

CANOEING IN BRITAIN

15p

Sept
1972

The magazine of the British Canoe Union



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CANOEING IN BRITAIN

The magazine of the British Canoe Union

Canoeing in Britain is published in March, June, February, May, August and November for the September and December, by the British Canoe Union. Comments, articles, photographs and reports are welcomed, and should arrive by the 10th of the month prior to publication. Advertisement copy should arrive by 1st of February, March, June, September and December issues respectively. Opinions expressed in this magazine are those of individuals and do not necessarily reflect official B.C.U. policy.

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Names and addresses of the principal officers of the British Canoe Union can be found on the B.C.U. Calendar.

The General Secretary,
The British Canoe Union,
Room 315,
26/29 Park Crescent,
London, WIN 4DT,
Tel: 01-580 4710.

CRYSTAL PALACE 24th – 25th February

Once again prizes will be awarded for the Best Club Stand. £25 should incite clubs to make an effort in the display business!

There are I think two ways to look at this question of display. ONE: if you just need the money. TWO: the better looking and more interesting your display the more visitor's attention will be captured. This is of course the reason you will be there, and the best of luck if you happen to win the £25 by the way.

EDITORIAL

Must admit to having stuck my neck out in the last edition. Perhaps I've made a few people foam at the mouth by publishing controversial material. Nobody looks for trouble, certainly I don't but at times one has to stick one's toe out of the canoe in shark infested waters to attract attention.

Let me assure you attention hit this office like a ton of bricks! Manufacturers actually put pen to paper especially for *C. in B.* instead of sending duplicated press releases. I think that you would rather read about canoes than cars, in fact I'm convinced — but our market survey (900 replies) showed great concern about this subject.

If the 'Goldsmith Rejected' copy offended then accept my apologies but heaven be praised that my conscience is clear in the eyes of those who shouted so much down the telephone. How I wish all those calls were in writing.

But enough of the sob-story we now have material to fill a dozen *C. in B.*'s with hard reading, hard hitting stuff. Look at it this way: regard the magazine as a punch bag and let's have your punches, this is a tough sport, we have to hit hard to produce world class competitors. Don't lose sight by the way of the fact that it is also a sport you can enjoy. There's a never-ending stream of goals to aim for, explorations to be made, adventures to plan — let's hear about them!

Cover Picture:
FARNE ISLANDS NIGHT TRIP
Longstone Lighthouse 2.00 a.m.
(L. to R.) Dereck Hutchinson, Peter Marshall,
Malcolm Golightly.
Photo: Chris Jowsey.

GENERAL SECRETARY'S NOTES

Having now sat in the General Secretary's chair for three months or so, I feel that on behalf of myself and Head Office staff the time is ripe for me to make a few comments. We are, believe it or not, deeply concerned at headquarters that we should be able to deal with all orders and correspondence in the shortest possible time, particularly with such things as new applications and renewals of membership, touring advice, canal licences, etc. If there are delays in our reactions to your correspondence I would ask you to bear with us and remember that the membership of the Union has very considerably increased whereas the headquarter's staff has not.

Nevertheless there are a few points which will help to ensure that your correspondence is dealt with quickly — clear addresses (and always a stamped return envelope), a clear indication of what is being ordered (I have at least three remittances on hand which arrived with no letter or other indication of their origin, let alone an order!). In the case of membership, *please* do not apply for membership renewal on a new application form. This will almost certainly result in the applicant being treated as a new member, and later getting a reminder for the old membership. The same applies in reverse to some extent. Head Office *must* have a signature to the formal undertaking to abide by the B.C.U. rules before a membership is valid and only the new member application forms have this.

Finally, so many people are asking for new membership cards having lost their old ones, that we are now forced to make a nominal charge of 10p for this service.

General Secretary D. P. H. Tudor-Williams

IN THIS ISSUE:—

GOOD NEWS ON ACCESS

CANOEING IN SCHOOLS — REGULATIONS

INTERNATIONAL L.D. RACING

THE L.D. SCENE 1972

JUDGING — CANOE HANDLING

IRISH SEA CROSSING

THE FARNES BY NIGHT

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Tel: Cramlington 3275.

Early postal entries are advised as there may be a
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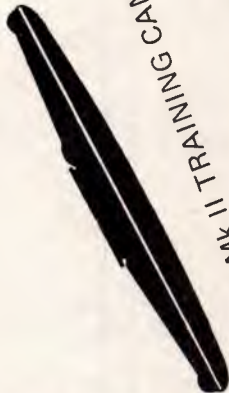
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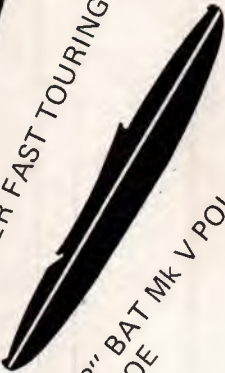
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Good News & Good Will From Ironbridge

In my Access Notes in *Canoeing in Britain* (December 1971) I referred to the complaint from the Dawley U.D.C. Engineer and Surveyor as to unauthorised slalom users of the River Severn. The 1971 authorised and very well run slaloms had been the Wolverhampton Club Ranking Novice slalom and the Shrewsbury Youth Club youth slalom, but unfortunately on two other occasions groups visited the river and set up slalom courses without obtaining any prior permission and conflicted with pre-arranged Dawley Anglers Association meetings. This put in jeopardy any further use of the river for slalom purposes, because as I explained in my December article the right of way for navigation purposes on the Severn gives no automatic rights to use the river banks as part of running competitions.

However, I am pleased to report that the B.C.U. Slalom Committee was able to take up the matter through its local representative who has established much goodwill with the Council (which is part of the Telford New Town development) with the following results so far:—

1. All canoeists may at all times and without need to obtain prior permission use the rapids section with access to it in the normal way through the woods on the east bank (owned by the Council) from the car park above. This section as allocated to canoeists is now to be marked out by the Council covering 150 yards which should be ample for practice on the rapids section. The Council is trying to find sufficient suitable land close to this section for additional car parking and as a more convenient camp site.
2. Pre-fabricated stays supplied by our representative have been set in concrete by the Council on both banks to enable gate ropes to be easily set up at the rapids section where there are few convenient trees, by canoeists who bring their own ropes and gates, for either group or personal practice, which as explained above can be done at all times.

Our representative reports that he attended at the site on two days in April when the work was done and that the Council's contractors had to hire a large

jib crane from Birmingham to swing concrete bases over and down the steep shale west bank of the river on which to set more concrete in which to set the stays, and that a body of workmen was engaged in this and other minor work such as draining a swamp section and making it up as a larger site for a slalom control tent.

3. A full slalom course will need more than the allocated 150 yards and slalom organisers need to make prior application to Mr. J. H. Cotterill, Engineer & Surveyor, Civic Centre, Dawley U.D.C., Telford, Salop so that he can notify all concerned of the additional use of the river and its approaches by a large number of canoeists.
4. The upstream section of the west bank is owned by Mr. Steventon, The Black Swan, Jackfield, Telford. Our representative has obtained his co-operation but warns full course slalom organisers to ask Mr. Steventon for his permission before tying ropes to his trees, which is common courtesy anyway. The Black Swan is having its bar and eating facilities extended and will welcome patronage by visiting canoeists.

With these permissions and facilities having been given by Dawley Council at considerable trouble it is hoped that canoeists will take advantage of them properly for practice and for competition purposes to show that they are appreciated. This will also help the next stage of the Slalom Committee's plans to obtain the approval of the relevant authorities, including the Severn River Authority, for cills to be laid into the river bed upstream of the rapids to extend the white water section.

The Slalom Committee's representative has been taking the early steps towards this also and at least the outline proposals have not been rejected forthwith. If the need is shown to exist the ultimate aim is to have the Severn at Telford developed as a Novice to Division 3 centre for the West Midlands to complement the top level slalom course proposals for Holme Pierrepont in the East Midlands.

Although the above refers to slalom canoeists, the other branches of canoeing have been considered in the discussions with the Council. The L.D. and touring canoeists,

are of course invited to use the facilities for canoeing and free camping. At the moment it is envisaged that the more substantial facilities of overnight accommodation, showers, drying room, etc. will be provided at the proposed Aquatic Sports Centre planned to cover rowing and sprint canoeing on the flat water of the Severn about a mile upstream in the centre of Ironbridge adjoining the famous bridge.

Any queries as to the use or suggestion as to future development of the site can be sent to our local representative Mr. A. D. L. Smith Hilliard, Manor Croft, Church Road, Codsall, Staffs, whom I wish to thank on behalf of the B.C.U. for obtaining this co-operation of the local Authority in providing the basis of a permanent slalom site at Telford.

J. W. Dudderidge,

WINSTON CHURCHILL MEMORIAL TRUST

The Winston Churchill Memorial Trust, established as a result of the National Appeal in 1965, is a unique form of memorial. It enables men and women who might never otherwise have the chance, to travel abroad, to widen their knowledge not only in their own field of activity, but also of other peoples' lives and work in different parts of the world, and as a result of the experience they gain, to contribute more effectively to their profession, community and country.

There are no age limits; academic or professional qualifications are not needed, but candidates must be citizens of the United Kingdom, and must be able to convince the selectors of the worth of their project and that they have the ability and initiative to make full use of the Fellowship both while they are abroad and when they come back.

The grants cover all Fellowship expenses, the average length of which is three months. Interviews will be held in London in January 1973 and successful candidates will be expected to start their travels during that year.

To apply, send your name and address only on a postcard in *September* to The Winston Churchill Memorial Trust, 10 Queen Street, Mayfair, London W1X 7PD. You will receive an explanatory leaflet and a form to complete which must be returned before November 6th, 1972.

The following subjects may be of interest to readers of this magazine:—

Adventure:

Awards will be made to individuals undertaking exploration or expeditions which will produce results of worthwhile significance.

Leisure and the Natural Surroundings:

How can we satisfy the recreational demands of more and more people on a limited amount of land and at the same time, still preserve the natural environment? Those concerned will welcome this opportunity to learn from experience abroad.

Participation in Sport:

If you are concerned in any form of sport, whether as organiser, coach or player, you have the chance to see in what ways other countries provide greater opportunities for participation and training for improved performance.



NORTHUMBERLAND RIVER RACES — Three white water events on the Rivers Allen and North Tyne were held this year. Our picture shows the weir below Chollerford on the North Tyne.



Manchester Canoe Club shoot rapids on the River Leiser near Spikkal in Austria this year. Mic Hopkinson on the "Inn" above Landec — Photo by David Riley.

