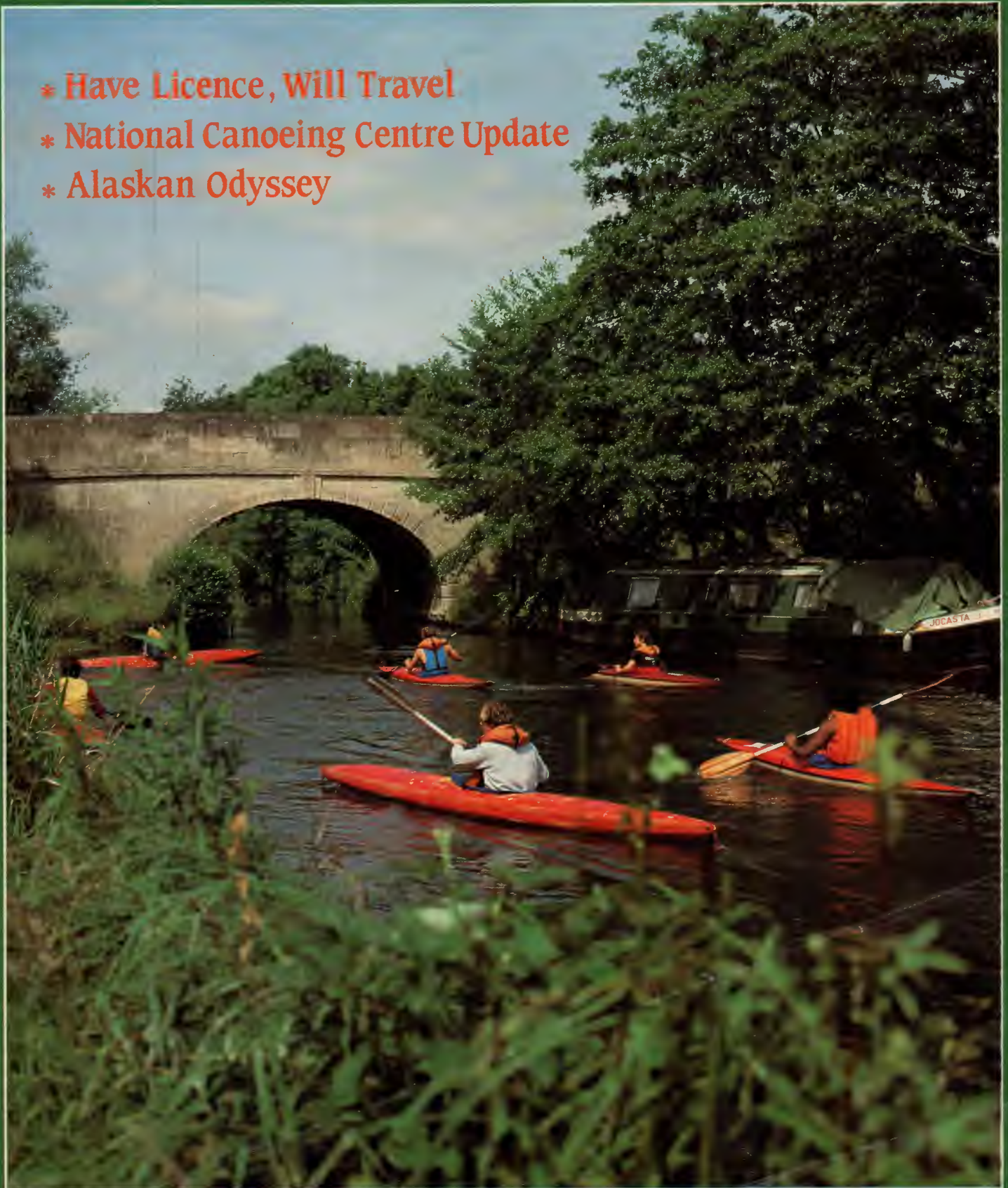


CANOE FOCUS

No. 39 SUMMER 1985. PRICE 75p

THE OFFICIAL MAGAZINE OF THE BRITISH CANOE UNION

- * **Have Licence, Will Travel**
- * **National Canoeing Centre Update**
- * **Alaskan Odyssey**



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2 Have Licence, Will Travel!

Canoe Focus is the official magazine of the British Canoe Union and is published quarterly by them.

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Opinions expressed in this magazine are not necessarily those of the British Canoe Union, its Committees or members.

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Other magazines which deal with specialist activities are:-

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

Slalom Magazine: 1 School Terrace, Hubert Road, Selly Oak, Birmingham B29 6DY.

Surf: Beachbreak, K.G. Smith, Ty Croes, Llanfairpwll, Anglesey LL61 5JR.

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

Wales: Ceufad, Roger Hayward, Pen Y Bont, Corwen, Clwyd.

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

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

HAVE LICENCE, WILL TRAVEL!

"From 1 August 1985 BCU individual members can enjoy free use of the British Waterways Board's 2,000 miles of canals and navigations".



Within the terms of special arrangements BCU members and affiliated bodies, can enjoy, subject to adherence to the boards byelaws and regulations, free use of the board's waterways. Members will be required to display their membership sticker and number clearly visible on their canoe. The stickers are given free with membership applications or renewals.

The Board's river navigations, for example the Trent and Severn, offer excellent facilities and conditions. The quieter waters of the canals are ideal for beginners; for the experienced, they offer long, interesting and

varied routes. Members will no longer be required to obtain an individual licence at the reduced cost of £15.65 to gain all these benefits.

URBAN OPPORTUNITY

The canals and placid rivers are now favourite sites for providing adventure through canoeing for inner-city youngsters.

This agreement will be of benefit by reducing the amounts which voluntary bodies currently have to pay in order to get young people onto the water.



THE CANAL SYSTEM

The Industrial Revolution of the 18th Century saw many changes. One of these was the development and construction of the canal network as an efficient means for carrying freight from one place to another.

The great canal era was short lived and many canals gradually lost their freight carriage business to the increasing development and competitiveness of other modes of transport such as railways, roads and air traffic.

While the larger rivers and canals continue to carry some freight, the main waterway network is used for recreation and it still plays a key role in land drainage and providing industry with water.

There are some 2,000 miles of waterways, owned and managed by British Waterways Board, threading their way through open countryside, villages, towns and cities. They provide the opportunity to fish and walk, to study wildlife, industrial archaeology and architecture and to sail, canoe and cruise.

Mellowed by time the canalside buildings delight the eye of the observer, encapsulated as part of Britain's history. The canals and their environment present a different world to be enjoyed.



OTHER SERVICES

The Board have a wide range of publications for sale as well as free leaflets. Their staff are always pleased to help with any enquiries or requests for literature. The London Information Centre should be contacted and in each case a stamped addressed envelope should be included for their reply.

Birmingham

British Waterways Board
Reservoir House
Icknield Port Road
Birmingham B16 0AA
Tel: 021-454 7091

Castleford

British Waterways Board
Lock Lane
Castleford WF10 2LH
Tel: Castleford (0977) 554351

Gloucester

British Waterways Board
Dock Office, The Docks
Gloucester GL1 2EJ
Tel: Gloucester (0452) 25524

London

British Waterways Board
53 Clarendon Road
Watford WD1 1LA
Tel: Watford (0923) 31363

Northwich

British Waterways Board
Navigation Road
Northwich
Cheshire CW8 1BH
Tel: Northwich (0606) 74321

Nottingham

British Waterways Board
24 Meadow Lane
Nottingham NG2 3HL
Tel: Nottingham
(0602) 862411

Wigan

British Waterways Board
Swan Meadow Road
Wigan, Greater Manchester
WN3 5BB
Tel: Wigan (0942) 42239

Scotland

British Waterways Board
Canal House
Applecross Street
Glasgow G4 9SP
Tel: 041-332 6936

For general enquiries contact:

Information Centre

British Waterways Board
Melbury House
Melbury Terrace
Londn NW1 6JX
Tel: 01-262 6711

Leisure Division

British Waterways Board
P.O. Box 9
1 Dock Street
Leeds LS1 1HH
Tel: Leeds (0532) 436741



LATE NEWS

DEVIZES-WESTMINSTER RESULTS

Senior K2

1st B. Greenaway (Battersea Air Cadets)/J. Day Bradford on Avon 17hr. 7-33. 2nd D. O'Donovan/J. Kennedy (Richmond) 18hr 27-10. 3rd G. Williams/I. White (Hereford CC) 18hr 51-6.

Brian Greenaway was paddling again for the same club as he did in his first D-W exactly twenty years ago.

Senior K1

1st R. Belcher 16hr 13-18. 2nd A. Bennet 16hr 31-23. First Lady J. Day (WRAOC) 22hr 15-54

This new event run over four daily stages, which was won by the World Marathon Champion, attracted 20% overseas competitors, the highest being placed 7th.

Senior Team

1st Hereford CC (3rd, 4th, 9th) Aggregate 57hr 13-55 2nd Royal Engineers 3rd Gillingham CC

Canoe Class

1st M. Repomiemi/V. Koberg (Finland) 23hr 15-38

This performance by the winners of the Arctic Canoe Race was still outside the record.

Junior K2

1st Lawler/Burns (Elmbridge) 15hr 36-25 2nd Bibby/Dresser 15hr 40-21

The race was affected by strong wind conditions, but of the 184 Senior K2's who started, 127 finished. In the juniors 56 crews started and 52 finished. And for the singles 45 started and 38 finished.

CALENDAR AMENDMENTS

BCU Year Book Corrections. p39: EMBEE Trent Rally now May 25-27.

p38: Spain to read: 5-11 Aug, Bilbao-San Sebastian; details Club Deportivo Fortuna, Apartado 856, 20080 San Sebastian, Spain. p34. Organiser 48: telephone no 07917 62928.

Coaching. Senior Instructor (Inland) Training or Assessment, Senior Instructor (Canoe) Training or Assessment - 6-8 Dec, Bideford - J. Hilton, The Bideford Centre, The Pill, Bideford, N Devon. SURF TRAINER - the award for surf party leaders - Sep 14-15, N Cornwall - J. Hermes, The Cottage, Tregreham Mills, Tregreham, St Austell, Cornwall.

Marathon. MAIDSTONE 23 June - Hasler event - organiser G. Briggs, 24 Oakleigh Close, Walderslade, Chatham, Kent. MEDWAY 30 June - Team selection event - organiser 46.

Slalom. Teviot Bridge June 8-9 organiser - I. Gill, 55 Waverley Drive, Glenrothes, Fife. SCHOOLS championships June 29-30 £2 Individuals, £3 teams, £1 scratch team member.

Surf. North of England - Oct 5-6 South Shields - organiser G. Hunt, 5 Ronaldsday Close, Sunderland, Tyne and Wear.

White Water tours. Members seeking continental white water tours often write in. If you wish to contact others for this purpose please write in with name, address, and grade on which competent, to be put in touch with others of like mind.

Swaledale Marathon May 25-26 Not a race. Part of the Richmondshire Festival. SAE for details to Mrs. J. Selby, 12 The Green, Kirkclevington, near Yarm-on-Teess, Cleveland (Tel: 0642 782475).

GREATER LONDON COUNCIL SUPPORT

In case members may have been misled by GLC advertising in the National Press, there is no threat to the BCU if the GLC is abolished. Certain events which have received GLC sponsorship will need to seek new sponsors.

SLALOM COURSE PLEDGES

60% of the Holme Pierrepont Slalom Course pledge money has been received. Albert Woods (27 Millicent Road, West Bridgford, Nottingham, NG2 7QA) asks the remaining 40% to send their pledged donations to him this month. Cheques payable to BCU Slalom Course Action Fund.

TRADE

Jim Hargreaves has joined Chris Hawkesworth Ltd as a director. The Wild Water Centre has announced expansion plans at Glasshouses Mill.

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AVONCRAFT

Burrowfield, Welwyn Garden City, Herts. Tel: 07073 30000

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Marsh Lane, Crediton, Devon. Tel: 03632 3295

GAYBO LIMITED,

Bell Lane, Bellbrook Industrial Estate, Uckfield, East Sussex, TN22 1QL. Tel: 0825 5891

JIM HARGREAVES,

Canoes and Equipment, Unit 9, Bala Industrial Estate, Bala, Gwynedd

Tel: 0678 521059

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Wollaston, Wellingborough, Northants. Tel: 0933 664275

VALLEY CANOE PRODUCTS LTD.,

Private Road 4, Colwick Estate, Nottingham. Tel: 0602 614995

TIM WARD — CANOES & KAYAKS,

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BRITISH WATERWAYS BOARD LICENCES — YOUR QUESTIONS ANSWERED

Q. What facilities will the Licence provide?

A. Navigation rights for members, in their canoes, on all waterways within the control of the British Waterways Board, other than reservoirs, without the use of locks.

Q. Which classes of membership are included in the Scheme?

A. All classes.

Q. What will the licence cost?

A. The licence will be incorporated as a benefit of membership, and it is expected that subscriptions will increase by approximately £1.50.

Q. What does the licence cost bought directly from BWB?

A. £22.00 for adults — over 18 (£15.65 from the BCU); £12.50 for youths — under 18 (£8.30 from the BCU).

Q. Why do canoeists have to pay for licences, they don't use locks, don't cause washes and don't require mooring or launching facilities?

A. The British Waterways Act 1971, requires the payment of fees from all pleasure boats using the Board's waterways.

Q. What will be the conditions associated with using the licence?

A. Members must conform with British

Waterways Board Bye Laws, and must display in a prominent position on their canoes the Registration Sticker, issued to members each year.

