

June

1997

THE CANOE SPORT MAGAZINE FOR THE NINETIES

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**Thames Weir
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Issue 107
June 1997

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Shaun Baker and Lee Gould in
inflatables at the Thames Weir
Rodeo.
Photo:
Heather Gumm



Canoe Focus

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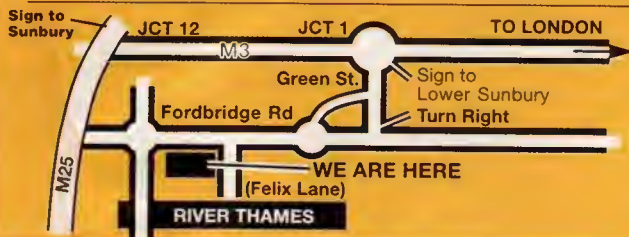
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BCU Conference

The British Canoe Union conference will take place at Holme Pierrepont on November 1 and 2.

Incorporating both the Coaching Conference, the Access Officers seminar together with a trade show and all the latest from the BCU. The full programme is still being completed but the weekend is set to be one of the highlights of the year. Please write into the BCU Office c/o Mike Devlin to register an early interest.

BCU World Class Performance Plan

As I write we await comment from Sports Council on the BCU World Class Performance Lottery submission. Setting out the BCU's competition plans well into the next millennium the World Class Performance Plan should see a quantum leap in the resources committed to the pursuit of competition excellence. Full details will appear in Canoe Focus once approval has been gained.

BCU Council

Following the AGM the BCU Council elected the following Executive Committee:

- Chairman of Council
David Gent
- Vice Chairman of Council
Roger Fox
- Chairman of Sports Management Committee
Alan Laws
- Chairman of English Regions Management Committee
Ron Hodgson
- Chairman of Access, Coaching and Recreation Management Committee
Mike Twiggs

- Elected members of Executive Committee
Graham Wardle and Alan Williams

River Wye

Most of the work of the BCU is carried out by a dedicated band of volunteers. One of those volunteers is John Westlake who has been leading the BCU's work on the River Wye. John's latest update on the situation is carried in this Canoe Focus and I would like to take the opportunity of thanking John for all his hard work in representing canoeists on the River Wye throughout this difficult period.

Plas Menai

Congratulations to Dave Luke (*photographed right*) who has recently been appointed as the new centre manager at Plas Menai National Watersports Centre.

Congratulations

Congratulations to Viv Kendrick who was elected as the new Chair for the Disabilities Panel.

Telephones

If you haven't yet applied to take advantage of the BCU telephone deal where you can save £££s on your bills then please turn to page 9 and complete the application form.

Paddlesurf 97

The fifth World Kayak Surfing Championships are due to be held in Scotland in 1997.

Organised by the Scottish Canoe Association Surfing Committee the event will be based at Thurso the most northerly town on the British mainland from Saturday 20 September to Sunday 28 September 1997. Further information is available from *Paddlesport 97, Scottish Canoe Association, Caledonia House, South Gyle, Edinburgh, EH12 9DQ*



Paul Owen
Chief Executive

**South West
Region -
Newsletter**

A message to all BCU members and members of affiliated clubs, have you seen a copy of our regional newsletter? If you would like a complimentary copy and an opportunity to have a regular subscription (four copies per year) please contact the Editor: **Veronica Westlake, 33 Golden Vale, Churchdown, Gloucester GL3 2LU Tel/Fax: 01452 531218**

**Mile End Mill
Div 2 - Slalom**

Held on 8th March. Jim Jeyes submitted the following report. ...Thank you for attending the event I hope that you enjoyed yourselves. I would like to thank everybody who helped with the organisation. We were not sure at one time if we were going to be able to run the event due to a lack of helpers. I would like to thank Dave Wakeling the Chairman of the WCA Slalom Committee for his great efforts, without his help the slalom would not have happened. Top 3 results are as follows: **Ladies K1**; 1st Anyta Rogers, 2nd Charlotte Hitchin (J18), 3rd Helen Tubb. **Men C1**; 1st Colin Gilles, 2nd Warrn Petit, 3rd David Cook. **C2**; 1st Bradford/Walker, 2nd Bunce Wright, 3rd Taylor/Wonnacott. **Men K1**; 1st Andy Milton, 2nd Chris Taylor, 3rd Benn Crossland. **Judges event**; 1st Luke Pillinger, 2nd Peter Beverley, 3rd Chris Martin.

Friendly Approach Gets Action

Newark Racers Canoe Club have recently been given a new access/egress point on the River Trent at Newark Town Lock. The competition based club use the waterway regularly and after friendly negotiation with the Lock Keeper Bob Holman and Peter Moore the Waterway Supervisor for the Trent, a sign was erected and steps were built. This has provided a much needed facility for users of small craft in the Newark area. Many thanks to all those involved in the negotiations.



BCU Yearbook Amendments

ACCESS changes:

LAO for the Bulbourne, Chess and Colne (Herts) is **Chris Marshall, 40 First Avenue, Garston, Watford, Herts WD2 6PZ Tel: 01923 670313**

LAO for Roman River (Essex) is **Peter Coltman, 23 Stane Field, Marks Tey, Essex CO6 1LX Tel: 01206 211096.**

The correct address for David Savage LAO for rivers Kym, New Bedford, Old Bedford, Sixteen foot river, Soham Lode, Twenty Foot, Vermudens Drain is: **Managers Flat, Mepal Outdoor Centre, Chatteris Road, Mepal, Ely, Cambs CB6 2AZ Tel: 01354 695460.** LAO for Norfolk Broads is **Paul Fynn, Chesters Cottage, Wroxham Road, Coltishall, Norfolk, NR12 7EA Tel: 01603 737456** and the Suffolk Broads is **Rod Cooke, 5 Cliff Avenue, Gorleston, Great Yarmouth, Norfolk, NR31 6EQ Tel: 01493 603236.** LAO for the River Wensum (Norfolk) is **Harry Winthorpe, 4 Barons Close, Fakenham, Norfolk NR21 8BE Tel: 01328 862348.**

BCU Disability Panel - Changes

Viv Kendrick has recently been elected as the new Chairperson for the Disability Panel. Viv can be contacted by post to **8 Yew Grove, Huddersfield, West Yorkshire HD4 5XG. Tel: 01484 443071 (w) 01484 460154 (h) 01484 226239 (fax).** We wish her well in her new role.

Informing HM Coastguard

The joint HMCG/BCU Guidance Notes, Advice for Sea Canoeing and Kayaking has been revised at paragraphs 3,8, and 11, to the following:

Para. 3 Registration with HM Coastguard. Outdoor education/activity centres, clubs, other organisations and individuals should complete a Coastguard CC 66 (Yacht & Boat Safety Scheme - available from any Coastguard

station), which should be returned to the nearest HM Coastguard Rescue Centre (Sea Annex A). Specifically the CG66 form should indicate the contact telephone numbers of key personnel. Clubs may find difficulty in meeting this recommendation due to the permutations of craft and individuals likely to be involved, but as much information as possible should be provided and the contact numbers of key personnel are most important. Where clubs are regularly involved in sea touring, the club's programme should be lodged with the local Coastguard Rescue Centre and updated as necessary.

Para. 8 Operational notification to HM Coastguard. It is important to ensure that clubs/individuals have a nominated shore contact. Whilst the Coastguard will endeavour to monitor any notified activity, the Coastguard will not necessarily initiate any search and rescue action for an overdue group unless alerted by a shore contact or unless alerted by some other means.

Para. 11 Seeking advice. HM Coastguard will provide safety information and other relevant advice but should not be expected to comment about a particular journey or activity. Decisions about the viability or otherwise of a particular journey or activity is the responsibility of the group leader in the light of his/her own specialist knowledge. HM Coastguard accepts no legal liability for the advice offered.

Yearbook Change of Address - Courses

Please note that organiser number 175 has moved, he can be contacted at: **Nigel Wilford, 11 Kyme Stret, York, N Yorkshire.** All applications for his courses should be sent to this address.

Yearbook Courses - Endless River

The following courses were omitted from the BCU Yearbook, they are being run by Dave Crookes at Endless River Canoe Adventure: 13-14 August, Level 2 Kayak Coach Training - Worcester. 20-21 September, Level 2 Canoe Coach Training, Worcester. 25-26 October - Level 3 Kayak Coach Training and Assessment, Worcester. 8-9 November, Level 3 Canoe Coach Assessment, Worcester. 25-26 November - 5 Star Canoe Test Training, Mid Wales. 6-7 December - 5 Star Canoe Test Training, Mid Wales. 31 Jan-1 Feb 1998 - 5 Star Canoe Test Training, Mid Wales. 17-18 January 1998 - 5 Star Kayak Test Training, North Wales. For more information contact Dave at: **Endless River Canoe Adventure, PO Box 69, Kidderminster, DY10 4YG Tel/Fax: 01562 827065.**

Page 22:

Boston Canoe Club, new telephone number: 01205 359540

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Red Nose Rollers

Thomas Ramsay, 15 and a half, decided with a number of friends that they would like to do a sponsored canoe roll to raise money for Comic Relief. They started with the idea of doing 1 hour to raise £100 and ended up with 24 hours and nearly £1,200. The following people took part in the event which was organised completely by them (the parents provided the back up admin). Thomas Ramsay aged 15, James Harvey 13, James Catling 14, Steven Pearce 17, Richard Sheperd 16, Jenny Kingstone 16, Chris Brooker 19. Bracknell Sports Centre were kind enough to provide the use of the swimming pool for the duration. Thomas arranged to have full life guard cover from volunteers during the hours that the pool was closed, and first aid cover was also in place. A rescue boat was also in situ in case of an incident. The whole event went well with some £580 being donated by the public during the day. The event started at 22:00 hours on Friday 14th with two teams taking 3 hour turns through out the night. Each person rolled for 15 minutes then rested. The team that was not rolling managed to get some sleep. Unfortunately on Saturday morning Steven & Richard had to drop out as they were not feeling too well. A quick phone call and a replacement was found a 15/16 year old BCU 3 star called Nick. The team achieved some 8803 rolls during the 24 hours. Which equates to an average of 6 rolls per minute for the duration. Three or four members of the public, who had canoed a number of years previous, were given some tuition and managed to do over 300 rolls and donated in excess of £50 for the privilege. I tried myself, but I don't think that I will take it up as a career! Article by Louise Ramsay

BMIF Objections over Portland Harbour Accepted by DoT

Objections from the British Marine Industries Federation (BMIF) against the Public Inquiry on the change of use of Portland Harbour from a military to a civil port have been accepted by the Secretary of State for Transport. Specifically, the BMIF was successful in overturning a proposal to ban personal watercraft from the harbour.

With the closure of the naval base at Portland Harbour, the government proposed that the harbour become available for civilian use. The change in use required a Revision Order under the Harbours Act 1964. Following lobbying by the BMIF and other marine organisations, a committee was established during earlier consultation which, as a result of the Public Inquiry, included representatives nominated by marine organisations. Objections were made to the Inspector Mr W J Bingham, whose report was accepted by the Secretary of State for Transport last week.

"I am delighted that the Secretary of State for Transport will allow personal watercraft and windsurfers to use the harbour. This sets a precedent which accepts the use of personal watercraft nation-wide as small powered craft." said Tony Beechey, BMIF Executive Chairman. "I hope the opening up the harbour will encourage more local people to enjoy boating."

Canoe Polo Motion Analysis

Christopher Bussell (GB Polo Squad) and Andy Borrie from the Centre for Sport and Exercise Science at the Liverpool John Moores University have compiled a report on Motion Analysis into the work rates of Canoe Polo players. Motion analysis is an observational technique in which specific events of competition are assessed by dividing performance into a series of sequences and movement categories according to the type and intensity of activity. By expressing the movement categories in relation to time spent and/or distance covered during a game, the exact work rates can be calculated. This information can then be used as the basis for training schedules which accurately reflect the duration and/or distance as well as the exercise intensities which Canoe Polo players experience during competition. The full report is available from the Publications and Information Officer at the BCU office, please send a large SAE for a copy.

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Scottish Paddler Supplies

Scottish Paddler Supplies have been appointed as Scottish stockists for Perception Kayaks, including the Proline range, Brochures and prices are available on request. *Tel: 01259 781 491*

DIY Canoe Building

Maurice Byrne, owner of Brimstage Boatbuilders has recently opened a workshop offering facilities for DIY canoe and boatbuilding. In addition to the strip plank canoe he also has another Selway Fisher Design, 'The Raven', 15'7 long

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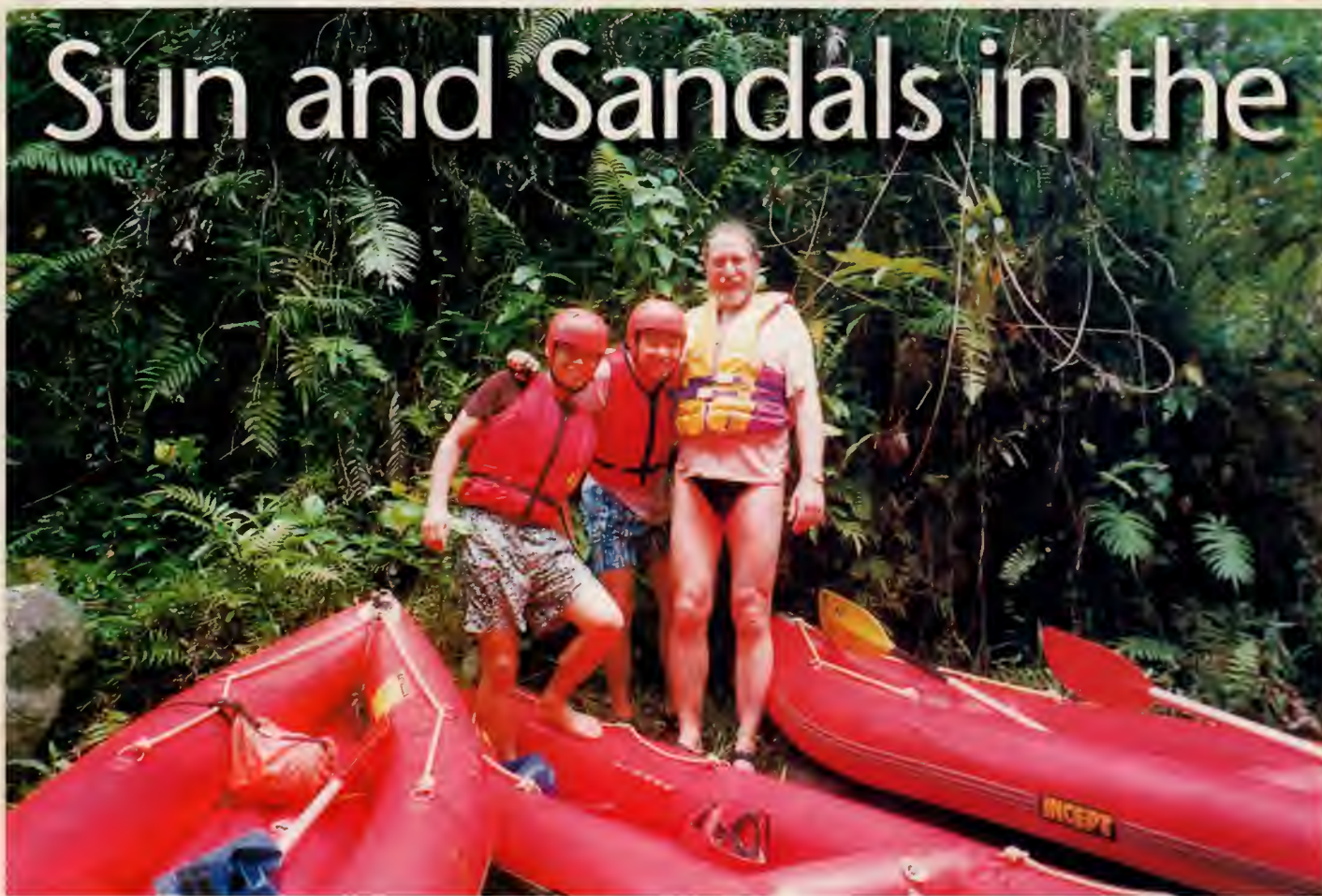
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Sun and Sandals in the



Southern Hemisphere

Ian Hastie, a self confessed 'oldy' and ex-chairman of Halifax Canoe Club writes about his trip to the Indonesian island of Bali, just north of Australia.



... I was intrigued to see in the hotel an advertisement for rafting on one of the island's rivers it showed a photograph of a two-man inflatable kayak - "for the person seeking more adventure and excitement" - which I thought might be interesting.

I guessed that the advertising photographs would be of the biggest and most impressive rapids, so I scrutinised them closely. They didn't look that bad, so I signed on for a river run.

**Article by
Ian Hastie
BCU Access
Officer for the
Calder River**

It did seem very expensive, 64 US dollars or 146,475 Rupiah in local currency (£42) - being aimed at enticing the tourist onto a guided rafting

trip - but I thought I couldn't miss the chance of a river trip in the southern hemisphere, so I threw a plastic at it.

There were three of us in the mini bus, on the one and a half hours trip up onto the interior plateau. I was a little concerned on the way there that the kayaks would be available. All too often on organised trips of this type, not all the advertised facilities are available when you get there, and I did not fancy spending \$64 on floating down the river as a passenger in an inflatable raft. As soon as I arrived, I approached the guide and told him that I had booked for a kayak. He was a bit reluctant at first, but after I said that I had specifically booked kayaking there was no problem and indeed they even had solo kayaks - great. Far better!

I could see the river at the bottom of a steep ravine, in width much like a Yorkshire river. It looked clean enough, and was flowing quite fast with fairly frequent rapids in sight. The water was a light greenish colour. It was called the Ayung River and was the overflow from a mountain lake. This kept the volume up, as it flowed down the Antap valley, finally discharging into Benoa Harbour in Denpasar, the capital of the island.

'mickie finn'

The rafting centre kitted us out adequately; buoyancy aid, helmet, and then came the 'mickie

finn' - a left handed paddle. "This is a left handed paddle' said I "No it's not", they said, " all the paddles are there in that rack". So I went and had a look in the rack and they were ALL left handed paddles. Somebody must have sold them a job lot at closing time on the last day of the All Asia Canoe Exhibition. No choice then, a left handed paddle it had to be!


