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CANOEING

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COVER:

Slalomist at Bala Mill — photo by Don Charlesworth



Bala Mill — photo by Mike Clark

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COMMENT mike clark

BOYCOTT — THE NAME OF THE GAME

For very many sportsmen and federations of the western world, the burning question of this year has been 'to go or not to go' — Moscow that is, and the 1980 Olympic Games.

For British sportsmen the question was answered early on, the British Olympic Committee would send a team to Moscow from sports federations that wanted to go — this despite pressure from Government. Our sprint canoeists were one of the first federations to decide to go and no amount of argument has changed their minds.

But whatever your view, whether the Games should be boycotted or not, there can be little doubt that the Olympics will never be the same again, even if they in fact recover from this body-blow of boycott. Politics should have no place in the Olympic Games, but the fine ideals have been cast aside. Not just in Moscow; a number of the African nations chose to boycott Montreal; and who will ever forget the tragic events perpetrated to the Israeli team in the centre of the Olympic Village in Munich... it seems that every Olympic year is an excuse for any nation, large or small, to make a protest of a political nature. Politics has no place in sport — yet it was the International Olympic Committee who banned South Africa from the movement on political grounds — a 'Catch 22' in reverse maybe?

HOLME PIERREPONT — NOTTINGHAMSHIRE INTERNATIONAL REGATTA

While the Olympic Canoe Regatta may be not all that it was expected to be, one regatta here in Britain will be bigger and better than ever before. It will also be the largest regatta of the season in Europe. The Nottinghamshire International Regatta.

The place is the National Watersports Centre, Holme Pierrepont, the date is 20th/22nd June. Competition will certainly be the best ever. Well over 20 nations are expected to compete, including the Russians and for the first time in the U.K. the Cubans, plus the strongest canoe teams in Europe. It will certainly be a true galaxy of international stars. Make a date to come along and give it a record attendance of spectators.

CANOE EXHIBITION

The figures for the attendance at the International Canoe Exhibition held at the Crystal Palace in London at the end of February have now been published and show yet another record. This year it went up by some 1000, bringing the record to 11,300 for the two days, plus of course nearly another 1000 persons — the trade people involved in putting on the show. The show for 1981 will be held at Crystal Palace over the weekend 21st/22nd February.

MARATHON RACING

POZNAN MARATHON

The visit of the British Marathon Team to Poznan, on May 4th, provided a new land-mark for marathon racing internationally. The Poles had agreed to stage the first event in this years Grand Prix Series, thus making it the first international in Eastern Europe.

The Poles had decided to run the event, in the form of a time trial. This is allowed in the rules, but is really meant for rivers where a mass start is not possible. Our team were undecided as to whether or not, this form of racing would be an advantage to us. We all felt however, that the draw for start times were all important. These were set at 30 second intervals.

A look at the 50KM course, on the river, the day before the event, showed that the Poles estimated time for the race, of 2½ hours, was optimistic. This despite the 6 KM flow. The start draw was produced on the morning of the event. In the K2 Robin Belcher/Rod Kinch had drawn 10 with John Fowler/Chris Canham 1½ minutes behind. Brian Greenaway/John Day, had the unluckiest position of 25th, with no apparent fast crews near them. In the K1, Tim Cornish had what appeared to be a very good draw at 6, 30 seconds behind Pape of Denmark. Roy Haynes seemed well placed at 11th, with Brian Greeham a little unlucky to draw 19.

The boats were held at the start, and all got away fairly, at the correct intervals. It proved difficult to follow the event closely, and it was not until the 25KM point that a good time check of positions could be taken.

In the K2 race the Spanish crew of Campo/Alegre, had pulled 30 seconds up on Rowler/Canham, who had in turn caught up Belcher/Kinch. A Polish crew also had the same time as John/Chris. Greenham/Day, having started so far behind the fast crews, seemed destined to paddle the event alone, and were three minutes down, on John/Chris.

In the K1, Cornish had made up the 30 seconds on Pape, by the half way mark, and they lead the field at that point. Haynes came through, 2 minutes down on Tim. Greenham, who had started sandwiched between the two Danes, Nielson and Packness, had take 30 seconds from them both, but was 30 seconds down on Tim.

Moving on to the finish, I set myself up to check all paddles over the line, and work out their times. This was to prove very useful.

Ist the K2 John/Chris crossed the line, with Rod/Robin on their wash. The Spaniards had been dropped soon after half way, and came in 4 minutes down, beaten by the Polish club crew of Jerzay/Kazimierz by 1½ minutes. Brian/John looked to have 6 or 7th place.

In the K1, Tim put the pressure on Pape

over the last 2 KM to pull ahead by a further 30 seconds. Roy came in 2½ minutes down on Tim. We were then left to see if Brian had been able to make up any time. He crossed the line with Nielson and the Pole, Marcinkowski, who had had a 2½ minute earlier start. He was, however 2 minutes down on Tim, putting him in 3rd place.

We waited for the time-keepers to give their official results. I was passed a message that Fowler/Ganham had been placed 2nd, only 1 minute before the presentations and flag waving was about to start. A quick word with Polish General Secretary, halted the proceeding while the result were re-examined.

The presentations were postponed until later in the evening, at the reception, so all the results could be checked. It appeared that Polish Arithmetic was not as good as their speeches, toabts and flag waving. All was resolved however, and some excellent prizes were given to the rightful recipients, and the results showed G.B. had taken a commanding lead in the Grand Prix series.

The Poles had been well and truly beaten on their home waters, and the message that marathon racing requires a very high standard of ability and fitness, had at last, reached behind the Iron Curtain. The general feeling on the time trial event was that it made the race rather boring, and that to much depended on the luck of the draw. The river would have been ideal for a mass start.

The winner C2 time for the 50KM was 2.5730!!

RESULTS:

Men K2 — 1st. Fowler/Canham — GB — 2.43.13; 2nd. Belcher/Kinch — GB — 2.44.55; 3rd. Jerry/Kazimierz — Stomil — 2.45.27; 4th. Campo/Alegre — Spain — 2.47.08; 5th. Dikowski/Tadeusz — Poland — 2.47.41; 6th. Krzyzanski/Lewandowicz — Stomil — 2.48.23;

Mens K1 — 1st. Cornish — GB — 2.55.53; 2nd. Papa — Denmark — 2.56.39; 3rd. Greenham — GB — 2.57.46; 4th. Nielsen — Denmark — 2.58.18; 5th. Haynes — GB — 2.58.28; 6th. Packness — Denmark — 3.00.16; 7th. Marcinkowski — Poland — 3.00.16; 8th. Soto — Spain — 3.03.52.

Grand Prix Points

England 47: Denmark 34: Spain 28:
Poland 25: Holland 17: Ireland 7.

Report by Jim Rossiter, Team manager.

CHELMER MARATHON

The 27th annual Chelmer Canoe Race was held on Sunday April 13th and was held to be highly successful, with the organisers once again coping with the major reorganisation to the race required by the BCU, whereby the format is changed from a class system based on types of canoes and six of paddler to one based on

the paddlers past performance and on a unisex basis. As one helper was heard to say 'As the originating Club we have coped with all the changes made over the years and will doubt continue to do so!'

Dispite the fact that the race is one of the three original races of this type in the country and the Club one of the pioneers in this type of racing, the Chelmer — as it is known far and wide — is now classified as a Group B event — and thus of regional status. Competitors no longer scoring points towards the Hasler Trophy — which the Club helped to obtain originally. Nevertheless, entries were slightly up on the last few years, with competitors being drawn mainly from London and East Anglia, with a sprinkling of service teams.

With a sunny, warm day and a reasonable flow of water, conditions, for paddling the canalised River Chelmer were almost ideal and the paddlers competed over a 13-mile, 8-mile and 6-mile course, according to division, starting and finishing in each case at Kings Head Meadow, Chelmsford.

As has often been the case, Newham CC had a large entry and achieved good results with two firsts and 3 seconds. The organising club, only recently renamed Chelmsford Canoe Club, had only two entries but both acquitted themselves well; Paul Barden came first in the Division 6 event and was automatically promoted to Div.5 and won the new Chelmsford & Essex Weekly News Cup, Chris Lewis came second in the Division 5 event, being beaten by Alison Crawley of Newham CC, herself no stranger to the Chelmer waters and consistent winner in previous years.

The prizes were presented by Eric Boesch, now a patron member of the Chelmsford Club and once a strong contender himself for the Hasler Trophy in the early days of the sport. With John Marriage the Club Commodore who again organised the event, he paddled in the very first Chelmer Race in 1953, when they paddled double in an old Folding Boat.

RESULTS:

Singles — Division 1 — Anniversary Cup
1st. P. Gorman — Royal Canoe Club, 2nd A. Bennett — Newham CC, 3rd N. Clarke — Reading & Leighton Park.

Division 2 — Marriage Founders Cup
1st P. Foster — Newham CC, 2nd J. Anderson — RAF, 3rd B. Grove — RNKA.

Division 3 — Marconi Marine Cup
1st C. Barrell — RNKA, 2nd P. Wrafter — Newham CC, 3rd P. Brady — Harlow CC.

Division 4 — Eastern Cup
1st P. Wells — 12th Ruislip Sea Scouts, 2nd T.A. Stombsory — Newham S.C., 3rd D. Norman — Harlow CC.

