

# Canoe focus

No 78 AUGUST 1992

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descent**

**olympic  
slalom results**

**cape horn**

**around wales in  
an open boat**



**Gareth Marriott**

Photo: Peter Astles

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**competition focus: olympic special & junior  
world championships from norway**

**competition: win a moonbat on page 43**

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**Canoe Focus**

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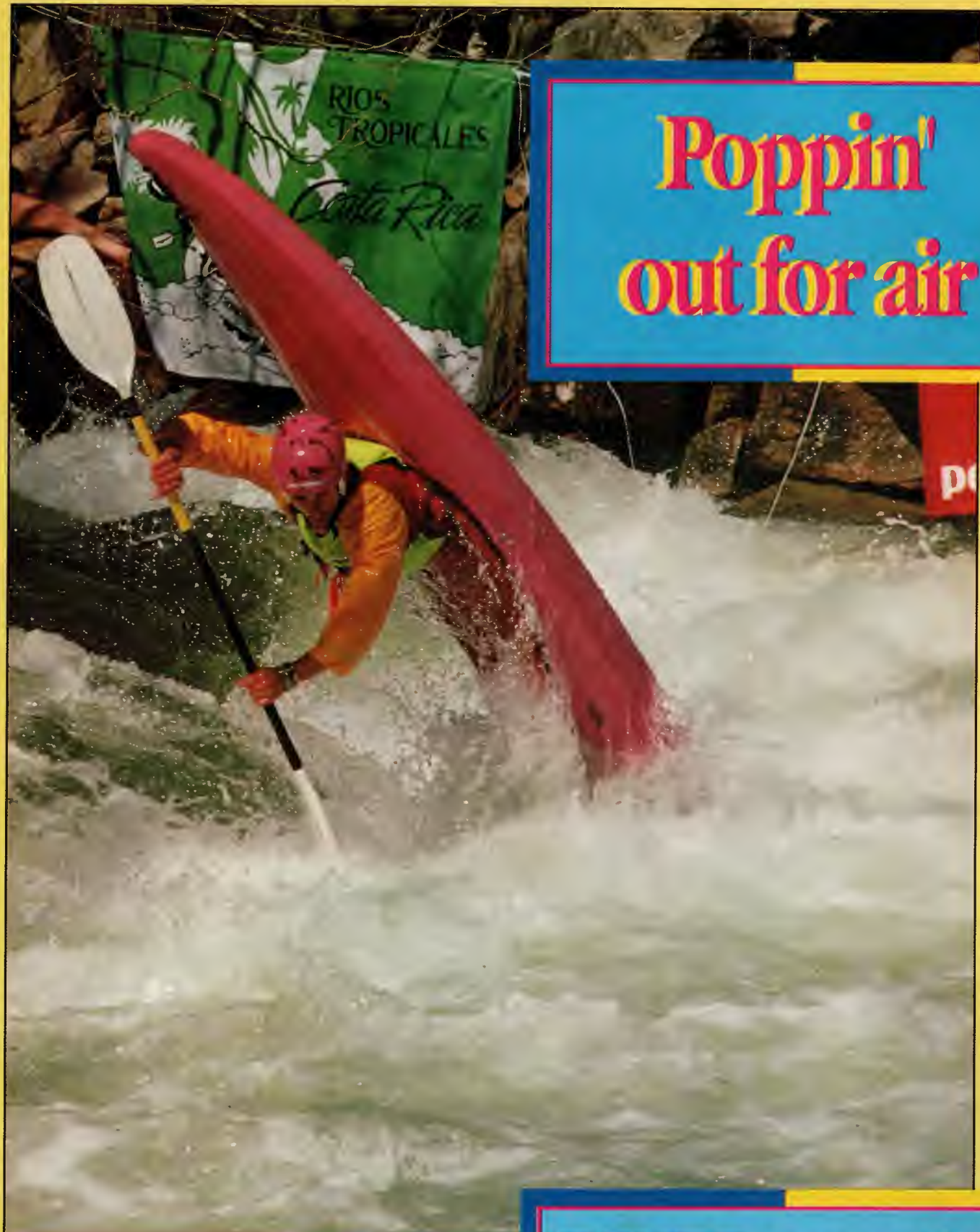
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# Comment

## Subscriptions



First the bad news – subscriptions will rise from November 1st and the rates will be:

### Comprehensive

Adult: £23.50  
Under 18: £12.00  
Family: £11.00  
Life: £350.00

### Basic

Adult: £13.50  
Under 18: £8.25  
Family: £7.00

These increases are in line with inflation and represents a very small increases. BCU membership remains excellent value for money and you can rest assured that we will do everything to continue and develop the package.

## BCU Credit Card



The BCU credit Card remains an extremely good contributor to funds. You will have all received a letter signed by me enticing you to join the scheme, but

I will take the liberty of re-stating the bottom line which is that if every eligible member joined the scheme the returns to the BCU would be measured in tens of thousands of pounds. I recently saw one comment about APR and whilst this is competitive it only applies if you get into debt. If you treat the card as cash and pay the invoice by the due date no interest is payable. Also, on the financial front the TSB is offering a National Development Account for clubs. This pays exceptional rates of interest and the BCU benefits to. The details are contained elsewhere in this edition of Focus. The benefits of both of these schemes are very clear to see.

## Ice at Ponds Forge



In June I visited the venue for the 1995 Canoe Exhibition – Ponds Forge – Sheffield. This is an outstanding location for the exhibition. The pool is unrivalled in



**BCU Director Paul Owen receives a cheque for £400 from Colin Broadway, Director of Mobile Adventure as contribution towards the cost of sending the Slalom and Sprint Racing teams to the Olympics. This contribution follows the successful sales of the Olympic T Shirts by BCU Supplies**

Europe and I am confident that the exhibition will be a major success. Clearly our cars and mini buses will need to be re-programmed from their traditional journeys to the South but I must stress that this is not Crystal Palace at Sheffield it is THE INTERNATIONAL CANOE EXHIBITION at new improved venue.

## Membership



During recent months your representatives have been working on a variety of fronts and there have been several very active groups. The Membership Review Working Party has recently reported to Council and I can reveal that BCU Membership continues to rise, unlike the membership of many other Governing Bodies and the general view is that the membership structure should remain as at present, with a further review in two or three years time.

## Access Lobby



I mentioned in the last issue that the Access lobby document "Access to water for canoeists" with explanatory guidelines and "Access Campaign" would soon be available and they are contained within this edition. I urge you to read them and consider how you can responsibly assist in this important job, but please remember to keep your regional access officer informed of your actions.

## Results



Congratulations to Neil Stamps on winning a Silver medal at the Wild Water Racing Pre-World Championships held in Mezzanna, Italy in June, let's hope it will be Gold next year.

## BCU Awards



I am pleased to announce that at the BCU Council meeting held at the end of June it was agreed that the following awards should be made, an Award of Honour to Jim Cornwell SW Regional Chairman and an Award of Merit to George Edwards of Hull and District Canoe Club.

## Questionnaire



We have received the final analysis of Richard Scarre's survey and a full report will appear in a later issue of Canoe Focus.

Paul Owen, Director

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- ★ **THE SLALOM RACE**  
A course of approx 3 miles on the Brixham side of Torbay. Open to all Slalom and General Purpose Kayaks without Skegs. Superb prizes for 1st, 2nd and 3rd. Male and Female. Minimum age 15 years
- ★ **THE JUNIOR RACE**  
A course of 1.25 miles held near the Brixham Breakwater, it is open to all youngsters up to the age of 14 years. Superb prizes for 1st, 2nd and 3rd. Male and Female.

#### For further details write to:

The Organising Committee  
C/O 13 Wall Park Road,  
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Between 6.30pm & 8.30pm



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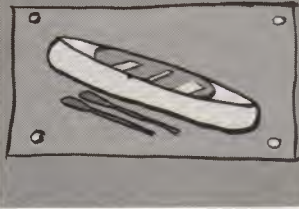
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# Notice board

## National Sports Development Account

The decision of the TSB Bank to co-operate with the Central Council of Physical Recreation in establishing the National Sports Development Account represents a breakthrough in the understanding by a major banking institution of the special contribution made by voluntary sports clubs and associations to society.

The National Sports Development Account offers an individual club in membership of the British Canoe Union, for a deposit of £1,000,

a full current account banking service and an interest return which, at present rates, amounts to 6% which is unrivalled in the banking market.

The extra bonuses are that, as well as this attractive rate of interest, a further 1.5% is donated by TSB Bank to the British Sports Trust. The British Sports Trust is a CCPR charity which has pioneered a non-academic sports leadership training scheme which is encouraging people of all ages and all backgrounds

to take up voluntary responsibility in the form of sports development or administration within their local communities. Also an additional 0.5% will be donated directly to the British Canoe Union so that club member services can be developed.

The CCPR and the British Canoe Union strongly advise members, at the very least, to compare this banking opportunity with their existing arrangements. Further details are available from BCU HQ.



## focus Subscription Rates

Subscription rates will rise on 1 November 1992 to £12.50 for UK residents and £16.00 for overseas paddlers. Members continue to receive Focus as part of the membership package as normal.

## Pennine Dragons

Pennine Canoe Club are organising a Dragon Boat Race on Saturday 15 August followed by the Yorkshire and Humberside Hasler Marathon on Sunday 16 August. The site includes ample parking and changing and full facilities for disabled paddlers, including wheelchair access. On site camping is available and there are places for up to 12 Dragonboat crews. For details ring Simon Dixon on 0924 430785

## Jubilee Jump



Nigel Bailey, son of the late Trevor Bailey, BCU director will continue in the family tradition of raising money for canoeing by making a sponsored parachute jump with the proceeds going to the Jubilee Canoeing Foundation.



## Torbay Canoe Race

The 6 September sees the first sea kayak race for Torbay.

With prizes in the region of £1000 the organisers are hoping to attract a large entry from all parts of the country.

There will be three races:

The main race which is a circumnavigation of Torbay, starting and finishing at Brixham a distance of approximately 12 miles. Race categories are sea kayaks single and double. General purpose kayaks single

and double. All classes open to both male and female.

A slalom boat race of approximately 3 miles open to both male and female paddlers.

A fourteen and under race of approximately 1.25 miles open to both male and female paddlers.

Torbay is a great canoeing location, so why not paddle on National Canoeing Day on the 5 September and stay for the race on the 6.

The caves and coastline around Berry Head down to Dartmouth must be some of the best in the country and there is an abundance of camp sites, B & B and holiday camps in Brixham with lots to do for the non canoeing members of your family. For further information and entry forms please contact: Jim Thompson on 0803 858112 between 6.30pm and 8.30pm.

## Canoe on Salford Quays

Salford Canoe Club welcomes any experienced canoeists in the Manchester area to have a paddle on their canal. They are also looking for any experienced adult canoe enthusiasts who would like to help out with their relatively new club. (Their club enthusiast moved to New Zealand.) We meet Wednesday evenings at 7:00pm, at the canal boat ramp (on the water-side of the

Quay House Restaurant "Beefeater"). Experienced adults and children welcome. Questions to Kim on 061 872 0420, evenings. The Canoe Camping Club in association with the BCU (T & RC) will be celebrating 60 years of existence with a major international tour down the Thames from 23 July to 8 August 1993. Note the dates now - details will be published later.



## RIVER RATS

The new Nottingham based branch meets the first Wednesday of each month at 8.30 pm at Portland Leisure Centre, The Meadows, Nottingham. Visiting speakers, slide shows, bar, information exchange. The first meeting is on October 7th. For the lecture programme send SAE to RRN 46 Rutland Road, West Bridgford, Notts NG2 5DG



## Ripon to Devizes



On 20 April a team of five soldiers from B Company, the Duke of Edinburgh's Royal Regiment (Berkshire and Wiltshire) commenced a 400 mile journey from Ripon Bridge to in North Yorkshire to Devizes Wharf, Wiltshire. Paddling an average of 40 miles per day they have raised over £1500 for Multiple Sclerosis and the Childrens Society.

National Marathon Championships

Chester Sailing and Canoeing club have teamed up with the Manchester Olympic bid to run this years National Marathon Championships on the River Dee at Chester in association with Cheshire County Council Sport & Recreation and supported by Chester City Council. Manchester's proposals include the creation of a new regatta course in the North West, a project which has become a real possibility with the receipt of recent Government backing. Race information and a guide to Chester can be obtained from John Hatton, 87 High Street, Tarvin, Chester CH3 8JA. 0829 40213

An inland Voyage

"An Inland Voyage" by Robert Louis Stephenson has recently been republished. It records a journey by water in 1876, finishing along the Oise. To mark the republication a paddle is being organised on the Oise, north east of Paris, on Saturday 12 September. A camp site is being identified and a paddle will also be offered for Friday. Details from Jeff Simmons, 52 Ashgrove Road, Ashford, Middlesex, TW15 1PJ. Copies of the book can be obtained from Cockbird Press, PO Box 356, Heathfield, East Sussex, TN21 9QF for £15.80 including postage.

Welsh Dee Calendar 92-93

- 18 OCTOBER 1992  
One Day Tour
- 24/25 OCTOBER  
British Open Slalom
- 31 OCTOBER/1 NOVEMBER  
International Slalom
- 7/8 NOVEMBER  
Wild Water Race I
- 14/15 NOVEMBER  
The Dee Tour
- 21/22 NOVEMBER  
BUSF Wild Water Race
- 28/29 NOVEMBER  
Llangollen Area Tour
- 5/6 DECEMBER  
WCA Coaching Symposium
- 12/13 DECEMBER  
Wild Water Race II
- 16/17 JANUARY  
Frostbite Tour
- 23/24 JANUARY  
Wild Water Race III

# 5th september 1992 national canoeing day

Many of you who read this will already be involved in National Canoeing Day but for others it will still be just a rumour. So what's it all about and how did it start?

One cold wet Friday night I was driving on the road from Broseley to Nottingham to a National Coaching Committee meeting when suddenly there was a great flash of lightning and a thunderbolt struck the road ahead. Remembering my Highway Code for such circumstances I gave the appropriate signal and pulled into the side of the road. There then followed another clap of thunder and a booming voice said "What is the BCU doing to capitalise on the publicity canoeing will get from the Olympic games? I had no answer but on looking up saw "National Canoeing Day" clearly written in the sky. I rang the AA who suggested I proceed with caution and talk to a friend as soon as possible.

At the coaching committee meeting I recounted this happening and they were very enthusiastic about a day designed to raise the profile of our sport. Everybody round the table knew how critical it is that we attract new members and many of our plans to improve access and facilities depend upon keeping canoeing in the public eye.

A date was fixed and a few ground rules drawn up. It is all too easy to criticise and this wastes time and energy so the first rule was that we would only allow positive comments. This has had a dramatic effect on getting things going and in subsequent meetings people have really enjoyed being positive and enthusiastic.

The second rule was that it would be compulsory for all canoeists. This is the one day in the year when your sport needs you. What is more we are only insisting that you do what you enjoy doing - canoeing. If you cannot manage this then put your equipment on the market to help the next generation of canoeists.

The third rule is that it does not matter what you do but you must tell somebody about it. This could be the press, local radio, local TV or perhaps inviting somebody to take part in your activity or present the prizes.

You might be surprised to hear that no big National Event is planned. This is because most canoeing takes place at local level so we do not want people travelling hundreds of miles to get in a canoe. The national impact will be achieved by every club, centre and local canoeing group being involved and telling people about their activity. You will also need to let your Regional Committee know and this will then give us the Regional picture. From this information we can give some facts and figures to the National Press and Television. We are aiming at 50K on the water in one day.

A great deal had already happened and we are hearing of plans for a personality to arrive at an event in a hot air balloon, special National Canoeing Day hats in one region, canoeing record attempts and even a wedding date altered to avoid the selling of much loved canoeing equipment. We have a host of other events but we cannot have too much going on so if you are able to organise something please



go ahead. Remember to achieve maximum publicity you need to invite local people with some influence to support your event. We need every Mayor in the country in a canoe with the gold chain over a buoyancy aid. You might also invite:

Your local MP  
Local Councillors  
Sports Liaison Officers  
A local Sports Personality  
Local Business People

In your invitation let them know you will be using their names to help publicise the event when you write to the local press, radio and television. Their names will also appear on the "BCU National Register of Event Supporters" which will be given to the National Press on the 4 September.

Take part, tell people and enjoy the day.

Graham Lyon,  
Chairman  
Coaching Committee

## The BCU Lifeguards Championships

The Lifeguards are due to hold the Annual Lifeguard Championships on September 19-20 at Calshot Activity Centre. To enter a team needs three members, suitably equipped and qualified and, ideally a team will come complete with two casualties. Teams will be expected to utilise skills from the Canoe

Safety Test and Rescue Award including first Aid and resuscitation, in both land and water based events. The events will include at least one Unknown incident where the team is presented with a realistic situation and asked to deal with it. Details from Simon Blake, 269 Weybourne Road Aldershot Hants, GU11 3NE

## Thistlebrig Whitewater

**Date Change** The race date has been changed to avoid clashes with other events and now takes place on Sunday 15 November. More details from W.Gray 26 Arkaig Drive, Crossford, Dunfermline, Fife KY12 8YN



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**Please contact Melvyn Jones**

Information on all other requirements, Personal and Contract, including Ace, Prijon, Pyranha, Perception, MI, Coleman, Arrowcraft (new Aquabat) and accessories from Chang, Tornado, Helly-Hansen, Javlin, Lendal, Schlegal, Kober, New Wave etc.  
**Please contact Tim Houghton**



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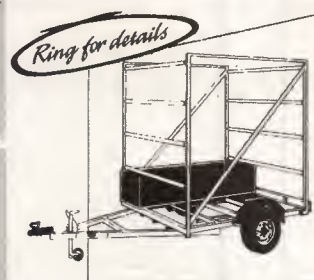
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# dear focus

## the customer is always right!

### Dear Focus

Isn't it time the manufacturers of canoeing clothing and accessories, gave us a fair deal?