Q. Why do I need a Registration Sticker?

A. It is a condition applicable to all users of British Waterways Board navigations, that craft are identifiable.

Q. I have six canoes, are they all licenced?

A. No. But you are licenced, not your canoe, and you may therefore use your Registration Sticker on any of your boats. If you want extra licences, these may be purchased at heavily discounted rates from British Canoe Union Headquarters.

Q. Where will I obtain information about British Waterways Board navigations?

A. The Amenity Activities Officer, British Waterways Board, Wynyard House, Langley Road, Watford. Tel: Watford 26422.

Q. Will my licence permit me to take part in competitions on BWB navigations?

A. Yes.

Q. How about Club boats?

A. All British Canoe Union affiliated Clubs will be issued with three licences for Club boats, which are transferable. If more are required, these may be purchased from

British Canoe Union Headquarters at heavily discounted rates.

Q. There are no BWB navigations in my area, what benefit is the licence to me?

A. You may use any BWB navigations in Britain. Additionally the increased membership that is confidently anticipated as a consequence of the BWB Licence scheme, will generate sufficient revenue for the Union to undertake similar licencing schemes with other navigation authorities, such as the Thames and Anglian Water Authorities. The ultimate objective is to provide a universal licence, for all navigations throughout Britain, and to obtain access to privately owned rivers, by the payment of fees when no alternative arrangements are possible.

Q. I am a member of the Welsh Canoeing Association, may I enjoy the BWB licencing facilities?

A. No. The Welsh Canoeing Association and the Scottish Canoe Association have initially declined to participate in the licencing scheme. Members of the British Canoe Union may however, use BWB navigations in Wales and Scotland. Discussions between the SCA, WCA and BCU are continuing.

Q. When will the Scheme begin?

A. 1st August 1985.

The tables below have been used to try and give a broad indication of your response to our invitation in the last Focus Extra to comment on the — then proposed — BWB Universal Licence.

When it came to additional remarks and suggestions many of you had the same things to say. It would obviously be impossible to highlight every individual point and so the responses have been grouped as necessary.

As the results show, the proposal received overwhelming support and we are delighted to announce that an agreement has now been made with the BWB.

We thank all of you who returned the form, your thoughts have been most useful to our negotiations.

TOTAL RETURNS RECEIVED AS AT 1.4.85-226

	% of Total Answering these Questions
Answers to Specific Questions (Some answered more than one question)	
Those who both endorse this scheme and agree in principle.	72.1
Those who endorse this scheme only.	17.3
Those who agree in principle only.	8.8
Those who have reservations. *	27.4
Those against this scheme.	1.8
Those who propose changes/amendments. *	38.9
Those who suggested an approach to other authorities. *	61.1
Those who made additional comment. *	31.4

* Denotes further breakdown given in the other tables

TOTAL WHO HAD RESERVATIONS-62

	% of Total Who Had Reservations
Additional cost will affect membership.	33.9
Scheme should only be optional.	25.8
BWB doesn't cover all areas.	12.9
Scheme will be abused by others outside BCU.	3.2
Extra identification numbers on boats will be confusing.	6.5
The price must not rise with each new authority added.	8.1
BWB would progressively increase charges once scheme instigated.	9.6

TOTAL REPLIES SUGGESTED CHANGES/AMENDMENTS-88

	% of Total Suggesting Changes or Amendments
Make the scheme optional only.	17.1
Increase basic membership only.	2.3
Introduce a regional levy arrangement.	4.5
Issue Licences by person not by boat.	6.8
Expand to include all authorities and have a real "Universal Licence".	21.6
Adapt for clubs, schools and youth groups.	35.2
Lobby for free access, don't pay at all.	6.8
Expand the permitted use of tunnels.	5.7

TOTAL NOMINATIONS FOR APPROACHES TO OTHER AUTHORITIES-138

	% of Total Nominations
Thames Water Authority.	44.2
Anglian Water Authority.	8.7

North West Water.	1.4
Southern Water Authority.	9.4
South West Water.	1.4
National Trust.	5.8
Port of London Authority.	1.4
Trent Water Authority.	2.3
Hampshire County Council.	2.9
Norfolk Broads Trust.	2.9
All Waterboards.	19.6

TOTAL WHO MADE ADDITIONAL COMMENT-71

	% of Total Making Additional Comment
Great idea, would benefit all, please produce at speed.	38.0
Encourage authorities to actively promote canoeing. As ratepayers we are part owners.	5.6
Provides encouragement for new members, especially families.	4.2
The BCU and BWB should work together to open more waterways as the scheme will increase demand.	9.9
Need advice and literature from BWB about waters under their control.	9.9
Will reduce the number of illegal users.	9.9
Stickers must be available to avoid stop and check duties by bailiffs.	7.0
Should, under this scheme, be permitted to use during fishing season.	8.5
Payment gives a better case vis a vis anglers.	2.8
As more canoeists are going to be using the BWB waterways aim for proper representation on their committees.	4.2

DITIONS...EXPEDITIONS...EXPE

ALASKAN ODYSSEY by Krista Nicholson

I have often read stories about unusual travels and have been envious of them, but now hopefully it was my turn. Dave and I decided to paddle in sea kayaks 1600 miles up the British Columbian and SE Alaskan coast lines. We had hoped to get financial sponsorship, but we were not to be that lucky. However two companies:- Andrew Ainsworth Ltd and Optimus Ltd did support us by supplying some of the equipment for which we are very grateful. But the bulk of costs were met by our savings. Planning a trip like this was not as complicated as it may seem and one of the most favourable aspects was that we had no time limit to complete the journey apart from finishing before winter set in. Although information about these coastlines was not easy to obtain from England, we were able to buy some maps and talk to people who had visited the area. The kayaks we used were two single, 18ft fibreglass "Islander Expedition" models supplied at trade price by Wye Kayaks, Hereford. They appealed to us for the good amount of storage space available, stability and strength. Along with the kayaks, we shipped all the clothing and camping equipment that we might need, to Vancouver in Canada aboard the 'American Express'.

We flew to New York in January. The shipping was to take 6 weeks so we decided to spend this time visiting some of the magnificent National Parks, such as the Grand Ca-

nyon and Yosemite. Unfortunately, on our arrival in Vancouver in late February, we found that the 'American Express' had not even left England. It was an unexpected and frustrating delay.

We had to find work because of our limited budget and over night we became painters and decorators as well as waitresses and telephone canvassers. All this at least kept us in money during our unforeseen delay in Vancouver. During this time we planned and bought 5 months of food. It had to be inexpensive, compact, nutritious and as versatile as possible. The food was then divided into one month lots, posting four boxes to different Post Offices along our proposed route. The remaining month's supply was tightly crammed into the kayaks. A source of fresh protein was fish which we caught easily on hand lines from our boats. Salmon, halibut, cod and sole were the most common fish and shellfish were easily harvested on the beaches, but with shell fish one must be careful of 'red tide' commonly known as paralytic fish poisoning. Cooking on open fires was limiting at first, but we soon learned to cook basic breads and cakes by trial and error and at the time they were edible.

Finally, the long awaited "American Express" arrived. We christened the boats with beer, and we paddled out of Vancouver on 14 April. We were complete novices to sea

kayaking, so our first few weeks were taken slowly. Fortunately the first 100 miles of our journey was within reach of a coastal road, but after that we would not see a road again and would be surrounded by hundreds of miles of wilderness. Our most frustrating task at first was packing and unpacking the boats. We had over 300 lbs of food and equipment in each boat and with the limited space it had to be organised and packed tightly filling every available inch of space. Carrying the boats above the high tideline remained, throughout the trip, the most arduous task of each day. We were not canoeing fit either so our daily mileage stayed under ten miles for the first two weeks. After that depending on weather, tide and our condition we aimed at 15/20 miles per day. The longest distance we paddled in one day was 34 miles but that was only because two grizzly bears and a cub prompted us to go on after we had stopped at what we thought would be a safe camp for the night.

Our route took us North from Vancouver between many channels and islands along the British Columbian coast before crossing the border into Alaska and continuing north to Glacier Bay National Park. From there we headed east to Juneau, the capital of Alaska and ended our journey having paddled 1600 miles in 147 days. I still cannot believe we paddled that far. Both coast lines were mountainous, up to 15,000 ft in places and completely carpeted in dense forest at the lower levels. The mountains combined with the warm Japanese current causes prolific rainfall, sometimes up to 300 inches. At one stage in the trip we had over 30 days of rain.

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DITIONS...EXPEDITIONS...EXPE

Thankfully we had a good tent and rain clothes. We also used a tarpaulin which could be easily erected as an extra shelter to cook and dry under. We camped every night, sites were easy to find but the main hazard for campers is the bears that roam wild all along our route. We did not take a gun, but it is wise to respect these creatures and their territory so we took as many practical precautions as possible mainly by keeping our food well away from the tent and siting the tent away from obvious animal trails and signs.

Another potential hazard was tidal rapids, sometimes the water would surge at over 16 miles per hour but with careful timing of slack tide, these rapids could be safely negotiated on calm water. Hot springs were found along the way and they were always a much welcomed treat. Our favourite, we found on an aptly named "Hotspring Island". Someone had kindly set an old metal bath tub on the beach and had crudely piped the natural hot spring water into it. There felt nothing better than soaking in a steaming bath watching a stormy sea crash up on the beach just feet away. Further north we saw glaciers. They are a huge and spectacular sight, formed by vast amounts of ancient snow, being crushed into a river of ice. If conditions are right, these slowly creep downhill and reach sea level, becoming what is known as a tide water glacier. With the erosion of the sea at the base of its sheer face and with the continuous forward movement of an active glacier, huge towers of ice fall off the sometimes 300ft faces and crash into the sea below, creating icebergs. Many happy hours were spent paddling through ice near to the glacier faces watching the walls explode and tumble down with a thunderous roar.

By far the most interesting aspect of the trip was the abundance and variety of wildlife, living free in their natural surroundings. The bald eagle became a common sight. Humming birds were a surprise to find in Alaska, as we were to them, they were often confused by our brightly coloured kayaks, thinking they were huge flowers. Many other species seen included tufted and horned puffins, arctic terns and oyster catchers to name but a few. Many land animals were seen and not least bears, black and brown/grizzly varieties. Seals curiously and shyly followed us on our entire journey and porpoises and sea lions were also seen on several occasions, but the largest and most impressive creatures were the whales. The four types seen were the Orca or Killer Whale, Minke, Grey and the largest of all the Humpback whale that grow up to 50ft long and weigh up to 50 tons. Despite their size, they are gentle, sensitive and perceptive creatures who showed a lot of curiosity towards us. They would often swim under our boats and surface only a few feet away, sometimes giving us a face full of fishy breath. One evening, whilst camped on a small island, we heard a loud bellowing growl. We lay still terrified in our sleeping bags imagining a huge bear waiting outside our tent. Finally, after several minutes we plucked up courage and looked out of our tents. We breathed a sigh of relief and burst out laughing when we saw it was only a Humpback whale close by in the shallows, asleep and snoring.

The people we met along the way were a delight, all very friendly and with a tale or two to tell. Sometimes fishing boats stopped to say "hi" and throw us a salmon or a much

welcome can of beer. We arrived in Juneau early in September. Back in England whilst we were thinking of this trip I imagined my last few miles would be joyous and triumphant, but that was a fairy tale. In reality it was cold and windy and I had cried because I was drained and exhausted. But we had done it. The next problem was getting home. We arrived in Juneau with only \$6.00 between us, but we managed to sell a kayak and get a ferry south to Seattle. After selling the remaining kayak we had enough money to afford two standby tickets to Heathrow.

Our trip was a fantastic adventure. We had never sea canoed before but we certainly know a bit more about sea canoeing now than when we started. The hardest part for me was leaving my job, family and friends. My advice to anyone wishing to travel is to go, you will probably not get many people encouraging you and at first you will only hear the horror stories. Please take them with a pinch of salt and pack all your common sense into your rucksack. Enjoy the countryside, people and yourself, you will never regret it and will always cherish your experiences. Safe journeys!

STUCK ON THE ERME BY RON MOORE

This is probably the tallest canoeing story I know, told to me by Jeff Evans who used to live in a small cottage on the River Erme, but I still think it's true. Jeff lived a hundred yards from the Erme, one of the small rivers that drains Dartmoor to the sea in the South and whenever the river was up he could hear the roar from his bedroom window and if he thought it was high enough, he would get up early and drive 5 miles upstream and do a solo trip. The river is very narrow and technical and the best part starts just below the edge of the moor where it drops steeply through a rocky valley for two miles, then through a hair-raising gorge underneath the railway viaduct that carries the London to Penzance line, where it shrinks to four feet wide in places. After another steep wooded valley, the river emerges into the open at Ivybridge and drops over several falls beneath the A31 road bridge. It's here that the events described took place in the middle of a busy village, within a few yards of the main Plymouth to Exeter road.

Jeff's girl-friend had dropped him off and he had put in as usual at Harford Bridge and had a lively trip down the gorges. It was higher than he had ever done it before, but there had been no accident, and he was still in one piece when he came out of the enclosed valley into daylight at Ivybridge, but when he dropped over the fall just above the road bridge, his boat got wedged between two rocks under water, and he was stuck. The river was pouring over his back and he was almost totally submerged, but he could breathe in the gap between his head and the deck of his kayak. He told me he wasn't really uncomfortable. His spraydeck stayed on and he had no problem in breathing, but he couldn't see anything at all through the curtain of water and he had an idea that the back of his helmet just occasionally broke the surface. There was a large volume of water pouring over him and he began to get cold in a few minutes, but still didn't feel that there was

anything seriously wrong. He was stuck for a long time, and tried to brace with his paddle on each side in attempt to roll free, but his boat was held like a vice, and if he leaned too far left or right, he broke the protective cushion of water that surged over his back and found that he was breathing water, not air. By now he realised he wasn't going to free his boat, but he was very reluctant to take off his spraydeck as he wasn't sure he could overcome the weight of the water pressing him down into his cockpit. In any case, when he tried his hands were torn forwards by the strength of the current, and he just couldn't take it off.