Division 5 — Bon Weekly Tankard
1st. (Miss) A. Crawley — Newham CC, 2nd C. Lewis — Chelmsford CC, 3rd M. Wells — 12th Ruislip Sea Scouts.

Division 6 — Chelmsford Weekly News Cup
1st P. Barden — Chelmsford CC, 2nd J. Taylor — Cambridge CC, 3rd M. Clark — Derchain CC.

Division 7 — Maldon & Burnham Standard
1st I. Smith — Stubbers CC, 2nd P. Appleby — Stubbers CC, 3rd (Miss) M. Eastwood — Stubbers CC.

Doubles

Division 1 & 2 — Chelmer Cup
1st J. Tuton/P. Doman — Leaside CC, 2nd Dodd/Barrie — RAF, 3rd Leach/Blackmore — Richmond CC.

Division 6 & 7 — CBC Doubles Trophy
1st Miss K Ireson/D Berry — Stubbers CC.

Report by John Marriage.

CANOE ROLLING RECORD ATTEMPT

In aid of the Cancer Research Campaign, Terry Russell from the Dartford area, made an attempt at breaking the canoe rolling record at the Whiteoaks swimming baths, Swanley on Sunday 20th April.

A panel beater by trade, Terry's aim was to break the existing record by completing 1000 eskimo rolls in less than 63 minutes. This means that he has got to do a complete 360° roll every 3.6 seconds.

At 24 this is his second attempt at entry into the Guinness Book of Records. When he was just 15 years old Terry broke the existing record by completing 400 eskimo rolls in less than 30 minutes. The title, however, is currently held by an Australian and Terry intends to bring the record back to Britain.

The attempt was sponsored by the Kentish Times, with proceeds from the sponsorship being equally divided between the Cancer Research Campaign and the Joan Seeley Pain Relief Memorial Trust.

The Cancer Research Campaign is the leading supporter of research into all forms of cancer, including leukaemia, in the United Kingdom and in 1979 awarded grants in the order of £8½ million. The Campaign is entirely dependent on donations and legacies for its income (We since hear that the attempt was successful Ed.)

KAYAKS TO THE RESCUE

For the first time, Hong Kong's popular beach resorts will be patrolled by life guards in kayaks this summer. Trained by the Auxiliary Medical Service, over 100 of them will operate in terms of three in kayaks specially built for rescue work.

Mr. K.C. Tong, AMS Medical Defence Staff Officer, described the craft as 'ideal for life-saving'. He said that because they did not have any propeller they posed no problems to swimmers in Hong Kong's often too crowded swimming beaches. Mr. Tong added that kayaks were more efficient because they moved fast and were easily manoeuvred.

To suit Hong Kong conditions, fibreglass kayaks some four metres in length and weighing only 14 kilograms will be used, and built by AMS members themselves.

When on duty, three kayaks with one AMS member in each boat will keep a look out for swimmers in difficulty. In rough seas three kayaks will operate as a team, grouping together side by side to resemble a raft so that any rescued swimmer could be rested across the bows.

The purpose-designed kayaks incorporate bulkheads at the bow and stern for additional buoyancy. The craft will not sink even if the cockpit is fully flooded.

The Auxiliary Medical Service plans to train 200 more canoe-life guards each year, and they will undergo a tough training programme in the waters off the north east coast of Hong Kong's New Territories. Plans are also afoot to set up a permanent AMS canoe life-saving centre, which will be built by the Government.

CHELMSFORD BOATING CLUB CHANGE OF NAME

One of the oldest canoe club in the country is at last admitting that it is primarily a canoe club and after 34-years is changing its name accordingly.

It is the Chelmsford Boating Club which was formed in 1946 'to promote the sport of canoeing and boating generally in

Notes & News

Chelmsford and Mid Essex' since then, however, the main activity of the Club has been canoeing.

At the Annual General Meeting of the Club held recently an overwhelming majority of members agreed that the Club from now on should be known as the Chelmsford Canoe Club, reflecting its main activities. An amendment that it should be renamed the Chelmsford Boat and Canoe Club was defeated. It was, however, agreed by members that the objects of the Club outlined above should remain unchanged, and that the former title should be retained as a sub-heading on all Club printed paper.

The Club Commodore John Marriage, presented the Rob Yorke Memorial Cup for the Young Canoeist who had made the most progress during the past year to Stewart Arnold.

CHELMSFORD ANGLIAN CANOE RACE

Chelmsford Canoe Club held their 'Anglian' series canoe race on Sunday May 4th with an almost record entry of almost 80 boats — the largest number to take part in this race for a number of years. Remarkably too the entry seemed to be from a smaller catchment area with young paddlers from Essex, North East London and East Anglia all taking part in this well established race especially held for novices and beginners.

This year, for the first time, like the Club's main event the Chelmer Marathon Canoe Race, the event was held under the British Canoe Union's new Divisional system, with competitors taking part in the lower divisions.

Length of the race varied according to division, the longest course being a 5-mile one, starting from Kings Head Meadow proceeding downstream to Sandford Lock and return, with 3-portages. The shortest course, for the lowest division was confined to the town centre waterways, with no portages.

As in previous years, winners of the various classes are entitled to compete in the finals for the Anglian series, to be held at Heybridge in September at an event organised by the Newham Outdoor Activities Centre.

In the current event, the home Club, Chelmsford achieved equal results with Newham Canoe Club and Stubbers CC (Dagenham) with 3 places each. The race was organised by Mike Lewis of the Chelmsford Canoe Club.

CANOE FINLAND

Finland's thousands of lakes and vat archipelago offer plenty of opportunities for rowing, canoeing and sailing. There are major yachting regattas at Turku, Hangö (Hanko), Mariehamn and Helsinki and smaller regattas in such coastal cities as Vaasa, Pori, Porvoo, Lovisa (Loviisa), Hamina and Kotka, as well as in the lake regions at Tampere, Lappeenranta and Lahti; and also on the Arctic Circle near Rovaniemi.

The Finnish Canoe Association's member clubs arrange guided canoe trips in

various parts of Finland along the country's most beautiful routes, especially in Central and Eastern Finland and Lapland. In the Saimaa Lake district there are 1200 km of marked routes, and charts are available for almost the whole area. For the sake of variety the routes are slightly changed every year. Clubs organizing canoe trips hire canoes for use on the trips and also for individual use at FIM 20-30 per day. The canoes are 1- or 2-seater fibreglass kayaks. Participants are expected to take their own food with them, initially enough for 3 days after which it is possible to stock up at shops en route.

For further information on canoeing: Finnish Canoe Association, Topeliuksenkatu 41 a, 00250 Helsinki 25, Tel. (9)0-4737 363.

LUNDY ISLAND TRIP

Members of the Barking Outdoor Pursuits Centre make a return trip from Woolacombe Bay to Lundy Island by canoe over the Easter weekend.

The party which left on Easter Saturday comprised Peter Hewett of Romford, Essex, Mick Box of Standford le Hope, Denis Ball of Bromley, Kent and David Power and Alan Rees of Colchester, and Chelmsford, Essex. The party spent the night under canvas and made the return trip on Easter Sunday. Using single kayaks, the outward journey was made in a Force-5 wind and took just 4 hrs 20 mins, while the return journey, in a 3-4 north easterly wind, took 6½ hrs.

Commemorative envelopes with the names of the sponsor — and of course the Club, have been printed, and will in time probably be collectors items. Knitmaster, one of the three sponsors concerned, used their Electronic knitting machine to produce five jumpers bearing the lettering 'Lundy Island Expedition 1980 — Barking Outdoor Pursuits Centre'. The jumpers were in different shades of blue with distinctive white lettering.

The Club is run by the local Council, and has many activities which appear to a wide range of ages, including many teenagers. The canoe section is particularly enthusiastic and enterprising as this expedition shows.

WW Bring Div. One Back To England
'Wild Water' works on the admirable principle of putting some of their money back into the sport.

That is why they are sponsoring the English Open Slalom Canoe Championship on the Washburn River in September.

Scotland and Wales have monopolised Division 1 for ten years. Now thanks to 'Wild Water', England is to have its turn on the best site in the country.

'We are also honoured', says Chris Hawkesworth, 'to sponsor this, the first 1st Division event ever to be held in Yorkshire.'

Besides money, 'Wild Water' are supplying bibs and back-up services for this great occasion and are cooperating in the running of it with a syndicate of Yorkshire clubs.



The Lundy Island crew.



British Universities slalom at Llandysull. Photo: John Rozenberg.



Notes & News

SURF

SURF DATES

June 7-8: Penwith Championships: Hayle, Cornwall. Details: Mrs. P. Meardon, 9 Spennen Close, Carbis Bay, St. Ives, Cornwall.
August: Kerrier Championships: Porthleven? Details: S. Lay, 22 Thomas Street, Porthleven, Helston, Cornwall.
August 23-25: Welsh National Championships: Rhosili Bay. Details: S. Waller, 11 Trallwn Road, Llansamlet, Swansea.
Sept 6-7: English National Championships: Bude. Details: T. Rule, Kiln Cottages, Velator, Braunton, N. Devon.
Sept 6-7: Scottish Open Championships: Montrose. Details: P. Jackson, 2 Staff House, Rossie Farm, Montrose.
Sept 27-28: Cornish Championships: Sennen, Land's End. Details: Mrs P. Meardon, 9 Spennen Close, Carbis Bay, St. Ives, Cornwall.
Oct 4-5: North of England Championships: South Shields. Details: G. Henderson, 35 Fennel Grove, South Shields, Tyne & Wear.
Oct 18-19: RAF Open Championships: Watergate Bay. Details: T. Rule, Kiln Cottages, Velator, Braunton, N. Devon.
Oct 25-26: South West of Scotland Championships: Stranraer. Details: The Secretary, SCA Surf Committee, 8 Fredrick Street, Edinburgh.
Nov 8-9: British National Championships: To be decided. Details: T. Rule, Kiln Cottages, Velator, Braunton, N. Devon.

letters

Letters of comment, praise, abuse or disgust, always welcomed — Address to: Editor, Canoeing Magazine, 34 Buckingham Palace Road, London SW1W 0RE.

