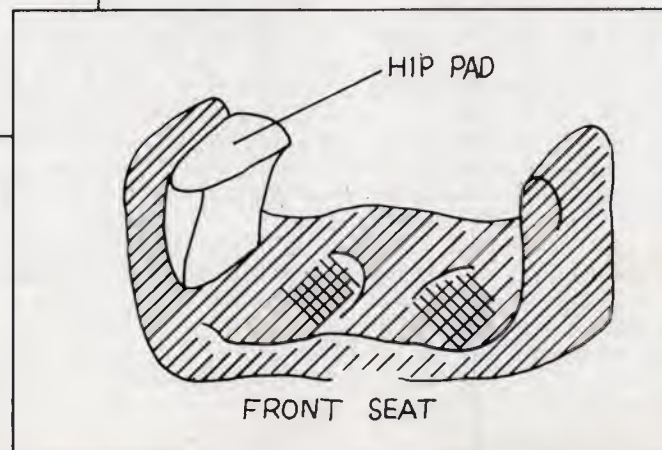
A little glue, some closed-cell foam and a time invested to properly outfit your kayak will pay off in performance level when you paddle!

The BCU produce a document entitled: "Safety features desirable in kayaks designed for white water recreation". Available from BCU HQ on receipt of a 9x4 SAE.

Graham Wardle BCU Coach

2 Like a pair of shoes, your kayak should be comfortable; not too tight and not too loose. You can shape and contour foam hip pads to give you this fit. Even the commercial ones sold by the manufacturers need to be personalised for you. Hip pads are generally wider at the top and towards the back.

3 The final way to alter the seat, to give you top kayak per-



MARK GOODCHILD WINS EUROPA CUP

International Canoe Sailing 29 July to 2 August

Forty International Class sailing canoes from Germany, Sweden and from most parts of the British Isles (not counting a temporary resident of the Cayman Islands!) gathered at Hayling Island to contest the Europa Cup, which is the main regatta held in Europe in the years' between the tri-annual World Championships. In a week characterised by varied winds and ample sunshine Mark Goodchild, from the Medway, won the major trophy by 3 points from the Swede Ola Barthelsson over 5 races.

The first race for the Europa Cup was held inside Chichester Harbour, at the top of the tide, a brisk force 6 wind making conditions outside in Hayling Bay too dangerous for competitive sailing. Ola Barthelsson took first place followed by his compatriots Kalle Strandman and Niclas Westling with Mark Goodchild in 4th place.

The following day the fleet were out in the bay in a light and variable wind, the winner being local helmsman Patrick Marshall, with Mark Goodchild in second place.

By winning the 3rd and 4th races, both starting in light conditions and finishing in a freshening wind as the sea breeze came in, Mark Goodchild secured the Europa Cup series.

The fifth and final race was, perhaps, the best of the week, sailed in bright sunshine and a good force 4 sea breeze, which came up after a two hour postponement. Ola Barthelsson was first over the finish line, to secure 2nd place in the series followed by Kalle Strandman with Simon Allen, from Medway, in 3rd place.

Of the historic trophies also sailed for during the week, the Royal Canoe Club's Sailing Challenge Cup was won by Ola Barthelsson, the Quincey Cup by Mark Goodchild and the Murphy Howard Cup by Kalle Strandman. The Sailing Challenge Cup dates back to 1875 and is one of the oldest in existence for small centreboard sailing craft, of any kind. The Murphy-Howard Cup was presented in 1901 and is made from bronze from the America's Cup defender Columbia.

Competition Focus

The canoes racing this year, while conforming to the one-design hull shape, varied from hi-tech carbon/foam construction to classic varnished cold-moulded wood, while some of the Swedes sported rigs which derived their inspiration from sail board technology. Nevertheless, the view that the helmsman counts for more than the technology was not challenged by the results.

Peter Wells

Slalom World Cup 1991

With the first round of World Cup in Mezzana, Italy, immediately following the World Championships all the racing was set to be hard. World Cup racing demands the paddlers get three representative results out of five races and this leaves Shaun Pearce hard pushed as selection left him with only three World Cup start lines. The river levels dropped and the course fast with every fraction of a second to count and one or two rocks to dodge on the way. Richard Fox pulled out all the stops to win the mens kayak in 132.61 convincing the rest that he was in the business to lead the way. Gareth Marriott came in 1st with 137.25. His training attitude of keeping up with the mens K1 pays off yet again; MK1 having to race harder to keep away! The C2 pair, Richardson & Thompson put in a strong run coming in 9th, followed by the Cloughs.

Round two at Augsburg and just to make sure Richard pulled off another win. Melvyn Jones raced in excellent form, down just 0.06 on Richard to establish the strength of our kayaks by taking a second. With World Cup holding such a high profile and Augsburg being one of the best sites these results in themselves were just terrific. Lynn Simpson showed class by gaining a 5th

place on a run that she showed several fastest splits but which she rolled on and Maria Francis took 7th following a patchy start at Mezzana.

Reals in the South of France was hot and uncomfortable. In such conditions it's hard to keep feeling strong and for the demands of a World Cup round keeping fresh was hard. But what a race for the Team! The race level proved to provide conditions similar to GB and the course allowed a turn of speed to reap rewards. Ian Raspin (161.66) took the win with a storming run followed closely by Richard (162.94) and to really establish kayak domination our World Champion Shaun Pearce (163.47) came in third. A very proud moment it was with three on the rostrum, Ian's first win, Richard leading World Cup rankings and Shaun having a good race first time out after his World's win. Lynn Simpson again showed skill and confidence making it quite clear that her failure to gain selection was now history by taking 6th place, Gareth 4th in CI.

The 4th round in Canada. A tough course on the Gull River and Richie Weiss runs clean in 167.25 with Ian Wiley second and Richard Fox 3rd. There is no chance of any paddler pushing Richard down from a World Cup victory now. Melvyn puts in a time equal to Richard's but with a five it places him tenth. What an outstanding achievement to have a World Cup winner and World Champion in the mens K1. Gareth cheekily places 1st in CI with a five, pushing out both Lugbill and Prentice with clean runs.

The final race at Wansan, USA saw Melvyn Jones and Sean Pearce in 3rd and 4th positions, separated by 0.11 seconds with Richard Fox 11th. Gareth Marriott

placed second behind Jon Lugbill with Bill Horsman 11th. In the womens event Lynn Simpson was best placed at 5th. A great series for the GB squad with Richard Fox taking the K1 title and Gareth Marriott the CI champion: overall the results are promising with Melvyn Jones (4th) and Sean Pearce (9th) in the top 10. Lynn Simpson also had a good series coming 7th behind Myriam Jerusalem the womens champion.

World Canoe and Kayak Sprint Championships Paris 1991



Andrew Train (Fladsury CC) produced a unique World Championship double by winning two 10,000 metre's medals in the same day. He won the bronze in the C1 10,000 with a time of 47'45".72. This was three hours' after Andrew with his brother, Stephen won the bronze medal in the C2 10,000 with a time of 43'08".64. This double result represents a superb performance and was widely appreciated by all the competitors at this event. A great demonstration of fitness.

Our K2 10,000 meter World Championships from 1990 finished 10th in that event with a time of 40'43".78, 1'45" behind the winners Boccarra and Boucherit. The K4 10,000 crew of Guy Dresser, Hayden Kirk, Stephen Harris and Brian Saunt were also 10th in their event. Andrea Dallaway was the best British woman finishing 9th in the 500m.