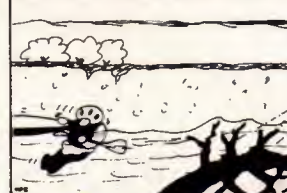
He never knew exactly how long he was trapped, but it was a considerable time as events soon proved. Like so many trapped canoeists before him, after exerting his utmost strength in vain, for no apparent reason his boat suddenly became free and he looped forwards under the bridge, catching an upside down glimpse of a man in a navy blue uniform dangling from a cable above him. Then he was swept downstream and he rolled up and paddled on down to Ermington.

"I was a bit put out at taking the wrong line at Ivybridge", he told me, so he put his kayak straight on his roof rack and drove back. This time he didn't go to the top, but put his boat in 200 yards above the fall where he had been stuck as he just wanted to do that bit right. As he drove past the bridge, he saw a fire engine parked on the riverside with a blue suited crew rolling up a cable and stowing away the pulleys and winches. They didn't notice him until he scrambled down the river bank with his canoe on his shoulder, and this is the bit I find a bit hard to believe, but he swears that the fireman who was rolling the cable up took one look and started unrolling it again! I'm sure I don't need to tell you that he shot the fall beautifully, but he decided not to make the acquaintance of the men of the emergency services.

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NATIONS & REGIONS ROUND~UP

We plan to make this a regular feature in *Canoe Focus*. We are particularly anxious to include items from Northern Ireland, Scotland and Wales so as to cover the whole of Britain. Writing to *Canoe Focus* from Scotland, Duncan Winning complains 'For most of the thirty years I have been a member the BCU has failed to line up to its "British" aspect. Take the reference to "Regional Development", anyone with no knowledge of the UK would be quite right to conclude that Britain ended at the Scottish and Welsh border.' Voluntary and professional officers of the BCU take their British responsibilities very seriously but it is acknowledged that this is not how it is viewed outside England at present. Effective British work requires active input from all four nations. Please keep *Canoe Focus* informed so that your magazine can play its part.

YORKSHIRE AND HUMBERSIDE

A new heart is planned for Sowerby Bridge. An early initiative from BCU Headquarters brought in George Parr, Chairman of the BCU Technical Advisory Panel, to design a slalom course as part of the project. Halifax Canoe Club is an active member of the team supporting the Sowerby Bridge Improvement Trust, chaired by the headmaster of the town's comprehensive school. Hopefully this will be one town where there is a strong link between canoeing in schools and canoeing in the adult community.

NORTH WEST

Northwich Canoe Club formed on 23rd June 1984 now proudly boasts 73 members, with a further 20 on a waiting list to join when places on courses become available. The club is canal based and welcomes the new BWB/BCU Licence scheme.

SOUTH WEST

The South West Region has produced an excellent directory of its Regional Officers and of the clubs in the Region. Club information is very detailed covering location, officials, facilities and interests. Many other Regions are now also producing directories or handbooks.

NORTHERN

The Northern Region Sports Council have made an award to Eric Totty for his contribution to sport in the Region through various bodies and associations, particularly canoeing. *Canoe Focus* congratulates Eric — a very well deserved honour.

LONDON AND SOUTH EAST

Hounslow Canoe Racing Club formed eighteen months ago and now with nearly 100 members has received a £1500 GLC grant to buy wild water canoes. Making the grant, Peter Pitt of the GLC stated that the club is very keen and achieves good standards and that these additional canoes will keep their momentum going. Regional Development Officer, Guy Baker, has steered the LSE Regional Development Plan and Regional Directory to publication.

WEST MIDLANDS

Regional Development Officer Ann Gillespie is working closely with Roger Orgill, WM Sports Council Outdoor Adventure Activity Programmes Director, to promote urban canoeing leading up to a two week Canoe Cavalcade planned for July.

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Most of Graham's early experience in canoeing was done whilst he was helping at a Youth Club in St. Neots. Here he failed his Proficiency Test at the first attempt in spite of producing the neatest highwayman's knot that the examiner had ever seen. Later he went on to become an Instructor and finally a Coach.

In 1968 he moved to Shrewsbury and helped to found the Shrewsbury Canoe Club. The next few years found him a keen Slalom competitor, entering wild water races and white water touring both in this country and abroad. Then in 1970 he discovered the sea and a week each year is still spent on a self-contained expedition. This, he claims, helps put life in perspective when for a week all that you are really concerned about is being fit, the weather, food and shelter. He has also had an interest in Marathon Racing but says that he would never have committed himself to the Devizes to Westminster Race had it not been for a moment of weakness brought about by a pint or two of the foaming ale.

On the coaching side he has moved from Local Coaching Organiser to Regional Coaching Organiser for the West Midlands in 1976, appointed National Coaching and Development Officer a year later and is currently Chairman of the National Coaching Committee.

Talking about his new job as Chairman of ACRMC Graham said that he hoped that the Committee will develop along the lines of the present Coaching Committee which he regards as one of the best that he has ever worked on. Everybody says what they think whilst respecting the views of others and a sensible solution is usually reached in a good humoured manner. He also commented that although some canoeists might feel a little aggrieved at the amount of effort that will have to go into raising the money for the artificial slalom course over the next two years, the great spin off for everybody will be the lessons that we shall learn about fund raising. Graham still feels that we have much to learn from the way that the Vikings raised the extra money!



PROFILE

Graham Lyon — newly appointed Chairman of the BCU Access, Coaching and Recreation Management Committee.

Having fallen over an unfinished Moonraker left in his school workshop for the third time in a week, Graham decided to finish it. That was back in 1964 and was the start of his canoeing career. Since the temptation to try it out once finished was too great, he was hooked. Now the proud owner of nine or ten canoes, he admits that he has not yet solved the problem of falling over boats.

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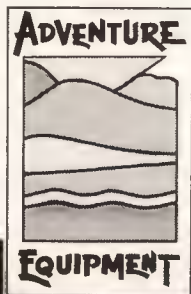
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The Standard has been jointly agreed between the British Canoe Manufacturers Association and the British Canoe Union. Copies are available from the BCU Office on receipt of a stamped, addressed, envelope.



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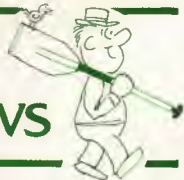
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News and Views



JOHN DREW MEMORIAL TRUST FUND DISBURSEMENTS

In keeping with John Drew's wishes, disbursements will be made from the Trust Fund, on merit, for young people applying for coaching award courses. The candidate or his/her representative should apply in confidence stating the course, venue, date, course director's name and address, reasons for wanting to apply for the course and any hardship which may be experienced ie unemployment, distance to travel etc and give details of course fees, travelling expenses, accommodation etc. Awards may be made retrospectively where vouchers and receipts can be made available. All submissions in confidence to Roger Irwin at BCU Headquarters.

WHITE WATER RAFTING

A number of enquiries have been passed to me recently concerning white water rafting. Short raft trips are available on the Tryweryn - contact George Davis. Allen Miller, Sporting Travel Services, 14 The Causeway, Bassingbourn, Royston, Herts, SG8 5LQ organises longer white water rafting journeys in Sweden. **G.C Good**

CAPE HORN CLAIM

Last summer a member of the Coaching Scheme provided basic instruction for a man planning to go on a sea expedition. The man was a complete novice and was very worried about getting his head under water. He was advised to gain a great deal of experience before he contemplated any sea trip. The man's name? David Hempleman-Adams! This would seem to add support to the Mail on Sunday report on his Cape Horn expedition.

SERVICE RECOGNISED

The Canoe Exhibition provided a fitting occasion for the presentation of BCU Awards.

Award of Honour - Roger Annan, John Liddell, Norman Uprichard, Edgar Whewell

Award of Merit - Brian Barfoot, George Clough, Dick Richards

Canoe Focus congratulates these members who have given and are continuing to give untiring effort to the development of our sport.



CRYSTAL PALACE POSTSCRIPT

This ever popular event matched last year's record attendance despite competition from the best weather for weeks and central London being one big traffic jam due to the miners' march.

Above: Presentations of Olympic Finalists Certificates were made at the pool side. Here

(L-R) Deborah Watson, Lesley Smither, Lucy Perrett and Janine Lawler receive their Ladies K4 Certificates.

Below: National and International Canoe Polo Championships were hard fought on both the Saturday and the Sunday. International winners were England. National Champions were: Senior - CPC Scotland, Youth - St Albans, Ladies - St Albans Tigers.



NATIONAL COACHING FOUNDATION

Alan Edge (BCU Slalom Team Coach) has been awarded a NCF grant to help him carry out a study of a delayed feedback VTR unit to assist the coaching of canoeing and other sports. Also on the NCF front the appointment has been announced of a new Director, Sue Campbell, who says: "The National

Coaching Foundation has the exciting challenge of developing a comprehensive coach education system throughout Britain. To do this, we need the backing of commerce and industry, in addition to the traditional sporting connections. At a time when sports sponsorship is at an all time high, it is essential that this country's coaches receive the support they need and deserve."

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A few more details perhaps. The countries listed on the right of this page are a few where we have agents, and correspondents, or where our products are in use. Our Expedition Jackets have been used on more expeditions than all our competitors products added together. They were first round 'Nordkapp' with Sam Cook, first round Cape Horn with Jim Hargreaves, Frank Goodman and party, as well as circumnavigation of Iceland, Britain (several times), Australia, Tasmania, crossing the North Sea and also chosen for the latest expedition to Antarctica. The World Council of Churches uses them for missionaries in Liberia. Peter Knowles takes them to Alaska, the 11th time in use there. Chris Hawkesworth (our leader) Frank Staniland, Alan Barber and others have taken them to the Himalayas. As far as we can tell over 60 expeditions so far. In addition several raft operations, Himalayan River and Encounter Overland amongst them, use our products. Just this last year, cavers in Sarawak, hanglider pilots in Iceland and Egypt, sea paddlers in Norway and Mexico. River paddlers in the Andes, Rockies, Himalayas, Appalachians, and Snowies are all using and approving, our products.

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Action on access

RIVER INFORMATION SERVICE

Our honorable volunteers who man the River Information Service, have recently been forced to express their concern over the practice of members making unreasonable requests.

The correct procedure is as follows - The River Information Service leaflet is available free to members from BCU Supplies. Members should apply for this well in advance of their planned journey. They should then contact the appropriate Local Access Officer by post allowing a minimum of two weeks for replies. A stamped addressed envelope with clear details of your requirements and the anticipated number of participants should be submitted. Although it is not the role of the LAO to offer "advice" to members, other than factual information on agreements, hazards river levels etc, it may be appropriate for the level of competency of the group to be declared, ie 1, 2, 3 star, proficiency etc.

For general information, or in the case of difficulty being experienced you may contact the National Access Officer at Headquarters. No attempt should be made to telephone local access officers at their homes.

"IRATE OF HEREFORD"

The BCU Access Service - Does it help or hinder access?

Dear Sir,

Has the access service changed into an access restriction service? From my experience in this area it would appear that while some access officers are working very hard to improve access to their stretches of river, other officers seem to be positively restricting access. The latter type of officer signs "access" agreements which mean that BCU members have to write to several landowners before permission is granted. In another case the "access" officer issues a pass for a member to canoe on only one specified day and he must carry this pass at all times on the river.

I, like a large number of members, consider this type of "access" unacceptable and the access officer who signs such agreements is nothing but a puppet of the fisherman. However, the BCU Access Committee are in my opinion over keen to stop any conflict with fishermen and condone the actions of pacifist access officers. Indeed the BCU are willing to discipline members who do not comply with these restrictive "access" agreements.

Is it not time that the Access Committee accepted that they are being conned by the fishermen with the "Statement of Intent"? (How many new access agreements have been signed under this agreement? - NONE I suspect). Now is the time for the Committee to use all its resources to FIGHT for access.

Gordon E. Atkin

Comment

Is Gordon right or wrong? Your chance to have a "pop" at the establishment. I look forward to receiving and publishing the replies which this letter must surely provoke.

ITCHEN TO PADDLE

The Itchen Navigation runs from Winchester in a Southerly direction and was built to provide cheap transport between the Port of

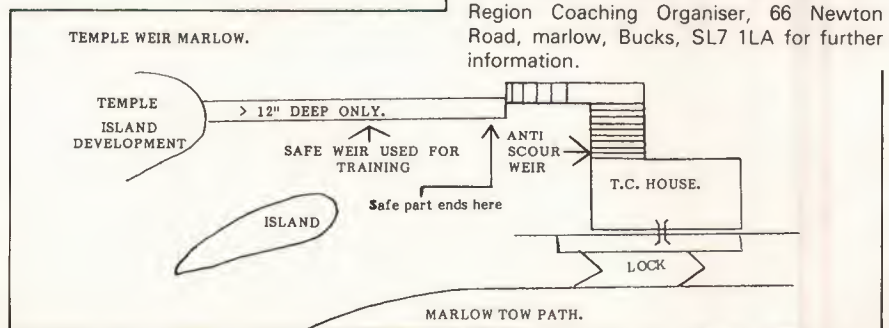
Southampton and the Cathedral City of Winchester. The right of navigation still exists. It has for many years been an attractive waterway to canoeists and other small boats and its towpath heavily used for recreation. No surprise, therefore, that groups of paddlers should decide to spend days exploring its safe waters.