SEA CANOEING AND THE PADDLE WING

First let me thank you for saying those nice things about the new edition of my book, *'New Books Guides and Publications'* — May Edition).

Yes I did 'pick up' the Paddle Wing self rescue — and dropped it again quickly. The Paddle Wing will get you back into your boat again — eventually, but any sea condition where this is possible will not put an experienced man out of his boat in the first place. Conversely, any sea which has

capsized him will not allow him to re-enter by this method. Before the Paddle Wing Re-entry, the kayak has to be turned the right way up causing some water to enter the gaping cockpit. The cockpit is still open and unprotected while the re-entry is in progress, allowing breaking seas to enter it. The boat floats lower in the water, taking in even more water and becoming more unstable — not a happy position to be in IF YOU ARE ALONE AND YOUR BOAT IS NOT FITTED WITH BULKHEADS AND A PUMP. In my opinion it is not a satisfactory re-entry for rough water.

The Re-entry and Roll (known as the R & R, also as the H & H — Hutchinson's Horror), can be completed smoothly even in rough conditions in less than 15-seconds by anyone who has sufficient qualifications to be out on his own in the first place. In the years B.P. (Before Pumps) I used a spray cover with a funnel large enough to bail out through, even though the spray cover was in place round the coaming. When paddling alone I always wear a paddle leash. You never know your bad

luck — I know mine.

May I just take the opportunity, while talking about solo re-entries to clear up a potential source of confusion to readers of the new edition of *'Canoeing Complete'*.

For some reason due to the mysteries of editing and publishing, half my text on *'Sea canoeing'* has been placed in the chapter *'Safety in Canoeing'* with no marked division between my text and that of Oliver Cock. From p.20, beginning at the section entitled *'Deep Water Rescues'* and covering, with illustrations, the next eight pages, my text ends with a description of the Solo Re-entry and Roll. There then follows on page 216 a *'conclusion'* of Oliver's which claims there is no known guaranteed method of solo re-entry, and that therefore no-one should canoe alone. This is Oliver's opinion not mine. I would hardly write two paragraphs, one subsequently contradicting the previous one, but the publishers have it look like that. That, I suppose, is *'show biz'*.

Yours sincerely,

Derek C. Hutchinson (Senior Walrus)

Dear Mike,

In your May issue you imply that *'White Water Magazine'* is a duplicated publication, and make comparison with a 32-page publication. Following on from your reference in *'Comment'* to *'a host of small, poor quality magazines'*, it could be misconstrued that *'White Water Magazine'* is a rather third rate publication.

To put the record straight, *'White Water Magazine'* went over to litho format five years ago and, even in its new fully typeset format (of which you will not be aware, as I write), has been substantially thicker than anything else available on the market for most of that time. Like beauty, quality lies in the eye of the beholder, so I am not really in a position to defend that point.

Yours sincerely,

Stuart Fisher,

Editor of *'White Water Magazine'*.

letters

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AMSTERDAM

Martin Harvey let loose with a camera at the International Sprint Regatta, Amsterdam, Holland.



COUNTDOWN to CANOE '81

'CANOE 81'

THE CONCEPT AND STRUCTURE

BACKGROUND

In 1974 the British Canoe Union (BCU) was awarded by the Congress of the International Canoe Federation (ICF) the right to stage, in 1981, World Championships in the competitive disciplines of Racing, Slalom and Wild Water Racing. This will be the first time in the history of Canoeing that anyone has staged a Triple World Championships.

CONCEPT

To make this unique occasion the BCU intends that a number of International Canoe Tours, Rallies and Competitions will be organised throughout the United Kingdom, with trade and sports exhibitions being held at both championship sites. This feast of canoeing activities is collectively known as CANOE 81 which will have as one of its main objectives, the introduction of competitive canoeing to a sport hungry nation. This will be achieved through the medium of television, the Press and a planned publicity campaign. With plans to develop the adventurous and recreational aspects of canoeing also, CANOE 81 will provide an opportunity to demonstrate to the world the resources and potential available in one sport, thus making 1981 'The Year of the Canoe'.

CANOE 81 — STRUCTURE

The running of CANOE 81 has been delegated by the Council of the BCU to a Co-ordinating Committee under the Chairmanship of the President of the BCU, and two organising groups each headed by a Director:

a) CO-ORDINATING COMMITTEE (The CANOE 81 Committee)

The Co-ordinating Committee is tasked with promoting the overall concept of CANOE 81 and is responsible for the non-competitive events not associated with either of the Championship sites. As the final approving agency in respect of policy matters and objectives that are fundamental to both organising groups, the Co-ordinating Committee ensures that both ICF and BCU Regulations concerning the World Championships are fully complied with.

b) ORGANISING GROUPS (CANOE 81-BALA and CANOE 81-NOTTINGHAM)

Each Championship organising group is specifically responsible for all activities that will take place on its own championship site and is tasked with formulating its own policies and management objectives under the guidance of its Director. The respective Directors have full executive powers over their own championships and are both members of the CANOE 81 Co-ordinating Committee.

CANOE 81 TRIPLE WORLD CHAMPIONSHIPS DATES AND SITE DETAILS

XVth WORLD CANOE AND KAYAK RACING CHAMPIONSHIPS — CANOE 81 — NOTTINGHAM.

The World Racing Championships are held every year except Olympic year, the first was at Stockholm in 1938. The next Racing World Championships will take place from the 28th July 1981 to the 2nd August 1981 at the Holme Pierrepont, National Water Sports Centre, Nottingham. The venue is one of the most advanced and progressive Water Sports Centres in the world. Its most outstanding feature, enclosed in 270 acres of Country Park and lakes, is the Regatta Course, some 2215 metres long by 135 metres wide on which the Racing Championships will take place.

XVIIth WORLD SLALOM CHAMPIONSHIPS — CANOE 81-BALA

The World Slalom Championships are held every two years, the first was at Geneva in 1949. The next Slalom World Championships will take place from 21st July 1981 to the 24th July 1981 on the River Treweryn in Bala, North Wales. The river has been engineered to allow a powerful flow of water to be released at all times, thus a high standard of competition is guaranteed. A great deal of work has been carried out both on the river bed and the banks to create one of the most beautiful settings for World Championship Slalom and Wild Water Racing.

XIIth WORLD WILD WATER RACING CHAMPIONSHIPS — CANOE 81 — BALA

The World Wild Water Racing Championships are held every two years, the first was held on the R. Vezere, France in 1959. The next Wild Water Racing World Championships will take place from the 15th July 1981 to the 18th July 1981. This championship will also be held on the River Treweryn near Bala, North Wales over a course of eight kilometres. From the many vantage points along the course it will be possible to see competitors plough their way through rapids, negotiate the drop at the top of the slalom run and pit their wits against the engulfing waves as the water picks up speed.

CANOE 81 TRIPLE WORLD CHAMPIONSHIPS COMPETING COUNTRIES

There are forty** countries affiliated to the International Canoe Federation. All have an interest in Racing and it is expected

that about thirty-five nations will be represented at Nottingham. Approximately 60% of those countries participate in Slalom competition and about 40% in Wild Water. Racing therefore between twenty and twenty-five countries are expected to be represented at Bala:- Argentina, Australia, Austria, Belgium, Bolivia, Bulgaria, Canada, Cyprus, Cuba, Czechoslovakia, DPR of Korea, Denmark, Fed. Rep. of Germany, Finland, France, German Democratic Rep., Great Britain, Hong Kong, Hungary, Iran, Ireland, Italy, Ivory Coast, Israel, Japan, Luxembourg, Mexico, Netherlands, Norway, People's Rep. of China, Poland, Rumania, Soviet Union, Spain, Sweden, Switzerland, South Africa*, United States of America, Yugoslavia, Singapore**.

* South Africa are suspended from international competition.

** Singapore's application is not yet confirmed.

CANOE 81 — NOTTINGHAM

For success to be achieved in any field of operation good organisation and sound planning are essential. When one is seeking to achieve professionally acceptable results, with a largely volunteer workforce, then such ingredients are of paramount importance. Only time will tell if CANOE 81 — Nottingham reach this goal.

CANOE 81 — NOTTINGHAM is a common term covering the following associated events:-

1. The XVth World Canoe and Kayak Racing Championships.
2. The Championships Opening Ceremony and Nottingham Spectacular.
3. The Nottingham Waterside 81 Exhibition.
4. The Trent 50 Mile Canoe Tour
5. The 1980 Nottinghamshire International Regatta.
6. The Canoe 81 — Supplies (Nottingham) Organisation.