JUNIOR SLALOM TOUR RESULTS

1 Alvkarleby Sweden	
Vattenfall Cup K1L 1	
Evi Huss GER	178.01 2
Ulrika Oberg NOR	183.56 3
Petra Plavjanikova TCH	190.29
8 Sally Masters GBR	202.09 11
Treena Warman GBR	210.09
13 Corrie Johnstone GBR	216.48

C1	
1 Manfred Reinig GER	174.55
2 Erik Marjovic TCH	179.37
3 Dirk Kresch GER	183.64
5 Joel Scott GBR	193.10
K1M	
1 Paul Ratcliffe GBR	149.09
2 James Croft GBR	150.63 3
Vojtech Bares TCH	151.84 4
Leo Hoare GBR	154.67
16 Paul Ebrey GBR	174.68 51
Mike Jesson GBR	235.72

Sjoa Norway Pre World Championships

K1L	
1 Angela Radermacher GER	136.40
2 Petra Plavjanikova TCH	139.29
3 Phillis Ahlfanger GER	149.01
9 Corrie Johnstone GBR	155.26
23 Sally Masters GBR	172.55 33
Treena Warman GBR	217.98

The Slalom News in Brief
Canoe slalom season is drawing to a close, but there's still time this year to see a top class International Canoe Slalom in the UK. The Brecon Beacon Natural Waters event takes place over the weekend of 26/27 October on the River Dee. Plenty of World Class paddlers are expected to compete alongside the Regional Teams taking part in the English Inter Regional event on the same weekend. Llangollen hosts both the Cawston Vale British Open and British Junior Championships the previous weekend so if you're interested in watching slalom at its best, that's the place to be!

Prudent Slalom competitors will remember to return their 1991 bibs to their Bib Issuing Officer before 30 November in order to keep their bib deposits. If you are not sure what to do contact your Development Officer Sue Wharton 0257 262051.

How many of you realise that slalom has its own in-house magazine? "Canoe Slalom" contains detailed info and news about the discipline and is obtainable from Sue - 5 issues for 7.50.

Pool slalom - with winter fast approaching, regions will be organising dates for their event - do make contact with your regional rep for more details.

C1	
1 Simon Hoevevar YUG	129.43
2 Joel Scott GBR	139.23
3 Manfred Reinig GER	139.87
K1M	
1 Paul Ratcliffe GBR	124.97
2 James Croft GBR	125.02
3 Vojtech Bares TCH	125.55 7
Paul Ebrey GBR	128.42
9 Leo Hoare GBR	130.15
12 Mike Jesson GBR	132.07

Nordic Cup (Overall two events)

K1L	
1 Evi Huss BRD	
2 Petra Plavjanikova TCH	
3 Angela Radermacher BRD	
6 Corrie Johnstone GBR	
14 Sally Masters GBR	
21 Treena Warman GBR	

C1	
1 Manfred Reinig BRD	
2 Joel Scott GBR	
3 Dirk Kresch BRD	
K1M	
1 Paul Ratcliffe GBR	
2 James Croft GBR	
3 Vojtech Bares TCH	
4 Leo Hoare GBR	
8 Paul Ebrey GBR	
25 Mike Jesson GBR	

JUNIOR WILD WATER RACING PRE WORLD CHAMPIONSHIPS RIVER SJOA NORWAY

The 1991 Junior Pre Worlds were held at the River Sjoa on the 31 July and 1 August 1991. The event was also a 'C' class Junior International and attracted a

large entry from several countries. The Great Britain Junior Team coped extremely well with the big water conditions on the Sjoa and excellent racing was witnessed. Unfortunately Tim Suggett, our best prospect for an individual medal was suffering from a chest infection which badly affected his performance.

Results

MK1	
1 Peter Crossman TCH	16.58
2 Fabis Norella ITA	16.59
3 Vincent Olla FRA	17.01
7 Tim Suggett GBR	17.20
18 Stuart Brass GBR	17.43
20 Michael Mason GBR	17.47
LK1	
1 Valerie Octobre FRA	18.09
2 Arke Weber GER	18.25
3 Marie-Lyne Giroux FRA	18.33

Racing Scheme Draw

The June draw took place at the Oxford race and was won by M Pearce of Longridge. M Pearce will receive £250 towards a new KI and Marlow CC will receive a cheque for £100 for issuing the winning certificate.

1992 Calendar

Work has commenced on the 1992 racing calendar. Any club who has not received a form requesting information about their race should contact David Enoch, 102 Bingham Road, Radcliffe on Trent, Nottingham, NG12 2GT.

Promotional Video

The Racing Committee has the services of a professional film editor and with assistance from the ICF intend to make a short promotional film of Marathon Racing. If anyone has suitable high-quality film footage. Please let Paul Owen, 14 Milldown Avenue, Goring on Thames, Reading, Berkshire, RG8 OAS.

Ladies Reinstated in DW

The results of this year's DW announced the disqualification of two ladies from Pangbourne for completing the course after night fall without a navigation light.

Since making this decision new evidence has been presented which shows that the finishing official had been mistaken and the two ladies in question J Mullins and L Addington have been reinstated.

BCA 100 Mile Relay Challenge

"Ken Russell of Stoke Hammond Racing Club reports on this unique challenge".

The annual mid-summer canoeing challenge organised by the Bedfordshire Canoeing Association took place on the Great Ouse in the heart of Bedford. With many organisations represented from the Scouts and Youth clubs to several canoe clubs. The starters of the one hundred mile marathon had several different objectives, perhaps to win, raise money for charity, to meet the challenge or have a good day out?

There were several classes: an open event, veterans event, 100 miles. Ladies and youths event 75 miles, Juniors (under 14) 50 miles.

First away at Midday on the Saturday the open class, veterans, ladies and youths, the objective to complete their laps of the one mile course as quickly as possible. However, with difficult conditions of a stiff and blustery wind the organiser "Copper Harris" informed everyone that records would not be broken. Des Capps of Windsor looked on with disbelief.

With a mass start and each team represented by one paddler the event was underway. The battle for first place quickly developed into a scrap between the "Hawks and Doves", (a combination of Hawks CC and Hemel Hempstead CC) and Stoke Hammond. The doves took the initial lead but the young "Sharks" of Stoke Hammond fought back to take a one lap lead by the halfway stage. This lead would fluctuate as the teams changed tactics sometimes the advantage would be as little as one minute.

With the lead building to just under two laps the "Doves" started a spirited fight back and soon the lead was just one lap and closing. The pressure was on Stoke Hammond to stop the further erosion of their slender lead. Already exhausted the clubs top paddlers were called back into action and took control of the event beating the "Doves" by sixteen minutes.

Meanwhile the Windsor CC "Old timers" under the leadership of Des Capps were well into their stride in the Veterans event. Despite the outbreaks of rain their relay changeovers were very slick and as the laps ticked on a record looked more and more likely. With tired bodies the Windsor Veterans pushed on to take the title and set a new course record.

Although beaten in their event the Worcester team under the leadership of Margaret Preece wanted more and after a short debate decided to break with tradition and complete the full one hundred miles. Their target was the "Bogey" time of twenty hours' which they met with ease and as the first ladies to complete the full course they open the challenge to further attempts next year.

With the night sky giving way to day the many scout, school and youth teams continued with only seconds separating them, their supports huddled under umbrellas cheering them on to complete the one hundred miles, most did and several did as much as they could.

There were no winners everyone did their best in this fantastic race. Will you be there next year?

The First V Chan



Playboating rodeos have been around in several forms for a number of years and sooner or later it had to happen....the Worlds. Due to the unique challenges of the water features formed on the flood tide, the Bitches was chosen as the UK site.

Andy Middleton, and his staff from Tyr-Y-Felin, the boys from Palm, (especially Charles Willis) bore the brunt of the mammoth organisational tasks : Simon Dawson, Hans Meyer (Germany) and myself were invited to judge the event.

Twenty two paddlers came from Europe and the States and last but not least, an estimated 300 people made the epic journey by car, kayak and boat to Ramsey Island.. It was like Woodstock with paddles. The structure of the event was as unusual as the site. Five kayak manufacturers loaned a fleet of kayaks and the contest involved each paddler performing in each heat using the stock boat for that heat.