There were to be four of us in kayaks: me, Ri (the Indonesian guide), and two Japanese lads who did tell me their instantly forgettable names. I instantly forgot them.

Down we went, about 1,000 steps into the deep ravine. At the bottom was a large rock shelf from which the rafts and kayaks could be launched. The guide and I were in single kayaks and the two Japanese lads were in a two man kayak. The river was quite fast at this point with an immediate drop leading off downstream.

After the briefest of instructions on " how to paddle", the two lads were placed on the water and told to "go and practise". So the inevitable happened. They splashed about towards midstream and were immediately washed down and disappeared over the drop, out of sight and rapidly chased by the guide.


I moved out into midstream to try out the inflatable boat and left handed paddle. The paddle was alright, providing you remembered to grip with your left hand.

The river was fast, and whilst none of the drops were bigger than about 1.5m, the rapids, which came quite frequently, tended to be of a




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good length with sustained difficulties of negotiating the main flow's course between the jumbles of rocks and outcrops.

Major handicap

The kayak wasn't too manoeuvrable and I had to work hard to sort of downstream stagger situations to maintain the best course down the main flows between the rocks. The left hand paddle was a major handicap in the big water when instinct tended to take over and I often found myself leaning on a stroke which wasn't there as the blade knifed through the water. Still, I'll let you into a secret. Left hand bow rudders are easier with a left hand paddle.

The Japanese lads were really struggling and the guide swapped one of them into the single kayak, placed himself at the rear of the two man kayak with the most inept candidate paddler at the front.

The inflatable boats were very forgiving in the big water. If you got the nose pointing down the main flow they would normally finally bounce you into the stopper at the end of the rapid, providing there weren't too many corners in the path of the flow going down. The problem was that if you got one of them pinned sideways on a rock, the water flow tended to bend them just slightly round the rock and they were the very devil to get off again.

After about two hours, a final rapid dropped us into a large pool with two waterfalls pouring into it from the top of the ravine cliff face. Here all the rafts were moored up. We were at the halfway rest. As it was quite hot, I paddled under one of the falls for a quick shower and then got out onto the bank for a leg stretch and quick photographic session.

Concentration lapse

Eventually we set off again and by now I was getting quite blasé about the rapids and a bit full of my own importance in coaching the other single kayak down. Fatal isn't it? I must have let my concentration lapse, and three-quarters of the way down a rapid I slammed into, and grounded on a rock. The Japanese lad who was following me slammed into it beside me and we were both pinned there. With some difficulty and after much pushing and heaving I managed to get him off and saw him disappear safely nose first down the final part of the rapid. In the meantime, the flow had picked up my tail, and as I was fighting to bring the boat round and break into the flow nose first, I was punched sideways into yet another rock, my body on the upstream side and as I was tipped into the flow the kayak shot sideways up the rock where it disappeared somewhere into the stratosphere.

Well, it's OK capsizing a K1 where you have (at least I do) a well practised drill of the forward roll somersault exit technique, and you know

exactly what is going on. However, this inflatable thing just tipped me out any old how, into the raging foam in the middle of a rapid and it took me some time underwater to sort out where 'up' was, and when I had done that, where downstream was! Eventually I got myself upright, legs facing down the flow, and I decided it was time to kick up and grab a lung full or two of air. But when I did break the surface I was underneath the inverted kayak, so I went down

Below: Ri - the Indonesian guide
Bottom: the two Japanese lads



and I was trying to keep my foot high so that it didn't slip off. I did manage to get my left arm over the kayak for support and soon I saw Ri, the guide, holding a paddle out at arm's length, which I was able to grab, and pull myself into the eddy.

When I had mended my sandal we set off again and I now concentrated a bit harder and shot the rapids in a more businesslike fashion without any problems. I was now using the paddle as a right handed paddle. Of course, the left hand blade entered the water with the curve the wrong way, but it worked satisfactorily and saved having to try and think left hand control all the time.

We continued our descent through less frequent, though still demanding rapids, and the ravine started to open out. The scenery on the banks became more interesting with dwellings, agriculture and people working, washing, and looking after animals. I shouted a greeting to everyone we passed, as I am wont. Some replied in a friendly manner, some looked at me as if I was from another world - which I was of course - but as these trips are run on a daily basis, they must see the rafts and kayaks frequently.

Big advantage of being on a tourist trip

Finally Ri called out that the rapid we were approaching was the last one, and after another 100 metres or so we broke out into a right hand eddy and landed on the bank. Now came the big advantage of being on a tourist trip. We threw our paddles in one heap, our gear in another, and we walked away leaving it all for the 'workers' to carry up. Being as it was about 500 steps, this was good news.

At the top, our mini bus was waiting to run us back up to the centre, where, after a shower and dry clothing, a hot meal was laid on prior to our return to the coast.

It was an enjoyable experience and I am glad I did it. The river was good, the water clean, the environment and the temperature pleasant. The nicest thing, particularly early on in the trip when most people are a bit nervous and apprehensive - remember they were probably all first timers - was a strong feeling of 'we are

all in this together', and there was a lot of friendly banter, and smiles, and mutual encouragement. It was a new experience being on friendly terms and laughing and joking with all the different nationalities who were there, even when we didn't speak the same lingo. The Japanese lads in particular, I had a great time with.

By the time we got to the meal though all that had been forgotten, and it was back to normal with everybody in their little national groups, Japanese here, Chinese here, Australians over there, and no group speaking to any other. We're funny people aren't we?

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Sea Kayaking in the Inner Hebrides

As we launched from Arduaine Point, it was with some trepidation, as this was for me the third sea kayaking trip in a year and so far the weather the previous times had not been clement. It is not the temperature or the rain that dictates the progress of any expedition but the wind. One reason that I prefer this aspect of canoeing is the preparation and planning that is involved. There are a number of variables such as tides and weather as well as the more obvious things such as food and equipment. The safety equipment we carried included flares, spare paddles, fibreglass repair kit and a SW length radio. Prior to departure we had faxed Oban Coastguard giving an area that we would be paddling. We briefly gave an overview of our projected expedition to the coastguard who we always found to be extremely helpful. The radio we had with us had a limited range and so as not

Within the many facets of kayaking, sea-kayaking is perhaps the oldest. Gone are the days when Eskimo's in sealskin covered kayaks hunted for fish for their very livelihood and an immersion in the sea meant an imminent end. Today it is an adventurous sport and below is an overview of a recent trip.

to cause unnecessary alarm we agreed that we would contact him when feasible.

Fully laden with a weeks supplies including water the three of us in a Fjord, Baidarka and an Islander cut

through the placid waters of Ardnish Bay heading for Luing. We left behind the relatively luxurious campsite that we had arrived at by car the night before. It was also to be the last time for over six days that we would have contact with anyone else other than the occasional wave from a passing fisherman.

Absolutely deafening

It is usually unwise to settle into a committing paddle on your first day of a sea expedition because it always takes a while to adjust footrests and backstraps and that, combined with the fact that one member of the group had a severe hangover from imbibing one two many pints from the night before meant that we stayed on Luing on the first night which was only three miles from our departure point! We were in the second week of July and even at 10pm it was light enough to read a book. On this first night I awoke at 3am and the silence was absolutely deafening which considering we were

only thirty feet from the shoreline was astounding. We launched at 9am the next morning having risen at 7.00am and eaten a hearty breakfast of mushi and bacon grill. The 3.00pm shipping forecast was ideal with a minimal wind, low, au



ies on

although Clive and I had to take Mike's word for it as this was far too early in the morning! We headed south (the hungover member now fully recovered) down Shuna Sound and took a bearing for the first of the tide races that we were to encounter in the week. This is bizarrely known as 'Grey Dog' and is the gap between the isles of Lunga and Scarba. As there was negligible wind and there were no spring tides all we had to contend with were half a dozen standing waves of four to five feet. We soon passed through this and headed for the southern most island of the Garvellachs which is a favourite haunt of sea kayakers although we lucky enough not to encounter any. There are a number of beehive cells dating back to the 14th Century which are perfectly constructed with amazing symmetry. Nevertheless we decided not to spend the night there as we headed up to the middle island of the group, 'A Chuli' where we found an idyllic campsite that overlooked the isles of Jura and Scarba. If there was ever a sunset that week it was on the top of this isle looking across to Mull. We even tried our first swim here as the sun had been so intense all day.

The aim the next morning was simply to take a bearing to Glengarrisdale Bay on Jura and compensate for the Corryvreckan tide race that runs for over six nautical miles out of the gulf and in Spring tides can run at over twelve knots.

Golden eagle

For a committing open paddle the conditions were ideal. As we pulled into the bay we saw three stags silhouetted on the top of the crag. The wildlife we witnessed during the week was spectacular and although we did not see it we learnt of the existence of a golden eagle in the locality. Although Glengarrisdale Bay has a bothy located on it we decided to move on because the portage was excessive and as the weather was ideal we did not anticipate having to use it. We paddled along the coast through a narrow channel that was littered with seals who were taking in the sun and even came within a few feet of one seal who was in a deep slumber. We came upon a

quiet little bay with just enough beach to land three kayaks. It was called 'Bagh Uamh Nan Giall' which we named Seal Bay as we had problems with the pronunciation. Unfortunately the sunset was cut short that night as hordes of marauding midges forced us to withdraw to our tents early in the evening.

The day had come for us to approach the infamous 'Hag' of Corryvreckan which is an area of confused water which is the centre of one of the biggest tide races in Britain. (For those of you who are unaware a tide race occurs when a fast flowing tide is constricted either between two islands or around a headland). The 'Hag' itself is a whirlpool that is most prevalent in adverse conditions and has the ferocity to swallow fishing vessels, even a friend of mine in the Navy said that taking a ship through was one of the most

stressful bits of navigation that he had ever done.

Nevertheless, with careful planning, we timed our leg perfectly and reached the small cove on the opposite side of the Hag perfectly (O.S Sheet 55 grid ref 697027) and climbed up onto the cliffs to watch the turbulent excesses of this patch of water. Paddling through the rest of the gulf itself is bizarre as there are stretches of placid tranquil water surrounded by twirling restless water. It is an experience I would recommend to any sea paddler - but check your tides first!

We spent a few days touring around Scarba and Jura before finally heading North to the small island of Belnahua which is five kilometres SSW of Easdale. This is an uninhabited island now although there used to be a small thriving slate mining community there up until the early part of the century. It is now totally deserted with only ruined cottages and the rusting remains of machinery of some description that looks better placed in a Heath Robinson illustration than a ghostly mining community. This is coupled with the quarries that are now full of turquoise blue water that contrasts sharply with the dull slate surround. Incidentally there is a small museum on Easdale Island that gives a potted insight into the island. In a strange way it was pleasant being back close to civilisation having really been away from it for nearly a week. Although the island is deserted there is a feeling that you are being watched the whole time. I am not a nature follower but I noticed a number of different butterflies on the island which must rarely have visitors and so probably has flourishing flora and fauna. As we paddled down Cuan Sound that last leg back to Arduaine Point I reflected on how lucky we had been with the weather. We could not have had better conditions all week and we had really seen an abundance of wildlife encompassed with magnificent scenery. The Hebrides at their best.



Above: Former mining settlement in Belnahua. Below: Mike Hart off Jura.



Below: Clive Mills. Scarba to left, Jura to right. Guff and Corryvreckan in between.



The three members were Chris Redwood, Clive Mills and Mike Hart who are all part of Peninsula Paddlers based on the Wirral.

The Hanging Draw

I have been fortunate enough to have been coaching kayaking and canoeing across the country over the last little while. Since the introduction of the revised Star Test syllabi during January 1996 I have been aware of some confusion over hanging draw, a technique that was not previously included in the award structure.

During this paper I will discuss my ideas about the technique. I plan to do this in three ways:

1. describe what happens to the craft during the technique,
2. outline the function of the stroke
3. coaching - top tips and handy hints for developing the technique

The technique works in a kayak or open canoe so the term craft will be used during the paper to mean either kayak or canoe.

Description

I have heard the technique described as both 'static' and 'dynamic' so which is it? The craft is dynamic as it needs to be moving (forward or reverse) the paddle is static as only slight movement of the blade is made during the action of the technique.

Figure 1. summarises the

action, the kayak is travelling forward at a steady speed. The blade is placed to the side of the craft and angled slightly similarly to the sculling draw. The craft is drawn diagonally and gracefully across the water. The craft should keep pointing forward and should not turn to one side.

Function

I describe this stroke as a 'touchy feely stroke' in other words my main aim with coaching this stroke is to enhance boat and blade awareness in the students. This will lead to improved control as the paddler progresses to moving water. They

will be able to feel both the water and the action of the blade. This they will develop to work for them rather than fighting against the power of the water all the time.

Coaching

Although I have been able to accomplish the hanging draw for some years how it worked always used to be a bit of a mystery to me and coaching always proved troublesome. However, during the last eighteen months I think I have made some progress to enlightenment.

There are two basic ways I suggest coaching the technique. The best will depend on which you feel most comfortable with and the group etc.

Firstly, the kayak is paddled forward. The last stroke is on one side and the draw is placed on the other, see **figure 2.**

The problem that often results is the craft turning towards the paddle, as the last paddle action encourages the craft to swing.

Secondly, during the summer I was coaching a small group of teenagers and decided to try out a few ideas. I just showed the participants the technique a few times and asked them to play with it. This style of coaching follows ideas previously discussed (*Effective Learning CODE Aug.96*). the pupils

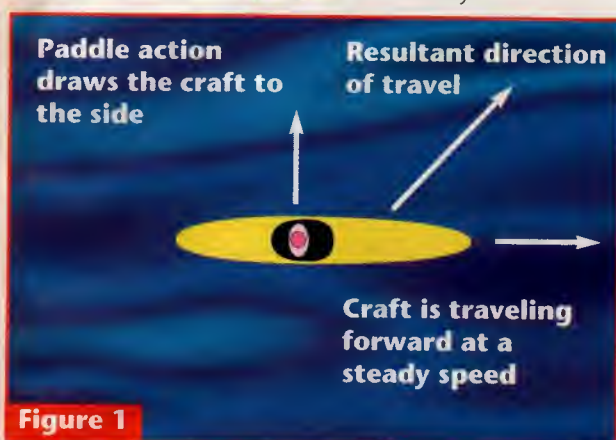


Figure 1

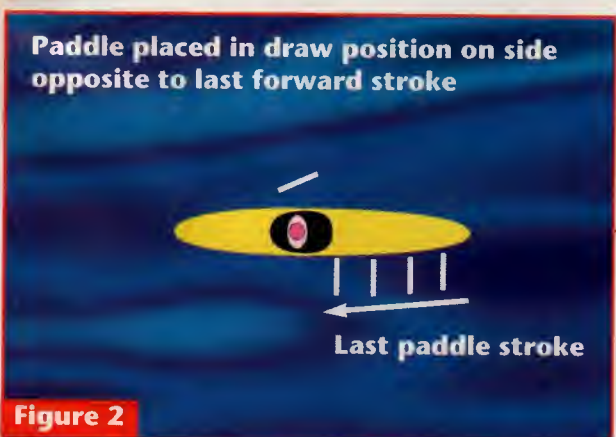


Figure 2

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made progress remarkably quickly. Then I spotted one of the group getting excellent results, yet he wasn't doing quite what I asked. The craft was paddled forward. The draw was placed on the same side of the craft as the final stroke **(figure 3)**. This required that as the final forward stroke neared its end it was sliced out and round. I'm sure that sounds complicated but actually it's not too bad.

This second method does appear

to be easier for most (but not all) people to learn. I suggest this is because:

- the action of the blade counteracts the turning motion of the craft.
- with method one I often found that the craft had turned due to the effect of the last stroke before the paddler had time to place the blade on the other side. This method allows the paddler to concentrate on one side.

powerful. This will induce a turn away from the draw. Get the paddler to try it at a slower forward speed with a much less powerful stroke as the final.

Body Action

I find it helpful if the paddler edges the craft away from the blade **(figure 6)** once the draw action has been placed. I think this achieves two things:

1. a curved hull is presented to the water aiding gliding through it.
2. turn induced by edging opposes the turning effect (if any) of the paddle.

Summary

I hope these notes are useful. There are further points for consideration, but those outlined here are enough for present. Importantly, go and play with these ideas and find out what works for you.

Although I have worded the paper in a way that applies to kayak or canoe, some of the diagrams are more kayak based. I feel that the improvement of my coaching technique has been made possible by spending time thinking about it in my open canoe. In a canoe you have a different viewpoint on the blade which make subtle adjustments easier. Often it will also be the case that an open canoe will track more easily (not turn so much) and so make the technique easier to learn.

Have fun.

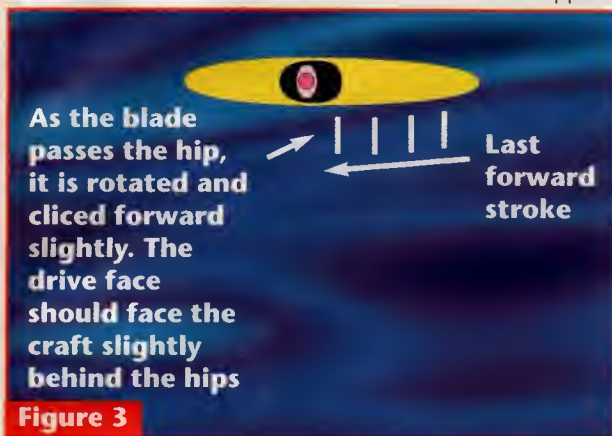


Figure 3

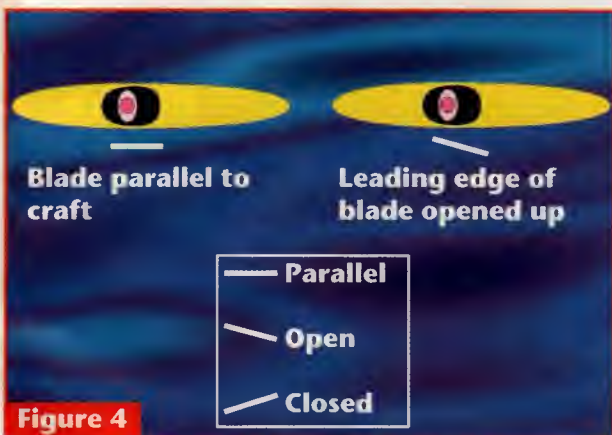


Figure 4

Blade Position

One of the most common problems associated with trying to learn this technique is that the craft turns because the draw blade has been placed too far forward and is acting more like a bow rudder. The blade will usually need to be placed level-5cm behind the hips.