CANOE 81 — NOTTINGHAM THE RACING ORGANISATION

EXPLANATORY NOTES

The representative chart shown opposite illustrates graphically the structure of the CANOE 81-NOTTINGHAM Racing Organisation. It is not intended to show a pecking order of authority, as no one, committee or group is more or less important than any other.

In any World Championships, irrespective of the sport involved, there is primarily a competitive event to be staged

from which will arise the technical, administrative and logistical requirements of the participants and officials. By the nature of its status such a Championship will lead to media interest and spectator support. It will attract international attention and prestige which will in turn demand that the 'National reputation' is upheld and civic protocol observed. Supporting events will be expected and the very best of everything demanded.

All these things will require finance and organisation and an expertise that is not always readily available within the ranks of sports administrators who at the beginning had the comparatively simple job of staging the competitive event.

Such is the case with the XVth World Canoe and Kayak Racing Championships and thus the Racing Organisation Chart has been designed in the format shown for ease of presentation and to represent as simply as possible the development of a very complex organisational situation.

CANOE 81-NOTTINGHAM consists of three main branches. Within each branch there are various groups, working parties and individuals responsible for specific tasks within the overall organisation. All members of the organisation will receive secretarial support from a central Secretariat, controlled by a full time Administrator who will be responsible for monitoring the progress being made by each section towards achieving their aims. Certain officers within the CANOE 81-NOTTINGHAM Organisation as a whole have responsibilities to more than one committee and the Director of CANOE 81-NOTTINGHAM is responsible for co-ordination all the activities of every group in the organisation.

The aims, areas of operation and responsibilities of each branch and group within the CANOE 81-NOTTINGHAM Organisation are detailed in the following pages.

THE MAIN COMMITTEES

1. The Management Group and Executive
2. The Organising Committee
3. The Advisory Committee
4. The Press, Promotions and Public Relations Executive.
5. The Local Authorities Liaison Group.

CANOE 81 - NOTTINGHAM 1980 NOTTINGHAMSHIRE INTERNATIONAL CANOEING REGATTA (Pre-World Racing Championship Event)

The Nottinghamshire International Canoeing Regatta (NICR) is a well established event internationally which is normally organised by the British Canoe Union, Racing Regatta Committee.

The 1980 NICR will be run by the CANOE 81-NOTTINGHAM Organising Committee primarily as a dry-run for the 1981 World Racing Championships. Although it will not be possible to test all the systems, as they will operate in 1981, certain aspects can be tested and valuable experience gained.

The regatta is expected to attract entries from over twenty countries, many of whom will use this pre-World Championship event as their final Olympic trials regatta before the 1980 Moscow Olympic Games. It is in this Olympic context that sponsorship has been agreed for the 1980 NICR with the Alka-Seltzer Company.

The sponsorship forms part of the Alka-Seltzer Olympic Seven which is a series of international pre-olympic trials, covering seven sports with teams qualified for the

Moscow Olympics. The other sports include Archery, Cycling, Fencing and Judo. The Alka-Seltzer Olympic Seven will be covered by BBC TV's Grandstand staff who will produce seven programmes to be shown prior to the Olympic Games and possibly as back up material during the actual event. The support given by Alka-Seltzer will be used in various ways to enhance the efficiency and reputation of the event.

As in previous years the NICR will also be generously supported by Nottinghamshire County Council whose contributions will be used to provide transport and other services for competing teams. NICR has been well served by the County Council in recent years and their continuing support to this event and to CANOE 81-NOTTINGHAM, even in this present time of financial restraint, is greatly appreciated by everyone within canoe racing.

The CANOE 81-NOTTINGHAM Organising Committee feel that the stage is set for the best NICR ever, an event that should not be missed. The dates are Friday 20 June to Sunday 22 June 1980 inclusive, daily from 9.00 am to 6.00 pm at the Holme Pierrepont, National Water Sports Centre, Nottingham. Admission will be 50p for adults. Children will be admitted free and car parking will be free also.

Entries are anticipated from the following countries many of whom will be bringing their selected Olympic Team:- Austria; Cuba; Bulgaria; Czechoslovakia; Peoples Republic of China; Canada; Finland; German Democratic Republic; Federal Republic of Germany Hungary; Ireland; Italy; Holland; New Zealand; Norway; Poland; Rumania; Soviet Union; Spain; Sweden; USA; Great Britain.

**CANOE 81-NOTTINGHAM
OPENING CEREMONY and
NOTTINGHAM '81' SPECTACULAR**
The Opening Ceremony at a World Racing Championship traditionally takes place on the day before the Championships begin, usually in the early evening. Teams normally assemble near to the VIP platform and a parade of nations in alphabetical order, accompanied by national flag bearers and a marching band takes place, either on the regatta course or at another suitable venue.

The parade finishes with all the teams assembled in front of the VIP dais on which local dignitaries and members of the International Canoe Federation (ICF) are assembled. The parade is followed by a series of short speeches of welcome and thanks by the dignitaries and ICF members before the International Canoe Federation flag is raised and the Championships formally opened.

Immediately after the Opening Ceremony it is normal for a celebration event of some kind to take place. There are various ways of carrying out this activity but most countries in the past have portrayed aspects of their culture and customs as a background to an evening of light entertainment.

For CANOE 81-NOTTINGHAM it is proposed to hold such a celebration which will be called the NOTTINGHAM '81' SPECTACULAR. The evening will commence with the traditional Opening Ceremony which will be followed by a series of displays, bands, demonstrations and other forms of light entertainment before the evening concludes with a grand firework display.

The venue and date for the Opening Ceremony and the NOTTINGHAM '81' SPECTACULAR has yet to be finalized but it is hoped that the event will take place in a local sports stadium on Tuesday evening 28th July or Wednesday evening 29th July 1981.

The responsibility for the organisation and co-ordination of the NOTTINGHAM '81' SPECTACULAR lies with the Chairman of the Advisory Committee, Peter Read, who can be contacted through the CANOE 81-NOTTINGHAM Office, to which any enquiries or offers of help should be made.

RIVER TRENT '50' MILE CANOE TOUR
All forms of recreational and competitive canoeing stemmed originally from man's desire to explore his more immediate surroundings by 'going somewhere' or as we would say today 'touring'.

Racing, like most other competitive disciplines, started as a river based activity and it is only in the most recent years that Racing has tended to gravitate to purpose built regatta courses such as the Holme Pierrepont National Water Sports Centre.

Canoeing is also unique amongst competitive sports in that the main body of national and international organisations still retain the pure recreational aspect of the sport. Organised canoe touring is an integral part of canoeing the world over and it is true to say that the number of people who participate in canoe touring, far outweigh those engaged in canoe competitions, of whatever kind.

To mark the occasion of CANOE 81, two canoe tours are being organised in the British Isles during July of 1981. The first will be held on the River Dee, organised by the BCU Touring Committee for CANOE 81-BALA, and the second will be held on the River Trent.

The River Trent tour will be organised by the regional committee of the National Association of Boys Clubs (NABC) in conjunction with the East Midlands Region of the British Canoe Union. The NABC is well known for its very successful 100 mile canoe tours, which take place annually on rivers in Britain, as well as its organised canoe trips across the English Channel.

The tour will be held during the days preceeding the World Racing Championships and will commence 50 miles upstream from Nottingham. It is hoped that hundreds of canoeists of all ages, nationalities and abilities will take part in the tour in canoes covering a wide variety of designs. Those who do take part will paddle a set number of miles per day, stopping overnight at pre-arranged camp sites on route. The tour will finish at the National Water Sports Centre on the day of the Opening Ceremony with a mass paddle down the 2000 metre course, emphasizing the link between recreational and competitive canoeing.

Free admission tickets for the Nottingham '81' Spectacular will be given to all those who complete the tour and additionally for those who stay on for the World Racing Championships, tickets for the competition will also be made available.

Full details of the Trent '50' mile canoe tour will be available late in 1980 as a separate leaflet and publicised through national and international magazines, the NABC and the International Canoe Federation Bulletin.

CANOE '81

CANOE '81

CANOE 81-NOTTINGHAM WATERSIDE 81-EXHIBITION

Exhibition and trade fairs are a traditional part of Olympic and World Championship events throughout all sporting disciplines.

Most cover aspects of the culture; traditions; craft and modern skills of the host town or region, with manufacturers relevant to the particular sport in attendance also.

For CANOE 81 - NOTTINGHAM it is intended to hold a multi-purpose exhibition, to be called WATERSIDE 181, on site at the Holme Pierrepont, National Water Sports Centre, during the period of the World Racing Championships.

Admission tickets will allow entry to both events and it is planned that WATERSIDE 81 should include exhibitors from many different manufacturers, for example those involved in out-door pursuits, camping and fishing, as well as manufacturers from the canoeing trade and associated water sports. To add attraction to the exhibition local societies and organisations will be encouraged to take part and the Army has agreed to provide various static displays showing military life and hardware.

Plans are also in hand to provide displays of various kinds, on the regatta course, during the non-racing periods of the day and hopefully early evening entertainment, along the lines of folk concerts, band

concerts and the like will be arranged.

The responsibility for the organisation and co-ordination of WATERSIDE 81 lies with the Chairman of the Advisory Committee, Peter Read, who can be contacted through the CANOE 81-NOTTINGHAM Office, to which any enquiries or offers of help should be made.

CANOE 81-NOTTINGHAM CANOE TOURIST SERVICE - INFORMATION ON TRAVEL AND ACCOMMODATION

To cater for the many canoeists, from home and abroad, who will want to come to the World Racing Championships as spectators, CANOE 81-NOTTINGHAM will be providing a special 'canoe tourist' service.