The first event tested everyone's sense of humour and alarm clocks. Tides being what they are, the class heats were run to a tight time limit to make the best possible use of the changing stopper and wave shapes. This meant that we had to get up , almost before we went to bed, at 4.30 am Saturday, to start the Stopper heat at 5.00. The competitors were suprisingly good natured about clambering into Corsica S's at that time in the morning. They also put on a class act for the spectators who made it out of sleeping bags and lined the cliff edge in the cold morning mist.

**The Bitches,
Ramsey Island,
Pembrokeshire.**

July 1991

World Stunt Boat Championships

Macdougall opened proceedings with an airborne pirouette, but lacked consistency. Jan Kellner was predicted to place highly and he did just that, edging out West Coast hot-shot Chris Spelius. Almost everyone showed something special. The skill event was a 'paddles up' session with rolls, tyres and gates, and the Anvil seal-launch in Invaders; Markus Wild was quickest here, with Jan second and local boy Andy third.

The BIG wave was freaky and even more difficult than usual, with only the strongest paddlers able to get on it in Stunt Bats.. It took a lot out of the paddlers physically but it did split the field for the judges. Kellner went well again, the only paddler whistled off for going over the time limit on the wave face. Andy Middleton and Steve Quinton knew more about the wave than most but were free with advice on tactics and entry angles, even during the final! Steve came top of the pile on this one, hand surfing the hole and lifting a few ends out of the wave train. Andy second and Jan third. The sprint event in Falchions seemed straightforward but the boils and surges across the jet needed cunning navigation. 'Awesome Dude' Chris Spelius showed his sprint background and power here. Sandra Schmidt also placed highly as she had in every event. The last event was the Squirt final. It was now evening and the Stopper had reformed. Eight tired paddlers crowded the eddy in Enigmas and started the three dimensional moves, the most radical being Rob McDonough's inverted mystery move/head plant. The squirting was of a good standard with every paddler using his or her last ten calories, making it incredibly difficult to separate the kayakers. In the end Austrian Erich Walchuer did one or two tricks more

than the pack and was a worthy winner. He also had the best helmet!

The final analysis - Jan Kellner is the first World champion showing form, style and consistency throughout. Andy Middleton fulfilled expectations of a good result with second place, and outrageous American Spelius blasted into third! Sandra Schmidt romped away with the women's title.

Best moments? There were many but I really enjoyed watching: Spelius taking off like a runaway train to surf the wave, a strike-rate like a steam hammer: Tomas Fink paddling C1, having brought converted boats with him: Sandra mixing it with the boys in squirt. Smiling Bob McDougall's mellow style was appreciated by all.

The event showed much that was good in the sport. The competitors put on a show of skill, camarardie and mutual encouragement which epitomised friendly rivalry and competitiveness. Whenever a paddler was performing the others shouted and rooted from the eddy. It was a privilege to witness paddlers of this stature and reputation mixing and hot-dogging together like club kayakers on a weekend away!

Rodeo, even at the top level is friendly first-name stuff. I hope it never reaches a point where competitors daren't ask a judge from the water which moves will score the highest points!

Discussion took place on next year's venue and the USA was chosen as the host nation. The site will also be an unusual one, in Tulsa, Arizona. A rodeo in the desert? More details in Focus when the event is finalised.

World Rodeo Championship July 1991

		Pos	Score
Jan Kellner	GER	1	437
Andy Middleton	UK	2	357
Chris Spelius	USA	3	311
Werner Montz	GER	4	308
Rob McDonough	USA	5	292
Steve Quinton	UK	6	282
Sandra Schmidt	GER	7	275
Markus Wild	GER	8	257
Arnd Schattlein	LUX	9	252
Bob McDougall	USA	10	220
Tomas Fink	GER	11	198
Justin Bunn	UK	12	191
Henrik Jorgenson	SWE	13	177
Mats Lindmark	SWE	14	173
Erich Walchuer	AUS	15	160
Manfred Stich	AUS	16	140
Astrid Gordijn	HOL	17	105
Roxanne McDonough	USA	18	89
Lesley Faragher	UK	19	86
Mandy Castle	UK	20	69
Brigitte Mach	AUS	21	64
Max Dertien	HOL	22	59



JAN KELLNER - the eventual winner



TOMAS FINKES pirouettes



SANDRA SCHMIDT - ladies champion

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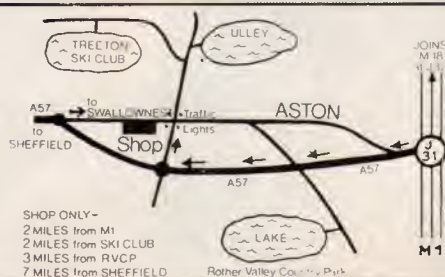
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As an introduction to sea kayaking, the west coast of Sweden must be ideal. The coast north of Goteborg (Gothenburg) is littered with hundreds of granite islands, offering sheltered paddling and remote campsites. More exposed areas can add a bit of excitement and there are plenty of small towns for shopping and ice cream stops. You will find seal colonies, sea birds galore and, look carefully, possibly even a bastu.

THE TEAM

Chris, an old partner in crime, who now lives with his girlfriend, Maud (both keen sea kayakers), had suggested that I join them and two other friends for a week's paddling on the west coast. "Just bring a sleeping bag and a spare set of clothes, you can hire kayaks..." I took the instruction to minimise weight a bit too literally, and, as I stepped off the aeroplane at Goteborg in early August, my only concession to luxury was a litre of duty free gin and a bottle of tonic water. After meeting up with Jim and Rune we took a bus north to Grebbestad to join Chris, Maud, and the kayaks.

At that time I was a newcomer to both sea kayaking and to kayak camping. The first surprise was just how much storage space there is in a sea kayak, with the gin bottle fitting in quite easily. The second surprise was how stable the boats are: our first encounter with heavy seas was a bit unnerving but by the end of the week we novices felt quite at home during the occasional foray into more exposed water - until the last day that is. Our hired craft, so I was informed, were archipelago kayaks rather than true sea kayaks - they lack the turned up snouts of a sea kayak, have a rudder and a comparatively large cockpit. The inside of my kayak stayed remarkably dry and I got progressively more daring with my camera which was the only thing I really feared for.

BARE NECESSITIES

The islands are quite barren. Many are difficult to land on and only a few have enough grass to put up a tent. There is certainly no fresh water and no fire wood, so all the essentials must be carried in the kayaks. We ate fresh fish most days thanks to Rune who would tow behind his kayak a line decorated with hooks and spinners. Later in the day this could be reeled in before stopping on the mainland for anice cream and a quick visit to the fish counter in a supermarket. The water is beautifully clear for swimming, and this makes it easy to check for jelly fish before diving in (particularly important if swimming au naturel!). I slept in a bivvy bag every night rather than have Jim complaining about my snoring in the tent. On some islands mosquitoes can be a bit annoying, and one small island had a resident cat which would sneak off during the night with unprotected food.



AN INNOCENT AT LARGE IN SKAGGERRAK

Sea Kayaking on the West Coast of Sweden

Most people speak English although a basic understanding of Swedish would help make sense of the radio weather forecasts. Sea charts are useful but the 1:50,000 maps are quite suitable for navigation as lights and shipping lanes are indicated, the tidal range is very small and currents almost non-existent.

THE COAST

We were fortunate with the weather, plenty of sun, an occasional shower and the benefit of a favourable breeze much of the time. From Grebbestad we headed north a little way before turning south for the rest of the week. For the most part we paddled in the shelter of islands and narrow channels but we also made several crossings of more exposed areas around headlands for instance. In bad conditions these could generally be avoided with short portages. For my first taste of sea kayaking I thought it offered a superb variety of conditions. Taking daily turns to navigate and lead the group we awarded each other points according to the interest of the route chosen and quality of the ice cream stops. Little towns like Fjallbacka and Grundsund made excellent breaks where we could also stock up on food and water. Jim scored well by leading us to a colony of common seals on a small island. After the setbacks they have suffered recently the seals are fortunately now making a healthy recovery. The family we met were every bit as curious as us, and spent

WHAT WILL IT COST?