The Navigation has fallen into disrepair in some places and has dried out for one or two short stretches but it still offers many miles of paddling down clear chalk waters through beautiful rural Hampshire. Launching is very easy at St. Cross just below Winchester and although very shallow underneath the Winchester bypass the navigation is continuous through Shawford, Brambridge and Bishopstoke to just below Eastleigh sewage works. Several locks, very low bridges and narrow sluices add much interest and entertainment to the canoeist and passers-by, particularly at Brambridge House where awkward fencing tries to prevent easy portaging, at Allbrook (a really high broken lock high jump!) and at Bishopstoke Lock (another opportunity for seal launching!)

The River Itchen runs parallel to the navigation and theoretically provides a useful bypass to the awkward sections but the angling world has shown considerable resistance to canoeists using the river and it is claimed to be private water. It is hoped that the "Statement of Intent" may eventually open up the river to canoeists once again, providing an uninterrupted route from the sea to Winchester and perhaps higher up to Alresford. For the time being a long (4 miles) portage must be made at Eastleigh down to Mans Bridge at Swaythling. From then on the navigation continues, portaging at Woodmill Canoeing Centre run by Hampshire County Council, into the tidal estuary. This meanders through built up areas down to Southampton with many boats and yachts to see on the way. Access to the estuary or navigation is possible under the Woolston Toll bridge on the west bank or at woodmill.



A Calshot "Poser" at St Cross River Itchen



'Well, for crying out loud! . . . It's uncle Irwin from the city sewer!'

Roger Irwin, the BCU's National Access Officer was heard to comment, when this cartoon mysteriously appeared on the Access Stand at Crystal Palace - "But I haven't got a shirt like that".

DO FORMAL AGREEMENTS WORK?

At a recent meeting a statement was made "that we received no complaints from anglers or Riparian Owners where a formal agreement for access to private waters was in operation". I had, on reflection, to agree.

So, have we got it right? There is a lot of resistance from some members to formal agreements. They feel they are restrictive and a soft option to gaining equitable access?

One of our most recent agreements has produced the following results. River Usk Agreement for the section Talybont to Crickhowell. Trial period - quoted 20th October to 26th January. Number of declared applications/descents - 595. Number of complaints - 2, from the same farmer, both involved the leaving open of farm gates not the actual canoeing! The section from Crickhowell down, has received no complaints during the same period.

The Access committee's comment is "Well Done Dave Hope for all your good work". What do you the members feel? Have we got it right, your comments welcomed.

ACCESS TO THAMES WEIRS

Thames Water Authority staff have strongly advised against canoeing on the following anti-scour weirs: St. Johns, Buscot, Shifford, Hinksey, Abingdon A.C, Culham A, Clifton, Days, Benson, Cleeve A,B,C,D, Whitchurch A,B,C., Sonning, Shiplake, Temple, Cookham A, Boveney, Romney, Penton Hook A,C,D.

Whereas canoeists can identify the dangers associated with anti-scour weirs, they feel aggrieved that blanket restrictions are not in the best interests of canoeing.

We have established an on-going dialogue with Thames Water and a good example of these contacts can be seen within the diagram of the Temple Weir at Marlow, where a combination of dangerous and safe 'white water' facilities exist. Thames Water have now lifted their ban on the use of this weir pool, subject to their normal safety requirements being adhered to. Members wishing to use this facility should contact Peter Lee, Southern Region Coaching Organiser, 66 Newton Road, Marlow, Bucks, SL7 1LA for further information.



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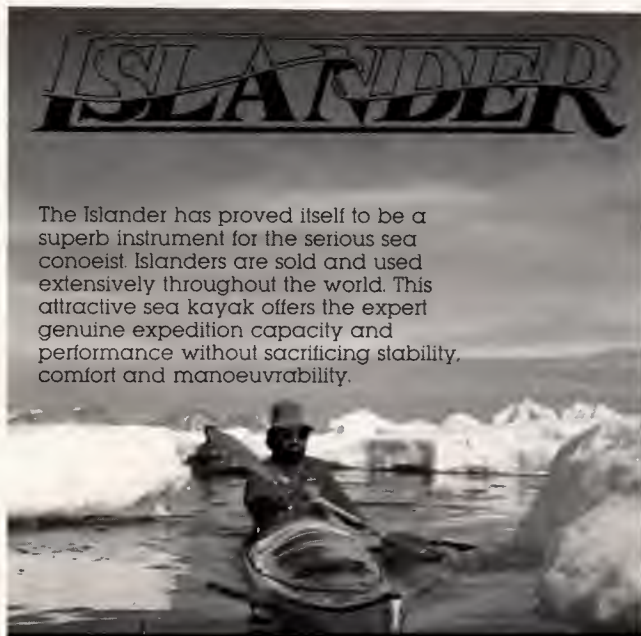
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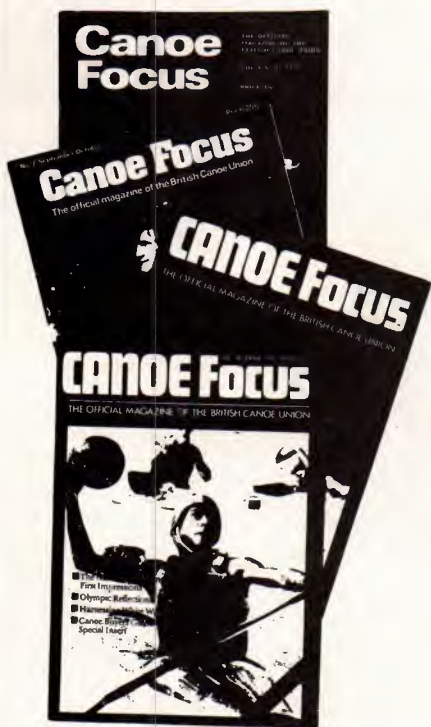
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FROM THE CENTRE

CANOE Focus

A NEW DEAL

By RON EMES Director of the British Canoe Union



The perennial scrutiny of *Canoe Focus*, its relevance, content and cost was undertaken by the Council of Management at their January 1985 meeting. The lengthy debate by Councillors regarding the Union's "in-house" magazine, was a fair indication of the importance with which *Focus* is regarded as a medium of communication by the majority of members. The unanimous and enthusiastic response of Councillors at the conclusion of their debate.

"That the Council of Management formally extend their thanks to the Editorial Board of Canoe Focus for their outstanding endeavours in improving the quality, content, and presentation of Canoe Focus, since their appointment in 1979."

was the ultimate accolade, and clearly, for the Editorial Board at least, an extremely gratifying endorsement of their activities. Undoubtedly, the information presented to Councillors regarding the production costs of *Canoe Focus* during the preceding six years contributed toward their magnanimity, and indeed, the efforts of the Editorial Board to "make passable bricks in the absence of sufficient straw" have been remarkable. For example, since 1979, the number of pages in the four issues of *Canoe Focus* each year, has increased from 90 to 128, "free" inserts have been expanded to include *Focus Extra*, *Regional Bulletins*, the *Annual Year Book*, and the *Buyers Guide!* The number of copies per issue printed has increased from approximately 9,000 per issue to 12,500 and member/pages per annum from just under 1 million to 1.6 million. The costs on the other hand have decreased from .01p per member/page, to .004p, and the cost to the Union per annum at 1979 prices, inclusive of postage and packing, from £8,500.00 to £6,500.00. In 1979 *Focus* represented 8% of the Union's total budgeted expenditure, and in 1985, 3.8%.

All in all, assuming that *Focus* has fulfilled the basic Editorial policy of the Council of Management,

and remained as a magazine for members, by members, and about members, even its worst critics would have to acknowledge that there have been dramatic improvements in its management during recent years. But, of course, management is by no means the only consideration, or even, some might argue, the most important. Quality of content, interest, design, presentation, regularity and punctuality of production, demand equal attention, and the Editorial Board have never been slow to acknowledge that on occasions, these important features of the magazine have been significantly below the standard they are seeking to achieve.

Councillors adequately demonstrated their determination to remedy this situation, and to encourage the production by the Editorial Board of an improved publication at more frequent intervals, by agreeing to increase the *Focus* budget, by a substantial 15%. Readers may therefore look forward with eager anticipation to six issues of *Canoe Focus* each year, published bi-monthly beginning with the August/September magazine. The opportunity will thus be provided to feature 50% more copy each year, and reasonably up to date information. These facilities will obviate the necessity to publish *Focus Extra* and other late news items that are a tedious necessity with a quarterly magazine. As a further bonus, the untiring newly appointed Editor of *Canoe Focus*, has agreed to produce a bi-monthly, single sheet, publication, *Club Focus*, which will be issued on alternative months to *Canoe Focus*, and provide the Union with the facility of communicating with its members in one form or another, at regular monthly intervals.

Finally, a word of re-assurance for those who suspect that the costs of producing a magazine and news sheet, for distribution to 14,000 readers and 700 odd clubs, will necessitate an irrevocable slide towards financial disaster and, or, the imposition of increased membership fees or the levying of magazine subscription charges. The Council of Management have re-affirmed their commitment to the production of *Canoe Focus* for free distribution to members, and to the magazine continuing to reflect the policy of those vested with the responsibility for carrying out the day to day business of the Union, and to represent the views, interests, and needs of members.

MEMBERSHIP PROGRESSES?

In their endeavours to provide a membership structure that will accommodate the varying needs of all those seeking to join the ranks of the Union, the Council of Management and the Specialist Committees continued to discuss and implement a range of innovative and exciting measures, which must surely provide dramatic results in the very near future. Many readers will be aware that at the end of 1983, the Council of Management approved, what was at that time the somewhat radical policy, "That the facilities provided by the Union or its Committees, be they events, activities, awards, agreements, or advice, shall be restricted to members of the Union". Having firmly established the principle of 'no payment, no enjoyment', they then sought to provide classes of membership that made available improved benefits for those who wanted them, and would pay for them, and lesser benefits for those who didn't want



them, and wouldn't pay for them, but who wished to belong to and support the Union. Thus was launched the Full Comprehensive Membership and the Full Basic Membership classes, both of which have been extremely successful. However, nothing in this world is perfect of course, and there has existed until now, the problem of those who, to use the Sports Council slogan, wished to 'Come and Try It'. Potential members interested to participate in the Union's events and activities could hardly be expected to deliver up a fairly substantial membership fee before they had an opportunity of experiencing the joys of canoeing with the Union. Conversely the Union's finances, do not permit the distribution of largesse to all and sundry at the expense of existing members. The uniquely ingenious solution, devised by the Council, which will hopefully satisfy the needs of most, if not all, is the Event Ticket Scheme. Since the 1st March 1985, those wishing to participate in Events and Activities directly organised, administered or within the control of the Union, who are not members, may do so on one occasion only if an Event Ticket is purchased, currently at a cost of £1.00, and always subject to the agreement of the Event Organiser. Those who take advantage of the Event Ticket Scheme will subsequently be invited to become members of the Union, and may opt for Introductory or Cadet membership for the first year.

Perhaps the most exciting improvement in membership benefits ever achieved by the Union, is the provision of a British Waterways Board Licence from the 1st August 1985, which will permit members to navigate the 2000 miles or so of the Board's canals and river navigations. This facility will necessitate a modest increase in membership subscriptions, but is unlikely to exceed 5% of the true value of the licence. In addition, the agreement with the British Waterways Board will hopefully be but the first of those which the Union are seeking to negotiate with navigation authorities throughout Britain, and talks have already begun with the Thames and the Anglian Water Authorities. Perhaps it will be possible within the next five years to achieve that which the pundits have always argued was impossible — a Universal Navigation Licence for Canoeists! But apparently, all of this is not enough. At this year's Annual General Meeting a motion submitted by the Slalom Committee, and supported, after amendment, by the Council of Management, sought to "create additional classes of membership so that an increasing proportion of people with an initial interest in canoeing, or whose interest was intermittent, or who were non-canoeing officials, helpers, or supporters but who did not require direct supply of the information and services available to existing classes of members, would be encouraged to join the Union.

It is anticipated that a Working Party will be established very soon, to investigate the practicality of implementing the proposals referred to. I suspect that the obvious question that those who have read so far will inevitably pose, is what does all this mean in objective, measurable terms; have we recruited more members, are we recruiting more members, do we want more members? Last question first, yes! Simply put, more members means more resources, more influence, and therefore the protection and hopefully improvement of the facilities which are necessary if we are to continue to enjoy our sport. Membership 1964 — 3,500; 1974 — 8,500; 1984 — 13,500. So far this year we have achieved an increase of 15% on our 1984 membership!



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SAFETY

THROWLINE STANDARDS

Peter Knowles writes

I read with interest the review of the Swedish Throw Line.

This particular device was designed and intended (or so we are told) for flat water rescue and I felt it would perhaps have better been compared with say the British "Balcan Bell" (throws to 40 metres). As the review quite rightly points out, it has features that make it potentially dangerous for white water rescue.

Considerable experience has been built up in North America and Europe over the last ten years in the use and development of white water throw lines and the generally accepted "norm" for rope diameter is 10 or 12mm with 8mm (approx 1000kg breaking strain) regarded as a minimum. The Royal Life Saving Society recommends this size for general rescue use and I am told that the German equivalent of our BSI is working on a similar standard.

It will be seen that the Swedish line at 350kgs comes nowhere near meeting generally accepted international standards.

The usual throw bag used on the continent — the "stormer" recommended by Andy Hall in his review, is similar to the Green Slime Expedition Bag (available at £16.00 p-p inc. from Suzies Sweat Shop, 34 Kelvinbrook, West Molesey, Surrey) and contains 20 metres of

10mm, which like the more compact personal bag is exported and sold in Europe and North America.

The size and quality of rope used is the main element in the price of a throw line, and obviously it is very tempting to cut corners. Those readers thinking of making their own throw lines might like to note the general view from the tests undertaken last year at the National Safety Conference: that 15 metres of 8mm rope should be regarded as the minimum for use on British Rivers.