The service will be designed to assist with accommodation and travel arrangements for those resident in the United Kingdom, whilst it is hoped to offer a full package tour for those canoe tourists coming to the Racing Championships from abroad.

Tourists will be accommodated in various guest houses and hotels, in the Nottingham and West Bridgford areas, with whom CANOE 81-NOTTINGHAM will make block booking at attractive rates. Tariff and services will vary from bed and breakfast only at a small guest house, to full board at a four star hotel.

Plans are in hand to arrange concessionary fares for CANOE 81 spectators travelling to Nottingham by train, linked with special arrangements for

those arriving in England by air or cross channel ferry.

Full details of the canoe tourist service will be published separately later in 1980 through national and international canoeing magazines. Bookings for accommodation and package tours will be dealt with by Sporting Travel Services, Royston in conjunction with the East Midlands Tourist Board and the British Tourist Board.

Basic information about CANOE 81 given on free bookmarks, is already available from the CANOE 81-NOTTINGHAM Office in four languages (English, French, German and Dutch) and British Tourist Board offices in Europe; North America; South Africa; Australia and New Zealand have shown an early interest in promoting CANOE 81 in its entirety.

CANOE 81-NOTTINGHAM WORLD RACING CHAMPIONSHIPS TECHNICAL INFORMATION

1. DATE AND VENUE

The XVIth World Canoe and Kayak Racing Championships will take place at the Holme Pierrepont, National Water Sports Centre, Nottingham England from Wednesday 29th July 1981 to Sunday 2nd August 1981 inclusive. Proposals for extending the World Racing Championships by one day are before the ICF Congress for consideration on 24th July 1980. If the proposals are NOT approved then the XVIth World Racing Championships will commence on Thursday 30th July 1981 and remain a four day competition as in previous years.

2. LIST OF EVENTS

The Championships will comprise the following events:-

<p><u>MEN</u></p> <p>500 metre events in Kayak Singles (K1) Kayak Doubles (K2) Kayak Fours (K4) Canoe Singles (C1) Canoe Doubles (C2)</p> <hr/> <p>1000 metre events in Kayak Singles (K1) Kayak Doubles (K2) Kayak Fours (K4) Canoe Singles (C1) Canoe Doubles (C2)</p>	<p>10,000 metre events in Kayak Singles (K1) Kayak Doubles (K2) Kayak Fours (K4) Canoe Singles (C1) Canoe Doubles (C2)</p>
<p><u>WOMEN</u></p> <p>500 metre events in Kayak Singles (K1) Kayak Doubles (K2) Kayak Fours (K4)</p>	

3. PROGRAMME ORDER

DAY 1 (29th July 1981)**

MORNING

HEATS

K1 1000 metres men
C1 1000 metres men
K1 500 metres women
K2 1000 metres men
C2 1000 metres men
K2 500 metres women
K4 1000 metres men

AFTERNOON

REPECHAGES

K1 1000 metres men
C1 1000 metres men
K1 500 metres women
K2 1000 metres men
C2 1000 metres men
K2 500 metres men
K4 1000 metres men

DAY 2 (30th JULY 1981)**

MORNING

HEATS

K1 500 metres men
C1 500 metres men
K4 500 metres women
K2 500 metres men
C2 500 metres men
K4 500 metres men

AFTERNOON

REPECHAGES

K1 500 metres men
C1 500 metres men
K4 500 metres women
K2 500 metres men
C2 500 metres men
K4 500 metres men

DAY 3 (31st JULY 1981)**

MORNING

SEMI-FINALS

K1 1000 metres men
C1 1000 metres men
K1 500 metres women
K2 1000 metres men
C2 1000 metres men
K2 500 metres women
K4 1000 metres men

AFTERNOON

FINALS (PETIT FINALS)

K1 1000 metres men
C1 1000 metres men
K1 500 metres women
K2 1000 metres men
C2 1000 metres men
K2 500 metres women
K4 1000 metres men

DAY 4 (1st AUGUST 1981)**

MORNING

SEMI-FINALS

K1 500 metres men
C1 500 metres men
K4 500 metres women
K2 500 metres men
C2 500 metres men
K4 500 metres men

AFTERNOON

FINALS (PETIT FINALS)

K1 500 metres men
C1 500 metres men
K4 500 metres women
K2 500 metres men
C2 500 metres men
K4 500 metres men

DAY 5 (2nd AUGUST 1981)**

MORNING

FINALS

** K4 10,000 metres men
** C2 10,000 metres men

AFTERNOON

FINALS

** C1 10,000 metres men
** K2 10,000 metres men
** K1 10,000 metres men

**This programme is based on the proposed five day Championships awaiting approval by the International Canoe Federation Congress. If the proposals are not accepted then Day 1 will be on the 30th July 1981, Day 2 on the 31st July, etc. In this event the 10,000 metre events will take place as follows: K4 - morning of the fourth day, C2, C1, K2, K1 - afternoon of the fourth day.

NEW BOOKS GUIDES AND PUBLICATIONS

THE STARSHIP AND THE CANOE

The Starship and the Canoe — the true story of two remarkable men — the distinguished scientist Freeman Dyson and his woodsman son George, whose dreams lead them into the galaxies and into the northern Canadian wilderness. A blend of biography, science, and outdoor adventure, *The Starship and The Canoe* sensitively portrays contemporary conflicts in the contexts of science and the natural world.

Freeman Dyson was born in the UK, studied at Cambridge and served as a mathematician with the RAF. At Princeton University he became one of America's most renowned astrophysicists. The *'Orion Project'* was a result of his belief that the future of mankind lay in the colonization of the stars. His son George, a brilliant college drop-out, lives in a treehouse in British Columbia. He believes that mankind should return to more natural solutions; he uses his technical expertise to build giant ocean-going canoes based on primitive Indian models.

The author Kenneth Brower came to know and respect both Dysons over several years. Kenneth Brower, himself a leading American conservationist, is the son of the founder of Friends of the Earth, David Brower. Kenneth Brower has written and published numerous articles and books on natural history topics in America. He is an editor of Sierra Club Books in San Francisco, where he lives and keeps his most treasured souvenir — a thirty-foot George Dyson canoe complete with manholes and American Indian designs. Price £5.50.

WILD RIVERS. Written by John Mackey. Priced at £7.50

The rivers of New Zealand are steep and irregular — not much good for commercial navigation, but highly valued by canoeists and power engineers, who unfortunately have very similar ideas about what makes a good stretch of river . . .

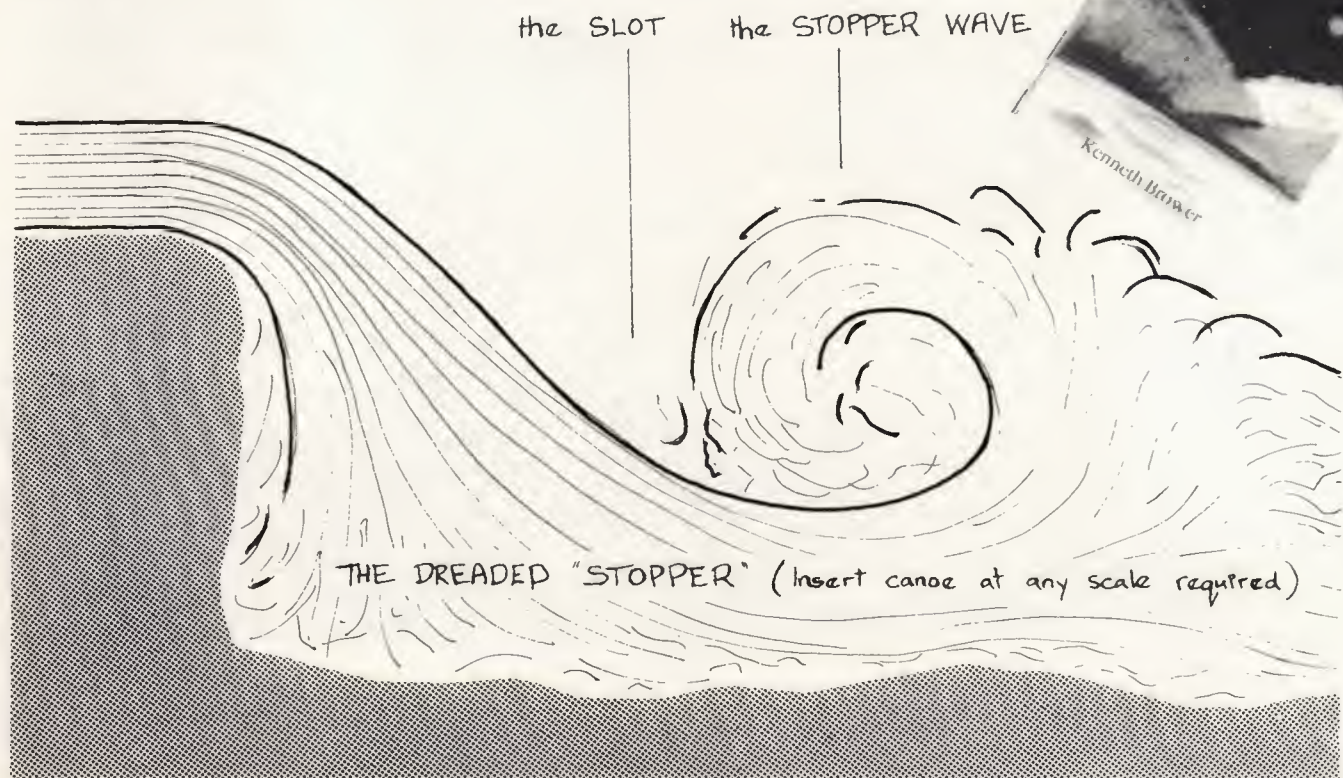
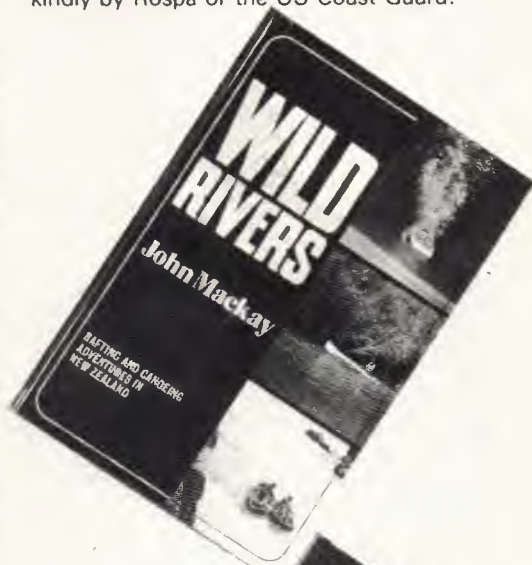
This book tells the story of expeditions — serious and hilarious — on six of New Zealand's wild rivers. From amateurish beginnings on the mighty Buller the author has paddled, portaged and drifted his way down a wide range of waterways, from the rugged bush gorges of the North Island's Motu River to the Clarence with its rabbits and cob homesteads. He has also been tramping and lake-canoeing in seldom — visited parts of Fierland.