Scandinavia is not cheap but don't be put off - camping at least is free! These prices are intended only to give a rough idea of what to expect. Food, even in supermarkets, is horrendously expensive compared with the UK.

Flight Manchester/Gothenburg return: £220
 Ferry Newcastle or Harwich/Gothenburg: £180
 Hostel in Gothenburg: 200 SEK*
 Bus north: 100 SEK Kayak Hire: 700 SEK/Week** Tent Hire: 90 SEK/Week**
 Food: 500 SEK/Week Ice cream: 12 SEK
 Bastu: 15 SEK
 £1 = 10.5 SEK (Swedish Kroner)

* "Toni's" in the suburbs tel 010 46 31 553981
 ** "Kayak Centre, Grebbestad" tel 010 46 525 10930

half an hour swimming around us and watching us until we moved on.

By lunchtime on the sixth and last day we had covered a total of almost 120 kilometres, heading generally south from Grebbestad towards Goteborg. There were surprisingly few ill effects on our bodies or equipment. Even more surprising was the effects on the bottle of gin which was still over half full (unfortunately on the previous evening Maud had unwittingly used the last of the tonic to brush her teeth, thus ensuring that what was left of the Gilbeys would remain undrunk). The last few kilometres that afternoon would take us back north to the town of Lysekil and the end of our journey.

HOME STRAIT

In the afternoon there remained only the 2km crossing of Gullmarn Fjord to the town of Lysekil where Mats, the kayak hirer, had kindly agreed to pick us up. Jim and I had our weather-eyes and ears fully open.

The forecast had been for south westerly winds of 13 m/s, and this to me sounded suspiciously like a force 6 blowing straight off the sea, and into the fjord (Gullmarn is incidentally the only true fjord in Sweden). The movements of the trees suggested that even in comparative shelter our little gale was brewing as predicted and that the rustling noises were exaggerated by the novelty of being amongst trees again after several days on barren islands. We were unconvinced.

"The more weight, the more stable you will be" was the advice proffered.

The prospect of the crossing however bore heavily on poor Jim, who unfortunately felt the need to jettison some of his weight. I was able to retain maximum personal ballast and intended to add even more in the boat. Thus prepared we set off on the final leg - cameras in watertight bags and hopeful that half a litre of gin and several more of water in the bilges would prevent catastrophe.

It did of course. As we emerged from the shelter of the islands, the swell and wind in the fjord suddenly hit us without mercy.

Braced against the wind my only thoughts were of making forward progress - crashing through the waves the seaworthiness of my kayak was never in doubt. I didn't doubt Chris either when he shouted "Gusting 15 m/s" as we neared the other side and made our final landfall.

The Bastu? Well a paddling trip in Sweden can only end in one way. Buy yourself a beer, strip off and start planning the next expedition in the heat of a sauna.

David Saul

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Vice-Chair's Chat

Having just come back from a superb fortnight's canoeing and sight-seeing in France, based on the rivers Tarn and Herault, I found Ron Hodgson has gone on a well-earned holiday himself; which is why I'm writing this. Could I take the opportunity to remind all the people involved in drawing up programmes for 1992 touring, recreational and low-level competitive events that it is now urgent to get on with this. To be successful events need to get into Regional Directories and, in the case of more major ones, into the BCU Yearbook (closing date early December). Good paddling!

Charles Hicks

East

Ron Hodgson is on holiday, so I am writing this as a committee representative of individual BCU members. There is so much to be done for canoeing in the region, but so few able to help the regional team. The AGM on 26 November (sae to Ron Hodgson for precise venue) is the opportunity to do something about this! Nominations are needed for Vice-Chairman, Secretary, Touring Officer and a second representative of individual members. Any committee member can tell you more about what is involved. As Ron is also Chairman of the English Regions Management Committee it is specially important that he has a strong team around him to support his efforts for the Eastern Region.

Mary Block

East Midlands

The East Midlands AGM will be held on 18 November 7.00pm at Current Trends, Holme Pierrepont all welcome! Anyone wishing to join the committee should speak to Reg Robinson (0636 706486) or Simon Dawson (0602 868803). We are particularly looking for an active slalom representative as this position has been vacant for the last year. The regional pool slalom will be held on 11 January 1992 at Bramcote Pool, Nottingham at 6pm - entries to Pearl Mulholland, 23 Riddlings, Allestree, Derby DE3 2GD. Open to all paddlers, including non-members paying the extra "Taster" premium.

Pearl Mulholland

London and SE

Congratulations to John Gregg of Martlet Kayak Club, Brighton

Regional Roundup

who was given the BCU "Award for Valour". John was responsible for saving 3 men in an inflatable dinghy that was rapidly being blown out to sea. In strong winds and rough seas he managed to tow the dinghy to safety. This was at no small risk to himself as he was capsized and had to roll up while undertaking the tow. The Region's first sea touring event for many years was held in July. Despite a disappointingly small response, paddlers enjoyed trips along the Seven Sisters and round Beachy Head, as well as a journey to the Royal Sovereign light platform which is about 7 miles offshore.

Chris Childs

North

A minutes secretary for the North East is still needed. Also a new Regional Secretary from the AGM. The North Tyne agreement has been extended. Enquiries to G Thompson tel: 0434 602622. Congratulations to Eddie Palmer on reappointment to the NRA for another three years. He is happy to help and advise on access, pollution matters etc. Any queries on the Mike Jones Rally please contact Jerry Tracey 0434 683409 evenings only. The Pan Galactic Rally in Cumbria needs a new organiser from next year. Offers to the Cumbria Canoeists secretary 0539 724014. The Border Esk can be paddled on a Sunday but problems do exist with landowners. Details from the LAO. Contact Alan Alldred about his five navigation sessions for canoeists tel: 0946 830109.

Mary Armstrong

North West

Clubs are holding an increasing number of open events. Regional Publicity Offer Mike Burt, 19 Millhouse Lane, Croft, Warrington can help with cir-

culating information. The Regional round of the Polo Competition will be held in Liverpool on 2nd November. Salford Canoe Club has now started and welcomes new members. Please get in touch with Suzanne Moore, 19 George Street, Patricoft, Manchester. A number of clubs have contributed to improving the environment by cleaning up rivers. Gary Charlton's article in the August newsletter, circulated to all affiliated clubs, gives advice on how to prepare and carry out a project. At 9pm following the AGM there will be a slide show of the Grand Canyon Expedition.

Mike Burt

South

We fielded a team of 26 paddlers from 6 clubs at the Nottingham Jeremy West Sprint Finals on 6 July, finishing fifth out of eight Regions despite lacking the numbers to compete in every race. More support in 1992 and we'll do very well. Our Slalom Selection event for the individual and inter-club championships was held at Hambleden on 20 July. Yes, Shaun Pearce did beat his local opposition! The next day a "Paddles-up" style event for novices was very much enjoyed - more are needed if we are to revive interest in slalom - contact Clive Williams tel 0635 34926. Why shouldn't your Club host a Southern Region Tour in 1992? Offers please to Ted Moulding 0908 676343.

Charles Hicks

South West

Despite bad weather the open canoe open water weekend at Axevale was highly successful. A similar session of open water cruising, sailing etc. in open canoes is planned for 1992. Motions for the AGM on 29

November should be sent to the Regional Secretary by 3rd November. A special welcome to individual members not belonging to clubs to take part. Let's encourage more non-member paddlers to join the first class, two day tours arranged for the Exe in October and the Tav/Torridge in November. Bids from clubs for development funding must be sent in soon for inclusion in next years' submission to the Sports Council.

James Cornwell

West Midlands

Paddlers Day 3 November 10am to 4.30pm new venue Malthouse Stables, Tipton. This is your regional multi-discipline fun event of the year. Individuals and teams of four paddlers to become Super Paddler 1991 or Super Team 1991. Open to junior, senior male and senior female teams and individuals. Can your club take up this challenge? Full information from Peter Jones, 173 Longmore Road, Shirley, Solihull, West Midlands. Nominations are needed for the AGM in November. Help is required on your regional committee. Can you spare some time for your sport? If so phone Mike Nicholls on 021 360 2136. Access officer required! Can you help? Phone Mike Nicholls.