Much has been said in recent issues by female paddlers complaining that buoyancy aids are not made to fit women properly. Well I have news for them, buoyancy aids do not fit 90 percent of the paddling population properly.

The manufacturers are happy to take our money and each year come out with the latest innovation of... a new more sickly colour, or a pocket in a place where you never knew you needed one. But they don't put money into real research, such as whether the buoyancy aid is actually effective or safe in the majority of cases. It might be buoyant enough but what about the other factors.

The trend towards external straps, loops and carabineers, could have fatal consequences in the right circumstances ie if you are driven into, and get

hooked on, trees. It may be a one in a million chance but do you want to be that one?

The waist belt can affect breathing to such an extent that swimming is difficult, if not impossible. There may be ways round this, such as an internal chest harness or legloops. Would these be effective? I don't know, it is something which could and should be researched by who takes our money.

Have you tried to buy a one piece dry suit lately? The makers have several standard sizes, one for each chest size, for example if you have a 44 inch chest you must be 6 feet 2 inches tall and have arms and legs to match, if you have the temerity to be a 44 inch chest and not be 6 foot 2 inches tall you end up with ruffles around your arms and legs which not only look unsightly, but also get in the way.

The fact is that the makers of much of the equipment mentioned have

forgotten that canoeists are human beings and come in all shapes and sizes.

The manufacturers will whine on about production costs and how it will cost more to the customer etc. This is rubbish, apart from the increased sales created by selling equipment that actually fits the customer. A few days with a reputable production planning engineer would reduce production costs and make even more profit.

The only way to make this happen is for canoeists to shake off their natural apathy and start complaining if something isn't quite what they want. If the fit is right but the colour isn't what you want, say so. If the colour is right but the fit isn't then say so. Remember it's your money and you have a right to get what you want for the money that you have earned. Don't buy something if your not happy with it.

If your local dealer can't sell what a manufacturer supplies then he will stop ordering

from that manufacturer. The manufacturer seeing his orders rapidly diminishing will then be forced to supply what you, the customer wants.

**THE CUSTOMER IS ALWAYS RIGHT!**

**John Tompkins  
MInstPI**

PS Part of my trade is systems analysis and having seen around some of Britain's "Best" canoe equipment manufacturers (including the company that is much vaunted as Britain's most successful), I can talk with some authority about their inefficiency.

*John obviously has a strong point of view but I am not convinced the manufacturers would agree. Is he really suggesting made to measure Canoe clothing? Is it time for the Bespoke Waterpersons Exclusive Tailoring Service? Shrink-to-Fit. What are your views?*

**Editor**



## don't drop in

### Dear Focus

The silly season is here again, and once again the beaches of Pembrokeshire are being invaded by canoeists in their sad attempts at 'surfing' (strange how we never see them in the depths of winter when its cold and big!)

As more and more goat boats arrive down here every summer we, the surfers of Pembrokeshire, are just about reaching the end of our tether. Whilst we don't profess to own the waves or the beaches, we do think that if canoeists insist on trying to partake of our sport, they could at least follow it's one and only rule ie don't drop in!

This basically means that if someone else is already riding a wave, it is theirs, so you don't take off on it too. Alternatively, it can be translated as meaning that the surfer closest to the curl (or white water)

has the wave.

The rule was developed because unlike most canoeists surfers ride the wave diagonally (we even do manoeuvres too!), so if another person takes off on it this effectively blocks their ride - especially if, as a canoeist, you can only go straight forward or are incapable of pulling out of the wave again.

There is also the question of safety. Unlike canoeists, we aren't cocooned inside a huge lump of plastic, or wrapped in lifejackets and helmets. When a canoe hits us it hurts, and can also severely damage our far more fragile boards.

In the past both surfers and surfboards in Pembrokeshire have suffered injuries at the hands of canoeists who are ignorant of this most basic aspect of the sport of surfing. Up to now, its been accepted with reasonable good grace,

but it won't be for much longer if scenes such as Easter weekend at Whitesands continue - over 20 canoeists all trying to 'surf' the same spot totally regardless of anyone else trying to ride the waves, and 'dropping in' left, right and centre.

Perhaps, through the pages of your magazine, you would allow us to put our point in the hope that your readers will behave more responsibly in the water and tranquil days at the beach will continue for one and all. After all, surfing is our sport, so the least you can do is respect our 'rules'.

**Wayne Alderson on behalf of Pembrokeshire's surfers**

*Fair comment: there is a world of difference between a kayak surfer and kayak in the surf. The BCU Coaching scheme surf awards cover handling skills and wave etiquette at introductory level. It may be interesting to ask*

*the offending bongo sliding hordes wether or not they have had some top tips or handy hints or wether or not they are BCU members.*

**Editor**



## I AGREE

### Dear Focus

I read with interest your article "Women in Canoeing at Crystal Palace, (Focus June 1992). I entirely agree with all comments made by the ladies interviewed. I am relieved to find others who have difficulty purchasing off the peg clothing that fits. Buying a boat with footrests that adjust to a suitable length for me is also difficult. The reason for this letter? I am six feet tall and male.

**N J Woodman**



# Competition

Moonshine have kindly offered a Moonbat in your choice of plain colour as the prize for our photo competition

All you have to do is name the following Paddling Personalities from the photographs. Answers to CANOE FOCUS PHOTO Competition, BCU, Adbolton Lane, West Bridgford, Nottingham NG2 5AS by 28 September 1992 and complete the tiebreaker: 'Water, water everywhere.....' in less than 28 words.



One point of view...

Without

What have I let myself in for?! Why did I say yes to a weekend of canoeing?!

These were the thoughts going through my mind as I drove to Matlock, Derbyshire. Why was I having second thoughts? Firstly my visions of canoeists were that of macho guys in flashy gear paddling the flimsiest boat down wild water rapids and I could not see myself doing that. And secondly the thought of capsizing in a tiny boat and getting out terrified me. But as I have come this far let's have a go. So all bad

...And

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The bunny comes out of the hole, round the tree and back down the hole... My thoughts were not really on knots for my impending proficiency test as I sat in my car gazing at Keilder water twiddling a short length of rope wrapped around the steering wheel, but on how to cope with a majority of male fellow paddlers this weekend.

I had agreed to be a 'guinea pig' for an SI assessment and take an Inland kayak proficiency test at the same time. Would all these guys sit around telling 'epic' tales of terror, painful pinnings, sucking stoppers and daring deeds? They are all bound to be better paddlers than me, the most I could do would be to nurse their wounds.

### WOULD THEY TEASE?

All present and nearly correct for the initial briefing I gazed around the wall to wall fibre pile and yes, I was the only woman. Would they keep dirty jokes to themselves for fear of embarrassing me? Would they patronise? Would they tease? We introduced ourselves and it became obvious that I was far from being the least experienced, I relaxed a little, then a loud flatus erupted from somewhere in the room, there was a strong smell, some even stronger language and the ice broke along with the wind.

I enjoyed several beers with the lads that evening and even impressed them with tales of my own... 'epics'. Later I felt embarrassed by my misconceptions, they had found it easier to accept me than I them. Gender goes out of the window on the water when its hard to tell the difference between male and female paddlers anyway, its all down to team work, having fun and gaining experience.

After our final paddle through Warden Gorge on the Sunday I was physically and emotionally exhausted, the boys had got out of the water ahead of me and



# Women's page

## Macho Men and White Water

thoughts to one side, I pushed down the accelerator of my car eager to get the weekend started.

### PLENTY OF TIPS

Saturday morning dawned dull and grey, a great start to the weekend. Where is the sun the weather man promised? But after a good breakfast we (12 of us plus 3 instructors) headed for our first canoeing experience. This was to be on Cromford canal near Matlock. Not a hint of white water anywhere thank

goodness. We were all kitted out in buoyancy aids and allocated a canoe. We were given paddles and instructed how to get into the boats. This to me seemed a very tricky situation as the boat wobbled about a bit but with help from other group members who held the boat steady I managed to get in without getting my feet wet. Everyone safely on the water we started to paddle down the canal. The instructors gave the group plenty of tips and encouragement on how to paddle, and life was made much easier by a little device attached to the back of the canoe called a skeg. This enabled me to paddle the boat in a straight line. The group was really relaxed, laughing and joking. We even negotiated a low bridge by laying back on our canoes and 'limbo-ing' underneath. We all had a well deserved cup of hot coffee and fully refreshed we paddled back to the start.

Saturday afternoon we were on a different stretch of water which had a small current running. After canoeing on the canal with no current, visions of a capsized flashed into my mind and I was not too happy. But the instructors assured me that I was unlikely to capsize and if I were happier perhaps I ought to try an open Canadian canoe, which I did. My canoe partner and I had a great time in the Canadian: we did not stop laughing for the first ten minutes as we could not decide who was paddling which side. One thing I had not anticipated in choosing the Canadian was the gunwale walk. My partner thought this would be great fun and decided to give it a go. Inevitably she had an early bath and was glad of the hot showers back at the bunk house. Saturday evening was spent in the local pub.

### CONFIDENCE

After an evening socialising and a good nights sleep, I was raring to go Sunday morning. All aches and pains from the previous day had miraculously disappeared. Today's exercise was canoe games. I was surprised at my confidence and that of the others in the group. We started with a game of polo, quiet, ordinary and tame I thought until I received the wet sponge in my face. Shocked I picked it up and threw it in the direction of my team's goal and to my surprise I scored. The group paired off and we made canoe chariots and raced them across the river. The group rafted up and we tried to dash across the raft without getting wet. It was great fun. To round off the day I decided to have a go at gunwale walking on the Canadian canoe and succeeded without getting wet. Driving home back to Nottinghamshire I thought to myself where were the machos in flashy gear and flimsy boats and white water? Perhaps I can get into this canoeing lark, and I have. I'm pleased to say that subsequently I have taken my BCU 1 star test, capsized and passed. Thanks Canopy for the confidence boost.

Karen Rawson

### Canopy training

courses run by women for women, has discovered that a non-competitive approach to outdoor weekends is totally refreshing. Women feel that they can be themselves and share experiences rather than thinking they have to build intricate defence systems – and that's relaxation! We still want to see more women pursue these opportunities which may increase confidence in other areas of their lives. For further details of our canoeing and other outdoor courses please contact Louise Johnson, 14 Wellington Street, Matlock, Derbyshire

## OF MEN

another point of view...

had made their way back to the car. My legs had decided to have nothing to do with my body and I couldn't get out of my boat, eventually I fell out, capsizing in 8 inches of water. My boat had turned into something resembling a Sealink ferry in size and weight and I despaired as I dragged it up the bank. Then out of the gloom running in slow motion with Mantovani playing in the background came my saviour. My boat was magically carried back to the car. One of the guys apologised for not helping me, saying that the last time I offered to help a woman with her boat she told me where to get off'.

We accept a throw line without prejudice on the water, why cannot we grab a helpline out of it?

### HORROR STORIES

Come on girls, give the guys a chance: they do enjoy paddling with us and they do see us as equals, don't be put off by horror stories... I don't think they are meant to deter. We don't have to prove to ourselves that we are as capable as them – we know we are.

There are undoubtable problems for women generated by a male dominated sport, for instance spending ages finding a suitable bush to hide behind whilst changing after a paddle, by the time you have found one the guys are dressed and shouting at you to hurry up!

Reading this you have probably gathered that I have not burnt my bra, indeed I was in such a hurry I lost it. Its hanging off a tree somewhere on the banks of the North Tyne.

My thanks to two men, Tom Thomas who has encouraged be to enjoy a thrilling sport and to Pete Button for his support and excellent coaching this weekend.

Sarah Shrimpton



Robert Eglestaff and Ray Goodwin have just completed the first complete circumnavigation of Wales in an open canoe. A non-stop self-sufficient trip starting and finishing at Caernarfon with no radio contact or support craft, they paddled across country by using the Rivers Dee, Perry and Severn. They then went round the coast back to Caernarfon.

Although Ray and Robert have canoed on several continents they regard this adventure, though close to home, to have been one of the most challenging in terms of endurance and risk.

# Around Wales by Open Canoe



## CAERNARFON

A 6.15 start from Caernarfon on a mirror calm with only the bow of the canoe and the paddles parting the perfection of the surface. Only one angler was human but the many Herons were spaced as if in their own club competition; beyond Menai Bridge, Terns were diving.

We reached the Orme before the ebb started strongly against us. A five hour stop gave a chance to sort gear hastily packed the night before. Then with the sailing rig up and gentle breeze, we kept going until 11.16 that night. A mile off shore passing the lights of Rhyl and Prestatyn, funfair lights flashed on and off as others enjoyed themselves in a very different fashion. we watched as a fire engine raced to put out a dune fire before we landed through small surf. I was asleep before Robert had finished sorting.

## SURF AND SAIL

Next morning, once out through the breakers, we raised sail in a force 4-5 wind. On the limit of boat and sail it looked as if we would ship water at any moment but never actually did. Robert gave up looking astern, the waves were too impressive as they rose behind us surging the canoe forward into a surf. The effort to hold her strained my mind as much as my arms. A porpoise passed within 50 metres making light work of the conditions. It was a relief to get into the shelter of the Dee estuary a half hour later.

After a quick but exciting sideways surf on the Dee Bore we started on two days of upstream travel. Slow progress was gained by a combination of paddling, a little poling and prolonged tracking. Almost anything was better than portaging the heavily laden canoe. These were the first days of many that ended with a tiredness bordering on exhaustion. From old engravings I had noticed that the voyagers had often left people abroad as others pulled the canoe along; a technique that worked well for us on easier but faster flowing sections. When the banks were clear all went well but too often both sides were choked with

bushes forcing us to resort to wading waist deep, passing the ropes around obstructions. On the occasions we met them, fishermen were astounded by what we were doing – they chatted and wished us well; even a bailiff, after an initial objection, stood and talked before advising us on the best campsite.

## HORSE BOX

The trolley collapsed one hundred yards into the first three mile portage. Our first low moment of the trip. This was no lightweight expedition (we even had a coffee percolator with us). At the least, we calculated it would take us carrying three heavy loads each to get everything to the Shropshire Union Canal, a total of 30 miles between us. It would involve a full day's effort; time we did not have, as I had only 18 days available for the entire trip. Using my initiative, I sent Robert to try his powers of persuasion on a local farmer. Half an hour later the canoe was jutting out of the rear of a horse box, being towed up the road. It was a wonder we did not cause a crash! Seven miles of easy canal work later, we crossed the watershed. Robert's silver tongue went into action again and this time an architect and his car assisted us on the two mile trail to the River Perry. A ditch, dignified by title 'river', the Perry is the key to the whole trip; without it, much more of the journey would have been forced

into England and onto the canal system. Deep below the fields it was a relief to be going with the flow, however slight. The high banks created a tunnel in which dozy ducks and large fat fish were startled by our intrusion into their world, darting for cover in the reeds. A tractor could be heard working in the fields above, ahead a goose led us downstream at a casual pace, too lazy or stupid to get out of our way. A combination of paddle, pole and wade took us

*The high banks created a tunnel in which dozy ducks and large fat fish were startled by our intrusion into their world, darting for cover in the reeds. A tractor could be heard working in the fields above, ahead a goose led us downstream at a casual pace, too lazy or stupid to get out of our way.*



down to the junction with the Severn. It was a real shock to emerge from the claustrophobic confines of the Perry onto the wide expanses of the Severn.

The Iron Bridge Gorge was paddled through the gathering gloom with a thin mist steaming up from the water. A heady exhilaration led us to pile on the pace fourteen hours into our fifth day. A lone deer started as we sped past on the quickening current. A friendly hail from the bank offered a camp site on a well kept lawn, a welcome shower and the delights of home brew (thank goodness he eventually ran out). Time and again we were to be astounded and humbled by the interest and assistance complete strangers gave.

The iridescent flash of kingfishers on the quieter sections contrasted with the opulent pleasure boats crowding the lower river Severn. Robert and

I had the leisure to discuss everything from Military History to Zen.

Below Worcester the lock keeper cycled us through at 10.30pm. We had asked for the easiest way to carry round, but although officially off duty, he would not have it. He insisted on seeing us through. From there on, our progress was phoned on ahead from keeper to keeper. 'Boozy boats' (river discos) were warned to keep a watch for us paddling in the dark. One skipper took the trouble to come down from his bridge to hail us with a shout of "Good Luck"! In calm waters we paddled on until two one morning, almost falling asleep with fatigue and the monotony of the rhythm. We dropped thankfully into sleeping bags for another night squeezed between the river and a field full of crops.