Hope this unties a few knots!

PS I would disagree with the use of a throw bag on its own for a stopper rescue — if possible something large and buoyant, eg, a buoyancy aid, is needed on the end (see our White Water Rescue notes).

CHEST HARNESSSES

Following his article in the last issue of *Canoe Focus* Colin Tee has asked us to stress that a great deal of testing and experiment has led to the design of the harness illustrated, and to the choice of materials and fittings.

Wrongly used, or poorly designed, chest harnesses can, in fact, create danger, rather than assist in rescue from it.

The commercial version of his design was not marketed at Crystal Palace pending final tests in this respect. In particular, Colin has asked us to point out that he is not connected in any way with the device which was on show on the Corps of Canoe Lifeguards stand.

HELMETS

Stuart Wagstaff, who is now at Bryntisilio Hall, wears a well-padded helmet available on the British market. Even so, he writes:

They laughed at mine when I wore it this day on the Upper Fraser, British Columbia. Since they are the best white water paddlers I have ever seen I respect their views. They included several top Canadian wild water canoeists.

On returning to Britain I heard of more accidents to people wearing less protective helmets. I wonder how much longer fashion will continue to govern safety standards?



THE MIKE JONES RALLY

White water canoeing is about adventure, excitement, thrills and fun. The BCU's Safety Policy Statement includes the words "... white water canoeing in particular can never be totally safe. Respect and admiration is due to those who, *knowing what they are at*, push back the frontiers of feasibility..."

The Mike Jones Rally, run by an independent group of members, has been the subject of some criticism. A fatality occurred to Adrian Miles of Newcastle University during the Rally in December last. This was an incident which could have happened at any time however, and in that way has no direct relevance to the circumstances of the Mike Jones Rally.

More significant were two near fatalities, both of which appeared to be the result of irresponsible leadership, or of inexperienced paddlers assuming that because lots of others were on the water, all was well. A young lady *being lead* over Horseshoe Falls capsized above, was caught in the stopper, and had to be resuscitated.

A paddler with insufficient experience was *lead* through Tombstones, as described in Paul Kavanagh's letter which follows.

The following observations, and the organisers response, seem to satisfactorily cover the areas of concern.

Dear Focus

Our group of four had shot the Tombstones section, and had broken out below, in order to play on the rapid. At the time we were waiting for a following group to come down. The first paddler negotiated between the two pillars successfully, but the second, who appeared inexperienced, hit the left pillar (looking from above) and capsized. I subsequently had to rescue him. The third paddler became pinned broadside against the left pillar and capsized upstream. He held on to the metal spike, but as the boat filled with water it began to sink and bend under the pressure, trapping the occupant chest high in water, resulting in the submersion of his body up to his shoulders.

It is well known that this weir is a potential hazard, especially the central shoot, which is only one boat width across. Despite efforts made by several experienced canoeists to deal with the situation, it was the prompt action of a swimmer that started a serious rescue attempt. I should like to commend that swim-

mer, who undoubtedly kept the trapped person from panicking and sinking.

After attempts to free the canoeist by several swimmers, the boat was still trapped. Then the boat, which was made of grp, was successfully broken up. This freed the paddler after about 10 minutes. We transported him and the swimmers to the bank further down where an ambulance was waiting.

I cannot understand why the group shot the central parts of the weir between the pillars, considering the inexperience shown by some members.

Despite numerous letters in the canoeing press referring to "lemmings" I would like to state that whilst I believe the river should be open to *all* levels of paddler (as were the wishes of Mike Jones) I feel that in the future, paddlers as a whole should be made to consider the danger more seriously, not only to themselves but also to those that they are responsible for on the river.

Paul Kavanagh.

Dear Canoeists

In the light of the incidents at this year's Mike Jones Rally the members of our club have made a few practical suggestions as to possible improvements in the overall paddling sense of groups on the water.

In the literature advertising the Mike Jones Rally, make leaders and good paddlers aware of dangerous stretches on the river, including pictures of what the areas look like from on, or near the river, upstream, and of the suggested routes down these pieces. Plus possible dangers due to changing water conditions.

Put permanent signs warning of the Tombstones Rapid at least 100 yards upstream.

Organise "river guides" of good paddlers for groups to show routes and the river.

Open and publicise other rivers and stretches of water, eg Menai Straits, Tryweryn for all abilities of paddlers.

Stress dangers of Horseshoe Falls as this is often misconceived as 'safe'. It is not!

Stress to group leaders, groups of around 3-5, and never paddle alone, for whatever reason.

Stress safety in canoeing magazines. First Aid courses take only one hour per week for ten weeks and can make the difference between life and death. Life saving should be known by at least one person in every group. Possibly canoeing magazines could organise information to tell groups where they can find people to teach the required skills.

A paid-for river guide stressing all the above plus much more. A fee of 50p or £1 could cover some of the production costs and sponsorship could help raise the rest.

We must all be aware of the danger which draws most of us onto the water to enjoy our sport at such a well organised meeting. With a little thought and co-operation we can make it safer and more enjoyable for everyone.

M Watchorn, Secretary of Newcastle University Canoe Club



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A Letter from the Organising Committee. More than anyone, we are conscious of the popularity and enthusiasm of the Mike Jones weekend and the consequent pressures, problems and safety issues.

The concept of the Mike Jones Rally has always been (as Mike would have wanted it) a fun white water rally, open to anyone, with the minimum of overt organisation and restrictions. There are other touring weekends and courses both on the Dee and other rivers such as the Tryweryn for those wanting a less crowded or more organised weekend, but there's something about the Mike Jones weekend that makes it popular and makes us — very busy people — feel it is such a worthwhile event to run.

Last year nearly 2000 canoeists and supporters did leave our small team feeling overwhelmed at times! There were a few complaints about traffic and parking but *not one complaint about canoeists behaviour* — a tribute to the good sense of the participants. We are assured by the Town Council and local residents that the Mike Jones Rally is welcome again this year.

The inquest on Adrian Miles made it quite clear that he was not a "lemming" paddler. He was a member of one of the best organised groups on the river, well led, sensibly equipped, reasonably experienced and split into teams of 4-6. This accident was not related in

any way to the number of people on the river and could have happened almost anywhere. Because it occurred at the Mike Jones weekend, within a few minutes of his disappearance Police, Red Cross, Ambulance and Organisers had set up a control point at the Woodend Hotel, divers were on hand and were alerted, and teams of some of the most experienced paddlers in Britain were searching the river and banks.

He was found shortly afterwards, resuscitation commenced, and continued until arrival at hospital. Only then was he declared dead. At the inquest the Coroner complimented the Organisers, Police, Ambulance and Red Cross for their rapid response, organisation and safety cover.

This is not to say that we are complacent or satisfied with our safety cover — we have spent days (and sleepless nights) considering the safety of the Mike Jones weekend.

Most of the seemingly obvious points have been well expressed in print over the last few years, so we won't repeat them. Interestingly though, when we made enquiries at the local hospital we found that the Mike Jones weekend seemed to have a better accident record than some other events on the Dee.

Also the serious incidents which have happened at the Mike Jones Rally do not seem to have been due to the numbers on the water... rather it appears the reverse... In the two near

fatal incidents on the Saturday last year, we are told that it was only because there were many paddlers immediately to hand that the two lives were saved.

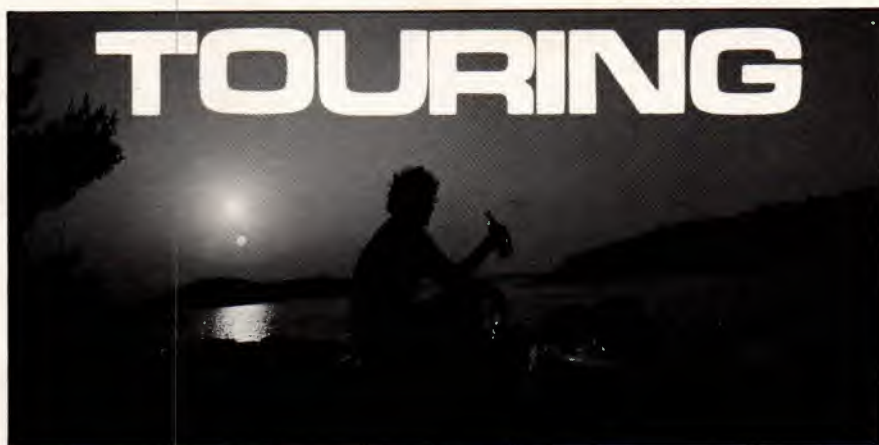
If we had to name one factor of most concern to us, it would be the few leaders who seemed to blindly lead their groups into situations that neither they nor their members could handle — perhaps not especial to the Mike Jones weekend?

We feel we may be able to improve this factor next year with clearer advice to participants and group leaders, and the labelling of special hazards. We are also studying how else we can improve our overall safety and rescue work.

Talking to participants, we feel the vast majority are not "lemmings" but reasonable white water paddlers, sensible of the hazards of the weekend. They wish it to continue in its present concept. We are looking at several ideas for next year to improve safety, traffic communication, advice, and how to spread the pressure of people. But we do not intend to restrict numbers artificially, in that to do this would change the basic concept of the weekend as we know it.

We welcome readers' views and suggestions.

**Dave Manby Chairman John Gosling
Peter Knowles Peter Midwood.**



YUGOSLAVIA

Yugoslavia is called "The Land of a Thousand Islands". An ascent to any high spot will bear this out. Imagine mountain ranges bathed in deep blue water. The vista shimmering in the white heat of the sun, as island after island stretch in all directions before the eye. This is indeed a true canoeing paradise.

To the North near Senj, the islands are starkly white, devoid of vegetation. From Zadar to Sibenik there is sufficient vegetation for the landscape to appear green and lush.

Canoeing is relatively easy with very little tidal influence. The daily 'Bora', a local wind arrives with regular monotony at around midday, and at times can reach a force six strength, setting up an uncomfortable ripple rather than a wave. This "blow" can cause stability problems, but in the main the principle affect is to deny canoeists the panoramic views into the crystal clear depths with a visibility of up to 40 feet.

A comprehensive report has been compiled, including routes tolls and a very interesting account of one couple's "holiday" in Yugoslavia. Further details may be obtained from Margaret Craven, 37 Brynmill Terrace, Swansea, SA2 0BA, or the National Access Officer at Headquarters.

A NEW EVENT FOR THE 1985 WORLD CANOE MEETING

This year the World Canoe Meeting assembles at Hylte in South Sweden for a new event — a 44 mile canoe rally down the Nissan River.

Starting at Lake Fargen in the heart of great conifer forests and 133m above sea level, the rally continues down to historic Halmstad and the sea.

The total distance of 44 miles (68km) is covered over the weekend of August 10-11 in two one-day stretches. The first stretch goes from Lake Fargen to the town of Torup, 32km downstream. After an overnight stop there, the rally continues at 8.30 am the next morning for the final 36km to the sea.

Already more than 60 UK canoeists have registered for the rally.

Further information from Swedish National Tourist Office. 01.437.5816.

"TRY TRYWERYN WEEKEND"

A combined touring and coaching weekend is being held at the stage 2 start below the slalom course on the weekend of 7-8 September. The fee of £3.00 members and

£4.00 non members includes all camping fees. Details from B.L. Ward 46 Cosford Close, Birchwood, Lincoln.

SEA TOURING GUIDES

The Sea Touring Committee of the BCU is interested in any sea canoeing publications and coastal guides and would appreciate hearing of these as they become available.

Your intended publication can be circulated to the experts who can offer useful advice and comments. After endorsement of your work the STC may be able to help towards your printing costs and can offer advice on publishing and advertising.

Write to the Honorary Secretary, Michael O'Connell, 9 The Green, Kirksanton, Millom, Cumbria, LAL8 4NP or contact any STC member.

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Canoe Touring on the Basingstoke canal is increasing year by year as more sections are restored from dereliction. There are currently 20 miles available for touring from North Warnborough to Frimley.

Licences are required and are available from the Canal Office, Ash Lock Cottage, Government Road, Aldershot, Hants, GU11 2PS. Canoes are classed as unpowered craft with two or more seats at £6.00 unpowered craft with 1 seat at £3.50. Special arrangements are offered for events like the Westel Canoe Trial. Details on application to the above office.

EASTERN REGION

Graham Bourne is active in the Eastern Region organising touring. The Herts County tour will take place on Sunday 2 June and a trip is being organised to the French Alps during the summer. Contact address: 2 Clay Hill, Enfield, EN2 9AA Tel: 01.366.0301.



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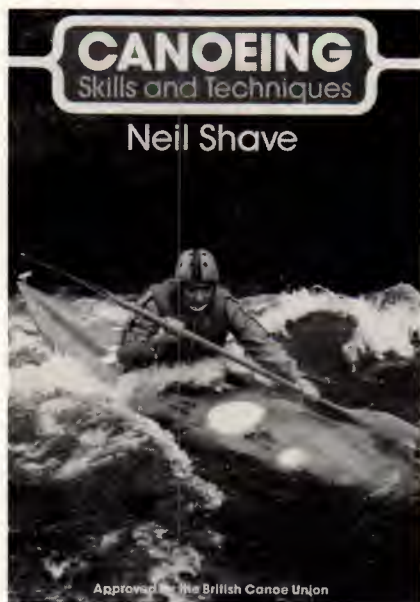
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BOOKS



CANOEING SKILLS AND TECHNIQUES

by Neil Shave. The Crowood Press. Available from BCU Supplies at £7.60 inc p&p.

Sue Hornby has written an introduction to this new book:

My first taste of canoeing was on an Outward Bound course at the age of eighteen. My appetite whetted, I wasted no time in learning all I could from books and from the many friends who emerged from this new interest.