Mike Male

Yorkshire and Humberside

The Region's information line is now on the air. Just dial 0423 711531 to find out what's happening in the Region. Any club who would like to have any information put onto the line should get in touch with Marianne Spender 0422 882908 - unfortunately messages cannot be recorded directly onto the line. The Pool Slalom is to be held this year at Grimsby Pool on Saturday 30 November. The National Polo Championship first rounds will be held as follows: Saturday 2 November, Yearsley Pool, York-Open. Sunday 3 November, Grimsby Pool - Women. Saturday 9th November, Grimsby Pool - Under 18's. AGM items to Hugh Pashley, 10 Crawshaw Grove, Sheffield, S8 7EB. See panel for details.

Marianne Spender

Each region compiles its own article for this page. If you would like something included, contact your regional Editor well before copy date.

THE OPEN CANOE SAILING GROUP

The Open Canoe Sailing Group was formed in the middle of 1990, one hundred and thirty years after sailing canoes first appeared in Britain. In the intervening years the sport had risen to a zenith at the turn of the century and declined to almost zero by the outbreak of the second world war in 1939.

There had been great times in this period, from the heady years of the 1870's and 80's when canoeing activities were regularly reported in the Times and other papers to a culmination in 1934 when Uffa Fox designed and built the International Canoes Valiant and East Anglia which successfully challenged for the America Cup, the first time the British won it.

After the second world war the International Canoes continued to develop becoming the International Ten Square Metre Sailing Canoe and indeed the class has continued to develop to this day, becoming more and more sophisticated, very expensive and very difficult to sail well. It is perhaps this very sophistication which holds back the class and to a great extent has led to a decline in sailing canoes.

Sailing canoes, that is proper canoes that can be paddled as well as sailed, survived by dint of the efforts of a few eccentrics. It was not until 1989 that the first *ad hoc* race for open canoes was held at the IC 10's national meeting at the Clyde Canoe on Loch Lomond.

Subsequently John Bull of Solway Dory, one of the eccentrics, was invited to become an ex-officio member of the British Canoe Union's sailing committee and class rules were drawn up which are the guiding principles today. The marriage between the open canoes and the international canoes was not a fruitful one, their interests were too diverse in spite of the tenuous link of history. The following year at the IC's national meeting at Stone on the Blackwater Estuary their ways parted by mutual agreement and the Open Canoe Sailing Group came into being, the OCSG has but one objective: to further the interest in canoe sailing. The season starts in April with the Ullswater meeting and runs through with monthly events at different venues around the country to the final meeting at the Royal Canoe Club on the Thames. The racing is serious, in spite of what they may tell you. "Oh yes" they say "It's just a bit of fun", "I only do it for the relaxation" they say, but don't you believe it. As soon as the

race starts they've all got their heads down and are trying hard. They'd cut your ears off for half a length advantage. Mercifully rule 8 controls our worst excesses. "Before any protest can be considered by the committee", which doesn't exist, "A round of drinks must be bought for the assembled fleet".

Today there are about thirty-five registered boats racing and another twenty or thirty unregistered. They are scattered around the country, although there is a sizeable contingent around the Lake District. The membership of the OCSG stands at around fifty and is growing. There are a further fifty or so individuals who are showing more than a passing interest in canoe sailing and may well swell our ranks in due course. The OCSG is now affiliated to the Open Canoe Association which is perhaps a more appropriate sheet anchor for it.

For those who have never seen a sailing canoe they are essentially an open canoe of about sixteen or so feet fitted with a sail-

vibrate and hum quite loudly as the boat accelerates, an experience likened by one OCSG member as being like riding a pig without stirrups.

Speed is always a difficult thing to estimate when you are as close to the water as you are in a sailing canoe. It's a bit like the fisherman's story of the one that got away and perhaps one shouldn't spoil a good story for the sake of pedantry, but certainly speeds up to seven or eight knots can be attained. More importantly, for the cruising canoeist quite high averages can be maintained for extended periods. At last year's Ullswater meeting the leading boats averaged about four knots over a sixteen mile course. Even relatively light winds allow paddling speeds to be matched. Our grandfathers used to say "Sail when you can and paddle when you must." It's a very good maxim for the cruising sailor and can cover a lot of miles provided that there is some wind and there are not many days of flat calm at sea or on big lakes.



Modern sailing canoes leaving the beach at the start of the 1990 Ullswater meeting. It was won by Keith and Ann Morris from Lakeside, Cumbria.

ing rig, often a Solway Dory Voyager which is a sleeved lateen sail of 40 square feet. Gunter and lugs sails are also represented in the fleet, and some owners build their own rigs, but to be successful you do need to know what you're about. Forty-four square feet is the maximum allowed under the current rules. It is a good working size for cruising, seldom causing the boat to be overpowered. The boats themselves are quite capable of carrying 50% more sail but of course they would become much more demanding. Leeboards are the usual device for resisting leeway, centreboards are not allowed and rudders are optional.

Open canoes can be sailed solo or double handed, it doesn't seem to make a great deal of difference to the speed. Crews generally sit in the bottom of the canoe to keep the centre of gravity as low as possible although the more competitive crews are now beginning to sit out on the gunwale to allow them to drive the boat that bit harder. Given the right conditions, the top end of a force three wind and reasonably flat water an open canoe can be induced to plane. The hull and leeboard begin to

Generally canoesailors already have their boat, and a rig will cost around the three hundred pound mark. This usually includes everything, and of course what you buy is a guarantee that it will work first time as designed. They take about an hour to fit. You can design and build your own a great deal cheaper, and I would recommend that you read my little book *Sail Your Canoe* unless you already have a working knowledge of sail rig design. You can also buy plans for a forty square foot rig from Solway Dory for seven pounds fifty. The cost of the rig will depend on how much scrounging you do, but it will be in the order of a hundred pounds. A complete sailing canoe ready fitted out of the water will cost around the thousand pound mark.

Membership of the Open Canoe Sailing Group is free, but there is a three pound charge for the eight newsletters, the gossip, you will get each year as well as information about forthcoming events etc.

John Bull C/O Solway Dory, Kirkbride, Cumbria, CA55HX.

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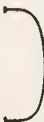
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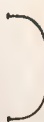
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BCU Insurance Scheme.

At the Special General Meeting held in September 1989 it was agreed that boat insurance should be removed from the membership package. In its place an optional boat insurance package was offered to members.

The BCU were fortunate at the time to be offered an extremely attractive package from Perkins Slade. After a slow start we estimated that currently 25% of members have taken out the optional scheme.

Unfortunately the claims experience has not proved to be financially viable for the insurance company concerned and they planned a 250% increase

in premiums for the year commencing November 1991. After detailed negotiation we have now succeeded in obtaining an alternative quote, and so it is with some regret that we have informed Perkins Slade that we will not be renewing the current scheme.

The new scheme is with M.W.Brown & Partners of Cambridge, who will already be known to many members as they have been offering their own scheme for a number of years, and were present at the International Canoe Exhibition this year.

Full details of the scheme are shown in the accompanying advertisement. I

essence the scheme provides for the minimum premium of £10, £300 boat and £100 equipment cover for flat water canoeing (up to and including grade 3). For white water canoeing £300 boat cover will be £18, and boat plus £100 equipment cover will cost £20.

Many members have requested in the past that equipment cover should include damage to paddle whilst in use. The new scheme will now include such cover. Members have also requested Personal Accident Insurance, and this can be included for an extra £2.50. Cover can be increased to include 2 weeks in Western Europe

for £7.50.

Brown & Partners also guarantee settlement by return of post if the total claim is under £500.

Members renewal forms will in future refer to a separate form if insurance is required and all insurance matters will be dealt with directly by M.W. Brown.