Blade Action

For the blade to draw the craft across the water the leading edge of the blade needs to be opened up slightly **(figure 4)**. This is where the touch and feel of the blade comes into play. Encourage the blade to be placed parallel to the craft and then gradually be opened up. If it is opened up too much or too quickly the craft is likely to turn.

During the learning process there is another little trick that can be used if it helps. If the craft is still turning onto the blade slightly during the action, the paddle can be swept into the stern so as to counteract the swing. This takes place at the end of the technique as summarised in **figure 5**.

If the craft turns away from the blade, the final forward stroke is too

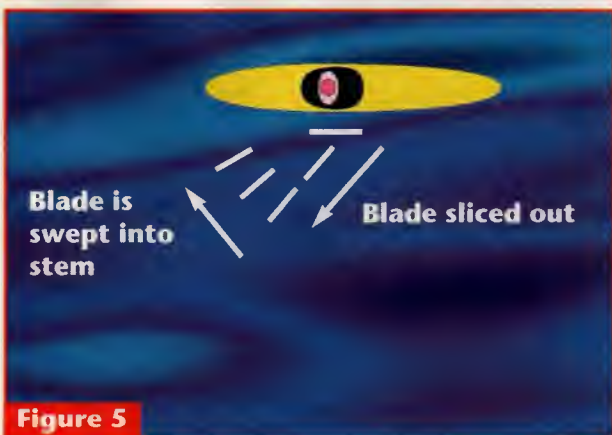


Figure 5

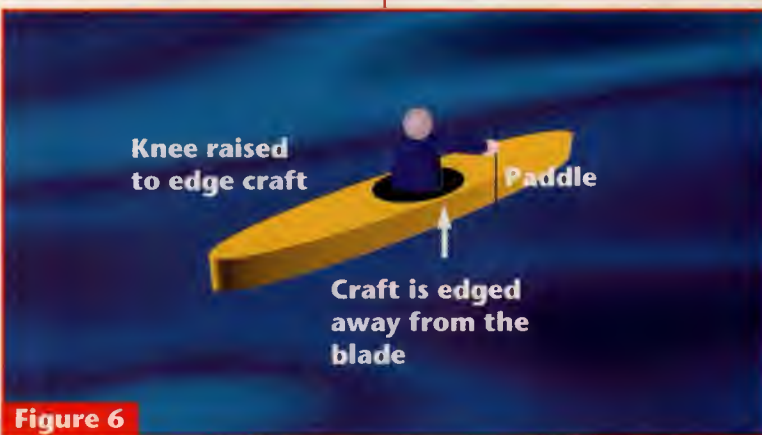


Figure 6

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River Dart Access - Our First Season

On the whole, we feel, we have had a very good season. The vast majority of paddlers using the Dart have been supportive of our work, co-operative with regard to our admin. system and, above all, cheerful, and friendly. Its amazing the difference it makes if someone is pleasant and polite even if they're being told that their chosen dates are full.

The issuing of helmet tags for both the loop and the Dartmeet sections seems to have been a success and it certainly made the identification of rogue paddlers easier, not only for Icarus, Adam and the park wardens but also for any legitimate paddlers who felt inclined to challenge those without tags!

We had some problems, earlier in the season, with groups of Season Ticket holders abusing the early weekend concession. In order to make it clearer for everyone concerned we have changed the instruction so that Season Ticket holders must have left BOTH the river and the Newbridge and Holne Bridge car parking areas by 10 a.m. at weekends. We would also

like to emphasise to all users that the agreed access and egress points are the only ones that must be used.

Our only other major concern is that any canoeists who experience problems with other user groups must report to us and not take it up with the group themselves; they may, unwittingly, be treading on the toes of the people with whom we are negotiating.

In order to make it a little easier for last minute/emergency bookings by 'phone, we have changed the times we man the phones line (see information panel) however, paddlers should be aware that leaving it until the Thursday before they want to go at the weekend is likely to result in disappointment! We would also like everyone to be aware that the number given in the BCU Yearbook, under Taw and Torridge Access (there was no number given under the Dart) is incorrect - the correct number is: 01237 475823.

Finally, contrary to a recent magazine editor's comment, it will not be "years before you get another booking"! We issued a vast number of

places during the season, those who could not get the dates they wanted were mostly accommodated on another day, the very few total refusals were largely due to one or more of several causes: they rang too late and the river was full - they couldn't go on another day - their letter arrived too late because it had to be re-directed (even after the change of LAO had been well publicised). In relation to the enormous numbers using the river we don't think that's such a bad record.

We thank everyone for their co-operation and support and look forward to another successful season.

Upper/Dartmeet Dartmeet to Newbridge

Launch - downstream of bridge at Dartmeet, through the kissing gate and around the stone wall.

Egress - adjacent to Newbridge car park. 1st January to 28th February (NB all weekend places were fully booked by mid September last season!)

£1 per boat number per day.

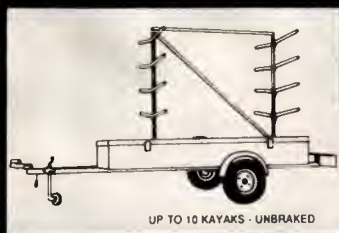
Helmet tags issued by the LOA must be worn

Middle loop Newbridge to Holne Bridge

Launch - adjacent to Newbridge car park.

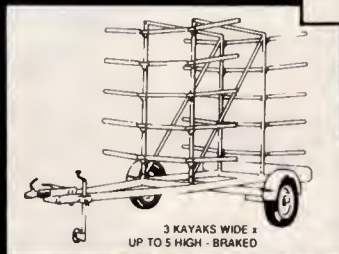
Egress - below Holne Bridge, right bank in fenced off area. 1st October to 28th February

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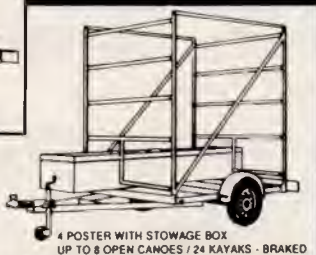
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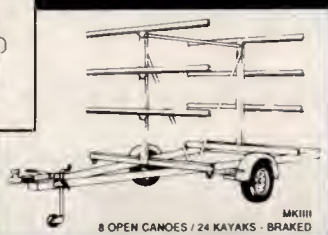
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£1 per boat number per Thursday to Wednesday period.

Helmet tags issued by the LOA must be worn

Lower Holne Bridge to Totnes

Launch - below Holne Bridge, right bank in fenced off area.

Egress - *Buckfast* between old and new road bridges on left, OR you may use the Little Chef car park provided you also patronise the Little Chef!

Staverton Bridge, left bank immediately below bridge.

Totnes. 1st October to 31st January £1 per boat number per Thursday to Wednesday period.

Numbers issued by the LOA must be displayed on boats.

Season tickets - Are available for the Middle and Lower sections ONLY during the months stated above. They are valid for weekdays and can only be used at weekends for EARLY trips - season ticket users MUST have left the river and both the Newbridge and Holne Bridge parking areas by 10am at weekends. Cost £5.

LAO - *Icarus and Fiona Edmonds, Summerhall House, Littleham, Bideford, Devon EX39 5HG. E-mail: BCUSW@SHINES.SWIS.NET*

Dart and Torridge/Taw Access Line

Tel: 01237 475823. will be manned on Mondays between 4pm and 6pm and

on Thursdays between 10am and 1pm. At all other times there will be a listen only information message.

Confirmation of booking can only be given on receipt of the admin. fee. Credit for un-used tickets can only be given if the tickets are received with a post mark before 10am on the date of

the booking. Last minute, emergency phone and E mail bookings can be taken provided there are any spaces left and we have an address to send them to!

All access requests must be accompanied by a valid BCU number and a SAE.

The Blackwater (Perthshire)

Last summer local paddlers were concerned about a large tree which had fallen across the Blackwater above the gorge. It was agreed that someone would try to cut some branches to make it safe. By the winter nothing had been done. I then contacted the Estate to get permission to cross their land to cut the tree back. The Landowner was not happy about this, as he said he had been annoyed by canoeists entering his property to paddle the gorge. After several meetings and a visit to the Estate we are no further forward.

So beware the tree! Please paddle the Blackwater using the existing access point at the bridge upstream. The Landowner is not bothered about us paddling the river, but is not happy about people entering his Estate to paddle the gorge. Please help us to keep good relations with the local people by getting on the river where you are supposed to!

Mary Conacher, SCA National Access Officer

River Wye Update

More crystal gazing! - when you read this (written mid April) the Public Inquiry on the

Navigation Order will be well under way and the BCU will have given its evidence.

Some two years ago the NRA promoted Bylaws to control the speed of power driven craft and various other matters. The legal process was halted whilst the claim by Mr Stockinger concerning the old navigation company was pursued to Court but the BCU had made legal objections. Government has now decided that a Public Inquiry should be held and that this will follow that for the Navigation Order and be held during June and July.

We have had further successful negotiation with the Environment Agency which have enabled us to withdraw our objections to the proposed Bylaws.

John Westlake, LAO for River Wye in England, 33 Golden Vale, Churchdown, Gloucester GL3 2LU Tel: 01452 531218

Local Access Officer - Change of Address

LAO for the Welland - East Midlands, Graham Froggett has moved to: *Stamford School, Broad Street, Stamford, Lincs PE9 2BS Tel: 01780 754890*

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Low Brace Turn



Dear Canoe Focus

Lawrence Chapman's article on the Low Brace Turn included a statement that edging the kayak induces a turn towards the lower side.

This is a myth which I have come across frequently since my first encounters with BCU instructors about 10 years ago.

Nearly all waterborne craft exhibit a tendency to turn in the opposite direction to the direction of heel, that is, when heeled to the left they turn to the right. In my experience canoes and kayaks are no exception.

The Three Star test syllabus for closed cockpit kayaks includes a requirement to demonstrate 'tilting to assist turning', but unfortunately does not indicate which way the tilt should be. I suspect that this requirement dates from the time when most kayaks were longer and more directionally stable, and tilting the kayak had a significant effect on the steering. Sea kayakers for example, use the phenomenon to good effect to turn their long craft, or to counter the turning effect of the wind. Modern white water kayaks, in which most people are introduced to the sport, are directionally highly unstable, and will turn rapidly in the direction of the slightest force. For this reason, the effect of tilting is almost impossible to detect, since directional control is masked by other factors, such as how powerful the last paddle stroke was. The very high rates of turn of these short kayaks necessitate edging the kayak into the turn, to avoid a capsizing induced by the rear deck slicing sideways through the water, and so it is not possible to demonstrate the effect of 'tilting to assist turning' in such boats.

Perhaps this item should be left out of the three star test unless it is taken in a long, directionally stable kayak.

Unfortunately, a generation or more of paddlers have been introduced to the sport in white water boats, and trained as instructors and assessors in the mistaken belief that tilting to the left assists a turn to the left, and so the myth is perpetuated.

**Barry Deakin, Ringwood Canoe Club and Consultant
Naval Architect, University of Southampton.**

The Director of Coaching comments:

I hesitate to enter debate on this matter with a naval architect. However, I am in full agreement with Barry, through practical observation over many years, that directionally stable boats are predictable in having a tendency to turn in the opposite direction to the tilt, and that this is a valuable steering aid.

I believe that short white water, and slalom, boats, are also steered by tilting - but am quite prepared to be 'shot down in flames' on this. The 'tilting' in this case is very subtle - not the cranking on to its side that you will observe when a K4, or a sea or wild water racing kayak, is being tilted to steer.

Steering in short white water boats - for established paddlers, not novices - is obtained through a whole series of techniques. This includes variations in the strength of the power stroke throughout its path, with a differing application from side to side, the inclusion of a small 'sweep' action as necessary, pushing harder against the footrest on one side as necessary, but also using slight tilts to compensate the tendency of the boat to go off-course, as necessary.

The best way to 'prove' or 'disprove' this theory is to get an established canoeist to paddle their kayak across a stretch of flat water, sideways on to a strong wind.

As soon as power is applied, the kayak will want to 'turn

up into the wind' - i.e. point in the direction the wind is blowing from. To compensate, the paddler will constantly be tilting (subtly) the kayak towards the windward side.

For example. The wind is blowing from the right hand side. The kayak wants to turn to the right. Tilting it to the right will induce a counter-action to the left. This will off-set the effect of the wind, and the paddler will be proceeding in a straight line. In this scenario I believe the turning effect induced by tilting to always act in the same way - that is, a tilt to the right will induce a turn to the left, and vice versa, regardless of the type of kayak involved!

The confusion comes when 'tilting' is practised on flat water, particularly where there is little or no wind blowing. As Barry states, in this instance, the last force applied will determine the direction in which a short boat will turn.

We have left 'tilting to assist turning' in the white water kayak Star Tests to indicate that: tilting does affect direction; tilting as a technique is also required in other ways for white water touring; and that it is involved in the maintenance of directional stability, even in short boats.

Two more examples to 'prove' the theory. Firstly, imagine yourself on a 'standing wave' on the river, in a short plastic boat. Your skill level is such that you can maintain your position on the wave through balance alone, and do not need to apply a 'rudder'. If you wish to move across the wave to the right what will you do? I believe you will lift your right knee - i.e. you will tilt the kayak slightly to the left. So the turning moment which is induced will be in the opposite direction to the tilt.

Try it on a surf wave. You are on a nice, friendly, long 'greenback'. You are performing a steady diagonal run to the right. Your paddle will be in the 'rudder' position on the 'down-hill' side to prevent the tendency of the kayak to turn back out to sea, and over the top of the wave. I believe you will also be tilting the kayak to the right, into the wave - i.e. the tilt is towards the opposite side to where the paddle is applied (quite a tricky technique). The tilt to the right is helping to counter-act the tendency of the boat to turn to the right, and jump back over the wave, pointing out to sea. Thus, a tilt to the right is inducing a turn to the left.

I rest my case - or do I?

Numbness of the legs

Dear Canoe Focus

**I would like to express my thanks to the British Canoe Union for putting an article about my enquiry regarding 'numbness of the legs' in Canoe Focus. I am also very grateful for all the replies I have received from your readers. Some have been most informative and very useful. I have passed all the information to my patient and I am waiting to hear from him as to whether any of these have had any benefit. Their responses will certainly help me in the future if any canoeists present with similar problems. With kind regards.
Mr Richard Dodds, F.R.C.S., (Orth)
Consultant Orthopaedic Surgeon**

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The 12th Playboater

This year's continued lack of heavenly help had left the Hurley Rodeo in doubt yet again. However, some tactical negotiations with the water authority and lock-keeper led to a deal being struck of 1.5 gates through the weekend. No such complaints could be levelled at the weather though, with the sun tans coming on.

Thames Weir Rodeo

East Arms, and finished late courtesy of a bar extension. Sunday morning started too early and too bright by half.

Fortunately the first aid tent (Scout's breakfast bar) was operating and resolved most queasy stomachs and the headaches caused both by hypothermic DW paddlers running around looking for blankets and a warm Land Rover at 3am (nice rescue by Paula and Austin on that one) and all the geese in the world going off at 3am - nature huh?

One gate was the order of the day for the heats in the open competition. Lots of people were pulling the standard moves possible and

winning a heat turned out to be a bit of a lottery as a result in some cases. Semi's were held on 1.5 gates and a six boat final on 2 gates, a couple of epic rides being had as Hurley showed what it's capable of producing given a touch of H₂O.

Eventually the Topos came out on top proving either; 1) That they really still are the best boat for Hurley, or 2) that those in them have taken out a mortgage on the weir.

Yet again, there was an excellent turn out for the women's competition, which was run on 2 heats and a final on 1.5 gates. Helen Taylor just squeaked past Lindsey with her second run in the final, but it was clear that a lot of new women paddlers have taken up rodeo in a big way, and I wish the eddy in open competitions was as friendly - it is after all supposed to be a bit of fun.

The prize giving was cunningly held in the shade, as opposed to the afternoon sun. One of the judges gave a judges eye view of the points system and some example run scores just to help us paddlers with what's what. It's a thankless job and they came in for abuse at several points during the weekend as a result of some bruised egos, but on behalf of everyone I'm giving them all a big thanks - after all, how many of you would do the job?



This was the first event in the country to be run under the international judging system, involving 20 min runs, to bring us in line with the rest of the world. It was also a selection event for the British Team for the Rodeo World Championships in Canada later in the year, a fact which caused some amount of grumbling as to whether you could call it a selection event with the gates available to us. Still, its the same water level for everyone.

Saturday started with the weir being opened up to 1.5 gates against the wall. Two rodeo training sessions were followed by the novice and junior heats, both of which scared some of the older hands with high quality paddling in the conditions, and the first recorded ride at Hurley involving both a foam boater and his flesh and blood partner (strong rumour says that the foamy had the best ride of the day, but the judges didn't see it that way).

Also of note was the way the water level dropped with the extra half gate open (in combination with a gate being shut on the weir upstream).

Much amusement

The novice and junior finals, squirt, open boat and decked C1 competitions were all held on one gate as a consequence - not the ideal conditions, but everyone got on with it and some rides were had. Last up on the water was a combined duo/inflatable fun event,

which rapidly dissolved into chaos and much amusement for all watching. Lee and Jason were surfing their inflatables in a whole host of different positions, and Shaun took it into his head to

get rid of the opposition by diving off the wall at any duo that went by. Eventually the winners were selected.

Saturday night started early at the



Results

Float:

- 1st Shaun Baker,
- 2nd Simon Edwards,
- 3rd Chris J Could.

Novice:

Peter Scutt

Decked C1:

Pete Orton

Squirt:

Justin Snell

Open Caone:

Rob Dixon

Ladies:

Helen Taylor

Junior:


Tom Desbruslais

Fun-Duo Event:

Emma Wood & Simon Holt

Thanks

A big thanks to Shaun, the Lock Keeper Brian Webb, judges, the Environment Agency, the SAS Institute, Harleyford, Eskimo, 21st Maidenhead Scouts, Hurley Village Assoc, YAK, Palm/Kavli, Playboating UK, Playboater and La Ola for making the event happen.
Article by Chris Gould
Photographs by Heather Gunn



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Wigan Canoe Club has run a yearly expedition since it was reformed in 1995. The first year had seen the crossing of Scotland via the Caledonian Canal in kayaks and the second year a trip to Ireland and the crossing of Loch Earne.