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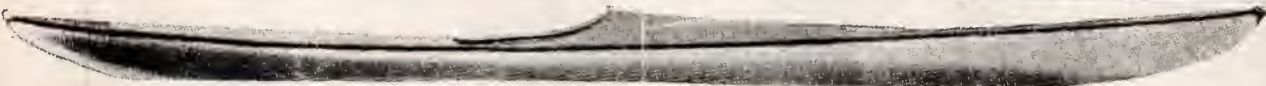
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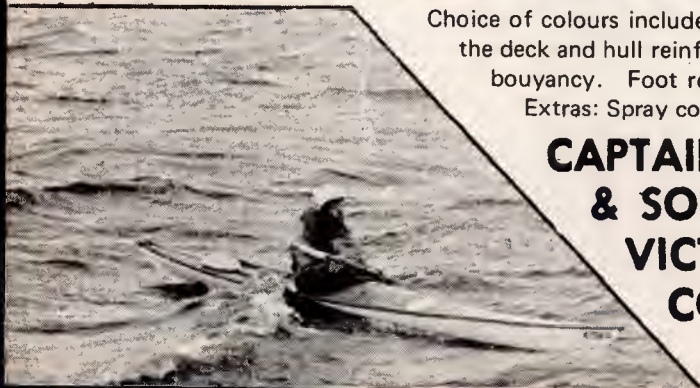


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THE "SMALLS"

B.C.U. MEMBERS: Rates 1ip per word — minimum 20p. Trade and non-members 5p per word — minimum 30p. A P.O. or cheque made out to the British Canoe Union must accompany all items appearing in "The Smalls." Advertisements for this section will not be accepted unless pre-paid. B.C.U. Number must be quoted when claiming special rate. Keith Wickham, 36, St. Mary's Place, Newcastle upon Tyne.

BOATS FOR SALE

BRAND NEW SLALOM KAYAK £34.99. See 'BIOTA', Page 12

PADDLES FOR SALE — See 'BIOTA', Page 12

TWO SECONDHAND SLALOM CANOES — £15 and £25, and one slalom mould — £30. Apply 35 Trewenna Drive, Potters Bar, Herts. Telephone: 53925.

MIRAGE K2 RACING DOUBLE, reasonable condition, Zip spray decks. £40. 75 Tabors Avenue, Great Baddow, Essex. Telephone: Chelmsford 72437.

KAYEL OTTER CANOE, paddle nearly new, with spraydeck used once. £20 o.n.o. Pollock-Gore, 19 York Road, Beverley, Yorkshire. Tel: Beverley 883451.

BOATS WANTED

WANTED SLALOM CANOE, good condition, about 35 lbs. Buyer will collect. J. Arnold, "Windcroft", Rolston Road, Hornsea, Yorks. Telephone: (0401) 2123.

WANTED: K1 in running order. Must be moderately priced. Will collect within reasonable distance. Bill Overton, 113 Thaxted Road, Saffron, Walden, Essex.

SITUATIONS VACANT

TEMPORARY CANOEING INSTRUCTORS required for U.K. and France; short/long periods, March–October. Please write for further details from P.G.L. Adventure Limited, Ross on Wye, Herefordshire. Telephone: Ross-on-Wye 3311.

TELFORD CANOE CLUB — Would anyone interested in forming a club in this area of Shropshire please contact: R. M. Jones, 13 Waxhill Close, Donnington, Telford.

COURSES

GLASBURY WHITE WATER WEEKEND — 2nd/3rd December. White water training at all levels. Kayak and Canadian advanced tests. Residential. S.A.E. for full details from: C. E. Quaife, 70 Coopers Road, Birmingham, B20 2JX. (021 554 7116).

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Youth hostel type of accommodation, ideal for Sea and Estuary canoeing or holiday groups. S.A.E. for details: David Menhinick, 68 Balden Road, Harborne, Birmingham, B32 2EW.

ANNOUNCEMENT

The Reading Kayak Club offer their apologies for the cancellation of the Abingdon Slalom. We have now arranged a Slalom at Cookham Weir, this site has excellent facilities with weirsides camping and interesting water. Saturday and Sunday 28th & 29th October.

Entry Details

Ranking Novice, Open, Team Event, Special Scouts Event run in conjunction (separate prizes)

Novice 40p · Novice Team 30p
Open 50p · Open Team 50p

Entries to P. L. Turner by 18th October
24 Roundhead Road
Theale · Reading

OPEN FORUM

Dear Sir,

I am unhappy with the standard of physiological articles appearing in *Canoeing in Britain*. Last issue, the piece on blood sugar levels read like a publicity handout from a pharmaceutical company, and in this issue we have some disjointed jottings from the Director of Coaching. These lack clarity with the diagrams helping little. A doctor is quoted as saying "weight training and weight lifting contribute to excessively high blood pressure", surely before this was printed, it needed amplification? As a large portion of the athletic world (with the probable exception of long distance runners) uses weight training to improve stamina or power, is the doctor suggesting they are all risking heart trouble? Naturally blood pressure rises when exercising, but has he any clinical evidence to prove that persons using weight training have abnormal blood pressure at rest? If so, he would be doing a national service if it were widely published.

With so many young people involved in canoeing, and presumably reading *Canoeing in Britain*, it is surely essential that all quasi-medical articles be explicit, as youngsters are unlikely to go back to original texts or consult specialist works to check statements which could easily be misunderstood after reading a short article.

Kenneth Edward Webb
19 Hawks Town Crescent
Hailsham, Sussex

Dear Sir,

Through your columns I would like to bring to the open a problem which we at Exeter Canoe Club, as organisers of two long distance races — The Exe Estuary and Exe Descent — are very concerned about.

As you will appreciate safety is one of our main considerations.

It is of paramount importance that we can account for all paddlers during and after the race in case someone has become lost or retired and requires assistance. If we could rely on all retiring competitors to check in at the finish we would have no problems, but in our experience some competitors just do not bother and this causes panic in case a misfortune has occurred.

On November 19th we are holding our annual Exe Descent and we are proposing to charge each competitor 50p entry fee and a 50p deposit, returnable on checking in at the finish. This we hope will solve the problem.

I would be grateful if organisers and paddlers would write to me with their comments or suggestions on this proposal.

C. J. Leach
Exeter Canoe Club
c/o 41 Old Tiverton Road
Exeter, Devon

B.D.'s LETTER

Having published "B.D.'s" letter — exactly as written we appreciate that members took great exception to this. Our thoughts were not to humiliate but perhaps to add a touch of humour. We genuinely thought the mistakes in spelling were made on purpose — taking the micky out of Keith Wickham in fact!

It seems we have nevertheless committed an unforgivable boob and having done so can only offer our sincere apologies. May we assure readers that our 'humour' backfired to the extent where WE feel humiliated and must ask B.D. to appreciate that our feelings were not so low as they may appear.

Once again our sincere apologies.

Letters to the Editor

Dear Sir,

I would like to make a few comments about *Canoeing in Britain*.

Since your taking over the editorship of our magazine there have been no display of competition results. I, for one, always look for this item, and would like to see its early return.

I notice that the car test for June has had to be put back due to lack of space. Good! This seems to be a waste of space and causes only bad feeling. (Letter: Mr. B.D. and comment K.W.)

As access is our greatest problem, would not an article on 'How to put the Case for the Canoeist' or 'Getting Publicity for Your Club' be of greater value than graph diagrams of pulse rates which are explained well enough by the article Oliver Cock has written?

I hope that my comments are not the only ones in this direction and that no offence is taken.

Neil Edwards
24 Berkley Close
Stroud, Glos.

P.S. — Can't be critical all the time. The Olympic Selection News item headed 'Goldsmith Rejected' was excellent! May we have more like it? Why was Gay Goldsmith not selected? Please try to force the selectors into a reply! — N.E.

EDITOR'S NOTE: The volume of results of every event taking place in our Canoeing world is truly amazing — we simply cannot list them all! We will of course make every effort to include results of major events.

We would incidentally like to hear from clubs who have received good publicity — and how they achieved this. An analysis of replies may be helpful.



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- John Eadie, Lindfield School, Sussex.
- Steve Wales, Ipswich
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How about you?
See Page 00.

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JUNCTION 31.

B.C.U. OLYMPIC APPEAL

By the time this report appears our Slalom and Sprint Racing Teams will have returned from Augsburg and Munich where they will have competed against the cream of the world's canoeists. The very considerable cost will have been borne by the British Olympic Association from the proceeds of its Appeal, and our members will be interested to know the results of our own efforts on behalf of the Olympic Appeal and also the Olympic Preparation Fund.

Below is a list of Donors as it stands at the time of going to press: should further donations be received they will be published in a supplementary list in the December issue.

The donation to the Preparation Fund from the Buckinghamshire Schools Canoeing Association was raised by more than 50 pupils of member schools through sponsorship of themselves in their recent L.D. event.

A great effort by a group of keen youngsters.

List of Donors to the B.C.U. Olympic Appeal

W. G. Fraser	1-00
L. Cpl. King	0-40
Major Wilkinson	3-00
Mrs. Fletcher	0-35
Denstone College C.C.	20-00
Mike Goodwin	2-00
Canoe Camping Club	5-00
A. R. Nickless	1-00
A. Morton	1-00
Tiverton C.C.	1-50
Haberdashers' Aske's School C.C.	10-00
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Leamington Spa C.C. (Film Premiere)	256-00
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Givaudan and Co.	5-00
Wey C.C.	8-75
Corps of Canoe Lifeguards	10-00
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Richmond C.C.	10-00
Croesyceiling Canoe Club	2-00
Wolverhampton C.C.	5-00
Lakeland C.C.	5-00
	444-00

Donors to the B.C.U. Olympic Preparation Fund

Leicestershire Schools Canoeing Assoc.	5-00
Denstone College C.C.	11-00
Southampton University C.C.	2-00
M. Pinney	0-50
Bucks. Schools Canoeing Assoc.	100-00
G. C. Good	1-25
	119-75

For security reasons it is very important that club secretaries return to me the Appeal Donation List sent to them, even if they do

not intend to send a donation. Will they put the name and address of the club at the foot for identification.

On behalf of the British Olympic Appeal's Committee I wish to thank all who, by their donations, have helped the British Olympic Association to equip and send to the XXth Olympic Games one of the largest and best trained teams ever to represent Great Britain.

John Dudderidge

B.C.U. Olympic Appeal Organiser

NON STOP CANOE ROLLING WORLD RECORD ATTEMPTS

DATE:

29th May, 1972.

VENUE:

Robinson Pool, Bedford.

OCCASION:

Charity Gala in aid of Spastics.

WITNESSES:

D. H. Harper & R. M. Palamarczuk (British Canoe Union, Senior Instructors), Mr. A. E. Hulatt (Research Engineer), Mrs. M. Hulatt (School teacher), Miss B. Price (Secretary of Bedford P.E. College Canoe Club), Mr. H. Winterburn (Pool Superintendent), Mr. R. Emerick.

Plus an audience of approximately 80 present throughout the attempt.

CANADIAN SINGLES CANOE:

Old record appears to have been non-existent the mark below is offered in the absence of other claims to stimulate other attempts, viz:

31 rolls in 3 minutes 14 seconds by David Brown of Folly Stores, High Street, Clapham, Beds. in a Jaycee Piranah C.1. (Aged 17 years, Engineering Apprentice.)

KAYAK - HAND ROLLING:

Old record again difficult to establish 'about 25'. No other details available. The mark below is however a remarkable achievement and claimed as a record viz: 101 rolls in 8 minutes 53 seconds by Robert Campbell of 183 High Street, Clapham, Beds. (Aged 15 years, School-boy.)

KAYAK ROLLING:

Old record 400 (though we did hear of unofficial marks of 511 by 'someone unknown' and 700 by a Mr. Jones of R.A.F. Cranwell).

1,004 rolls in 1 hour 47 minutes 12 seconds by David Ansell of 26 Cody Road, Clapham, Beds. (Aged 19 years, Telecommunications Engineering Apprentice.) David used a right-handed screw rolling technique throughout the attempt.