The BCU would like to place on record its appreciation of the work undertaken by Perkins Slade, and hope that the new scheme proves to be popular with members.

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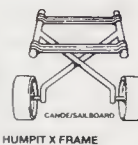
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I/We wish to apply for BCU membership as indicated below. I/We agree to be bound by the rules and regulations of the Union.
I/We accept liability for my/our share (£1) in the unlikely event of the Union's liquidation.

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please tick
If you have been a member before
please give no _____
or tell us your town at the time _____

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Please tick (✓) the membership required: All Subscriptions run for 12 months from the end of the month of joining.
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National Competition	*	*	*	*	*	*	*
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CoDe Magazine (If qualified)	*	*	*	*	*	*	*
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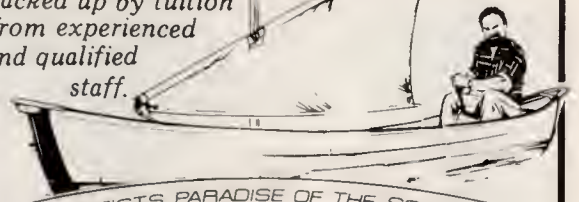
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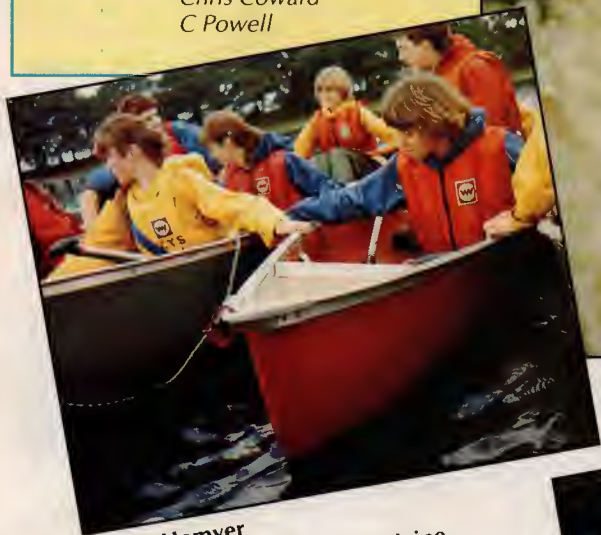
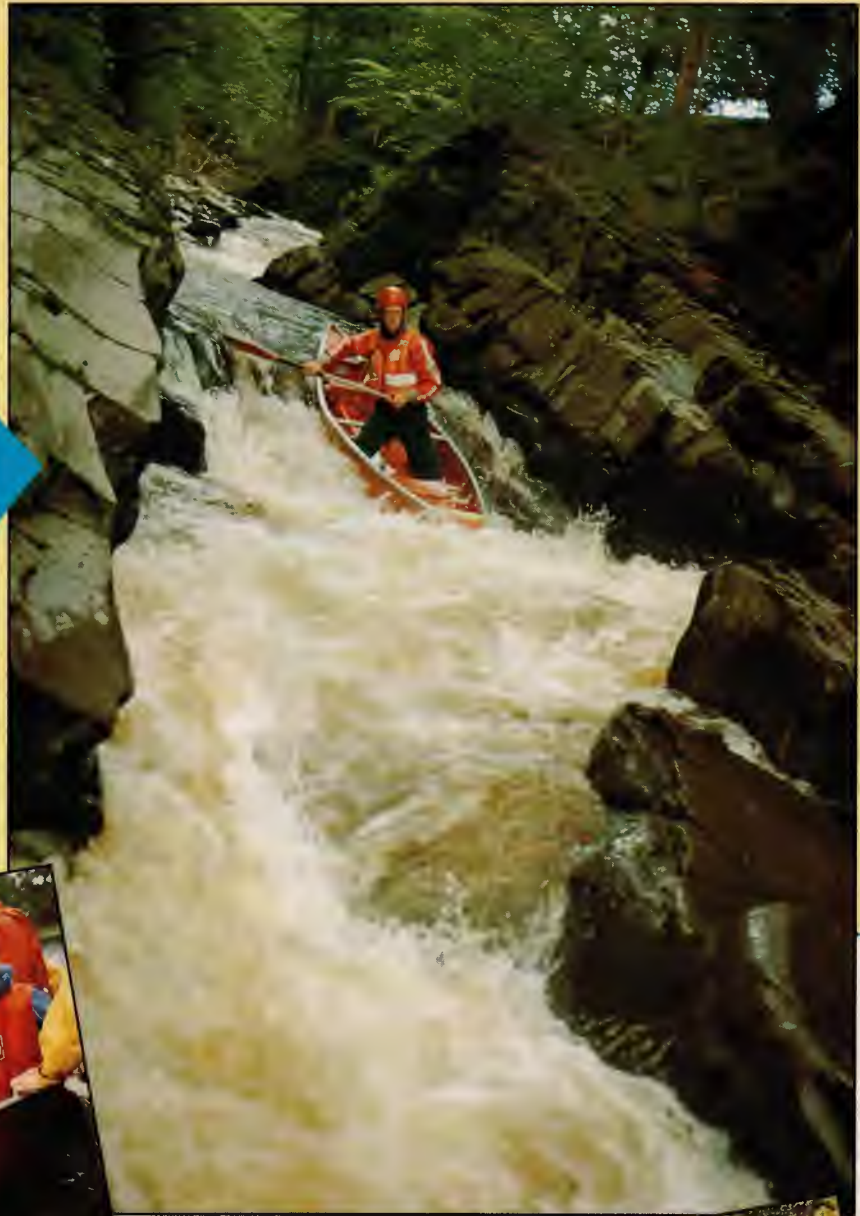


OPEN CANOE COMPETITION WINNERS

A very good response to the June competition made judging difficult but enjoyable. After much deliberation the winner of the Coleman Ram X 16' Gold Medallist Canoe is:

1ST Mike Hayward from Clapham, Lancaster for his shot of Robin Everingham on the Rawthy, Sedbergh.

2nd Congratulations to the five runners up who will receive Coleman Buoyancy Aids.
Runners up:
Connie Foster
Ken and Elaine Weston
Roger Homyer
Chris Coward
C Powell



Roger Homyer

Ken & Elaine Weston



Chris Coward



C. Powell



Connie Foster

Tales from the Emerald Isle

by Dave Grant

Stephen, another refugee from the Mainland, answered the phone with a rather dour tone: "Sorry Dave, looks like we will have to call the paddle off. There hasn't been any rain here for days!"

I looked out of my office window at the torrential downpour and the steadily growing puddle outside my window. "No problem, why don't you come over here? It's been raining for hours and the Shimna is bound to be up!"

And so it was on a wet Friday afternoon in March that Stephen and Ashley made the journey from west of the Bann to the Mountains of Mourne in County Down.

The Mountains of Mourne are far famed for their spectacular beauty and the great



Air time; Northern Ireland style.

Photographer: Stephen Brown

sweep down to the sea along the Newcastle to Rostrevor coastline. They cover a relatively small area, though reach heights of up to 850m. The Shimna drains the northern part of the Mournes, cutting its way through mountain, moorland and Tollymore Forest to enter the sea at Newcastle (Northern Ireland's equivalent of Blackpool!)

I wandered down to have a look at the sheugh (a local term for ditch) and sure enough it was up. By the time Stephen and Ashley arrived, it would be at a good height to paddle it, not too high to warrant the brown swimming trunks but high enough to provide some interesting fun.

Stephen and Ashley arrived mid-afternoon, it was a POETS (Push Off Early, Tomorrow's Saturday) day after all.

We donned our kit and started to walk

down to the put-in. At this point Stephen asked how we were going to get our boats back from the end. "No problem, don't you worry about a thing. We can walk back - it isn't very far!!" With these comforting words we once again set off for the put in.

After a good warm up from walking down, followed by some stretching a most curious sight for those walking by - we started our trip. It was fast and somewhat furious to begin with, not really the ideal conditions to get used to our boats, but then if things were always perfect, life would probably become boring.