#### YES INDEEDY

With strong headwinds forecast for Day 8, the offer of a floor tempted us to stop the night in Gloucester with a friendly lock keeper. Pat was a larger than life character. His conversation, punctuated by frequent "Yes indeedy's" entertained us well through the evening when we accepted his hospitality and joined him for a drink. Little did we know that his ability to down pints was renowned along the length of the Severn. I resorted to pouring my last two pints into his potted plants. Robert was not so crafty and suffered next morning, especially at 7.30 when woke by yet another, though slightly restrained, "Yes indeed"!

Pat came up trumps though; along the length of the Gloucester Sharpness Canal anyone who could be of assistance knew we were coming through. In the strong winds progress was simple, one of us pulling a rope from the tow path while the other steered the canoe. As one wit observed, we took turns being the horse. By the time we reached Sharpness the bush telegraph had a Land Rover waiting to meet us, the floor of the Coastguard station to sleep on, and a Bristol Channel pilot to offer advice on the next stage of our journey.

With spraydeck in place and calm conditions the run to Portishead was easy although impressively fast when we hit the Shoots; I dread to think what it had been like the day before with wind over tide. We'd heard the news of the mass rescue operation of a local sailing club which took place a couple of days earlier. On the second tide of the day we part sailed and part paddled across to Barry. A poor choice of route took us, still under sail, onto Middle Ground. With shallow water and a fierce ebb this was definitely not the place to be. A chocolate brown sea made it seem yet more unfriendly as waves reared up all around us but the canoe performed beautifully. Neither of us noticed the hardness of the concrete on the prom at Barry as we snatched five hours sleep before catching the next ebb. From now on the trip was to attain a relentless rhythm as we



#### Statistics

**Paddled by**  
Ray Goodwin  
and Robert  
Eglestaff.

**Departed**  
**Caernarfon:**  
**6.15am 5**  
**May. Arrived**  
**Caernarfon:**  
**11.32pm 22**  
**May.**

**Time:**  
**17 days,**  
**17 hours,**  
**17 minutes.**

**Distance:**  
**approx 600**  
**miles. Best**  
**day: 57 miles.**  
**Worst day: 5**  
**miles.**

**Average: 33**  
**miles per**  
**day.**

**Our thanks**  
**to:**  
**The**  
**Experience**  
**of Adventure**  
**for their sup-**  
**port and**  
**sponsorship.**  
**Mad River**  
**Canoes for**  
**providing the**  
**Revelation.**

**Ray Goodwin**  
**can be**  
**contacted on**  
**0490 84348.**



## Equipment

**Canoe Supplied by Mad River Canoes As load carrying expedition boat the 17' Revelation lived up to its name. As a development from the excellent Courier and Explorer, the boat lived up to its pedigree. The canoe carried a large load with ease, gave a fast cruising speed but retained its manoeuvrability. The seats were so well designed that there was no need to kneel even in the roughest seas. The sides were drilled and threaded by us so that all the equipment could be lashed in to provide buoyancy in an emergency. There was no room for air bags on this trip. Sailing Rig The two fibre-glass poles became boom and gaff. A lateen sail was made for us by JKA Sails of**

attempted to paddle on every tide.

Porthcawl and its premier surf beach slammed a trap shut on us. We got ashore easily enough but an Atlantic swell rose from the west. The constant stream of surfers heading for the waves as we sat marooned on the sand was demoralising. The first two hours of the ebb were impossible to launch on and with a big sea running and little daylight remaining we reluctantly gave up for the day. With no prospect of the surf being smaller by the morning we resigned ourselves to hitching a lift two miles back along the coast to the more sheltered launch.

## MUMBLES

The overfalls off the Mumbles were big but straightforward. But, yet again, we had to sit out a tide after a brief foray from a calm bay proved conditions too rough. The sea is not forgiving of fools. It was the next day before we could make it to just short of St Govan's Head where we again bivvied. Our sleep was shattered by a drunken beach party in the night, it was very tempting to wake them as we left in the early morning light. With a strong easterly behind us and a spring tide, conditions were not good. Bent paddles were swapped for white water blades to give me in the stern, more leverage and Robert, the ability to reach the water from the bow. Stern rudders were discarded on the biggest waves, only a monstrous hanging draw would hold the stern as we surged off the crests in the overfalls of Broad Sound. It took incredible faith on Robert's part as often nothing could be done from the bow; no advice was offered, trust was all. The coastguard diverted a boat to us to check that we were all right, it was comforting to realise that someone was watching from the cliff top. We sneaked through Jack's Sound against the first of the ebb and landed in Martin's Haven. The Revelation had paddled like a dream in difficult conditions.

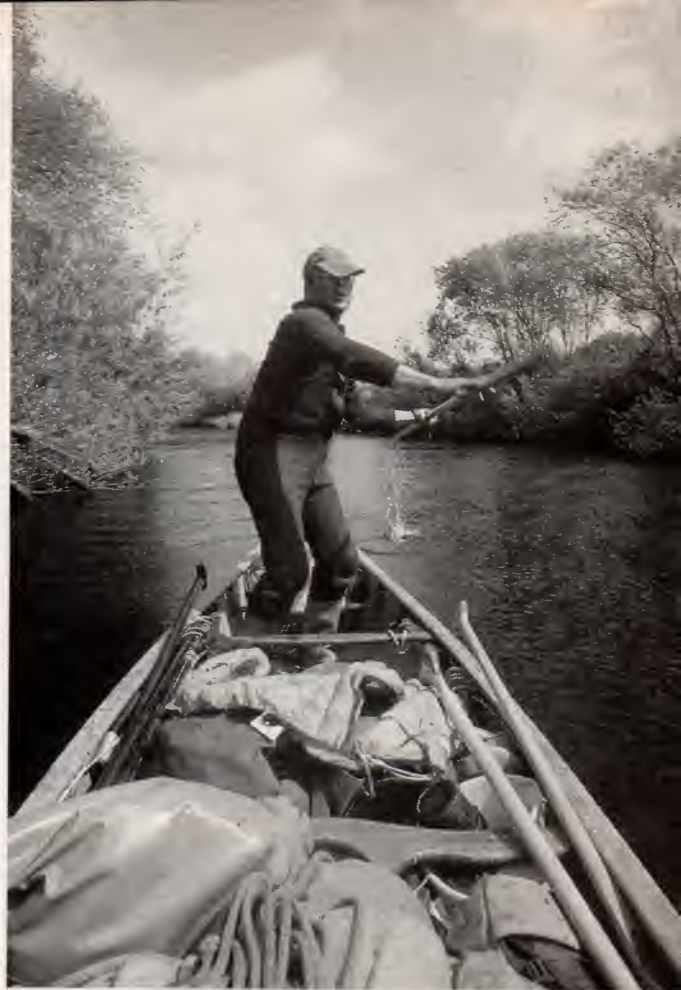
St Bride's Bay provided our last sailing of the trip, from then on we would face strong head winds or flat calm. Ramsey Sound was impressive but in light winds straightforward. A new problem was troubling us; with no chance to wash clothing and with infrequent washes excruciating salt rashes had appeared on my hands and feet, Robert was having trouble with his sitting position.

One magical night, taking advantage of a rare calm, we paddled in starlight. Suddenly we noticed that our wake was shining a silvery green and the paddles dripped luminescence. The moment passed and we crawled ashore to sleep below steep cliffs not noticing the pebbles beneath us.

## WAS THAT A ROCK?

Out at sea Robert turned to me "Was that a rock we just bumped"? He felt it again. Whatever it was seemed to be coming back to bump against the hull repeatedly. Several minutes later we spotted the culprit. A seal popped up twenty feet away, watching us from the surface. It is too easy to read human thought and emotions into animals; was it curiosity or bravado? The same thing happened with another group of seals later. Several times we sighted porpoises intent on feeding, they took no notice of us. Great colonies of sea birds crowded cliffs but alas, we spotted no Puffins.

From the Dysynni just north of Tywyn, we struck straight towards St Tudwal's Islands; a twenty-one mile open crossing, eight miles from shore. A force three head wind was forecast. We set off in thick mist with the surface a glassy calm. Robert was in the stern trying to keep us on the compass bearing. The first fourteen miles took just three and a half hours, then the wind started. In fifteen minutes it reached 3-4 and kept strengthening, again bents



were swapped for white water blades. With the visibility poor we strained for our first glimpse of land. Occasional foam streaks appeared across the surface. With nothing held in reserve it had to be an all out effort to reach land.

By this stage waves were breaking over the bow and a lot of water was finding its way into the boat past me. The islands were in sight but it was difficult to tell if we were making progress. Robert's strained call of "I've got to bail", caught me by surprise. My query got a "I've got to bail, hold her". Desperately I held the bow to windward with prys and draws, cursing every yard we were blown back. Only after did I find out that there had been eight inches of water swilling around in the



stern; Robert had been doing two prys to every power stroke to prevent us broaching.

### TUDWALS

I was close to the limit of my endurance as we crept into the lee of St Tudwal West. We had no energy left to cross the short gap to the Lleyn Peninsula and pulled out onto the steep rocks on the island's southern tip. As we unloaded onto the slippery rocks the food barrel tumbled away from me and into the sea. I felt sick to my stomach. For all I cared it could stay there – I had nothing left. Luckily Robert mustered up the strength and presence of mind to make a grab for it. Although only 1pm, we went no further that day.

The northerly wind did not ease the next day. We managed a total of just five miles. Depression set in; only forty five miles to go but I had to finish by the next morning. I walked up the beach at Hell's Mouth to phone the Experience of Adventure office for a detailed weather forecast. The result, "Northerly force 5 backing NW 4". To enter Bardsey Sound on flood tide with that wind against it would have been fatal. I was running out of time. There seemed no way I could finish the trip. I had to discuss the situation with Robert before I could make a decision.

No amount of talk could create an extra day. I wandered off alone. Everything that could be said, had been. Eventually I returned to the beach resigned in defeat.

Robert was talking to someone down by the canoe. It was John from the office. He had driven over to tell us we could have the extra time we needed. He would cover my commitments for the next few days, giving me leeway to complete the trip. It was an offer as welcome as it had been unexpected.

### CLOSING THE CIRCLE

Our final day dawned misty and calm, the forecast wrong again. Bardsey Sound could have hosted the village ducks. The rest was as easy. A last seal watched us off Trefor. I would have stopped and camped, but only to prolong the journey. Robert felt compelled to press on. Up till then we had kept to 'Eskimo Time' – when the going is good, you go – we paddled on.

We entered the Menai Straits in darkness and mist. Lost in our own memories and thoughts we paddled in silence. There was no greeting. No one knew that we were finishing. Under the brooding bulk of Caernarfon Castle we closed the circle.

*Robert is Head of the Oaklands Outdoor Centre in Llanrust. He led the successful 'Kayaks across the Bering Straits Expedition' in 1989 and participated in the Arctic Kayak Race. Ray is Course Director for the Experience of Adventure Outdoor Centre in Llandrillo. He led a British team that kayaked the Grand Canyon of the Colorado in 1989 and paddled the North Channel of the Irish Sea from Scotland to Ireland in 1988.*

All photos by Ray Goodwin



Top left: Poling on the Dee.

Above: The Dee.

Right: Single rope tracking on the Dee.

**Pwllheli. An extra thwart, lee board and mast completed the rig. Most ideas came from John Bull's book Sail Your Canoe. We found the sail worked efficiently up to 70 degrees off the wind.**

**Paddles Bent paddles were used for the majority of the paddling; 7° in the stern and 14 in the bow. In addition we carried two white water paddles for use in either rougher or shallower conditions.**

**Flares 2 Para Rockets; 2 Hand held Flares.**

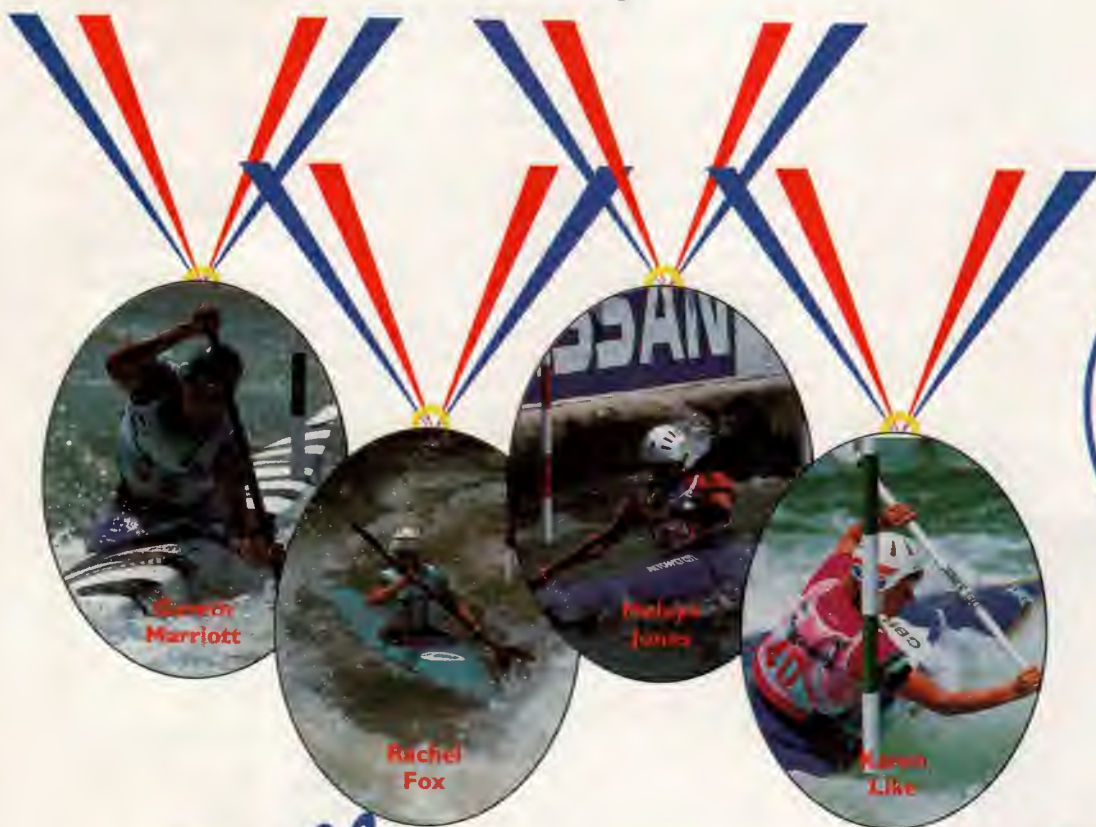
**Trolley designed for carrying unladen canoes. It did not stand for our gross abuse. Next time we'll use one designed for that kind of load.**





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# Competition *focus*

## La Seu D'Urgell, Olympic Canoe Slalom silver linings and dark clouds



Olympic Slalom returned after 20 years with strong hopes of British medals. On current form the British Squad was well placed to produce results with strongly tipped Gareth Marriott, winner of the pre-olympic event on the same site, and four times World Champion Richard Fox, paddling for Olympic Gold.

Our report from the event in the Catalan Mountains: Having seen the TV spectacle of the 3 hour Barcelona opening ceremony, we knew we were coming to something special. The La Seu D'Urgell parade of officials and athletes was more like a family party. Set in the Catalan mountains, the parade through the crowded narrow streets was a series of greetings among old friends and a warm welcome from the entire population of the town. An explosion of confetti from the parapets of the town opened the competition

with a bang.

After all the ticket hassles it was good to see such a large British contingent. 'Thank goodness, here's Ed' went up the cry each evening in the central square, as he arrived to hand out tickets to anxious supporters.

Practice day saw the team in good heart and the supporters all set for a good weekend. The course was short and fast but had



**Above:** Richard Fox



**Left:** Olympic Champion Paulo Ferrazzi  
**Below:** Olympic Champion, Elizabeth Micheler

traps for the unwary and some awkward moves.

### DAY ONE

Day one started in the heat and ended with a storm. The ladies found the pace too hot and penalties kept all but Lynn Simpson out of the top ten. Rachel Fox had the fastest time of the British ladies but lost some lines. Hottest news from the British camp afterwards



## SPRINT RACING STOP PRESS

The long established Olympic Canoe event of Sprint Racing has just started as Focus goes to print. Latest reports are that Eric Jamieson has reached the semi final in the C1 class. We hope to include results with this issue and cover the event in detail in the October issue.