Both records in the Kayak were set up by using a Jaycee Merano Slalom Kayak.

GENERAL:

1. Not only do all three boys live in the same village, but they also have been, or still are, pupils of Lincroft Secondary School, Oakley, Beds.
2. All have been canoeing for less than three years and were taught to do so on County Youth Services Courses.
3. All are members of Bedfordshire Young Canoeists Association and play canoe polo for "Chaos Polo Team". They compete in Slaloms as members of Viking Kayak Club.

D. H. Harper
Area Youth Officer
North Beds. B.C.U.
Local Coaching Organiser

Judging the Canoe Handling Event

Judging the canoe handling event this year will be slightly modified. Each competitor will be judged in a number of groups and sub groups and for the first time will be required to perform certain basic manoeuvres in two of these groups. Points will be allocated up to a total of 100 in 6 of the groups and down to 10 in the seventh.

The seven groups will be as follows:—

1. **OFF THE WAVE**
 - a. **Going Out** 10 points
 How does the competitor get out to sea?
 Does he use the currents?
 Does he dodge big waves?
 Does he roll under heavy breakers?
 Is there planned progress or a 'hope for the best' effort?
 - b. **Positioning and Catching Waves** 10 points
 Having got out to sea what does he do?
 Does he search out the best place to pick up a wave?
 Does he position himself well and sensibly in relation to other canoeists?
 What is his wave catching technique like?
 Does he catch every wave or does he let some go by?
 Does he miss waves which he is attempting to catch?
2. **ON THE WAVE**
 - a. **Basic Technique** 10 points
 Which every competitor must show —
 - i. Straight run
 - ii. Diagonal run
 - iii. Reverse run
 - iv. Beam/side run.

Each competitor must make a point of showing these four basic manoeuvres and would be well advised to do them early in his programme.

b. Aquabatics 30 points
 This is where the stunt man comes into his own, with advanced runs across the waves showing the various advanced techniques of looping on the waves, forward loops, backwards loops, 180° and 360° twists, stunt rolls and all the tricks that the advanced canoeist can show. He should also remember that the repetition of one skill will not gain him more than a certain number of points whereas a complete programme showing all his skills will get him the maximum points possible.

3. **LEAVING THE WAVE** 10 points
 Competitors must show —
 - i. The pull out
 - ii. Roll out
 - iii. The wave roll,
 as well as other methods of leaving a wave.
4. **THE PROGRAMME** 15 points
 Judges here will be looking at the competitor's overall programme. The competitor who does one thing time after time after time will only get a minimum number of points but the person who puts together a programme showing work in the soup in the smaller waves, in the bigger waves, shows runs forward and across the waves, who does a variety of aquabatics will score highly, therefore competitors are advised to think out a programme and it should be as varied as the skills of the competitor allow.
5. **STYLE AND POISE** 10 points
 Is the competitor at home in the surf?
 Does he do things in a skilled and economic manner?
 If he sets out to do something does he achieve it?
 If things do go wrong does he come out of it with aplomb?
6. **JUDGES' POINTS** 5 points
 These points will be awarded for an undefinable something that always occurs.
7. **DEBIT POINTS**
 - a. **Sportsmanship** — 5 points
 Again that indefinable something which is not in the judges' opinion to be playing the game.
 - b. **Safety** — 5 points or disqualification
 Any competitor who knowingly puts himself or more importantly another competitor in danger will be marked down and if the infringement is serious enough will be disqualified.

Touring Notes

B.C.U. River Advisory Scheme

This scheme depends on the co-operation of members and enquirers. It is a two-way thing, not just an information service. It can't be kept up to date if people do not report back how they fared — a note saying even that there was "no difficulty" is valuable to the River Adviser concerned. So please follow the request in the Canoeing Calendar issued in March, and — **FEED BACK** your experiences.

Another thing about this scheme — it is worked by volunteers in their spare time, not by an office. So, again, please follow what it says in the Canoeing Calendar — enclose a **STAMPED ADDRESSED ENVELOPE** for reply. You've no idea how much time this saves at the River Adviser's end, as well as helping to keep down the Union's administrative costs.

River Esk

There is no formally appointed River Adviser for this river, as it is in Scotland, but David Rushfirth, the Adviser for the Lake District and Cumberland has some information, and will deal with enquiries.

River Teme — Bringewood Weir —

Warning

Earlier this year a canoeist shooting this weir (at the end of the Downton gorge above Ludlow) was drowned in the boil below. The Downton Estate, which is usually prepared to give permission, on request, for canoes to pass through the gorge, has pointed out that this is not the first fatality there, and canoeists should be warned that this weir is very treacherous. It is semi-circular, and vertical, and immediately above a bridge. The resulting boil makes it almost impossible to get free, though the river just beyond is not deep. *All canoeists should land at a mill leat on the right bank above the weir, and carry round below the bridge.* The Estate says that if canoeists do not heed this warning the owner may well decide to withhold permission to canoe through the gorge in future.

R.F.T.



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Canoeing in Schools— Regulations

by Alan W. Byde

THE **CANOE**
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KAYAKS FOR OLYMPIC GOLD
MEDAL WINNERS

If you have read the D.S.E. booklet 'Safety in Schools', you may have come across the paragraph which deals with teachers using canoeing in their work at school. It is advised that the person in control of canoeing activities at the school be a Senior Instructor of the B.C.U. Also, the National Coaching Committee recommends the idea that teachers who canoe should hold the S.I. Award of the B.C.U.

The Senior Instructor Award is not hard to get. You need to swim well, to have an R.L.S.S. Award not less than Bronze Medallion (our course took 9 weeks and everyone passed). You need regular weekly access to water with your canoe, and after about six weeks with a good club you should have picked up enough skill in handling to get your three one-day expeditions in, which means travelling usually. In order to get the rough, or moving water experience on the Thames, you need a safe weir, with expert assistance, or you need to go 120 miles to find a suitable non-angling river, with 2 m.p.h. water in order to learn ferry glides and break in—break out. After about six months, say a season, you will have done enough to warrant seeking an examiner, all terribly overworked (I know) and unpaid, so there is no hold there. You get your proficiency certificate, and then wait several weeks—months for the certificate to arrive because H.Q. cannot cope with the load. It can't, I know, and its not because dedicated men are not trying. There is simply too much and too few. Our Minister for Sport should be asked about that.

Well, now. Being farsighted, you have already applied for your preparatory weekend, and you go off to Bisham, or wherever to get your number marked. You are now an 'Assistant Instructor' qualified to take out one person . . . yourself. Responsibility for others must still remain with a fully qualified person, a Senior Instructor, for example.

You have paid your examination fee, and you read the three books required, B.C.U. Coaching Handbook, D. of E. Award scheme, and modesty forbids me to mention the third. You have an up to date log-book,

all signed up and dated. (Remember where you were last month, on, say, 7th May? I do, I have a diary.) You wait with anxious interest the arrival of the written examination papers, and then you sit down and write for two hours. This is then sent off to some examiner bod, and he sighs gustily, and sets it on the heap. Some time later this is marked and sent to H.Q. Some time after that H.Q. arranges an assessment weekend at Bisham, or wherever; although to be quite fair, I think that the written examination is taken during this weekend. Depends on who you work with.

Now, remember, its easy. You have spent about £15 on three weekends, about £10 on two qualifying weekends, £1 exam. fee, R.L.S.S. course, say £1, club membership, is useful, say £4, and the use of a canoe. About a year has gone by. You succeed, 'cos its easy, remember.

Remember also the Headmaster, who early in September said; 'Now, Bloggs, you are new here. I think that you would enjoy working with our canoeing group. Smith, who was a Senior Instructor for the British Canoe Union, a very worthy man, God rest his soul, sad that, got the whole thing going with sponsored pub crawls and home brewed beer evenings. Fell in a vat, y'know, last staff trip to the brown ale pits, and succumbed. However, you will take them out, starting first Wednesday morning in term. Good luck.'

'But, er, Sir . . .'
'That's alright Bloggs. Send in Miss Brown. Good day.'

Well, that Headmaster didn't know his D.S.E. handbook, and Bloggs being young was too nervous to remind him. Conscious of his novitiate as a teacher, and his educational duties, he soldiers on. Anyway, with a take home pay of about £18 per week, he has no motor car and can't get one. Poor soul. Serves him right, shouldn't have joined.

Takes the ducklings to the water first Wednesday just at nine.

Splinter . . . splash . . . no qualifications. Sad.

Enough of this heavy irony.
I am warden of the Riverside Centre,

Oxford. I am paid as a teacher. I work as a canoeist, and a lot of other things. I rejoice in the qualification, 'Senior Coach, British Canoe Union'. The L.E.A. rejoices in reporting to their insurers that you can't get a more comprehensive qualification than that. I am therefore charged with the safety aspects of canoeing as part of the educational work of the City of Oxford.

It is entirely the responsibility and right of the L.E.A. to appoint whom it pleases as Director of Canoeing for Oxford City, and I'm it.

Therefore, I can accept or reject any teacher within the City of Oxford L.E.A. as a canoeing teacher, in charge of children who canoe. The person does not have to be a senior instructor, B.C.U. I must therefore look well to my guns (maxims, of course) when thinking of the adage, 'What would I say to the Coroner?' Poor old Bloggs drowns his charges, but its Byde's head that falls. (Not a senior instructor, see?)

In April 1974, the City and County of Oxford become one authority. I will guess who their Director of Canoeing will be for the whole of Area 33. (Me?) So, the whole of the teaching staff of Oxford, if it wishes to go canoeing, comes to Byde for approval, if not holding the Senior Instructor Cert. for the B.C.U. I make my own idiosyncratic judgments, nobody behind me except the L.E.A. and its insurers. The B.C.U. won't be sued, its not worth it.

I ask, is the Senior Instructor Award right for teachers?

And, bearing in mind which authority pays the mortgage, should I accept the duty that goes with my job as it now stands and make local judgments? There isn't time in the year for full S.I. qualifications for many teachers, nor interest.

Go on, who is right/wrong?
The kid who drowns?

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Irish Sea Crossing

At 18.00 hrs. on Sunday, 23rd July 1972, George Bazeley, Ian Tatam and myself set off from Whitesands Bay (near St. Davids in Pembrokeshire, South Wales) to canoe, without escort, to Southern Ireland. Seventeen hours later, at 11.00 hrs. on Monday, 24th, we landed safely at Rosslare Harbour, Co. Wexford, feeling tired and uncomfortable but otherwise fit and well.

The week of 22nd – 29th July was on the club calendar as a week's holiday, for surfing and sea canoeing. Since prevailing winds for the St. George's Channel are normally westerly for this time of year, most of our planning had been based on a west to east crossing. However, the forecasts for the weekend and early week made it desirable to use our alternative plan for an east-west crossing.

Once the countdown was started early on Sunday, the advance party of Clive Cope, Tony Garside and Carol Waters was packed off to Rosslare on the ferry to establish a coastal support/rescue/publicity H.Q. This proved no mean task as the I.R.A. had blown up the telephone lines between Ireland and Wales, so most of their communications with Wales were via radio, thanks to the assistance of the keepers of Tuskar Rock Lighthouse.

Sunday was then spent kitting-out boats, up-dating forecasts, writing instructions (not Wills!), sleeping and checking numerous pieces of equipment.