Down the shoot, around the corner and watch out for the overhanging branches. An

eddy, at last a place for a 'breath and time to gather our senses. Ashley joined me with a big smile on his face. "Is it like this all of the way?". "No it gets better! There are a few drops up ahead and we go through a small gorge. No problems, we'll just take things nice and steady".

Stephen joined us and we set off again. The pattern was beginning to form; find an eddy, scout ahead and shoot the drop a real wet heaven! Drop after drop, twisting and turn



Whitewater on the local sheugh.

Photographer: Stephen Brown

the better part of valour (or so I have been told). Another portage of a rapid with a reputation (Loel Collins can elaborate). We were putting on below when Ashley noticed that his nice new Rotobat had two sources of exit. Unfortunately one was on the deck and the other was on the hull! Stephen and I carried on, with Ashley volunteering to take the photographs.

Into a gorge, things were beginning to get a bit claustrophobic. The rapid was becoming steeper and more constant. We came to a point where the river was backing up. Ashley was on the side smiling (beware of photographers smiling beside rapids!). I made the breakout which was fortunately only large enough for me (a classic Nealy move) so Stephen had to go first. He sorted his line out and shot the drop. From above, all I could see was Stephen's Topolino going sky-wards, a lump had built up in my throat, my stomach began to do cartwheels. Stephen rolled up and Ashley gave me the go ahead, waving the camera with enthusiasm. My boat entered the current and I began to paddle hard (now what was it that Mark said that he had done on the Pitzbach - paddle hard and throw your body forward. Ah well, it was worth a try!). The boat submerged for what seemed like an eternity, but eventually came up in an upright position.

I remember smiling at Stephen and saying "Well, that wasn't too hard was it?", my stomach having just finished its third triple somersault.

That was the last drop of any significance, though the rapids continued until the take out. We reached the take-out and congratulated ourselves on a good paddle. So



Ashley drops in !!!

Photographer: Stephen Brown

ing (sounds a bit like the Lambada!).

The river became constricted and the rock walls closed in - time to get out and have a look. A naughty lead in rapid followed by a slot 'n' drop, with a very quick break out or an intimate relationship with a rock wall. It did not take us long to reach a decision - we walked - after all, discretion is

ended another fun trip on one of the many spate streams to be found in the Province.

Now all we had to do was walk back to our cars. Unfortunately on this occasion my memory had failed me; the short walk was somewhat longer than I had recalled, but then...life would be boring if we were all perfect!!

(Dave Grant is an Englishman who lives and works in Northern Ireland. Stephen Brown, another Englishman, works at Gortatole Outdoor Centre. Ashley Hunter is a student and Northern Ireland born and bred.)

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Our new page logo is taken from an original print of Henry Freeman, the sole survivor of the 1861 Whitby lifeboat disaster. Copies of the original Frank M. Sutcliffe portrait are available from: The Sutcliffe Gallery, 1, Flowergate, Whitby, North Yorkshire. Tel 0947 602239.

Scanorack

This sea cag was tested over the last two months in a variety of summer conditions. It is an unusual and innovative product. Designed by Patagonia's in-house team (including Rob McDougal) it is very different to current British thinking on sea cags.



My first reaction to the garment was one of disbelief and reluctance to get it wet, let alone subject it to the ravages my sea kit has to put up with! The Scanorack is so well finished and trendy it would not look out of place anywhere except perhaps the beach! It's manufactured as a hardworking outer shell in nylon taffeta, and is waterproofed with a surface treatment called H2No. The jacket is lined with a polyester mesh to disperse moisture, which works very well, and is warm. The cut is really generous allowing more freedom of movement than any cag I have worn, and is easily vented with the long zip, allowing easy exit/entry. It is very difficult in sea paddling to maintain a comfortable temperature - but this arrangement works well. There are lots of good ideas within the garment, including hand warmers behind the generous pockets and dual length shockcord adjustment

The hood is comfortable and has a neat drawcord, which is captive, and thus cannot whip you about the face in exactly the windy conditions where you would use a hood. The wrist seals tend to be a little damp but are a good fit.

Paddlers Gear



© 1987 THE SUTCLIFFE GALLERY

Verdict - distinctive and unusual but at the same time practical and effective. RRP £147.95

Patagonia Ltd. The Granary, 113 Lavender Walk, London, SW11 1JS. Tel: 071 - 384 2853.

Sno Pac Thermal Protective Aid

This is a unique survival aid designed and manufactured by W M Supplied (UK) Ltd. The suit has built in arms and legs and a hood and scores over the traditional polybag in several areas.



Sea paddlers are at greatest risk from hypothermia when immersed for long periods, and previous solution for self/group rescues at sea have revolved around getting into orange polybags in the water. This suit is roomy enough to do just that in full paddling gear, but is also lined with a neat reflective aluminiumised finish. Coupled with the hi-vis yellow Tyvek fabric this is a step forward in immersion protection. It packs down to the size of a cigarette packet and could be carried on the buoyancy aid and brought quickly to hand

when you've lost everything else, including your kayak. The high visibility of the floating swimmer, easily recognisable

from floating wreckage is a plus for rescue services. It was originally designed for land based situations where wind chill factors are a problem in rescues, but trials have shown that it functions equally well in immersion situations. Nigel Dennis of the ASSC on Anglesy has been involved in practical tests from sea kayaks (and helicopters) and has written a full report which is available from BCU HQ on receipt of a large SAE.

This small piece of kit will save lives, and for its price is essential for sea-farers, and good commonsense for others who mix people with water.

RRP less than £20.00 WM Supplies, Park Mill, Royton, Oldham, Lancs. OL2 6PZ

Palm Canyon Alpine Buoyancy Aid

Palm's new buoyancy aid is a development from previous models in their range, the Grade VI and Rodeo model. I used a Canyon recently in the French Alps and on a safety course and found it to be a marked improvement on previous models.

Personally speaking, a buoyancy aid must allow me to paddle - an obvious statement, but many of the 'super macho' Alpine harness aids these days' are very restrictive to good paddling technique. The cut of this aid is excellent with large armholes and generous sizing overall. The soft foam fill is very comfortable. I liked the shoulder strap adjusters and the small chest strap adjuster which finely tuned the fit still further. Palm have managed to



reach the compromise situation between comfort and function. The swim test, revealed enough flotation in heavy water to float a heavy paddler and the harness test showed good handling characteristics. The 'buckle-back'

system gave enough purchase to prevent slippage, and the positioning of the harness held me in the flow high enough to breathe. Release from the system was fast and assured.

The pockets were sensibly located; I found the camera/Mars bar pocket big enough but unobtrusive and with a thoughtful eyelet for a security cord. Small criticisms - the rear pocket does not work for me either as a throwbag pocket or rescue kit storage, and the key pocket would be better inside the jacket. The elasticated cow's tail, however, is an excellent feature and stores neatly in a snag free pouch.

Cosmetically the product is well finished. It is thoughtfully designed, functional and competitively priced.

Verdict - a very good white water buoyancy aid - function and flair. RRP £89.88.

Harbour Road, Portishead, Bristol. Tel: (0272) 842740.

Foster Rowe Sea Buoyancy Aid

As you expect from the knowledge and expertise behind it's design, this piece of kit is an amalgamation of good ideas; some old, some new.... The three co-designers are all very much rough-water sea kayakers, Ray Rowe, Nigel Foster and Andy Middleton, and this product very much reflects their experience.

What do we need from a sea BA?... Firstly, it should be comfortable to wear, and paddle in and at the same time provide regulation floatation should immersion occur.

The aid does not inhibit the full range of movement required should you wish to surf or need to roll - it's not too bulky even with the pockets stuffed. These essential food and knick-knack carriers are big enough and thoughtfully placed. There is one large pocket for mini-flares or snacks and a small security pocket for car keys or cash. A medium sized pocket houses



the towing tape and karabiner. The most obvious feature of the aid is that it has an integral bum bag which can be easily detached for beach use. This is an old idea intelligently brought back and practically applied. Isn't it true that the best ideas are the most simple?