Both ventures had been enjoyable, strenuous, rewarding from personal viewpoints and had welded the members of the club together. Each year brings its own trials and tribulations for us all, however, with an annual expedition to survive these can be reduced to the significance that they deserve.

But what to do next? Can we plan something different yet achievable? The River Spey was chosen, the fastest flowing river in Great Britain. To develop our skills we all decided to do it in Canadian Canoes. We would go one better and for at least one night carry all our camping, and cooking equipment with us.

We appointed an expedition leader, a treasurer, and cook (well at least he would organise the provisions!) and a transport manager. Last of all we'd each arrange to beg, borrow, but not steal our own Canadian Canoes.

After several minuted meetings and agreements and the pooling of ideas we set off in the week before Easter. Access Officers had been contacted, Canoe Association Handbooks studied, and loved ones promised presents. The only concern we had was in respect of Anglers. Whilst we had made all the necessary enquiries there were still lingering doubts about how we would be received.

Our arrival after a long drive in the hired minibus was unexceptional. The talk on the journey inspired some and drove others to seek

whichever way you did it seventy miles remained seventy miles!

After an overnight stop at the YHA in Aviemore the five Canadian Canoes set forth on the mill pond known as Loch Insh. What happened to the promise of flowing rivers and being swept along by the current and other such promises? As the group entered the river it became a wide, slow moving river reminiscent of those initial paddling days when to go in a

with the overnight camping gear and off the intrepid explorers went.

First capsiz

The river started to flow faster and suddenly the attention of the group became focused on keeping upright. At Granttown-on-Spey, near to a very picturesque bridge, came the first capsiz. No real reason. Shingle beds had become part of the hazards to negotiate and this canoe failed to



refuge in sleep. Being fortunate enough to have the help of a non-canoeing driver, the group had time to discuss the distances to be done in each day. Having already decided which stops to use it became a little academic to venture alternatives but an open exchange of ideas and expletives

Article by

Frank Smith

Chairman, Wigan

Canoe Club

seemed to settle the matter. The river is seventy miles from Loch Insh to the sea at Spey Bay. It was agreed that

straight line was achievement enough. Only it seemed we would have eighteen miles of it! No fishermen at least as the day was Sunday and fishing was not permitted on that day.

The countryside was inspiring and whilst the distance was taxing, after a picnic style lunch the day passed and the group finished its first day at Broomhill Bridge and returned to the YHA for its second night in Aviemore.

The weather had been good and in the next day dawned with the promise of more good canoeing weather and the canoes were loaded

do so. All the kit was in dry bags and tubs so no damage was done except to the dignity of the canoeists who longed for the others to follow their lead (without wishing any harm) and all the others were pleased they had not been first.

The next day involved packing canoes with all equipment for the overnight camp at Blacks Boat, some twenty miles away. The river picked up speed and skills were beginning to be developed as small rapids were experienced. Fishermen were encountered and the policy of the expedition was followed unless directions



WIGAN'S

SPEY ADVENTURE

were given by the fisherman he was passed behind or near to so that the fish and his line would not be disturbed. During the whole expedition the relationship with the fishermen was excellent and the club is only too willing to act as references for them all. They displayed patience, dignity and good humour and were a credit to their sport.

The last half mile proved the fastest stretch yet and culminated in a drop that one boat failed

down it on the left. Do not follow anyone in a kayak who will be able to deal with the various drops easily. Canadians are different, and difficult, and even worse without airbags. There followed the longest float down river without a canoe that the club can remember. Prayers were said by the hapless pair who fell for this mistake and they may well never drink whisky made from Spey water again as enough was taken on board that day for a lifetime.

The group set off and reached what was probably the widest and flattest stretch of river. Suddenly and without warning gusts of wind started to hit the canoes and then rain followed by 'pelting' hailstone which had to be sheltered from quickly. This was resolved by the next gusts of wind which had upturned three canoes and drove the others to the bank. All swam to the side with equipment and sheltered in the adjacent woods.

All expeditions need leaders. All leaders have to have the ability to carry the group with them. We were within 3 miles of the end. We were cold, near to the sea and were aware of the handbook warning concerning inshore winds. A proud Chairman listened as each paddler gave his opinion as to whether or not to go on. It was unanimous. We walk the last stretch. No heroes in this group, just sensible, canoeists who knew how to make rational decisions.

The walk was enjoyable. We passed several men who worked for the land owner who were pleasant company as we explained what had happened. A path led us to the sea. We achieved our goal and were proud of it. Did we need to walk? Could we have paddled? I'm pleased to say that the issue was never raised except to agree that the decision was right regardless of the weather in the bay (But in all truth we later agreed that the weather was against us and we would not have been safe and we had no right to put others at risk who might have had to rescue us in the bay if things had gone wrong.)

This is an excellent expedition for any club. We've already started to debate next years.



to negotiate. (Oh the joys of canoeing when you've only got a tent to sleep in and no hot water to bath).

The third day started in earnest. This river had now become the 'fastest flowing' and within one mile a boat was over. No danger but lessons to be learnt about dealing with a boat which had filled with water from the heavy rapids. After bailing out all set off again to deal with the Knockando Rapids round the corner. This is the only advice which will be given to others who may wish to do this river in the same manner. Go

Invaluable and superb

The club has attained all the courses and trained to deal with such incidents since it began. The day spent at Llangollen to practice in the Canadians proved to be invaluable and superb team work and rescue techniques actually ensured that this mishap was a valuable test and nothing worse. So beware followers . . . this is a smashing trip but make sure that your club is up to dealing with the unexpected.

After the restoration of dignity of the two canoeists and a very welcome cup of coffee the group moved on to the other rapids and negotiated them all without any further problems. It is a difficult river with good rapids and beautiful scenery.

Another camp but this time with showers and all the necessities of life awaited the group before the next and last day.

The last day dawned and the river lived up to it's expectations. Dinner time was reached and all looked forward to a casual paddle over the last stretch to the sea at Tugnet on Spey Bay. A leisurely lunch under the bridge at Fochabers with weather predicted from the sky to be reasonable.



This year saw the DW's Golden Jubilee with just over 328 boats entered and competitors from many parts of the world on the start line. 308 boats started the event and 254 finished the course.



Devizes to Westminster

Article and photos by David Elkington-Cole



Planning

Two months before the current DW takes place the following years event is being planned, careful planning of each years event is crucial. Every year there is something new to be learnt from the previous years event. Safety is paramount and to date has fifty years of unblemished record. The DW Committee are all volunteers and enthusiasts from all walks of life, with a common cause, that come Good Friday every year, competitors can leave Devizes Wharf to their ultimate destination, Westminster. The Committee is just the tip of the iceberg, not many people realise that during the event there were over 400 volunteers working in all capacities and around the clock donating their Easter to this one event. Time keepers,

site marshals, boat checkers, observers, rescue services and craft, the list is endless. Many thanks to all those who helped.

Publicity

As the Public Relations Officer for this event it was my duty to drum up all the media networks National and World Wide. I have been told that the DW had never received so much publicity. We had competitors from countries world wide and these were priority outlets for DW stories. On the home front James Henderson a journalist from The Times spent hours interviewing everyone and anyone who has been associated with the DW over the years to put together a fascinating story.

TV and Radio interviews were

happening everywhere, Ron Isles from Dream Team TV had cameras along the course both day and night. To make the night shots possible Richmond Canoe Club launched its lifeboat for the purpose and followed the night paddlers down stream to Westminster. There was coverage for regional and national TV, Sky and Transworld Sport, film was shown in seventy seven countries worldwide with over three hundred and forty four million viewers, on top of that, fifteen airlines took it as well. This media success is sadly lacking in canoeing generally. I find the general profile so low that nobody knows who the World Marathon Champions are even when talking to them. Clubs have got to do PR, there is no point in preaching to the converted. We have so much

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Wildwater Paddle Cag	£37.50
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" Race Long	£46.11

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Palm Standard Dry Pant	£72.50
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Wildwater Dry Trousers	£75.00



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potential to do well at major events worldwide, PR brings new faces, it brings sponsorship and everything will snowball from there. Canoeing is a national sport and there is so much to it.

Other DW Stories

Lloyd Scott and Darryl Dixon took 59 hours and 29 minutes to complete the course. . . crazy? Not at all. Lloyd had not paddled in a boat before the race, Darryl was a Canoe Instructor and I suspect the whole trip was down to Darryl's logistics and a very reliable support crew. At the start of the race they both fell out, they changed their clothes and started again, they camped for two nights and at the finish they fell out, just as they had started. "But what a feeling" said Scott. The end of the story was that Lloyd had had Leukaemia and several bone marrow transplants and they as a team did this trip to raise money for the Antony Nolan Leukaemia Trust.

The Lost Boat on the Tideway.

Late a night on the tideway a boat was reported missing. The tide had turned and was rising rapidly. All the rescue services were on alert, 'Coastal Challenger' one of the rescue boats began to chug up the Thames to search, still no sign, "What boat is it, DW control? Oh it's a Royal Marine Crew, OK they'll be around somewhere, they never give up". The search continued. Then minutes later two canoeists arrived on the finish line puffing and panting. The missing crew. "We've been paddling like

hell and getting nowhere fast so we've hoofed it through the streets of London with the boat for the last four miles". Great stuff.

Devizes Crunch

Did you know that there is such a thing as the Devizes Crunch? Paddlers made this product before going on a trip down the Avon many years ago. It consisted of 1lb of rolled Oats, 1lb of sugar and 1lb of Butter or Margarine. Melt the butter and sugar together and now add the oats. Place in a shallow baking tin and place in an oven until golden brown. It's a bit greasy but very rich. Devizes can claim to be the originators of the Flapjack.

Ambassador of Pakistan

The Ambassador of Pakistan paid us an official visit and donated medals to all those who arrived at Westminster, including members of the Pakistan team. It was a great shame that on arrival to this country one member should disappear with a relative with the gear in the rear of his van under the pretence of acting as support crew. The boys who did race received great admiration from everyone and I hope that they come back next year. The atmosphere and making and meeting new friends is all part of the DW.

Prizegiving

The race is over but the presentations still have to take place and this event is being held at Pewsey on 21 June at 3.30pm. After the presentation there will be a buffet from 6 to 9pm and a disco thereafter.

The Friends of DW Association

This Association has been put together for all those involved with the DW over the years, the Association of Friends will receive newsletters and there may even be a reunion gala of sorts held during the year. For details please could you send a SAE to Jerry Rogers, 17 Chiltern Road, Little Sandhurst, Camberley, GU17 8NB.



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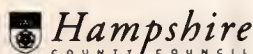
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What's On ● What's On ● What's On ● What's On

BCU South West Regional Event Summer paddling weekend at Lake 12, South Cerney. Saturday and Sunday 26/27 July. 10am to 5pm. Thamesway Canoe Club are once again hosting on behalf of the BCU SW Regional Committee, the annual summer regional paddling get together. Events will include tours on local rivers, water based games and competitions, come and try it events, trade stands, free form paddling on the lake, free coaching and skills demonstration. On Sunday we will be repeating the very popular Giant Canoe Slalom, with prizes donated by trade sponsors. Camping facilities are available at very reasonable prices on site and at nearby locations. Why not come and join in? Or alternatively, can you help with the organisation on either or both days? If so please inform Terry Cripps at the following address. For details of the programme and a booking form, send an sae to Terry Cripps, 9 Grindal Drive, Grange Park, Swindon, Wilts SN5 6HD

BCU Eastern Region Canoe Day In Sudbury, Suffolk, Sunday 8 June 1997, access meeting, coaching meeting. Race all classes, all levels, come and try it sessions, try different boats, canoes, kayaks and coracles, canoeing for people with disabilities, BCU Lifeguards, Stour Trust, Environment Agency Information. Barbecue, Bar Food, Soft Drinks, Teas & Coffee, Trade Stands. For more information contact Lesley and Terry Quinlan Tel: 01255 815093

BCU Touring and Recreation Events

- June 6-8th**, Sussex Coast Sea Weekend. Contact: **Chris Childs, 92 Stanford Avenue, Brighton, East Sussex BN1 6FE**
- 8th**, River Thames, Wallingford to Pangbourne, grade 1, licence required. 12 miles. Open to all comers, particularly suited to open canoes. Some boats available from the centre. Buoyancy aids or lifejackets must be worn. Contact: **Kevin Dennis 01734 843162**.
- 7-9th** Soar open canoe tour (Leics) grade 1 canal and river. One overnight camp. 20 miles. Contact: **Carey Green 0150 941 2899**.
- 15th** River Wye, Monmouth to Brockweir. Paddle this less popular but still very interesting length of the Wye. Contact: **Dennis Walls, 71 Butts Road, Exeter**
- 22nd** River Wye tour, Ross on Wye or Lydbrook to Monmouth. An enjoyable paddle through the beautiful Wye valley and Symonds Yat, suitable for all paddlers in both kayak or open canoe, grade 0-1. 20 miles or 12 miles. Contact: **Dave Bateman 0121 247 2259 (H) or 0121 772 3739 (w)**
- 22nd** Cuckmere, Exceat Bridge, 12 miles contact: **John Cattermole 12 St Pancras Green, Kingstons, Lewes, E Sussex BN7 3LH**
- July 3rd** Thurs Teign estuary. A short evening paddle between Newton Abbot and Teignmouth. Contact: **Dennis Walls, 71 Butts Road, Exeter**
- 4th-6th KEY EVENT**. Pershore Camp Weekend. River Avon. Placid. Pershore Rugby Club. Various distances with some shootable weirs. Good family weekend with Bar-b-Q. Contact: **Clive Pearson 01905 841311**
- 5th-6th** Mablethorpe Family Weekend (Leicestershire). Surfing, sea trips, camping. Contact: **Richard Arden 0152 635 3902**
- 6th** Sun Adur History Tour, Shoreham, 15 miles. Contact: **Arthur Wells, 20 Dover Rd, Worthing, W Sussex BN11 5NR**
- 13th** Sun Suttons Severn Tour. River Severn. Grade 0-1. Hampton Loade to Bewdley. 10 miles. Contact: **Mike Nicholls 0121 360 2136**
- 20th** Sun Medway Marathon Touring Section, Allington, 18.5 miles. Contact: **Clive Neal, 39 Hilden Park Road, Hildenborough, Kent TN11 9HY**
- 20th** Sun River Coquet. Send A4 envelope to The Watershed/Urban Tours, Unit 1 Elliott Terrace, Newcastle Upon Tyne, NE4 6UP
- 20th** Sun River Wye. Lower Lydbrook to Monmouth including the rapids at Symonds Yat Contact: **Dennis Walls, 71 Butts Road, Exeter**
- 27th** Sun Wey Cider Tour, Guildford. 12 miles. Contact: **Jan Evans, 41 Crompton Crescent, Chessington, KT9 2HD**
- 27th** Sun River Thames and Cherwell, Oxford. Grade 1. Licence required. 10 miles. All comers. Attractive paddle with pub at lunch stop. Contact: **Peter Beechley 01865 721667**

BCU Competition Events

- Sprint Racing**
- 7/8 June** BCU National Regatta, National Water Sports Centre.
- 5/6 July** BCU National Championships Regatta, National Water Sport Centre. For more detail on Sprint events see Racing Yearbook, available from **Peter Davey, 41 Old Claygate Lane, Claygate, Esher, Surrey KT10 0ER. Price £4 cheque payable to BCU Racing Regatta Committee**

Rodeo

- 12/13 July** Tryweryn Wildwater Festival and Rodeo, sponsored by Pyranha. For more detail contact **Dave Ayres 01588 640419**

Marathon

- June 7** Conwy Ascent. Contact: **K Coleman 01492 513358**
- 8** Basingstoke Canal. Contact: **B Gandy 01252 622630**
- 8** Mid Weaver. Contact: **J Medina 01482 473853**
- 8** Bristol. Contact: **S Bennett 0117 965 9608**
- 8** Tail O' The Bank. Contact: **T McCulloch 01475 639838**
- 15** Nottingham. Contact: **G Oliver 0115 914 2610**
- 15** Fal. Contact: **J May 01379 852396**
- 15** York. Contact: **A Fisher 01482 445993**
- 21/22** Windsor Vets. Contact: **D Carpenter 01252 877982**
- 22** Wye. Contact: **A Burgoyne. 01432 270341 740273**
- 22** Broadlands. Contact: **M Matthews 01603 740273**
- 22** Woodmill. Contact: **S Rance 01705 503609**
- 22** Weaver Descent. Contact: **D Moore 01606 48917**
- 29** Exe Circuit. Contact: **S Morley, c/o Exeter CC, Haven Road, Exeter, EX2 8BP**
- 29** Leighton Buzzard. Contact: **S L Jones 01523 374359**
- July 5/6** Cheshire Ring, contact: **C Cleaver 01625 878838**.