By 17.50 we were on the beach waiting for the shipping forecast which, when it came, confirmed the 'GO' decision. We left the beach about 5 or 10 minutes later after farewells, photographs and a multitude of good wishes. With us were five other club members who intended to paddle out for the first hour and then return to St. Davids, well before 'closing time'! The accompanying party left us at 19.10 hrs. and we checked that our compasses were set on 308°, George pressed the 'commit' button and we paddled off with the sun slightly to the left of our heading.

Hests were planned for 5 minutes on every hour for a drink of 'Dynamo' (approx. 4 fl. ozs. each) and a sweet or a portion of a 'Mars' bar. At our 21.00 hrs. stop we were about 30 minutes taking turns to get properly clothed for the night, either whilst sitting in the boats or by getting out and kneeling in the cockpit.

We saw one or two distant ships before the sun set behind the clouds on the horizon, after which we commenced to use cloud formations as something to aim for. We had planned to use the lighthouses for greater range and accuracy of landfall, etc. so the timing of the trip was fixed for these to be seen on the way out and in. By 20.00 hrs. though, the sun had been down for some while, the moon was well up but we still could not see the 'South Bishop' light, probably because of poor visibility on the Welsh coast.

Towards the end of the next hour one of us sighted South Bishop and we all took bearings on it. Adding these together and dividing by three (ah-hem!?) produced the unwelcome conclusion that it was just about due south. This meant that we were going much slower than planned and/or were drifting too far to the north. We consulted the chart and after a quick 'conflab' decided to alter course 8° to the south on to a new bearing of 300°. George then proceeded to lighten his load by accidentally losing a full



bottle of 'Dynamo' over the side. After this, our first mid-course correction, we carried on paddling until we stopped again for normal refreshments plus a shared cup of coffee. It was still a clear night with a good moon and the fourth ship to pass us was disappearing in a southerly direction. This stop was timed to coincide with the 00.30 shipping forecast, which was still favourable.

At 01.30 hrs. we sighted what can only have been the B.R. Ferry 'Caledonian Princess' about 6 miles or so to the north, going towards Fishguard. I said to Ian: "This time tomorrow night we will be on that", but I was not all that sure myself.

One of our worries was that of being run down by ships but the relative positions of mast head lights and navigation lights made it fairly easy to judge their direction and heading. Shortly after seeing the ferry we saw a ship to the south whose nearness and course suggested a possible crossing of paths. We paddled until we had crossed his path and then stopped for our 02.00 hrs. rest and supplemented the normal refreshments with a flask of hot soup. The radio went off at this time and as we were repacking kit Ian said: "It's stopped!", looking at the seemingly stationary vessel now broadside on, a short distance away, possibly 200 yards. Thinking they had possibly seen us we paddled off so as to give no cause for concern.

Our schedule showed the time for our first possible sighting of Tuskar Rock lighthouse as 02.20 but we were not too optimistic about this.

During the next hour I became more and more drowsy until at the 03.00 hrs. stop, all other methods having failed to keep my eyes open, I decided to attack the Dexedrine bottle and took one tablet. George then took the lead setting the course and a good pace while Ian stayed with me until the drug took effect. When it did I felt much better, being wide awake and possibly slightly 'high', because I did not stop talking until the next stop at 04.15 hrs.

At 05.30 it was fully light with a clearer sky but visibility was poor due to fog, although the weather looked promising. We had seen no ships for some time but our heads had been turning like those of spectators at Wimbledon, in case any loomed up out of the mist. Tuskar had still not been sighted and for the previous 2 hours navigation had been entirely by looking at the compasses. The radio had resumed and it was great to sit there listening to Johnny Cash nearly 20 miles from land on a glassy sea.

Then it happened, at 05.45 hrs., somebody shouted: "It's there! Look two flashes every 7½ seconds", we had sighted Tuskar light. We watched it a few times then . . . nothing! Cursing our enthusiasm and jubilation we realised it must be about 'switch off' time and we had forgotten to take a bearing. Which direction was it? It could have been any. We strained our eyes then Ian said: "It's there

again!" and we all took a bearing, 330°. Within two minutes it had gone out for good. We had been very lucky sighting it during the last 5 minutes of flashing but it was there, bang on course. It was probably 10–16 miles away yet, still a few hours paddling. Then behind us we noticed the beautiful sunrise with the sun just clear of the horizon. It was a magnificent morning and the sea was really calm. It was a marvellous feeling, "Good to be alive" does not even start to describe it.

We paddled on with raised spirits but during the next hour it was quite noticeable that Ian was becoming tired and at about 07.00 hrs. we sighted Tuskar Rock lighthouse in the flesh, it must have been about 6 miles away, a tiny tooth on the horizon.

During the next half hour Ian's drowsiness became extreme, a feeling of sickness had increased and he started sweating and shaking. At 07.30 we stopped for him to take a tablet. We resumed paddling with Ian setting the pace and course (which we had altered to 315° because we were at least 1 hour late, to compensate for increased flood rate). The tide was still flooding fairly fast so during the next hour we altered course a couple of times to avoid being swept past Tuskar, until we were paddling on due west. We arrived there just before 09.00 hrs. and received a really enthusiastic reception from the keepers. Their invitation to breakfast we graciously declined but readily accepted the offer of cups of tea, or to quote: "Yes, that's what I'll do. I'll be makin' a cup o' tea and bringin' it down t'yer".

One of them directed us round the island (large rock) to an inlet that was "calm as a duck pond". They were so well informed about us that they knew things even we did not know. They told us about the reception we should receive on the mainland, said they would radio Fishguard with a report and told us after sampling some, that they thought the 'Dynamo' was "really good stuff". We finished off a flask of hot oxtail soup and generally made ourselves more comfortable before setting off for the last stretch to the mainland. Since the Irish coast is so low there, approximately 60 feet high, it had only come into view about an hour before we reached Tuskar.

We were told it was at least an hour or so before slack water so we headed west, expecting the last of the flood to take us up to Greenore Point and round into Rosslare Harbour. As it happened this 'local' info. was wrong because we detected little or no drift so after a short while altered course, straight for the point. Unfortunately the ebb started to flow before we reached it and after paddling 'upstream' for about half an hour it was nearly 11.00 hrs. by the time we rounded the headland into the entrance to Rosslare Harbour.

Well, we'd done it. The sun was shining and it was a beautiful day. After a few minutes we saw Clive and Garth running along the beach shouting inaudible welcomes and questions, to which we shouted replies as energetically as we could. We carried on paddling along the coast right up to the harbour wall. It was quite a struggle against the ebb stream but was still better than carrying the boats.

At 11.20 we stopped paddling and got out of the boats and instantly our backsides heaved audible sighs of relief. There were handshakes, welcomes, questions, congratulations and offers of numerous kinds. There is certainly nothing wrong with the Irish down that part of the world (a conclusion we had already reached when we left Tuskar). One kindly couple who owned the cafe where Clive, Garth and Carol spent the night, gave us the use of their bath, fed us and then offered us the run of the premises for the rest of the day.

Continued on page 30

MIDSUMMER MADNESS—OR THE FARNES BY NIGHT

by D. C. Hutchinson

The Farnes are a small group of islands situated off the east coast of Northumberland. The strong tidal stream flows unhindered up and down the coast until it meets the smooth basalt rocks of the islands, creating a damming effect, forcing the water between the islands in a complex and confusing system of tide races, rips and overfalls.

Once the home of that memorable heroine, Grace Darling, the Longstone Lighthouse keeper's daughter, who, in the early 1830's, at the age of 18, rowed out one night in a violent north-east gale, round the Harcars, to carry to safety the crew of the Forfarshire, which had foundered on the reef, the islands are now the protected home of the grey seal and many types of sea birds.

Landing on the islands is only possible in a few places because of either steep, smooth cliffs or the broken, jagged rocks.

The light in the small glass-sided tower-room of Bamburgh Coast Guard Station seemed dazzlingly brilliant after the foggy blackness outside.

Immediately on launching, as the floodlight went out, we were amazed to find that the effect of the intense blackness and dense fog was such that we were at first completely disorientated. We hadn't realised that we'd find it necessary to use the compasses so very quickly, and we spent a couple of minutes paddling round in circles. The initial planning had taken into account the particular flashes, signals and colour segments of four separate lighthouses, Bamburgh, Seahouses, Inner Farne and Longstone. Now, of course, we realised that the fog prevented us from using this knowledge and that we really were to be paddling 'blind'. So, adjusting our headlamps, with Chris calling out his planned bearings, and me, doubled over my chart and compass, acting as 'pilot' to relate his bearings, with allowance for tidal drift, to actual course, we set out hopefully at 11.05 p.m.

At 11.25 we saw light high up ahead. Only a glowing arc through the fog but it was Inner Farne. Suddenly we were aware of flocks of birds flapping around us, uttering no cries at all — a rather unnerving experience. They had been disturbed by our headlamps shining on the steep cliffs under the lighthouse.

We paddled round the southern tip near "The Stack" and on past Wideopens. Seals began to splash and grunt round about us. I only hoped they weren't going to be as familiar as they had been a fortnight previously, when one had nudged my paddle, rested its head on the back deck of my kayak and gnawed at one of my ropes. There were more seals now wailing in the distance off to the right. That must be Crumstone, we thought. Scarcars appeared, if indeed it was Scarcars. We set course for the tip of Staple Island near Pinnacle Haven, making allowance again for tidal drift. Suddenly, after about twenty minutes hard paddling, land loomed through the fog and we heard the crying of seals close by off to the right. "My God! It must be Crumstone! We're way off course — paddle hard left!"

Ten minutes later we entered a gap between two islands and — oh no! — what was this? — a house! A house with a light and a peel tower! But there's no house on Staple. Obviously it was time to pause for consultation. Of course! Now we realised what had happened. We hadn't been off course at all in the first place. It hadn't been Crumstone, but Gun Rock where we'd heard the seals close by. And our paddling hard left for ten minutes before turning had brought us into

Crawford's Gut. The house was the warden's house on Brownsman.

From Brownsman we made our way between South Wamses and Nameless Rock, up Piper Gut between Roddam and Green and the Harcars. As we skirted the north edge of Harcars, passing the place where the *Forfarshire* foundered on the reef, we could see Longstone Light glowing eerily through the fog. We normally land on the eastern side of Longstone but that is the side where the fog-horns are mounted and the noise from them was by this time absolutely deafening and becoming unbearable as we drew nearer.

Once there, we landed and began dragging our canoes over the rocks at the foot of the Light. At the sound of our light-hearted banter, occasioned by no small relief at having reached there, a strained, white face suddenly appeared high above us, in the door of the lighthouse.

"Who the H--- is that?"

Relieved to discover it was only four mad canoeists, the lighthouse keeper welcomed us in for coffee.

After eating our sandwiches we left again at 1.45 a.m. Coming out of the lighted room and with the light now behind us, the darkness and fog seemed blacker and denser than ever. We had to time our descents down the slimy wet rungs of the ladder, which was near the fog-horn, to coincide with the gaps between the shattering blasts, in case the assault on our ears should rock our balance and precipitate us on to the rocks below.