On the Motu the concentration can only be on the endless rapids, but elsewhere there is time to look around at the scenery; to unravel the long ribbon of history that is the Wanganui; or to talk with some of the fascinating characters met on the pioneering raft expedition down the Karamea.

There is also a chapter that sets out the basics of raft-building, paddling skills, and how to read the currents and rapids of a river. In the final chapter the author describes all of the major New Zealand rivers, reveals details of their likely hydro development and makes a case for protecting some of them as *'Wild River'*.

The book contains some excellent colour photographs, a large number of line illustrations and also river maps. I particularly liked the technical drawing of a

'stopper' with the crypt note below — *'insert canoe at any scale required'*. An interesting book for reading, but I think the section on *'raft-building'* should not be taken too seriously — take a look at the illustrations and you will see what I mean . . . I somehow think it would not be taken to kindly by Rospa or the US Coast Guard.



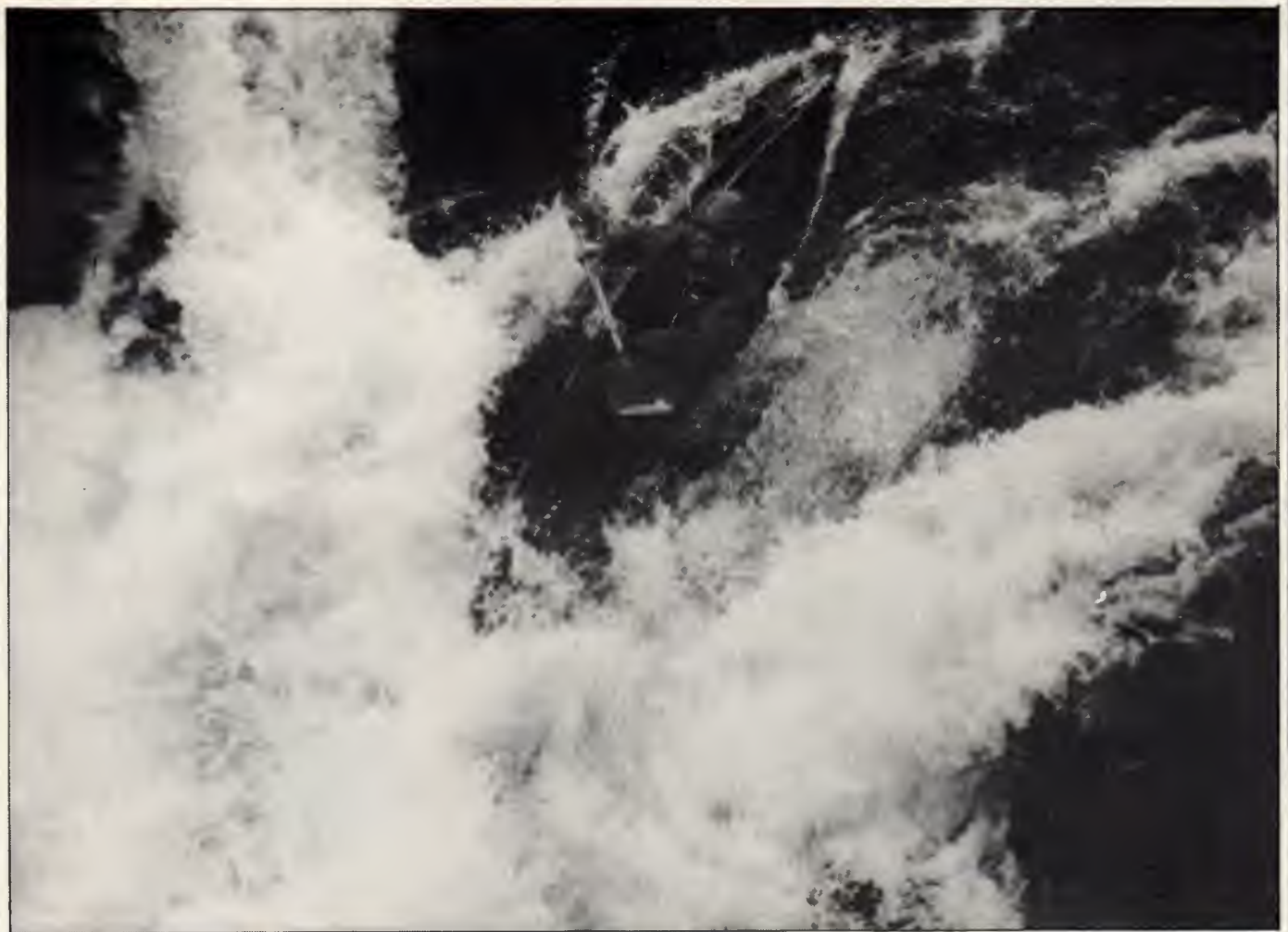


photo extra



River Leven — heavy water at the Dye Works, Backbarrow.
Photos by: M. Greer.

Exercise RAPID LUCKY

by 2nd Lt. David Levin

The Army Canoe Team spent the first three weeks of April paddling the rivers of Lower Bavaria and Austria and, in addition, the Augsburg Olympic Course. The intention was to attempt both team and individual training on challenging water not normally available because of difficulties of location and access. An insufficiency of water, due to a late snow melt, hampered the expedition but, despite initial setbacks, the team succeeded in finding water of between Grades 3 and 5.

The team members were Lt Andrew Parritt (Andy, Leader Organizer), 2Lt William Aldridge (Bill, Accountant), 2Lt Christopher Brown (Chris, Quartermaster), 2Lt David Levin (Dave, Diarist), WO2 Michael Groot (Mick), Sgt James Waterhouse (Jim), Cp1 Ian Hugill (Shuggy), Cp1 Ian Dobson (Dobo), Cp1 Michael Owens (Mike), Lcp1 Eric Sutherland (Jock), Cfn Andrew Eaton (Paddy).

The group set off from Minden, on 30th March and next came together at Augsburg on 1st April, after an eventful trip down South during which one of the two canoe trailers overturned on the Autobahn, luckily without too much damage to its load.

The Olympic Course at Augsburg is very spectacular and has a tendency to generate a great deal of mirth, almost inevitably among the spectators on its banks. It is very fast and unnautral as it lacks the eddies of slow patches of a river. The 'washing machine' a large stopper, and the 'spin dryer' a zone of complex currents that follows the stopper, earned a ferocious reputation. Jock decided to have a play on an innocent looking stopper further down the course, got stuck, and in his own words 'pressed the ejector button' (i.e. did a roll) and, much to his own horror and to the delight of those on the land, emerged to find himself still stuck. Andy managed some spectacular unintentional reverse loops on his first trip down in a C1.

From Augsburg we moved to Fussen where Mike started a now canoeing craze. 12-KMs of the River Ammer between Rottenbusch and Kammerl were paddled, but low water resulted in the paddle rating an easy Grade 3. The River Loisach between Griesenschlucht and Grainau were done and this proved to be a more enjoyable task and rated a technical Grade 3.

We reached Austria on the 8th April and established camp at Landeck. 7 Kms of the River Sanna were successfully navigated and the river was considered a Grade 3 with some patches of 4. Unfortunately, low water prevented the team attempting the rivers Trisanna and Inn. In search of better conditions we moved south to Lienz but although we paddled the River Lieser, a world championship site, that we

considered a Grade 4, the water was not good enough to warrant our staying. We therefore moved back to Augsburg, where the previous carry-on continued, especially on the day after the night the team visited the local Beer Festival.