- 12/13** National Championships, Worcester. Contact: **Racing Captain, Worcester CC 01905 29069**
- 20** Medway Contact: **C Neale 01732 832055**
- 20** KCC, River Tay. Contact: **M Chisholm 01592 890349**
- 20** Burton, Staffs. Contact: **Mr W Lawrenson 01283 542324**
- 27** Exe Estuary. Contact: **S Morley, c/o Exeter CC, Haven Road, Exeter, EX2 8BP**
- 27** Glasgow Green. Contact: **W Hughes 0141 339 5649**
- August 3** Grand Dunk. Contact: **G Chisholm 01738 643980**
- 3** Royal. Contact: **J Evans 0181 397 4675**

Sailing

- 21/22 June** Ullswater YC. 12/13 July Medway YC. For details on both of these event contact: **Peter McLaren, 56 Bloomfield Avenue, Bath BA2 3AE**

Slalom

- For further details on Slalom Contact: **Slalom Development Officer, Sue Wharton 01772 786571**
- June 7/8** Tryweryn 3. Red Locks 4/5. Sowerby Bridge 4/5. Wychnor Bridge 4/5. Selkirk 5. Marple Open Slalom.
- 14/15** Grandtully 2/3. Chester 4/5. Shepperton 4/5. Grimsby 4/5.
- 21/22** Paul McConkey Memorial Slalom, Tryweryn. Fairmile 4/5. Holme Pierrepont 2. Cardington 3/4. Cardington National U14/16 Champs.
- July 5/6** Tees Barrage 1. Holme Pierrepont 3. Mile End Mill 4/5. Marple.
- 12/13** Bala Mill 2/3. Darly Abbey 4/5. Winchester 5.
- 19/20** Stone 4/5. Shepperton Regional Event. Sowerby Bridge Regional Event
- 26/27** Woodmill 4/5. Cardington Regional Event. Wychnor Bridge

Scottish Marathon Series Five Events in Eight Days

- 21 June**, Saturday, 10k at Loch Ken, Dumfries (Scottish Championships).
- 22 June**, Sunday, K2 Loch Ken Marathon.
- 25th June**, Weds, Loch Lomond Marathon (7.30pm start - Balmaha)
- 27th June**, Friday, Tay 10k (& 3.30pm start - Isla to Thistle).
- 29th June**, Sunday, River Tay Marathon (noon start - Dunkeld to Perth). Points system in operation. Prizes for 1st, 2nd and 3rd overall, plus any class with over three entries (Junior, ladies, master and veteran). For more detail contact **Andy Morton, 3 Park Place, Dollar FK14 7AA**

Test Your River Skills with Cherwell Canoe Club

Sat 5th and Sun 6th July at Holme Pierrepont. Cherwell Canoe Club are hosting a division 3 ranking and open slalom competition, sponsored by Perception who will have demo boats available all weekend. There will be a mini rodeo and demonstrations on the Saturday evening, sponsored by Paddle Sport. Plastic boats from any discipline are welcome at the event, any white water canoeist may enter the slalom competition. Practice is available on half of the river during the whole week-end. The course will be available from 7.00am on Saturday morning, on Saturday the event is on the lower half of the course and Sunday the upper half. So why not come along and have a go. All entries to **Cherwell Canoe Club, 8 Weston Road, Aston on Trent, Derby DE72 2AS**. Slalom Senior £7.50 for one day £12 for both days, Slalom Junior £5 for one day £9 for 2 days. Rodeo £5.00 for Sat evening, with a discount of £2 if you enter the Slalom and the Rodeo. BCU Taster membership will be available for non-members of the BCU.

Water Week - Coniston

Coniston Boating Centre, Monday 28 July - Friday 1 August. A week of short taster sessions in a variety of water based activities, open to all ages and abilities. Advanced booking recommended. Contact: **The events office, 015394 46601, or Coniston Boating Centre 015394 41366 or Coniston Tourist Information Centre 015394 41533**

Adventure and Environmental Awareness

Workshop for Outdoor Leaders of 11-16 year olds - 20th June 1997

A workshop to show how outdoor leaders can contribute to environmental education, and discuss approached, methods and activities that will encourage environmental awareness and understanding. The day also aims to link this work with the National Curriculum at key stages 3 and 4, and consider how these approaches can be evaluated. Cost £25 including lunch. Details from **Rebekah Beadle, YMCA National Centre, Lakeside, Ulverston, Cumbria, LA12 8BD Tel: 015395 31758**

Whitewater the Canoe Centre - Perception Touch the Water Days

As the summer approaches whitewater are pleased to announce the dates of their annual open day and Perception Touch the Water Days. Come along and try all the latest boats on the lake, meet leading manufacturers and paddling stars, indulge in a sport of canoe jousting or just chill out by the BBQ.

At the two Perception Touch the Water Days come along and meet the Perception gang and try any of their broad range of boats. Join in the fun super slalom or brush up those rodeo skills with a trip to our local weir with members of team P.

- The dates are:**
- Perception Touch the Water Day, 28th June.
- Whitewater Open Day, 29th June.
- Perception Touch the Water Day 3rd August.

Open Canoe Association of Great Britain - events

- June 13-15**, Brecon Family Weekend. Rob & Sue Trowell, 22 Cleveland Close, Thornbury, Bristol.
- July 4-6** Open Canoe Open Water. Axemouth, Devon. Bob Ottley, 30 Lower Touches, Chard TA20 1NY.
- August 2-3** The 'Expedition' River Exe, its estuary and the canal. Overnight camp at Turf Lock, Richard Scullard, 1 Poplar Avenue, Bristol BS9 2BE

The Preseli Challenge Trophy

The Preseli Challenge is the crossing, in sea kayaks, with no boat cover, from Whitesands beach in Pembrokeshire to Rosslare in southern Ireland against the clock. The journey must be undertaken in two or three, and there is a prize of a trophy and £100 worth of sea kayaking kit to the group who beats the existing fastest time.

Nick Hurst was inspired to set up the challenge after he made the Irish crossing in August 1995, from his home in north Pembrokeshire, together with his paddling partner Pete Ward. Subject to some of Britain's fiercest tidal currents and with a straight line distance of 45 nautical miles, it requires all the skills of a seasoned sea paddler. An excellent understanding of weather patterns, tidal streams, navigation and endurance paddling are all essential qualifications for the potential competitor.

The trophy is to be awarded to the pair, or the group of three paddlers, who break the existing Challenge time for the crossing. It is the decision of the competitors when to make their crossing as the weather is obviously of crucial importance.

The crossing is to be made at the competitors own risk, and without boat cover, and subject to the rules laid down by Preseli Venture. The decision as to the validity of a claim on the trophy is Preseli Venture's and is final. There are separate categories for male and female competitors.

Good luck folks and may the breeze be with you... chase the horizon!

For more information contact **Nick and Sophie Hurst, Preseli Venture, Parcynoyl Fach, Mathry, Haverfordwest, Pembrokeshire SA62 5HN Tel: 01348 837709 Fax: 01348 837656**

White Water Safety and Rescue Courses

12-13 July/ 14-15 August/13-14 September. Contact: **J Roger Drummond, South View, 8 Severn Bank, Shrewsbury SY1 2JD**



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Fee: £280

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5 day: 4-9 May 13-18 July 20-25 July 27 July-1 Aug
24-29 Aug 28 Sept-3 Oct
Fee: £280

Advanced White Water - Kayak

5 day: 5-10 Oct
Fee: £280

Five Star Training & Assessment (White Water Kayak)

5 day: 4-9 May 26-31 October
Fee: £280

White Water Safety and Rescue Course BCU/SCA Approved

4 day: 22-26 June
Fee: £193

Spring Run-Off Courses

5 day: 6-11 April 13-18 April
Fee: £282

Scottish Rivers Grand Tour

5 day: 11-16 May 19-24 Oct 26-31 Oct
Fee: £280

Open Canoe Spay Descent

5 day: 13-18 July
Fee: £280

Open Canoe Lochs & Mountain

5 day: 31 Aug-5 September
Fee: £280

Open Canoe Skills

5 day: 6-11 July 7-12 September
Fee: £280

Level Two & Three Coach Training (Open Canoe, Kayak)

Open Canoe
2 day: 30 May-1 June 19-21 Sept

Kayak
2 day: 16-18 May 12-14 Sept
Fee: £82

Level Two & Three Coach Assessment (Kayak, Open Canoe)

Open Canoe One or Two Days
Dates: 30 May-1 June, 19-21 September

Kayak
Dates: 16-18 May, 12-14 September
Fee: Price on application

Level Five Coach Training

6 day: 11-17 Oct
Fee: £377

Coaching Composite Course (Inland Kayak) 5 day

5 day: 3-8 Aug
Fee: £263

5 Day Level III Coach Assessment (Inland Kayak)

5 day: 3-8 Aug 5-10 Oct
Fee: £263

Alpine Kayaking - Austrian Tyrol

6 day: 26 July-2 Aug 2 Aug - 9 Aug
Fee: £250

New for 1997

Playboating Skills - Kayak

This is a brand new course to keep our provision of coaching up to date. This course is aimed to be a reflection of current paddling trends. In recent years we have seen an incredible number of exciting boats on the market. We are pleased to be able to say that our partnerships with Palm and Pyranha have enabled us to provide our students with top quality equipment which we can have a hand in developing.

These courses will be run in a site specific way and the emphasis of these advanced level courses will be about learning to play the river.

The only pre-requisite is experience on Grade 3 water with the ability to roll on moving water

5 day: 22-27 June 14-19 September
Fee: £280

North West Sea Kayaking

The course will be based in the North West Highlands of Scotland at Altandhu, 30 km north of Ullapool. This area can provide relatively protected water in stunning scenery. The chalet overlooks the Summer Isles with their many sheltered bays and varied wildlife. Yet the North West coastline is also famous for its remote and magnificent slumbering giants. Experience your natural heritage in a way that allows you to feel part of it. Awaken yourself to this sport which is quite deservedly regaining popularity.

Designed to be an introduction to sea kayaking for those who already have a basic grasp of kayak handling, whether on the sea, on flat water or on inland rivers. The aim of the course will be to build on these basic skills and develop them as befitting a salty sea dog. Conditions permitting, we would hope to look at the specialised areas of boat handling, group control, rescues, rough water paddling, surf, navigation, expedition paddling and night paddling.

British Canoe Union Star Tests 1-4 will be available on this course.

The only pre-requisite of this course are 10 days paddling, including being comfortable on some rough open water.

5 day: 18-23 May 17-22 August
Fee: £280

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Article provided
by P J Delaney,
Assistant Manager
NatWest, Arnold
Nottingham

Raising Funds for Your Club

NatWest in association with both the National Council for Voluntary Organisations and the Charities Commission provides a comprehensive Information Guide for Clubs, Societies and Charities. Over the course of the next few editions of *Canoe Focus* we will briefly look at some of the subjects contained within the Guide, highlighting best practises and pitfalls to be avoided.

Principles of fund-raising

Once your club has decided to have a fund-raising plan, it is useful to consider the following principles of raising money, and base your plan on these principles.

- Your fund-raising plan should be linked to your club's aims. It should have realistic timescales and should say clearly who is responsible for the different areas of fund raising.
- Carry out research to find out the most appropriate places and ways to raise money. Look at what similar groups are doing to raise money.
- Make the case for your club. Tell people about how worthwhile your club is, the need it is meeting and how you can carry out the work.
- Aim your fund-raising activities at a relevant audience, at the right time and in the right setting.

In this first issue we will look at the lifeblood of most Clubs and Societies, Fund Raising.

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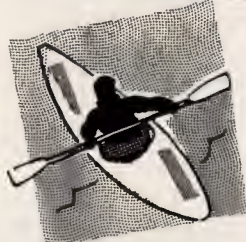
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- Be clear and precise about exactly what you want to achieve from donations.
- Say how donated money or support will benefit the club.
- Use clear, concise language that is free from jargon in all writing about and publicity for your club and fund-raising activities. Make your writing personal if possible.
- Remember how important marketing and publicity is for your club and its fund-raising activities. Use the media and influential supporters.
- Fund-raising is not just about raising money. It is also about raising the profile of your club, making more people aware of your club, involving supporters and gaining new supporters.
- Think about the ethics of fund-raising and make sure you don't break the law.
- Remember to thank everyone who donated money or support and anyone who has helped with fund-raising activities.
- Tell all your supporters about your

- club's progress and activities and try to build up personal relationships.
- Look at how successful your fund-raising activities are. This will help you to plan more fund-raising activities for the future. You can learn from failures as well as successes.
- Keep a record of all your fund-raising plans and activities. This will help to keep your fund-raising consistent, especially when the members involved with the fund-raising leave or cannot be as involved and have to delegate to other members.
- Try to make raising money fun!
All fund-raising events must keep within the law. There are laws regulating many activities, for example, house-to-house and street collections, raffles and lotteries, events where alcohol is served and events which involve children. You must also think about other areas of the law, such as getting a landowner's permission for part of the route of a sponsored walk or police permission for a marathon road race.

In view of the complexities of the law involved we strongly recommend you take specialist legal advice.

Insurance

You must think about any extra insurance cover you may need for fund-raising events, for example insurance against bad weather conditions for outdoor events or against accident or loss or damage to the public's property.

Bank loans and overdrafts

Sometimes the club's committee will decide that they need to borrow money. If your club is thinking of borrowing money, the treasurer and committee must produce a detailed plan of what you need the money for, and how you will pay it back. The bank may need security to support the money you borrow. This may involve one or more of the club's members giving a personal guarantee to pay back the loan if the club doesn't. We recommend that you get independent legal advice before your organisation borrows any money.

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There are many different conditions affecting the wrist and hand which may afflict paddlers. Many people get these confused. This is a brief summary of three of the commonest conditions which will, hopefully, clarify matters.

Helen Cosgrove MB. FRCS

Common Wrist and Hand Problems

Raynaud's Syndrome

In this condition the fingers (and toes) become white and useless in response to cold. The sufferer becomes unable to feel or grip anything with the affected hands which can be a miserable experience. It can also cause problems for the rest of the group if a canoeist gets a bad attack half way down a river or in the middle of a sea trip.

Pathophysiology

A normal response to cold involves spasm in the small arteries supplying the peripheries. This is a protective mechanism and ensures that large volumes of warm blood are not circulating through the skin, cooling rapidly and wasting important body heat. Spasm of the muscular walls of the arteries reduces the blood flow through them by narrowing the lumen. This spasm is completely reversible on warming. The response of the digital arteries to cooling varies between individuals, most people experience some change in colour of their fingers on exposure to cold, but people with primary Raynaud's syndrome have an exaggerated response. There are many different causes of Raynaud's syndrome. Some people are born with the tendency (hereditary Raynaud's) and usually know of other people in their family who suffer with white fingers in the cold. Other people develop secondary Raynaud's syndrome in adult life for a variety of reasons. These include, for example:

1. Occupational e.g. Regular use of a vibrating tool such as a hammer drill.
2. Connective tissue diseases such as rheumatoid arthritis or SLE will have Raynaud's syndrome as one of their effects.
3. Atherosclerosis (hardening of the arteries)
4. Drugs e.g.. beta blockers or the oral contraceptive pill.
5. Cancer. Rarely, people with secondary Raynaud's will develop

permanent changes associated with poor circulation in the fingers such as ulcers and gangrene.

Diagnosis and treatment

The diagnosis is usually easily made by listening to a description of the symptoms. Occasionally blood tests and X-rays are necessary to rule out one of the underlying causes listed above. Once a diagnosis of Raynaud's syndrome has been made advice is given on treatment. General advice on care of the hands includes avoidance of unnecessary cold and damp (difficult for paddlers!) and not smoking. Drugs and operations usually only work for a short time, and then the symptoms return. In patients with secondary Raynaud's it may be possible to treat the underlying cause and so modify the symptoms, but this is not always the case. Once the fingers have become white and cold they need to be warmed thoroughly, preferably in a dry atmosphere.

Summary

There are two distinct causes for Raynaud's syndrome. In some there is an exaggerated response to cold by otherwise normal arteries (primary Raynaud's). In others there is a normal response to cold by arteries damaged by underlying diseases (secondary Raynaud's).

In all cases the most important consideration for the sufferer is to minimise the symptoms. For the paddler this must include wrapping the hands up warmly. A combination of woolly, windproof and waterproof mittens that still allow easy handling of the paddle shaft would be ideal. Has anyone got any?!

Tenosynovitis

This is a painful condition which usually affects the back of the wrist (although other areas such as around the Achilles tendon may also be involved). A person will complain of pain across the back of the wrist which is made worse by movement of the

wrist and fingers. Redness and swelling are often visible on the back of the wrist.

Pathophysiology

The muscle bulk of the forearm is made up the muscles which control the fingers. As the fleshy muscle nears the wrist it becomes tendon which passes down into the hand to attach to the bones of the fingers. Contraction of the muscle in the forearm pulls on the tendon which in turn pulls on the bone it is attached to and moves the finger. As the tendons pass across the bones at the wrist they lie within protective sleeves called synovial sheaths. These sheaths contain a thin film of synovial fluid which lubricates the movement of the tendon. Persistent, repetitive movements, particularly in someone not used to the activity, will cause inflammation in the synovial sheath. This is the condition called tenosynovitis.

Diagnosis and treatment

A history of repetitive movement is common. Thus the condition is often seen in people who have just learnt to canoe and have been out doing a lot of practising. Other common presentations include people who make a sudden increase in their training programme before a big race or those who increase the feather on their paddle. The condition will not start to improve until the wrist is rested. This usually means a total ban on all paddling activities, which is very frustrating. Resolution can be speeded up by wearing a wrist splint which prevents all 'backwards and forwards' wrist movement; and by taking an anti-inflammatory pain-killer such as ibuprofen. A rest period of two or three weeks is usually sufficient and should be followed by a gradual return to paddling. In some cases it may be necessary to alter the feather on the paddle to reduce the amount of wrist rotation on each stroke.

Summary

Tenosynovitis is an inflammatory condition of the tendon sheaths brought on by excessive unaccustomed exercise. It is best prevented by increasing paddling activities very gradually especially in the beginner or the person returning after a break. Treatment includes a complete rest for several weeks.

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Carpal Tunnel Syndrome

Carpal Tunnel syndrome is characterised by tingling and 'pins and needles' in the fingers. It will also cause weakness of some thumb movements, although this is not usually noticed by the patient. The tingling, which may be painful, is worse at night. Eventually the condition may progress to give complete numbness of the fingers.

Pathophysiology

The Median Nerve, which supplies the index, middle and ring fingers and the thumb, travels down the arm and then crosses the front of the wrist joint to enter the hand. As it crosses the front of the wrist it travels through the carpal tunnel. This is a narrow pathway which is enclosed by bone on three sides and thick fibrous tissue on the fourth. The flexor tendons also travel

through the carpal tunnel. As the carpal tunnel is a narrow channel enclosed on all sides by non-elastic structures it cannot stretch. Any swelling will 'squash' the contents of the tunnel. Therefore any cause of soft tissue swelling at the wrist may cause Carpal Tunnel syndrome. These include:

1. Hormonal changes e.g., pregnancy or the menopause.
2. Rheumatoid Arthritis.
3. Wrist fracture.
4. Gout.

The symptoms of Carpal Tunnel syndrome are due to compression of the Median Nerve in the tunnel. Thus tingling of the fingers innervated by the Median Nerve (i.e. thumb, index, middle and ring) is an early symptom. Weakness and visible wasting of the muscles at the base of the thumb is also seen.

Diagnosis and treatment

A doctor can often make a diagnosis of Carpal Tunnel syndrome by listening to a good description of symptoms and then examining the wrist and hand. People complain of tingling and sometimes numbness in the fingers described above, and will have a palpable weakness of the muscles at the base of the thumb. The symptoms are often worse at night. Occasionally the picture is not this clear and the diagnosis can be clarified by nerve conduction studies. Treatments range from wearing splints at night and hydrocortisone injections, to operations to decompress the carpal tunnel.