## SLALOM MEDALS TABLE

	Gold	Silver	Bronze	Total
France	–	1	2	3
Czech	1	1	–	2
USA	1	–	1	2
Ger	1	–	1	2
Italy	1	–	–	1
Aust	–	1	–	1
GB	–	1	–	1

## RESULTS

### Ladies K1

1	Micheler, E.	GER	126.41
2	Woodward, D.	AUS	128.27
3	Chladek, D.	USA	131.75
10	Simpson, L.	GBR	140.38
13	Like, K.	GBR	142.26
16	Fox, R.	GBR	147.64

### Men C1

1	Pollert, L.	TCH	113.69
2	Marriott, G.	GBR	116.48
3	Avril, J.	FRA	117.18
25	Delaney, M.	GBR	139.38

### Men K1

1	Ferrazzi, P.	ITA	106.89
2	Curinier, S.	FRA	107.06
3	Lettmann, J.	GER	108.52
4	Fox, R.	GBR	108.85
7	Jones, M.	GBR	110.40
20	Raspin, I.	GBR	115.52

### Men C2

1	Strausbaugh, S. & Jacobi, J.	USA	122.41
2	Simek, M. & Rohan, J.	TCH	124.26
3	Adisson, F. & Forgues, W.	FRA	124.38
12	Clough, A. & Clough, I.	GBR	135.82
17	Arrowsmith, C & Brain, P.	GBR	174.50

(not confirmed) is that Karen Like is pregnant. She made the top half.

In the C1 Mark Delaney – father of less than one week's standing – was out of the running in spite of



spectacular kilted support. Gareth Marriott was the British hope for Saturday – a really fast first run with two penalties gave us hope. And so it proved – a brilliant run all but gave him the gold. An unlucky touch a gate 14 pulled him back to silver. To win silver with a 5 is class indeed. The British were in better voice that evening.

No sooner had the medal ceremony finished than the heavens opened and every one ran for cover from the wind and the hail. Some of us remembered the snow at the selection races in April and Gareth's shattering second run in the second race that secured his place.

## DAY TWO

Day two dawned bright and clear – gold glinted. Ian Raspin, Melvyn Jones, Richard Fox all stormed down the course in fast times – Richard in what proved to be the fastest time of the day with 15 seconds penalties. On second



Above:  
Clough/Clough  
Left: Karen Davies  
Below: Melvyn  
Jones

runs, Ian improved that but still had a penalty. Melvyn and Richard were the last two down. They had to beat superb runs from Ferrazzi, Curinier and Lettmann. Melvyn picked up a penalty and had to be content with 7th. The crowds rose to Richard – could this be the ultimate fast and clean run to crown a dazzling career? He was clean, the crowd still cheered; he was fast, the crowd still cheered but it was not the ultimate run by two seconds – the crowd

still cheered his fourth place.

British interest continued with the C2 where the Clough brothers had a good second run but a penalty pushed them down to 12th place.

Only one medal perhaps but a good British performance. The 12 medals were spread among seven countries.

Well done Gareth. Well done Great Britain.

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**Ladies Kayak**

- 1 Marianne Agulhon, France 146.38 2 Sheryl Boyle, Canada 148.42  
3 Anne Boixel, France 148.73 4 Lynn Simpson, Great Britain 154.97  
6 Rachel Fox, Great Britain 154.9 12 Karen Like, Gt. Britain 164.06

**Canadian Single**

- 1 Martin Lang, Germany 136.75 2 Renato De Monti, Italy 138.11  
3 Gareth Marriott, Great Britain 140.97 11 Martyn Hedges, Great Britain 150.32 26 Mark Delaney, Great Britain 169.94

**Canadian Doubles**

- 1 Adisson/Forgues, France 141.52 2 Hommer/Loose, Germany 152.93  
3 Biau Daille, France 153.96 7 Arrowsmith/Brain, Great Britain 157.19  
12 Clough/Clough, Great Britain 162.61  
14 Ambridge/Rouch, Great Britain 167.16

**Mens Kayak**

- 1 Scott Shipley, USA 126.21 2 Pierpaolo Ferrazzi, Italy 128.00  
3 Jochen Lettmann, Germany 128.11 4 Richard Fox, Great Britain 128.41 6 Melvyn Jones, Great Britain 130.80  
11 Ian Raspin, Great Britain 133.24

**1992 world cup placings**

(Only those with at least 3 race results listed)

**K1M**

- 1 Pierpaolo Ferrazzi ITA 52 3/5 races 2 Lubos Hilgert TCH 51 4/5 races  
3 Melvyn Jones GBR 50 4/5 races 4 Ian Raspin GBR 45 4/5 races  
5 Richard Fox GBR 41 4/5 races

**C1**

- 1 Martin Lang GER 60 3/5 races 2 Gareth Marriott GBR 50 3/5 races  
3 Lukas Pollert GBR 44 4/5 races

**K1W**

- 1 Stepanka Higertova TCH 56 4/5 2 Zdenka Grossmanova TCH 55 4/5 races  
3 Myriam Jeruzalmi FRA 52 4/5 races  
10 Lynn Simpson GBR 28 3/5 races

**C2**

- 1 Simek Rohan TCH 65 3/5 races  
2 Petricek Petricek TCH 55 4/5 races  
3 Stercl Stercl TCH 49 3/5 races  
7 Clough Clough GBR 32 5/5 races

**WORLD CUP SLALOM  
Drought and Flood**

The slalom course at Holme Pierrepont now in its sixth year was the venue for the third race in the 1992 World Cup series. The first two races were in Australasia. This was the first which many could get to and the start of the serious warm up for the Olympics. A good entry was expected and so it proved with over 130 from 24 countries including the first ever from South Africa.

The support of our principal sponsors – Royal Ordnance and the British Olympic Bid – Manchester 2000 – is much appreciated. Sports Council, Nottinghamshire Country Council, Midland Bank and Norwich Union, Tidy Hire, Mikrotime are among those who helped with funds or by contributing services in kind. With the help of David Goldstrom we were able to offer 30 minutes on BBC Grandstand and four 30 minute programmes on Screensport satellite TV.

By the weekend before the event we were seriously concerned about low flows in the Trent and the training sessions were reduced to conserve water. The course was designed to suit these levels and then it rained! Practice on Friday was on the course as planned and we felt fair-

ly safe since it takes a few days for the river to react to rain in the hills. On Saturday morning we had flood – the river was backing up to gate 22 and the bottom stopper had disappeared. The main part of the course however was unaffected. The event went ahead with 21 gates only and many prayers that the river would not go on rising. We now had the irony of seeing one of the Holme sluices open taking the excess away while the slalom course was running at barely one third of its capacity. Apart from a dramatic storm part way through the Canadian single which stopped the competition from 30 minutes everything ran as smoothly as we have come to expect.

British results were not as good as had been hoped with only Gareth Marriott making the podium. However two ladies, and all three men made the top third. The start line was world class and it was good to see the C2 of Arrowsmith and Brain in 7th place (later to prove enough to qualify them for an Olympic place). The French demonstrated their depth of skill with 1, 3 and 4 in the Ladies kayak and 1 and 3 in Canadian doubles.



**KWV Marathon**

**Berg: SOUTH AFRICA**

South African Robbie Herreveld retained the KWV Berg River canoe marathon title in the Western Cape as a British team, competing in the Republic for the first time since 1979, struggled to make an impact on the four-day event. Nottingham based Jimmy Butler was the highest placed Briton, completing the gruelling 230km event in 16th place and almost 35 minutes down on Herreveld.

The 20 year old had led from start to finish to claim the pounds sterling 2,000 top prize, ahead of another Transvaaler Nico Viljoen who has now finished the race in second place five times.

The British team's cause was not helped on the eve of the race, which started in Paarl the centre of the Cape's wine growing region when Ian Timbrell was forced to pull out with a virus infection.

Butler claimed a credible eighth place on the final leg – a

56km paddle to Velddrif on the Western Cape's coast. The second member of Britain's team home was Michael Wells who completed the leg in 14th place while Simon Dark, who made his senior international debut earlier this year, was 25th.

Dark was placed 31st overall while Wells, who came close to breaking the Devizes to Westminster record in 1989, was 32nd.

All three agreed they found the Berg an arduous test of endurance with Wells adding: "it is something we are not used to at home where we race in deep flat water. Ask me in two weeks time whether I would want to come back – when you have forgotten about the pain and can remember the good time".

Dark will stay on in South African to compete in a number of shorter races until September, Butler intends to visit friends in Durban while Wells and Timbrell return to Britain this week.

KWV Berg River Canoe Marathon (South Africa) 4th and final leg (56km – Zoutkloof to Velddrif).

- 1 R Herreveld (South Africa) 3 hours 24 minutes 17 seconds.  
2 N Viljoen (South Africa) 3:26:15 3 L Malherbe (South Africa) 3:28:04  
8 J Butler 3:31:49 14 M Wells 3:35:22 25 S Dark 3:42:25  
Overall (after four legs and 230km)

- 1 Herreveld 14:12:38 2 Viljoen 14:15:17 3 G Bird (South Africa) 14:17:15 16 Butler 14:47:24 31 Dark 15:17:03 32 Wells 15:19:28

**Marathon team for World Championships**

**Mens K1**

- Gregory Slater, Lichfield.  
Ian Timbrell, Exeter

**Mens K2**

- Ivan Lawler, Graham Burns, Elmbridge.  
Steve Harris, John Elliott Elmbridge.

**Ladies K1**

- Jackie Eastwood, Richmond.  
Alison Thorogood, Newham

**Ladies K2**

- Sandra Troop, Maria Bluementhal, Richmond  
Bernadette, Pagon.  
Rachel Bland, Bristol/Fladbury.

**Canadian C1**

- Marcus Gohar, Richmond

**Canadian C2**

- Andy Train, Steve Train Fladbury.

**Right: Britain's James Butler commencing day one of the KWV Berg River Canoe Marathon and**



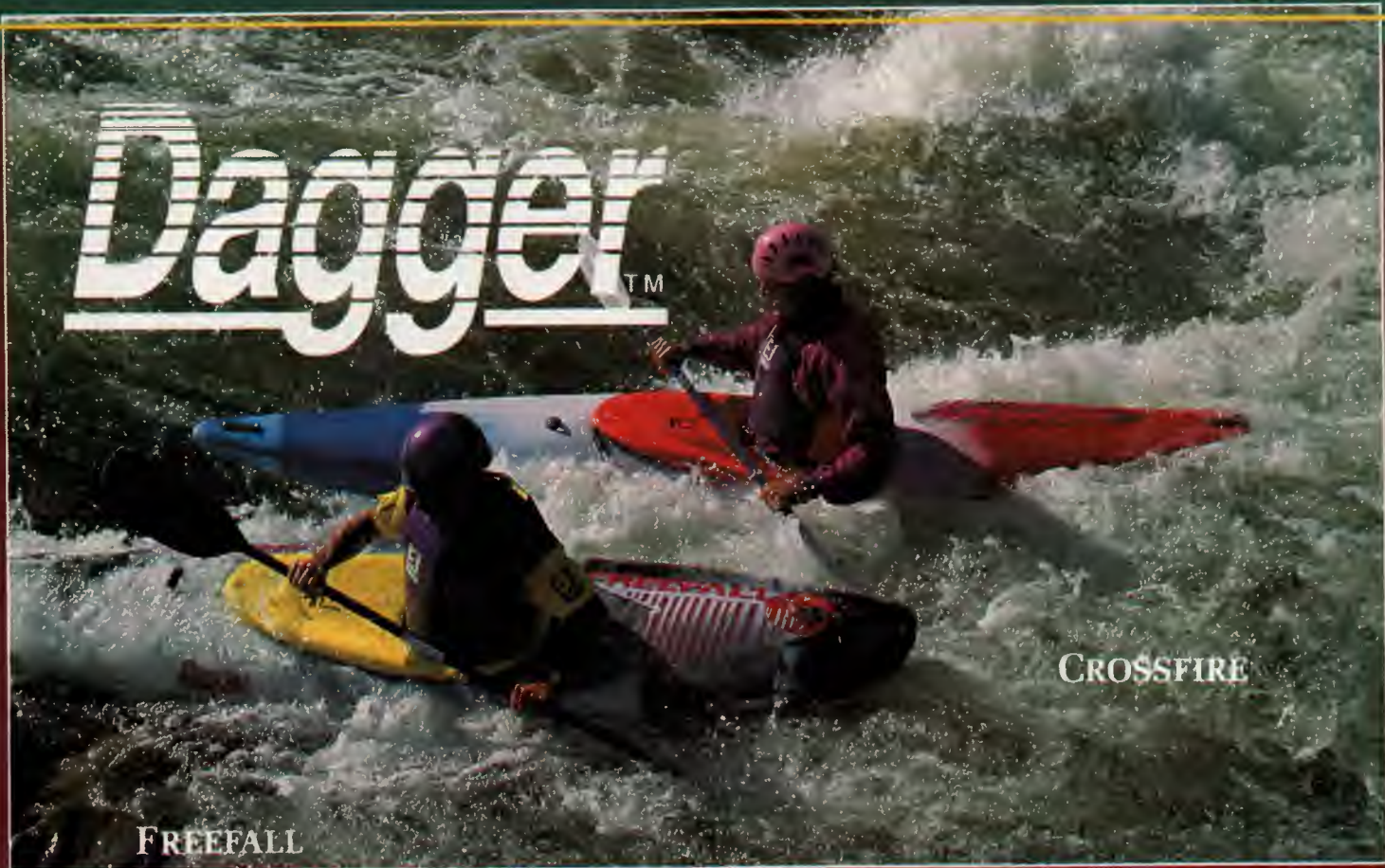
**below James once again paddling hard on the first day.**

**James finished a creditable 16th out of 350 other paddlers.**

**Photos by Andy Sutherland.**



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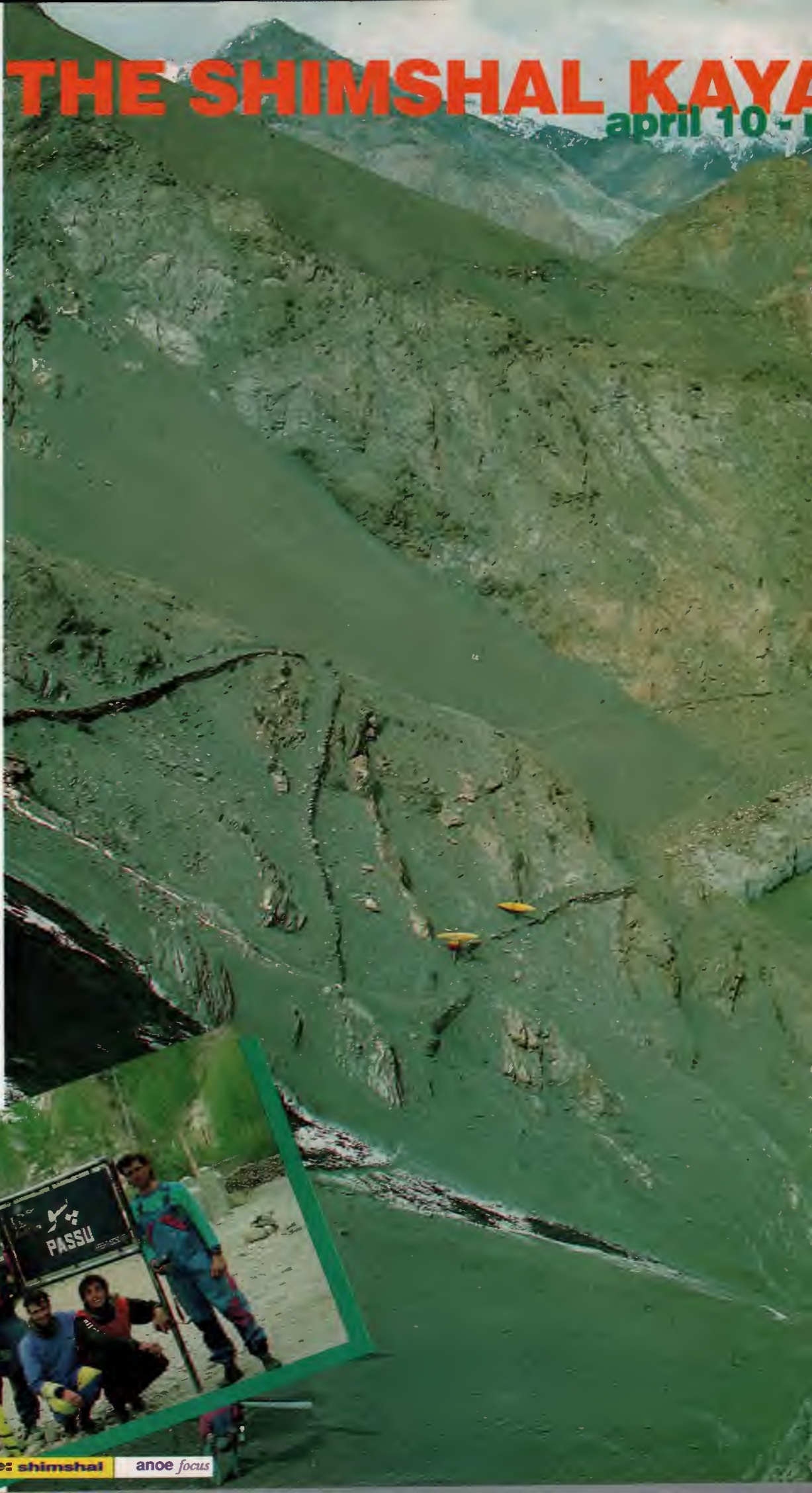


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# THE SHIMSHAL KAYAK

april 10 - 1

David Reid  
takes us  
through  
Pakistan with  
his account of  
the Shimshal  
Kayak  
Expedition.