At last we reached the River Oker on the 16th April. The run is excellent and was considered between Grade 3 and 4. However, the flow of water is controlled and we who were not paddling enjoyed the spectacle of Shuggy being left high and dry when the wier shut at 1130 hours. Paddy succeeded in breaking his boat in two, the fracture being directly behind the cockpit, but, to his credit, managed to bring his half to shore without swimming. The 20ft drop of the Oker Talersperree high dam was also a challenge.

It was ironic that we found the best conditions closest to home and unfortunate that the alpine snow melt had not yet begun while we were in Austria. However, we did find good water, and put in constructive training, on the Rivers Oker, Loisach and Sanna, as well as on the Augsburg course.

Top: Jock 'breaking in' at Augsburg.

Below: Mick on the Lieser.

Bottom: Andy goes over the Sanna Weir.



BALA MILL

Photographs from Bala Mill, 1st Division Slalom on the Tryweryn, in North Wales — by Mike Clark.





EXPEDITIONS

BERING STRAIT

Derek Hutchinson is off on his travels again this time farther North to the Bering Strait. Within are Tom Caskey, also of North Sea fame. Chris Jowsey who lectures in Outdoor Education at Newcastle-Upon-Tyne, Alistair Wilson ex-Olympic paddler and Managing Director of Lendal Products Ltd., and George Peck the Alaskan who was a member of Derek's Aleutian Expedition in 1978 is also joining the party.. The aim of the expedition is a crossing of the Bering Strait — that's the 50-mile stretch of water that separates Alaska from Siberia. Of the two islands that lie in the strait, Little Diomedede belongs to the U.S. and Big Diomedede, only a couple of miles away, belongs to the U.S.S.R.

There is a certain amount of finger-nail biting at the moment because the air fares are all paid for and the group are still waiting for the final go ahead from the Soviet Union. If permission is not received in time the group intend to fall back on an earlier plan, which while not having the kudos of a 'first Crossing', *might be more dangerous. They plan to explore the Gulf of Alaska in the vicinity of Prince William Sound, camping in bear country and kayaking among the killer whales and beneath numerous glaciers which have a nasty habit of discharging into the sea. During the trip, the group will be padding 'Ice Floe' sea kayaks, which I am told will be carried out as hand baggage — courtesy, British Airways.*

I am told that the film of Derek's British Alaskan Kayak Expedition to the Aleutian Islands in 1978, has been sold by Harlech T.V. to all the I.T. networks. Lasting 55 minutes, and called 'Canoeing Into The Past' I'm sure it will be eagerly awaited by all sea canoeists. The film will be the first of it's kind featuring a sea kayaking expedition. A date has yet to be fixed for the showing.

CIRCUMNAVIGATION '80

Paul Caffyn, the well-known New Zealand paddler, flew into Heathrow on the 17th of April. No-one was there to meet him. Was this a blot on the nations record of hospitality? Perhaps New Zealanders are not welcome here, or maybe bitter rivalry between UK and NZ had sufficient power to prevent any welcoming committee from making the journey to the airport.

Happily, none of these things is true. It was simply that Paul was one day out in his reckoning, and after hanging around Heathrow for several hours on the 16th of April, everyone had gone home! We all said 'Christ' and Paul said 'Jeas' so that was all right.

Paul shot off to Anglesey to meet his two companion paddlers, Tom Hughes and Nigel Dennis, and spent the next two weeks trying out kayaks. Not surprisingly his choice was a Nordkapp HM., the kayak used the world over for major expeditions,

and already chosen by his two companions as the boat to carry them all around the coast of the British Isles.

Sadly, it was during the practice paddles that Tom Hughes, the G.O.M. of the trip decided that he was going to be a drag on the two younger men, and that he would retire from the group, leaving Paul and Nigel as a team of two younger men to press on into the easterlies that marked their departure from Holyhead on the 5th May.

Odd isn't it? If you plan to paddle around Great Britain in a clockwise direction, there is *bound* to be a vicious wind blowing you anti-clockwise as hard as it can.

Saturday the 3rd May was the date set for the start of this mammoth trip. But two years of planning doesn't mean that the weather can be tamed, and it was not until 9.15 am on the Monday that the easterly gales moderated to a steady six, and allowed the canoeists to depart without disappearing into a cloud of spray within seconds.

At the time of writing, the 9th May, the two paddlers have already reached Blackpool, and it is hoped that the Golden Mile won't distract them from the huge task lying ahead!

It is to be hoped that the RLNI will benefit from this sponsored paddle, as it surely deserves, and that the season is kind to the two intrepid paddlers. It will be a difficult task for the two of them, and there will be many holiday makers this summer who will see at first hand the sort of men who can tackle the shores of this country, and include the wilds of Cape Wrath and the Pentland Firth in their itinerary too. If they are successful, they will be one of several attempts to circumnavigate these islands, but the first to include the wild coastline north of the Caledonian Canal.

BRITISH EXPEDITION TO NEPAL

Chris Hawkesworth, director of Wild Water, is an adventurous Yorkshire dalesman who believes in testing his products to the ultimate.

That is one reason why, in October and

November, he is leading a 30-day expedition to Nepal with the object of canoeing the Marsiandy River from its highest accessible reaches near the Tibetan border — an area which has only in recent years been opened to foreigners.

'Crossing Nepal by kayak' is another way of putting it.

The Marsiandy is not a hospitable waterway. It is a six-day walk to its headwaters. It feeds upon the Annapurna giants of the Himal. Its water is cold, its bed is rocky: wild water country in excelsis.

Another reason for the trip is because, says Chris Hawkesworth, 'we have needed another expedition film for some time. So our 'Chrisfilm' department is going into partnership with Chameleon Films of Leeds to make a 51-minute film for ITV to be shown in the spring of 1981'. In addition, a sound documentary will be made for independent radio.

This will easily be the biggest canoe expedition to leave the British Isles with members including Americans, Australians and Canadians, with porters to a total numbering around 150.

The idea of 'crossing Nepal by Kayak' occurred to Chris Hawkesworth when, two years ago, he was in Nepal making a film about mountain sickness for medical research. 'We were looking at rivers then', says this veteran of standing waves, haystacks and stoppers. Having also led an expedition down the Colorado River, he is a connoisseur of the improbable.

Also in the organisation is Allan Barber, who brought home the details of the Marsiandy and Jim Hargreaves (ex-Colorado and Cape Horn) and Chris Hawkesworth is supplying all the equipment from his factory at Glasshouses in Nidderdale.

Besides the film, another by-product of the expedition will be a book. And, by leaving the equipment with a man who plans to run canoeing holidays in Nepal, they will be helping to take the sport into a new dimension.

EXPEDITIONS

Who is the name behind marathon races on water and all over Britain?

Est. 1954 **Strand Glassfibre**



The name is big in glassfibre. In fact it's the biggest in the business, supplying everything you need to build, repair or modify canoes: moulds, resins, mat, filler, pigments, tools and accessories. And also giving free demonstrations on the use of glassfibre, in towns throughout the country.

Which is why you often see glassfibre users running round down the street looking for the name. It's also the name that sponsors important events, including the Lynher Marathon, the Two Counties Marathon and the Plymouth Sound Marathon (run by the Port of Plymouth Canoe Association) and the Dart White Water Races (run by the Teign Canoe Club). Who is the name? You must have guessed. It's Strand Glassfibre, of course.

If you want to know more about what's behind it, look in Yellow Pages and race round to your nearest branch, or write to us at Brentford. Please contact the organising clubs for details of the events.

Brentway Trading Estate, Brentford, Middlesex. TW8 8ER. Tel: 01-568 7191

TRYLON'S NEW TRIO

Following their announcement at the recent International Canoe Exhibition, Trylons' Three new designs are generating a considerable interest nationwide, bringing as they do new areas of canoe sport within easy reach of the Home Builder for the first time.

The new designs are:

The 'Solo' — A competition low line slalom kayak with a performance comparable with current top slalom designs; it has already been used in national competitions. Although a low line boat, it retains pleasing rough water handling characteristics.

The 'Zero' — A brand new modern Whitewater racing kayak, which brings a competitive design to the Home Building Market.

The 'Cub' — As the name suggests, this kayak has been designed for the young paddlers. The boat is a scaled down version of a normal kayak with the exception of the cockpit that has been slightly increased to allow demonstration of strokes by an adult. Very manoeuvrable and easy to handle.

These new designs and our existing range are available in mould form for hire or purchase; with materials and a full range of accessories. Finished canoes to customers specification are also available. For further information contact:- *Trylon Ltd, Thrift Street, Wollaston, Northants. Telephone Wellingborough (0933) 664275.* Ask for new illustrated leaflet.

LOCAT DISTRESS BEACON

When the Hull trawler, *Gaul*, went down at sea in 1974 claiming 36 lives, a local businessman, David Marshall, already interested in marine safety, decided a new concept was needed in electronic distress beacons. Four years of testing and development with help from the Ministry of Defence produced the Locat radio distress beacon type LDT25, which has now been given a 1980 Design Council Award. It costs £144 330gm (11½ozs), has a powerful signal and needs no maintenance. There are simple operating instructions on the front.

Differences between the Locat beacon and conventional electronic distress aids are obvious. Conventional aids are usually the size of a suitcase and extremely complex and difficult to operate. The pocket-size Locat beacon is activated simply by pulling out the pin. It transmits on the aeronautical distress frequencies, 121.5 Mhz and 243 MHz, for as long as 36 hours, alerting both civil and military search and rescue services up to 200 miles away.