Carpal Tunnel syndrome is a condition caused by compression of the Median Nerve at the wrist. It causes problems with the thumb and some fingers and may require surgery to correct it.



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Slalom Snippets

Summer's here and the time is right - Book early and try slalom! Lots of events to choose from and remember, if you're an experienced white water paddler, there's a fast track way into the ranking system! Just turn up at a Div 3 event and take part in the open race taking place at the same venue and same time. See how you do and then apply for ranking status using your result. More details and a copy of the 'Getting Started' pack from Slalom Development Officer.

Want to know more about Canoe Slalom or any of the items in Slalom snippets please contact Sue Wharton, Slalom Development Officer, Daisyfield, Inglewhite Road, Goosnargh, Preston PR3 2EB. Tel: 01772 786571

Congratulations to Matlock Canoe Club - lots of experience, but it was enthusiasm that counted at their ranking event held in early April. They showed us all how to do it, and even included special coaching sessions arranged by Pete Astles. Much hero worship was in evidence as Paul Ratcliffe headed up the GB Squad paddlers who gave up their time to put on this special 'extra' event. There was a good turn out here and also at Ironbridge the previous week when Telford CC also hosted a double Div 2/3. Poor old Adrian Reynolds showed a fair amount of gymnastic prowess on the river bank whilst erecting the course but not quite enough as he fell awkwardly and broke a foot! Hope you're OK now Adrian - we need you out of plaster to run the next event at Ironbridge!

We're also expecting a bumper event on July 5/6 at Holme Pierrepont when Cherwell CC are running a double Division 3 event - lots of extra are planned with stacks of water time, demonstrations, rodeo all tied up with support from Perception and Paddlesport - worth a note in your diary but check in early!

Watch out too, for an extra Div 5 event to be held at Grimsby alongside their first ever anniversary event on August 10 - this event is not advertised in the Slalom Yearbook and the club has just been given approval to run it. Did you know that any Slalom registered club can put on a Div 5 event now with just one months notice and approval from the Slalom Executive - it's not complicated, it can be run on a training site with a minimum of fifteen gates, reduced entry fees and there are no admin. fees to pay!

There's some good news - here's some of the other sort - Canford Weir 4/5 to be held in May and Red Locks scheduled for June 7/8 have both been cancelled due solely to access difficulties. Newbury Canoe Club might just run at Div 5 event on their training gates - keep in touch!

Back to the positive news - Stafford and Stone CC ran their usual friendly Division 4/5 event earlier in the season, someone told us about the van load of 1st Ormskirk Scouts who thoroughly enjoyed themselves! Next event there is the Stone Town Council Cup when another Division 4/5 will take place on July 19/20. An ideal site for beginners and improvers!

Llandysul was the scene for the first Division 1 of the season. Music, commentary and the ideal combination of facilities - parking, camping and the slalom course all together make a recipe for success - that's the way to do it! Anyone unsure of the effect of the two second trial penalty at Division 1 came away with the answer - there's no point in cutting it fine and taking a two second penalty unless you're way ahead!

Grumble, grumble, here we go again - a small percentage of you ranked paddlers did not receive your Slalom Yearbooks. For the most part, this was because you changed address and didn't tell your ranking compiler.

Who's heading for number one? It'll soon be all over as the GBR selection trials will be done and dusted when you receive this. Teams for the Senior World Championships and World Cup series plus Junior Pre Worlds and European events will be selected from these results at these events.

Slalom windscreen stickers - the stock is diminishing - still a few left - send sae and cheque or p.o for 50 payable to BCU Slalom Committee and you'll have one by return of post. Entry cards - send sae to **Mrs S Paterson, 14 Clay Street, Wymeswold, Loughborough LE12 6TY.**

Olympic Visitor - all is not lost - hopes for slalom to be included in Sydney 2000 are rising with the local Council in Perth, Australia, finding funding for a course. One of their members visited the UK in mid-April and checked out Holme Pierrepont and Teesside. Richard Fox wearing his newly found International Canoe Federation Slalom Committee hat is spearheading the campaign and leaving no stone unturned.

The slalom site at Sowerby Bridge continues to flourish with Halifax CC, the local club, pushing hard in every direction to put slalom on the map in Yorkshire. Sowerby's most

recent improvements are to be formally opened at the end of April by Lynn Simpson who will officially open the new facilities to include a shower block - sheer luxury!

GBR Junior Team Administrator/Manager - a volunteer is sought to replace John Reeves who has given notice of his intention to resign from the post at the end of this summer due to increased work commitments. Expressions of interest to Slalom Development Officer please.

Fab Five!

Fab fact - Britain has won medals at every Senior and Junior World Championships for twenty years - congratulations and keep up the tradition folks!

Fab fact 2 - Alan Edge, our National Teams Coach has just been highly commended in the NCF Coach of the Year Awards!

Fab fact 3 - Richard and Myriam Fox have just added another daughter, Naomi to their family. Melvyn Jones and Elisabeth Micheler- Jones are expecting their first child any minute!

Fab fact 4 - Jim Croft, erstwhile Eastern Region Slalom Rep, and slalom organiser extraordinaire has now been involved in canoeing for 50 years. His first ever canoe expedition was in a canvas canoe and his mother told him not to get wet. Thanks Jim for all your efforts.

Fab fact 5 - Look out! There's a job advert below. We're anticipating Lottery Funding for this one so if the cap fits . . . send in your application!

Appointments section - BCU Slalom Committee - GB Canoe Slalom Teams - Assistant National Teams Coach

An Assistant National Coach is required to work with the existing National Coach to provide a full range of coaching resources to the National Teams and Squads and their coaches.

This is a full time post based at Holme Pierrepont. Candidates will be highly experienced in the coaching of Canoe Slalom, ideally possess suitable qualifications, have considerable proven ability at international level and be conversant with current sports science techniques and their uses.

Salary will be in line with current BCU guidelines and will be dependant on qualifications and experience.

Applications should be made to the **Slalom Development Officer, Daisyfield, Inglewhite Road, Goosnargh, Preston PR3 2EB. Closing date for applications is 16 June 1997.**

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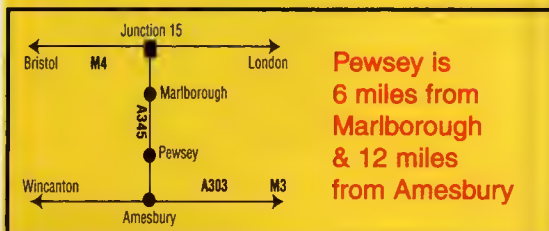
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JULY 1997, whilst most of us are dreaming of lazing on a tropical beach, a team of six paddlers, three of whom are disabled, will be setting off on an intrepid journey which will take them 370 miles through the Arctic Wilderness of Canada's North West Territories along the Coppermine River.

The team will have to negotiate challenging white water and rapids with no complete solution. The only way to reach the start point is by sea plane, and from there the river provides the route to civilisation. There are no settlements or towns until the river reaches the sea at the small outpost of Coppermine - 370 miles later. The only company is likely to be of the wild and rare species variety; Arctic Chur, Caribou and Bears.

The expedition will take approximately five weeks during which time the team will be completely self-supporting. All equipment will be carried, there will be no back-up team. No member of the crew will have an easy ride, but are reassured by the fact that they have all undertaken a 2 year long selection and

intensive training process which should have prepared them for the challenge ahead. The trip is also backed by the British Canoe Union and the Royal Geographical Society.

This is not a voyage for the faint-hearted but an endurance test for all team members. It will be the adventure of a lifetime but more importantly it highlights the importance of the full integration of disabled people into society. This is a subject close to the hearts of the whole team and one which will continue after the trip as they hope to start a charitable trust on their return which will help more disabled people to have adventures of their own. Invaluable research will also be carried out throughout the journey for Brunel University on the effect of the Arctic environment on the disabled.

All of this is being made possible thanks to



the generous support of the sponsors who include: YAK, who have provided, free of charge, essential safety equipment in terms of buoyancy aids, clothing, buoyancy bags and dry sacks and One Stop Supplies, who have donated invaluable funds for the trip. It does not, however, stop there as the team continue to look for further sponsors or contributions, including amongst other things, tents!



HELP!

So if you feel that you can help please do not hesitate to contact **Edward Bassett, The Coppermine Expedition, Rose Cottage, The Churchyard, South Molton, Devon. EX36 3BW. Tel/Fax: 01769 574822.**

Article by **Dave Manby, BCU Expeditions Chair**

BCU Expeditions Committee - The Way Forward

After lengthy consideration the BCU Expeditions Committee have decided that they will no longer be giving 'approval' to canoe/kayak/rafting expeditions.

The reasoning behind this is that the world is getting a smaller place and very few major expeditions occur. In much the same way that big mountaineering expeditions have moved from the large assaults on the major peaks and become smaller and more 'alpine' in style, the applications for funding that the Expeditions Committee has received recently have become not much more than groups of friends running lesser known tributaries of rivers. The definition of 'expedition' was getting stretched! However the committee will remain to offer advice and help to anyone who wants it. The BCU Expeditions Pack will still be available from the BCU office, containing advice on all matters of expedition planning that is as up to date as possible.

Grant Aid

Small grants will still be available for some expeditions. These will be primarily youth expeditions, where at least 50% of the group is under 18 years of age, at the time the expedition is to take place. The door will also still be open for grant aid for other expeditions of special note. However, all expeditions must now be outside Western Europe. Applications for grant aid should be submitted on the appropriate form contained in the expeditions pack, and will be considered by the Committee at its next meeting. Please contact Wendy Blackman, the Publications and Information Officer at the BCU, for further details.

Further Developments

The committee is very aware that the dropping of the 'approval' scheme will deprive the BCU of a large source of information about canoeing possibilities around the world. To counter this it is hoped to find a sponsor or sponsors to pay for articles

on expeditions published in 'Canoe Focus'. This should also provide information for the committee from trips that normally would not have bothered with obtaining 'approval' for various reasons.

Many Thanks To Perception Kayaks

The BCU Expeditions Committee would like to take this opportunity to thank Perception Kayaks for their generous sponsorship of the BCU Expeditions Committee over the last two years, which has helped many British expeditions to various parts of the world, including Turkey (both a youth expedition and an expedition for people with disabilities), Siberia, sea kayaking off Greenland, the White Nile in Uganda and the British Schools Exploring Society expedition to the Yukon.



Wild Water Racing British Team Selection Events 1997

The Wild Water Racing fraternity have recently completed a number of selection events.

Those selected are competing at the Pre World Championships on the River Loisach, Garmisch Partenkirchen, Germany at the time this article is being printed.

Practice

Competitors began arriving on the Thursday and were greeted by rain and very strong winds with the temperature around 3 deg C. The water level was good although not as high as expected, Yet! Thursday was used to train on Thistlebrigg and Friday for Grandtully or vice versa due to limited access between 12 and 2pm. Friday saw more rain and more wind and a

few five minute bursts of sunshine.

Race 1: Thistlebrigg, River Tay, Scotland

Race day arrived with 60mph headwinds blowing up the race course, more rain and it was cold. Many paddlers didn't do their pre-race runs, preferring the comfort of their cars until their race starts.

Race 2: Grandtully, River Tay, Scotland

Saturday afternoon saw even more rain and at Grandtully it was rising fast. Flood warnings were issued by the met. office. Those staying in the Logierait cabins returned to see the water rise to within 20cm off the cabin floors. The police were offering free accommodation. Some took it, some stayed in the cabins. Sunday arrived and the rain had stopped. It was decided by the race organisers that as the river was excessively high that they did not feel that they would be able to supply effective rescue cover, therefore the event was cancelled.

Race 3 Bala, River Tryweryn, Wales

The pressure was mounting for some, with everything to race for and a lot to lose. This was the first race on the Tryweryn since the World Championships in August 95 so everyone was keen to get a lot of runs in. The weather was quite good, for Bala anyway. The race was held over the short course from the International site to the road bridge.

National Wild Water Racing Youth Championships - Burton on Trent



At last it was upon us. After weeks of hard training, the Burton River Race had arrived. We arrived at the clubhouse at 10.30am feeling nervous, wondering if all our training would finally pay us back. 15 year old Louise Ainsworth was particularly nervous after being 'volunteered' to take part, this was only the third

time she had ever been in a Wavehopper, let alone take part in a race.

The time to get on the water was fast approaching, last minute boat checks were made and the first few paddlers made their way to the start. The course consisted of about 1 minute 30seconds of paddling on flat water, then the weir shoot, followed by about 10 minutes (for the top paddlers) of faster moving water down to the finish, the fastest time being about 11 minutes.

Daniel Sillitoe, a home paddler was first to go, he was in the U16 Wavehopper class, producing a time of 16:35, which no-one in the class could beat. He was followed by other Burton paddlers, who had to get back so that the rest of the Burton team could race in the last ten minutes of the individual section.

Unfortunately, the Wavehoppers that the first paddlers took down were late returning to the start, so the second group of Burton paddlers had to have their start delayed.

The final event was the team race, a total of two teams per club consisting of 3 paddlers per team to count for the youth points. Chester only entered one team, 'The Fat Slappers'. Whereas Burton entered two, the imaginatively titled Burton A and Burton B. One of the Chester team took a swim at the weir, handing the team to Burton A, despite their swim The Fat Slappers took second, Burton B Third and the Clitheroe Kids fourth. These results were added to the youth points from the individual event and gave Burton the National Youth Championships Trophy, only a handful of points ahead of Chester.

Many thanks to the organisers and members of Burton Canoe Club who made this such a friendly and well organised event.

Daniel Sillitoe - National U16 Wild Water Racing Champion

National Development Coach/Officer Wild Water Racing

Written applications are invited for the above part time position.

Responsible to the Wild Water Racing Committee and The BCU Director of Coaching the key areas of responsibility will include:

- Coach development and education.
- Pro-active role in broadening the base for the sport of Wild Water Racing.

The anticipated working period is approximately 20 hours per week, for a provisional one year contract, with a remuneration package of £10,000.

For further information contact the Wild Water Racing Secretary, Andy Goodsell, 11 Ashworth Close, Newark, Notts, NG24 2LJ. Tel: 01636 702981 before 9.30pm. Closing date for applications is 30th June 1997.

The Team selected to compete on the Loisach are:

- K1 Men:** I Tordoff, M Mason, M Johnson, D R H Taylor, J Christie, F Gormal.
- K1 Ladies:** T Parson, C Berry, D Hales.
- C1:** J Lee, R Pumphrey, J Willacy, R Pearton, P Anderson, L Pyke
- C2:** Clough/Clough, Belbin /Caunt, Warne /Bradburn, Redshaw/Barber



Thanks to the race organisers and the Wild Water Racing Executive Committee.

Jamie Christie



This article is aimed primarily at the people just coming up into the assessment/selection race scene. The races and the racers can look a bit daunting, but, with a bit of common sense and of course training, there are a few short cuts you can take to success.

Hopefully this article gives some basic ideas. It is not aimed at those who just want to enjoy their local marathon events, they enjoy their racing as it is and don't need someone telling them how to do it. This is specifically for those with the eventual goal of racing internationally.

It must be stressed that these are only my opinions, read them and decide for yourself if they make any sense. If you decide I am talking rubbish then fine, just ignore it. If you find any of it interesting, then try it out.

In no particular order my tips are...

Marathon Racing



from World Champion Ivan

Figures 1 - 4



Figure 1



Figure 2



Figure 3



Figure 4



Ivan Lawler

1. Speed

A marathon canoe race is not like a marathon running race where you must cover the distance alone in as short a time as possible, it is more akin to a cycle road race with a lead group which forms and spends long periods cruising along with the occasional excitement of a breakaway attempt or sprint. To this end you as a paddler must not have a pavement pounding, mind numb approach to the event, but must be tactically aware and alert at all times. Your main goal must be to make the race as easy as possible for yourself. Your first priority should be to stay with the front group for as long as possible. That is where the race is and if you're not in it you can't win! Once settled the front group doesn't go any faster than any other group so the tricky bit is lasting until everything calms down. Speed is the key here, despite the event lasting over two hours you must have a serious turn of speed, in the long run this will save you an awful lot of work. A sprint very rarely lasts for more than 30 seconds, after that everything calms down again. If you can just last out that 30 seconds then it will probably save you the next 5 minutes struggling to catch up the ground

you lost, only to get back to the group and have the last choice of washes. So there you have it 30 seconds or 5 minutes of work, who will be fresher at the end? This does not only apply to the front group but to any group you find yourself in. Marathon racing and training is not just about endurance, speed is the best weapon you can have, don't neglect it!

2. Hurrying

It always amazes me on races why everyone is in such a hurry! Sounds strange I know, after all it is a race. But the prize goes to the person who crosses the line first, whether it took him one hour or ten hours to get there. There are no bonus points for covering the course quickly.

Most races have a front group, if you are leading that group then go at a speed that suits you, whether you go at 9 mph or ten mph makes no difference, the group will still stay together. Why wear yourself out trying to get there quicker?

If everyone in the group shouts at you for going too slowly just politely suggest that if they want to speed up then they are welcome to lead. (There are exceptions to this... I will cover a few later.)

3. Wash Hanging

The essence of marathon racing, and the only ticket to beating people better than you. If you sit on a wash it is easier than if you don't... so sit on one!

Wash hanging again is a huge subject which can't be covered in full, therefore I will just focus on a couple of golden rules. (I will assume the basics of wash hanging are taken as

read and concentrate on group situations.)

Fig 1. The good washes to be on (positions 2 and 3)

Fig 2. The best wash to be on (position 4)

Fig 3. The worst wash to be on (position 5)

If you are in position 2 or 3 then fine but keep looking for an opportunity to get to position 4. Should you find yourself in position 5 then do something about it

immediately.

Either

- a. move up to take the lead and the group will reform around you;
- b. overtake either boat 2 or 3 and take his wash. This is easier than it seems as 2 or 3 should be only too pleased to be pushed into the best wash; or

Fig 4. c. drop back behind either 2 or 3 as it is easier there than where you are!

Finally whenever you change washes do so in the shortest time possible - it saves a lot of effort.