That was twelve years ago, and I can now look back with happiness and pride at the hard work and achievements that made canoeing a way of life for me. My principal interest has been in Wild Water Racing, for which I am honoured to have been chosen to represent Britain at World Championships on several occasions.

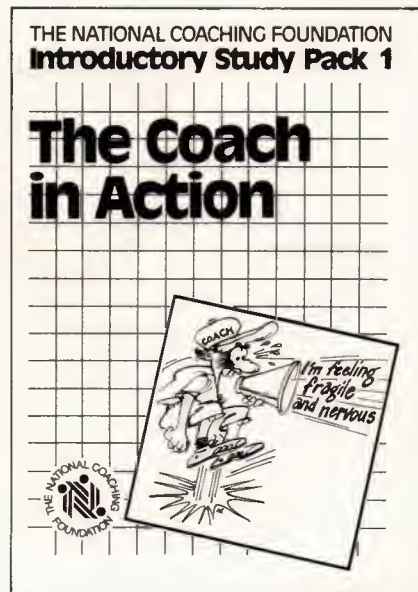
Slalom and Marathon Racing have also featured, but a few years ago I became interested in passing on the thrills and skills of the sport to youngsters. The fact that I had paddled boats through some of the roughest waters in the world did not mean that I could automatically teach even the basics. To do so, it was necessary to qualify as a Senior Instructor, and it was on this course that I first met Neil Shave, as my Assessor! I quickly came to appreciate his depth of knowledge of basic canoeing techniques and how much more I had to learn in order to instruct to his standard.

Although he has been teaching canoeing for many years, Neil has not wanted to work his way to the top and coach only the best in the land. Instead he has made a special study of basic skills and the easiest way for youngsters and their instructors to master them.

I am delighted that he has at last put pen to paper, so that even more people can benefit from the simplicity of his technique. Whilst it is true that the book has been written for beginners, I am certain that instructors will

find its content of value and its approach refreshing. The explanations are very easy to follow, the photographs of young paddlers in action are very informative, and the layout and style is the clearest I have ever seen.

I hope that what you learn from this book will be the foundation stone of your knowledge and help you towards experiencing as much enjoyment and excitement as I have had from the wonderful world of canoeing.



NATIONAL COACHING FOUNDATION INTRODUCTORY STUDY PACKS.

£1.80 each including p&p from BCU Supplies or £10.50 for set of 6. Reviewed by John Handyside, Coach to the Ladies Wild Water Racing Team.

As a nice litter taster to whet the appetite of prospective coaches and as starters for the more intensive lectures to come, the National Coaching Foundation have produced a series of booklets which introduce topics of concern in coaching sport.

These six booklets cover the following areas:

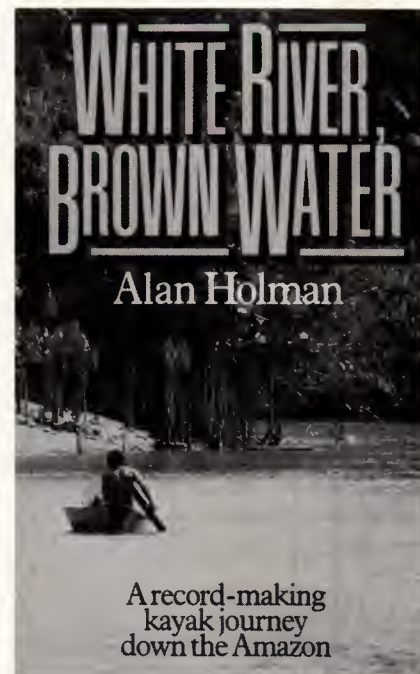
1. The Coach in Action.
2. The Body in Action.
3. Safety and Injury.
4. Improving Techniques.
5. Mind over Matter.
6. Planning and Practice.

The six booklets are very easy to read, and to the experienced Coach may seem a little too basic. Personally I found them quite informative and quite entertaining to refer to, as they contain some amusing cartoons that illustrate the texts.

Many different coaches from different sports have contributed to the booklets and they are neither too technical nor too related

to any one particular sport. I particularly like the chapter on flexibility in the 'Body in Action' booklet, as I feel that canoeists have a great tendency to neglect flexibility work and warming-up. But I also have reservations about the weight training chapter in the same volume.

Generally the booklets are a good introduction to anyone wishing to embark on a coaching career. They are inexpensive to buy and will also provide excellent background to those who decide to attend any of the lectures run by the National Coaching Foundation in their particular area.



WHITE RIVER BROWN WATER

Hodder — Stoughton — 190 pages, hardback. Available from BCU Supplies at £11.95 inc p&p.

Using a light style Alan Holman's narrative of his record breaking 3800m un-sponsored Amazon expedition makes absorbing reading. The first third of the book dealing with his research and careful preparation and his journey to the launch point on the Urumbamba will interest expedition canoeists as much as the story of the journey itself. This is an account of an arduous journey on a major tropical river full of local colour rather than primarily a canoeing book.

WORK IN LEISURE

PGL offer opportunities to work with children or families for long or short periods as activity (outdoor, sports, creative) instructors, Group Leaders, or in a wide range of supporting domestic and administrative roles at residential activity centres in the U.K. and France. Details and application form from Personnel

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

Jobs 18-30's

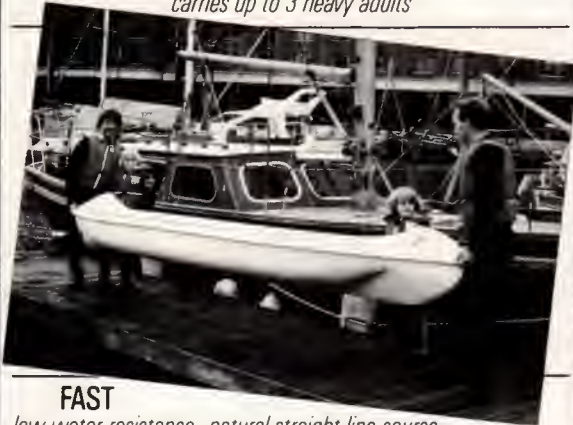
THE BELLWAY BEAVER CHIEFTAIN IS

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GRP hull - fits easily on a car roof-rack - weighs only 80lbs.

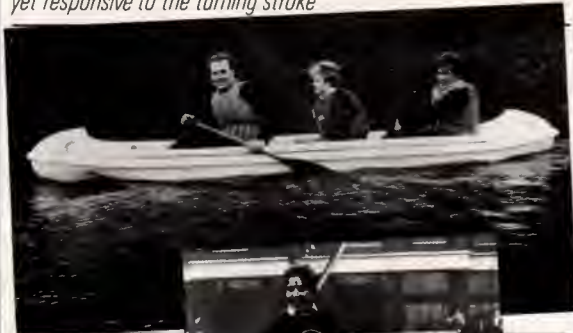
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unique patented 3 in 1 Trimaroo hull shape makes it so stable you can stand up in it!

PEDIGREE

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Union. Organisers of the Operation Raleigh 4 year round the world expedition by young people have ordered 15 Chieftains for river exploration work in the Amazon and Australasia.

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| pyranha |  | <i>LENDAL</i> |
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 Note - late night opening Thursday till 8.00 p.m.
 CLOSED ALL DAY TUESDAY & SUNDAY

The National Canoe Centre

AN UPDATE

National Canoeing Centre Appeal Fund
 Captain Mike Haslam, who was the Director of Canoe '81 Nottingham, and the World Racing Championships held at the Holme Pierrepont National Water Sports Centre in 1981, has been appointed as the Organiser of the National Canoeing Centre Appeal Fund. He has already begun preparation of his strategy for achieving the Appeal Fund Target of £250,000, but formally commences his duties on the 1st July 1985.

The Slalom Course

Tenders for the construction of the Course have been invited, and it is expected that these will be considered and the contract awarded early in June. If the Tenders for the Course exceed the budget, it may be necessary to modify the original scheme, so that costs are contained strictly within the budget. Planning permission and the approval of all those authorities and organisations directly concerned with the construction of the Course, has now been obtained.

The National Canoeing Centre Building

Preliminary cost estimates of £634,000 have now been received for constructing the National Canoeing Centre Building, details of which are reproduced on this page. Members are invited to submit their comments regarding the design and facilities contained in the Building, to the Holme Pierrepont Development Working Party. Discussions with Nottinghamshire County Council regarding a 44 year lease of the land upon which the building will be erected, are continuing.

Management of the Slalom Course

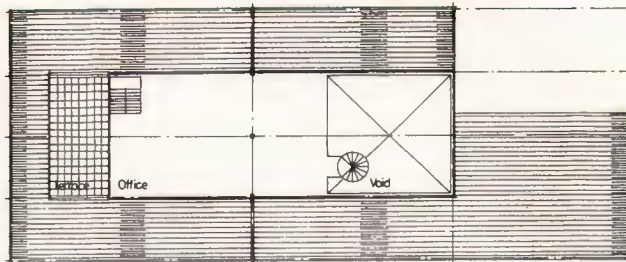
The Sports Council, Nottinghamshire County Council and the British Canoe Union, have jointly agreed that the management of the Slalom Course shall be the responsibility of the Holme Pierrepont National Water Sports Centre Joint Management Committee and the Director of the Centre. A Manager of the Course, and necessary supporting staff will be appointed and funded by the Centre, and will be seconded to the British Canoe Union and accommodated at the National Canoeing Centre Building, thus facilitating the co-ordination of their duties with those of the British Canoe Union Staff.

THE FUND RAISING STARTS HERE

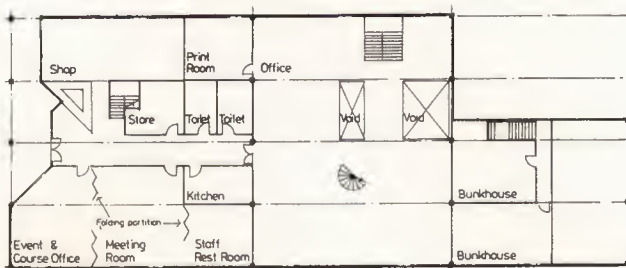
The British Canoe Union is committed to raising nearly £350,000 towards the cost of building a National Canoeing Centre, including an Artificial Slalom Course, at the Holme Pierrepont National Water Sports Centre, Nottingham, by the end of 1987.

During the next two years, I have undertaken to raise over £250,000 towards this total. Without the help of every individual member, BCU Committee and Club in the Union, my task will be nigh impossible, for my most important function will be to help you (the canoeist) to help yourself, by promoting and organising fund raising ideas; co-ordinating Club and Committee based schemes, and persuading individuals, both canoeists and non-canoeists, to give their cash to our sport.

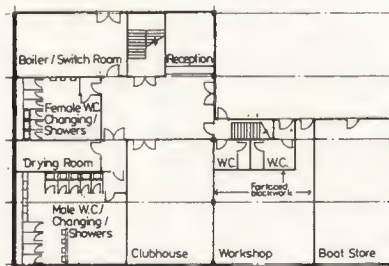
Only hard work by us all and a total commit-



First Floor Level 28 900



Ground Floor Level 25 900



Basement Level 22 400



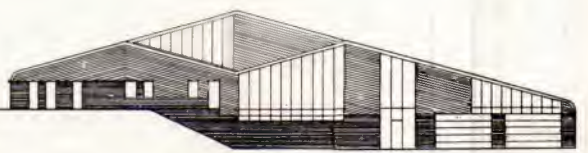
South Elevation



East Elevation



North Elevation



West Elevation

ment to the principle of the National Canoeing Centre will bring success. There are no short-cuts and no benevolent sponsors waiting around the corner to give us a bag of canoeing gold. Throughout the summer months I will be promoting my ideas and selling the concept of the National Canoeing Centre to businessmen, local authorities and the public at large. I will be discussing with Committees and Clubs the various ways that we can raise cash as a Union. I will be meeting you, the individual canoeist to enlist your support. Through the pages of *Canoe Focus* and other magazines I will promote the Appeal and keep you informed of our combined success.

If you want to be involved from the start, write to me now, care of *Canoe Focus*, and become a Founder Member of the BCU Beaver Club.

The What? Further details for the non-curious in the next issue of *Focus*. The Fund Raising starts here Join now, and help me to help you help yourselves.

Mike Haslam



Captain Mike Haslam - Organiser of the National Canoeing Centre Appeal Fund.

Whitewater

LET RIP!

Tear on down to the all year canoe/
wind/surf exhibition!

We keep more stock out of season than most other shops keep in peak season. We have our own range of canoes plus Ace-Perception, Coleman, Gaybo, Nomad, Palm, Pyranha, Raider Skis, Valley and Wye Kayaks, and a vast selection of over 500 wetsuits from Gul, Tiki and other quality manufacturers at unbelievably low prices. These are complemented by our huge range of accessories including paddles, buoyancy aids, lifejackets, crash helmets, repair kits & materials, cags, gloves, watches, expedition equipment, survival aids, clothing, roof racks, holdalls and sleeping bags.

Our canoe school, situated on the banks of a sheltered lake leads out onto the mainstream of the River Thames and is ideal for beginners and intermediate training. Advanced courses on whitewater or the sea can be arranged.

Don't forget we also have huge stocks of windsurfing and waterskiing equipment and you can get it all mail order .

In fact the only thing you can't get at Whitewater is ripped off!



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TEL. 0932 247978



PRICE LIST

PRICE LIST - APRIL 1985

All prices include VAT at 15% where applicable. Prices are subject to change without prior notice.

POSTAGE AND PACKING - Add 10% for orders under £20.00 (50p min). Add 5% for orders over £20.00. All paddles £5.00. All canoes and kayaks £12.50. For large orders we will calculate prices individually.