# K EXPEDITION

May 10, nineteen ninety two

**S**tark and bleak, this land is a wilderness. Huge granite spires thrust menacingly skyward whilst in the background 7000 metre snow clad peaks command a timeless domination. Devoid of any substantial vegetation, the eye sees only cheerless shades of grey, brown and black.

It is here, near Passau, in the far north east of Pakistan that the Shimshal river gushes from the confines of its gorge into the immense but contrastingly broad Hunza Valley. Amongst a network of inter-locking fingery braids, the Shimshal joins the Hunza river and together they flow some several hundred kilometres alongside the Karakoram Highway to eventually meet with the mighty Indus river just south of Gilgit.

Spellbound by the stupendous scenery we huddled together at the bottom of the Shimshal gorge. Overshadowed by a murky sky and now falling rain my imagination began to turn reality into fiction. Quickly, I glanced round. All was normal. The Jeep driver hadn't turned into a troll and my three kayaking buddies were not being carried off by an army of angry goblins.

## SUFI

The next morning we set out on the epic 3 day walk to Shimshal village. High above the gorge the narrow trail traverses some horrendously steep and unstable scree slopes. Many hundreds of feet below we could see sizeable rocks and boulders plummeting over the edge where the scree abruptly met the top of the gorge. Did we really want to paddle in an area that is geologically very much alive and kicking? Sometimes we would descend to the valley floor via a tortuous series of switchbacks and cross the river by a rickety wooden suspension bridge. Much of the wood was usually missing so these proved to be a little unnerving – especially for the porters with 30kg of plastic kayak and paddling kit strapped to their backs. Evidently they were true professional load carriers and coped admirably with these obstacles and the difficult terrain. However, they really earned their money by christening Loel with the nickname of 'Sufi' – meaning bearded one. We of course modified it to 'Sophie' and it stuck hard and fast.

## BLIND BEND SYNDROME

Walking up the valley obviously allowed us some degree of river inspection. Unfortunately, the difficult sections always seemed to occur when we were highest above the gorge but we could undoubtedly infer, that once on the water, bank scouting would be largely impossible, due to the sheer sided nature of the gorge walls. The tight meanders also led it to suffer from BBS (Blind Bend Syndrome) and we had some fears (uncontrolled panic?) that the river might be blocked by a previous landslide. Moreover, because someone had forgotten to



Far left: the team  
Left: the situation  
Above: the jeep  
Right: the walk

## KARAKORAM HIGHWAY

Paddling the river would require a walk-in of several days so we had come to the trail-head via the Jeep track that links the Karakoram Highway with the Shimshal Valley. Here we could check out the water level which many had said would be too low at this time of year. The intense cold of the water and its salty grey colour betrayed the rivers glacial origin but even on this overcast day there was enough of the stuff to float a boat. With some hot sunny weather and in the narrow gorge upstream...?

We returned to Passau and over steaming hot dahl (lentils) and chipatis, decided to attempt a first descent of the river. We needed to arrange porters to carry our kayaks up the valley and this proved to be a hassal free but relatively expensive exercise. Unlike Nepal, the porters in Pakistan operate on a strictly-adhered-to fixed price system. It does alleviate long hours of bartering and for around £200 (yes £200!) we recruited six locals who actually turned out to be students at Karachi University doing some vacation work!

bring a 1000ft abseil rope, several kilometres were totally hidden from view. One thing was certain, the gorge was more committing than a high water ferry glide – in a Topolino – across the lip of Victoria falls (well, almost). Loel was quick to reassure us that he had brought along a bolt gun and several bolts! Overcome by powerful cheese On the third day of walking – hobbling in Rob's case – we decided to begin our descent at the Mulungutti glacier. A sizeable proportion of the water issued from the glaciers dark grey snout and upstream the river was evidently too boney. We intended to start paddling tomorrow so Colin and myself continued walking up to Shimshal village where we stayed the night with a large family who made us very welcome. Appearing to be less constrained by the normally strict practices of Pakistan's Islamic culture, the women in particular were able to be more open and friendly. They prepared local dishes of excessively pungent (possibly ancient?) Yak cheese and curd with lots of salted tea. Hungry from the days endeavours we wolfed down the first big bowl and a second was immediately proffered by our enthu-

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siastic host. During a brave attempt to finish this, Colin was overcome by the powerful cheese and only just managed a diplomatic exit before he refilled his first bowl.

This next morning we rejoined Loel and Rob and commenced paddling. Now at an elevation of 10,000ft we had clear blue skies and sunshine. At this point the valley was more open and we were able to inspect a section of continuous grade IV. The rapids contained some tight moves amongst medium sized boulders. After several kilometres the river eased to grade II but we had to fight our way against a ferociously cold headwind that made hands feel like blocks of ice. We camped just before the valley dramatically closed-in to form the main gorge.

There was no drift-wood so a camp fire was impossible. Short on fresh, clean water we nestled round the stove

#### PADDLERS:

David Reid  
Edinburgh

Rob Hind  
Nottingham

Colin Hill  
Consett

Loel Collins  
Plas-y-Brenin

Made famous by the television documentary "Taming of the Lion" the Rondu gorge section from Skardu Bridge down to the waterfall at Mulapor could be adequately described by many a big water kayaking cliché. A hole so big... etc. When viewed from the tortuous road above the river the scale of the rapids was more deceptive to some than others. Seconds after putting in I saw the look of death on Rob's face as he just managed to skirt a huge foaming cauldron of white water that earlier, from the bridge, he had confidently announced as a 'compulsory' play-hole. In fact the Indus was not to be Rob's river. A few minutes later, some trashy rolls and an awkward high brace led to a shoulder injury and four disgruntled days sitting in the Jeep. Disappointed he followed our progress down river making comments such as "How come you didn't take the crash and burn line down the left?" or "Surely you're not walking round that?". Ah well, he never really did get the hang of the scale thing.

The overcast weather and dull grey colour of the water made this titanically powerful river feel somewhat less than friendly. However, with some portaging our three man team survived the outrageous holes, vicious boils and towering waves to finally arrive at Mulapor waterfall. Even Colin, who had demonstrated a cool head for technical big water, decided to give this imposing cataract a wide berth. Having gained a healthy respect for this amazing river, plans for a self-supported trip down the unpaddled gorge immediately below Mulapor were (thankfully) shelved.

#### GILGIT

Feeling quite elated at being only the second kayak team to run the Rondu section of the Indus we headed for more amiable waters in the shape of the Gilgit river. No bar stories in the making here, just lots of fun in the sun. Things were looking good when suddenly disaster struck. Jeep Rolling Making our way along a jeep track up the Ishkoman valley (a tributary of the Gilgit) we began to carefully descend a steep section above a cliff. Clunk! The gear box slipped out of four wheel drive and we began to accelerate alarmingly. The driver tried to brake. Nothing! We raced down-hill towards a sharp bend. With 15 years of mountain Jeep experience our quick thinking driver swerved into a big boulder. The resulting crash violently toppled the vehicle and it skidded on its side to stop just short of the precipice. Fearing a petrol

Above left  
and below  
right: the  
water

and made desperate attempts to separate the vast quantities of sediment from the river water using rip-stop nylon. Letting slip that he had refused the offer of an all singing and all dancing portable water filter, Loel was met with a torrent of abuse.

Early the following morning we awoke to dark skies and a dusting of snow on the valley sides. After a hurried brew we were on the water and into the gorge. Almost immediately we were eddy-hopping down quite steep continuous grade III water. It was not long before a blind bend led us to a boulder studded horizontal line across the river. The six foot drop on the right was quite friendly to the three Magic Bats but proved to be definite back looping country for my loaded Roto Bat. A cold roll followed. There were several rapids that required total commitment – especially from the leader. Loel proved to be the man and blindly ran two or three steep shoots between huge boulders. Each time it was a relief to pick out his shape safely tucked into an eddy somewhere below waiting for us to follow.

#### DOG WATER

All of a sudden, deep within the abyss of the gorge, we approached something bigger and more nasty. "Oh thank God", I thought, "There's a rock on the right from where we can actually inspect this one". It turned out to be a guaranteed get wet session down an angled double drop. Providing Loel with a curious mystery move and myself with another roll a very cold Rob decided to walk it. The river continued to provide interest at around grade III-IV until a final section of 'dog water' released us into the Hunza.

#### HUNZA AND INDUS

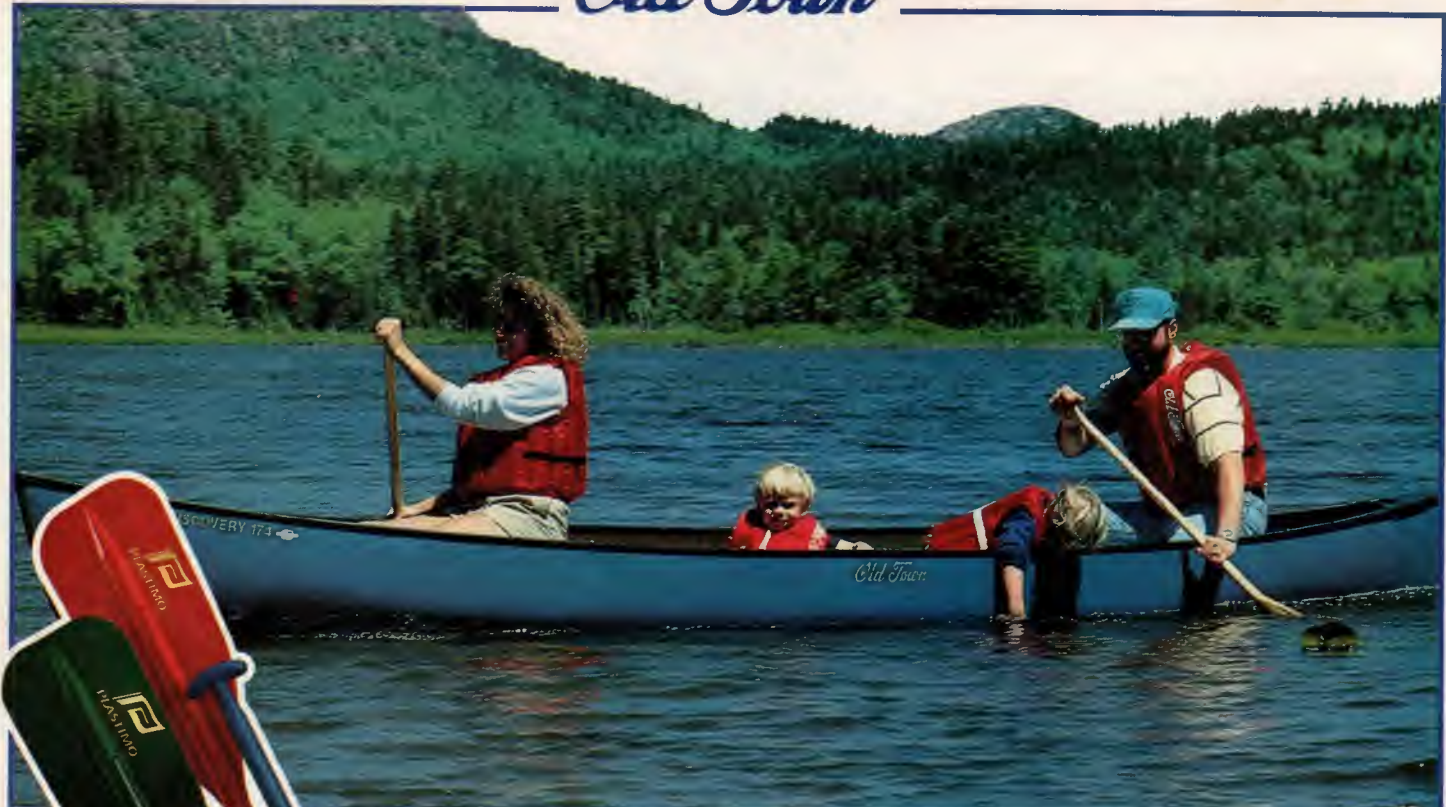
There ended our descent of the Shimshal river. A few days of rest and recreation in Gilgit allowed us to reflect on our adventures in Pakistan. A month earlier we had driven up from Islamabad to Gilgit by way of the impressive Karakoram Highway. Together with a raft from Karakoram River Expeditions we made an exploratory run down the lower Hunza enjoying the opportunity to warm up on some bouncy grade IV. Next we headed up to Skardu and the mighty Indus.



fire we quickly scrambled clear of the wreckage, shell-shocked but miraculously unhurt. Recovering on the roadside we began to realise just how close we had come to serious injury and grateful thanks were expressed to Mahmud Hussein, our skilled driver.

Being a little isolated, recovery took many hours but some classic river rescue techniques were used to right the jeep. Luckily the Gods has been on our side and not allowed this frightening incident to ruin, what was for all of us, a fantastic boating trip in Pakistan.





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To kayak around Cape Horn is a feat in itself but to plan and train for an expedition not having kayaked before, is another problem altogether. Nigel Dennis of the Anglesey Sea and Surf Centre relates his experiences and difficulties in leading his team around the one of the world's most feared archipelagos.



Above: Penguin on Cape Horn

## THE 1992 BRITISH CAPE HORN

**I**N THE SUMMER OF 1990 I received my first phone call from John Ridgway, the Trans Atlantic Oarsman and round the world yachtsman. I listened with interest as John discussed his plans to kayak around the Horn. Shortly after, I found myself taking John and Rebecca out for the first time. It soon became apparent that the expedition planned for 1990/1991 should, if possible, be postponed for 12 months to allow expedition members to carry out a further training programme. At the same time John asked if I would be prepared to join the group, be in charge of training members and lead the expedition on the water.

Soon we were busy putting the training programme together. ASSC on Anglesey was to be the location for the technical training and the stamina training was to be carried out in the safety of a Loch at Ardmore.

### LIMIT OF PERSONAL ABILITIES ?

How could expedition members achieve the necessary skills quickly, considering that the Ridgways also have a busy Adventure School to run? The answer was to paddle to the limit of their personal abilities whenever possible. Although basic skills were taught, in the main, skills were achieved by trial and error, for I believe most people will learn very quickly if they have the right mental approach and expect to be continually pushed.

First the choice of kayaks. John, being powerfully built and having a long torso, found the Ice Floe comfortable to paddle, and the rest of the group chose Nordkapps and Aleut Two's. The choice of kayak is obviously important, as unless people feel comfortable in their kayak they will not learn quickly.

Camera Crew In the 12 months prior to leaving, the numbers on the expedition grew and objectives changed. We now had to take an ITN camera man with us who needed to film from a kayak. 5 days intensive training and the recruitment of Chris Unsworth, a 6' 2" power pack, an Aleut Two would serve just right. The kayak then had to be modified to take a camera and housing. This was done by Aled Williams who was also the other experienced paddler in the group.

Another double kayak was needed for one of John's instructors, Mark Hopkins, and Egor Asheshove. Egor was our interpreter, as we now had satellite navigational equipment and communication equipment to test on behalf of British Telecom. This, taking place in a high-



## EXPEDITION

ly sensitive military area would need some explaining.

### BLUE THUNDER BAY

The expedition started from an unnamed glacier in the Brazo Norkeste Channel. We named this Blue Thunder Bay. This would provide a good scenic point to start the expedition from, as we also needed good film material for a Survival Anglia documentary. Starting from this point would also provide relative sheltered waters for the expedition to become familiar with paddling full kayaks, and to build up stamina for the more committing areas to come, the total mileage was to be approximately 200 nautical miles.

### VIOLENT WEATHER

My main fears on this expedition were the sudden violent changes in the weather. Although we had a satellite link via Sat C with Bracknell Weather Centre, continuous force 8, 9 and 10 forecasts quite often bore no relation to our local weather. It was, therefore, vital that we try to establish some form of weather pattern. To this end a barometer log was set up. Every hour from 0600 to approximately 2000 hours a reading was taken and notes on actual wind and sea state recorded. Although it proved impossible to predict the sudden winds from the barometer, it did enable us to identify a pattern. On one occasion the barometer fell 16 millibars in 6 hours, the wind increased from force three to 120 knots off Cape Horn in approximately 45 minutes (not the place to be). Sudden rises would also occur. In the main the weather proved to be more stable in the early hours of the morning.

### CAPSIZING

In training it was decided that the doubles would not attempt to roll especially fully laden and with some inexperienced kayakers. Instead in the event of a capsize the front paddler would immediately get out and come up on the right side of the kayak, then being in a position to assist the rear paddler to roll. The upturned kayak could then be supported by the experienced paddler whilst his companion climbed back in and sorted himself out.