4. Working

As already suggested this should be kept to a comfortable minimum, however at some stage, opportunities arise which may warrant a bit of effort. These opportunities are when and only when you can make it harder for someone else. ie if...

- a. you are leading and someone is struggling on the worst wash. It is an opportunity to reduce the group to a comfortable number;
- b. if there is a straggler after a portage

Top Tips



or other incident; or

c. if you have an unnatural advantage eg you are on the inside going upstream or if your opponent is at a disadvantage eg he has a boat full of water.

Never work for no reason. If you do a sprint or attempt to break away then it must be done constructively. There is no point doing a mindless effort only to have the entire group reform as before.

Anyone who believes they can work hard enough for the whole race to damage everyone else is either superman or is racing substandard opposition and hiding from reality. Believe me there is no one who can do this and anyone holding this belief will have a very rude awakening when they race at top level events.

5. Contact

Of all the myths about marathon racing the one about it being a contact sport is the furthest from the truth. Obviously with so many boats at such close quarters there will inevitably be an unavoidable accident. What we are talking about here is deliberate contact, which for your own good **must** be avoided at all costs. Common incidents:

a. Turning someone. Occasionally someone will cut across your bow .. the temptation is then to clip the back of their boat, so sending them off at a tangent to the group... resist that temptation. In the majority of cases both boats will end up being hindered and losing touch with the group. Though you may have "taught them a lesson" at the end of the day YOU pay the price. Instead just slow down to avoid the collision.

b. Fighting to keep your wash. If someone is trying to push you off your

wash it is always irritating but ultimately if they are ahead of you and squeezing you off there is nothing you can do ... accept it and drop back peacefully. If you fight for your place you will inevitably end up rafting up with your opponent. As best you will lose ground on the group at worst you will swim ... its not worth the gamble.

c. Fighting to get a wash. If you want to take someone's wash you must be very positive about your moves. You can only take someone's place by being ahead of them and squeezing them gently backwards. If you can't get ahead any attempt to push them out will end in a collision.

There are occasions when fighting for a wash is a 50/50 affair: at these times be realistic. As soon as any contact occurs decide if you are dominant or not, if not give in **immediately** and bow out. **Never** fight a losing battle for the sake of pride or principle.

6. Portaging

Portages have never been my strong point but there are a few basic rules.

Your boat is your lifeline .. if its broken you are out of the race ... take care. As you approach the portage try to ensure your boat is pumped dry and be wary of submerged hazards.

When running the portage be aware that the rudder is vulnerable. When putting the boat back in the water and getting back in you are at risk. Don't sit in the boat with the rudder on the bottom of the river. It's better to take the time and care to launch safely than to lose more time on a swim.

My basic motivation at a portage is to stay safe and in touch with the group nothing more nothing less.

7. Drinking

What, when and how to drink is a very individual thing. The rules as I see them are:

a. Always start the race fully hydrated ie peeing clear

b. Drink on the race is best taken in small amounts regularly and often.

Don't wait until you are thirsty - it is already too late.

c. Drink early in the race. Drink taken in the last 30 - 60 mins is probably no use to you anyway.

There are many drink products on the market, you will need to determine which one works best for you.

8. Boat Choice and Set Up

The boat you race must be able to do the job. That means:

a. It must wash hang well... not wander or drift off course

b. It must be robust enough to survive the demands made on it

c. It must climb over washes efficiently... no wandering or drafting

d. It must be comfortable... not too unstable... not too lively

The only way to decide which one suits you is to try them. The latest design in the most expensive material is not necessarily the boat for the job, despite what the manufacturer may tell you. If in doubt ask a few of the

good paddlers why they choose the boat they use. Look at the evidence, listen to what people say, but decide for yourself.

The only other piece of equipment worth mentioning is a foot pump ... don't leave home without one ... they are a lifesaver.

Finally, set your equipment up well, test it before you race and keep it well maintained.

9. Keeping Your Nose Clean

If you are racing well, by definition you will find yourself in a group where the other paddlers are faster than you ... so now you find yourself in a difficult situation. This group is your free ride to the finish and a good result, so upsetting them is a **bad** idea.

However, still look after yourself as priority number one. No one will give you a hard time if you don't irritate them. At best you will get a ride to the end, at worst you will annoy someone who then decides he is better off with you out of the group. As the slowest paddler you are very vulnerable so keep the following in mind:

a. Don't keep running into their paddles when sitting on the wash

b. Don't constantly knock the back of their boats when changing washes

c. Don't attempt to wash hang on the inside going upstream

d. If someone suggests you do a bit of leading... then I suggest you do a bit of leading but remember there is a fine line between overdoing it and getting tired, or going so slowly that you cause annoyance. If you are too tired to do your bit, just say so and hope they will be sympathetic.

10. The Finish

The main decision to make some way before the finish is whether to attempt to win or just to get the best placing possible. If your chances of winning are too low then opt for a good place. Try to guess who the winner will be and plan the group changes so that at the finish you are on his wash. Once on the wash defend it with your life.

Should you decide to go for the win it is far easier to win a finishing sprint from the front of the group .. it is nearly impossible to overtake at this stage of the race; everyone is tired and despite all the thrashing about and splashing everyone is incredibly slow on a finishing sprint.



Razor 260 from Pyranha

Reviewed by Toby Saxton

By now most people have read about or even tried Pyranha's latest rodeo kayak. So what am I going to say that hasn't already been said? Well for starters I'm going to say that I reckon if you want to be that cart-wheeling, split-wheeling, rock splatting 12 point guru like Alan Ellard (not quite a God but would certainly get his own cloud!) then you need this boat. This however is not for the faint hearted.

If you want an all round boat, you know the river running/playboat type, look elsewhere. I wouldn't run the bath in a Razor (not that it would

fit) this is probably the purest playboat built. No messing about trying to get that compromise the only thing the Razor compromises is my size 10 feet. But then again you don't paddle with your feet. Now some

end all of rodeo/playboating, these are obviously the people that can't do them! They won't be saying that when they jump in a Razor.

Good news for the less rotund paddlers. The Blade is not far away from release (from Pyranha). What you cry is the Blade? Well, basically it is a Razor with a flattened hull, and flattened rear and to a lesser degree lower bow as well. So now there is more or less a cart-wheeling machine available for everyone from minnows to bloaters.

Both boats have the option of either foam blocks or Yakima footrests with a bulkhead being developed for either.

Good Points:

(Usually at least 3 even for relative amateurs).

The usual adjustable everything that you expect from Pyranha.

Bad Points:

Big seat that must be padded, before you paddle that is!

More details from Pyranha 01928 716666.

Single Art £539.

Multi Art £579



people say that cart-wheeling isn't the be all and

The Orca Duo from Pyranha

Review by Wendy Blackman & Dave Haggard

This boat was tested by two self-confessed mediocre paddlers, me and my brother. We had a brilliant time. This was the first time that we had both ventured into the same boat, always risky, what with sibling rivalry and all that.

The cockpits are designed for easy access and immediately I sat in the boat I felt safe. The boat was very stable and the seating and backrest set up was very comfortable. Obviously if the boat was mine then I would add some padding to the hip area, and make one or two minor adjustments but for get in and go ability it was great.

For a fast touring double the Orca is surprisingly lightweight, at approximately 25kgs (55lbs), constructed from Royalex it is tough and rigid, and if taken proper care of would last you for years.

The semi hard chine hull shape gives excellent stability and makes paddling effortless, the biggest waves

we had to cope with were when motor cruisers went by, but the Orca handled them with no worries and we didn't have one wobble. The Orca has since been tested on

the Bitches and proved to be as stable and easy to paddle as on the flat.

I had only ever steered a fast touring single kayak and was a bit nervous about steering such a monster. Steering is worked by pushing on the footrest pedals which in turn moves the rudder, at first I found it a little odd as I always push with my feet when I paddle, so I had to adapt a little but soon got the hang of it and after a few minutes I worked out my left from my right and we were off.

This would be an ideal weekend touring boat, it has Bow and Stern hatches for storage and buoyancy, these come with neoprene and hard covers, plenty of room for a small tent and essential weekend kit. For use on sheltered inland waters, open lakes and for coastal hopping when in the hands of the more experienced paddler.

This boat was so easy to handle, cruised easily at speed, and apparently with a little practice can be rolled, however, I was not prepared to put that to the test. An excellent boat to introduce a new or nervous paddler, as comfy as my favourite armchair. I want one!

Dimensions:

Length 475cms, width 57cms . Volume approx. 340 litres. Cockpit length 84cms , width 39cms. Weight approx. (25kgs) 55lbs. Spraycover size medium. Paddler weight 190kgs total. Suitable for paddlers from beginners to expert.



Strim Junior by DAG

At last an ideal kayak for all kids. It's a great all rounder with a fast yet stable hull shape. At 3.1 metres it gives the appearance of an adults kayak yet has the low freeboard essential for lightweight boaters to be in control. Stacey who is pictured testing the Strim Jnr had never actually sat in a kayak before, but as you can see she found it a very enjoyable experience. She liked its stability and the ease of handling. The chines on the deck help to give the kayak an attractive appearance.

Although intended as a kids boat anybody up to about 8 stones would benefit from paddling this kayak. It can be upgraded to a full white water spec. kayak. In all, this is probably the best lightweight paddlers boat around.

Available from Desperate Measures on 0115 9816825.

Available in green, purple, pink, blue or yellow. Price for the basic model £225 inc. vat. The model pictured is the Strim Jnr Sport, which includes front and rear buoyancy and bow cap.

Thank you to Stacey and Joel for the review.



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(FROM 28 Kilos)

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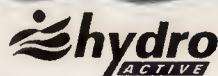
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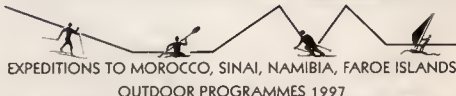
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BCU and RYA Watersports Instructors required for governing body recognised adventure centres in France and Spain during the Summer of 1997.

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**Overseas Recruitment on
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LEADERS REQUIRED for a 6 week expedition to Morocco. Training includes NVQ's in Outdoor Education, NGB awards and Wilderness First aid. Language training includes Berber, Arabic and French. Contact Jeff South at Mountain Treks & Training on 0121 446 4659/0121 477 0177 or writing to 125 Coombes Lane, Longbridge, Birmingham B31 4QU

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Seasonal vacancies at two BCU approved centres providing a wide range of courses for adults & children.

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BCU Senior Instructors required for full-time non-residential positions
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BCU Instructors & Supervisors required for full-time residential & non-residential positions during summer school vacations (July-August)

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The successful applicant will be a **LEVEL 3 COACH (Senior Instructor)** and will be responsible for the running and development of canoeing and kayaking at Longridge and will be a member of the Centres Management Team.

The post is Residential and a 3 bedroom flat is provided.

Longridge is a Scout Centre but is extensively used by schools, youth groups and increasingly by companies.

For further details contact:-



**The Manager
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Tel/Fax 01628 483252**

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Training courses commence in March/April/May 1997 and work continues until September. All posts will be residential.

For a gateway to a career in outdoor activity or for a unique opportunity to build on your qualifications and gain valuable work experience contact:

Recruitment Department, PGL Adventure, 820 Alton Court, Penyard Lane, Ross-on-Wye, HR9 5NR. Telephone 01989 767833



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Full CVs should be submitted giving details of qualifications and experience. It would be advantageous to possess a driving licence and awards in a number of activities, particularly ML (Summer), BCU Level 2 Coach, and SPSA.

CVs should be submitted for the attention of
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Acrobat 300 full w/w spec, with backstrap. Air bags, full plate foot rest and spraydeck. Must go to make room £245 ono. Tel: John 0973 255556 anytime

Acrobat 300, aqua manne, multi-artline, full w/w spec, plus neoprene spraydeck £293. Contact Dave. 01858 433767 Market Harborough.

Acrobat C1 (or New Wave, USA) cruising, squirt C1. Good condition £180 ono. Tel: Richard, Cambridge 01223 317175

Baidarka Explorer sea kayak, VGC, Chimp Pump, foam seat. Front and rear hatches. Photo available £320 ono. Tel: 01670 351127 NE

Black Topline Spud good condition, only used a couple of dozen times £350 Tel: 06173 885 736

Coleman 15ft open canoe £100 ono, good condition, Pyranha Mountain Bat full plate footrest £150 ono, also Nomad C2, fibreglass £100 ono Tel: Eves 0181 332 6532 (H) or 0181 940 5550 (W) Richmond

Corsica overflow, red, used 3 times only £300. Dancer Club, new, unused £200 Perception Reflex, as new £280, Iwii adult & child £170 Tel: Peter 01568 760406 (Worcester)

Corsica, red, good condition £250. Open canoes, Reynard Jensen 18 £450, We Noh Nah Cascade 18 £450 Old Town Pathfinder 14 £475 Tel: 01480 473150 Cambs Creek, good condition £300 ono Tel: 01782 550624 (Staffs)

Dagger Freetail LT (liner), backrest, full plate, airbags, VGC (stored indoors) £350 ono. Schlegal all round Tech III paddles £60 ono. Phoenix Purple reinforced spraydeck £30 Tel: Shrewsbury 01743 356336

Dagger Transition, multi colour kayak, includes backstrap, Shlegal Topline Tech III paddles. Also complete kit: Yak deck, boots, dry bag, wet suit, Romer helmet. Will split as required, open to offers. Tel: Adnan 01203 386457

Dancer, 3 yrs old, good condition, new 'ladder' footrests £190. Will consider swap with shorter whitewater kayak. Tel: 01132 677163 (W Yorks)

Eclipse Cirrus s/w rudder, plus double torque, crank paddles, also a Voyager 445 fast tourer, O/S rudder, hatch and deck lines, plus s/deck and Ladder Powermaster paddles. Also Medium size longjohn wetsuit, bargain at £400 the lot, will split Tel: 01937 585232 (W Yorks)

Enigma plastic squirt boat, yellow, multi artline graphics, 6 months old £225 ono Also Aqua Bat, light, purple, rear buoyancy block, foam foot rests, drain bung £150 ono Tel: Jordan 01803 606379 (Eves)

Eskimo Diablo, red, full w/w spec, one yr old. Decent condition. Always kept indoors £350 ono Tel: 01943 873226 (W Yorks)

Euro Kayak Conquest whitewater spec, good condition, excellent all round kayak £150 ono. Also Slalom C1, kevlar construction, very old and knuckle about, low volume, dry £25 ono Tel: 0161 430 8786 Stockport

Eurotopa kayaks good condition £125 each. Tel: 01766 890552 (N Wales)

Falcon 385 excellent condition plastic kayak, purple, comes complete with flat paddle and spraydeck £100 Tel: 01249 758191

Marine Radio (Handset) ICOM IC-M5, perfect condition. Still boxed, ideal for inshore training or sea excursion £120 ono. Also 2 yrs of 'V' bars for Thule rack £60 per set. Tel: 01784 245351 (Middx)

M1355 kayaks for sale: 2 blue and 2 green. All ex scout boats in good condition, with little usage and stored indoors. Only £150 each, or make a good offer for the lot. Exchange/part exchange for plastic polo boats/Robatis also considered. Tel: Stewart 0121 682 6500 W Mids

Nordkapp HS complete with fitted compass, handpump, watertight hatches and Typhoon neoprene spray cover, VGC. £550 ono. Tel: 01276 858789 (Chobham, Surrey)

NZ Key/Carb WWR used at World Championships only, excellent condition, Super Savage £500 Tel: 0161 4013176

Oxheyds double kayak (with tanks and hatches), 1 yr old, VGC, £450 ono Also Valley Anas Acta Sea Kayak used only once, VGC, yellow and white £350 Tel: 01624 844448 NW area (Isle of Man)

Palm 385, complete with paddle and associated gear, £175 ono Tel: 0121 643 9891 (daytime) Birmingham, ask for John or Barbara Price

Perception Corsica 5, proline, full w/w spec, adjustable seat and backrest, full footplate, mould in graphics, limited colour, vgc, excellent in big water, ideal for the 11 store paddler. £350 ono. Can deliver in Cornwall, please phone after 6pm on 01326 312626 (Almouth)

Perception Reflex - plastic slalom kayak, also great on the surf £140. Stunt Bat with a 'nose job', re sculptured front end, retired from white water use, but great as a placid water trainer for kids or small adult £70. Corsica 5 - used as a sledge which led to a weld on the hull, great as a placid water boat for an adult £100. A small selection of decks, paddles and canoe kit also available. For more details contact Tim Spencer on 01203 672594 (Coventry)

Perfect condition (as new) Freetail LT, yellow/black art, bow cap, full w/w spec. Absolute bargain at £340 ono or ex/prx good condition Eskimo Kendo preferably red or black. Contact: Chris Walker (Chester) on 01244 377567

Pirosette S Proline, purple, one year old and in excellent condition. Priced at £275 for quick sale. Please leave message for Dave Naylor at Plas Menai National Centre on 01248 670964

Pirosette S, purple, VGC, includes neoprene deck £325. Also two fibreglass slalom C1's £50 each, suit lower divisions. Contact: Kendall 01539 734745

Polo Bat, Darb, blue, kevlar, good condition £110 Tel: 01527 853303

Prem IV carbon kevlar hull, excellent beginners boat, inc Hypoon deck £100 ono. Also Extreme, carbon kevlar, cut down, suit lighter paddler; requires slight attention, good buy, inc. 2 Bush decks £100 ono. Rich 0171 260 8870 (W) 0181 597 3049 (H)

Prijon Avenger/Hurricane, black, two years old. Good condition, not modified, used mainly for surfing, includes front & rear airbags £275. Also Enigma plastic squirt boat, yellow, excellent condition, superb fun boat for any size paddler £150 Tel: 01765

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601808 (N Yorks)
 Prijon Avenger/Hurricane, red, Alpine (heavy duty) weight. Full plate footrest, thigh grips, full air bags. £330 ono. Contact Geoffrey 01934 862316 (Bristol/Swansea or Pembrokeshire)

Prijon Seayak F&R w/airtight hatches, Prijon fitted rudder, compass, fully rigged, very stable, excellent condition £480 Tel: 01670 351127 NE

Pyranha Creek 280, red, multi-art, full w/w spec. Excellent condition as always stored in garage. 16 months old with no ripples or dimples. Price £300 ono Call Simon 0115 933 3422 (Notts)

Pyranha Creek 280, in good condition, red, £340 ono, inc airbags. Tel: 01472 840219 (Lincs)

Pyranha Lake Traveller Open canoe 16' polyethylene canatican double with 3 seats. Good condition, many used in lakes with family. Complete with 2 paddles £390 ono. Ask for Martin on 01253 893412 (H) or 01253 895182 (H) Poulton le Fyde, Lancs.