DISCOUNTS - We will be pleased to quote competitive prices for official orders from clubs, education and Armed Forces. Please send details of your needs for a quotation.

KAYAKS.

Junior.....	£89.00
Comanche Budget.....	£109.00
Snipe.....	£119.00
Rapido or Streaker.....	£159.00
400 Super or Telstar.....	£159.00
Ardeche Double.....	£159.00
Tyne Open Double.....	£179.00
Extras available:	
Diolen Hull.....	£10.00
Double reinforcing.....	£15.00
Glitter Finish.....	£10.00
Deck flash.....	£5.00

POLYETHYLENE KAYAKS.

Roto Bat.....	£128.00
Roto Bat Whitewater Spec.....	£175.00
Moby Dick Swing.....	£153.00
Moby Dick Puncher.....	£162.00
Rocker 360.....	£162.00
Rocker 390.....	£179.00
Perception Dancer.....	£212.00
Perception Basic.....	£132.25
Perception Mirage.....	£224.00
Freestyle Centre Spec.....	£198.00
Freestyle Whitewater Spec.....	£237.00

POLYETHYLENE CANOES.

Coleman 15'.....	£359.00
Coleman 17'.....	£389.00

Note: Coleman boats come semi assembled - if assembly is required add £20.00 per canoe.

BUOYANCY AIDS.

Shorti (s, m, l).....	From £19.95
Harishok Gold Labels (s).....	£22.50
(m).....	£27.95
(l).....	£27.95
Wildwater Centre Cojak.....	£23.50
Expedition vest.....	£37.50
Life Jacket (BSI).....	£36.95

SPRAYDECKS (Please state boat).

Nylon Standard.....	£9.50
Nylon deluxe.....	£10.50
Neoprene.....	£22.50
Neoprene deluxe.....	£29.95

Neoprene deluxe 29 95

PADDLES.

Canadian Kit.....	£8.95
Flat Kit.....	£11.95
Curved Kit.....	£13.50
Flat ABS paddle.....	£16.25
New Wave Hydro.....	£29.95
Freeblades Slalom.....	£43.50
Azzali Slalom.....	£41.95
Gees Elite.....	£49.50
Kober Moldau.....	£44.95
Freeblades Racing.....	£43.95
Lendal Powermaster.....	£40.95
ABS Canadian.....	£11.95
New Wave Turbo Canadian.....	£22.95
Azzali Canadian.....	£26.95

ACCESSORIES.

Ace crash helmets.....	£9.95
Romer R38 helmets.....	£11.95
Romer R39 helmets.....	£19.95
Romer R41 helmets.....	£29.95
GUL Cag.....	£17.95
4ozs canoe cags.....	£17.95
2ozs canoe cags.....	£14.95
Pogies paddle mitts.....	£5.95
Lendal footpump.....	£14.95
Failsafe footrest clip.....	£0.75
J & R footrest.....	£9.95
White toggles (pair).....	£0.70
Repair tape 40mm x 50 metres.....	£4.95
50mm x 4.5 metres.....	£1.45
Buoyancy bags - each.....	£4.25
set of 4.....	£15.95
Aquasacs.....	£8.95
BDH bottles - large.....	£4.25
medium.....	£3.25
small.....	£2.50
Green Slime's throwbag MK1.....	£9.95
Green Slime's throwbag MK2.....	£14.95
Economy roofrack.....	£15.95
Thule roofrack.....	£27.95
Thule highfoot roofrack.....	£39.95
Roofrack straps (pair).....	£4.95
Vertical posts (pair).....	£15.95
Casio W400 watch.....	£17.95
Safety flarepack.....	£14.95
Survival knife.....	£5.95

WETSUITS.

We stock a huge range of wetsuits from Gul and other leading makers. For example:

Economy Long John.....	£29.95
Economy Long John/Bolero.....	£65.00
Gul canoe Long John.....	£34.35
Wetsuit socks.....	£7.95
Hardsole boots.....	£18.50
Gul SurfLite Long John with matching cag.....	£75.50
Gul spec savers (keeps spectacles on).....	£1.95
Neoprene Surf Cap.....	£6.50
Neoprene open palm mitts.....	£10.95

CANOE SCHOOL.

Our canoe school at Shepperton covers basic to advanced courses. We can arrange special courses for groups. We also operate a canoe hire service. Ask for our canoe school brochure.

WINDSURFING.

We carry one of the most comprehensive ranges of windsurfers and accessories, and have our own club lake with school at Staines. We will be pleased to take your canoe in part exchange for a windsurfer or vice versa.

WATERSKIING.

New for 1985. We are extending our range of skis and accessories giving the customer a better selection and service.

OUTBOARDS.

We carry the popular Minn Kota range of outboards in all sizes. These are completely silent and efficient in use.

IMPORTANT NOTICE.

This list is only a very small part of our extensive stocks - if you cannot see what you want phone or write and ask for our full price list. Better still pay us a visit and see what a real canoe shop looks like. We stock most leading makes of canoes and accessories, including Gaybo, P&H, Palm, Pyranha, Raider and Nomad.



Whitewater

SHEPPERTON MARINA
FELIX LANE, MIDDLESEX
TEL. 0932 247978

SURF ACE

This month we are crawling to ACE (we reckon they should pay for this Add).

Is it not time that the B.C.U. started a surf comp class for Dancers? (Not the flash variety). So! as our add does not refer to Submarines and to swell the ranks of Surf Desenters . . .

(Da Da Trumpets etc.)

Junes Cheapo is a maximum of 25 Red A.C.E. Perception Dancers at £194.50. Note only 25 so ORDER QUICK!

(Gasps of Amazement)

For all those tight fisted ***** who do not buy 'Canoeist'.

SURF EIT?

Pardon the pun. Its to do with feet. £1 Cheapo for May. Air Heatable D.I. Boots with total flexibility. No edged soles made in rubber (they look like slipper socks). The ideal boot for creating ice on your mother-in-law (travel) mat or for strolling up or Surf Skiers. Total cost £12.65. See mail order ad.

By the way send us £1.00 or order £35.00 worth of gear and you will know what the sea canoesists dream is.

A slight hint for Junes Cheapo in 'Focus'.

What's sold at parties and is not knickers?

Finally, if anybody has got any good ideas for products that there would be a demand for in canoeing circles let us know.

Alternative Surf, Gittisham Service Station
Honiton (0404) 41295

See 'Canoeist' for July & Aug Cheapos.

Alternative Surf, Gittisham Service Station
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Mail Order - 7 day money back if not satisfied

Please reserve me one A.C.E. Dancer at £194.50. I will collect it on

(date) / I enclose £7.50 Delivery

Name Address

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For quality canoes at reasonable prices

Snipe - Merlin - Elk - Sidewinder -
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ACE _____ DANCER

ACE _____ MIRAGE

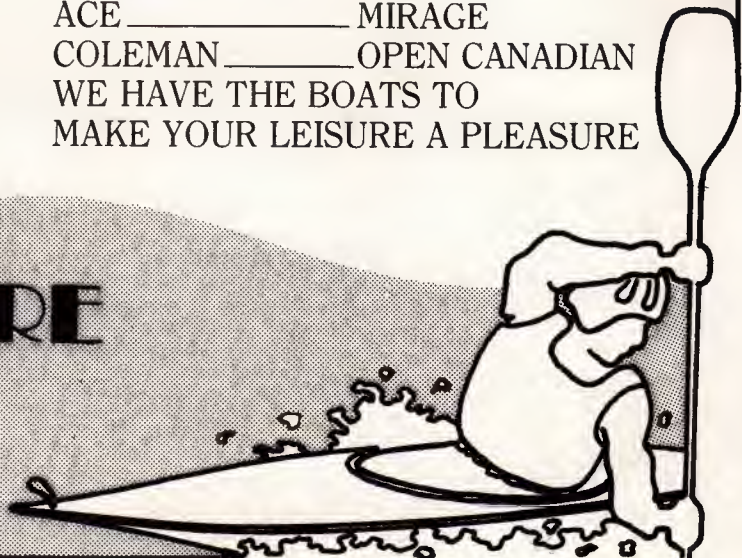
COLEMAN _____ OPEN CANADIAN

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CLEVELAND. Tel 0642 710350



Trade News



WYE KAYAKS OCEANMASTER

Following three years of development Wye Kayaks introduced the production version of their "Oceanmaster Kayak" at the Crystal Palace International Exhibition.

The integral rudder system featured shows a totally protected grp cut-out in the skeg area of the boat, and a fibreglass plate. The stainless steel rudder spindle runs in a brass housing with 'O' ring seals fixed internally. A lip seal is fitted at the top as a final safety precaution against the possibility of leaks, and the rudder is operated through a racing-type letterbox and tiller.

The rudder solves the eternal problem of weather-cocking, without destroying the lines of the kayak, and gives considerable assistance in turning. The whole system is fully protected from the possibility of accidental damage.

The first kayaks are destined for the USA and Belgium.

Wye Kayaks also announce a new occasional publication, the "Islander Owners Newsletter". Any Islander owner who wishes to be placed on the register to receive a free copy should write to Wye Kayaks, 31 East Street, Hereford. The first edition is devoted to the report of Krista Nicholson and Dave Johnston's British Yakutata Expedition. Contributions to further editions are welcome.

INSTRUCTOR/EXPEDITION VEST

New from Suzy's Sweatshop is a vest with pockets which fits over a buoyancy aid. This idea saves buying a standard buoyancy jacket, and then forking out more cash for one with pockets for instruction or touring. Also, if you compete at all, the last thing you want is pockets flapping around.

The jacket is in fluorescent orange - an obvious safety factor. At any stage, the jacket can be taken off (with all its bulging pockets of safety aids) leaving you free and unladen to paddle, but with your all important buoyancy aid still on.

The vest secures by a front zip opening with drawer cord/elasticated waist. It features one large pocket with velcro flap opening on the back, and two front pockets - one with velcro flap and one "flat" pocket for securing keys, money and so forth. Above one front pocket is a loop with a perry whistle attached by cord - one could also use the loop to fasten the cord of a compass.

The vest is available mail order from Suzy at £14.95 including p-p in sizes medium and large. Suzy's Sweatshop, 34 Kelvinbrook, West Molesey, Surrey.

OUTDOOR ADVENTURE * NEWS 85

Sue Hornby is to join the Emmet - locals of Cornwall - this year.

Having instructed with Outdoor Adventure over the last few summers, Sue has decided to move down to live during April. Whether it be the attraction of the brothers, or the warm tropical waters, golden beaches, sun wind and surf they will never know. The latter somehow seems the most likely!

Outdoor Adventure is well prepared for hopefully another classic summer, with a wider range of equipment and courses than ever before. A full winter's work on Atlantic Court also promises to make the apres drowning even more enjoyable.

Outdoor Adventure (E3) Atlantic Court, Widemouth Bay, Bude, Cornwall, EX 23 ODS. 02885.33312.

INSECT REPELLENT

With 3,000 varieties of midges and mosquitoes about to make their annual attack on canoeists, a repellent developed in the United States is now on sale in this country.

'Jungle Formula' - so named because it was first used by US Forces in Vietnam - is being manufactured under licence by Boots and is claimed to be 100 per cent effective in dealing with the insects.

Available in aerosol and bottle packs for £2.99 respectively, from leading chemists.



INSTANT MEALS FROM HOTCAN

Hotcan, a range of unique self-heating meals in a can, giving piping hot nourishing meals anywhere, and ideal for anyone afloat, are being produced by a new company, Hotcan Ltd.

Hotcans require no external heating source and are offered initially in four menus - Beef Casserole, Chicken Casserole, Irish Stew and Turkey Curry, all of which are said to be "substantial, balanced and delicious". Preparation is simplicity itself - all that is required is a spoon.

The product is being distributed by Simpson Lawrence Ltd of Glasgow.

TIM WARD CANOES AND KAYAKS

New shop and opening hours.

Tim Ward Canoes and Kayaks are pleased to announce that as from 1 April their shop - "Chiltern Canoes" - will be opening from Monday to Saturday from 9.30am - 5.30pm, with late opening on Fridays until 7.30pm. Closed all day on Tuesdays and Sundays.

The shop sells not only their own products but also acts as stocks/agents for all the major canoe and equipment manufacturers. The full address is now: "Chiltern Canoes" Unit 2, The Common, Stokenchurch, High Wycombe, Bucks. 0240266.2959.

STAN COOPER WATERSPORTS JIM HARGREAVES CANOES - EQUIPMENT

Stan Cooper and Jim Hargreaves announce the opening of new watersports premises in the town of Bala, North Wales.

This move coincides with the closure of Jim Hargreaves' Marine at its existing premises in Capel Curig, and the establishing of Stan Cooper Watersports.

The aim is to develop and expand both businesses to include the sale of a wide range of kayaks, canoes, sailboards and equipment. Stan Cooper Watersports will also include canoeing, boardsailing and sailing courses on Bala Lake and the river Tryweryn.

The experience and background of Stan and Jim will enable both parties to provide a professional service to existing clients and new customers alike.

Briarley Hotel & Restaurant

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01-654 1000, 01-656 6537



A Victorian exterior, but inside everything you expect in an hotel in the 80's. Within 15 minutes' drive of Crystal Palace Sports Centre.

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“Wild-Water” Helmet.
Offers that little bit more protection.

“Best In The Test”
BCU/BCMA BA '83
approved

Slalom X for the slalom
enthusiast. Simple, pullover, slab
buoyancy, elasticated sides, webbing
fastening. Sizes:- J, S, M, L, XL.



NEW!