We followed the south shore of Harcar to Nameless and checked our position again. We took a bearing, hoping to find Brownsman on our right. Surf could be heard all the way down the east side of Brownsman. In fact the water was so rough, particularly near the Pinnacles that it was bouncing off and creating large, reflecting waves. These were much trickier to cope with in the blackness because it was difficult to judge where to put the paddle in for the best results.

At 2.30 a.m. we came into Kittiwake Gully where there were so many birds that they came off the rocks in waves like bomber squadrons. Still they were terrifyingly silent but swooping all about us. Hosts of Puffins, notoriously bad at take-off, came skidding and splashing along the surface of the water, bumping into us and the canoes. I had to protect my face with my arm.

As we set course for Scarcars, there were still no stars visible and allowance had to be made again for set of tide. I allowed 9° and we paddled hopefully on — and on. Then we heard the roar of waves breaking on rocks ahead. For a minute we weren't sure whether we'd allowed too much drift and arrived at Knocklin Ends or whether we were indeed at Scarcars. But due to Chris's excellent work with bearings, my calculations with the tide had again proved correct as Scarcars appeared ahead out of the mists.

From there we paddled west towards Inner Farne. When land loomed up out of the fog we were disconcerted to find no lighthouse — no tower. We paddled into what we thought was The Kettle and then realised our mistake. Idiots that we were! We were between the Wideopens. So out we paddled and in towards St. Cuthbert's Cove. Of course, there was the lighthouse now, and the tower on our left.

After leaving our fishing friends, we paddled across to the northern side of Inner Farne and up The Churn. This is a notorious, long, narrow, cave-like gut, at the end of which is a blow-hole which has been known

to force water 90 feet up into the air during the winter storms. We put on our headlamps and could see the black, oily water rising and falling up and down the barnacle-covered sides. The horrible claustrophobic effect of the blackness and the fog, which we'd felt all through the trip was here heightened so much, especially since the sides were so close that we could touch both sides at once, that we found the experience eerie and extremely disconcerting. Chris and I were glad to get out of the place and let Malcolm and Peter see for themselves.

We paddled round to the base of the cliff under the lighthouse and from here Chris took a bearing for the Coastguard Tower, and this time I allowed 10° for the set of the tide. After about ten minutes paddling we heard the sound of ship's engines. "My God!" somebody said, "We're going to get run down!" In the black fog we couldn't be sure whether it was going away or coming towards us. We stopped, listened and then paddled a little further. Then we seemed to hear it from the rear across to the left. Then we saw a vague light through the mist, so we shone our headlamps in that direction. Other lights went on in the vessel and then the engines were stopped. Perhaps they were wondering just what these little lights were on the water. At the closest we were probably about 200 yards away and we certainly wouldn't show up on their radar, so we put as much distance as we could between us and them. They receded into the darkness and the fog, probably with some tale to tell their friends of visions on the water.

As we paddled on, the first signs of dawn appeared. The darkness was just now turning milky. We knew that land must be near and when we saw the light from the Coastguard Tower shining across the beach, we knew that once more we were spot on and we triumphantly rode in on the baby surf.

Members of Party

Derek C. Hutchinson — Senior Coach and L.C.O.

Chris Jowsey — Senior Instructor and Lecturer in Outdoor Activities at St. Mary's College of Education.

Peter Scott — Strong paddler and winner of Vaux Tankard L.D. Race, 1972, Durham. Malcolm Golightly — Division 2 Slalomist and, after epic trip across Firth of Forth in poor visibility, now a trusting follower of D.C.H.

Date of Trip

Wednesday 19th July, 1972. Neap tides lowest range since April.

Time of Launching

11.00 p.m. (1 hour after H.W.)

Equipment and Supplies

North Sea Eskimo Kayak.
Anus Acuta Eskimo Kayak.
K.W.7.

K.W. White Water Racer.

Fablon-covered charts fixed to decks.

Compasses — 3 Silva

— 1 Suunto (proved best in dark).

Mini-flares, yacht-chute, and hand-flares.

Whistles and fog-trumpet.

Lifejackets, wetsuits and anoraks.

Cavers' headlamps or torch taped to helmet.

Emergency food and hot drinks.

Large polythene exposure bags and sleeping bags.

Stores and food for two days.



OLYMPIC RESULTS

The Olympic Slalom started with the Men's K1 and C1 events, on Monday 28th August. B.B.C. T.V. extensively covered the day's competition, allowing followers of the sport at home to share the disappointment of the team.

Despite the intense effort and concentrated training of our best ever Men's K1 Team, none of our paddlers performed as well as we all know they can. Our best placed competitor, Dave Mitchell from Chester looking so unlike the 'Dynamic Dave' that has dominated British slalom in recent years could only manage 22nd place. An out-of-character performance from Manchester's John MacLeod (John won both rounds of the American qualifying events) meant a totally unreal result of 30th. Our potential star paddler Ray Calverley staggered spectators in surviving a most unnerving and technically difficult capsizes in the dreaded 'washing machine', Calverley's hopes of a second run rally into the medals were thus washed away, leaving Ray in 32nd position.

Whilst it could be argued, justifiably, that Siegbert Horn, brilliant D.D.R. World Champion, and now Olympic Gold Medallist, is virtually unbeatable in all waters, our boys with their own experience and guidance from Nigel Morley and John Fazey were confidently expected not to return home empty handed. I'm sure we all share what must be for them a bitter disappointment.

John Albert proved himself the British star of the first day's slaloming. Finishing a creditable 13th in the C1 event, John, a London medical student, had sacrificed a lot of time from his studies to train for the Olympics, and 13th from such a class field is a good result. British Champ. Rowan Osborne, an Edinburgh University student, just didn't perform as we know he can. Geoff Dinsdale, despite a series of capsizes (followed by quick, well practised rolls) managed to finish 21st one peg behind Osborne.

The eagerly awaited Ladies and C2 events, on the following Wednesday, held the excitement of the British followers when Vic Brown held 3rd position on the final result board for about 5 glorious minutes, with a very steady second run. Alas, it was not to be. Vic was slowly pushed to 6th position, a result which ranks as our best Olympic slalom success. As possibly the most inexperienced member of the team, Vic has more than justified the selectors' faith in her and deserves our heartiest congratulations on her success.

Heather Goodman, with almost 20 years in the sport, finished a respectable but disappointing 13th. Perhaps the overwhelming youth in today's slalom were just too much for Heather. Nevertheless she could have been so much better.

Pauline Squires-Goodwin, unbeatable in Britain this year, would have been a worthy wager in the medal stakes for anyone. A very unnerving first run capsized Pauline's normally composed mental attitude and kaputt! Our hearts were with her as she struggled through her second run to finish 21st.

Virtually 5 years preparation on behalf of John Court and John Goodwin (Pauline's husband) resulted in a double swim for their efforts. The expression of Goodwin's face as he helped Court to haul their sunken C2 to the canal side conveys their utter disappointment.

British Champions Lindsay Williams and Dave Allen came 15th on their second run, following a first run capsized.

SLALOM RESULTS

MEN'S K1 SLALOM

1.	S. Horn	GDR	268.56
2.	N. Satler	AUT	270.76
3.	H. Gimpel	GDR	277.95
4.	U. Peters	GER	282.82
5.	A. Baum	GER	288.01
6.	M. Havlicke	CSSR	289.56
22.	D. Mitchell	GB	343.02
24.	C. Collins	IRL	345.95
30	J. MacLeod	GB	348.99
32.	R. Calverley	GB	410.80

WOMEN'S K1 SLALOM

1.	A. Bahmann	GDR	364.50
2.	G. Grothaus	GER	398.15
3.	M. Wunderlich	GER	400.50
4.	M. Cwierthniewicz	POL	432.30
5.	K. Godawska	POL	441.05
6.	V. Brown	GB	443.71
13.	H. Goodman	GB	520.50
21.	P. Squires-Goodwin	GB	673.60

MEN'S C1 SLALOM

1.	R. Eiben	GDR	301.84
2.	R. Kauder	GER	327.89
3.	J. McEwan	USA	333.95
4.	J. Foerster	GDR	354.42
5.	W. Peters	GER	356.25
6.	J. Koehler	GDR	372.88
13.	J. Albert	GB	438.40
20.	R. Osborne	GB	541.12
21.	G. Dinsdale	GB	576.72

MEN'S C2 SLALOM

1.	Hoffman/Amend	GDR	310.68
2.	Schumacher/Baues	GER	311.90
3.	Olry/Olry	FRA	315.10
4.	Kretschmer/Trummer	GDR	329.57
5.	Freczek/Seruga	POL	366.21
6.	Andrijasic/Guzelf	YUG	368.01
15.	Allen/Williams	GB	447.08
	Court/Goodwin	GB	Capsized

Due to the disruptions at the Olympic Games, we have been forced to print without a full report of our Sprint Team's activities. We intend to carry a full report with all results in the next edition of *Canoeing in Britain*.

MEN'S KAYAK SINGLES - Final

1.	A. Shaparenko (R)	3.48.06
2.	R. Peterson (S)	3.48.35
3.	G. Csapo (H)	3.49.38
4.	J. P. Burney (Bel)	3.50.29

WOMEN'S KAYAK SINGLES - Final

1.	Y. Ryabchinskava (R)	2.03.17
2.	M. Jaapias (Netherlands)	2.04.03
3.	A. Pfeffer (H)	2.05.50
4.	I. Pepinnye (WG)	2.06.55

MEN'S KAYAK PAIRS - Final

1.	N. Gorbachev and V. Kratassuk (R)	3.31.23
2.	J. Deme and J. Ratkai (H)	3.32.00
3.	W. Szuszkiewicz and R. Piszcz (P)	3.33.83
4.	R. Kurth and A. Slatnow (EG)	3.34.16

WOMEN'S KAYAK PAIRS - Final

1.	Russia (L. Pinayeva and E. Kuryshko)	1.53.50
2.	East Germany (I. Kaschube and P. Grabowsky)	1.54.30
3.	Romania (M. Nichiforoy and V. Dumitru)	1.55.01
4.	Hungary (A. Pfeffer and K. Hollosy)	1.55.12

MEN'S CANADIAN SINGLES - Final

1.	I. Patzaichin (Rum)	4.08.94
2.	I. Wichmann (H)	4.12.42
3.	D. Lewe (WG)	4.13.63
4.	D. Weise (EG)	4.14.38

MEN'S CANADIAN PAIRS - Final

1.	V. Chessynas and Y. Lobanov (R)	3.52.60
2.	I. Patzaichin and S. Covaliov (Romania)	3.52.63
3.	F. Damianov and I. Bourtchine (Bulgaria)	3.58.10
4.	H. P. Hoffmann and H. Glaser (WG)	3.59.24

MEN'S KAYAK FOURS - Final

1.	Russia (Y. Filatov, Y. Stezenko, V. Morozov, V. Didenko)	3.14.02
2.	Romania (A. Vernescu, M. Zafiu, R. Vartolomeu, A. Sciotnic)	3.15.07
3.	Norway (E. W. Soeby, S. Amundsen, T. Berger, I. Johansen)	3.15.27
4.	Italy	3.15.60



LLANGOLLEN WALES 14 & 15 OCT 72

The Consulate International Canoe Slalom

CONSULATE BRINGS WORLD CLASS COMPETITION TO WALES

ROTHMANS OF PALL MALL LTD. have once again agreed to sponsor the highly successful 'Consulate International Canoe Slalom' at Llangollen. It is expected that this year's event will attract even more competitors, and television coverage as last year is arranged. For the first time, all communications are being handled by outside organisations. Radio Links of Bedford are handling Start/Finish and judge controls. Negotiations are in hand to install an electronic timing system complete with scoreboard, etc.