Pyranha Master VCC £260 ono. Tel: 01420 473293 (Wilt, Hants)

Pyranha Master, w/w spec with back strap and air bags. Good condition £210 ono. Pyranha Acrobat 300, w/w spec with back strap and air bags. Good condition £250 ono. Meeting with interested party possible. Tel: 0973 255556 anytime (Stockport)

Pyranha Master, yellow, nearly new, only used a few times, excellent condition, hip pads, backrest and air bags included, ideally suited to beginner/improver. A bargain at £250 Tel: Matt on 01271 815225 North Devon

Pyranha Mountain Bat MK1 in hot pink with full graphics. Whitewater spec, with safety cage fitted. Platform footrest, stem airbags, decklines, bow cap and karabiner rails. In good condition £200 ono. Ring 01905 355227 eves and weekends (Worcester)

Reflex Barcelona, black, kevlar £250 Tel: 0181 393 5813

Roox Bars for Vauxhall Cavalier, genuine Vauxhall part £40 ono. Open Canadian canoe, fibreglass, centre seat needs some attention £750 ono. Tel: 01386 831904 (Worce)

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Stunbat artline, hardly used, full w/w spec £250 Tel: 01772 720 020

Surf Kayak, fibreglass flush as new £175. Fibreglass Sabre £85 Tel: Cornwall 01726 63427

T-Canyon, Cense colour, vgc, airbags, bulkhead footrest, etc. Ideal for instructing or for a larger paddler £300 ono. Also WMI Cozi dry bag with twin waist seal, unused, blue/red/coral, XL size £30. Contact Mr Ian Burnett via e-mail: I1.burnell@eeee.salford.ac.uk or tel: 0161 745 5000 ext 54522 (days) or 0161 736 0269 (eves)

Talon K1, used only for sprinting, straight carbon. Excellent condition £680 ono Tel: 01525 379921

Tyne Folding Kayak 17 ft, 2 seats, 2 pairs split paddles, 3 spraydecks, rudder, etc. £375 Tel: Mr Blake 01734 478549 (Reading)

TW Camper Van £128 high top, 2 berth, MGT & tax, cooker, fridge, toilet, hot/cold water, main hook-up, awning, tv, stereo, tow bar, large Thule roof rack holds 5 kayaks, reluctant sale £2,250. Tel: Mark 01634 865033 Kent

Pyranha Master £200. Tel: 01332 383968

Wanted

ICF C2 urgently required. Money writing - any condition considered. Tel: Dave on 01562 827605

Any information regarding which K1 is available for somebody who is a heavy person, that is also stable and reasonably fast. General info on any K1 weight class and stability would be gratefully received as I am trying to put together a list for general use. Please post any information to me Mr J Broadhead, 40 Cromley Road, High Lane, Stockport SK6 8BU

Cheap M1415 or Poly Piroso or Spaldo, contact Alex McKee 01202 434865

Creek 280, Freetail LT, Corsica overflow, or similar considered (South Lakes) Contact: Elspeth or John 013395 31000

Enigma or WMI Whittaker, red boom, split mast and 3 seats; for plastic w/w spec canoe. Other plastic types considered. Tel: 01902 754217

Folding Canoe anything considered - old canvas type, Klepper, feathercraft etc Please phone Dave on 01782 617789 (Staffs)

Information on Corsica 1 am in my second year of a BA. Matriman Management degree at Southampton Institute. I am presently studying the use of Corsica as a white water venue, both the problems and benefits. Would it therefore be possible any while with info to contact me with any details of trips to Corsica. I would be particularly interested in people's interaction with the local cultures, religions or political situations. Tel: 01703 576196 Mark Barwell

Neoprene Spraydeck to fit P&H Reflex single kayak; nylon spraydeck to fit general purpose kayak Tel: 01283 703576 (Derby)

Old Stretched Canoes over wooden framed kayak, condition not terribly important, also information on how to obtain plans to build a framed kayak, give Lee a ring on 01928 327279

Single or Double Sailing Canoe. Tel: 01425 272332 (Dorset)

Squirt Boat, plastic or fibreglass, suitable for someone 10-11 stone and just under 6 foot high. Tel: Geoffrey 01934 862316

Trailer suitable for 6 canoes or 12 kayaks (South Lakes) Contact Elspeth or John 013395 31000

Lost, Found, Stolen and Misc

Did anyone find a bag which I removed at the end of Crofton during the 3rd Waterside Race? It is a pale green in colour with Sola written in black down one sleeve. If you know of its whereabouts it would be grateful if you could contact Di Edwards Tel: 01245 467771. Thanks

Found on River Roy in Scottish Highlands, on 30.3.97 Compact camera for details Tel: 01765 601808

Lost on R. Roy/R. Spean on 26th March. Green Topo Spud and Prijon Slalom paddle. Any info tel: Darrell 0161 431 9401 or 0956 357507 (Manchester)

Lost on the Orchy - left handed full carbon Nomad paddle and red Wild Water goggles attached (at the time). Lost on the Orchy on the 25 Feb Contact Rlys 00353 404 40169 office hours (Ireland)

Lost on the Orchy - on 1st March, 1 set of unusual Mitchell wooden paddles, distraught owner offers reward Tel: 01852 200309

Lost night handed Gonilla Redox X unmarked on Upper Tees on Friday 28.3.97. If found please ring Anthony 01302 53001

Shedded rooms available in shared house. Close to Uxni, Owner occupied £30-35pw -bills, canoe storage avail. Tel: 0114 256068

Swap I have a Prijon T Slalom in good condition and would like to swap it for a Prijon Canoe (preferably lightweight) Tel: 01384 258511

Swap Spud for Microbat, for details please contact Dick on 01502 589771 (Suffolk)

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National Convention of Canoe Lifeguards

Represented at
convention this year
were Lifeguards from
British Canoe Union, Royal
Life Saving Society and the
Surf Life Saving Association GB.



The National Convention of Canoe Lifeguards was held in Weymouth and Portland Harbours over the weekend of the 18 to 20 April 1997.

Wales was represented as usual by Wye Bother. Amongst the English Lifeguards there were representatives from Hertfordshire, Weymouth, London, and our new friends who travelled all the way from Marsden, up North but south of the Tyne, just!

Of course Convention these days would not be complete without our very own 'pet' Scotsman. Whose humour and loveable character has not changed an iota despite our specification on the dockyard list, when he went for a major overhaul and cardio-refit this winter, we love him dearly, just don't tell him!

With the large number of delegates, around a hundred, at this years Convention extra instructors and examiners had to be found, some at short notice, to whom we are most grateful.

New Friendships

As usual at these occasions there are many strangers from all walks of life and from the full range of the age spectrum, all looking around at each other and wondering if they 'fitted in', at the end of the weekend many friendships being forged and some long distance travelling planned for the future.

Young Gafers

A posse of young GAFERS arrived seeking an old bean tin and coat hanger, all was explained later. We initially thought it was part of a treasure hunt and were surprised but impressed. That evening they went in search of larger and softer objects which were observed wandering in small groups

around the harbourside. After a little thought and some refreshments they could not bring themselves to experience the late

night pleasures of Weymouth's night clubs, so they retired early to bed, as all good boys should.

The next day they were treated with a ride in the RASCAL's Atlantic 21 ILB and after jumping clean over two waves appreciated the early night. Attending a cold lecture on cold water survival is one thing but experiencing cold saltwater spray at 35 knots certainly brings the 'wind chill' effect close to mind.

Land Based

The accommodation and 'dry' learning venue was HMS BOSCAWEN the Sea Cadet Training Centre situated on the Nithe and overlooking Weymouth Harbour and Newtons Cove. The centre came with four classrooms all equipped with OHP, dry boards, etc. and a general assembly hall. There was also a display room with static displays provided by a number of specialists. The centre has a mess room and the hearty breakfasts gave a good start to the day.

BCU Aquatic First Aid

The new standard for Aquatic First Aid being in place, Saturday saw an Aquatic First Aid certificate course attended by twenty delegates and six delegates attending the AFA trainers course. Sunday saw similar numbers and as usual great interest in this subject which basically trains people to save lives in an aquatic environment.

Wallace Cameron & Co

The UK's leading supplier of medical equipment.

They provided a static display and also a Paramedic Trainer who was in hand to informally discuss medical training as well as their products.

Royal National Lifeboat Institution

There was a static display with a variety of handouts aimed at improving sea safety. A number of workshops were run by Mr Richard Price, a trainer at the RNLI school, who gave an illustrated lecture on the RNLI, its craft and personnel. This was followed by a tour of the Weymouth Lifeboat Station and a 'hands on' visit to the actual Inshore Lifeboat. All delegates young and old, as well as a few Mums and Dads, thoroughly enjoyed the lecture and visit saying how useful it was and that they had a greater appreciation of the work that the RNLI does so well.

Pains Wessex

Another static display accompanied by lectures, video showing and practical demonstration. Delegates also were able to handle dummy pyrotechnics and practice using the arming mechanisms, even with their eyes closed. In addition to the usual set of flares there was a speedline which throws a 250 metre rocket line and also an EPIRB which is the size of handheld vhf radio but specifically transmits a distress signal by using simple switches and is waterproof. It was easily apparent that having EPIRB when touring the coast in a group of canoes would expedite the arrival of rescue craft homing in on the signal should the need arise.

Article by
Steve Holmes -
BCU Lifeguards
Information
Officer

tion ards



Thanks The Weymouth Sea Cadet Centre

An ideal venue for the BCU Convention, there are superb facilities with reasonable accommodation at the right price. The lecture rooms are well fitted out and the large hall enough to hold as many people as we could ever hope to attract to Convention. A warm welcome from a most marvellous staff with a special vote of thanks to Petty Officer 'Tye' Shuttleworth who was always on hand to provide the things we had forgotten and offer advice often delivered with his own personal sense of humour. A big thank you to the Commanding Officer for allowing us to use this facility.

Parrys Sub Aqua School

Mr Ian Parry brought along a sub aqua diving kit which generated interest, unfortunately due to run on of other modules it was not possible for him to give a full lecture for which we must apologise, especially with the amount of time he had spent planning his talk. However a number of delegates and some of the specialists had the opportunity to have an informal chat with him

Lifeguard training with twenty seven candidates. This was supplemented on Sunday with another eighteen candidates doing their Canoe Safety Test. With over forty five candidates plus instructors and examiners this was certainly a good turn out especially with the cold and grey weather that kept returning after the sunny outbreaks lulled you into a false sense of security and pleasantry. Although cold, wet and a little

warped and imaginative minds of the examiners!

Conclusion The Weymouth Sailing Centre

A perfect venue to stage the water based training having car parking and showers on hand together with a club room and bar providing good hot meals quickly. The scope of Portland Harbour together with the sheltered waters and slipways made for good training and the little rocky coves were perfect for staging the assess-
ments.

Quote of the Week

"Something has just sprung to mind... but I've forgotten what it is!"

Made by a learned gentleman over coffee, there was a long silence, broken eventually by the man from the lifeboats!

which proved most useful and an opening for further consultation on this subject that becomes more important with the rapid increase in recreational divers now using our coasts.

Royal Yachting Association

Two workshops were run with delegates exploring the advantages of using a safety boat in accordance with the RYA National Powerboat Scheme and specifically the 'Safetyboat' certificate. The high point of this workshop was not surprisingly the trip in the ex RNLI Atlantic 21 Inshore Lifeboat provided by the Coastal Sea School, based in Weymouth. The speed and manoeuvrability of this type of craft at sea and in the larger fast running rivers was demonstrated and the advantages appreciated. Above all, appreciation of the concerns of canoeists with respect to the propellers must never be forgotten.

VHF Radio License

With the increase reliance on vhf radio for alerting authorities in Europe and with the competitive pricing on handheld radio transceivers, more and more canoeists are using this form of communication. The vhf workshop was for one day with the use of a simulator forming the training during the day with lectures covering, distress working, general communications and port operations. The examination was by a RYA/DTP examiner who reported a good level of competence being achieved by the whole group and that each candidate was subsequently awarded a pass.

Water Based - Canoeing is a dry sport eventually!

Saturday was for Assistant Lifeguard and

disheartened at times the candidates have to be congratulated on their enthusiasm and determination.

Assessments

The examinations on the water were where each individual had his or her own skill level tested. This meant a danger of becoming wet, cold and tired and sapped of energy after two days hard training when finally faced with the 'testing' incident. The final incident could be from a selection of capsized open canoe manned by an inexperienced crew, a non swimmer and a young distressed person, or a very unhelpful member of the public calling the patrol in to the shore just to ask the time. At times you have to admire the



Paddlesport Officers Appointed

The BCU is pleased to announce the appointment of 3 part-time Paddlesport Development Officers. The posts start from 1st May and will run for a period of one year. Angela Hampton is our Nottingham and Derby Paddlesport Development Officer, Graham Campbell will cover the area of Bewdley, Tewkesbury, Evesham and Worcester whilst Jonathan Davies will cover Chester, Merseyside and Manchester. Each has provided a personal profile below:

The key roles of these people are:

- Increase the number of young people paddling regularly.
- Increase the number of local events and young people taking part in these events
- Develop Paddlesport communities (i.e. links between clubs, schools and centres) so that young people can develop their interest in paddling, whatever their chosen direction.

The Paddlesport Officers will also be visiting clubs in their area to determine those interested in becoming part of the TOP CLUB project, so make sure you get in touch with your PDO soon.

Graham Campbell

Graham came into paddlesport some 11 years ago after dodgy knees ended his sporting career in basketball; first playing at national league level and successfully coaching both at senior and junior level. Following his young daughters down to the renowned Fladbury Paddle Club he soon became involved in the sport both as a veteran competitor and then increasingly as a junior coach. Learning from the excellent placid water coaching traditions of Fladbury, he filled a vacant role in the club and continued the Fladbury tradition of learning from the best and sharing with others by encouraging youngsters in other local clubs to strive towards higher levels in racing. What began as taking some youngsters with Fladbury to overseas regattas developed with BCU Racing Committee support into Junior

Development Squads for Racing, and an official role as JDS Coach to the Midlands and North. Graham now coaches 7 international paddlers at the club, as well as his JDS role and involvement with beginners and schools.

Running alongside the racing coaching has been a close involvement in the implementation of David Train's inspirational Bell Boat scheme. As a teacher, Graham has been delighted to be a part of the development of the base of paddlesport in the area through the use of Bell Boats in Primary Schools, the setting up of new exciting events and the beginnings of a new culture for paddlesport which puts it alongside other major sports.

Graham's focus in the Worcestershire area will be to help clubs in the area benefit from the influx of new young paddlers from the Bell Boat scheme by providing quality coaching for these youngsters that will encourage them to stay in the sport and follow it up the ladder in whichever discipline they find most rewarding.

He hopes to help other clubs provide the sort of youth group and family support that his own two daughters and their friends had at Fladbury and which produced an amazing 14 international paddlers from a batch of some 30 starters some 11 years ago!

Angela Hampton



My name is Angela Hampton and I am the Paddlesports Development Officer for Nottingham and Derby.

I love all types of paddling from competitive racing to family touring in open boats. In the past I have competed seriously in Marathon K2, and Slalom Division 1. With my club I have also taken part in more light hearted events such as Dragon Boat races and Bell Boat regattas. I have toured many of the classic UK rivers and a number of rivers abroad.

My main activities currently revolve around coaching recreational and competitive paddlers in the East Midlands region. I am a Level 3 Inland Kayak Coach E2, working towards my Level 4 Coach. I am also a slalom and placid water coach.

I am presently the Chairperson of the Leicester Canoe Club which is a very active club involved in all forms of paddling. Many of our members are involved in competition, mainly Slalom

and Marathon. This is a family club with a large number of young members.

Through the Leicester Outdoor Pursuits Centre I have worked with paddlers of all ages, but especially with young people. The Centre caters for people with many varied aims and backgrounds.

For our sport to build the future - we need more young paddlers. We need to provide young people with exciting and satisfying experiences to keep them within the sport. Clubs and coaches need quality support to facilitate this.

I hope, over the next twelve months, to support Clubs and other groups to increase their number and increase the level of performance of our younger paddlers.

Jonathan Davies



Aged 34 was introduced to canoeing in 1979 by his sister, Louise Stevenson, and encouraged by his High School (Mold Alun) and Mold Canoe Club.

He was introduced to competitive canoeing by Meriel Brocklebank of Chester Sailing and Canoe Club, and was selected for the Welsh Team in 1981 to compete in Slalom and Wild Water Racing. He went on to compete at Internationals at home and abroad, including the 1982 Commonwealth Championships in Australia.

The success of his competitive career would not have been possible had it not been for the support and commitment from his personal coach George Hodgson, along with sponsorship from Mike Dalton of Nomad Canoes.

Jonathan obtained his teaching qualifications and went on to run a mobile canoe school, going out to Schools and Youth Groups in North Wales and the North West. He then had a complete change of career, packed his bags and drove HGVs from the UK to the most southern parts of Europe. He's now back and for the past 12 months has been running his own company Riverside Adventure, providing outdoor activities, based in Chester.

He has recently taken up the post of North West Paddlesport Development Officer, with the purpose of implementing the British Canoe Union's National Young People's Strategy at a local level, where he hopes to help increase the numbers of young people paddling regularly and taking part in low level competitions by working with centres, youth organisations, schools, clubs, etc. He will be working his way around to introduce himself as quickly as possible, but should you want to contact him please telephone 01244 390451 or 0802 957494.

Natwest Cash For Club Packs

The BCU has so impressed Natwest with its Young People's Programme, that the bank is showing support in cash form. Natwest Corporate Director, John Moran, accompanied by Jean Sutcliffe from the Natwest Business Centre, attended the BCU office to present a cheque for £1500. Thanks to the support of Natwest, the BCU have been able to launch Club Packs for distribution to canoe clubs needing advice and guidance on becoming a commercial success. The pack provides clubs with current information and help with key issues, as well as sharing examples of good practice. Natwest are also providing occasional articles for Canoe Focus on 'Managing the Money' (as seen in this issue). The photograph shows Mr Moran with Olympic Slalomists Gareth Marriott and Heather Corrie.



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