A waist-tow system is also part of the package and a great deal of care has been taken to ensure that it will release easily under load, and not entrap the wearer during use. Most importantly it cannot ride up under the buoyancy preventing release, a cause of much panic in instructors and one fatality in recent years. It is a useful feature if you use a borrowed boat or don't have a deck tow system.

Like Henry Ford's motor car it comes in a choice of one

colour : magenta with blue pockets and finished with an attractive embroidered logo.

Verdict - it looks good and does a first class job.

RRP £89.95 available from Andy Middleton, Tyr Y Felin, St Davids, Pembrokeshire. SA62 2QS. Tel: (0437) 720391.

All reviews by the Editor.

TRADE NEWS

Peak



Peak performance have supplied gagues and buoyancy aids to eleven paddlers in this year's World Cup and World Championship events.

Paddlers included World Slalom Bronze Medalist Bill Horsman (C1) and World Cup Bronze Medalist David Ford (K1).

Breathable "Milair" fabric was kindly donated by Rochdale based British Milairam and buoyancy and flotation foam was supplied by Wolverhampton Plasma.

Fuji

Fuji Quicksnap single use camera's have now expanded the range to include a Marine camera. It is waterproof down to 3m and is loaded with 400 ASA film. If you want snaps of your watery activities without spending lots of money this is the answer; at £9.19 this disposable item is a cheap and cheerful alternative.

Haldane Foods Group

Haldane have kindly supplied the majority of the food for the six man Anglo Soviet Sea Kayak Expedition to explore the virtually unknown and uncharted Arctic archipelagos 700 miles from the North Pole. Throughout the four week expedition the team will eat only vegetarian foods.

ANNUAL GENERAL MEETINGS

BCU AGM

Westminster Boating Base 14th March 1992 at 1pm.

Article 18(b) of the Union's Article of Association requires that any motion for discussion at the Annual General Meeting not originating from the Council of Management shall be

1. Signed by two members entitled to vote* and
2. Lodged with the Secretary (Director) by 1 January 1992.

Article 13(c) requires that the nominations of candidates for election as elected members of the Council of Management are put forward in the form of such a motion. Nominations should be accompanied by a pen portrait of the candidate #.

* Members entitled to vote are: life members, adult basic and adult comprehensive members.

Only members as designated in * above are eligible for nomination as elected members of Council.

Notice For Your Regional AGM

EAST Newmarket	26 Nov	8.00pm
EAST MIDLANDS Current Trends, Holme Pierrepont	18 Nov	7.00pm
LONDON & SE St John s Middle School, Caterham	20 Nov	8.00pm
NORTH Wentworth Leisure Centre, Hexham	21 Nov	7.30pm
NORTH WEST Elephant and Castle, Adlington	23 Nov	7.00pm
SOUTH Liston Hall, Liston Road, Marlow	19 Nov	8.00pm
SOUTH WEST YMCA, Friern Avenue, Bridgewater	29 Nov	7.30pm
WEST MIDLANDS Malthouse Stables, Hurst Lane, Tipton	27 Nov	7.30pm
YORKS AND HUMBERSIDE Parkside Inn, Pontefract	5 Dec	7.30pm

Motions and Nominations for officers and Regional Committee members for election at the AGM, signed by two BCU Individual Members entitled to vote must reach the Regional Committee Secretary at least 21 days before the date of the AGM. Most Regional Constitutions provide for the Chairman, Vice-Chairman, Treasurer and Secretary to be elected; also for two representatives of BCU Individual members to be elected; and for the Regional representatives to the Council of Management, and Specialist Committees whose constitutions provide representation to be elected or approved at the AGM.

The Agenda for the AGM will be dispatched to any BCU individual members and Regional Associates who provide the Regional Committee Secretary with a stamped addressed envelope at least 21 days before the date of the meeting. Agendas will be dispatched to affiliated clubs without special request.

Regional Secretaries names and addresses are in the BCU Members yearbook with the exception of the Eastern Region where its Chairman is covering a vacancy.

MEMBERS CLASSIFIED ADVERTISEMENTS

FOR SALE

Blue Perception Reflex including Pyranha Spray deck 18 months' old, excellent condition £210 for quick sale. Tel: Robert 0706 825893

Dancer XT red, 1 year old, full perception buoyancy bags and full plate foot rest and neoprene spray deck. Also Schlegal all round paddle. Tel: Roger 0902 785877

Europa blue with thigh grips and full length buoyancy (white water spec) very good condition, one careful lady owner! £175. Tel 0788 575892

Freestyle yellow superb all round boat ideal for beginner, with detachable skeg. Very good condition little used £145. Tel 0788 575892

Full kevlar/carbon Palm Extreme kayak with Badger footrests, spraydeck and paddles, good condition £500. Tel: 0722 328586

Glass Glider Racing K2, good condition, o/s rudder, just right for D-W, £350. Two zipped spraydecks £12 each also drinks bottles and carriers. Tel: Stuart 0925 67342 or 831176

K2 Kirton Tasman fast stable forming kayak complete with rudder, deck fittings and spray-decks near new condition £450 ONO. Tel: 0742 449380

MI 335 Pro Pink full white water spec only used once £300 ONO. Tel: Dave 039 687223

MI 370 Kayak, in mottled lilac with air bags £120 ONO. Tel: Sue 081 449 6088

Open Canoe 16ft, GRP, little used, VGC £250. WWR CI, diolen, good order £40. Tel: Ipswich 310923

Prijon Gattion yellow buoyancy bags front and rear, full plate foot rest. Good condition approximately 1 year old. £270 or may consider swap for Invader (slalom T). Tel: Nick 05646 3694

Pyranha Master, full white water specification yellow VGC, bargain at £200. Tel: 0604 24379

Pyranha Stunt Bat pink and Pyranha Day Two neoprene spray deck £350. Tel: 0491 576040

Six Swing canoes, medium volume plastic, with back rest/air bags. Good condition. £45 or £225 for six for quick sale. Tel: Rob 081 647 1464

Slalom boats - Reflex, kevlar 1, good condition £235 for fast sale. Also, Fanatic CI, Diolin construction, good condition and fitted out £190. Tel: Stuart 0455 552894

Wet suit vest (small size) £15. Two battered Ultra Canoes, one battered Soar Valley canoe £15 each. Helmets spray deck £5. Tel: 0629 650716

WANTED

Makker, Stiletto or similar by newly formed Canoe Club for Marathon Racing. Any condition considered, repairs are easily done, limited finance. Contact Rob 021 353 3765.

STOLEN

Four Europas basic spec white unmarked stolen 4th August.

Any information to Judi Yates YMCA Northampton 0604 233642.

FOUND

On the 25th August at the National Championships at Holme Pierrepoint Nottingham: one set of paddles and a shirt! Ring 0872 572592.

Canolfan Tryweryn National White Water Centre

Centre Manager

Salary circa £14,000

Canolfan Tryweryn is Britain's leading white water canoeing and rafting facility and is located near Bala in North Wales. The centre was established in 1982 following a successful World Canoeing Championship. It is a leading site for international and domestic canoeing competition. The centre offers unique training facilities for all types of white water canoeing and encourages non canoeists to experience the white water excitement of rafting. The Welsh Canoeing Association is actively developing the site towards another possible World Championships in 1995 and plans include a new centre building.

The Manager will build and lead an enthusiastic team to develop the business of the National White Water Centre to its full potential - on and off the water. The ability to work closely at a high level with national and local public bodies is as important as the ability to respond to the needs of the voluntary sector of the sport.

Canolfan Tryweryn has developed strong links with the local community and the successful candidate should be sympathetic to the cultural sensitivity of this area.

For further details please contact: The Executive Secretary, Welsh Canoeing Association, Pen Y Bont, Corwen, Clwyd LL21 0EL.

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