The unit uses four inorganic 3.4 volt lithium cells. This high cell voltage contributes to the highest energy density of cells currently available, providing the maximum energy package for minimum volume and weight. The inert character of the active materials and the high quality waterproof seal provide a shelf-life of ten years with minimal discharge. Once its shelf-life has expired, the beacon can be returned to Locat Developments for reconditioning, which costs approximately £45.

The unit is very sturdy and can operate in temperatures ranging from -20°C to +60°C. It can be submerged to depths of more than 50 metres without damage. This is the first unit of its type suitable for packing inside a sealed liferaft as standard survival kit.

Six months after its launch the Locat beacon saved the life of lone Scots

TRADE NEWS

NEWS AND PREVIEW OF EQUIPMENT AND GEAR

oarsman, Kenneth Kerr, whose 14-foot boat capsized 700 miles from the Canadian coast. Kerr retrieved the floating beacon from under the upturned hull and activated it from his liferaft. Eight aircraft picked up the Locat's signal. Locating a small lifeboat in the Atlantic would have been difficult, if not virtually impossible, without the beacon.

The market for the Locat beacon is international, especially in countries with large fishing industries and severe environments, for example Canada and Iceland. The beacon works equally well on sea or land and would be suitable for climbers or explorers in remote regions, and ideal for many of the expedition type sea canoeing trips being run at present.

Locat Developments Ltd is a subsidiary company of Electronics Marine Ltd, a small company employing 24 people. Details: *Locat Developments Ltd, William Wright Dock, Hull HU3 4PG.*



AVONCRAFT 'KLINGER' SPRAY DECKS
Avoncraft are pleased to announce the sole franchise for the Klinger spray deck which is probably the most advanced spray deck in Europe.

The staggering response by the public at the recent Crystal Palace Show proved to be a sell out.

The Klinger will fit all well known brands of slalom and white-water kayaks by its unique stretch ability. The material is also capable of withstanding the stress and strain of excessive water dumping on the deck and does not sag. On removing the deck from the kayak it immediately returns to its non-strech state.

Waist bands come in sizes from, 60cm to

90cm and it is important that customers state their waist size when ordering, thus ensuring a girdle like fit.

Colours available: Red and Blue, or Red deck Blue waist band, Blue deck Red waist band.

From May, there will also be a range of similar covers for racing and touring kayaks, details on request. The current model is available at £13.00 inclusive of postage/packing & VAT. Full details from: *Avoncraft, Burrowfield, Welwyn Garden City, Hertfordshire, AL7 4SR. Telephone: Welwyn Garden City 3000.*



CITROEN TOWING BRACKET ONE OF OVER 280

A towing bracket for the latest Citroen GSA saloons brings the number of cars which can be fitted with Siarr brackets, from Tanfield Towing Bracket Co.Ltd., to over 280.

In common with other Siarr models, the tubular steel towing bracket (assembled from French-made components in Tanfield's Horsham, Sussex, works) is now supplied with two socket mounting plates to suit the traditional single electrical socket for boat trailers or older car/caravan combinations, or twin sockets are required for the latest caravan lighting regulations. Safety chain hooks are supplied as standard.

The Citroen bracket retails at £27.00 plus VAT, from more than 50 Tanfield distributors throughout Britain or direct from: *Tanfield Towing Bracket Co. Ltd., Guildford Road, Horsham, W. Sussex.*

MISTY RIVER

Aquarian Industries is proud to announce that what is known in many parts of the world as the 'True Canadian Canoe' is now being produced in Canada of the highest possible quality aluminium material. These 100% Canadian Canoes are fully covered by a Life-Time Guarantee. MISTY RIVER CANOES are lightweight 6061 T6 stretch-formed and heat treated marine aluminium construction. There is flush anodized riveting throughout for smooth extra-strength finish. The bow and stern are double thickness T6 aluminium with flush anodized double riveting and the keel is heavy-duty .396 lb/ft. T6 aluminium. A feature for paddle protection and anti-noise is the protective soft vinyl strip that highlights the gunwales. The high strength thwarts are .075" T6 aluminium. The interior is finished with anti-skid and anti-glare paint and high capacity foamed-in floatation is contained in both the bow and stern. The exterior is highly appealing with its MISTY RIVER logo and colourful red and blue trim. Four models are available — 15' double end, 17' double end, 16' V-stern, and a 17' white water model.

For further information contact: *Aquarian Industries International, 301-170 Hargrave Street, Winnipeg, Manitoba R3C 3H4, Canada.*



Misty River canoe



The Palm Chinook canoe at Symonds Yat. Above, left and top right.



**TRADE
NEWS**

NEWS AND PREVIEW OF
EQUIPMENT AND GEAR



**OPEN CANADIAN SYMPOSIUM 20TH
APRIL 1980 : SYMONDS YAT**

A telephone call from Pete Wood of Bath Canoe Club late in March inviting us to attend their symposium with our new Open Canadian Canoe seemed an event not to be missed (reports Palm Glassfibre Mouldings).

The new Canadian Canoe from Palm was expected to be launched at Crystal Palace but due to vandals breaking into the workshop the development work was put back a couple of months.

the purpose of the meeting at Symonds Yat was to promote the Open Canadian Canoe in the UK. It is a well known fact that American and Canadian canoeists tackle ridiculous falls and foaming rapids, so why not do the same in this country? The canoes were made available for canoeists to test and comment on by completing a questionnaire. The main assessors were Geoff Good and Pete Wood. The canoes were tested on flat and moving water to find windage, access, stability, manoeuvrability, paddle solo, weight, size, use, etc. The event was well attended by manufacturers of Open Canadian Canoes in the U.K.

At this meeting it was brought to our notice that another firm is producing an Open Canadian Canoe and calling it 'Trader'. We wish to point out to canoeists that the name 'Trader' was an original name by Palm Glassfibre Mouldings. However, it was decided by Palm to avoid mis-connection with other companies, to rename our canoe the 'Chinook' (meaning Canadian westerly wind).

The 'Chinook' Open Canadian Canoe has a quality moulded G.R.P. hull with special strength strips. The hull has a small keel which enables the 'Chinook' to be paddled in a straight line with ease but still retaining good turning characteristics. It is fitted with watertight hatches for'd and aft to safely store clothing, food, camera, camping equipment etc. Well seasoned mahogany is fitted for the gunwhale line and for your comfort slatted pyranha pine seats are fitted as standard. General dimensions — Length — 16'; Beam — 32"; Weight — 70lbs.

'Chinook' The world of the explorer — further details from: Palm Glassfibre Mouldings, Unit 15, Marsh Lane Trading Estate, Marsh Lane, Easton in Gordano, Bristol BS20 ONW.

Another new member of the staff at Palm is Bob Twitty, a well known canoe builder in the trade. Bob is an ex-national surf ski champion so it is hoped to bring a new ski model out within the next couple of months.



HIGH PERFORMANCE MEGAPHONES

Martello Sound Ltd. of Rye can now supply a range of megaphones suitable for emergency, commercial and leisure use. Operating from dry cells or 12V DC vehicle supplies, units are available with power outputs from 4W to 20W and most have built-in sirens or whistles to meet the requirements of the emergency services and sound signalling for preventing collisions at sea.

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Full details, prices (starting from under £56) and technical specifications are available from: *Martello Sound Ltd., Eagle Road, Rye, East Sussex, Telephone: 07973 3959.*

GOING ABROAD TO GET THE BUSINESS

All who work in British industry are well aware of the importance of expert leadership for the prosperity of their firms,



the security of their jobs and the contribution they make to national prosperity.

So 'Wild Water' experts are proud to have sent over 35% of their production overseas in 1979. It includes a large order for the Swiss Army and the production of a range of canoes for a West German organisation. And 1980 gets a flying start with a big contract with a Dutch company for the supply of buoyancy aids.

Exports are not achieved by staying at home and writing letters. Therefore in 1979 Wild Water was at the Sports Goods shows in Montreal and Chicago, and at the big sports exhibition in Cologne as well as visiting customers in Europe. Stands at the Crystal Palace and the Harrogate Sports Show also helped to pick up export orders.

'This year will be a bumper year', says Mr. R.H. Soar, Our Export Sales Manager.

In response to many requests, 'Wild Water Centre' of Glasshouses Mill, Harrogate, have now made useful additions to their range of Spraydecks. This is for the Marathon paddler in K1. Made of 4 oz P.U. coated nylon, with a Wet suit type heavy duty zip, this will fill the need for this particular type of Spraydeck — the ability for quick exit and entry.

The 'Wild Water' Adjustable Spraydeck is suitable for most types of kayaks. Two elastics are fitted with adjusters for the waist and the cockpit. A custom made service is also operated for those paddlers who require a 'perfect fit' for their personal comfort. Prices for the K1 Spraydeck are £11.27(Inc. VAT) and the Adjustable £7.53 (Inc. VAT). Available from your local 'Wild Water' stockist or by Mail Order from: *Chris Hawkesworth Ltd., Glasshouses Mill, Harrogate HG3 5QH. North Yorkshire.*



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Please send me stickers as marked below:

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 - 'JUBILEE REGATTA' 35p
 - 'WORLD CANOE 1981' 40p
- Letter strips:
- 'I'd rather be CANOEING' 30p
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