THE EXPLORER

Incorporating a 'COLT' Harness



Quick release buckle, cowstail with Crab, pocket for throw line.
All components tested. Over the shoulder continuous webbing.
8kg buoyancy EXPLORER LEADER, illustrated with shoulder loops.
6kg buoyancy EXPLORER without shoulder loops.
Send foolscap S.A.E. for relevant specifications.

NEW!



Keep it safe with W.W. Strappers.
Car strappers (illustrated) with
alloy buckle and W.W. webbing.
Tested to 250kg loading. Trailer
strappers with loop instead of
buckle.



Twin Seal — double seal of
cockpit rim, rigid foam
blank to avoid pooling.
Shoulder Brace for comfort.
Now with tape sealed seams.

Available from 'Wild Water Dealers'.

SEND SAE FOR BROCHURE TO:
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Wild Water Centre, Glasshouses Mill, Pateley Bridge,
Harrogate, HG3 5QH, N. Yorkshire.
Tel: 0423 711624 Telex: 57986

OUR SHOP IS OPEN FOR RETAIL SALES
Monday to Friday 9am to 5pm
Saturdays 10am to 1pm
(March to September inclusive)
CLOSED SUNDAYS AND BANK HOLIDAYS

Dear Focus...

WHAT YOU THINK OF FOCUS

Dear Focus,

The reply 'you cannot please all the people all the time' is normally received when answering to criticism about mass circulation projects such as Focus. It should, however, be possible to please the majority some of the time. By using your own statistics 61% of the readership is under 25. I don't think that the style and editorial content of Focus reflects the ideas and interests of the majority. One only has to look at the specialist discipline publications and the independent mags to get a feeling of the type of content required. Why? Because people buy them. With the so called Plan for Expansion under way and the BCU striving very hard to present a professional external image perhaps the leaders should look over their shoulders and view the area they are leaving behind, the internal image presented to the younger membership. On closer inspection they might not like what they see. I don't.
Charles Willis, Exeter.

Dear Focus,

I have just received my copy of Canoe focus, and once again would like to congratulate you on the way you are steadily improving format and contents of the magazine.
Graham Mackereth, Pyranha Competition, Runcorn.

MEANING OF ESKIMO

Dear Focus,

It was disappointing to see that the otherwise excellent feature, 'Skin, Stick - Bone' in CF 37 constantly referred to the originators of the kayak by the derogatory name of 'Eskimo', a term of derogation applied to the Northern tribes by the Inland tribes further south. The inventors of the kayak are known throughout the north as the Inuit, 'The People'.
Geoff William, Winster, Derbyshire.

VERTICAL TEST TANK

Dear Focus,

Although an active canoeist, my attention has most recently been focused on the design and performance of canoes in a final year study at King Alfred's College, Winchester. The extent of my investigation at present is the construction of a vertical moving water test tank, to reveal the characteristics of dynamic resistance and stability of model canoe hulls. Cross-sectional line plans have also been drawn to examine cockpit position and displacement calculation - with a view to future design criteria. I would be very interested to discover if any similar assessment has been pursued as an alternative to the recognised empirical design method. Do any Canoe Focus readers have any comments or suggestions?
K. Patrick, Winchester.

ANTARCTIC EPIC

Dear Focus,

When Clive Waghorn made the headlines recently as he was air-lifted from Antarctica, after breaking a leg, few people realized that he had just made a historic trip - by canoe. Clive was in charge of the

canoeing team who, as part of the Joint Services Expedition to Brabant Island, have made the first-ever canoe journey in Antarctica.

Using Nordkapp's especially modified for scientific work, a team of four kayakers made a 90 mile journey around Brabant Island - leaving only a 14 mile stretch unfinished for a circumnavigation. Details are not yet available, but knowing that the conditions there are some of the worst in the world, it will be interesting to hear what - if anything - prevented them making the last little bit - maybe it wasn't their intention.

Anyway Clive is making good progress in hospital, and no doubt all canoeists will wish him a speedy recovery.

Frank Goodman, VCP, Nottingham.

BUREAUCRATIC?

Dear Focus,

I have always suspected the BCU, and the Slalom Committee in particular, of being unnecessarily bureaucratic and having too little consideration for the rank and file paddler whom it should be serving. Page 53 of this year's slalom year book has convinced me. I learn that in 9 month's time I will be expected to replace my perfectly serviceable buoyancy aid with a new one which meets some magical BCU/BCMA standard. I must make this change not because my old buoyancy aid has been tested and found to be inadequate but merely because of a capricious and arbitrary decision by the Executive. Why the sudden excitement about buoyancy aids? There has been a standard of performance for them for years but in 10 years of attending slaloms I have never seen one being tested against this rule. What evidence is there that suddenly we are all wearing dangerous kit? How many people have drowned at ranking slaloms in the last 5 years whose lives would have been saved if they had been wearing a BCU/BCMA buoyancy aid, which we are told represents a "considerable advance"?

If the BCU were proposing to test buoyancy aids and reject those which fail the 6kg test then I could support the decision; however, we are told that even tested and certified buoyancy aids will not be accepted after 1st January 1986. What do we get for the extra money which we will be paying to the BCMA manufacturers who are, co-incidentally, the joint sponsors of this exercise? As far as I can make out from the yearbook the only benefit to us will be a piece of paper telling us to keep away from weirs (like Hambleton and Old Windsor?) and not to wear wellies in our slalom boats!

Come off it BCU. There are enough demands on our pockets as it is without arbitrary and unnecessary additional costs being imposed on us by the people we pay to serve our interests. I was hoping for a few more years of gentle competition at a few slaloms each year. This decision and the equally silly imposition of drug testing at other than top-level competition may, sadly, make this my last season.

Peter Amey, Amesbury

Director of Coaching Comments:

The term 'bureaucratic' is an easy jibe. The slalom executive, which consists of paddlers, ex-paddlers and workers for slalom, give untold hours of their time and efforts in a voluntary capacity, not in

producing unnecessary administrative systems, but in creating and oiling the essential machinery which has made canoe slalom the thriving, achieving section of our sport which it is today.

The decision to accept the new BCU/BCMA buoyancy aid standard as a requirement for the implementation of rule 23b was put to the 1983 AGM, and discussed again in 1984, it was not merely imposed by the Executive. The Standard was initiated as a result of the BCU Coaching Committee amending its recommendation concerning life-jackets, to say that buoyancy aids were suitable for most situations. This was aimed at education authorities in response to the growing pressure from active instructors concerning the matter. The immediate question authorities ask is "what standard of buoyancy aid?". As none existed specific to canoeing, it was desirable to set about producing one. Thus, in co-operation with the BCMA a standard was forged. During this process, the ICF slalom and wild water racing committee amended its rule. Common sense led us to incorporate their new requirements within the British standard and seek its adoption for competition relieving organisers of the need to set up time consuming testing procedures at events. To the best of my knowledge no drowning has occurred where the buoyancy level of the aid played a significant part in the death. However, this is a situation where we have to ask if it is necessary for someone to actually drown because of a deficiency in design before we endeavour to improve matters to prevent that likelihood. There have certainly been instances of buoyancy aids coming off at undesirable moments, and of shoulder straps parting when grabbed in order to save someone from a bad swim or worse. These are both factors which have been improved by the standard, apart from ensuring the quality and amount of the inherent buoyancy.

A requirement of the standard is that an advisory leaflet is issued with each buoyancy aid. To advise novices to keep away from weirs is surely basic common sense. In so far as the established paddler is concerned, the Union has been involved recently in negotiations to ensure that we can continue to use our weir sites - one of which could recently have been put in jeopardy by novices getting jammed while trying to shoot it.

The BCU has been required by Sports Council to implement a random drug testing programme, the reasons for which are explained elsewhere.

I am sorry that Mr. Amey should feel that what are intended as positive moves to keep pace with, and protect, our sport and its participants, constitute unreasonable impositions.

EDITORS APOLOGISE

The sad news of the death of Frank Luzmore came just before Focus 38 went to press and the obituary was taken down over the phone. Very regrettably this resulted in several typographical errors in the text. We apologise to the author, John Dudderidge, who is in no way responsible for the inaccuracies.

DEAR FOCUS...

Canoe Focus encourages letters to the editor but reserves the right to edit and condense to fill the space available. All letters will be treated as having been submitted for publication and must include a name and address for verification. Please send all correspondence to:- "Letters", Canoe Focus, British Canoe Union, 45-47 High Street, Addlestone, Weybridge, Surrey. KT15 1JV

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COMPETITION

WORLD CLASS CONTEST — THE LOWENBRAU RAPID RACING CHAMPIONSHIP 1985 — BUT FOX WINS AGAIN

This year's Men's Rapid Racing Championship (April 1st - 4th - Bala, N. Wales) attracted a truly world class field and included Ian Ferguson (New Zealand), the triple Olympic Gold medallist from Los Angeles, six current World Champions and six past World Champions. Richard Fox, the current World Slalom Champion and Jonathan Dunseath, Last year's winner, took on contestants from Austria, Belgium, Canada, France, Italy, New Zealand, U.S.A., West Germany and 28 others from the UK in this new and dramatic canoeing discipline of 500 metre sprints over wild water.

The 1985 UK Championship will be followed by the first French Rapid Racing Championship at Thonon-les-Bain (July 7th - 11th) and in 1986 by the first Rapid Racing World Cup Series with events in USA, Canada, Ger-

many as well as the UK and France. Lowenbrau who support Rapid River Racing with the largest sponsorship in British canoeing history, are tremendously enthused as they believe the excitement generated by the event can only be compared with downhill skiing in its results being determined by 100ths of a second.

After many weeks of a dry Bala course, the water flows again for this event which was held on four different courses. The first course was the 401m Tunnel course just below the dam, at which Richard Fox collected his first 25 points beating Anton Prijon, West Germany by 4/100ths of a second. The graveyard course was conquered by two European Wild Water Racers in Messe (FRA) and Previde (ITA) with Fox third. So to the Staircase site which saw two more faces in the top spots,



Andrew Martin on his way to victory in the 1984/5 Lowenbrau 500 series

Ceccato (ITA) and Wolffhardt (AUT) with Fox again third. The final event moved to the Mill site with a purported drop of 7.98m with Fox in a strong position but Ceccato and Messe close behind. But his victory on this final course clinched his victory with a total of 65 points for his best three events followed by Ceccato (48) and Messe (48).

Lowenbrau will also continue its sponsorship of rapid racing over the next 12 months with a series of races called 'The Lowenbrau 500'. These events are open to any canoeist. Points will qualify for the 1986 Championships and prizes will be awarded. The qualifier for the 1985 Championships from the 1984/5 500 series was Andrew Martin from New Zealand.

BACK TO THE 'MILL' AFTER FIVE YEARS

It was five years since the slalom committee last held a top level slalom on Bala Mill. However due to a lack of available water and the Bala international site being booked by Rapid Racing, the first selection event returned to the Mill site. Being held on Monday 1st April a considerable amount of bogus information was being circulated despite the importance of this important event to the 100 competitors who considered their chances for the 1985 Worlds team worth the £10.00 entry fee. Despite the event being held on a Monday, the slalom committee must have been gratified to see the large number of voluntary officials who gave up their time to assist in the running of this important event which was operated at the high level we have come to expect of a top line event which even ran ahead of time.

Alan Edge and the other course designers had set a very tight course which proved difficult to negotiate cleanly and brought into play the difficulties that paddlers would encounter when paddling at the worlds.

As expected the event brought about keen competition in all classes and the pressures of the importance of this event as a selection event definitely affected the performances of some competitors. In the ladies event Gail Allan easily won the class with a spectacular run whilst Liz Sharman seemed to be encountering great difficulties especially around the mill fall. Melvin Jones won the mens kayak class after Russ Smith with a faster time managed to pick up a five second penalty. In C1, Martin Hedges was victorious as expected with Jamieson/Williams winning the C2 event despite strong competition from Arrowsmith/Brain.

In spite of the weather - it rained all day - normal Bala weather - the event was worthy of its status and the facilities Bala Canoe and Angling Club have developed on the site are a credit to them and the sport in general. Their assistance, and especially the help of Tony Lee, made it a happy return.



Liz Sharman and Gail Allan battle it out for the first place

SHARMAN WINS 1985 LADIES RAPID RACING CHAMPIONSHIPS

Slalomist Liz Sharman joined Britain's top wild water racing paddlers to compete in the 1985 Lowenbrau championships being held at Grantully.

After a series of heats the final 10 competitors went forward to the final to be held as 5 match events with the winner being the fastest paddler overall. The final heat between the two favourites, Liz Sharman and Gail

Allan, proved to be as exciting as its billing with the girls battling their way down the lower section of the course. Liz finally came out on top in a time of 1.09.58 whilst Gail's time of 1.11.34 pushed her down to 4th place. Fiona Mitchell finally finished 2nd in a time of 1.10.45 with the winner from Lowenbrau 500 event, Cynthia Berry, finishing a very creditable third in 1.11.09.

GOING FOR GOLD

That's Exeter Canoe Club's Jonathan Summers who recently became the first C1 paddler in the country to win the British Canoe Union's Gold Half-Marathon Award.

Jonathan, 15, who began paddling C1 in May of last year, earned his place in BCU history in December in the Stour Descent race organised by Bryanston School. Tackling the 13.5 mile course - with one weir to shoot and two portages - in a Kirton Kayaks' Delta C1, he came home in 2 hours 20 minutes, well inside the 2 hours 51 minutes allowed for the gold standard.

His win was just one feature of an excellent club effort in which Exeter members swept the board with eight firsts and two seconds. And Jonathan himself is now well on the way to further national honours, having started the new year with an invitation to attend the junior C1 Olympia Training Squad at their training sessions under the coaching of 1984 Olympics C1 paddler Andy Train.

CANOE SAILING WEEK
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