Fortunately this training was not put to the test as the only capsize in anger was when John Boyce the ITN camera man was trying to get good shots of breaking seas and found one wave too big. Fortunately Aled, who

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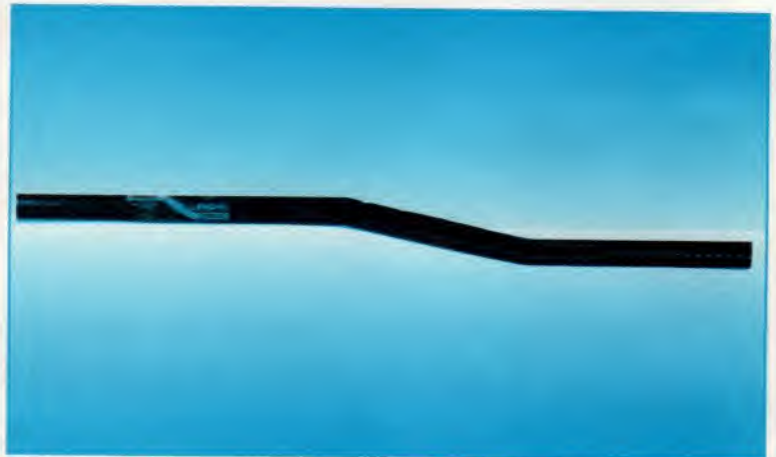
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Richard Fox originally pioneered the use of DOUBLE TORQUE in competition.

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The symmetrical shape of the shaft gives a balanced "feel" to the paddle. This combined with the blade stability results in increased paddling confidence.



Both the DOUBLE TORQUE and the MODIFIED crank can be supplied in epoxy fibreglass, Carbon Grade 1 F (flexible carbon version) and Grade 3 (100% carbon). All cranks are additionally reinforced with carbon at the high stress points.

All shafts are produced with a centre joint so that setting of blade to crank, crank to crank angle, and hand width can be achieved. This joint is finally bonded with epoxy.

*Full fitting instructions are available.*



was also nearly back looped, quickly gave John and Chris the front of his Nordkap and an eskimo rescue was quickly executed.

### HOSPITAL

Unfortunately I missed four days kayaking in the Beagle Channel due to blood poisoning and a large abscess on the inside of my wrist, which in the early stages made me assume I was suffering from tenosynovitis. Splinting very quickly proved not to be the answer. Fortunately I had taken a broad based antibiotic with me. These were taken whilst telexes via Sat-C were sent to my doctor in Anglesey for a diagnosis revealing blood poisoning. Immediate hospitalisation was the order of the day. (My thanks to BT).

48 hours on, an intravenous drip allowed antibiotics to flow straight into the blood poisoning but the abscess was treated by a quick scalpel insertion, extracting what poison they could by syringe and then injecting the abscess cavity with iodine. After this operation I left the hospital with a scalpel, syringe, iodine and instructions to carry out the same procedure should the problem re-occur.

### WOOLASTON ISLANDS

Fortunately I was able to start kayaking after one rest day and in time for the sea crossing to the Woolaston Islands.

This crossing for me was the most committing part of the expedition. An open crossing the equivalent of the English Channel at its narrowest point, with the weather changing so quickly and being responsible for making the right decision certainly put me on edge. The forecast that day again was force 8/9 or 10. The evening before it had been blowing force 7/8. Up at 2.30am a calm sea, the wind from the North West the right direction. A quick radio to Cape Horn for a weather update, a look at the sky and a gut feeling, the decision was made to go. We could not afford to sit and wait for a better forecast as it could well blow for a week and you might still not get a favourable forecast.

Would the weather hold, as a force 5/6 would put weaker members at the limit of their ability and stronger winds would make it impossible for us to rescue and tow any great distance? Approximately 6-7 hours later we finished the crossing in a force 6/7, fortunately the wind had picked up from behind. Soon after landing the wind blew 45-60 knots and carried on for three days. Luck had been on our side.

Our sights were now set on Cape Horn itself, as this was in my opinion the final commitment needed. The first problem however was to get there. When Argentina were planning to attack the Falkland Islands, the Chilean forces, not sure of what was happening mined the Woolaston Islands in case Argentina were to attack them. There are still some mine fields and although most are marked you are never quite sure. The forecasts were

### The Team

**Nigel Dennis,  
Aled Williams,  
Chris  
Unsworth,  
John  
Ridgeway,  
Rebecca  
Ridgeway,  
Egor  
Asheshove,  
Mark Hopkins,  
John Boyce.**

bad and the wind strong so it was decided to edge our way along the leeward side of the island bit by bit until we could position ourselves for the final crossing to Cape Horn Island and then the circumnavigation.

Being tucked in under the cliffs provided us with a narrow belt of relative sheltered water. Unfortunately headlands had to be rounded and large bays had to be crossed so we edged ourselves along the coast until I thought the headland on the far side could be reached, by running directly down wind. This was done without incident although Rebecca on one occasion had her paddle ripped out of her hands by the wind and did well not to capsize. The other problem was keeping the group together. Aled and I paddled close to Rebecca and John: the best option in these waters in the event of a failed roll would be an eskimo rescue.

### AROUND THE HORN

The circumnavigation of Cape Horn again put me on edge as the sea bed rises from 4075m to 84m over approximately 10 nautical miles. Any swell and this step in the sea bed would definitely create problems.

Although not quite as committing as the sea crossing a land reconnaissance of the coast proved that should the seas pick up there would be no possible landings on the weather shore. This would mean 5 hrs at sea.

We again left at 4.00am in the dark paddling anti-clockwise around the island. A surprising amount of tide was running on this western corner and combined with a gentle swell clapotis off the stacks and cliffs in a force 2/3 gave us a disturbed sea that forced levels of concentration up. I could see the beads of sweat running down John's forehead. I paddled close, talking all the time, provided he could relax and keep going all would be well. Once round onto the southern coastline the sea moderated and the group picked up speed again. We sat for 20 minutes off the Cape Horn cliffs themselves at 7.30 waiting for the helicopter that had been ordered some 11 hours earlier to rendezvous for aerial photographs.

### FIRST WOMAN

The expedition was now over and the main objective achieved. Rebecca Ridgeway was now the first woman to circumnavigate Cape Horn Island. Relief, enjoyment and the terrible anticlimax that accompanies the end of so many expeditions.



**NIGEL DENNIS**



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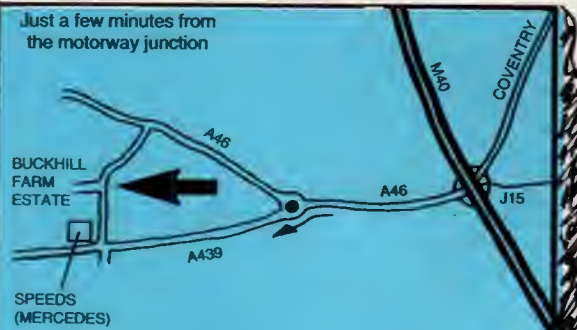
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## SLALOM CROFT WINS GOLD

Situated deep in the mountains of central Norway is the quiet little village of Sjoa, off the beaten track but with one great asset – a world class slalom site. Amid high mountains the river, fed by the glaciers and winter snow, roars through a steep sided gorge, with coaches, judges and spectators looking down from the banks and mountain side.

Quite a venue for the Canoe Slalom World Championships, quite a challenge for the 15 strong team of paddlers from Great Britain who traveled there to join 23 other nations to race for the highest junior honours.

With a relatively low but very powerful water level on race day and a high quality course designed by ex-World Champion Peter Horster from Germany, techniques and timing were likely to be key factors in the race, and so it turned out.

On paper, GB had a strong team. In mens kayak, we had James Croft, GB Junior Champion and silver medallist at the Pre-Worlds last year, Leo Hoare who had raced very well in selection, as had Richard Barber. Rachel Doherty and Corrie Johnstone were no strangers to the International scene and new team member Claire Fox, still under 16, has shown good style and determination in selection. C1's Will Edwards, Hywel Lloyd and Chris Barrett were hungry for success and C2's McIntosh/Forbes, Burt/Elsworth and Roden/Roden were ready to race their hearts out on the day.

The ladies were up against very strong opposition. Claudia Heiz of Switzerland had just 2 weeks earlier won the junior international in Sweden with a time which would have placed her 6th in the mens event, Irena Pavelkova for Czechoslovakia, silver medallist in 1990 was after gold this time, Evi Huss from Germany is fast and powerful – all after the same gold. The quality and strength of the opposition proved too much for our girls, though 18th place for Claire in her first International bodes well for the future.

The course proved a tough challenge for the C1's with each Brit

taking a 50 on their first run. To their considerable credit they regrouped, dug in and all produced respectable second runs, however the pace of the river and experience of the opposition denied them the medals they had fought so hard for. Will Edwards did particularly well taking 11th place in his first major international. The race proved to be useful experience for Chris Barratt who produced a clear run and with 2 more years as a junior showed potential for the future.

C2 pair McIntosh/Forbes raced the best of the GB crews finishing 4th behind punishing runs from the Czech and French Crews, however on Sunday the 3 crews struck back taking second place behind Czechoslovakia in the teams, a well deserved result.

So if any medals were to come, it had to be from mens kayak with James and Leo well fancied for a good place but tough competition expected from Czech Vojtech Bares who took bronze at last years Pre-Worlds.

Crofts first run was not only technically accurate and clear, but also fast, leaving him a daunting 6 seconds clear of Leo Hoare placed second and well ahead of Bares who incurred 2 penalties. This left the pressure on the rest of the competitors to make their second runs even faster and clear.

They made brave attempts but so high was the standard of James first run that both the main contenders cut their lines too tight and took penalties, leaving Croft the clear winner and World Champion with Leo in 4th place just missing bronze by a tenth of a second, Vojtech 6th and Richard Barber a creditable 19th of the 52 strong field.

The paddlers were well supported by their parents and families who came many miles by plane, boat and train to see them race – it was good to have such a large contingent on the bank and at prize giving.

Well done team, coaches and Brian and Peggy Fuller for another enjoyable and worthwhile World Class tour.



### RESULTS: slalom

#### Junior Ladies K1

- 1 Cristina Giel Pron ITA
- 2 Claudia Heiz SUI
- 3 Irena Pavelkova TCH
- 18 Claire Fox GBR
- 20 Corrie Johnstone GBR
- 23 Rachel Doherty GBR

#### Junior Men C1

- 1 Simon Heccevar SLO
- 2 David Jancar TCH
- 3 Justin Boocook AUS
- 11 William Edwards GBR
- 16 Hywel Lloyd GBR
- 18 Christopher Barrett GBR

#### Junior Men K1

- 1 James Croft GBR
- 2 Dejan Kralj SLO
- 3 Gustavo Selbach BRA
- 4 Leo Hoare GBR
- 19 Richard Barber GBR

#### Junior Men C2

- 1 Strba/Vaja TCH
- 2 Jiras/Mader TCH
- 3 Luquet/Luquet FRA
- 4 McIntosh/Forbes GBR
- 8 Roden/Roden GBR
- 9 Burt/Elsworth GBR

#### Team Junior Ladies

- 1 Czechoslovakia: Irena Pavelkova, Petra Plavjanikova, Petra Koudelova
- 5 Great Britain: Rachel Doherty, Corrie Johnstone, Claire Fox

#### Team Junior Men C1

- 1 Poland: Grzegorz Sierota, Mariusz Wleczora, Krzysztof Bierny
- 5 Great Britain: Hywel Lloyd, William Edwards, Christopher Barre

#### Team Junior Men K1

- 1 Slovenia: Milha Stricelj, Dejan Kralj, Uros Kodolja
- 9 Great Britain: James Croft, Leo Hoare, Richard Barber

#### Team Junior Men C2

- 1 Czechoslovakia: Strba/Vaja, Jiras/Mader, Obcina/Hric
- 2 Great Britain: Burt/Elsworth, McIntosh/Forbes, Roden/Roden

### RESULTS: wild water

#### Mens K1

- 1st Patrick Steirman GER 17.59
- 2nd Peter Grossman TCH 18.14
- 3rd Lars Schaeth GER 13.29
- 6th Stuart Brass GBR 18.38
- 18th Michael Mason GBR 19.10
- 28th Malcolm Johnson GBR 20.21

#### Ladies K1

- 1st Lucie Replinsaz FRA 20.01
- 2nd Claudia Brokof GER 20.13
- 3rd Lucie Binarova TCH 20.13.2
- 6th Lisa Ran GBR 20.22
- 13th Yael Chance GBR 21.12
- 15th Naomi Bailey GBR 21.41

#### Team Event MK1

- 1st Germany
- 2nd France
- 3rd Italy
- 6th Great Britain

#### Team Event LK1

- 1st Germany
- 2nd Czech
- 3rd France
- 4th Great Britain

## WILD WATER RACING

The 4th Junior World Championships in wild water racing were held on the River Sjoa, Norway from 5-7 July 1992. A total of 24 countries entered the championships providing excellent competition. The most notable British results were as follows: in the mens K1 event Stuart Brass finished a creditable 6th overall missing a medal by only 9 seconds. Stuart is certainly one of our best prospects for the future in wild water racing and overcame a re-occurring shoulder problem to produce a world class performance.

In the ladies K1 event, Lisa Rae also finished in 6th place missing a medal by the same margin as Stuart. Lisa a relative newcomer to wild water racing was competing in her first international and she showed tremendous skill and determination beating several more experienced competitors.

Wild Water Team

After a period of 7 weeks with no rainfall the River Sjoa was much lower than anticipated and presented no major problems to the British team. However, the organisation by the Norwegian Canoe Association left a little more to be desired and after totally messing up the timing of the non-stop practise runs they just about sorted themselves out for the individual and team events although in the latter, at least 2 false starts went unpunished. In the mens and ladies team event the British teams produced good results with the Great Britain ladies team narrowly missing a medal in 4th place.

Overall, a successful championships for the Great Britain juniors with some real prospects coming through for the 1995 senior worlds... on home water!

J D Anderson  
Team Manager





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# Paddlers gear

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## Mountain Bat

**T**he original version of Pyranha's whitewater survival kayak has served the faithful hordes well since its introduction in 1987 and if there was such a thing as an industry standard whitewater survival kayak, the mountain bat was it. Tubby and a little sluggish by current stan-



dards it was entirely predictable, user friendly (provided the user was not too petite) and a good performer when the occupant was gripped or somewhere naughty on whitewater. So why update a classic?. Like all designer's, Graham Mackereth will always wish to change that little bit, or this little bit and work towards the ultimate kayak. We will never have that ultimate kayak for steep rivers, anymore than we will have the ultimate whitewater paddler, but the Return of Mountain Bat is an excellent sequel. The short boat design has been tweaked

rather than redrawn and the reliable steady hull largely, and sensibly left alone. Much attention has been given to the deck and very interesting things indeed take place here. A lengthened and lifted bow with a sharper profile has been added to give lift on the run and a smooth exit from plunge

pools. Th old version sometimes popped out and back into the very spot you had hoped to avoid. The MKII is well behaved in this respect. No nasty surprises here. The kayak has more apparent volume and it is closer to the paddler than before giving yet more legroom and space for hiking boots for all of our German friends. The keyhole cockpit is enormous an is big enough for me to stand up in on the move an bale out: the cowards last option when face with the unrunnable. End grabs are big and sensible and safety wise the kayak conforms

to BCU Safety Committees recommendations for whitewater kayaks. No foam buoyancy between the legs, plate footrest as standard et al. The deck is the clever bit: increased rigidity has been achieved with novel styling, hopefully negating the need for cages or contraptions to reduce the chance of folding. My test was to stand on the deck. I weigh more than I should and it did not bend. Water pressure is a different matter entirely but the old version was not as stiff as this one. My performance evaluation was a harsh and subjective one: a momings messy surf off Anglesey. My reasoning was logical as the old MB surfed like a grocery cart. I was pleasantly surprised. More forward speed, faster turning, even more predictable in the soup and mess. It will ender and rolls easily. Not my first choice for playboating but the best steep river tool I have paddled so far. Bow caps are now fitted as standard but not shown on the test model.

**Pyranha Mouldings, Preston Brook, Runcorn, Cheshire. Tel 0928 716666 Price : around £400**



## Moonbat

Moonshine Marine have made a bold entry into the Canoe Trade with their first design, the Moonbat. Aimed at the Bat MK5/Topolino niche this is a very short 2 metre fun boat designed to whet jaded appetites in favourite playholes. Glass has been ignored recently as a build medium for fun boats on rivers: has the wheel turned full circle? Dave Guiliatt the design-



ed/build and a few other glassfibre buffs feel that the material is worth looking at again. It is relatively cheap from the Research and Development aspect and offers custom colours and a variety of constructions to suit the paddler. I paddled this little beastie for a short while and it brought back memories of pool boats being used in the surf and the

fun and spills thoroughly deserved. The shortness and flat deck ensure an entertaining time in stoppers and looping spots, and boredom is not likely. Enders feel more like vertical capsizes and as you would expect you are close to the action and the water. Performance is comparable with SP\*DS and B\*BBL\*S The end toggles will be changed on production models for a strong webbing type and the nice thing about this boat is the price. The first production models will price out at around £125/150 depending on colours and lay-up. Cheap, cheerful fun kayaking Details from Moonshine Marine 0469 577210

See comp on page 12



## YAK DECKS - ANNOUNCEMENT

Some Yak Decks manufactured in September and October 1991 might have a weak grab strap and should be inspected. 70 decks are involved, 50 have been traced and modified. The weak grab loop is characterised by White webbing with two lines of straight stitching across the loop. One line of stitching is weak and can result in failure of the whole grab loop under panic load. If after in-

spection you think you have one of these decks with a faulty loop, please contact the manufacturer Wild-Water/YAK (Montbell [UK] Ltd). If in doubt contact your nearest dealer. A simple free of charge modification will be carried out by the manufacturer if the deck is returned to the following address:

**Wild-Water/Yak, Glasshouses Mill, Harrogate, North Yorks. HG3**

**5QH. Tel: 0423-711624 or Fax: 0423-712493.**

### PADDLERS PLEASE NOTE

*Grab straps or loops on all spraydecks are a part of paddlers safety. Like all equipment that is subject to wear and stress, grab loops should be inspected for signs of wear and tear at frequent intervals.*



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Congratulations to Shaun Baker with his outstanding win at the bitches, arguably the toughest event of the National Rodeo Circuit competing with the *Invader* and Topolino.