A brochure is available outlining the events and timings for advance information, and anyone planning a trip to the International would be advised to write to this year's organisers, enclosing s.a.e. *Please note elsewhere in this edition concerning camping for the weekend of the International.*

ORGANISATION:
KEITH WICKHAM,
36 ST. MARY'S PLACE,
NEWCASTLE UPON TYNE, 1.
Tel: (0632) 23444
Evenings: (0783) 71100

CAMPING AT LLANGOLLEN

The Llangollen Eisteddfod field is available again this year for camping, but because of the size of the field, booking in advance is possible, and strongly recommended.

25p per person per weekend includes car parking: this is the booking fee for which tickets will be issued. Any other space available will be charged at double rate over the weekend.

Please complete Booking Form below, returning with it one s.a.e. and the correct fee.

LLANGOLLEN 'CONSULATE' CANOE SLALOM

14th/15th October, 1972

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ADDRESS

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REG. NO. OF CAR

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13 LANCASHIRE DRIVE,
MOOR PARK,
DURHAM.



John Albert at Llangollen. Picture: Stuart Frazer (Coloursport)

Military Spectacular

Following the success of the 1971 Army Open W.W. Race Championships held on the Swale last year, (Yorkshire), the 1972 event is planned for late November.

The 1971 event was run along strict military lines, making the somewhat sleepy civilian competitors adhere to the starting list 'at the double!'

Mike Brett, the Staff Sergeant from Catterick who is organising the event, has big plans for the Championships. He has succeeded in attracting the T.V. people with promises of the competitors shooting Richmond Falls! Richmond Falls are a near 8 ft. vertical drop, if this doesn't interest T.V. then what will?

Not to frighten away competitors, Staff Sergeant Brett has arranged excellent trophies for both civilian and army classes, not the least of which will be a £48.00 'Accessor' W.W.R. Kayak.



Richmond Falls

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Membership Fees: Full – £1-25; Youth – 75p; Family – 25p each member.

To: THE GENERAL SECRETARY,
BRITISH CANOE UNION,
26/29 PARK CRESCENT, LONDON, W1N 4DT.

I/We agree to be bound by the Rules and Regulations of the British Canoe Union.

I enclose Cheque/Postal Order to the value of

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Individual Member Subscriptions £ p.

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Signature:

Date:

FOR BCU USE

Please send me copies of this leaflet to pass on to other canoeists.

HOW MAY I JOIN THE BCU?

Complete the Application Form above and send it together with a Postal Order or Cheque for the appropriate amount to:

The General Secretary, BCU,
26/29 Park Crescent,
London, W1N 4DT.

If you prefer to pay by Banker's Order please ask for a form.

N.B.: The BCU's financial year is from 1st November to 31st October. Those who join between 1st September and 31st October are members until 31st October of the following year.

ROSA-Oliver Cock's big challenge

Seems to me that Alan Hyde's views on coaching, instructors and the future of coaching are at odds with others deeply concerned with this subject — or are they? In any event Alan and I are sure many readers will accept that the air must be cleared on such an important aspect in order that a clear cut path can be laid on a solid foundation as a guideline.

Back to the meeting at Riverside, Oxford, on 13th June. Perhaps the major point made related to the number of people involved in coaching were in the teaching profession — P.E. trained perhaps but for the average teacher a Senior Instructor Award was very relevant. Opinion was divided as to the B.C.U.'s set standards not having included the problems of the teachers, i.e. that a P.E.I. had already three years of specialist training and that preparation (and dedication) to the S.I. Award over a lengthy period was perhaps a bit much. My interpretation of the minutes is that standards should not be lowered for teachers but *adjusted* to their needs.

After a heated discussion the meeting required four decisions — the fourth: to compromise and establish a B.C.U. coaching panel with a special concern for teachers in the area who found the B.C.U. system not relevant to their needs.

In this respect teachers' needs did not mean a selfish concern with what the teacher wants, as an urgent necessity to allow teachers to continue to perform the simple task of introducing young people in their charge to the water without having to commit themselves to lengthy membership of the ruling body of the sport, or to lengthy and often irrelevant preparation.

A letter was sent to the B.C.U. to determine its views (unfortunately the writer does not have a reply to hand).

The coaching panel gives us food for thought in bringing R.O.S.A. (the raising of the school leaving age) to our attention indicating that new timetables may make allowance for more outdoor activity.

Alan Hyde remarks that many will say he is a 'nut, and a trouble-maker to boot, a stirrer as ever..... It would be simple enough to lay low and say nowt.' I must admit to seeing a kindred spirit here!

As a new lad in the B.C.U. my first reaction is one of admiration for someone who sticks his neck out so much it nears the chopping block. Sticks his neck out indeed almost in sacrificial fashion for what he believes is best for the sport. That's dedication.

Oliver Cock as Director of Coaching

I think you have to welcome this kind of spirit — only chaps like yourself, Alan, Chris Hare and the like have that little touch of fire that will thrash out really tough problems like this. Far be it from me to tell a coach his job but let's face it R.O.S.A. will bring the teacher/instructor problem to a head. From what I've heard of Oliver's clarity of thought the solution *will* be found — it has to be!

W. Balmain

BOURG-ST-MAURICE W.W. RACE 1972

July saw the White Water Racing Team competing at Bourg-St-Maurice International in France. For the first time, 35 cubic metres/second of water, almost 1½ times the amount at the 1969 World Championships, were allowed for the race.

Although there is nothing particularly hairy on the course, the total length of 11 km, which includes two 3 km stretches of virtually continuous Grade III/IV, makes it a very testing race.

The French dominated every class save the Women's K1, won by the superb West German paddler Annemie Amslinger. The Men's K1 was won by Jean-Pierre Archambot, very closely followed by his team-mate Michel Magdinier and Belgian André Michiels. Of the British paddlers Pete Wakeling was 5th, Chris Avery 16th, Stuart Fisher 17th, Andrew Morton 26th, Robert Hignell 30th, Phil McAuliffe 32nd and Mike Thomas 36th. Our only C2 pair, Bradley/Jackson, failed to finish.

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TRADE NEWS

P. & H. FIBREGLASS PRODUCTS have introduced onto the canoeing market a simple conversion to make most footrests fail-safe ones, i.e. if your feet go under the footrest, the bar swings easily back when you withdraw the feet. An essential safety modification. This type of footrest is now fitted as standard on all P. & H. Fibreglass Products' kayaks.

VALLEY CANOE PRODUCTS — Frank Goodman, the ebullient and well known owner of V.C.P. has given up his post as a Lecturer at Nottingham College of Education, in order to concentrate on his canoeing business.

V.C.P. markets some very successful canoeing products, some unique, e.g. fail-safe footrests, floating toggles, T.A.B. buoyancy, and a range of moulds and D.I.Y. kits.

To cater for the ever-growing canoeing market, one of Frank's first moves is to try and secure more premises in Nottingham.

Deliveries should not be a problem now with V.C.P. and greater attention can be given to the demands of the bulk buying military and educational bodies.

TRYLON continue their series of practical demonstrations of glass fibre techniques which began in May. For enthusiasts interested here is the list of activities continuing right through until December.

BOOKING FORMS from Trylon Limited, Thrift Street, Wollaston, Northants, NN9 7QJ.

IRIS BEVERLEY DIOLEN known in the trade as 'I.B. Diolen', is now being incorporated in slalom canoes and kayaks being manufactured by both Streamlyte Ltd. of Lancing, and Gaybo Ltd. of Brighton, and between them they both make a lot of slalom boats! Any other manufacturers interested in using I.B. Diolen are invited to ring Roy Staley at Lancing 62431, as the manufacturers of the new Diolen are confident that the product will appeal in particular to canoe manufacturers.

LENDAL PRODUCTS LTD. is the new name of the mushrooming Lendal organisation, Britain's largest manufacturer of canoe paddles. Lendal's progress in the 'Jewellery for Canoeists' idea, launched at the Crystal Palace this year, has been quite phenomenal. Here surely is the ideal Christmas gift! Place your orders now for rings, key-rings, brooches, all kinds of useful canoe orientated Christmas gifts.

Lendal's new address: 18/20 Boyd Street, Prestwick, Scotland, Tel. (0292) 78558 remains unchanged.

A NEW CANOE FROM TRYLON — Over the years TRYLON have helped hundreds of educational establishments to build their own glass fibre canoes. Full sized glass fibre canoes can be constructed for as little as £11 each, the whole project only taking two days. To meet the demand for canoeing in education, and especially for the training of novices in canoeing, TRYLON have recently produced a new design of training canoe to add to their range of moulds for hire or sale. The photograph shows the BAT Mk V, which can easily be made in a day and can cost as little as £7 to make.

The BAT Mk V has a full sized seat but its length of 7' 3" makes it an ideal canoe to be used in a swimming pool. The rounded ends built into the design prevent the canoe from damaging the sides of tiled pools, but the canoe performs rather like a full sized canoe and can be used as a simulator for teaching paddling techniques, capsizing drill and rolling. The canoe can also be used on open water by paddlers with experience but is not recommended for use under these circumstances by novices. The canoe can also be used for canoe surfing, and has already become widely used to play Canoe Polo.



Frank Goodman at finish of 1970 Arkansas R.R. The race on this occasion had the highest water level for 25 years!



The BAT Mk V canoe.

How Fit Are You?

Dr. Travers on whose lecture the article in our last edition was based and written by Oliver J. Cock, contained several mistakes for which he apologises to both Dr. Travers and readers. In view of the importance of this article we publish notes to rectify the situation.

- 1 Column 1, Para 3 and Fig. 1. The delay occurs at the Atrio-Ventricular Node, NOT the Ventricular Node. This is repeated in para 4 (i.e. as I understand it, what I called the Ventricular Node should have been called the Atrio-Ventricular Node).
- 2 The 'T' wave occurs during the diastolic pause which, therefore, starts before it and NOT after it.
- 3 Dr. Travers says — and I believe him — that he did NOT say that a high diastolic pressure can lead to "severe risk of heart attack". But I am foxed here, myself. If a diastolic pressure of 95 is already dangerous, what is the danger? Actually my own notes say that it is the isometric exercise that can lead to this risk, not the diastolic pressure.
- 4 Column 3, para 2 in steady state work the pulse rate should be maintained at 140 beats per minute and NOT 120.
- 5 Para 3. Dr. Travers writes that this paragraph (re the fit and unfit persons) is wrong but that it would take a complete article to correct it. I am sad about this, as the graph was a careful copy of his own on the blackboard. If I have misunderstood, I would very much like to be put right.
- 6 Dr. Travers asks what I mean by "The Machine". I meant it in the mechanical sense of the Heat Exchanger. Just as in a steam engine, say, the coal has so much energy to deliver, but the power at the wheels is considerably less because of the stages and working parts in between; so the oxygen taken in has so much energy to deliver, but by the time it has been 'converted' one is left with so much less.
- 7 Page 9, Column 1, Para 1. The 'PR' curve gets LONGER, NOT shorter, until two 'P' waves occur without a 'QRS' complex in between.
- 8 Dr. Travers queries my paragraph in parenthesis, saying that it does not refer to anything he said. This is true and is why I put it in brackets. The information was gleaned from a Royal Naval doctor, who added that the irregularities of the heart in hypothermia were not yet fully understood. Hence my phrase "appears to be due".
- 9 Para 4. When I wrote that the "muscle fibres are thin" I should have written that the blood vessels are thin. This was a silly mistake on my part, which I should have picked up on reading through the draft.
- 10 Column 2, Para 2. As previously stated, the heart rate should be 140 beats per minute, NOT 120.
- 11 Column 3, Para 2. MYOGLOBIN was misspelled. Dr. Travers points out that Myoglobin occurs in the muscles, and that HAEMOGLOBIN is the oxygen-carrying pigment in the blood. But my paragraph refers to IRON. Could Dr. Travers tell us how the iron is circulated?