Photo Credit: Heather Quinn

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## JackKnife

The Swedish Airforce had a problem with pilots getting tangled up in parachute harnesses and shroud lines, endangering life and sometimes with water immersion thrown in for good measure. The Jack knife was developed to be used in stress situations and harsh conditions, often with gloves and freezing fingers and panic as design considerations. The result is an intelligent piece of ergonomics which suits paddlers needs as a safety/rescues knife. It slashes through tensioned 10mm throwbag line amazingly cleanly and at speed. The hook design is safe and easily carried even by me (I am not usually allowed sharp objects) and the blades are replaceable. Spares are included in the handle. The

dayglo yellow would be favoured by most paddlers and carrying this in/on the buoyancy is a comfort. I must admit to being a little uneasy at the volume and accuracy (or lack of it) of throwbags around at popular paddling sites these days. I can think one occasion recently where I was almost garrotted upright in my kayak because a well wisher was aiming at someone else in the water.

If you use ropes and water you should also carry the means to get rid of rope when it all goes wrong. This knife is the best I have seen and should retail in UK at under £10.00

*Details from No Limits at Current Trends, Nottingham 0602 818844*



## Playboater Deck

Playboater AKA Shaun Baker and Nick Mallabar have produced another new spraydeck to follow the highly successful YAK deck. The ITS deck uses a rounded profile rubber seal and a high standard of manufacture and finish is evident. The cut is excellent: I used the Elephant size on a Magic bat and although very big it did not implode in

white water, sealed the damp stuff out effectively and did the job well. It also released easily and the release strap is well thought out. A suspension system is on the way which will enable the release strap to clip to the buoyancy aid for sprints on the bank! I have never yet tripped over my own spraydeck but I did laugh when I saw someone do it recently. A comedy basic. Available in all sizes including slalom sizes. The deck kept the water out and me in: what more do you need?

**Price £54.95 (Basic version £49.95) Available from Playboater 0628**



**Reviews by Kevin Danforth**



## Portasol Professional Soldering Torch

This handy device is a portable gas soldering torch which can be set to weld splits and holes in plastic kayaks. It is small, light and portable and will squeeze into a medium BDH fitting the paddlers criteria for repair kit. Self contained with flint striker it is not difficult to use with a little practice on linear plastic. The jet is very fine and easily controlled. The importers, Pyranha are considering putting out the torch with some plastic rods and other repair essentials in ready kit. The Torch will retail at around £29.00

Details from Pyranha



## Poobelle Shelter

Seasoned outdoor activists and old softies like myself have long experience of the group survival shelter. My old home-made job houses eight cold friendlies for a brew or first Aid and is a much loved piece of kit at home on the hill, beach or cold car park. Finally someone is making them lighter, brighter, better and weighing about 375 grams. The endearing named Poobelle Shelter is bright ripstop nylon and is a dome shape with two vents. Packing down neat and small into its own stuff sack, which is attached and cannot be lost, it is simple, well made and essential. Not too badly priced at £37 for 3/4 person size or £59.00 for the 6/8 considering the amount of work and material involved. Comfort, warmth and a beacon for help.

**Details from Olivia McNally 0540 661269.**



## Magic Bat

The big question people have been asking me for the time I have paddled the Magic is obvious. 'Is that a big/fat boys Stunt Bat, or what?' The is...yes...and no. Although it looks like it is the Big Brother it does not perform in the same way. Yes, it is suitable for the larger paddler and there is long legroom, large cockpit, lots of storage space and the usual Pyranha feel, the Magic Bat is an entity in its own right. Having been around Pyranha kayaks since the fibreglass Everest days (hands up old folks! OK back to sleep) this kayak has a design past and development. I once imagined, as dreamers do, the ideal whitewater machine; I even drew it. 3.5 metres short, chunky but with sharp enough lines to punch and perform in the heavy white stuff. Bit of a rail for surf, well rockered to turn quickly, kind on the edge and nice enough looking lines, for style and pose value. The magic bat has all of these qualities, but surprisingly is not how I imagined it. This is perhaps why I will not make it as a boat designer. My personal impression was that of a high performance Master but one short enough to paddle on steep-er stuff and versatile



enough to use for everything else. It is quick and responsive, although a little narrow for some bigger paddlers. Surfs well and carves nicely. The kayak does not have the sharp rails of the Stunt bat but performs well, particularly in stoppers and real heavy water. I favour a longer boat in the Alps and the Magic gave all I asked and more in the two weeks I spent in it recently: the bigger the water, the better it felt. Many expedition paddlers have returned from exotic locations singing its praises. It is unusual to have a kayak which is good at everything from playboating to tripping, from surf to falls.

As the picture shows the Pyranha team have taken to the colour palette and for a short period custom boats in interesting (!) combinations will be available.

Pyranha Mouldings, Preston Brook, Runcorn, Cheshire. Tel 0928 716666 Price: around £400



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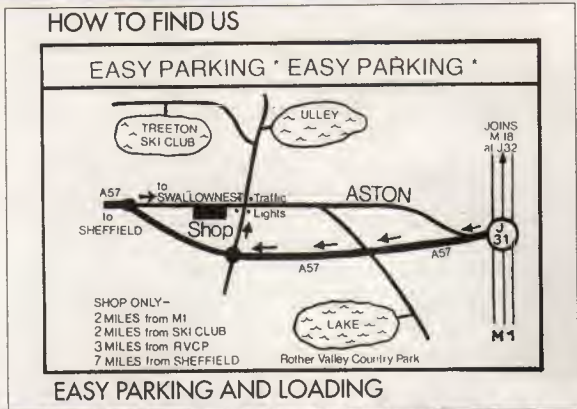
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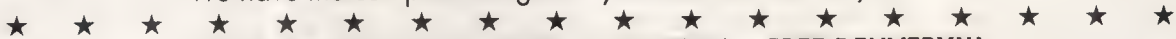


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# Obituaries

## NICHOLAS MAY 1969-1992

Nicholas May was born on 16 April 1969, he died while paddling in Ramsey Sound on Friday 3 April 1992.

Nick had been an occasional paddler for many years until he discovered white

water kayaking with the University of Kent canoe club. Nick graduated from Kent with a first class honours degree and then spent two years working for a city consultancy firm, he had recent-

ly been accepted to study for a masters degree at York University.

Nick was a skilled, powerful kayaker with good judgement, he had paddled extensively in Britain and the French Alps. He delighted in rivers large and small, from the Dee and Durance to the Gyr, Guil, Gamlon and Devils Water. Anything in spate just had to be paddled either in his green 'armour-plated' mountain bat or in his little pink 'stunter'.

On the surface Nick may not have always been the easiest person to get along with, but to those who knew him he was a good friend and trusted buddy. He could always be relied upon to supply a solid rescue either on a steep rocky stream or in the

local pub a few hours later.

Nick died doing one of the things he loved most – kayaking. When we are on the water Nick will always be with us.

Finally we offer our deepest condolences to all Nick's family and friends, on behalf of whom we wish to thank the RNLI and all who searched for so long off the Pembrokeshire coast.

**Paul Pickford, Ian Collier and friends**

*Nick was planning to join an expedition to Chile in January 1993. Mr John May, Nick's father has asked that the deposit be used to provide strobe lights to be available at Tyr-y-Felin for issue to those paddling the Bitches in similar circumstances.*



## MARTYN HEDGES 1957-1992

Martyn Hedges died on the 15th June following a car crash near Bath.

What can you say about someone who has achieved so much? Martyn Hedges at the age of 35 had achieved and given so much to the sports of canoe slalom and white water racing.

He started his canoeing career in 1971 at the age of 14 when he joined Windsor and District Canoe Club following in the footsteps of his older brother David. He quickly became totally engrossed with the sport of canoe slalom and was selected in the kayak class for the junior Great Britain training squad in 1974.

Believing he had reached his capabilities in kayak, he started to paddle a Canadian single (C1) in 1974. As Windsor was a focal point for this discipline he soon reaped the benefit of paddling this class of boat. He soon realised there was more to paddling C1 when he and I paddled the 1 1/3 miles from Windsor Canoe Club to Boveney Weir and for every stroke I took Martyn put in two and travelled half the distance. This point was something Martyn and I chuckled about and I know that Martyn getting the better of me on a paddle to the local weir was a major goal he wanted to achieve.

I always considered Martyn to be a paddler of outstanding ability and therefore gave him every

encouragement to fulfil his ambitions and direct his effort to achieve his goals.

Martyn this year was a member of the British Olympic Association team selected to compete in the Olympic Games in canoe slalom at La Seu D'Urgel in August this year. Finishing 2nd in both the teams selection events at Easter this year earned him the right to fulfil a dream which he almost believed to be impossible.

Another notable achievement in his fruitful life was to win the first ever sport scholarship awarded in Great Britain at Bath University. This enabled Martyn to gain a Bachelor of Science degree in Micro Biology. Later he obtained a Post Graduate Certificate of Education at Exeter Teacher Training College.

During the last few years he has had tremendous support from his fiancée Antonia and I would pay tribute to her for the encourage and help she had given him to fulfil his many ambitions. Their love for each other was so strong and I know she will miss him dearly.

This short passage cannot adequately convey the qualities Martyn had and was willing to offer to others. He will be greatly missed by all.

My sincere condolences go to his family.

**Jim Sibley**

The results he obtained were a credit to him and there are too many to mention. It is however fitting to pick out the most notable:

- 13 times British Champion in the C1 class
- Europa Cup Champion in 1980, individual event C1 Class – winning every slalom in the series of three events
- 1st Pre World Championships 1980, individual event, C1 class, Bala, North Wales

- 4th World Championships 1981, individual event, C1 Class, Bala, North Wales
- 3rd World Championships 1983, team event, C1 Class, Merano, Italy
- 3rd World Championships 1985, individual event, C1 Class, Augsburg, West Germany

Martyn also achieved many World Class results in White Water racing. He was also British Champion in this discipline of the sport four times.

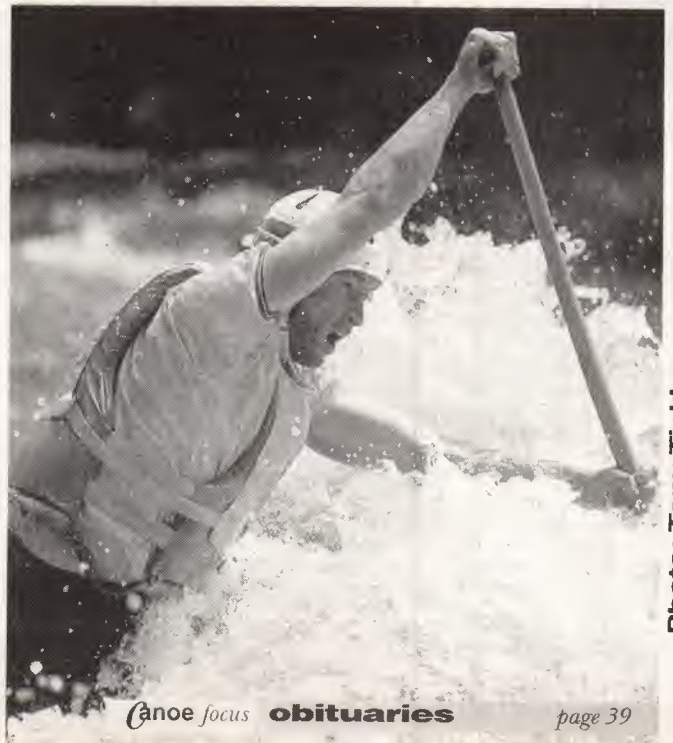



Photo: Tony Tickle



# book & video

## The Canoe Handbook: Slim Ray Stackpole Books/Cordee


 Slim Ray is known on this side of the Atlantic as the co-author of the 'River Rescue' book and his latest effort concentrates on the open canoe. It is a technique book with some depth and an important tool for the self development of the open-boater. From his wealth of experience teaching at Nantahala, Ray pulls anecdotes and input from other paddlers and teachers and the result is an excellent piece of work. I found the book a good read and a step forward in many ways. The thought processes involved in Slim's teaching are innovative and entertaining. His paddling philosophy is clear and simple: if it works use it. He injects some gems from his colleagues at Nantahala and other canoe notables including Nolan Whitesell. Slim is thoughtful and analytical too and some good 'paddler to paddler' information is given out. Advice and tips flow thick and fast without being too definitive or prescriptive. Basic Strokes, Rescue, hot dogging and stretching/preparation are included. The book covers much new ground. I can see it offending some traditionalists as there is a leaning towards the development of open boating with buoyancy and thigh straps. For some white water canoeists this is progress. There is also a chapter on Eskimo-Rolling the open boat. Much sense is talked about whitewater and the diagrams on reading water and rout finding are clear. This book is exceptional value at the price (£9.95) and the book is well written to the point of you feeling you have spent privileged time in the presence of a paddler who really knows his stuff. The introduction poses the question 'yet another book on Canoeing?' There is always room for one like this. **BOOK OF THE MONTH**



### The Canoe Handbook




**Rivers of Cumbria:**  
Mike Hayward  
Cordee **NEW**  
EDITION £4.95

 The revised guide to Cumbria is not a complete re-write but an update. As a former BCU Access man Mike knows what he is talking about and the guide reflects his infinite local knowledge. It is hard to improve a good piece of technical writing but the guide has been revised and more detail added. Hopefully all those southerners heading up the M6 for the Lune at the first splash of rain will read the other pages and drive in a little deeper for some more brilliant wild rivers.



## Canoeing in a week: Sam Cook Hodder & Stoughton £5.99

 Sam is a very well respected member of the BCU Coaching scheme and many feel a book is long overdue from him. The trick in a good 'how to do it' paperback is to find a way to present essential information and easy ways of learning. In short, guaranteed instant success and no confusion. As a working coach the author is well aware of what really works with beginners and what exactly they need to know to get started. This book contains a tremendous amount of information in 96 pages and hits the target. The information is presented well, very read-

able and straightforward. The pictures are good with one or two exceptions, the most noticeable being the front cover. This was surely picked by a graphic designer who works for the publisher as, photographically the light is nice, and there are no obvious manufacturer's plugs in evidence. As a cover for an instructional book it is a disaster: an American plastic racing ski and no buoyancy aid: not exactly representational of paddling in this country, or in tune with the otherwise excellent contents of the book. Canoeing has to look easy and achievable and Sam gets this across with no mystique. As for Canoeing in one week, the reader will rapidly find that they can get a good foundation following the hypothetical programme but the reality will be several weeks. The Saturday and Sunday pages will probably spark

a whole summer's paddling. Beginners I showed the book to were inspired to want to plan to learn. This I feel is an important step in getting going and prefer-

able to aimless dabbling, fun though that is. I especially liked the intelligent use of photographs and graphic overlays. **Highly recommended**




### CANOEING in a week



Sam Cook

### BCU ARCHIVE VIDEO VI

 Verdon Les Gorges (1956) Oliver Cock Available from BCU Supplies I thought about this video on my yearly excursion to the French Alps this June. I travelled in an modern car on fast autoroutes and was mildly inconvenienced when the ferry bar ran out of Brown Ale. Back in those days though.... Oliver Cock (former Director of Coaching) has added his recent personal commentary to original holiday type footage of this early trip to the Verdon. Travelling in (now) vintage cars with adapted military trailers and folding lathe and canvas canoes this is true time warp stuff. I can identify with that. I would not have even considered driving a thousand miles on the continent in that car: my dad's of similar vintage broke down in the Lake District just around this era. Looking closely it was real expedition stuff too: no guide books, no University groups sharing the campsite, no EEC and France in those days was very French: vineyards, bicycle and onions. Oliver's nostalgic dialogue relates the true pioneering flavour of this type of trip. As we approach the end of this century this video is around to remind us of what canoeists got up to halfway between Rob Roy MacGregor and the Plastic Gladiators. A sobering thought. Oliver and his mates got the job done. They went to France, paddled big white water and came home happy. I can identify with that.



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He said "Have you anything in stock to show me?"





# Regional round up

## Eastern

Cardington Artificial Slalom Course (CASC), Bedford, one of the very few whitewater facilities within the region celebrates its 10th Anniversary on 17-18 October. A Div 3/4 event, "Old Rules" slalom, and a range of other canoeing activities are planned, and should provide an excellent club weekend. Contact Jim Croft on 0582 571841. National Canoeing Day (5 September). Have you or your club organised their event yet? Have you sent me (Judith Coffin 0603 663492) the details, to ensure that you are included in the National Register of events? If not you still have time; please make sure you and your club are involved in the biggest day in the canoeing calendar.

Judith Coffin

## London and South East

The Regional Touring programme is proving more popular than ever. Recent runs on the Western Rother and the Ouse were both enjoyed by over 30 participants. If the thought of a days touring, with convivial company and fine weather (guaranteed) appeals to you, why not join the next event? Better still, think about planning a trip on your own stretch of water for next year. Details of the touring programme are in the BCU Yearbook, or from the Regional Touring Officer, Jeff Symmonds. Jeff is also involved in the preliminary stages of a plan to recreate part of Robert Louis Stephenson's 19th century "voyage" from Antwerp to Paris. Proposed is a 20 mile paddle on the French part of the route.

Chris Childs

## Northern

The newsletter Northern Paddler is available from Dave Pope, 142 Raby Road, Newton Hall, Durham City DH1 5NQ at £2 for three issues for non-club members. Congratulations to the Cumbria team on their DW success. I still need details of events for National Canoeing Day. Come on Cumbria, I am waiting at 7 Dryburn Park, Durham Moor, Durham DH1 5AD; send SAE mid August for list of events. Contact me on 091 384 6118 for details of the Hadrian row/paddle on the River Tyne at Newcastle covering 13 or 26 miles. Contact Dean at the

Watershed 091 272 2225 for information on novice polo on 30 August. Northumbria meeting 8 September 7.30pm, Ouseburn Watersports Centre, Newcastle. Cumbria meeting 10 September 7.30pm Keswick Marina.

Mary Armstrong

## North West

The region has a new newsletter editor, Mike Weaver, 49 The Circuit, Cheadle Hulme SK8 7LF (061 485 4336). Please send all articles and ideas to him. Stuart Marshall (0925 267342) is looking for regional photographs for the display stand. With grant aid from the Canoe Ability Scheme, the region is buying a Kiwi and a set of slides and publicity material on canoeing for disabled persons. Grants for clubs (see last Regional Round Up) – still some money available. All clubs are encouraged to attend meetings of the Regional Committee. Next meeting 17 August 7.30pm at Trafford Watersports Centre, contact secretary Barbara Hitchings (0270 69040).

Chris Bolton

## South

Southern Region members had another superb tour in June, this time the narrow, winding backwaters of the Thames above Oxford, followed by a splendid barbecue and try a boat session. Many thanks to Banbury CC for organising this. Copies of Southern Region's 1992 Directory can be purchased (price £1 including p & p) from Ian Davey (0252 621381). Copies of the Regional Newsletter to clubs can be had by sending your request, and an A4 sae, to me at Canal Cottage, Crookham Village, Hants, GU13 OSY. Please tell me (0252 850657) what your club is doing on 5 September – National Canoeing Day – and which of your local notables are coming. Off now to the Pewsey Canoe Exhibition, of which more later.

Charles Hicks

## South West

By the end of September, clubs should send their development projects to the Regional Committee to ensure grants can be obtained in 1993, after which the aid will stop. Touring events have been very popular, but more non-members must be encouraged. Paddlers Picnic in August and the three events in October are open to the public (and we need MORE members).

Don't forget the Haslar finals at Exeter on 20 September. Support the SW clubs on this 50th anniversary of the "Cockleshell Heroes". Fitness testing for up and coming paddlers at the Regional Sports clinic – and coaches – is being arranged. Details from the Secretary. Early warning of Regional AGM in November; nominations for Chairman and Treasurer to the Secretary.

Jim Cornwell

## West Midlands

National Canoeing Day is clubs day; Try it's, clean-ups, 24 hour paddles; what is your club doing? We want to keep the Severn the way it is; your club has a petition form. ASK for it and help fill it to save the river from power boats, locks and weirs. Guide Dogs, Doggy Paddle, 6 September, J Verney 0926 50776. Frank Luzmore half marathon T Herben 0203 592247. Black Country tour M Freeman 021 520 7861. Strand Glass Birmingham CC wild water race River Severn, Ironbridge, 13 September Div C+ open. Before canoeing the Teme contact LAO S Gibson "Walford", New Road, Ludlow. West Midlands River Guide being revised; new information to M Nicholls, 25 Dunbar Grove, Great Barr, Birmingham B43 7PT.

Mike Male

## Yorkshire and Humberside

The bi-monthly regional newsletter, Yorkie, is sent to clubs to circulate to their members on alternate months to Focus. Yorkie is to promote Regional events and to keep members informed of the work of the committees. Any club or individual with information or an event to promote should contact Marianne Spender 0422 882908. The Information Hot Line 0423 711531 – is updated weekly although it can be altered overnight. This facility is free to any club or individual in the Region and information should be sent to Marianne Spender. The Canoeists Guide to Yorkshire Rivers is available to members of the Region at the special discount price of £3.95, apply to Norman Taylor, 73 Gateland Lane, Leeds LS17 8LN, 0532 737393.

Marianne Spender

## Chairman's chat

While 13 March 1993 is a long time in the future I hope that members will put this date and the venue Windermere in their diaries. Council has agreed to the ERMC proposal to hold the BCU AGM at Lakeside, the YMCA centre, in the evening. This will enable council members to join with members paddling on the lake, down the Leven or other rivers in the area, while enabling members to fully participate in the business of the BCU. Watch this space for further details! It is with great pleasure I have to report that Jim Cornwall has been awarded the Award of Honour, the highest award of the BCU, for his service to canoeing, especially in the South West. And finally remember 5 September National Canoeing Day.

Ron Hodgson



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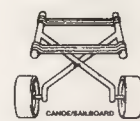
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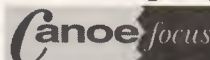
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 EDITION DATED AUG 1992

British Canoe Union Members are entitled to advertise small sales and wants on this page free of charge. Please send your copy and quote your membership number. The Copy date for the August issue is June 24 1992.

### FOR SALE

**Ace Cadence** white water spec, yellow, stable, high volume kayak with plate footrest, comfortable boat, suit large paddler. 1 year old, GC £175. Tel: T Hillsdon 0487 842286

**Ace Dancer kayak**, surfing, white water or general purpose, VGC £195. Azzali slalom paddle L/H feather, all wood with protected tips. Almost as new worth £55, used twice. Buoyancy bags, set of 4 £10 the lot. Tel: J Kilbey 0296 622995

**Adult life jacket** and heavy duty cover with pocket, excellent condition £45. Tel: 0446 774773 after 4.30pm.

**Aleut C2**, used only twice, £1000. Tel: I Castro 0502 508089

**Aquabot sport £210**, dancer £250, low volume diolen reflex £230. All in very good condition. Tel: I Finch 0489 894131

**Ardeche double tourer** very stable, excellent condition, deck lines, red/white £140 ONO South Bucks area. Tel: G Britt 0628 525387

**Arrowcraft Extreme** £235. Arrowcraft Reflex £220. Arrowcraft Vortex C1 £125. Arrowcraft Fanatic C1 £200. Schlegel "super slalom" paddles 204R £43. Ml slalom paddles 204R £27. Schlegel "carbon elite" C1 blade 140cm £70. Schlegel carbon ego cranks 206R £180 (new). Tel: O J Nostud 0234 720515

**Baidarka explorer** sea kayak (17ft), sea hatches, keel, spray deck, paddle, etc, excellent condition, £325. Tel: P Hewitt 0983 882143

**Baidarka sea kayak**, old style bulkhead/hatch GC £150. Huntsman sea kayak bulkhead/hatch as new £170. Tel: E Bennett 0609 82571

**Coleman 13 ft** open canadian very good condition £275. Tel: P Cadwallader 021 378 2504

**Cougar K1**, blue, glass £275 as new. Jaguar K1, red/white sandwich £150 GC. Boshier kevlar/carbon asymmetric paddle 223cm, RH, 80 degrees as new. Tel: C Thompson 081 949 8127

**Cyphur ww playboat**, full ww spec, as new (6 weeks old) rrp £400 accept £300. Tel: S Alford 0203 304288

**Double kayak** (Sioux) GRP VGC £100. Tel: J Davison 047 983 603

**Europa 'B' spec** (white water) with added thigh grips, coloured white, GC £150. Tel: M Foster 0788 575892

**Gaybo Cudamax** slalom C1. Metallic blue with red seams, half kevlar, mint condition, hardly used quick sale £195. Tel: P Bromwich 0527 853303

**Gaybo duo**, diolen epoxy, excellent condition £230. Gaybo duo, kevlar epoxy, training C2 £50. Mitchell wooden canadian paddle £35. Carbon kevlar, nomad C1, GC £60. Two splashsport competition buoyancy aids £5 each. Tel: K Like 0594 542216

**Gaybo Jaguar** racing K1, red, overstem and understern rudder £150 ONO. Possible part exchange for more stable racing K1. Tel: Conor O'Neill 0272 427814

**Gaybo Merano** slalom kayak, good condition £50 ONO. Stallion slalom kayak, kevlar reinforced, needs some attention £20 ONO. Tel: I Shorey 0705 326171 (home) or 334082 (work)

**General purpose** fibre glass canoe tempo with neoprene spray deck lifejacket and cagoule, old therefore £25 the lot. Tel: R Fleet 0494 786671

**ICF marathon C2** £600. Marathon C1 £100. Premier 4 slalom canoe £250. All full kevlar and in excellent condition. I also wish to swap black Stunt bat for

white water spec rotobat. Tel: S Reeves 0525 377909

**Iona sea kayak**, expedition spec, white black trim excellent condition, 6 months old £500. Everest S, white, VGC, skeg and bow cap £100. Tel: M Hoskins 0634 865767

**Kevlar Regina K2**, 2 years old, used only for sprints, £650 ONO. Tel: T Davey 0372 464472

**Kirks 21, marathon C2**, yellow, VGC £450 ONO. Bristol area. Tel: M Nicholson 0454 622758 (office) or 0454 415464 (home)

**Kirton double kayak**, stable touring kayak £250 ONO. Europa blue reasonable condition £170 ONO. Slalom kayak glass fibre £150 ONO. Canadian canoe, glass fibre orange £220 ONO. General purpose single kayak, glass fibre £150 ONO. Tel: H Robinson 0626 65984

**Magic C2 kevlar** carbon construction 6 months old £400 ONO. Gaybo duo C2 kevlar construction £200 ONO, 1 year old. Extra C1 kevlar carbon deck, diolen sandwich hull £150 ONO. Tel: S Cooper 0272 670183

**Mcnulty Kodiak sea kayak**, fast and stable, front and rear hatches and bulk heads. Orange with black trim. Just over one year old. Excellent condition £450. Tel: C Evans 0970 615386

**Ml 380 recreation**, red, never paddled, still wrapped, unwanted gift £260 new, asking £210. Tel: S Colwell 081 290 1242

**Open canoe** Grumman aluminium light weight 15ft. GC £380. Tel: G Grieve 0756 791228

**Open canoe**, Old Town Penobscot 17, with skid plates fitted, 18 months old, fantastic touring canoe £550. Tel: P Warburton 0532 456867 (day) or 528591 (evening)

**Palm Aquabot**, red, crosslinked, footrests and breesupports only six months old in VGC, £200 ONO. Also twin seal spray deck and neoprene cuff cag £25. Tel: N Parkinson 081 881 8658 ater 7pm

**Perception Dancer kayak** (yellow), new wave professional paddle, crewsaver buoyancy aid, neoprene spraydeck, palm cag - all hardly used £300. Tel: S Pilling 0706 852384

**Perception Dancer XS** yellow VGC, lady owner, £175. Tel: P Davis 0737 242154

**Polo boat**, Arrowcraft Dash, blue, kevlar deck, diolin hull, reinforced ends and sides, GC £150. Also polo blades, straight carbon shaft £40. Tel: P Bromwich 052785 3303.

**Purple Mountain Bat**, full white water spec, inclusive of cage. Little used due to other commitments £275. Tel: Trotty 0947 83333 (work) 0947 83278 (home). Could deliver

**Rotobat, hot pink**, full plate footrest, rear buoyancy tank, bow cap, webbing and grabs, ex polo boat, GC £190. Tel: M Fowler 0285 653101 (day) 0285 656048 (eve).

**Pyranha master**, full white water spec, pink VGC £260 ONO. Tel: M Cheers 051 608 3128

**Pyranha Rotobat** crosslinked, white water spec, yellow £250 ONO. Bushsport neoprene spray deck (fits Rotobat) currently £60 new £29 ONO. Tel: L Jamison 09603 60372

**Reflex carbon kevlar** laminate £270 ONO, neoprene C1 deck excellent condition £20, neoprene K1 deck £5 and Ml buoyancy aid £7. Tel: K Baty 091 5226462

**Schlegel topline** extreme paddles, Pro-tec helmet, Crewsaver XE1 buoy-

ancy aid, Rotobat X-linked ww spec only used twice £430 for the 4 items, open to offers. Arrowcraft Extreme slalom kayak diolen epoxy construction. Excellent condition paid £470 six months ago £330 offers - comes with Bushdeck. C1 slalom Extrabat diolen plus azali C1 paddle £150 - no offers. Tel: A Maddock 0483 417022

**Sea kayak**, little used VGC 16", single rear hatch £235 ONO. Tel: S Walsh 0628 602088

**Sea King sea kayak**, 2 bulkheads, 2 hatches, C-trim rudder. Colour orange, watertight but a bit on the heavy side, £120 ONO. Tel: D Miller (0425) 73119 home (0489) 884373 work

**Sea Tiger** excellent condition, wife's boat, hardly ever used. All white with VCP hatches £500. Tel: A Watts 0493 700193

**Six fibreglass bats** - scruffy but sound £120 or will sell individually. Tel: P Head 0626 774039

**Skerray sea kayak** red/white in excellent condition, used little, 7 months old. Norcapp paddle, yak spray deck, expedition buoyancy aid, 5 pocket, offers open OR would exchange for a Laser sailing dingy. Tel: E Hopley 0505 862109.

**Slalom kayak**, brand new, suit smaller paddler, original design £180 ONO. Tel: J Alford 0727 53832

**Slalom kayak**, Haze Vortex (diolen construction) as new condition £120 ONO. Numerous accessories available. Tel: H Metcalf 0822 855400

**Solway Dory** Voyager rig, hardly used £200. Canoe trailer with box (8 kayaks) £200. Tel: Howard 0602 614995 (work) 0602 863770 (home)

**Squirt boat** Valley Prodigy 1" cut. Custom gel coat. Immaculate condition virtually as new. Your trip to the third dimension for £275 ONO. Tel: M Chambers 0403 50651 after 12 July

**Surf shoe** for sale. Excellent condition, hardly used, new adjustable footrest £180 ONO. Tel: R Wright 0532 734693

**Two kayaks** for sale: one slalom, needs work on buoyancy, but good condition £60 plus one pool bat £10. Tel: C Barnes 0709 850354.

**White water racer**, Gaybo C2, no leaks £40. Two paddles for use with C2 £20. Garage space required. Tel: Linda 071 277 7627

### WANTED

**Anas Acuta** or similar sea kayak required for small lady paddler. Tel: Angus or Kathy Geddes 0793 614376.

**Any good condition** old/older canoeing books and magazines. Special interest in pre 1972 issues of Canoeing In Britain. Tel: P Midwood 0248 601366 (eve)

**Kayaks, canoes** and equipment suitable for use on placid water by school children (age 10- 14). Also a trailer. Tel: T Hayward 0902 850266 (day) 756845 (eve)

**Talon K1** in GC, suitable construction for marathon. Tel: C Sillitoe 0525 378707

**Tiger K1** in GC suitable construction for marathon. Tel: C Jones 0525 374359

### MISCELLANEOUS

**Canoe trailer** carries 5/6 boats VGC all electrics £150 ONO. Tel: Paul 0203 638286

Roofrack to fit mark II VW golf or Jetta £15. Tel: North Wales P Midwood 0248 601366 (eve).

**Sestrel original** compass for sea canoeing, VGC £15. Tel: P Midwood 0248 601366 (eve)

**Two bar** thule roofrack and locks fits, Renault 5 and any car with gutter edge roof. High quality and only four months old (changed our car) £50. Tel: M Becket 081 985 6638 (day) or 081 451 4328 (eves)

### STOLEN

**Stolen middle June**, Jimmy Jayes old all kevlar 'Concept Edge' with red/yellow/blue splash on back deck. Other features, blue ends, blue seat and cockpit, patch on seam at front and buckled deck at back. Also stolen, 1 set 204R Propulsions and 1 set 204R Nimbus Capilano. Tel: D Gray 0923 263734

**Stolen from a locked** compound at Biblins, River Wye 2 Mirage MK II on 24 May 1992, white marked with large 'G' and Glos Y S Biblins, after smashing large lock! Plus 3 Mirage MK II kayaks during the early hours of 17 June 1992, again from Biblins after cutting side out of compound gate. Some markings as above any information or sighting please contact: Graham Lodge Gloucestershire Youth Service on 0285 860388

### ACCOMMODATION

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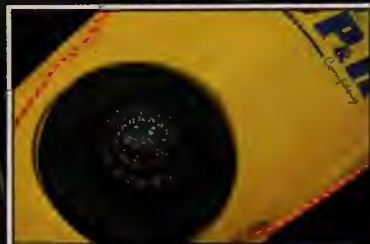
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