A Bigger And Better Chandy Canoe Race

Three years ago it was just another paddle for the boys of the local scout group; this year The Chandy Long Distance Canoe Race from Pulborough to Arundel on the River Arun on May 21 was the largest race to be held in the south this year. It attracted over 300 entries covering the full 20 classifications from 43 clubs. So stiff was the competition that no less than seven senior paddlers came inside last year's record for the 11½ mile run for singles and doubles.

T. Fieldus of the Way Kayak Club took 3 mins. 25 secs. off last year's time with a run of 1 hr. 26 mins. and B. Leach and W. Taylor

of the Richmond Club almost equalled this achievement when bringing down the record by 3 mins. 20 secs. to 1 hr. 22 mins. 10 secs.

The Chandy trophies went to:
 Senior AK2 winners — R. G. Story and M. J. Bull of the Royal Signals with a time of 1.23.59
 Senior AK2 winner — A. Crossman of Aylesbury SSC with a time of 1.27.14
 Senior K1 winner — T. Fieldus of the Way KC with a time of 1.26.00
 Senior K2 winners — B. Leach and W. Taylor of Richmond CC with a time of 1.22.10.



Tony Rourke of R. White's, Brighton Depot, presenting the Chandy Trophy to the Senior AK2 winners R. G. Story and M. J. Bull of the Royal Signals CC stationed at Chatham, Kent. With a time of 1.23.59 they beat the existing course record by 2 mins. 31 secs.

Corps of Canoe Lifeguards

INCIDENTS & RESCUES

No.	Nature	Equipment Used	Outcome	Classification
1	Engine failure	Canoes	Boat and 8 passengers towed ashore	Incident
4	Swimmers	Canoes	6 swimmers carried ashore alive	Rescues
3	Capsized or demasted dinghies	Canoes	Righted and towed in	Incidents
6	Airbeds or floats carried out to sea	Canoes	Towed ashore child occupants safe	Rescues
2	Capsized canoes	1 Free swim 1 Canoe	Child brought ashore 2 Adults brought ashore	Rescue Incident
1	Cut off by tide	Canoes, IRB, Reel & line	Non-swimmer towed to IRB	Rescue
2	Searches	Canoes	1 Body located and retrieved 1 Abortive	Incident Incident

Summary — 7 Incidents
 12 Rescues (lives saved)

You will observe that the classifications come under two headings 'Incidents' and 'Rescues'. The latter refers to occasions when life would certainly have been lost had not the Corps member gone to the aid of the person concerned.

This Year Next Year Sometime

The I.C.F. recognises Sprint Racing, Slalom and White Water Racing and Canoe Sailing in the fields of competition. However Long Distance Racing is as yet not recognised and it appears that little or no effort is being made to correct this situation.

During the period for mid-February to early November there are National Long Distance Events staged on some 30 weekends up and down the country, and some of these events attract up to 300 entries. In addition there are an increasing number of other events appearing on the calendar, events like the Avon-Craft Youth Series, the K1 and K2 Marathons, Devizes—Westminster and the Waterside Winter Series.

In addition to the continuing growth of Long Distance at home, it is on the up and up abroad. For a number of years there has been an established circuit in Northern Spain that coincides with the visit of the British Team to Sella for the Spanish National Championships. Ireland also has an established Long Distance calendar, the best known event being the Liffey Descent in early September each year.

Other events in Europe take place in Denmark and Holland, and the Belgians, Austrians and French have all at some time participated in Long Distance Racing. A further development recorded recently was the preparation for a Long Distance Race in Australia, whilst the South Africans, although out in the cold because of their Government attitude to sport participation, have been keen exponents of Long Distance Racing for many years.

Perhaps the time has arrived for approaches to be made to those countries known to be either promoters or participants in Long Distance Racing in an attempt to sound out the level of support that can be expected in bringing this side of the sport under the umbrella of the I.C.F.

About 2-3 years ago a set of International L.D. Rules were drafted by the British L.D. Executive, but it seems that the project no sooner got off the ground than it was grounded again as a result of lack of motivation to pursue the task to an ultimate conclusion.

With events being organised in Australia Long Distance can now be loosely determined as being world wide. Perhaps sometime this will become a true statement and not just so much pie in the sky.

THE L.D. SCENE — 1972

This year the early part of the season got off to a smooth start as power cuts, unlike the postal strike in early 1971, don't disrupt the organisation of events.

Each year the first event seems to get earlier and this year was no exception with the Oxford L.D., traditional first event taking place on February 13th. The same day also saw the first of the Waterside Events taking place and both events were quite well supported. The rest of February and March saw several events taking place across the country with several crews using the period as final preparation for the Annual Devizes—Westminster Event.

Easter weekend saw this well established event taking place for the 22nd time and an entry of 180 crews spread between the Senior and Junior Events. On paper before the start neither event showed any indication of what

was to be a memorable year with the record for the course in both events being broken.

The Senior Event developed into an International contest with a crew from the U.K. just holding on to a slim lead over a Danish crew, with both crews breaking the old record and the Civilian Trophy going overseas for the first time. The Junior Event also saw a new record from the Pangbourne crew of Bennett/Cornish.

SPONSORSHIP AND L.D.

A lot of verbiage has been wasted on this subject in the past, and at the same time a lot of energy seems to be misused with the resultant frustrations of a lot of effort for no return.

The anti-smoking lobby gains strength all the time, and recent press comment indicates that the Government will soon take steps to remove the carrot of television's indirect forms of advertising by ordering the blacking out of tobacco ads at major sporting events.

For canoesport in general and Long Distance Racing in particular to look to tobacco manufacturers at this time as a new source of sponsorship must be regarded as very short-sighted. Instead energy should be directed to other possible sources of backing.

A lesson should be learnt from those clubs who have gone out and found sponsors for their own events, appealing to the local rather than the national aspect of the advantages to be mutually gained.

The number of events that have successfully attracted commercial sponsors grows all the time, and it is to be hoped that this trend will continue.

With regard to a sponsor for an event like the National Championships the scope is obviously reduced but again the problem is not insoluble. Perhaps the approach is wrong.

What must be done surely is to do as the little events have done — prepare the ground for an approach to the potential sponsor and then treat the exercise in a business-like manner. After gaining the support of a sponsor he must be treated as a business associate and not just as a source of ready cash.

THE ESPADA K1 AND L.D. RACING

After a slow beginning in 1971 the Espada K1 is now firmly established as part of the L.D. scene and the trend, as in sprint racing, is for a greater degree of involvement over the months and years to come.

To find an entry of 15 to 20 Espadas at an event and the majority of these are in the 'A' and 'B' age groups for the 12-14 and 14-16 year olds. The impact of this one design K1 has, as yet, to be fully realised. As time goes by more and more young paddlers will be introduced to competition with the chance to race against youngsters of the same age. The effect in the long term should be a much wider base and greater strength at the top.

To date the Boys' Espada Classes seem to be catching on well, but of the girls there is little sign. Now a lot of clubs must have young girls as members, and the Espada Classes should be used as a means of introducing them to canoesport as well. Perhaps the race organisers should make special efforts to encourage these classes.

Finally, it must be stated that the content of this article does not necessarily reflect the views of the L.D. Executive or the British Canoe Union, although it is hoped that some of the material will give them food for thought.

M. J. Carvell

Q&A No2

Mr. Tony Snell, a Director of the Canoe Centre Limited of Twickenham, controls a company with a diverse interest in all aspects of canoeing.

C. in B. Mr. Snell, your Twickenham show-rooms appear to be bursting with just about every type of canoe and accessory. One would imagine that a lot of your trade is the personal caller. Is this correct?

Mr. Snell Not at all, our main trade is from the clubs and schools around the country who have learned about CANOE CENTRE products over the years; although it is true that we probably have the biggest passing trade in the canoe business.

C. in B. The standard of the goods produced in your Devon Factory is indeed high. However, do you find that the larger demand is for imported goods rather than British made?

Mr. Snell Our imported Struer kayaks form only a very small part of our business, it must be less than 1%. We export far more than we import.

C. in B. Do you have an 'after sales' service for the seemingly delicate wood veneered sprint boats? It would appear that such expensive equipment will require experienced and skilful maintenance.

Mr. Snell Although repairs are not effected by ourselves we can always arrange for this to be done.

C. in B. Bearing in mind your long association with Klepper, the huge German manufacturer, do you have plans for expansion into the Common Market countries?

Mr. Snell Naturally we would like to expand into the Common Market, but I see a greater future in touring and struer racing kayaks in Europe than competing with Klepper Werke's slalom kayaks on their own home market.

C. in B. Your location at Twickenham must surely be very close to the hub of sprint and L.D. activity. As you cater for the clubs on the Thames, your finger can be considered to be 'on the pulse' for sprint and L.D. Most of the publicity in the present 'mushrooming' of canoeing seems to go to slalom white water activities. Judging from your vantage point at Twickenham, and as a manufacturer, do you consider that sprint and L.D. are growing at the same rate as their white water counterparts?

Mr. Snell Sprint and Long Distance racing are certainly growing very fast, the exact figures I am not sure of, but the increased popularity of canoe sport applies not only to slalom but to all the other aspects of it.

C. in B. Does publicity for the 'glamour' aspects of canoeing, i.e. slalom and sprint help with improving the touring and pottering side of the market?

Mr. Snell Certainly we have lost count of the number of people who have been interested in buying touring canoes following the recent television series. When they walk into the shop they usually say; "We saw this programme on television and . . ."

INTERNATIONAL L.D. RACING

Long distance canoeing is not yet an Olympic Sport but internationally it is growing rapidly. The Long Distance Racing Committee send teams to Amsterdam, Spain, Ireland and Gudena in Denmark.

The team that represented Great Britain in Amsterdam this year were:—

Senior K1

C. Tatam, Newham C.C.
M. Pawlow, Royal Signals
N. Mason, Nottingham K.C.
J. Hubbard, Nottingham K.C.

Junior K1

S. Brown, Nottingham K.C.
G. Tilford, Royal C.C.
E. Farrell, Royal C.C.

The Course is an out and back one of 22 Km on the North Sea Canal (similar to the Thames but dead Straight) and subsidiary canals and dykes. On the day of the race there was a strong headwind for half the course but brilliant sunshine all the way.

After the start of the race the Senior K1 class was dominated by J. West (a private entry) N. Mason and two Dutch paddlers. Within 8 Km this group had left the rest of the field and by 12 Km J. West, N. Mason and one Dutchman were way out in front. The course was an extremely difficult one to follow there being turnings off every ½ Km and hence this leading group got lost and went

far too far away from the club house (the finish). On returning to the North Sea Canal they found that they were in 6th–8th position instead of the lead. A polite protest was made after the race about poor markings and a complicated course.

The Dutch were overwhelmed with embarrassment and tried everything to please the unfortunate British. They were most apologetic and listened to all our comments about future courses and how to mark the way.

The three British Junior paddlers Tilford, Farrell and Brown dominated their class and had built up a lead of 100 metres by 2 Km. The three stayed together and were so far in the lead that although they also got lost for the same reasons as the Seniors, came back onto the home straight and won comfortably. Tilford first, Farrell second and Brown third.

Our reception and accommodation in Amsterdam was remarkable. It should be a very good race next year.

43 British paddlers went to Spain to compete in the Sella Race, 15 of these also went to Irun the week before. After the Sella Race there are also a number of other L.D. races at Nalon and Aviles. The British Team, 12 of the above 43, compete in all these races. The British Team this year were:—

Senior K2

Bull/Story, Royal Signals

Leach/Taylor, Richmond C.C.
Cornish/Bennett, Pangbourne C.C.

Senior K1

Mason, Nottingham K.C.
Tatam, Newham C.C.

Junior K2

Hunter/Farrell, Royal C.C.

Junior K1

Tilford, Royal C.C.
Brown, Nottingham K.C.

A report on these races will appear in the next edition of *Canoeing in Britain*.

Paddlers who wish to be considered for any International race should so indicate to the Team Manager, in writing, well in advance of the date of the race. The Team Manager will also write to possibles who have not applied. The best team for the race will then be picked by the L.D.R. Committee.

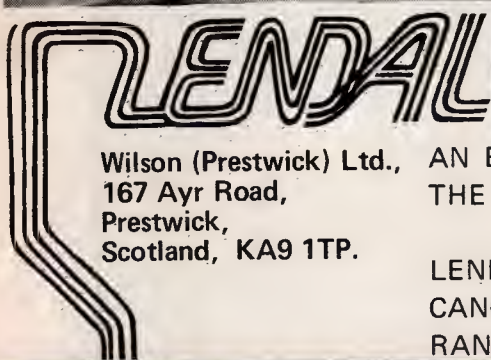
Much of the information on International races is included in newsletters and minutes of L.D.R. Committee Meetings. If you wish to receive copies of these please send your club's name and address to the L.D.R. Secretary. Better still attend the meetings, there are only two a year. The next meeting is the 30th September at Bisham Abbey, Marlow, Bucks. at 2.00 p.m.

Mrs. C. M. Laws, L.D.R. Secretary
Mr. M. Vesey, L.D.R. Team Manager



A K2 pair taking the steps of the first weir on the Exe Descent 1971 — K2's which chose the shallower water behind them were soon in trouble. Photo: John Page.

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With last year's long, dry Summer causing a virtual absence of heavy water, the autumn rains saw most white-water enthusiasts jumping for joy. Although enthusiastic for WHITE, but not COLD, water, I was becoming a little apprehensive of the approaching winter months. The fact that my younger, fitter colleagues seemed happy to wallow up to their necks in icy-cold water, dressed only in Tee-shirts, did little to alleviate the misery.

I had found that a Wet-Suit was much too restricting and, needing all the help I could get, I was forced to cut out the sleeves. This made paddling somewhat easier, but much colder and it seemed that some alternative method of keeping warm was essential if I was to enjoy any amount of cold-weather canoeing.

Having decided that a Dry-Suit might provide the answer, I saved up my half-pennies (now out of circulation) and, upon receipt of my cheque a Seal-Suit in kit form duly arrived from P. & H. Fibreglass Products.

The kit consists of latex-rubber sheeting, adhesive paper tape, rubber solution, patterns and instructions. The instructions, though not particularly clear, were adequate and the suit was completed inside two evenings. It was suggested that brown-paper templates should be made from suitably modified patterns provided, but I found it easier to cut out templates from the actual patterns supplied with the kit, after alteration to suit my own vital statistics.

As soon as rubber-solution touches the latex, it causes it to roll up at the edges and stick to itself and it is essential to back every seam with the paper tape before applying the adhesive. Incidentally, the tape provided is of the "lick and stick" variety and by the end of the evening my mouth was akin to the proverbial Greek Wrestlers Armpit! A better flavoured gum would have been much appreciated!

There was no particular difficulty in making good, waterproof seams, even round the sharp bends on the booties. Once the adhesive had dried, it was possible to peel off the paper tape which enabled one to manoeuvre round the curves. Even after completion, it is possible to carefully peel apart a seam which means that any mistakes can be rectified fairly easily.

The completed two-piece suit consists of jacket, with seals at neck and wrists, and trousers with booties attached. It is quite easy to put on when well powdered with chalk, but care is needed to ensure a good seal at the waist by rolling the bottom edge of the jacket up with the top edge of the trousers. Removal of the jacket is not quite so simple and can cause quite a struggle until one gets the hang of it.

For me, the easiest way is to cross my arms and grip the bottom of the jacket as far round to the back as I can reach. A quick jerk of the arms over the head usually has the desired effect and the head and wrists can then be carefully extricated. Taking advantage of my own mistakes, I would recommend would-be suit-makers to allow extra room in the feet and around the chest. There is more than sufficient material provided but I did run out of rubber-solution due to alterations. As this is obtainable at any garage, this did not present any problem.

The material has little insulation value and needs to be worn over light clothing such as a track-suit or woollen jumper and "long-johns". The suit is extremely comfortable to wear and, even my feeble movements are not restricted in any way. Personally, I can not bear anything really tight around the neck (despite suggestions to the contrary by my colleagues) and I therefore left this seal rather slacker than the ideal. After rolling, I sometimes find that a minute amount of water has seeped in past the neck joint but this has never been enough to cause any discomfort. Otherwise, the suit has proved to be completely watertight.

The greatest joy comes when changing back into normal clothing as one never needs to present bare, wet flesh to the icy winds. The suit dries quickly after use and only requires a sprinkling of french-chalk, to stop the latex sticking to itself.

For longer trips during very cold weather, I completed the outfit by stretching and gluing a strip of the latex around the wrists of a pair of rubber gloves, to make a waterproof seal. Despite this being severely frowned upon by other club members, I find these very warm when worn over thin woollen gloves and they do not spoil the "feel" of the paddles to any great extent.

As a whole-hearted believer in all creature comforts, I have never subscribed to the peculiarly English belief that, whatever makes you feel cold, uncomfortable, miserable, exhausted or in pain . . . must be doing you a world of good! My Seal Dry-Suit is proving to be a hard-wearing, inexpensive way of keeping dry and comfortable on, or in, the water and has allowed me to enjoy many more hours of cold weather canoeing than would otherwise have been possible.

INDEPENDENT LETTER FROM C. IN B. READER

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Continued From page 15

We watched the ferry dock from above the harbour and in the early evening after more congratulations, handshakes and last farewells we made our way down to the harbour, collected the boats, etc. and boarded the 'Caledonian Princess' via the car deck. After a couple of pints in the bar we were invited onto the 'Bridge' by the Captain and for 45 minutes watched them navigate out of the then fog-draped harbour and commence the crossing to Fishguard. This was the way to do it. After a short sleep we arrived at the harbour at 03.00 on Tuesday morning and shook hands with some still incredulous members of the crew before disembarking through the gaping mouth of the ship.

There was a magnificent reception prepared for us on the harbour by the rest of the club, it looked as if the whole campsite had come. After walking the red carpet (3 rolls of crepe paper) we had 'champers', answered yet more questions and related dozens of experiences.

We think we can lay claim to four 'records' from the trip:-

1. The first crossing of the St. George's Channel (southern entrance to the Irish Sea) by single-seater kayak.
2. The first east-west crossing of the Irish Sea (obviously ignoring the very narrow top section).
3. The fastest time for a crossing (actual crossing took 17 hours, almost to the minute).
4. The youngest person to canoe across the Irish Sea (Ian Tatam 22 years).

General Information

The boats were all fairly heavy P. & H. 'Swifts' with good skegs. Substantial buoyancy in each boat, either T.A.B.'s (by V.C.P.) or 'styrene foam'.

Assortment of deck lines/elastics, my boat having a 'rack' on the rear deck. Toggles on

bow and stern together with tow-line incorporating 18" elastic and snap-clip.

Small red lights on boats/lifejacket, to enable us to see *each other* at night. Very effective! Boat decks and paddle blades painted white for similar reasons.

Clothing was with a view to it being cold at night, i.e. Ian and George had full drysuits whilst I had wetsuit trousers and drysuit top. All wore bright orange P. & H. anoraks over these and had Ottersports B.S.I. lifejackets. Headgear was floppy and colourful.

Each had a sleeping bag with 500 gauge poly' bag, about 6' 6" x 3'.

Each canoe had a 'Mars' hand-held red flare.

George and I had an 'Icarus' rocket maroon, (big bang!). My boat also carried one 'Icarus' rocket 'parachute red' and an assortment of 'Mini-flares' (5 red, 5 white, 1 green and 6 orange-smoke).

Ian carried the S.A.R.B.E. (Search and Rescue Beacon Equipment) type 3, BE 310, on loan to us by courtesy of the manufacturer. This would *only* have been used in the event of severe danger to life (i.e. ploughed down by passing ship and boat[s] wrecked, or if George suddenly decided to do the Atlantic). This S.A.R.B.E. was affectionately called the 'ABORT BUTTON' and labelled accordingly before stowage. My heart stopped every time Ian groped in the back of his boat, feeling for the 'ring' on the top of a bottle of Dynamo.

We carried 100' of 7 mm polypropylene rope (as advised in 'The Gospel, according to St. Hyde').

We had 7 Dexamphetamine tablets to combat sleepiness if and when it became a severe problem, prescribed by my local doctor to whom Ian and I will be eternally grateful.

Extra to all this was a transistor radio to relieve possible boredom and update shipping/weather forecasts; a camera for photography where possible (beautiful one of the sunrise);

a small tape recorder on my lifejacket for keeping a 'log' of the trip (turned out quite amusing).

We had one spare paddle, extremely good tracings of chart 1410 on each deck and used 'Silva' compasses.

In case anyone is still wondering how we did *it*, we used poly-bags, about 9" x 3". Damned difficult in a drysuit but made especially easy for me by the zip in my wetsuit trousers. (It's a great idea Don but make sure the bags are big enough.)

Sunglasses were essential.

A lot of planning went into this trip in the form of navigational exercises, tidal calculations, mental preparation, physical training and we are firmly convinced that it was all necessary, none of it was wasted. The catch phrase for the week was that the trip was "executed with the precision of an Apollo Mission". Our ideal (naive though it may seem) was that if the planning was done properly, the actual crossing should be without problems and, although we learnt a lot from it, this was near enough the case for us.

I would like to thank all the people who, over the last nine months, have helped in so many different ways towards the planning and actual completion of the trip. If anyone requires any other information of any sort we will be only too pleased to supply it.

John E. Chamberlin, Sea Touring Officer,
Midland Canoe Club, 2/o 8 Heather Crescent,
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